A list of properties needed for highway and other uses was presented by the Right of Way Engineer. He requested the Commission to declare by resolution the necessity of said properties for the public uses to which they are to be put and to authorize the Right of Way Engineer 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 No. 2596," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed acceptance of a report made by the Right of Way Engineer on offers tendered to the owners for acquisition of real property prior to the institution of condemnation proceedings as follows:

AVA AVENUE-BURNSIDE STREET SECTION OF THE MT. HOOD HIGHWAY - MULTNOMAH COUNTY

R-44807 - Lawrence M. O'Rourke et ux. Parcel 1: 5,400 sq. ft. for right of way purposes; Parcel 2: 1,090 sq. ft. for temporary easement. Offer $37,375.00.

R-44808 - McMinnville Investment Co. Parcel 1: 2,000 sq. ft. for right of way purposes; Parcel 2: 250 sq. ft. for temporary easement. Offer $23,775.00.

R-44833 - Gertrude Harris. Parcel 1: 1,600 sq. ft. for right of way purposes; Parcel 2: 200 sq. ft. for temporary easement. Offer $20,000.00.

R-44844 - Jeanne Rebecca Ramey. Parcel 1: 1,500 sq. ft.; Parcel 2: 105 sq. ft. for right of way purposes; Parcel 3: 750 sq. ft. for temporary easement. Offer $12,100.00.

R-44845 - Marie Thomas and Louretta Ross. Parcel 1: 4,800 sq. ft. for right of way purposes; Parcel 2: 1,850 sq. ft. for temporary easement. Offer $9,925.00.

DEXTER DAM PARK - LANE COUNTY

R-45013 - Cleo H. Carter et ux. 1.75 acres for park purposes. Offer $2,500.00.

FERN HILL-BURNSIDE SECTION OF THE COLUMBIA RIVER HIGHWAY - CLATSOP COUNTY

R-44291 - Margaret Hughes and Melvin H. Iverson. 7.5 acres for right of way purposes. Offer $6,750.00.

GARDEN VALLEY ROAD-FAIRGROUNDS SECTION OF THE COOS BAY-ROSEBURG HIGHWAY DOUGLAS COUNTY

R-44895 - Arthur W. Joelson. 5,644 sq. ft. for right of way purposes. Offer $17,000.00.

R-45202 - Berman Corporation. Parcel 1: 0.34 acre; Parcel 2: 0.08 acre; Parcel 3: 0.12 acre for right of way purposes. Offer $10,700.00.

JOHN DAY RIVER SCENIC WATERWAY - WHEELER COUNTY

R-46977 - Willard Rolfe et ux. Parcel 1: 131 acres; Parcel 2: 134 acres; Parcel 3: 75 acres for scenic waterway. Offer $71,000.00.

PATTERSON STREET, KLAMATH FALLS-MALIN JUNCTION SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY - KLAMATH COUNTY

R-44984 - Connie A. Whittemore. Parcel 1: 4,780 sq. ft. for right of way purposes; Parcel 2: 940 sq. ft. for permanent easement; Parcel 3: 1,625 sq. ft. for temporary easement; Parcel 4: 2,050 sq. ft. for permit of entry. Offer $3,600.00.

R-44986 - James E. Chaney et ux. Parcel 1: 3,210 sq. ft. for right of way purposes; Parcel 2: 1,145 sq. ft. for temporary easement; Parcel 3: 3,570 sq. ft.; Parcel 4: 1,040 sq. ft. for permits of entry; 690 sq. ft. permanent easement for power line. Offer $22,000.00.

R-44994 - John O. Jacobson et ux. Parcel 1: 1,694 sq. ft. for right of way purposes; Parcel 2: 968 sq. ft. for temporary easement; Parcel 3: 1,640 sq. ft. for permit of entry; and 360 sq. ft. for permanent easement overhang. Offer Revised $3,100.00.

R-44995 - Fred J. Dallas et ux. Parcel 1: 3,600 sq. ft. for right of way purposes; Parcel 2: 1,680 sq. ft. for temporary easement; Parcel 3: 1,640 sq. ft. for permit of entry; and 630 sq. ft. for permanent easement overhang. Offer $20,300.00.

R-45002 - Louis V. Schweiger et ux. Parcel 1: 576 sq. ft. for right of way purposes; Parcel 2: 432 sq. ft. for temporary easement; Parcel 3: 1,200 sq. ft. for permit of entry; and Parcel 4: 840 sq. ft. for permit of entry. Offer $7,825.00.

R-45004 - Elwood F. Sine. Parcel 1: 432 sq. ft. for right of way purposes; Parcel 2: 324 sq. ft. for temporary easement; Parcel 3: 936 sq. ft.; Parcel 4: 1,300 sq. ft. for permits of entry. Offer $700.00.

R-45123 - Jack H. Schulze. Parcel 1: 280 sq. ft. for right of way purposes; Parcel 2: 170 sq. ft. for temporary easement; Parcel 3: 840 sq. ft. for permit of entry. Offer $225.00.

R-45420 - Bill Wynn's Country Gas, Inc. Parcel 1: 4,200 sq. ft. for right of way purposes; Parcel 2: 1,960 sq. ft. for temporary easement; Parcel 3: 1,150 sq. ft.; Parcel 4: 1,395 sq. ft. for permits of entry. Offer $4,000.00.

RICKREALL-INDEPENDENCE JUNCTION SECTION OF THE WILLAMINA-SALEM HIGHWAY POLK COUNTY

R-43121 - Carl Hubbard et ux. Parcel 1: 0.23 acre; Parcel 2: 0.08 acre for right of way purposes. Offer $10,825.00.

S.E. DIVISION STREET-S.E. FOSTER ROAD UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-43350 - Carl W. Benson et ux. 7,996 sq. ft. for right of way purposes. Offer $3,000.00.

R-45693 - Bridges & Lahti, Inc. 8,248 sq. ft. for right of way purposes. Offer $16,500.00.

R-45823 - Mary A. Nearing Nichols. 4,998 sq. ft. for right of way purposes. Offer $15,000.00.

R-45985 - Robert N. Ashley. 5,271 sq. ft. for right of way purposes. Offer $2,650.00.

R-46134 - Earl Jones et ux. 23,263 sq. ft. for right of way purposes. Offer $28,050.00.

S.E. FOSTER ROAD-S.E. HINKLEY AVENUE UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION - EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45888 - John C. Bollinger. 5,000 sq. ft. for right of way purposes. Offer $9,500.00.

R-45908 - Robert K. Clark et ux. 5,850 sq. ft. for right of way purposes. Offer $16,000.00.

R-45930 - Henry J. Rust et ux. 4,820 sq. ft. for right of way purposes. Offer $19,700.00.

R-46146 - Julia E. Auborn. 4,000 sq. ft. for right of way purposes. Offer $6,700.00. Revised offer $8,800.00.

R-46193 - Carl A. Corey et ux. 2.41 acres for right of way purposes. Offer $21,200.00.

R-46194 - Stanley Ivan Stockwell et ux. 1.7 acres for right of way purposes. Offer revised $33,000.00.

R-46467 - Alta M. Hall. Parcel 1: 3,150 sq. ft. for right of way purposes; Parcel 2: 2,960 sq. ft. for temporary easement. Offer $6,650.00.

S.E. HINKLEY AVENUE-LAKE ROAD INTERCHANGE UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - CLACKAMAS COUNTY

R-43774 - Teeples & Thatcher Contractors, Inc. Parcel 1: 05 acre; Parcel 2: 0.05 acre for right of way purposes; Parcel 3: 0.08 acre for temporary easement. Offer $23,800.00.

WINSTON-SHADY INTERCHANGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY DOUGLAS COUNTY

R-45177 - South Umpqua Properties, Inc. 2.7 acres for right of way purposes. Offer $5,875.00.

Authorization was requested by the Right of Way Engineer to offer at public sale five parcels of property which are no longer needed for highway purposes. The minimum sale price for each transaction is based on competent appraisals, and access and other conditions of sale are consistent with situations existing in the vicinity of each property. The Commission authorized public sales as follows, subject to approval by the Federal Highway Administration, and thereupon adopted "Real Property Resolutions Nos. 557, 558, and 559," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) 3,300 square feet of land, File 38462, located in the southeast corner of the interchange of 37th Avenue and the Clackamas Highway in Milwaukie in Clackamas County for not less than $2,000. No access is to be permitted to the Clackamas Highway and signboard and junkyard exclusion clauses are to be included in the deed. Approval by the Federal Highway Administration is not required. (See "Real Property Resolution No. 557")

(2) 3,900 square feet of land, File 39747, located in the southwest corner of the intersection of Mill Street and the Columbia River Highway in the City of Rainier in Columbia County for not less than $400. No access is to be permitted to the Columbia River Highway and signboard and junkyard exclusion clauses are to be included in the deed. Fencing is to be done at the purchaser's expense. Federal Highway Administration approval is not required.

(3) 0.72 acre, File 8409, consisting of a former stockpile site on the east side of the Pacific Highway approximately one mile south of the South Rice Hill Interchange in Douglas County for not less than $250. No access is to be permitted to the Pacific Highway and signboard and junkyard exclusion clauses are to be included in the deed. Approval by the Federal Highway Administration was requested by letter dated December 29, 1971.

(4) 2,250 square feet of land, File 8569, on the easterly side of The Dalles-California Highway between Pine Street and A Street in the City of Madras, Jefferson County for not less than $2,250. The State is to retain a permanent slope easement on a portion of the property and the sale is to be made with the provision that lateral support to the highway will not be disturbed. Signboard and junkyard exclusion clauses are to be included in the deed. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 558")

(5) Three parcels of land, Files 3991 and 4532, along Thomas Creek approximately four miles east of Scio on the Albany-Lyons Highway in Linn County for not less than $1,500. These parcels were acquired for gravel sources and to relocate Thomas Creek, but it was found that removal of the gravel would cause undesirable shifting of the creek. The purchaser is not to remove material which may cause a shift of the Thomas Creek channel. One point of access is to be allowed to the Albany-Lyons Highway. Approval by the Federal Highway Administration is not required. (See "Real Property Resolution No. 559")

Authority was requested by the Right of Way Engineer to make direct sales on seven parcels of property which are no longer needed for highway purposes. Peculiarities of location make it inadvisable to offer the properties at public sale. Sale prices are based on competent appraisals. The Commission authorized sale of the following properties subject to approval by the Federal Highway Administration:

(1) To Gordon Robberson, File 33199, a 220 square foot strip of land for the sum of $1. This parcel is located near the southerly boundary of Webster Avenue, a new city street, in the City of Bend along The Dalles-California Highway in Deschutes County. When Webster Avenue was platted after the original sale, it was found that the street as located placed a five-foot strip in State ownership which cut off access to Webster Avenue. The property has no value to the State. Approval by the Federal Highway Administration was requested by letter dated December 27, 1971.

(2) To P. D. Lewis, File 8569, 750 square feet of land on the easterly side of The Dalles-California Highway between Pine and A Streets in Madras, Deschutes County for $750. Signboard and junkyard exclusion clauses are to be included in the deed, and approval by the Federal Highway Administration is not required.

(3) To Malheur County, File 13304, 19.97 acres of land on the westerly side of the Nyssa-Adrian Highway just south of the town of Adrian for the sum of $1. This is a public dump site and the County has expended approximately $1,400 in clean-up work. The State is to retain free dumping privileges. Signboard and junkyard exclusion clauses are to be included in the deed. Federal Highway Administration approval is not required.

(4) To Malheur County, File 12568, a stockpile site of approximately one acre west of the Nyssa-Adrian Highway approximately five miles north of Adrian for $250. The deed is to contain a public use clause and junkyard exclusion clause. Approval by the Federal Highway Administration is not required.

(5) To Bonneville Power Administration, File 8418, for a transmission line easement over a 0.25 acre landlocked parcel approximately two miles east of Boardman on the north side of the Boardman-Stanfield Highway and approximately one mile east of the Highway 730 interchange in Morrow County for the sum of $50. Federal Highway Administration approval is not required.

(6) To Harold S. Hirsch, File 33802, 448 square feet of land in Lot 6, Block 44, Carter's Addition to the City of Portland along the Sunset Highway in Multnomah County for the sum of $200. No access is to be permitted to the Sunset Highway and signboard and junkyard exclusion clauses are to be included in the deed. Federal Highway Administration approval was requested by letter dated December 28, 1971.

(7) To Norman and Joan Burnett, Files 39547 and 39564, 1,137 square feet of land in the northeast corner of the intersection of 9th Street with the Oregon-Washington Highway in Pendleton, Umatilla County for the sum of $600. No access is to be permitted to the Oregon-Washington Highway and signboard and junkyard exclusion clauses are to be included in the deed. Approval by the Federal Highway Administration is not required.

Relinquishments of Title on two parcels of property were recommended by the Right of Way Engineer and approved by the Commission as follows:

(1) To Lane County for public road purposes, File 39724, consists of 0.05 acre on the north side of the Eugene-Springfield Highway at the Mohawk Road Interchange. No consideration is involved and approval by the Federal Highway Administration is not required.

(2) To City of Wallowa in Wallowa County, File 1319, consisting of 0.12 acre of land for an extension of 8th Street in order to provide access to the U. S. Forest Service office. This parcel is located along the Wallowa Lake Highway. No consideration is involved, and approval by the Federal Highway Administration is not required.

A report was submitted by the Chief Counsel and accepted by the Commission concerning cases which have been tried in court since the last Commission meeting, summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Defendant	County	Highway	State's Offer Before Filing Complaint	Defendants' Lowest Demand	Verdict
Carol Lee Freeman, et al. L-6329 R-43859	Curry	Oregon Coast Highway	$48,800	$60,000	$32,500
John C. Musser L-6352 R-43861	Curry	Oregon Coast Highway	$13,650	$35,000 (Answer)	$16,000
Betty N. Montee L-6419 R-44225	Mult.	East Portland Freeway	$11,250	$18,000	$13,000
N. Bayard Findley, et al. L-6516 R-43227	Polk	Willamina-Salem Highway	$17,375	$95,000	$32,500
Joyce Compton L-5987A R-42569	Mult.	Pacific Highway East			*

*Reversed Petition for Re-hearing filed by State on an appeal Case.

REPORT OF TRIAL OF OTHER CASES - STATE PLAINTIFF

Defendant	County	Cause of Action	Demands or Plaintiff	Verdict or Judgment
Pamela Phinney L-6594	Mult.	F. E. D.	Possession of premises	None

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(Report of Trial of Other Cases - State Plaintiff Cont.)

Defendant	County	Cause of Action	Demands or Plaintiff	Verdict or Judgment
Fultz L-5631 AX L.E.W. Engr., Inc. L-5676 AX	Tillamook	Injunction to restrain constr. of road & revetment on ocean beach at South Neskowin	Restraining Order & removal of road & revetment required	Affirm lower court decree

(For additional details, see the Chief Counsel's letter dated January 7, 1972, entitled Report of Cases Tried, which is filed in the Salem Office, General Files.)

The Commission also considered and accepted a report made by the Chief Counsel concerning cases which have been settled out of court since the last Commission meeting and summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Durward E. Hill, et al. L-4340 R-42370	Baker	Old Oregon Trail	$ 6,075	$ 6,592	$ 8,000
Gloria D. Swanton L-6533 R-33159	Clack.	Mt. Hood Highway	$ 1,700	$ 1,700	$ 4,250 Including moving cost for moving trailer house
Josephine Hood, et al. L-6465 R-43797	Clack.	Clackamas Highway	$ 1,925	$ 2,650	$ 8,000
Cascade Utilities, Inc., et al. L-6466 R-44093	Clack.	Clackamas Highway	$ 4,400	$10,450 Review	$12,000
Walter Grove, et al. L-6008 R-38197	Clatsop	Columbia River Highway	$17,700	$24,500	$50,000

The settlement includes payment for all slide damage past, present and future, caused by the road construction.

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(Report of Condemnation Cases Settled Cont.)

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Ruth M. Wickham L-6367 R-42575	Curry	Oregon Coast Highway	$ 700	$ 2,000	$ 2,500
Vernon F. Hanscam L-6380 R-43978	Curry	Oregon Coast Highway	$ 7,450	$ 7,450	$ 6,000*
	*Granted access to remaining property				
George Woodriff, et al. L-6474 R-43857	Curry	Oregon Coast Highway	$ 2,275	$ 2,150	$ 3,000
Georgia E. Peterson John D. Scott L-6408 R-42286	Hood River	Mt. Hood Highway	$ 3,050 includes fencing	$ 2,800	$ 3,650
John D. Scott, et al. L-6409 R-42293	Hood River	Mt. Hood Highway	$ 9,900 includes fencing	$ 9,325	$10,900
Georgia E. Peterson L-6410 R-43680	Hood River	Mt. Hood Highway	$ 3,315	$ 3,100 includes a fencing allowance	$ 3,950
Glenn E. Thayer L-6482 R-41185	Malheur	Old Oregon Trail	$ 1,525	$ 1,515	$ 3,500
Helen M. Caufield, et al. L-6244 R-43154	Mult.	Pacific Highway East	$ 2,675	$ 2,675	$ 5,180

(Report of Condemnation Cases Settled Cont.)

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Elwood W. Hannah, et ux. L-6414 R-43642	Mult.	Columbia River Highway	$ 2,000	$ 475	$ 910
J. R. Shrawder, et ux. L-6421 R-43661	Mult.	Columbia River Highway	$ 7,250	$ 7,250	$ 9,000
Rudy F. Calaba L-6426 R-43115	Polk	Willamina-Salem Highway	$10,000	$14,000	$15,500
Walter L. Martzolf,* et al. L-6148 R-43436	Clack.	East Portland Freeway	$11,450		Dismissed
Portland Traction Co.* L-6234 R-36197 & 42986	Clack.	East Portland Freeway	$12,700		Dismissed
O. D. Rawlins, et al.* L-6273 R-43749	Clack.	East Portland Freeway	$16,100		Dismissed
W. H. Miller, et al.* L-6362 R-43692	Wallowa	Wallowa Lake Highway	$ 825		Dismissed

*The above cases were settled by option.

REPORT OF OTHER CASES SETTLED

Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
State of Oregon L-6575	Fred A. Wallace	Deschutes	Vehicle Damage	$ 105.10	$ 140.80*
	*Includes $4.00 filing, $6.70 Sheriff's fee, plus $25.00 Attorney fees.				
Winifred Plummer L-6476	State of Oregon	Marion	Personal Injury	$25,519.00	$ 2,500.00 plus $830.00 Medical expenses

(For additional details, see the Chief Counsel's letter dated January 7, 1972, entitled Report of Cases Settled and filed in the Salem Office, General Files.)

An oral report was made by the Chief Counsel and accepted by the Commission concerning legal proceedings which have taken place since the last Commission meeting as follows:

(1) John W. Meyers, v. Oregon State Highway Commission, L-6596. Plaintiff seeks $2,035,000 for injuries suffered when an automobile in which he was a passenger skidded on icy pavement November 30, 1969, on the Pacific Highway near Coburg Interchange in Lane County.

(2) Cora G. Meyers, v. Oregon State Highway Commission, L-6597. Cora G. Meyers, the wife of John W. Meyers, seeks damages in the sum of $1,000,000 because of injuries incurred in an accident on November 30, 1969, on the Pacific Highway near Coburg Interchange in Lane County.

(3) Greyhound Lines, Inc., v. Insured Transporters, Inc., Jim Bohannon, Mary L. Anderson, Leo Plumley, Stanley J. Rawson and Elizabeth Jean Moore, L-6558. Plaintiff seeks $17,000 for damages to their bus involved in an accident on the Pacific Highway near Corbett Street in Multnomah County. Plaintiff alleges that Highway employees failed to provide adequate warning. Plaintiff also requests the Court to declare the rights and liabilities of passengers who have presented injury claims to the bus company.

(4) State of Oregon, et al. v. Harold W. Hall, et al., L-6611. Defendants are charged with placing a land fill in Woahink Lake in Lane County. This action is taken to assist the State Land Board in their suit and confirms previous Commission verbal authority.

(5) The Mullen Corporation v. State of Oregon, L-6631. Plaintiff alleges that a designated haul route on the Fountain Slide Correction Project, Columbia River Highway in Hood River County, Contract No. 7319, is impossible to construct. Plaintiff seeks $318,067 because of decreased efficiency and increased cost of performance because of the haul route plans.

(6) Brown and Root, Inc. v. The Tug Tyee, et al., L-6612. Plaintiff alleges that structural damage to their drilling platform which was being towed beneath the Interstate Bridge on the Columbia River at Portland was caused by failure to raise the span to its maximum height. Damages are sought in the amount of $22,962.64.

(7) Western Bank v. Clyde G. Reynolds, et al., L-6613. This is a foreclosure suit brought by Western Bank against a large number of individuals. The State is mentioned as a party defendant because the State's title was on the title report, and to satisfy the Title Company it is necessary that the Commission be named.

The Chief Counsel said these cases have been referred to the State's insurance carrier for handling or are being defended by the State legal staff.

Consideration was given to a Notification of Intent to Improve or Change Land Use by Russell and Della West under the Scenic Waterways Act. The Notification includes a request for a permit to construct a cabin in Lot 9, Section 30, Township 35 S, Range 12 West, W.M., on the Rogue River in Curry County. On September 27, 1971, the Notice was revised to provide for a mobile home to be placed on a permanent foundation in place of the original cabin request. The original request received June 2, 1971, was approved by the Commission July 27, 1971. An inspection of the site was made in October 1971 and it was found that an alder tree screen had been removed contrary to the conditions of the July 27, 1971, permit. The Engineer stated that Mr. West proposes to place a frame shell around and over the mobile unit. This proposal, he continued, is not desirable as the mobile unit could be removed and the shell left standing in an unsightly condition. Also in view of proposed rules, which are now being studied, the mobile unit should not be permitted. In consideration of Mr. West's treatment of the vegetative screen which he had removed, the proposed use of a mobile home, and the possible change in rules, the Engineer recommended rejection of the September 27, 1971, notification submitted by the Wests. The Commission accepted his recommendation. The Chairman commented that it should be made known that no further permits will be issued until the Commission had adopted a set of rules which are now under consideration.

The Engineer reported that, as instructed by the Commission, a proposed rule to prohibit non-motorized vehicles from the Interstate Freeways was published in the Secretary of State's Administrative Rule Bulletin. Considerably more than 25 remonstrances were received and he recommended that hearings be held in Portland on March 7, 1972, in Salem on March 9, 1972, and that proper publication be made in the Administrative Rule Bulletin. The Commission accepted his recommendation.

Adoption of a Manual on Uniform Traffic Control Devices for Streets and Highways was discussed. The Engineer stated that the Federal Highway Administrator had adopted this manual effective November 13, 1970. Notification of intent to adopt the manual has been published in the Secretary of State's Administrative Rule Bulletin and only one remonstrance was made. He recommended that the manual be adopted for use by the Oregon Highway Division with the following exceptions:

(1) The word "limit" shall not be used on speed signs inasmuch as this is in conflict with Oregon law.

(2) Yellow no-passing barrier strips as required by the manual to be in place on horizontal curves shall not be used. The matter of passing on curves is controlled by Oregon statute ORS 483.308.

(3) The use of symbol signs is optional in the manual and should be adopted as Oregon's standard.

(4) All new signing shall be placed in accordance with the new manual effective January 11, 1972. Existing signing shall remain in full force and effect until required to be replaced through normal obsolescence, damage, rerouting, or other reasons.

The Commission accepted the Engineer's recommendation which also confirms action taken November 24, 1971.

A claim made by the First Christian Church of Silverton in the amount of $279.68 was presented by the Engineer. He explained that the claim represents sewer repair costs which were allegedly caused by the contractor on the Mt. Angel-Silverton Project on the Hillsboro-Silverton Highway in Marion County. The contract has been completed and the contractor released and it is impossible to determine that he did or did not cause the damage. Because of the uncertainty of the situation, the Engineer recommended that the church be reimbursed in the amount of their claim. The Commission approved the reimbursement.

Requests were considered from Clackamas, Deschutes and Yamhill Counties for Federal Aid Secondary Projects. The Engineer stated that the projects have been investigated and are eligible for the use of FAS funds. Following his favorable recommendation, the Commission approved the following projects and authorized the Secretary to sign construction agreements when prepared:

(Tabulation next page)

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
CLACKAMAS	943	S. Tigard Interchange-S. W. Boones Ferry Road Section. Right-of-way project.	$ 175,000	$ 35,000
DESCHUTES	926	Antler Avenue (Redmond), Canal Blvd.-S. Railroad Blvd. Section. Construct a curbed roadway 44' in width including a structure and railroad signals.	130,000	26,000
YAMHILL	907	Mill Street, West City Limits-Mason Street (Sheridan) Section. Construct a curbed roadway 44' in width including railroad signals.	135,000	27,000
		TOTAL	$ 440,000	$ 88,000

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,054,000	$5,090,000	$10,144,000
Approved Projects (Corrected to date)	5,054,000	1,259,000	6,313,000
Unprogramed Balance	-	3,831,000	3,831,000
Projects Proposed - 1/11/72	-	440,000	440,000
Unprogramed Balance	-	$3,391,000	$ 3,391,000

The Commission also considered requests from the Cities of Beaverton and Dallas for Federal Aid TOPICS Projects. The Engineer stated that the projects have been investigated and are eligible for funding under the Federal Aid TOPICS Program. Based on his favorable recommendation, the Commission approved the following TOPICS Projects and authorized the Secretary to sign construction agreements when prepared:

CITY	SECTION	PROGRAMED AMOUNT	STATE COST
BEAVERTON	S.W. Canyon Road-S.W. 12th Street, Beaverton-Tualatin Highway. Grading, paving, railroad protection, and traffic signal modification. (*Estimated Railroad share is $15,000)	$ 65,000*	$ 5,500
DALLAS	Dallas Urban Area Areawide TOPICS Plan	6,000	1,200
	Total New Projects	$ 71,000	$ 6,700

(Continued on next page)

SUMMARY BY FISCAL YEAR	1970 & 1971	1972	TOTAL
Allocated funds	$5,472,000	$1,450,000	$6,922,000
Approved Projects (corrected to date)	5,472,000	185,000	5,657,000
Unprogramed Balance	0	1,265,000	1,265,000
Proposed Projects: 1/11/72	-	71,000	71,000
Unprogrammed Balance	$ 0	$1,194,000	$1,194,000

Revised allocations for Federal Aid TOPICS funds for the fiscal year 1972 were considered. The Engineer presented a tabulation showing the revised allocations and mentioned that the original was based on 1960 census data. The revised amounts are based on the 1970 census and provide additional TOPICS funds in the amount of $51,107. The Commission approved the revised tabulation as follows:

FISCAL YEAR 1972 TOPICS ALLOCATION (Revised)

CITY	POPULATION 4/1/70	FEDERAL FUNDS	TOTAL FUNDS Includes State and Local Matching Money (Rounded to Thousands)
ALBANY	18,181	16,540	28,000
ASHLAND	12,342	11,229	19,000
ASTORIA	10,244	9,320	15,000
BAKER	9,354	8,510	14,000
BEAVERTON	18,577	16,900	28,000
BEND	13,710	12,472	21,000
COOS BAY	13,466	12,251	20,000
CORVALLIS	35,153	31,981	54,000
COTTAGE GROVE	6,004	5,462	9,000
DALLAS	6,361	5,787	9,000
EUGENE	76,346	69,457	116,000
FOREST GROVE	8,275	7,528	13,000
GLADSTONE	6,237	5,674	10,000
GRANTS PASS	12,455	11,331	19,000
GRESHAM	9,875	8,984	15,000
HILLSBORO	14,675	13,351	23,000
KLAMATH FALLS	15,775	14,351	23,000
LA GRANDE	9,645	8,775	14,000
LAKE OSWEGO	14,573	13,258	22,000
LEBANON	6,636	6,037	10,000
MCMINNVILLE	10,125	9,211	16,000
MEDFORD	28,454	25,886	43,000
MILWAUKIE	16,379	14,901	25,000
MONMOUTH	5,237	4,764	8,000
NEWBERG	6,507	5,920	10,000
NEWPORT	5,188	4,720	8,000
NORTH BEND	8,553	7,781	13,000
ONTARIO	6,523	5,934	10,000
OREGON CITY	9,176	8,348	14,000
PENDLETON	13,197	12,006	20,000
PORTLAND	382,619	348,092	579,000
ROSEBURG	14,461	13,156	22,000
ST. HELENS	6,212	5,652	10,000
SALEM	68,296	62,133	103,000
SPRINGFIELD	27,047	24,607	41,000
THE DALLES	10,423	9,483	16,000
TIGARD	5,302	4,824	8,000
WEST LINN	7,091	6,451	10,000
WOODBURN	7,495	6,819	12,000
TOTAL	956,169	869,886	1,450,000

January 11, 1972

SUMMARY, ENTIRE STATE-FISCAL YEAR 1972 TOPICS FUNDS (Revised)

Total Federal Funds (Approximate)		$ 870,000
Plus estimated required match money	State Funds	290,000
	Local Funds	290,000
TOTAL TOPICS FUND		$1,450,000

NOTE: Above funds allocated to cities of over 5,000 population in urban areas on per capita basis. Federal funds are estimated to represent approximately 60% of total TOPICS fund with State and local funds estimated to be approximately 20% each.

The original Fiscal Year 1972 Allocation was based on 1960 census data. A revised Fiscal Year 1972 Allocation based on 1970 census data has recently been made by the Federal Government resulting in the above revised allocation of TOPICS funds.

A tabulation was also presented by the Engineer showing a revised allocation of Urban System funds for the 1972 fiscal year. He recalled that the original was approved at the June 1971 Highway Commission meeting and was based on 1960 census data. The revised allocation is based on the 1970 census and provides additional funds in the amount of $94,526. The Commission approved the following revised allocation:

FISCAL YEAR 1972 URBAN SYSTEM ALLOCATION (Adjusted)* January, 1972

Urbanized Area	Federal Urbanized Population	Federal Urban System Funds	Approximate Total Matched Funds
EUGENE	139,255	$112,459	$ 187,000
PORTLAND	751,756	607,099	1,012,000
SALEM	93,041	75,138	125,000
TOTAL	984,052	$794,696	$1,324,000

SUMMARY, ENTIRE STATE-FISCAL YEAR 1972 URBAN SYSTEM FUNDS

Total Federal Funds (Approximate)		794,000
Plus Estimated Required Match Money	State Funds	265,000
	Local Funds	265,000
TOTAL URBAN SYSTEM FUND		$1,324,000

NOTE: Federal funds are estimated to represent approximately 60% of total URBAN SYSTEM fund with State and local funds estimated to be approximately 20% each.

*ADJUSTMENT, FISCAL YEAR 1972 URBAN SYSTEM ALLOCATION

The original Fiscal Year 1972 apportionment to Oregon was based on 1960 census data. A revised Fiscal Year 1972 apportionment based on 1970 census data has recently been made by the Federal Government. Oregon gained $94,526 in Federal Urban System funds from this revision. The above allocation includes this adjustment.

Individual Area gains in Federal Urban System funds are as follows:

Eugene $13,377 Portland $72,212 Salem $8,937

January 11, 1972

Finance approval was requested by the Engineer and approved by the Commission for the following landscape projects:

Ross Island Bridge-Reedway Street Section
Pacific Highway East, Multnomah County
FAU (12) $112,000
Bids will be advertised for April 27, 1972 letting

Esplanade Street-Fort Klamath Road Section
Klamath Falls-Malin Highway, Klamath County
FAS (12) $18,000
Bids will be advertised for May 25, 1972 letting

A list of existing potentially hazardous railroad grade crossings was presented by the Engineer. These crossings he said are considered to meet Federal-Aid requirements for highway safety projects and are eligible for "G" funding which consists of 90% Federal money and 10% to be paid by the Railroads. The Federal funds are not an additional grant but will be taken out of the regular allotment for the highway system on which the projects occur. To facilitate the elimination of hazardous railroad grade crossings, he recommended that the list be added to Program 12 and that he be granted authority to proceed with the railroad grade crossing projects. The Commission accepted the Engineer's recommendation and approved the following list of projects:

SOUTHERN PACIFIC TRANSPORTATION CO.

Location	Crossing Number	Highway	M.P.	Estimated Cost
Lebanon	CC688.1	Corvallis-Lebanon	17.89	$ 25,000
Eddyville	CK-745.3	Corvallis-Newport	23.41	25,000
Coquille	CO-785.9	Coquille-Bandon	17.14	25,000
Salem, Commercial St.	CM-719.12 C-719-08-C	Pac. East	50.51	25,000
Salem, Liberty St.	CM-719.03 C-718.99-C	Pac. East	50.49N	25,000
Grants Pass, 6th St.	C-473.9	Redwood	X0.82	25,000
Grants Pass, 7th St.	C-473.8	Redwood	X0.90N	25,000
Roseburg, Oak St.	C-572.65	ORE138	-	25,000
Roseburg, Washington Street	C-572.73	ORE138	-	25,000
		Total Estimated Cost		$225,000

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UNION PACIFIC RAILROAD COMPANY

Location	Crossing Number	Highway	M.P.	Estimated Cost
Portland, Interstate Ave. @Thompson St.	2AD-1.84	Pac. West	X1.24	$ 10,000
Echo	2A-192.0	Lexington-Echo	35.66	20,000
Munra	2A-221.0	Umatilla-Mission	2.30	20,000
Elgin	2G-20.37	Weston-Elgin	40.77	20,000
Milton-Freewater	2H-36.23	Freewater	4.50	25,000
Cairo	2L-3.70	Olds Ferry-Ontario	31.32	25,000
Vale	2L-15.40	John Day	277.92	20,000
Portland, Interstate Ave. @ Harding St.	2AD-1.67	Pac. West	X1.48	10,000
		Total Estimated Cost		$150,000

BURLINGTON NORTHERN INC.

Astoria	5A-102.11	Ore. Coast	4.46	$ 12,000
Warrenton	5A-104.30	Ore. Coast	6.47	12,000
Harrisburg	3E-124.00	Albany-Jct. City	28.22	25,000
Junction City	3E-128.71	Jct. City-Eugene	0.05	30,000
Stearns	10A-28.30	The Dalles-Calif.	165.17	20,000
Klamath Falls	25A-1.2	Midland	0.15	20,000
Olene	25A-8.30	K. Falls-Lakeview	9.51	25,000
		Total Estimated Cost		$144,000

Replacement of the Adrian Bridge on the Parma Spur Section of the Succor Creek Highway in Malheur County was discussed. The Engineer pointed out that Program 12 in 1969 carried an item of $800,000 for replacement of this bridge. Recent Federal Highway legislation provided additional funds for a special bridge replacement program on a "grab bag" basis and Oregon has been granted $560,000 to apply to this bridge. A new structure has been designed which is estimated to cost $1,100,000 including right-of-way. He recommended that $800,000 be deleted from the previously approved Program 12 and the following substituted:

	Federal	State
Special Bridge Replacement Money (75-25)	$560,000	$189,000
Regular Secondary Federal-Aid Money (63-37)	221,000	130,000
	$781,000	$319,000

TOTAL - $1,100,000

In order to get the project underway, the Engineer stated that a survey has been completed. A public hearing was offered and waived and the project has been cleared through other required State and Federal offices. He recommended approval of the financing procedure as outlined and the adoption of a corridor and design survey. The Commission accepted his recommendation and thereupon adopted "Highway Corridor and Design Resolution No. 403," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Construction on the 185th Avenue Interchange Section of the Sunset Highway in Washington County was brought up by the Engineer. He mentioned that the project is to replace a grade crossing of 185th Avenue at a total estimated cost of $1,208,500. He requested authority to contract this project in February 1972 with Federal-aid Funds financed on Program 12. The Commission approved the project as recommended.

Consideration was given to requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. The Engineer stated that the requests have been carefully investigated and the results of the investigations have been reported to the Commission by letter. The Commission took action as follows:

(1) O and K Construction Company, Contract No. 7493 on FAS 117 in Clackamas and Marion Counties, requested an extension of 25½ days. The Commission granted an extension of 26 days, eliminating all liquidated damages.

(2) Gibbons and Reed Company, Contract No. 7625 on the East Portland Freeway in Multnomah County, requested a 47-day extension of time on Phase B. The Commission granted an extension of 45 days to December 31, 1971, on Phase B, without assessment of liquidated damages. Approval by the Federal Highway Administration was given by letter dated December 9, 1971.

(3) Babler Bros., Inc., Contract No. 7524 on the Fremont Highway in Lake County, requested an extension of 12 days. The Commission granted an extension of 11 days without assessment of liquidated damages.

(4) Corvallis Sand and Gravel Company, Contract No. 7506 on the N. W. Circle Boulevard-N. W. Spruce Avenue Project in Corvallis, Benton County, requested an extension of 52 days. The Commission denied the request.

(5) M. C. Lininger and Sons, Inc., Contract No. 7611 on FAS 15-107 in Jackson County, requested an extension of 60 days. The Commission denied the request.

(6) Interstate Paving Company, Contract No. 7545 on the Columbia River Highway in Hood River County, requested an extension of 27 days. The Commission granted an extension of 8 days without assessment of liquidated damages. Federal Highway Administration approval was given by letter dated December 20, 1971.

(7) K. F. Jacobsen and Company, Inc., Contract No. 7463 on the Pacific Highway East in Multnomah County, requested an extension of 93½ days. The Commission granted an extension of 49 days without assessment of liquidated damages. Approval by the Federal Highway Administration was given by letter dated December 27, 1971.

(8) Parker-Northwest Construction Company, Contract No. 7518 in McIver State Park in Clackamas County, requested an extension to December 5, 1971, (66 calendar days). The Commission approved an extension to November 18, 1971, the date of completion, without assessment of liquidated damages.

(9) Gibbons and Reed Company and Al Johnson Construction Company, Contract No. 7150 on the East Portland Freeway in Clackamas County, requested an extension of 163 days. The Commission approved an extension of 163 days without assessment of liquidated damages. Federal Highway Administration approval was given by letter dated December 28, 1971.

(10) Wildish Construction Company, Contract No. 7345 on the Mapleton Bridge located on the Florence-Eugene Highway in Lane County, presented a claim for additional compensation. The Commission granted a 43-day extension of time without assessment of liquidated damages and approved additional compensation in the amount of $24,364.62.

(11) Hannan Bros. Construction, Inc., Contract No. 7480 on FAS 860 in Lane County, requested that the completion date be extended to October 14, 1971. The Commission approved an extension of time without assessment of liquidated damages to October 14, 1971, the date of completion.

The Engineer reported that Contract Nos. 7353, 7415, 7430, 7467, 7484, 7487, 7498, 7505, 7523, 7524, 7526, 7528, 7532, 7535, 7537, 7544, 7548, 7569, 7581, 7582, 7587, 7588, 7591, 7598, 7600, 7604, 7606, 7609, 7612, 7631, 7654, and 7658 for highway construction have been completed as required by the contracts or modifications thereof and said contracts are now ready for acceptance or have been accepted by letter since the last Commission meeting. After due consideration, the Commission accepted the contracts by adopting "Contracts Completed Resolution No. 199," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed verbal award of contracts made December 20, 1971, for those contracts on which bids were received December 16, 1971, and also confirmed authority for the Secretary to sign the following contracts in their behalf:

BIDS RECEIVED IN SALEM DECEMBER 16, 1971

Contract No. 7674 for traffic signals on the Pearl Street and Warner-Milne Road (Oregon City) Section of the Cascade Highway in Clackamas County. Three bids were received. The Commission accepted the low bid of Olson Electric Company, Inc., Vancouver, Washington, at $30,791 and the Engineer was directed to award the contract to said bidder when the Federal Highway Administration and the City of Oregon City approve the project and the City deposits $7,600.

Contract No. 7675 for the Pilot Butte Canal (Deschutes Station) Bridge in Deschutes County. Ten bids were received. The Commission accepted the low bid of Robert L. Jensen, North Bend, at $31,850.50 and the Engineer was directed to award the contract to said bidder when Deschutes County approves the project and deposits $7,300.

Contract No. 7676 for grading and paving on the Neil Creek Section of the Pacific Highway in Jackson County. Nine bids were received. The Commission accepted the low bid of Halvorson-Mason & L. S. Matusek, Inc., Portland, at $1,223,984 and the Engineer was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Grading and paving of bikeway on Delta Highway-Coburg Road (Eugene) Section located between Willamette River Bridge and Ferry Street Bridge on north bank of Willamette River in Lane County. This project was withdrawn from letting.

Contract No. 7677 for grading, paving, guardrail and signing on the Sandy River-Multnomah Falls Section of the Columbia River Highway in Multnomah County. Seven bids were received. The Commission accepted the low bid of J. C. Compton Company, McMinnville, at $3,767,709 and the Engineer was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7678 for traffic signal installation on East Powell Boulevard at Hood Avenue in Gresham on the Mt. Hood Highway in Multnomah County. Four bids were received. The Commission accepted the low bid of Graham Electric Company, Portland, at $12,415 and the Engineer was directed to award the contract to said bidder when the Federal Highway Administration and the City of Gresham approve the project and the City deposits $3,000.

Contract No. 7679 for improvement in the Deadmans Pass Safety Rest Area on the Old Oregon Trail in Umatilla County. Seven bids were received. The Commission accepted the low bid of Hellsgate Construction Company, Inc., Oakridge, at $729,724.50 and the Engineer was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7680 for grade, pave and sign on the Meacham-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties. Four bids were received. The Commission accepted the low bid of J. C. Compton Company, McMinnville, at $4,075,630 and the Engineer was directed to award the contract to said bidder when necessary right of way is acquired and approval of the Federal Highway Administration is received.

Contract No. 7681 for grade, pave and structure on the La Grande Section of the Old Oregon Trail in Union County. Seven bids were received. The Commission accepted the low bid of Schrader Construction Company, Inc., Portland, at $490,850 and the Engineer was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7682 for revision of existing traffic signal installation on S. W. 72nd Avenue-S. W. Greenburg Road in Tigard on the Pacific Highway West in Washington County. Three bids were received. The Commission accepted the low bid of Kern Electric Co., a division of Consolidated Comstock Company, Inc., Albany, at $23,311 and the Engineer was directed to award the contract to said bidder when the Federal Highway Administration and the City of Tigard approve the project and the City deposits $5,600.

Contract No. 7683 for roadway illumination on the Stafford Road Interchange Section of the Pacific Highway in Washington County. Six bids were received. The Commission accepted the low bid of W. R. Grasle Company, Portland, at $51,155 and the Engineer was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7684 for roadside improvement on the Arlington Interchange Section of the Columbia River Highway in Gilliam County. Six bids were received. The Commission accepted the low bid of Aichele Landscaping, Inc., Portland, at $54,453.50 and the Engineer was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7685 for installation of 13 traffic signals on the Portland City-Wide Traffic Signals (Unit A) Project on various city streets in Multnomah County. Three bids were received. The Commission accepted the low bid of Christenson Electric, Inc., Portland, at $102,075 and the Engineer was directed to award the contract to said bidder when the Federal Highway Administration and the City of Portland approve the project and the City deposits $23,450.

The Commission confirmed the Engineer's award of the following highway contracts which had been referred to him to award when certain conditions were fulfilled:

(1) Pearl Street and Warner-Milne Road in City of Oregon City on Cascade Highway in Clackamas County. Bids received December 16, 1971. Contract No. 7674 awarded December 22, 1971, to Olson Electric Company, Inc., Vancouver, Washington, low bidder.

(2) Pilot Butte Canal (Deschutes Station) Bridge in Deschutes County. Bids received December 16, 1971. Contract No. 7675 awarded December 22, 1971, to Robert L. Jensen, North Bend, low bidder.

(3) Neil Creek Section of the Pacific Highway in Jackson County. Bids received December 16, 1971. Contract No. 7676 awarded December 21, 1971, to Halvorson-Mason and L. S. Matusek, Inc., Portland, low bidder.

(4) Sandy River-Multnomah Falls Section of Columbia River Highway in Multnomah County. Bids received December 16, 1971. Contract No. 7677 awarded December 21, 1971, to J. C. Compton Company, McMinnville, low bidder.

(5) Traffic signal installation on East Powell Boulevard at Hood Avenue in Gresham in Multnomah County. Bids received December 16, 1971. Contract No. 7678 awarded December 23, 1971, to Graham Electric Company, Portland low bidder.

(6) Deadmans Pass Safety Rest Area on Old Oregon Trail in Umatilla County. Bids received December 16, 1971. Contract No. 7679 awarded December 21, 1971, to Hellsgate Construction Co., Inc., Oakridge, low bidder.

(7) La Grande Section of Old Oregon Trail in Union County. Bids received December 16, 1971. Contract No. 7681 awarded December 21, 1971, to Schrader Construction Co., Inc., Portland, low bidder.

(8) Revising existing traffic signals on S. W. 72nd Avenue and S. W. Greenburg Road in Tigard, Washington County. Bids received December 16, 1971. Contract No. 7682 awarded December 23, 1971, to Kern Electric Co., a division of Consolidated Comstock Co., Inc., Albany, low bidder.

(9) Stafford Road Interchange Section of Pacific Highway in City of Wilsonville in Washington County. Bids received December 16, 1971. Contract No. 7683 awarded December 21, 1971, to W. R. Grasle Company, Portland, low bidder.

(10) Arlington Interchange Section of Columbia River Highway in Gilliam County. Bids received December 16, 1971. Contract No. 7684 awarded December 21, 1971, to Aichele Landscaping, Inc., Portland, low bidder.

(11) Portland City-Wide Traffic Signals (Unit A) Project in Multnomah County. Bids received December 16, 1971. Contract No. 7685 awarded December 23, 1971, to Christenson Electric, Inc., Portland, low bidder.

Concerning bids which are to be received on February 3, 1972, the Engineer presented and the Commission accepted a statement concerning the establishment of footpaths and bicycle trails as they pertain to each of the following projects:

(1) Hubbard Interchange, Pacific Highway.
Roadside Improvement Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(2) Hubbard Interchange-Woodburn Interchange, Pacific Highway.
Grade, Pave, Structures, Sign and Illumination Project.

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2) (a), it being deemed such paths and trails would be contrary to public safety.

(3) Market Street Interchange, Pacific Highway.
Traffic Signals & Illumination Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(4) N. W. 185th Avenue Interchange, Sunset Highway.
Grade, Pave & Structures Project.

Sidewalks are being provided on structure and along N. W. 185th Avenue.

(5) Greenburg Road Interchange, Beaverton-Tigard Highway.
Grade, Pave and Structures Project.

Sidewalks are being provided on structure and along Greenburg Road.

(6) S. E. 17th & Powell Blvd., Mt. Hood Highway.
Grade, Pave & Structure Project.

Sidewalks are being provided on this project.

(7) 9th Street-14th Street (Astoria) Section, Columbia River Highway.
Traffic Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(8) Washburn Way at Shasta Way and Klamath Falls-Malin Highway at Main Street (Klamath Falls), City Streets.
Traffic Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(9) N. E. 148th Avenue-N. E. 168th Avenue, FAS 730 (N. E. Halsey Street).
Grade, Pave & Traffic Signal Project.

Sidewalks are being provided on this project.

(10) Sawyers Rapids & Elkton Slide, Umpqua Highway.
Slide Correction & Pave Project.

No footpaths or bicycle trails planned for this project as provided under Section 2(2) (b). This was approved by Comm. action at the September 8, 1971 meeting.

(11) Cascade Highway at Otty Road, Clackamas County.
Traffic Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(12) Pacific Highway West at Johnson Street (Tigard) Washington County.
Traffic Signal Project.

Same as Number 11.

(13) Tualatin Valley Highway at Witch Hazel Road (Hillsboro) Washington County.
Traffic Signal Project.

Same as Number 11.

(14) Lavadoure Creek, Tiller-Trail Highway.
Rock Production Project.

Same as Number 11.

(15) Quartz Mountain, Klamath Falls-Lakeview Highway.
Rock Production Project.

Same as Number 11.

(16) La Grande Office Building, Wallowa Lake Highway.
Building Project.

Same as Number 11.

The Chairman inquired if the Counties had shown evidence of formulating plans. The Engineer replied that Benton, Lane, Marion, and Multnomah Counties are working on plans or had performed some construction.

A resolution was presented by the Engineer setting forth the purpose of the Recreation Trail Advisory Council and its operating structure. He mentioned that establishment of the Council is required by Chapter 614, Oregon Laws of 1971, and the members of the Council were appointed by the Governor on October 7, 1971. The resolution follows the wording of the Act closely but elaborates on the advisory capacity of the Council and the Council's interest in pursuing its assignment. Following his favorable recommendation, the Commission approved "Oregon Recreation Trails System Resolution No. 1," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered a request made by the City of Salem for State participation to cover additional costs incurred in the purchase of right-of-way on the Hollywood District Project (ORE R-15). The Engineer explained that an erroneous appraisal of right-of-way given to the City by the State had increased the cost of the project by $6,975. He recommended payment of this amount to the City. The Commission approved the payment.

A quarterly report of property damage claims collected by the State was made by the Engineer. During the period from October 1 to December 31, 1971, he reported that $42,344.45 had been collected for damages to State highway property and that four claims totaling $1,292.26 had been abandoned as not being feasible to continue efforts for collection. The Commission accepted the report.

The Engineer reported that traffic investigations have been made and the proper notification made in the Secretary of State's Administrative Rule Bulletin concerning proposed speed zones on five sections of State highways. No protests have been received and he recommended adoption of the following speed zones to be effective February 1, 1972, as published in the Administrative Rule Bulletin. The Commission approved the following speed zones and thereupon adopted "Speed Zone Resolutions Nos. 595 through 599," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) 65 miles per hour on the Lake of the Woods Highway in Jackson County from a junction with the Crater Lake Highway at M.P. 0.00 to a point 2.19 miles east of the easterly crossing of the North Fork of Little Butte Creek at M.P. 20.42. (See "Speed Zone Resolution No. 595")

(2) 45 miles per hour on the Rogue Valley Highway in Jackson County from a point 500 feet north of Clover Road at M.P. 13.76 to the north city limits of Talent at M.P. 13.86, and 45 miles per hour from the south city limits of Talent at M.P. 14.03 to a point 300 feet south of West Valley View Road at M.P. 14.29. (See "Speed Zone Resolution No. 596.")

(3) 40 miles per hour on the Tualatin Valley Highway in Washington County from the south city limits of Forest Grove at M.P. 19.82 to Anderson Road at M.P. 21.05. (See "Speed Zone Resolution No. 597.")

(4) 50 miles per hour on the Redwood Highway in the community of Selma, Josephine County, from a point 0.35 miles north of Draper Valley Road at M.P. 19.31 to a point 500 feet south of Deer Creek Road at M.P. 20.32. (See "Speed Zone Resolution No. 598.")

(5) 35 miles per hour on the McKenzie Highway in Deschutes County from a point 250 feet east of Euston Road at M.P. 110.95 to the west city limits of Redmond at M.P. 111.34 except between M.P. 111.02 and M.P. 111.12 the designated speed shall be 20 miles per hour during the hours of school crossings. (See "Speed Zone Resolution No. 599.")

The Commission considered means under the Administrative Procedures Act to determine the manner by which normal speed zone determinations can be made more promptly and without advertising each proposed speed zone in the Administrative Rule Bulletin. The Engineer stated that the Chief Counsel has advised that establishment of a set of rules governing placement of normal speed zones will make it unnecessary to advertise each speed zone action. The Engineer recommended and the Commission adopted the following parameters for establishment of speed zones.

(1) The 85 percentile speed of existing traffic shall be determined;

(2) The average accident rate for similar areas statewide shall be determined;

(3) The accident rate for the specific section being considered shall be determined;

(4) The algebraic difference between the accident rate for similar statewide sections and the accident rate for the section being considered shall be determined;

(5) The safe speed shall be established as an algebraic summation of the 85 percentile speed and the difference in accident rates as determined in step 4; and

(6) The speed may be varied not to exceed five miles per hour, plus or minus, from that determined in step 5 as may be prudent due to volume of traffic, natural topographic or physical impediments, or for such other reasons as the Commission may deem appropriate.

The Commission instructed the Secretary to publish the proposed rules in the next issue of the Administrative Rule Bulletin.

The Commission also considered a set of rules under the Administrative Procedures Act for the establishment of speed zones caused by highway construction, slides, floods, washouts and other emergency conditions. The Engineer commented that it is often necessary to establish emergency speed zones on very short notice and he recommended adoption of the following rules:

(a) Speeds shall be established at such levels as the Engineer deems prudent;

(b) In establishing such speeds, the Engineer shall consider the volume of traffic, the condition of the roadway, the weather, or any other conditions which should be considered to insure that traffic passes through the area in safety;

(c) The speed zones shall have the full force and effect of law during the time they must remain in effect to insure safe traffic conditions in the area; and

(d) Such speed zones will be removed when the condition necessitating their designation has been removed or corrected.

The Commission accepted the Engineer's recommendation and instructed the Secretary to publish the proposed rules in the next issue of the Administrative Rule Bulletin.

The matter of adopting a set of warrants to cover the installation of traffic control devices was brought up by the Engineer. He mentioned that in the past few months the installation of traffic control devices, principally signals, has been undertaken on an individual basis under the Administrative Procedures Act. It was his opinion that individual action is unnecessary. The Highway Division for many years has been following a set of warrants established under the "Manual on Uniform Traffic Control Devices for Streets and Highways," and he recommended that the Commission adopt these parameters as guidelines for the installation of traffic control devices. The Commission accepted his recommendation and thereupon adopted the following guidelines:

The proposed rules for installation of traffic control devices are those warrants established in the "Manual on Uniform Traffic Control Devices for Streets and Highways" as approved by AASHO and the National Joint Committee on Uniform Traffic Control Devices. These warrants are shown in the Manual as 4c-3, 4c-4, 4c-5, 4c-7, 4c-8, 4c-9 and 4c-10. Copies of the proposed rules (warrants) may be obtained from the Traffic Engineer, Room 505, State Highway Building, Salem, Oregon 97310.

The Secretary was instructed to publish the guidelines in the next issue of the Administrative Rule Bulletin.

The matter of a change in the location of stop signs in the City of Woodburn on the Hillsboro-Silverton Highway in Marion County was discussed. The Engineer stated that the recent establishment of a one-way couplet in Woodburn makes it desirable to revise the stop signs at the intersection of Front and Garfield Streets. Notice of this action has been published in the Administrative Rule Bulletin and no remonstrances have been received. Following his favorable recommendation, the Commission approved the following revision in stop sign location:

"Traffic eastbound on Garfield Street shall not be required to stop at its intersection with Front Street (Hillsboro-Silverton Highway) in Woodburn".

The Commission thereupon adopted "Through Highways and Stop Sign Resolution No. 13S," which resolution by this reference is made a part hereof and filed in the Office of the Secretary.

Attention was given to a resolution abandoning to Benton County a portion of the Dudlee Hill-Blodgett Section of the Corvallis-Newport Highway. Under the terms of an agreement dated November 24, 1971, the County agreed to accept approximately 2.4 miles of the old section of highway when the new alignment is completed. The new section is now open to traffic and the Engineer recommended abandonment of the old section. The Commission accepted his recommendation and thereupon adopted "Abandonment Resolution No. 502," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission also considered abandonment of a portion of the Sixes River Unit on the Oregon Coast Highway in Curry County. The Engineer said that this resolution covers disposal of the final unit of the old highway consisting of approximately 0.3 mile which is to be abandoned to the abutting property owners as the roadway is no longer needed for road purposes. The new section of the highway is open to public travel. Following his favorable recommendation the Commission approved abandonment of the section and thereupon adopted "Abandonment Resolution No. 462," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A resolution abandoning portions of the Sunset Highway in the City of Portland in the Vista Tunnel area in Multnomah County was considered. The Engineer explained that under an agreement with the City dated January 23, 1968, provisions were made for elimination from the highway system of several streets which were to be transferred to the City after they had been placed in a condition satisfactory for acceptance. Repairs have been made and he recommended that the streets totaling about 1.8 miles be transferred to the City. The Commission accepted his recommendation and thereupon adopted "Abandonment Resolution No. 472," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

An agreement with Howard, Needles, Tammen & Bergendoff for analyzing the design calculations and stresses on the main girder of the west span of the Fremont Bridge on the Stadium Highway in Portland was discussed. The Engineer recalled that a failure had occurred in the main girder of the west back span of the Fremont Bridge during erection procedures. The agreement with this firm is one of the steps being taken to determine the cause of failure. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

Consideration was given to an agreement with Linn County pertaining to construction of the Sodaville Road-Vail Creek Section of the Santiam Highway. The agreement contains provisions for construction and maintenance. The County agrees to the closure of certain roads and to cooperate in the relocation of utility installations. Upon completion of construction, the County also agrees to accept jurisdiction over new road connections constructed as a part of the contract. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered a supplemental agreement with Clackamas County providing for deletion of the proposed westerly cul-de-sac for King Road lying within the Foster Road-Causey Avenue Section of the East Portland Freeway. The Engineer explained that the agreement was prepared at the request of the County because they felt that development in this area should be the responsibility of some future land developer. The State realizes a saving by not being required to purchase the right-of-way or to pave the cul-de-sac. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

An agreement with the City of Salem providing for a traffic signal at the intersection at Mission Street and Airport Road on the North Santiam Highway in Marion County was considered. Under this agreement the Engineer stated that the City agrees to provide for all future maintenance and power needs for the signals which were previously installed. The Commission accepted his favorable recommendation and authorized the Secretary to sign the agreement for them.

An agreement with the City of Newberg for installation of traffic signals at the intersection of the Pacific Highway West and Villa Road in Yamhill County was brought up by the Engineer. Under this agreement the City is to pay one-fourth of the cost of installation and provide for all future power needs. The Engineer estimated the total cost of the installation at $23,000 with the State's share of $17,250 to be charged to Minor Betterment Funds. Notice of the proposed action has been published in the Administrative Rule Bulletin and no remonstrances have been received. The Commission approved the agreement and authorized the Secretary to sign it in their behalf. In the discussion of this signal project the Chairman inquired as to the reason for publishing notice of intent to install signals. The Chief Counsel replied that the principal reason is to provide an opportunity for public input.

An agreement with Pacific Northwest Bell Telephone Company pertaining to a crossing of their facilities on the Meacham-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties was discussed. The agreement, the Engineer said, sets forth the locations of allowable access from the freeway to the company's facilities. The State is to maintain the access roads within the right-of-way and the Company is responsible for maintenance of the access roads outside of the right-of-way. There is no cost to the State. Based on his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to a request made by the Lane Council of Governments for an extension of time to complete the work required under the Dual Independent Map Encoding Program (DIME). The Engineer mentioned that late arrival of Census Bureau tapes and errors generated by the tapes have caused extensive delays and he recommended an extension to June 30, 1972. The Commission approved the extension with the understanding that no additional funds will be required.

The Commission gave attention to an agreement with Wolff, Zimmer, Gunsul, Frasco and Ritter pertaining to a site study, design and construction of a new highway building in the Salem area. Under this agreement the Engineer mentioned that the remuneration for the work to be performed is to be 6 percent of the cost of the building. Following the Engineer's favorable recommendation the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Five agreements with Union Pacific Railroad Company concerning the installation of crossing gates at grade crossings in Echo, Munra (Mission), Elgin, Milton-Freewater and Vale were considered. The locations for the crossing gates were selected after consultation among the Railroad, the Public Utility Commissioner, and the Highway Division. The Engineer explained that the gates are to be installed at an estimated cost of $132,500. Of this amount $13,250 is to be borne by the Railroad and $119,250 by the State. The State's share is entirely reimbursable from Federal Aid Funds. The Railroad is to maintain the signals and the State is to maintain the advance warning signs and the guardrail protecting the signals. The Commission approved the agreements following the Engineer's favorable recommendation.

Consideration was given to a construction agreement and an indenture with Southern Pacific Transportation Company providing for construction of the undercrossing at 17th and Powell on the Mt. Hood Highway in Portland. The Engineer mentioned that these documents are in accord with the previous agreement dated March 17, 1970, and they set forth the specific details of construction to be handled by each of the parties. The State is to undertake this project within two years from the date the indenture is executed. Federal Highway Administration approval has been received and the Engineer recommended approval by the Commission. The Commission accepted his recommendation.

The Commission confirmed the next meeting date for Tuesday, February 22, 1972, in the State Highway Building in Salem and set a tentative date of April 4, 1972, for the following meeting.

An agreement with Metallurgical Engineers, Inc., was presented by the Engineer. He pointed out that this firm is being hired to perform certain technical services to determine the cause of a failure which occurred on the main girder of the Fremont Bridge on the Stadium Freeway in the City of Portland. The agreement, he continued, has been approved by the Federal Highway Administration and cost of the services is reimbursable from Interstate Funds. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Means of preventing accidents and deaths caused by falling from Cape Kiwanda on the Oregon Coast in Tillamook County was discussed. The Engineer stated that several people have been killed in falls on to the rocks and into the ocean below and there has been considerable public sentiment that warning signs and protective fencing be installed. The land is owned by Barney McPhillips who has given his consent to the Highway

Division to enter onto his property and place appropriate signs and fencing. An agreement has been prepared and signed by Mr. McPhillips to allow the installation of fencing and signs. No monetary consideration is involved and the agreement may be revoked after 60 days' notice by the property owner or 30 days' notice by the Highway Commission. In the interest of public safety, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission appointed Mr. Tom Edwards, State Highway Engineer, to represent the State Highway Commission Chairman on the State Speed Control Board.

The Commission authorized publication of a notice in the Secretary of State's Administrative Rule Bulletin concerning proposed rule changes in scenic waterway regulations. These changes pertain to visibility from the river, repair and maintenance of existing structures, use of grazing land, construction of grain storage facilities, landscaping, structures, buildings and other improvements, classification of scenic waterways and some other matters. Publication is to be made in the Bulletin dated February 1, 1972, and requests for a hearing are to be made to the State Highway Administrator on or before February 21, 1972.

The Commission considered an agreement with Cole and Weber, Inc., for continuation of the Keep Oregon Livable environmental education program. The Engineer stated that the contract covers a period from October 1, 1971, through September 30, 1972. The program is to be administered by the State Highway Division and Cole and Weber in collaboration with the SOLV program so that the maximum effect can be realized from each program. The agreement provides for the expenditure of not to exceed $50,000 and is to be funded 80% from the environmental education fund of the Travel Information budget and 20% from custom license plate funds. Following the Engineer's favorable recommendation, the Commission approved the agreement, confirming verbal approval given by the Chairman at an earlier date, and authorized the Secretary to sign the agreement.

Payment of annual dues in the American Association of State Highway Officials for the calendar year 1972 in the amount of $2,279.25 was approved by the Commission.

A delegation from the City of Ashland consisting of Hon. Charles McKeen, Mayor of Ashland; Dr. James Sours, President, Southern Oregon College; Robert O'Harra, Ashland Chamber of Commerce; Audrey and Richard Sodeberg; Al Willstatter; Al Allsing and R. Almquist, all from Ashland; Mayor McKeen introduced the members of the delegation and pointed out there is a serious traffic problem, principally on the Green Springs Highway (Route 66), from the Southern Oregon College of Education to the intersection with the Pacific Highway (I-5). Contributing to the traffic problem is the construction of a new shopping center and an increased enrollment in college. He requested that construction be undertaken as soon as possible and stated that priority on this project ranks ahead of the interchange construction.

Mr. O'Harra also urged early four-lane construction between Park Street and Interstate 5 and that early consideration be given to construction of a four-lane facility into the City of Ashland. He mentioned that construction of a 60-unit motel is contemplated in the near future and that this section of highway provides access to the State Highway maintenance headquarters. He also commented on the considerable residential growth in southeast Ashland.

Dr. Sours pointed out that Southern Oregon College now has an enrollment of 4,800 and it is contemplated that this figure will increase to 7,000 by 1980. Approximately 30 percent of the students stay on the college grounds which means that about 70 percent of them use the highway in getting to and from the college.

The Chairman advised the delegation that it is planned to receive bids for construction in the summer of 1972 for the section between Park Street and the junction with the Pacific Highway. The Commission, he continued, is agreeable to opening discussions with the City concerning completion of the four-lane section to Siskiyou Boulevard.

A delegation from Estacada representing the Estacada Chamber of Commerce came before the Commission concerning improvement of the Clackamas Highway (Route 224) between Eagle Creek and the metropolitan area to the west. The following persons were present: Senator Ken Jernstedt, Robert Madison, Al Collins, Duane Day, Lucille Klinker, Richard Miller, and Richard Schmidt. Senator Jernstedt introduced the members of the delegation and called attention to the need for highway improvement in this area. Mr. Madison presented a map showing construction underway and the area in which improvement is requested. He thanked the Commission for improving the section between Estacada and Eagle Creek and asked that the necessary surveys be made and hearings held on the portion between Eagle Creek and Clackamas. Because of increasing development on this section he urged that the route be determined as soon as possible and right-of-way acquired. Chairman Jackson stated that hearings have been planned on a section south of Estacada to Promontory. Based on the preliminary studies of the section between Eagle Creek and Clackamas, the Chairman estimated that the cost of reconstruction would run around $10,000,000 and the Commission could not at this time give any assurance as to when the work would be done.

Senator Don Willner appeared before the Commission concerning the Recreational Trails Bill and the Scenic Rivers Bill. He reviewed the legislative history of these bills from 1967 to the present time.

Concerning the Recreational Trails Bill he pointed out that the bill provides that trails be accessible to major metropolitan areas which is in contrast to the Scenic Rivers Bill in which the Scenic Rivers are typically a good distance from metropolitan areas. The Trails Bill speaks of walking, bicycling, and horseback riding trails and it would be the Commission's responsibility to designate specific use of these trails.

He called attention to the flexibility in the Trails Bill which protects land owners and also outlines the duties and responsibilities of the land owners. He also mentioned that construction of trails provides an opportunity to use youth in such construction.

Concerning sources of funds he mentioned the Bureau of Outdoor Recreation money, Water Conservation Act Funds and donations. These, he said, are in addition to the one percent of highway funds which were included in the bill.

The Commission was urged to hire a specialist to coordinate the trails program in a manner similar to the specialist working on the Scenic Rivers program and he offered to make available to the Commission material which he had assembled concerning trails.

Concerning specific trails for consideration he mentioned construction of a trail along the Oregon Coast, an extension of the Skyline trail in the Cascades and the Columbia Gorge Trail near the old scenic highway. Close cooperation was urged with Federal authorities who are concerned with trails and the Scenic Rivers.

He suggested that a liberal interpretation be given to requests for construction which might contain minor variances to the intent of the Scenic Rivers Bill but urged the use of definite guidelines to preclude major violations. He also mentioned that he had found that the public generally is not at all well acquainted with the provisions of the Scenic Rivers Bill and as a result there is some public misinterpretation of the intent of the bill. Pleasure was expressed with the progress that has been made in the administration of the Scenic Rivers Act and in the work performed by the Coordinator.

The Chairman pointed out that if the Commission refuses to grant a permit for construction that the Commission would be in a position of being forced to acquire the property. He also mentioned that many of the applications for construction on the Rogue are California people who bought the property in good faith.

Senator Willner stated that he is aware that without strict control the banks of the Rogue River will become similar to a strip city. Obviously careful thought will have to be given as to how much money should be expended in acquiring property along the Scenic Rivers to keep them in their natural state. In preparation of the bill, he said, there was hope that the power of condemnation would be used sparingly but he hoped that some type of compromise could be reached in which requests for residential construction could be allowed which would not infringe on the view from the river. It was his opinion that it is the intent of the people of Oregon to maintain the basic character of these rivers.

The Chairman stated that in connection with the Trails Bill the Commission is working with other interested organizations in putting together an overall plan. This is recognized as a specialized field and the Commission, he said, would be talking with the Senator again about placing a specialist in that field. He also pointed out that pressure is expected from various sources and the Commission would undoubtedly be called upon to make a stand and would appreciate help.

Senator Willner stated that if the constitutionality of the Act is challenged, he would be willing to donate time to defend the principles of the Act. He urged the Commission to adopt a liberal policy on minor variances but to stand firm on the major principles.

The Chairman mentioned that with good communications at the local level many of the problems can be worked out thereby reducing the necessity of land acquisition.

In the Administration of the Trails and Scenic Rivers Bills the Commission would appreciate the active help of the groups that sponsored these bills. Senator Willner stated that he was sure that these groups would be happy to work with the Commission.

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

"Bargain and Sale Deed" to Borland Bros. Logging regarding 3.15 acre Goldson Maintenance Site Section of the Mapleton-Junction City Highway in Lane County for $10,500.

"Release of Easement Rights" to United States of America (Army Engineers) covering 3.9 acres on the borrow area on The Dalles-Seufert Section of the Columbia River Highway in Wasco County.

"Bargain and Sale Deed" to City of Paisley covering 0.45 acre on Paisley Maintenance Site of Fremont Highway in Lake County for $6,000.

"Assignment of Easement" with Idaho Power Company covering Oxman-Bubbs Ranch Section of the Old Oregon Trail in Baker County.

"Deed, Release and Grant" with James W. and Earleen M. Carson covering 0.1 acre on Brookings-Winchuck River Section of the Oregon Coast Highway for $3,500.

"Bargain and Sale Deed" to Fern A. DeVeny covering 1.0 acre parcel of land on Clatskanie-Delena Section of the Columbia County Road in Columbia County for $1,050.

"Release" with Dal M. and E. S. King covering Coos Bay-Roseburg Section of the Coquille-Myrtle Point Highway in Coos County.

"Bargain and Sale Deed" to Spokane, Portland and Seattle Railway Company covering Burlington-Sauvie Island Bridge Section of Columbia River Highway.

"Agreement" with Linn County covering Saddle Butte Quarry on the Pacific Highway in Linn County.

"Agreement" with Howard, Needles, Tammen and Bergendoff to analyze the design calculations and stresses on the main girder of the west span of the Fremont Bridge.

"Agreement" with Linn County for construction of Sodaville Road-Vail Creek Section of the Santiam Highway.

"Supplemental Agreement" with Clackamas County for deletion of proposed westerly cul-de-sac for King Road lying within Foster Road-Causey Avenue Section of the East Portland Freeway.

"Agreement" with City of Salem for traffic signal at intersection of Mission Street and Airport Road on the North Santiam Highway.

"Agreement" with City of Newberg for installation of traffic signals at intersection of the Pacific Highway West and Villa Road.

"Agreement" with Pacific Northwest Bell Telephone Company pertaining to crossing of their facilities on Meacham-Hilgard Section of I-80N in Umatilla and Union Counties.

"Five Agreements" with Union Pacific Railroad Company for installation of crossing gates at grade crossings in Echo, Munra (Mission), Elgin, Milton-Freewater and Vale.

"Construction Agreement and Indenture" with Southern Pacific Transportation Company for construction of undercrossing at 17th and Powell in Portland.

The meeting was adjourned by the Chairman at 11:12 a.m.

Chairman

Commissioner

Secretary

Commissioner

February 22, 1972
Salem, Oregon

The Oregon State Highway Commission met in regular session at 9 a.m., in Room 122 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
Tom Edwards, State Highway Engineer
F. B. Klaboe, Deputy State Highway Engineer
Frank McKinney, Assistant Chief Counsel
David H. Moehring, Right of Way Engineer
Floyd Query, Secretary

Mr. George M. Baldwin, Administrator of Highways, and Mr. L. I. Lindas, Chief Counsel, were excused because of illness.

Others present were: R. E. Simpson, Division Engineer for the Federal Highway Administration; C. W. Head, Assistant Secretary; Lloyd P. Shaw, Assistant State Highway Engineer; R. L. Schroeder, Assistant State Highway Engineer; A. E. Johnson, Assistant State Highway Engineer; L. H. Young, Programing Engineer; David G. Talbot, Parks Superintendent; V. E. Skoog, Controller; Donald N. Harwell, Assistant County City Engineer; John R. Oakes, Assistant Right of Way Engineer; R. B. Sipprell, Liaison Engineer; Robert K. Potter, Coordinator of Oregon Scenic Waterways System; Gary Ross, Administrative Assistant to Mr. Baldwin; and John J. Earley, Information Officer.

The Engineer called to the Commission's attention awards made to the State Highway Division for highway and bridge construction in 1970 and 1971. The West Linn Bridge on the East Portland Freeway was given an award by the National Consulting Engineers Council for excellence through engineering. A third place national award was received from the Federal Highway Administration for an outstanding example of multiple use of right of way on the Pacific Highway (I-5) along the Willamette River in Portland. The Prestressed Concrete Institute presented an award for excellence in architectural and engineering design on the Stafford Road Interchange on the Pacific Highway. A first place national award was received from the Federal Highway Administration for an outstanding structure in relation to its environment on the Eagle Creek Viaduct near Bonneville on the Columbia River Highway. He also mentioned an award for the Boeckman Bridge on the Pacific Highway south of Portland made by the American Institute of Steel Construction for beauty of design on an overpass steel structure. In response to the Chairman's inquiry as to the number of awards received, the Engineer replied that twelve have been received in the past 2 or 3 years.

The Commission approved the minutes of the meeting held on January 11, 1972.

The Right of Way Engineer presented a list of options, pages 1 through 72, secured for acquisition of real property needed for State highway use or for other purposes. He mentioned that the amounts offered are on or near the appraised values and are in order for Federal-aid. After due consideration, the Commission approved closing the options, including those sent to them by mail since the last Commission meeting, and thereupon adopted "Right of Way Resolution No. 83," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's report showing sales of miscellaneous properties and rental receipts for the period from January 1 to February 8, 1972, was presented by the Right of Way Engineer and accepted by the Commission. During this period miscellaneous sales totaled $63,271; land sales $94,602; and timber sales $3,583.45; rental receipts for December 1971 were $46,142.72 and for January 1972, $45,869.08.

A list of properties needed for highway and other uses was presented by the Right of Way Engineer. He requested the Commission to declare by resolution the necessity of said properties for public uses to which they are to be put and to authorize the Right of Way Engineer 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 No. 2597," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Chairman inquired as to how much had been expended in acquiring properties along the Powell Corridor on the proposed Mt. Hood Freeway in Portland. The Right of Way Engineer replied that approximately 2 million dollars had been spent for hardship cases.

The Commission confirmed acceptance of a report made by the Right of Way Engineer on offers tendered to the owners for acquisition of real property prior to the institution of condemnation proceedings as follows:

AVA AVENUE-BURNSIDE STREET SECTION OF THE MT. HOOD HIGHWAY - MULTNOMAH COUNTY

R-44841 - Stadium Realty Company. Parcel 1: 380 sq. ft.; Parcel 2: 140 sq. ft. for right of way purposes; Parcel 3: 1,960 sq. ft. for permanent easement. Offer $1,500.00.

BORING ROAD INTERCHANGE SECTION OF THE MT. HOOD HIGHWAY - CLACKAMAS COUNTY

R-46317 - Robert Thompson et ux. Parcel 1: 3.75 acres; Parcel 2: 0.8 acre for right of way purposes; Parcel 3: 0.1 acre for material source. Offer $29,600.00.

R-46321 - Board of American Missions of the Lutheran Church in America. Parcel 1: 0.28 acre; Parcel 2: 1.5 acres for right of way purposes. Offer $10,700.00.

BORING ROAD INTERCHANGE SECTION OF THE MT. HOOD HIGHWAY - CLACKAMAS COUNTY (Continued)

R-46323 - Frank Mickel et ux. 0.03 acre for right of way purposes. Offer $250.00.

R-46331 - Jim A. Rudisill and Mary T. Rudisill. 0.4 acre for right of way purposes. Offer $1,300.00.

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

R-46770 - The Park City Corporation. Parcel 1: 0.13 acre for right of way purposes; Parcel 2: 0.49 acre for temporary easement. Offer $4,050.00.

GARDEN VALLEY ROAD-FAIRGROUNDS SECTION OF THE PACIFIC HIGHWAY - DOUGLAS COUNTY

R-44913 - Grant R. Phillips et ux. 5,660 sq. ft. for right of way purposes. Offer $35,000.00.

R-44914 - Clifford Aten et al. 8,243 sq. ft. for right of way purposes. Offer $37,800.00.

HUBBARD INTERCHANGE-HAYESVILLE INTERCHANGE SECTION OF THE PACIFIC HIGHWAY MARION COUNTY

R-44340 - Bruce T. Arestad et ux. 0.11 acre for right of way purposes. Offer $100.00.

R-44350 - Wilhelmina DeArmond. Parcel 1: 1.3 acre; Parcel 2: 0.06 acre for right of way purposes. Offer $1,375.00.

R-46886 - Harold N. Chinn et ux. 0.17 acre for right of way purposes. Offer $1,600.00.

R-47015 - Stanley D. Johnson et ux. 0.45 acre for right of way purposes. Offer $1,150.00.

LA GRANDE OFFICE BUILDING SITE - UNION COUNTY

R-46408 - Nels B. Matsen et ux. 1.0 acre for office building site. Offer $72,600.00.

R-46982 - R. D. Waldbauer et ux. 2.75 acres for office building site. Offer $48,500.00.

MT. HOOD POST OFFICE-FIKES CORNER SECTION OF THE MT. HOOD HIGHWAY - HOOD RIVER COUNTY

R-42271 - Kenneth G. Bartrum et ux. 3.1 acres for right of way purposes. Offer $3,325.00.

N.E. GLISAN STREET-S.E. DIVISION STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45530 - Elmer R. Liebert et ux. 8,064 sq. ft. for right of way purposes. Offer $10,000.00.

R-45531 - Carl W. Benson and Addie K. Benson. 8,640 sq. ft. for right of way purposes. Offer $9,500.00.

R-45532 - R. C. Day and Irene Day. 7,488 sq. ft. for right of way purposes. Offer $16,500.00.

R-45602 - Harry V. Benson et ux. 18,426 sq. ft. for right of way purposes. Offer $8,500.00.

R-45680 - Emillian Evchuta. 7,518 sq. ft. for right of way purposes. Offer $3,500.00.

NORTH POWDER-BAKER SECTION OF THE OLD OREGON TRAIL - BAKER COUNTY

R-43899 - George C. Reed et ux. 0.27 acre for permanent easement. Offer $100.00.

N.E. SANDY BOULEVARD-N.E. GLISAN STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45435 - George E. Gaunce. 5,000 sq. ft. for right of way purposes. Offer $8,750.00.

N.E. 60TH AVENUE-N.E. SANDY BOULEVARD SECTION OF THE NORTHEAST PORTLAND HIGHWAY - MULTNOMAH COUNTY

R-44164 - Harris Distributing Co. Parcel 1: 2,218 sq. ft. for right of way purposes; 500 sq. ft. for permit of entry. Offer $24,500.00.

S.E. DIVISION STREET-S.E. FOSTER ROAD UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-41113 - Gabriel T. Gefre et ux. 7,996 sq. ft. for right of way purposes. Offer $8,000.00.

R-45717 - J. C. Milne. 16,210 sq. ft. for right of way purposes. Offer $72,000.00.

R-45744 - Evvard West et ux. 8,332 sq. ft. for right of way purposes. Offer $22,500.00.

R-45968 - Howard F. Grohs et al. 13,300 sq. ft. for right of way purposes. Offer $6,500.00.

R-45697 - Martin J. Hanson et ux. 18,750 sq. ft. for right of way purposes. Offer $19,500.00.

R-46134 - Earl Jones et ux. 23,263 sq. ft. for right of way purposes. Offer revised $28,500.00.

S.E. FOSTER ROAD-S.E. HINKLEY STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-46148 - Viola Aho et al. 2.26 acres for right of way purposes. Offer $17,700.00.

WILDWOOD-FOREST BOUNDARY SECTION OF THE MT. HOOD HIGHWAY - CLACKAMAS COUNTY

R-33127 - Thomas E. Sullivan, Trustee. Access taking. Offer $200.00

WINSTON-SHADY INTERCHANGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY DOUGLAS COUNTY

R-45095 - Roy A. Caviness. 1.4 acres for right of way purposes. Offer $4,900.00.

R-45096 - Charles A. Caviness. 0.65 acre for right of way purposes. Offer $12,100.00.

R-45097 - Joseph F. Sork et ux. 2.7 acres for right of way purposes. Offer $17,250.00.

R-45109 - J. Baxter Davis et ux. 0.13 acre for right of way purposes. Offer $300.00.

R-45186 - Ernest R. Buettner et ux. 0.18 acre for right of way purposes. Offer $3,000.00.

R-45188 - Martha M. Danchok. 0.15 acre for right of way purposes. Offer $1,350.00.

R-45320 - Douglas National Bank. 1,088 sq. ft. for right of way purposes. Offer $1,000.00.

R-45324 - Ralph Fisher et ux. Parcel 1: 1,295 sq. ft.; Parcel 2: 2,484 sq. ft. for right of way purposes. Offer $4,100.00.

Authorization was requested by the Right of Way Engineer to offer at public sale three parcels of property which are no longer needed for highway purposes. The minimum recommended sale price for each transaction is based on competent appraisals, and access and other conditions of sale are consistent with situations existing in the vicinity of each property. The Commission authorized public sales as follows and thereupon adopted "Real Property Resolutions Nos. 560 and 561," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) 1.6 acres of land, File 19593, a former stockpile site on the north side of the Coos River Highway just east of the town of Eastside in Coos County, for not less than $1,000. No access is to be permitted to the Coos River Highway but the property will have access to a Coos County Road. The sale is to be subject to a roadway easement and a Bonneville Power Administration easement. Signboard and junkyard exclusion clauses are to be included in the deed. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 560.")

(2) 33,000 square feet of land, File 5617, located north of Fourth Avenue between 12th and 13th Streets (Sams Valley Highway) in the City of Gold Hill, Jackson County, for not less than $3,600. Signboard and junkyard exclusion clauses are to be included in the deed. Approval by the Federal Highway Administration is not required. (See "Real Property Resolution No. 561.")

(3) 10 acres of land, File 1070, located on the northwesterly side of the Worden-Keno Highway approximately three-fourths of a mile north of The Dalles-California Highway junction in the town of Worden, Klamath County, for not less than $950. As a condition of sale, the State is to extinguish by deed reversion a haul road easement to the subject property if it is sold to other than the adjoining owner. No access is to be allowed to The Dalles-California Highway and signboard and junkyard exclusion clauses are to be included in the deed. Approval by the Federal Highway Administration is not required.

Attention was given to a request from the Oregon State Game Commission to renew an agreement for an indefinite period providing for the use of land along Wocus Bay on the Upper Klamath Lake east of the Lake of the Woods Highway in Klamath County. The Right of Way Engineer explained that the agreement was originally entered into on July 7, 1960, and provides that the property be used for a public parking area and boat launching facility. The Game Commission is to reimburse the Highway Commission for development of approach roads and acceleration and deceleration lanes. The agreement may be cancelled by either party upon thirty days' written notice. The Commission approved the renewal and authorized the Secretary to sign the agreement in their behalf.

Indentures of Access pertaining to four parcels of property for changes in location and widening or to correct the public record were recommended by the Right of Way Engineer. The Commission approved the following Indentures:

(1) Marcus property, File 43839, to correct the public record as to location of one unrestricted point of access 35 feet wide on the westerly side of the relocated Oregon Coast Highway in the town of Harbor, Curry County. Approval by the Federal Highway Administration is not required.

(2) Lanning Corporation, et al., property, File 18440, to correct the public record for the location of one unrestricted point of access 50 feet wide on South Riverside Drive to serve a K Mart Shopping Center on the Rogue Valley Highway in Grants Pass, Jackson County. Federal Highway Administration approval was received by letter dated February 8, 1972.

(3) Fenn property, File 8979, for a change in location of one unrestricted point of access to be widened from 35 to 50 feet on the northeasterly side of the Pacific Highway West just west of Grant Street in Eugene, Lane County. Approval by the Federal Highway Administration is not required.

(4) City of Pendleton property, File 25043, for a change in location of one unrestricted point of access 35 feet wide on the easterly side of the relocated Pendleton-John Day Highway in Pendleton, Umatilla County. The approach is to serve as an emergency exit for a new fire station. Federal Highway Administration approval was received September 30, 1971.

The release of access restrictions to the present owners on a parcel of property located on the north side of the Tualatin Valley Highway in the town of Cornelius, Washington County, File 24403, was discussed. The Right of Way Engineer stated that when the property was acquired in 1956 access was unintentionally controlled by the State. The present owners have requested release of the access control and the Right of Way Engineer recommended that this be done. The Commission accepted his recommendation.

Abandonment of two sections of the former route of the John Day Highway through the City of John Day in Grant County was recommended by the Right of Way Engineer as the sections have no value for State highway purposes. The Commission accepted his recommendation and thereupon adopted "Abandonment Resolution No. 527," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Confirmation was requested by the Right of Way Engineer for oral approval given by the Commission on January 25, 1972, for the award of the following two demolition contracts on the East Portland Freeway and the Mt. Hood Freeway in Multnomah County.

(1) Removal of seventeen houses, nine garages, four sheds, and removal of debris and rough grading. Four bids were received. The low bidder was Western Wrecking Company, Inc., at $6,250.

(2) Removal of sixteen houses, nine garages, three sheds and removal of debris and rough grading. Four bids were received. The low bidder was Western Wrecking Company, Inc., at $5,095.

The Commission confirmed award of the contracts to the low bidders and authority for the Secretary to sign the contracts.

The Right of Way Engineer requested approval for the award to the low bidder on the following demolition contracts.

(1) Removal of a garage, a shed, two houses, an old schoolhouse, and removal of debris and rough grading on the Florence-Eugene Highway in Lane County. Two bids were received. The low bidder was Demolition & Excavating Company at $2,542.

(2) Removal of twelve houses, twelve garages, three sheds and one carport, debris and rough grading on the East Portland Freeway in Multnomah County. Five bids were received. The low bidder was Demolition & Excavating Company at $3,877.90.

(3) Removal of thirteen houses, eight garages, one shed, debris, and rough grading on the East Portland Freeway and Mt. Hood Freeway in Multnomah County. Three bids were received. The low bidder was E. S. Ritter Company, Inc., at $5,925.

The Commission awarded the contracts to the low bidders and authorized the Secretary to sign the contracts in their behalf.

A report was submitted by the Assistant Chief Counsel and accepted by the Commission concerning cased which have been tried in court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Defendant	County	Highway	State's Offer Before Filing Complaint	Defendants' Lowest Demand	Verdict
J. Graham Killam L-6320 R-44319	Clack.	Clackamas Highway	$ 6,600	$66,200	$ 8,400
Don F. Johnson L-6520 R-43228	Polk	Willamina-Salem Highway	$ 3,600	$50,000 (taking and damages) $ 2,398 (reestablishing drainage) $ 3,526 (fence)	$13,033.60
J. E. Tapp L-6296 R-43941	Wash.	Sunset Highway	$ 1,700	$26,000	$ 1,850

REPORT OF TRIAL OF OTHER CASES - STATE DEFENDANT

Plaintiff	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Allen E. Pedersen L-6129	Marion	Property Damage	$ 714	For Defendant
Rowland S. Girt L-6094	Mult.	Personal Injury	$ 61,565.10	Dismissed
Raymond Lester Croft L-6247	Mult.	Personal Injury	$113,284.45	$50,000
The Willamette Heights Neighborhood Association, et al. L-6563	Mult.	Suit to Enjoin Construction of I-405 and I-505	Preliminary Injunction	I-405 Dismissed with prejudice I-505 Dismissed without prejudice

REPORT OF TRIAL OF OTHER CASES - STATE PLAINTIFF

Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Ray D. Held L-6521	Lane	Forcible Entry and Detainer	Possession of premises	Defendant surrendered possession
Ramona Springstead L-6560	Marion	Forcible Entry and Detainer	Possession of premises	Possession of premises

(For additional details see the Chief Counsel's letter dated February 17, 1972, concerning cases tried, filed in the Salem Office, General Files.)

The Commission also considered and accepted a report made by the Assistant Chief Counsel concerning cases which have been settled out of court since the last Commission meeting summarized as follows:

(Continued on Next Page)

REPORT OF CONDEMNATION CASES SETTLED

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
L. M. Phelps L-6195 R-33017	Clack.	Mt. Hood Highway	$ 1,000	$ 2,150 (No access) $ 1,000 (with access)	$ 1,500 (with access)
Ken Dye L-6212 R-43438	Clack.	East Portland Freeway	$ 325	$ 1,775	$ 2,500
Richard H. Shoop L-6395 R-44186	Clack.	Clackamas Highway	$ 2,900	$ 3,600	$ 5,000
Lucile M. Max L-6378 R-44002	Curry	Oregon Coast Highway	$ 27,000 (partial taking)	$ 37,525 (partial taking) $110,000 (entire taking)	$110,000 (entire taking)
Robert D. Horn L-6585 R-44900	Douglas	Pacific Highway	$ 28,975	$ 28,975	$ 32,000
John N. Hooper L-5677 R-39953	Marion	Pacific Highway	$ 10,800	$21,200	$ 24,000
Marjorie B. Kvamme L-6475 R-44185	Mult.	East Portland Freeway	$187,000	$192,000	$205,000
Clyde J. Cline L-6481 R-44661	Mult.	East Portland Freeway	$ 25,000	$ 30,900	$ 31,000
Drake Investment Co. L-6464 R-40014	Wash.	Beaverton-Hillsdale Highway	$ 4,200	$ 8,400	$ 12,600
Julia E. Auborn L-6643 R-46146	Mult.	East Portland Freeway	$ 8,800	$ 8,800	$ 10,665

(Report of Condemnation Cases Settle, Cont.)

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Serge R. Perrin * L-6583 R-44968	Clack.	Cascade Highway	$ 675		Dismissed
Frank Turchy * L-6604 R-45647	Mult.	East Portland Freeway	$ 5,000		Dismissed
James W. Carson * L-6376 R-44021	Curry	Oregon Coast Highway	$ 5,000		Dismissed

*The above cases were settled by option in the amount of the State's offer.

REPORT OF OTHER CASES SETTLED

Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
Lyle Francis Adams L-6503	State of Oregon	Clack.	Personal Injury and property damage	$ 10,665	$ 600
Linda Ann Adams L-6504	State of Oregon	Clack.	Personal Injury	$ 10,020	$ 600
John Dennison Peters, et ux. L-6501	S. D. Spencer & Son, et al.	Coos	Property Damage	$ 945	Defense accepted by the Contractor
Henry Seeborg L-6417	State of Oregon	Mult.	Inverse Condemnation	$ 4,000 for fixtures plus $ 5,000 in lieu of relocation payment	$ 2,100

(Report of Other Cases Settled Continued)

Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
State of Oregon L-6450	Patsy M. Latimer	Mult.	Guardrail Damage	$ 76.55 damages and $ 5.00 costs	$ 81.55
State of Oregon L-6460	Frank V. Worthey	Mult.	Damage	$ 111.23 damages $ 4.00 Sheriff's fees $ 250.00 Atty. fee	$ 140.23
Pacific N.W. Bell L-6527	W. A. McWatters	Mult.	Property Damage	$ 1,703.20	Settled by Insurance carrier - no amount given.
Pacific N.W. Bell L-6528	Coral Corp.	Mult.	Property Damage	$ 483.21	Settled by Insurance carrier - no amount given.

(For additional details see the Chief Counsel's letter dated February 17, 1972, concerning cases settled and filed in the Salem Office, General Files.)

An oral report was made by the Assistant Chief Counsel and accepted by the Commission concerning legal proceedings which have taken place since the last Commission meeting as follows:

(1) Donna K. Erickson v. Melvin Willis, L-6632. Plaintiff seeks $25,000 general damages and $500 special damages because of an accident on January 6, 1970, involving a State Highway snowplow on the Old Oregon Trail in Umatilla County.

(2) Bruce Chapman v. State Highway Commission, et al., L-6633. Plaintiff seeks to collect $75,000 in general damages and $21,750 special damages because of an accident on January 5, 1971, on The Dalles-California Highway about 35 miles north of Klamath Falls in Klamath County. Plaintiff alleges that a large boulder had fallen on the highway right-of-way and the plaintiff ran into the boulder causing injuries.

(3) Clayton J. Nyberg v. State Highway Commission, L-6651. This is an inverse condemnation in which the Plaintiff alleges that the State due to highway construction in Washington County diverted water on to his land along with debris, and he seeks damages in the amount of $20,000.

(4) Clayton J. Nyberg v. Guy F. Atkinson Co., Inc., et al., L-6634. This is a companion case to the one by Nyberg against the State. Plaintiff seeks the sum of $20,240 for loss of crops in 1970 and 1971 including the cost of reconstructing the drainage system and cleaning and cost of restoration of permanent grasses and crops.

(5) Foster & Kleiser v. State Highway Commission, L-6652. This is an inverse condemnation action for the leasehold interest of the plaintiff in property on the Pacific Highway East in Marion County acquired by the State Highway Division for right-of-way purposes, and also for the cost of moving and re-establishing signs. Plaintiff seeks $340 for their interest in the land and $2,300 for the cost of moving signs.

(6) John Helzer v. State of Oregon Department of Transportation, Highway Division and Maynard E. Casteel, L-6653. Plaintiff seeks $150,000 general damages and $3,024.20 special damages for injuries suffered when a Highway Division vehicle allegedly rear-ended the plaintiff on I-80N five miles west of Pendleton in Umatilla County.

(7) Gordon W. Jarrell v. Greyhound Lines, Inc., et al., L-6654. Plaintiff alleges that two Highway Division employees came upon the scene of the accident on I-5 near Corbett Street in Multnomah County, got out of their vehicle and attempted to warn oncoming traffic to avoid collisions. The complaint alleges, "having undertaken to warn northbound traffic of the position and location of the Andersen vehicle, they negligently failed to do so and in particular, failed to give reasonable notice thereof by flares or revolving yellow light with which their vehicle was equipped." Plaintiff seeks $77,910 damages for personal injury.

These cases the Assistant Chief Counsel said have been referred either to the State insurance carrier for defense or to the Attorney General staff.

Notifications of intent to improve or change land uses under the Scenic Waterways Act were presented by the Engineer. Each of the requests he said has been carefully investigated as to its effect on the environment, and other Government agencies involved have been contacted. As the requests do not conflict with the Scenic Waterways Act, and the rules and regulations pertaining thereto, he recommended and the Commission approved the following requests subject to approved provisions stated in the notices of intent and plans, and subject to directions contained in the letters advising the owners of approval.

(1) Request from Merle V. Johnson of Merlin, Oregon to construct a residence in Township 34 South, Range 8 West, Section 36, Galice Subdivision, Block 3, Lot 7, within the Rogue River Scenic Waterway in Josephine County.

(2) Request from William R. Caughran of Gold Beach to construct a residence in Township 35 South, Range 13 West, Section 32, Lot 8, within the Rogue River Scenic Waterway in Curry County.

(3) Request from Peter Naumes of Medford for a change in land use from row crop cultivation to orchard along the right bank of the Rogue River Scenic Waterway in Sections 18 and 19, Township 36 South, Range 6 West, W.M., in Josephine County. (Verbal approval by the Chairman received January 24, 1972.)

(4) Request from J. F. Wickham of San Pedro, California, to replace an existing dwelling in Tax Lot 300, Section 19, Township 54 South, Range 7 West, W.M., within the Rogue River Scenic Waterway in Josephine County. This request was previously considered on October 19, 1971, and action was deferred.

(5) Request from Marie K. King, Oakland, California, to remove several hazardous trees in Lot 6, Section 18, Township 35 South, Range 11 West, W.M., within the Illinois River Scenic Waterway in Curry County. (Verbal approval by the Chairman on January 13, 1972.)

(6) Request from Mr. and Mrs. George W. Appel, Jr., of Grants Pass to construct a residence and perform minor road work in Township 35 South, Range 12 West, Section 26, Tax Lot 300, within the Rogue River Scenic Waterway in Josephine County.

(7) Request from G. J. Klose of Grants Pass to continue operation of a shale pit in Township 36 South, Range 7 West, Section 14, Tax Lot 100, within the Rogue River Scenic Waterway in Josephine County.

(8) Request from Wesley E. Hoxeng, Grants Pass, for a change in land use by reducing the number of structures in an existing complex, to change the use of an existing dwelling, and to construct a new dwelling in Township 35 South, Range 7 West, W.M., Section 35, Tax Lot 300, located on the left bank of the Rogue River Scenic Waterway approximately 3/4-mile upstream from Robertson Bridge in Josephine County.

The Commission also considered two other notifications of intent to improve or change land use under the Scenic Waterways Act. The Engineer stated that the requests have been carefully investigated and other Governmental agencies involved have been contacted. As the requests conflict with the intent of the Scenic Waterways Act, and the rules and regulations pertaining thereto, he recommended and the Commission approved denial of the following requests:

(Continued on next page)

(1) Request from James R. Joiner, Grants Pass, to construct a residence in Township 36 South, Range 7 West, Section 14, Government Lot 1, within the Rogue River Scenic Waterway in Josephine County. In denial of this request, consideration was given to the fact that the site is completely visible from the river, that there is no effective vegetative screening, that the loose sand soil has not supported adequate growth for screening, and that construction at another location on the property might be acceptable if requested.

(2) Request of H. T. Shields, Gold Beach, to establish a trailer house as a watchman's residence in Township 35 South, Range 13 West, Section 32, Lot 8, within the Rogue River Scenic Waterway in Curry County. In denial of this request, consideration was given to the fact that under present rules a trailer house would be considered incompatible, and the proposed type of structure and the lack of reasonably good screening argue against a variance of regulations.

The Engineer reported that two fee appraisals have been received on 1.6 acres within the area of Dexter State Park in Lane County. One of the appraisals was at $6,595 and the other at $2,150. An option has been obtained at $4,250 and he recommended that confirmation be given to oral approval given by the Chairman on January 28, 1972. The Commission confirmed acceptance of the option at $4,250.

Consideration was given to the purchase of a 48-acre tract of land from Victor V. Scoggan in Lone Tree Bar State Park at the Wheatland Ferry on the Willamette River in Yamhill County. The Engineer explained that the property is located between the Willamette River and Lambert Slough and has been appraised at $7,500, but the appraisal is questionable as there is no true base of comparable sales. The property could not be acquired at the appraised amount but the owner has agreed to accept the sum of $9,600 and the retention of a permanent easement for an existing underground irrigation pipe line. Following the Engineer's favorable recommendation, the Commission approved purchase of the tract for $9,600.

A request was considered from the City of Beaverton that the State pay to the City $3,490.10 as the Highway Division's share on a storm sewer installation adjacent to the proposed Allen Avenue Interchange on the Beaverton-Tigard Highway in Washington County. The Engineer stated that the installation does solve a drainage problem on the State right-of-way and would be required when the Allen Avenue Interchange is constructed. Following his favorable recommendation, the Commission approved payment to the City in the amount requested.

Abandonment of four damage claims against others was recommended by the Engineer. These claims he said are not feasible to collect and their abandonment has also been recommended by the Department of Justice. The Commission approved abandonment of collection efforts on the following:

(Continued on the next page)

CAO 71-218 Robert Hobbs and Denny Hollingsworth for guardrail damage in the amount of $521.80. Efforts to locate these two people have been unsuccessful.

CAO 71-273 Robert J. Havens for damage to right-of-way fence and zebra board in the amount of $340.67. Mr. Havens is on welfare and has no assets.

CAO 71-282 Douglas Allen Hutton for damage to guardrail in the amount of $346.49. Mr. Hutton is in jail and has no assets.

CAO 71-323 Abraham Lepak for damage to impact attenuator in the amount of $604.98. Efforts to locate Mr. Lepak have been unsuccessful.

Confirmation was requested by the Engineer for prior verbal approval given by the Chairman on January 20, 1972, for release of county apportionment funds for the quarter beginning October 1 and ending December 31, 1971. Amount of this apportionment he said is $6,153,069.75. The Commission confirmed the release.

The Commission also considered release to the cities of the semi-annual allocation of 12 percent of the Highway Fund for the period July 1 to December 31, 1971. The Engineer stated that the amount to be released is $7,336,753.48. The Commission approved the release of this amount and thereupon adopted "City Allocations of State Highway Funds Resolution No. 54," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A list and maps were presented by the Engineer showing the Highway Division current bicycle route status in the Portland Urban Area and in other areas in Oregon. The purpose of the general plan the Engineer explained is to serve as a planning vehicle to obtain input and cooperation between governmental entities and bicycle interest groups. The long-range routes are intended to be flexible and are not intended to restrict bicycle trails to these locations but are suggested routes from which to develop a state-wide master plan incorporating ideas from the public. With these concepts in mind, the Commission accepted the following long-range bicycle routes:

(1) Coast Route. A scenic coastal bike route is envisioned from the California border to Astoria. This route is planned to provide access to recreational facilities, parks, points of interest between towns and to afford the opportunity for bicycle interest groups to take extended trips as desired.

(2) Columbia River Route. Provide a scenic route from Astoria along the Columbia River to the Multnomah Falls recreational area and to provide intra-town connections.

(3) Portland to Eugene Route. Planned to provide a continuous route through the Willamette Valley. Routes to focus on points of interest such as Champoeg Park, Silver Creek Falls, and the Willamette River. These routes will serve as many towns as possible along the various State highways.

(4) Willamette Valley to Coast Routes. These routes are planned to provide access from the population centers in the valley to the coast in conjunction with additional intra-town connections.

(5) Grants Pass, Medford and Klamath Falls. Scenic loop routes are planned to provide a system incorporating recreational facilities and points of interest along with the intra-town routes.

(6) Eastern Oregon Routes. Provide scenic loops and a system incorporating recreational facilities. Provides intra-city connections in the population areas.

In conjunction with bids for highway contracts to be received on February 24, 1972, the Engineer presented a written statement concerning plans for the establishment of footpaths and bicycle trails for each of the projects to be contracted. The Commission approved the following statements:

(1) Unit "B", Portland Citywide Traffic Signals, Various City Streets (10 Intersections), Multnomah County

Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(2) Columbia Boulevard at 18th and St. Helens Streets (St. Helens) Section, Columbia Boulevard, Columbia County

Grade, Pave, Signals, Sign and Illumination Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(3) 2nd Street-3rd Street (McMinnville) Section, Pacific Highway West, Yamhill County

Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(4) Oak Street at 2nd and Park Streets, and Grant Street at Williams Street (Lebanon) Section, Linn County

Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(5) Wasson Street, 10th and Market Avenue (Coos Bay) Section, Cape Arago, Empire-Coos Bay and Oregon Coast Highway, Coos County

Grade, Pave and Signals Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(6) Washburn Way at Shasta Way and Klamath Falls-Malin Highway at Main Street (Klamath Falls) Section, Klamath County

Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

The Engineer also presented a written statement concerning plans for the establishment of footpaths and bicycle trails as they pertain to projects on which bids are to be received March 30, 1972. The Commission approved the following statements concerning the projects to be contracted.

(1) Boring Road Interchange Section, Mt. Hood Highway, Clackamas County

Grade, Pave and Structure Project.

Sidewalks are being provided on the overcrossing structure and along Boring Road.

(2) Unit "C", Portland Citywide Traffic Signals, Various City Streets (6 Intersections), Multnomah County

Traffic Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(3) Vine Street-Ferry Street (Albany) Section, Queen Avenue and South Pacific Boulevard, Linn County

Grade, Pave and Signal Project.

Sidewalks are being provided along South Pacific Boulevard.

(4) Hill Street at Portland Avenue (Bend) Section, Hill Street, Deschutes County

Grade and Pave Project.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails." Both streets involved have existing sidewalks.

(5) S.W. 3rd Avenue-S.W. 4th Avenue (Ontario) Section, S.W. 9th Street, Malheur County

Grade, Pave and Structure Project.

Same as Item 4.

(6) Center Street Bridge Section, Willamina-Salem Highway, Polk and Marion Counties

Bridge Repair and Painting Project.

Same as Item 2.

(7) Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County

Grade and Pave Project.

Provides a bike route along the Willamette River.

(8) Cascade Highway at Otty Road Section, Clackamas County

Traffic Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(9) Fairfield Avenue-Royal Avenue (Eugene) Section, Pacific Highway West, Lane County

Traffic Signal Project.

Same as Item 8.

(10) <u>The Dalles-California Highway at McKenzie Highway (Redmond) Section, The Dalles-California Highway, Deschutes County</u>

Traffic Signal Project.

Same as Item 8.

The Chairman inquired regarding the construction of bicycle trails and footpaths if plans are being made to use Federal aid financing and young people in their construction. The Engineer replied that plans are being made to accomplish these ends.

Consideration was given to requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. The Engineer stated that the requests have been carefully investigated and the results of the investigations have been reported to the Commission by letter. The Commission took action as follows:

(1) Slate-Hall-Hamilton Construction Company, Contract No. 7488 on the Sunset Highway in Washington County, requested an extension of 59 calendar days. The Commission approved an extension of 59 calendar days, without assessment of liquidated damages. (Verbal approval was received by the Chairman on January 13, 1972.)

(2) Murphy Pacific Enterprises, Contract No. 7276 on the Stadium Freeway in Multnomah County, requested an extension of 448 calendar days. The Commission approved an extension of 109 calendar days (31+78) without assessment of liquidated damages. Approval by the Federal Highway Administration was given by letters dated January 17, 1972 and February 14, 1972. (Verbal approval was received by the Chairman January 20, 1972, for the 31-day extension.)

(3) Ross Bros. Construction, Inc., and G. D. Dennis & Sons, Inc., Contract No. 7494 on the Oregon Coast Highway in Curry County, requested a 50-day extension of time. The Commission approved an extension of 47 days without assessment of liquidated damages. Approval by the Federal Highway Administration was given by letter dated January 4, 1972.

(4) Aldrich Construction Company, Contract No. 7634 on FAS 630 in Washington County, requested a 30-day extension of time. The Commission denied the request.

(5) Willamette River Constructors, Contract Nos. 7310, 7311, and 7312 on the Stadium Freeway in Multnomah County, requested an indefinite extension of time. The Commission granted an interim extension of 210 days without assessment of liquidated damages. Federal Highway Administration approval was given by letter dated February 1, 1972.

(6) Landscaping, Inc., Contract No. 7509, on the East Portland Freeway in Clackamas and Washington Counties requested a 60-day extension of time. The Commission denied the request.

(7) Albert Dierickx Company, Inc., Contract No. 7600 on the Jacksonville Highway in Josephine and Jackson Counties, requested a 5 day extension of time. Work on this contract was completed with an overrun of 4 days. The Commission assessed liquidated damages for the 4-day overrun.

(8) Willamette-Western Corporation, Contract No. 7346 on the Albany-Corvallis Highway (Albany Bridge) in Benton and Linn Counties, requested an extension of 93 calendar days. The Commission approved an extension of 133 days without assessment of liquidated damages. The Federal Highway Administration concurred in this extension.

(9) Gordon H. Ball, Inc., Contract No. 7367 on the La Grande-Baker Highway in Union County, requested an extension of 70 calendar days. The contract was completed October 13, 1971, with an overrun of 96 calendar days. The Commission approved assessment of liquidated damages for 96 calendar days.

(10) Wayne O. Harris & Associates, Contract No. 7503 in the Tolovana Beach State Wayside in Clatsop County, requested an 85-day extension of time. The Commission approved an extension of 68 days without assessment of liquidated damages.

(11) Paul Zimmerly Road Construction, Contract No. 7353 on the Corvallis-Newport Highway in Benton County, requested an extension of 94 workdays. The Commission approved an extension of 3 days without assessment of liquidated damages. Federal Highway Administration approval was given by letter dated January 19, 1972.

The Engineer reported that Contract Nos. 7475, 7480, 7493, 7500, 7501, 7502, 7503, 7511, 7518, 7531, 7538, 7546, 7572, 7573, 7574, 7583, 7590, 7593, 7603, and 7607 for highway construction have been completed as required by the contracts or modifications thereof and said contracts are now ready for acceptance or have been accepted by letter since the last Commission meeting. After due consideration, the Commission accepted the contracts by adopting "Contracts Completed Resolution No. 200," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed verbal award of contracts made on February 8, 1972, on which bids were received February 3, 1972, and also confirmed authority for the Secretary to sign the following contracts in their behalf.

(Continued on next page)

BIDS RECEIVED IN SALEM FEBRUARY 3, 1972

Contract No. 7687 for roadside improvement on the Hubbard Interchange Section of the Pacific Highway in Clackamas County. Eight bids were received. The Commission accepted the low bid of Evergreen Landscaping, Seattle, Washington, at $68,272, and the Administrator of Highways was directed to award the contract to said bidder when approval from the Federal Highway Administration is received.

Contract No. 7688 for traffic signals on 9th Street-14th Street in the City of Astoria on the Columbia River Highway in Clatsop County. Seven bids were received. The Commission accepted the low bid of Hamilton Electric, Inc., Eugene, at $70,621 and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration and the City of Astoria is received and the City deposits $16,800.

Contract No. 7689 for the Sawyer Rapids and Elkton Slide Sections Project on the Umpqua Highway in Douglas County. Six bids were received. The Commission accepted the low bid of Roy D. Garren, Myrtle Creek, at $264,215 and the Administrator of Highways was directed to award the contract to said bidder when approval from the Federal Highway Administration is received.

Contract No. 7690 for the Lavadoure Creek Rock Production Project on the Tiller-Trail Highway in Douglas County. Four bids were received. The Commission awarded the contract to the low bidder, Bob Angell, Inc., Eastside, at $23,600.

Contract No. 7691 for the Bly Rock Production Project on the Klamath Falls-Lakeview Highway in Klamath County. Two bids were received. The Commission awarded the contract to the low bidder, Asphalt Paving Company, Klamath Falls, at $51,200.

Contract No. 7692 for traffic signals and illumination on the Market Street Interchange on the Pacific Highway in Marion County. Six bids were received. The Commission accepted the low bid of Electric Corporation, Salem, at $25,190 and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7693 for grading, paving, structures, signing and illumination on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties. Six bids were received. The Commission accepted the low bid of Andersen-Hannan-Rogers-Matich, Portland, at $9,994,391 and the Administrator of Highways was directed to award the contract to said bidder when necessary right-of-way is acquired and approval of the Federal Highway Administration is received.

Contract No. 7694 for grading and paving on N. E. 148th Ave.-N.E. 166th Ave. Section of Halsey Street (FAS 730) in Multnomah County. Five bids were received. The Commission accepted the low bid of Porter W. Yett Company, Portland, at $299,512 and the Administrator of Highways was directed to award the contract to said bidder when Multnomah County approves the project and deposits $63,000.

Contract No. 7695 for the La Grande Office Building on the Wallowa Lake Highway in Union County. Six bids were received. The Commission awarded the contract to the low bidder, Sam L. Godwin and Associates, Hermiston, at $181,500.

Contract No. 7696 for grading, paving, structure and signing on the Greenburg Road Interchange Section of the Beaverton-Tigard Highway in Washington County. Seven bids were received. The Commission awarded the contract to the low bidder, Ross Bros. Construction, Inc., Salem at $1,105,637.90.

Contract No. 7697 for grading, paving, structure and signing on N. W. 185th Avenue Section of the Sunset Highway in Washington County. Eight bids were received. The Commission accepted the low bid of Slate-Hamilton, Portland at $1,099,535 and the Administrator of Highways was directed to award the contract to said bidder when necessary right-of-way is acquired and approval of the Federal Highway Administration is received.

Contract No. 7698 for traffic signals on the Pacific Highway West at Johnson Street in Tigard, Washington County. Six bids were received. The Commission accepted the low bid of Graham Electric Company, Portland, at $13,110 and the Administrator of Highways was directed to award the contract to said bidder when the City of Tigard approves the project and deposits $7,620.

Contract No. 7699 for traffic signals on the Tualatin Valley Highway at Witch Hazel Road in the City of Hillsboro, Washington County. Six bids were received. The Commission accepted the low bid of Olson Electric Company, Inc., Vancouver, Washington, at $23,122 and the Administrator of Highways was directed to award the contract to said bidder when the City of Hillsboro and Washington County approve the project and $13,524 is deposited.

The Commission confirmed the award of the following contracts which had been referred to the Administrator to award when certain conditions were fulfilled.

(1) Meacham-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties. Bids received December 16, 1971. Contract No. 7680 awarded January 10, 1972, to J. C. Compton Company, McMinnville, low bidder.

(2) Roadside improvement on Hubbard Interchange Section of Pacific Highway in Clackamas County. Bids received February 3, 1972. Contract No. 7687 awarded February 8, 1972, to Evergreen Landscaping, Seattle, low bidder.

(3) Traffic signals on 9th Street-14th Street Section in Astoria of Columbia River Highway in Clatsop County. Bids received February 3, 1972. Contract No. 7688 awarded February 10, 1972, to Hamilton Electric, Inc., Eugene, low bidder.

(4) Traffic signals and illumination at the Market Street Interchange on the Pacific Highway in Marion County. Bids received February 3, 1972. Contract No. 7692 awarded February 8, 1972, to Electric Corp., Salem, low bidder.

(5) Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties. Bids received February 3, 1972. Contract No. 7693 awarded February 17, 1972, to Andersen, Hannan, Rogers, and Matich, Portland, low bidder.

The Engineer reported that on January 21, 1972, high water and debris in Thomas Creek had caused the loss of one end span and the displacement of much of the remainder of the Schindler Bridge on the Albany-Lyons Highway in Linn County. To get the structure open for public travel as soon as possible, the Hamilton Construction Company of Eugene was engaged on a negotiated contract basis (Contract No. 7686) to perform the work necessary to allow traffic. Work to be performed by the Hamilton Construction Company is estimated to cost $75,000 and the Engineer requested confirmation for verbal approval given by the Chairman on January 24, 1972. The Commission confirmed the contract and authorized the Secretary to sign it in their behalf.

A tabulation was presented by the Engineer showing a revised allocation of Federal-Aid Secondary Funds to the Counties for the fiscal year of 1972. The additional allocation in the amount of $28,732 was caused by the computation of funds based on the 1970 Census whereas the original computation was based on the 1960 Census. The Commission approved the following allocations:

ADDITIONAL FISCAL-YEAR 1972 FAS ALLOCATION TO COUNTIES

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including State's and Counties' Match Money (Rounded to Hundreds)
BAKER	$ 421.00	$ 700.00
BENTON	552.00	900.00
CLACKAMAS	2,131.00	3,600.00
CLATSOP	512.00	900.00
COLUMBIA	619.00	1,000.00
COOS	814.00	1,400.00
CROOK	441.00	700.00
CURRY	430.00	700.00
DESCHUTES	581.00	1,000.00
DOUGLAS	1,230.00	2,100.00
GILLIAM	307.00	500.00
GRANT	379.00	600.00
HARNEY	452.00	800.00
HOOD RIVER	433.00	700.00
JACKSON	1,168.00	1,900.00
JEFFERSON	423.00	700.00
JOSEPHINE	625.00	1,000.00
KLAMATH	849.00	1,400.00

(Continued on next page)

(Additional Fiscal-Year 1972 FAS Allocation to Counties Continued)

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including State's and Counties' Match Money (Rounded to Hundreds)
LAKE	$ 413.00	$ 700.00
LANE	1,996.00	3,300.00
LINCOLN	570.00	1,000.00
LINN	1,084.00	1,800.00
MALHEUR	831.00	1,400.00
MARION	1,604.00	2,700.00
MORROW	427.00	700.00
MULTNOMAH	2,812.00	4,700.00
POLK	560.00	900.00
SHERMAN	303.00	500.00
TILLAMOOK	527.00	900.00
UMATILLA	962.00	1,600.00
UNION	437.00	700.00
WALLOWA	396.00	700.00
WASCO	461.00	800.00
WASHINGTON	2,051.00	3,400.00
WHEELER	268.00	400.00
YAMHILL	663.00	1,100.00
TOTAL	$28,732.00	$47,900.00

SUMMARY, ADDITIONAL STATE FISCAL-YEAR 1972 COUNTY FAS FUNDS:

Total Federal Funds for Construction
(50% of Oregon's apportionment less planning survey funds)....28,700
Plus estimated required match money.....State funds..... 9,600
.....County funds..... 9,600
TOTAL COUNTY FAS FUND.....47,900

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.

Attention was given to a request from Deschutes County for a Federal Aid Secondary Project on FAS 853. The Engineer stated that the project has been investigated and is eligible for FAS funds and he recommended that it be approved. The Commission approved the following project and authorized the Secretary to sign the construction agreement in their behalf.

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
Deschutes	853	Squaw Creek Canal (Three Creek Lake Road) Bridge Section.	$ 30,000	$ 6,000
		TOTAL	$ 30,000	$ 6,000

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,083,000*	$5,090,000	$10,173,000
Approved projects (corrected to date)	5,083,000	1,572,000	6,655,000
Unprogrammed balance	--	$3,518,000	$ 3,518,000
Projects proposed 2/22/72	--	30,000	30,000
Unprogrammed balance	$ --	$3,488,000	$ 3,488,000

*Includes $48,000 additional funds for adjustment to 1970 census.

The Commission also considered a request from Columbia County to use Federal Funds as matching money for the Lower Columbia River Highway-Old Portland Road Project, FAS 574, and the Nehalem River (Clear Creek Bridge Project) FAS 612. Two traffic fatalities have occurred at one of the railroad crossings on FAS 574 and the structure on FAS 612 has deteriorated badly. The Engineer recommended these projects utilizing Federal Aid Matching Funds on the basis of 80 percent Federal Funds and 20% State Funds. In total this would amount to approximately $368,000 Federal Funds and $81,000 State Funds. The Commission approved the projects as presented and authorized the Secretary to sign routine construction agreements.

A request was considered from the City of Salem to extend the 12th Street-13th Street Couplet from the present terminus at Leslie Street northerly to Bellevue Street under the Federal Aid Urban System Program. As proposed, the Engineer stated the State will do the design work, acquire right-of-way, award contracts and supervise construction. The City is to do the preliminary field engineering and hold hearings as required. The project has been investigated and is eligible for funding under the Federal Aid Urban System Program and the Engineer recommended approval. The Commission approved the following project and authorized the Secretary to sign a routine construction agreement in their behalf.

JURISDICTION	SECTION	PROGRAMED AMOUNT	STATE COST
SALEM	Mission Street S.E.-Bellevue Street S.E. (Salem), 13th Street S.E. (FAUS 3074 & 5051).	$ 485,000	$97,000
	TOTAL NEW PROJECTS	$ 485,000	$97,000

SUMMARY BY FISCAL YEAR	1972	1973	TOTAL
Allocated funds	$1,324,000	$1,324,000	$2,648,000
Approved Projects (corrected to date)	--	--	--
Unprogramed Balance	$1,324,000	$1,324,000	$2,648,000
Proposed New Projects: 2/22/72	485,000	--	485,000
Unprogramed Balance	$ 839,000	$1,324,000	$2,163,000

The Engineer said the City of Hermiston has requested establishment of a truck route through the City bypassing the Hermiston Highway (Oregon Route 207) in Umatilla County. The City has passed an ordinance establishing a truck route through the City utilizing East and West Elm Avenue and N. W. 11th Street. Oregon Law requires Highway Commission concurrence and the Engineer recommended that concurrence be given with the understanding that the truck route is not to be a part of the State Highway System and that the State is not to be responsible for its maintenance, with the exception that the State would cooperate in erecting appropriate signing at the two terminal points of the Route. The Commission accepted his recommendation.

The Commission considered a request from DeLeuw, Cather and Company for an extension of time to June 30, 1972, within which to complete the downtown Portland Parking Study. The Engineer recommended that the extension be granted with the understanding that a draft report is to be ready by April 1, 1972, and that no additional funds will be required of the State. The Commission accepted his recommendation.

Repairs to the Center Street Bridge on the Willamina-Salem Highway in Marion and Polk Counties was discussed. The Engineer stated that as a result of analysis study and inspections work should be done to strengthen the structural steel members, straighten some stringers, repair sidewalks and deck, and painting at an estimated cost of $300,000. He recommended that the work be let by contract at the March 1972 bid opening and that the cost of the project be added to the current State Construction Program. The Commission approved the project as presented.

Confirmation was requested by the Engineer for approval of rules under the Administrative Procedures Act pertaining to the placing of speed zones under normal and under emergency conditions and the installation of traffic control devices. The proposed rules were considered by the Commission at its meeting January 11, 1972, and were published in the Secretary of State's Administrative Rule Bulletin on February 1, 1972. No remonstrances or requests for hearings have been received. Formal adoption of the rules is in order and he so recommended. The Commission adopted the rules as shown in the January 11, 1972 minutes and published in the Administrative Rule Bulletin. The rules will become effective March 15, 1972, when the notice of adoption is published in the Administrative Rule Bulletin.

The establishment of a temporary 50 mile-per-hour speed zone on the Pacific Highway between the Hubbard Interchange and the Woodburn Interchange in Marion and Clackamas Counties was brought up by the Engineer. He explained that contract work will soon be underway in reconstructing this section and to provide for safe movement of traffic a reduced speed zone is desirable. He recommended that "Speed Zone Resolution No. 233," adopted September 27, 1956, be temporarily amended to provide a 50 mile-per-hour speed zone on the section mentioned to be in effect where and when signs are installed and to be effective March 15, 1972, when the blanket speed zone rules go into effect. The Commission approved the Engineer's recommendation and thereupon adopted "Speed Zone Resolution No. 600," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Chairman Jackson commented on violations of speed zones where construction is underway in that the Commission has the responsibility for protecting traffic but has no control over the enforcement of reduced speed zones. Commissioner Bruno inquired if the State Police are alerted when the temporary speed zones are installed. The Engineer replied that they are and they are very cooperative. Many cities and counties however do not have sufficient personnel to adequately enforce the reduced speeds.

The Commission also considered establishment of a speed zone on the Pacific Highway West in the community of Lewisburg, north of Corvallis, in Benton County. The Engineer stated that an investigation indicated that considerable roadside culture and a major intersection and school crossing would justify installation of a reduced speed zone. He recommended that a 50 mile-per-hour speed zone be established from Mountain View Drive at M.P. 78.31 to a point south of Lewisburg Road at M.P. 79.46 except for a designated 20 mile-per-hour school speed zone from M.P. 78.83 to M.P. 79.03. The Commission approved the speed zone and thereupon adopted "Speed Zone Resolution No. 601," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A resolution for abandonment of a portion of the Hot Lake Overcrossing Section of the La Grande-Baker Highway in Union County was discussed. The Engineer pointed out that an agreement executed February 3, 1970, provides for transfer of the old highway to the County after the new construction is completed. The State is to retain a small segment between the railroad right-of-way and the new highway right-of-way. Following his favorable recommendation, the Commission approved the abandonment and thereupon adopted "Abandonment Resolution No. 501," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A change in the stop requirements at the intersection of the Monmouth Highway and Monmouth Street on the Oregon College of Education Campus in Monmouth, Polk County, was brought up by the Engineer. Investigation has disclosed the need of a four-way stop at this intersection and he recommended that the Commission action of September 21, 1949, be amended to include the following exception.

> "At the intersection of the Monmouth Highway and Monmouth Street in Monmouth, all traffic entering the intersection from all directions shall stop."

The Commission approved the change as an emergency action and thereupon adopted "Through Highways and Stop Signs Resolution No. 13t," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A supplemental throughway agreement with Washington County pertaining to construction of the Greenburg Road Interchange Section of the Beaverton-Tigard Highway was discussed. The Engineer explained that the supplemental agreement is considered necessary to more clearly define the final design features of the interchange and to provide for the proper maintenance and control of Greenburg Road and certain connecting frontage roads. Following his favorable recommendation, the Commission approved the supplemental agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with the Talent Irrigation District and the U. S. Bureau of Reclamation providing for exclusion of 176.6 acres from the Irrigation District on the Pacific Highway in Jackson County. The Engineer commented that the agreement calls for payment to the District of $64,542 for the pro rata share of the bonded indebtedness and $49,094.75 as a lump sum payment to reimburse the District for loss of operation and maintenance revenue. Both of these amounts are eligible for Federal participation under the Interstate program and he recommended approval of the agreement. The Commission approved the agreement and authorized the Secretary to sign it for them.

An agreement with Grant Feikert, Consulting Radio Engineer, for consultation and testing regarding transmission signal strength on Radio Stations KEX, KXL, and KYXI was considered. The Engineer commented that plans for construction of the Causey Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County call for high mast illumination structures. The Radio Stations have indicated that these structures will interfere with their transmission signals and tests are considered necessary. Under the agreement Mr. Feikert is to perform the work at a cost not to exceed $1,500 for each report and not to exceed a maximum of $22,500. The Commission confirmed telephonic approval given by the Chairman on February 4, 1972, and authorized the Secretary to sign the agreement in their behalf.

A supplemental agreement with Umatilla County and the Union Pacific Railroad Company was brought up by the Engineer. He recalled that an agreement had been entered into on March 17, 1970, for construction of the Barth Crossing-US30 Connection Section of Reith Road west of Pendleton. This project has been canceled and the supplemental agreement formalizes the cancellation. The Commission approved the agreement.

Attention was given to an agreement with Burlington Northern, Inc., and the Spokane, Portland and Seattle Railway Company pertaining to construction of the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County. The agreement gives to the State an easement to accommodate the highway slopes adjacent to the railroad tracks and a construction permit which will expire upon completion of construction or on June 1, 1973, whichever occurs first. The State is to reimburse the Railroad for its expenses which the Engineer estimated at $13,478. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission considered five agreements with railroad companies for the installation of crossing gates at grade crossings. The Engineer stated that these agreements are all in line with Federal Highway Administration Memorandum 30-5-71 and location of the signals has been selected after consultation among the Railroad, the Public Utility Commissioner and the Highway Division. Cost of the installations is to be paid 90% by the State and 10% by the Railroad with the State's share reimbursable with Federal-aid funds. The Railroad is to maintain the signals after installation and the State is to maintain advance warning signs and pavement markings. The Commission approved the following agreements and authorized the Secretary to sign them in their behalf:

(1) An agreement with Southern Pacific Transportation Company for installation of crossing gates at grade crossings in Grants Pass, Roseburg, Lebanon, Eddyville, Salem and Coquille. The Engineer stated that the estimated cost of these installations is $225,000, with $22,500 to be paid by the Railroad and $202,500 by the State.

(2) Two agreements with Oregon, California and Eastern Railway Company for installation of crossing gates at grade crossings in Klamath Falls and Olene in Klamath County. The Engineer estimated the total cost at $61,007, with $6,101 to be paid by the Railroad and $54,906 by the State.

(3) Two agreements with Spokane, Portland and Seattle Railway Company and Burlington Northern, Inc., for the installation of crossing gates at grade crossings in Astoria and Warrenton in Clatsop County. The Engineer estimated the total cost at $35,837, with the Railroad Company to pay $3,583 and the State $32,254.

(4) An agreement with Burlington Northern, Inc., for installation of crossing gates at the grade crossing on The Dalles-California Highway north of Lapine in Deschutes County. The Engineer estimated the total cost at $28,748, with $2,875 to be borne by the Railroad and $25,873 by the State.

(5) Two agreements with Oregon Electric Railway Company for the installation of crossing gates at grade crossings in Harrisburg and Junction City, Lane County. The Engineer estimated the total cost at $59,064, with $5,906 to be paid by the Railroad and $53,158 by the State.

Consideration was given to an agreement with Union Pacific Railroad Company and Baker County pertaining to construction of the Bubbs Ranch-Weatherby and Weatherby-Lime Sections on the Old Oregon Trail in Baker County. The Engineer mentioned that this agreement formalizes the provisions of a permit of entry on the Weatherby-Lime Section and on the Bubbs Ranch-Weatherby Section. He estimated the cost to the State at $254,125 with all except $25,000 eligible for Federal participation. Cost to the Railroad is estimated at $101,153 and to Baker County $6,000. Following his favorable recommendation, the Commission approved the agreement.

An agreement with Southern Pacific and Union Pacific Railroads for a fourth extension of the existing lease for State use of the top deck of the Steel Bridge in Portland was presented by the Engineer. Negotiations for the new lease have not yet been completed and the Engineer recommended an extension of the existing lease through August 31, 1972. The Commission approved the extension as recommended.

The Commission considered a supplemental agreement with Marion County and the City of Woodburn pertaining to construction details on the Woodburn Intertie Section of the Hillsboro-Silverton Highway in Marion County. The Engineer explained that the original agreement was concerned principally with methods of financing the project, whereas, the supplemental agreement was prepared to cover design construction details which could not be determined until the final plans were prepared. The supplement contains provisions for the closure of certain roads and streets, and for the County and City to accept jurisdiction over certain frontage roads and connections. The Engineer estimated the total cost of the project at approximately $1,320,000, of which the State is to pay approximately $1,056,000 or 80%. The share to be paid by the County and the City is approximately $264,000 or 20% plus payment by the City of $30,000 for sewer work. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

An agreement with Lane County was discussed pertaining to construction of the Oak Hill-Interstate 105 Section of the Florence-Eugene Highway. The agreement provides for acquisition of right-of-way, construction and maintenance of the project. The County agrees to cooperate in utility relocations and in the closure of certain roads. Following 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-finance-abandonment agreement with the City of Ontario concerning rerouting of a portion of the Olds Ferry-Ontario Highway in Malheur County. By terms of the agreement, the State is to prepare plans and move a traffic signal from S. W. 1st to S. W. 2nd Streets and perform required striping. Upon completion of the project, traffic will be routed over portions of West Idaho Avenue and S. W. Second Street. The City agrees to assume jurisdiction over portions of several streets over which traffic is presently routed. The Engineer estimated the total cost of the project at $6,000 to be shared equally by the State and City, with the State's portion from Minor Betterment Funds. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

An agreement with the City of Woodburn for installation of traffic signals at the intersection of the Hillsboro-Silverton Highway and Boones Ferry Road in Marion County was discussed. By terms of the agreement, the State is to install the signals and provide for future maintenance. The City is to pay for the electrical energy required for operation. Estimated cost of the installation is $25,000, the work be done as a part of the construction of the Woodburn Intertie on the Hillsboro-Silverton Highway. Following the Engineer's 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 Portland for traffic signal modernization at intersections of the N. E. Portland Highway (Lombard Street) and various city streets. Under the agreement, the City is to perform the work, maintain the traffic signals, and pay for all electrical energy consumed. The Engineer estimated the cost of the project at $65,000 with the State to pay not more than $32,500 from Minor Betterment Funds. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with Multnomah County for installation of left-turn refuges and traffic signals at the intersection of the Mt. Hood Highway and S. E. 148th Avenue was considered. By terms of the agreement the State is to perform the work. Cost of the traffic signal installation was estimated by the Engineer at $30,000 to be shared equally by the State and the County. The State is to maintain the signals and the County is to provide for power consumption costs. The State also is to pay for construction of the left-turn refuges at an estimated cost of $15,000. State expenditures are to be charged to Minor Betterment Funds. 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 Seaside for installation of traffic signals at the intersection of the Oregon Coast Highway (Roosevelt Drive) and Broadway in Clatsop County. Under the agreement, the State is to pay for the cost of installation estimated at $20,000 from Minor Betterment funds and provide for future maintenance. The City is to pay for cost of power consumed. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

The Commission considered an agreement with the Association of Oregon Counties involving the sharing of costs for installation, maintenance and power for traffic signals and lighting. The Engineer recalled that in September 1971 a similar agreement had been approved by the Commission pertaining to the Cities. The agreement was worked out in cooperation with the Association of Oregon Counties and has been approved by them. The agreement provides for distribution of cost for installation, power and maintenance of these projects with counties of less than 5,000 population; with counties of populations between 5,000 and 10,000; and with counties of populations over 10,000. The agreement covers traffic signals, school crossing signals, illumination projects, left-turn refuges, acceleration and deceleration lanes, county signing and some other matters. Based on the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A request was considered from the Tillamook County Board of Commissioners to assist the County in the restoration of certain county roads damaged during the recent winter storms. The Engineer explained that the roads are not a part of a Federal-Aid Secondary System and it is necessary to apply for emergency funding which the County has authorized the State to do. The Engineer recommended approval of the arrangement and authority for the Secretary to sign a letter authorizing the State to perform the necessary functions. The Commission accepted his recommendation.

Consideration was given to a request from the City of Phoenix that the State consent to annexation to the City of a portion of the right-of-way of the Rogue Valley Highway in Jackson County. The Engineer explained that the portion requested for annexation is located at the southeast entrance to the City and will not form an enclave. Other requirements have been met and he recommended that the Commission give its consent. The Commission gave its consent and authorized the Secretary to sign the consent form in their behalf.

Attention was given to an agreement with the Oregon-Columbia Chapter of the Associated General Contractors of America for supportive services in connection with approved on-the-job training programs for highway construction workers on Federal-aid highway projects. The Engineer mentioned that these services are a part of the Equal Employment Opportunity Program for the benefit of construction workers, aimed primarily at minority groups. He anticipated that 30 trainees would be trained during the 1972 fiscal year at an estimated cost of $21,890. The State will be reimbursed by the FHWA for 100% of costs incurred up to a maximum of $25,000. It was his recommendation that the agreement be approved and the Secretary authorized to sign it in behalf of the Commission. The recommendation was accepted by the Commission.

The Commission considered an agreement with Union Pacific Railroad Company and Union County pertaining to construction of the Grande Ronde River and Union Pacific Railroad overcrossing on the Old Oregon Trail at Orodell west of La Grande in Union County. The agreement grants to the State an easement to construct the structure and requires the County to relinquish its interest in an easement granted by the Railroad on November 13, 1923. The State is to reimburse the Railroad for all of its expenses in the construction and engineering which the Engineer estimated at $21,165 plus railroad protective costs estimated at $20,000. The Commission approved the agreement as recommended by the Engineer.

The next Highway Commission meeting was confirmed for Tuesday, April 4, 1972, in the State Highway Building in Salem, and a tentative date of May 16, 1972, was set for the following meeting.

Consideration was given to a proposal made by Senator W. H. Holmstrom that the State provide beach life guards. Because of the many legal ramifications plus the costly nature of the program the Commission elected not to undertake the proposal.

The Engineer recalled that prior consideration has been given to adoption of the Model Rules and Procedures under the Administrative Procedures Act but no affirmative action has been taken. Previous actions taken by the Commission in adopting parameters governing the placement of speed zones under normal and emergency conditions, the installation of traffic signals, and rules for adopting surveys have removed most of the time consuming procedures previously required under the Administrative Procedures Act. One critical item remains and that is the appointment of a Presiding Officer to act as the Commission representative at rule making hearings which come under the Administrative Procedures Act. He recommended that the Commission adopt the Model Rules and Procedures as prepared by the Attorney General and that the Secretary and in his absence the Assistant Secretary be appointed as the Presiding Officer for rule hearings. He further recommended that the Secretary be authorized to select such assistants as he deemed necessary to properly conduct hearings. The Commission approved the recommendation.

The Engineer reported that proposed changes in Oregon Scenic Waterways Rules and Regulations were advertised in the Secretary of State's Administrative Rule Bulletin on February 1, 1972. No protests or requests for hearings have been received but because of public interest in these rivers, he recommended that hearings be held in Gold Beach, Grants Pass, The Dalles, Madras, Fossil, Jordan Valley and La Grande. The Commission approved holding the hearings.

A delegation representing Hood River County appeared before the Commission concerning the Highway Commission assuming responsibility for construction of the Button Bridge on FAS 349 and the inclusion of the bridge and section of highway adjoining Button Bridge as a part of the State Highway System. The following people were present: P. F. Bucklin, K. Jernstedt, Clarence Armoth, Jerry Routson, A. E. Almcrants, and Carlos Van Elsberg.

Mr. Bucklin pointed out that the bridge over the railroad tracks is badly in need of replacement. The County does have some funds which could be used for the bridge work but the money is also needed for overdue county road work. He pointed out that the road, of which the bridge is a part, connects the Columbia River Highway (I-80N) and the Mt. Hood Highway. It was his opinion that it should logically be a part of the State Secondary Highway System. Cost of reconstructing the bridge he said is some where around $680,000, plus about $71,000 for additional right-of-way. He also mentioned that if the State would take over this section of road the County would be willing to take over some frontage roads in that area. The Chairman inquired as to the amount of money that the County would be willing to put into the project. Mr. Bucklin replied that an expenditure of about $71,000 had been anticipated. The Chairman stated that it appeared a reasonable request for the State to assume the obligation for this section between two State highways and that the County's offer to assume maintenance of the frontage roads seems feasible. He suggested to the delegation that representatives of the County work with the Highway Commission staff for a solution of this problem.

Attention was given to a request from Mr. Raymond E. Corcoran, State Geologist, that the State Highway Commission contribute funds to perform studies related to recreation and tourist geology. The Commission expressed sympathy with the need for such studies but because of substantial budgetary problems it was deemed advisable not to provide the funds requested.

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

"Agreement" with Oregon-Columbia Chapter of the Associated General Contractors of America for supportive services in connection with approved on-the-job training programs for highway construction workers on federal-aid highways projects.

"Agreement" with Grant Feikert to cover tests regarding transmission signal strength of Radio Stations KEX, KXL, KYXI as related to right-of-way taking for Causey Avenue-Gladstone Interchange Section of I-205 in Clackamas County.

"Lease agreement" with Crown Zellerbach Corporation regarding East Diamond Lake-Lobert Section of The Dalles-California Highway.

"Bargain and Sale Deed" to Harold S. Hirsch regarding 448 square feet on Highlands Interchange-Stadium Freeway Section of Sunset Highway in Multnomah County for $200.

"Bargain and Sale Deed" to P. D. and Myrtis B. Lewis regarding 750 square feet on Madras Section of The Dalles-California Highway in Jefferson County for $750.

"Bargain and Sale Deed" to Norman T. and Joan M. Burnett regarding 1,137 square feet on S. Pendleton Interchange-Court Place Section of the Oregon-Washington Highway in Umatilla County for $600.

"Relinquishment of Title" to Lane County regarding 0.05 acre on Mohawk Road Interchange Section of Eugene-Springfield Highway in Lane County for no consideration.

"Bargain and Sale Deed" to Joseph D. and Patricia Hammond regarding 21.85 acres on Grants Pass-Rock Point Section of Pacific Highway in Jackson County for $4,250.

"Relinquishment of Title" to Multnomah County regarding 88,800 square feet on Burlington-Portland City Limits Section of Columbia River Highway in Multnomah County.

"Bargain and Sale Deed" to Malheur County regarding 1.0 acre on Nyssa-Adrian Section of Nyssa-Adrian Highway in Malheur County for $250.

"Bargain and Sale Deed" to Wayne Kenton and Linda R. Rice regarding 0.72 acre on Rice Hill-Turkey Hill Section of Pacific Highway in Douglas County for $575.

"Transmission line easement" to US of America regarding 0.3 acre on Morrow Section of Boardman-Stanfield Highway in Morrow County for $50.

"Bargain and Sale Deed" to Gordon E. Robberson regarding 220 square feet on Bend North City Limits-Revere Avenue Section of The Dalles-California Highway in Deschutes County, for $1.

"Relinquishment of Title" to City of Wallowa regarding 0.12 acre on Wallowa Section of Wallowa Lake Highway in Wallowa County.

"Bargain and Sale Deed" to Malheur County regarding 19.97 acres on Adrian-Homedale Section of Nyssa-Adrian Highway in Malheur County of $1.

"Agreement" with Bureau of Reclamation for a stockpile site covering renewal of license on the Owyhee Project in Malheur County.

"Agreement" with State Game Commission for use of land along Wocus Bay on Upper Klamath Lake east of Lake of Woods Highway for a public parking area and boat launching facility.

"Indenture of Access" with Nuggett E. Marcus covering Brookings-Winchuck River Section of Oregon Coast Highway in Curry County.

"Indenture of Access" with R. R. Fenn covering Eugene Section of Pacific Highway West in Lane County.

"Indenture of Access" with City of Pendleton regarding Pendleton Pilot Rock Section of Pendleton-John Day Highway in Umatilla County.

"Release of Access Restrictions" to Marvin F. and Helen Ruby regarding northerly side of Tualatin Valley Highway in Cornelius.

"Supplemental throughway agreement" with Washington County regarding construction of Greenburg Road Interchange Section of Beaverton-Tigard Highway.

"Agreement" with Talent Irrigation District and Bureau of Reclamation for exclusion of 176.6 acres on the Pacific Highway from the Irrigation District.

"Supplemental agreement" with Umatilla County and Union Pacific Railroad Company canceling an agreement dated March 17, 1970, for construction of Barth Crossing-US30 Connection Section of Reith Road west of Pendleton.

"Agreement" with Burlington Northern, Inc. and Spokane, Portland and Seattle Railway Company concerning construction of Columbia County Line-Burlington Section of Columbia River Highway in Multnomah County.

"Agreement" with Southern Pacific Transportation Company for installation of crossing gates at grade crossings in Grants Pass, Roseburg, Lebanon, Eddyville, Salem and Coquille.

"Two agreements" with Oregon, California and Eastern Railway Company for installation of crossing gates at grade crossings in Klamath Falls and Olene.

"Two agreements" with Spokane, Portland and Seattle Railway Company and Burlington Northern, Inc., for installation of crossing gates at grade crossings in Astoria and Warrenton.

"Construction and maintenance agreement" with Burlington Northern, Inc., for installation of crossing gates at the grade crossing on The Dalles-California Highway north of Lapine.

"Two agreements" with Oregon Electric Railway Company for installation of crossing gates at grade crossings in Harrisburg and Junction City.

"Agreement" with Union Pacific Railroad Company and Baker County providing for construction of Bubbs Ranch-Weatherby and Weatherby-Lime Section of Old Oregon Trail.

"Agreement" with Southern Pacific and Union Pacific Railroads for a 4th extension of the existing lease to the top deck of the Steel Bridge in Portland through August 31, 1972.

"Supplemental agreement" with Marion County and City of Woodburn pertaining to construction details on Boones Ferry Road-Pacific Highway East Section (Woodburn Bypass) of Hillsboro-Silverton Highway.

"Agreement" with Lane County concerning construction of Oak Hill-Interstate 105 Section of Florence-Eugene Highway.

"Cooperative construction-finance abandonment agreement" with City of Ontario concerning rerouting of a portion of Olds Ferry-Ontario Highway in Malheur County.

"Agreement" with City of Woodburn for installation of traffic signals at intersection of Hillsboro-Silverton Highway and Boones Ferry Road.

"Agreement" with City of Portland re traffic signal modernization at intersections of Lombard Street (N.E. Portland Highway) and various city streets.

"Agreement" with Multnomah County for installation of left-turn refuges and traffic signals at intersection of Mt. Hood Highway and S. E. 148th Avenue.

"Agreement" with City of Seaside for installation of traffic signals at intersection of Roosevelt Drive (Oregon Coast Highway) and Broadway.

"Agreement" with Association of Oregon Counties involving the sharing of costs for installation, maintenance and power for traffic signals and lighting.

"Agreement" with Tillamook County authorizing the State to apply for emergency funds for restoration of certain county roads damaged by floods.

"Consent to Annexation" to the City of Phoenix of a portion of the right-of-way of the Rogue Valley Highway.

The meeting was adjourned by the Chairman at 10:15 a.m.

Chairman

Commissioner

Secretary

Commissioner

VOLUME 57

COMPLETE

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

FROM

APRIL 1, 1972

TO

JUNE 30, 1973

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

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HIGHWAY COMMISSION MINUTES

APRIL 1, 1972, THROUGH JUNE 30, 1973

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April 4, 1972
Salem, Oregon

The Oregon State Highway Commission met in regular session at 9 a.m., in Room 122 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
George M. Baldwin, Administrator
Tom Edwards, State Highway Engineer
F. B. Klaboe, Deputy State Highway Engineer
L. I. Lindas, Chief Counsel
David H. Moehring, Right of Way Engineer
Floyd Query, Secretary

Others present were: R. E. Simpson, Division Engineer for the Federal Highway Administration; C. W. Head, Assistant Secretary; Lloyd P. Shaw, Assistant State Highway Engineer; A. E. Johnson, Assistant State Highway Engineer; R. L. Schroeder, Assistant State Highway Engineer; L. H. Young, Programing Engineer; David G. Talbot, Parks Superintendent; V. E. Skoog, Controller; Frank McKinney, Assistant Chief Counsel; Gary Ross, Administrative Assistant to Mr. Baldwin; H. S. Cox, County-City Engineer; R. B. Sipprell, Liaison Engineer; John R. Oakes, Assistant Right of Way Engineer; and John J. Earley, Information Officer.

The Commission approved the minutes of the meeting held February 22, 1972.

The Right of Way Engineer presented a list of options, Pages 1 through 66, secured for acquisition of real property needed for State highway use or for other purposes. He mentioned that the amounts offered are on or near the appraised values and are in order for Federal-aid. After due consideration, the Commission approved closing the options, including those sent to them by mail since the last Commission meeting, and thereupon adopted "Right of Way Resolution No. 84," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's report showing sales of miscellaneous properties and rental receipts for the period from February 8, 1972, to March 16, 1972, was presented by the Right of Way Engineer and accepted by the Commission. During this period, miscellaneous sales totaled $86,651; land sales $5,100; timber sales $434.66; and rental receipts for February were $51,060.08.

A list of properties needed for highway and other uses was presented by the Right of Way Engineer. He requested the Commission to declare by resolution the necessity of said properties for public uses for which they are to be put, and to authorize the Right of Way Engineer 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 No. 2598," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission accepted a written report made by the Right of Way Engineer on offers tendered to the owners for acquisition of real property prior to the institution of condemnation proceedings as follows:

ALDER CREEK-WILDWOOD SECTION OF THE MT. HOOD HIGHWAY - CLACKAMAS COUNTY

R-33175 - Dyden A. Nehl. 0.16 acre for right of way purposes. Offer $2,300.00.

AVA AVENUE-BURNSIDE STREET SECTION OF THE MT. HOOD HIGHWAY - MULTNOMAH COUNTY

R-44798 - Copeland Lumber Company. Parcel 1: 6,560 sq. ft.; Parcel 2: 50 sq. ft. for right of way purposes; Parcel 3: 1,475 sq. ft. for permanent easement. Offer $51,350.00.

R-44834 - J. W. Copeland Yards. Parcel 1: 3,600 sq. ft. for right of way purposes; Parcel 2: 450 sq. ft. for permanent easement. Offer $17,650.00.

R-44836 - James Douglas Horr et ux. Parcel 1: 6,500 sq. ft. for right of way purposes; Parcel 2: 1,640 sq. ft. for permanent easement. Offer $30,350.00.

BORING ROAD INTERCHANGE SECTION OF THE MT. HOOD HIGHWAY - CLACKAMAS COUNTY

R-46329 - Don B. Eklund et ux. Parcel 1: 401 sq. ft.; Parcel 2: 2,002 sq. ft. for right of way purposes. Offer $3,900.00.

R-46330 - Don B. Eklund et ux. Parcel 1: 3.45 acres; Parcel 2: 0.35 acre; Parcel 3: 99 sq. ft. for right of way purposes. Offer $48,600.00.

CANNON BEACH BYPASS SECTION OF THE OREGON COAST HIGHWAY - CLATSOP COUNTY

R-43267 - Harley I. Mishler et ux. 0.5 acre for right of way purposes. Offer $1,250.00.

R-43270 - G. Ray Watkins et ux. 0.26 acre for right of way purposes. Offer $800.00.

CAPE ARAGO HIGHWAY-WOODLAND DRIVE SECTION OF THE EMPIRE-COOS BAY HIGHWAY COOS COUNTY

R-44686 - E. L. Knox et ux. Parcel 1: 0.24 acre for right of way purposes; Parcel 2: 0.05 acre for permanent easement. Offer $14,700.00.

CHEMAWA ROAD-HICKORY STREET SECTION OF THE SALEM FREEWAY - MARION COUNTY

R-45009 - Salem Sand and Gravel Company. Parcel 1: 4.6 acres; Parcel 2: 0.08 acre for right of way purposes; Parcel 3: 1.4 acres for park and material source. Offer $24,500.00.

R-45010 - Anunsen Co. Parcel 1: 8.1 acres; Parcel 2: 0.84 acre for right of way purposes; Parcel 3: 10.0 acres for park and material source. Offer $157,500.00.

DEXTER DAM PARK - LANE COUNTY

R-45018 - Harvey E. Cone et ux. 10.0 acres for park purposes. Offer $11,600.00.

R-45026 - David C. Oliver et ux. 74.56 acres for park purposes. Offer $46,400.00.

R-45032 - Edgar E. Soults et ux. 90.0 acres for park purposes. Offer $77,500.00.

N. E. GLISAN STREET-S. E. DIVISION STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-46503 - Audrey V. Guthridge. 2,250 sq. ft. for right of way purposes. Offer $1,225.00.

SADDLE BUTTE-DIAMOND JUNCTION SECTION OF THE FRENCHGLEN HIGHWAY - HARNEY COUNTY

R-46845 - Glen C. Johnson. 2.4 acres for right of way purposes. Offer $125.00.

SNAKE RIVER (ADRIAN) BRIDGE SECTION OF THE SUCCOR CREEK (PARMA SPUR) HIGHWAY - MALHEUR COUNTY

R-46817 - Emery E. Cameron et ux. Parcel 1: 0.5 acre for right of way purposes; Parcel 2: 0.14 acre for permit of entry. Offer $1,800.00.

S. E. DIVISION STREET-S. E. FOSTER ROAD UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45748 - Rodney E. Landreth et ux. 6,540 sq. ft. for right of way purposes. Offer $22,500.00.

R-45802 - John R. Walter et ux. 11,452 sq. ft. for right of way purposes. Offer $15,500.00.

R-45962 - Benjamin O. Taskinen et ux. 10,899 sq. ft. for right of way purposes. Offer $17,000.00.

R-46105 - Gene Fat Kwan et ux. 5,192 sq. ft. for right of way purposes. Offer $17,025.00.

WILDWOOD-FOREST BOUNDARY SECTION OF THE MT. HOOD HIGHWAY - CLACKAMAS COUNTY

R-43570 - Harry W. Jackson et ux. 0.35 acre for right of way purposes. Offer $3,600.00.

WINSTON-SHADY INTERCHANGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

R-45182 - William Joseph Webber et ux. 0.75 acre for right of way purposes. Offer $4,550.00.

R-45222 - William Betts Glen, Jr., et ux. Parcel 1: 8,450 sq. ft. for right of way purposes; Parcel 2: 1,200 sq. ft. for permanent easement. Revised offer $7,025.00.

R-45326 - Hibbard D. Barnett. 1,295 sq. ft. for right of way purposes. Offer $4,100.00.

R-45344 - Lou Ruth Powers. 3,300 sq. ft. for right of way purposes. Offer $2,450.00.

Abandonment of seven delinquent rental accounts was recommended by the Right of Way Engineer. The Commission approved abandonment of the following accounts:

File 42411 - Lonnie Dillman has left the state and cannot be located. The amount of unpaid rent is $110.85.

File 43488 - Richard Pingelton has vacated the premises and cannot be located. The amount of unpaid rent is $20.00.

File 41725 - Richard Bolen has vacated the premises and cannot be located. The amount of unpaid rent is $53.00.

File 44961 - Pamela Phinney is on welfare, has no assets, and has vacated the premises. The amount of unpaid rent is $145.00.

File 44523 - Robert Williams has vacated the premises and cannot be located. The amount of unpaid rent is $125.00.

File 43382 - Timothy Johanson has vacated the premises, has evidently left the state, and cannot be located. The amount of unpaid rent is $176.56.

File 10546 - Pollard Motors. The delinquent rent in the amount of $1,125.00 has been converted to judgment. If any assets ever become available, the judgment will be paid.

Authority was requested by the Right of Way Engineer to offer at public sale 0.27 acre of land, File 40282, located on the easterly side of the Coos Bay-Roseburg Highway just south of the Grady Creek crossing in Coos County for not less than $800. He mentioned that the property is no longer needed for highway purposes and the recommended sale price is based on competent appraisals. Access and other conditions of sale are comparable with situations existing in the vicinity. Signboard and junkyard exclusion clauses are to be included in the deed and access is to be limited to one approach which has been constructed. Approval by the Federal Highway Administration is not required. The Commission authorized public sale.

Direct sales on five parcels of property were recommended by the Right of Way Engineer. In each instance the property is no longer needed for highway purposes and because of peculiar conditions sale is restricted to a single party. Sale price has been determined by competent appraisals. The Commission approved direct sales of the following properties:

(1) To L. Dale and Edna L. Chamberlin, the adjoining property owners, Files 26030 and 28930, 16 acres of land for the sum of $500. This property is located on the Baker-Homestead Highway just west of the City of Richland and adjacent to Eagle Creek in Baker County. Signboard and junkyard exclusion clauses are to be included in the deed. The State will retain an 80-foot right-of-way and 250-foot maintenance lines and also reserves the right to remove any stored materials stockpiled on the property at the time of sale with a specified time limit for removal. The purchaser is to relieve the State of the obligation to maintain a dike along the west bank of Eagle Creek. Approval by the Federal Highway Administration is not required.

(2) To William and Aino Anderson, Spivak Development Company, and LAB, File 21229, 0.15 acre of land at the southwest quadrant of the Cottage Grove Interchange on the Pacific Highway in Lane County for $500. Signboard and junkyard exclusion clauses are to be included in the deed and no access is permitted to the Pacific Highway. Approval by the Federal Highway Administration is not required.

(3) To The Racquet Club, File 25884, 753 square feet of land located on the northerly side of the Sunset Highway at the west end of Highlands Interchange in Multnomah County for $100. Signboard and junkyard exclusion clauses are to be included in the deed. Federal Highway Administration approval is not required.

(4) To the Regional Park and Recreation Agency of the Mid Willamette Valley, Files 8806 and 20553, four acres of land located in the southeast quadrant of the junction of the Pacific Highway West and the Willamina- Salem Highway in Polk County for the sum of $425. Public use and signboard and junkyard exclusion clauses are to be included in the deed. No access is to be allowed to the Pacific Highway West. Approval by the Federal Highway Administration is not required.

(5) To Clackamas County, Files 31936-37-38-39-40, 12,070 square feet of land in the vicinity of the Clackamas Interchange on the Cascade Highway in Clackamas County for no consideration. The property is being transferred to the County so that they can assume jurisdiction and maintenance upon completion of the project as required under the terms of a 1960 agreement.

Indentures of Access pertaining to seven parcels of property for changes in location and widening or to correct the public record were recommended by the Right of Way Engineer. The Commission approved the following indentures:

(1) Hardey property, File 41960, to correct the public record as to the location of one unrestricted point of access 35 feet wide on the easterly side of the relocated Oregon Coast Highway approximately one mile south of Brookings in Curry County. Federal Highway Administration approval is not required.

(2) Guerrettaz property, File 43831, to correct the public record as to the location of one point of access 35 feet wide on the easterly side of the relocated Oregon Coast Highway approximately one mile south of Brookings in Curry County. Approval by the Federal Highway Administration is not required.

(3) Rose property, File 43843, to correct the public record as to the location of one point of access 35 feet wide on the westerly side of the relocated Oregon Coast Highway approximately one mile south of Brookings in Curry County. Federal Highway Administration approval is not required.

(4) White property, File 39604, to correct the public record as to the location of one point of access 35 feet wide on the easterly side of the relocated Oregon Coast Highway approximately two miles north of Port Orford in Curry County. Federal Highway Administration approval was received September 29, 1971.

(5) Skundrick property, File 18669, for a change in location of two unrestricted points of access 35 feet wide on the westerly side of the relocated Rogue Valley Highway approximately one mile south of Phoenix in Jackson County. Federal Highway Administration approval was given February 23, 1972.

(6) Pacific Power and Light Company property, File 20975, for a change in location and widening from 30 to 35 feet of one point of unrestricted access on the northeasterly side of the Pacific Highway in the City of Central Point in Jackson County. Federal Highway Administration approval was requested by letter dated March 23, 1972.

(7) Stiles property, File 15958, to cancel two points of access and the granting of one unrestricted point of access 35 feet wide on the southerly side of the relocated Klamath Falls-Lakeview Highway in the City of Klamath Falls, Klamath County. Federal Highway Administration approval was requested by letter dated March 8, 1972.

Consideration was given to a request made by L. E. and Helene J. Steelman for a Grant of Access 35 feet wide on the westerly side of the relocated John Day-Burns Highway approximately seven miles south of John Day in Grant County. The approach is to be restricted to farm and residential use and an appraisal of the value of the access indicates that there will be no increase in value to the property. Approval by the Federal Highway Administration is not required. Following the Right of Way Engineer's favorable recommendation, the Commission approved the Grant of Access.

Confirmation was requested by the Right of Way Engineer for telephonic approval given by the Chairman for the award of four demolition contracts. The Commission confirmed the award of the following contracts and authorized the Secretary to sign the contracts in their behalf:

(1) To Heard Construction Company, low bidder at $4,840, for removal of 13 houses and 14 other buildings, rough grading, and the removal of debris on sections of the East Portland Freeway in Multnomah County. Three bids were received.

(2) To R.A.V. Wrecking Company the low bidder at $4,165, for removal of 10 houses, 5 garages, rough grading, and the removal of debris on sections of the East Portland Freeway and the Mt. Hood Freeway in Multnomah County. Two bids were received.

(3) To R.A.V. Wrecking Company, low bidder at $2,960, for the removal of one building, rough grading, and removal of debris on the Mt. Hood Freeway in Multnomah County. Four bids were received.

(4) To R.A.V. Wrecking Company, low bidder at $2,960, for the removal of two buildings, rough grading and removal of debris on the Mt. Hood Freeway in Multnomah County. Four bids were received.

A report was submitted by the Chief Counsel and accepted by the Commission concerning cases which have been tried in Court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Defendant	County	Highway	State's Offer Before Filing Complaint	Defendants' Lowest Demand	Verdict
Claire Jewett L-6493 R-44227	Mult.	East Portland Freeway	$210,650	$342,337	$278,128

(Report of Condemnation Cases Tried Cont.)

Defendant	County	Highway	State's Offer Before Filing Complaint	Defendants' Lowest Demand	Verdict
I. G. Voth L-6515 R-44217	Mult.	East Portland Freeway	$ 37,100	$ 78,000	$ 50,490
Theodore F. Bergmann L-6472 R-44222	Mult.	East Portland Freeway	$ 27,500	$ 41,500	$ 35,000

REPORT OF TRIAL OF OTHER CASES - STATE DEFENDANT

Plaintiff	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
City of Maywood Park L-6477	U. S. District Count	Suit to Enjoin Construction of I-205 through Maywood Park	Injunction	Suit dismissed with prejudice
Elaine Leonard L-5941	Marion	Personal Injury	$260,000	for Dft.

(For additional details, see the Chief Counsel's letter dated March 31, 1972, entitled Report of Cases Tried filed in the Salem Office, General Files.)

The Commission also considered and accepted a report made by the Chief Counsel concerning cases which have been settled out of court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
E. W. Morlan L-6198 R-32982	Clack.	Mt. Hood	$15,825	$32,600	$27,500
Robert Thompson L-6645 R-46317	Clack.	Mt. Hood	$29,600	$42,250	$55,000

April 4, 1972

(Report of Condemnation Cases Settled Cont.)

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
George R. Fricke L-6467 R-34962	Coos	Cape Arago	$ 1,000	$ 1,000	$ 1,000
Albertson's Inc. L-6468 R-34963	Coos	Cape Arago	$ 200	$ 200	$ 200
Donald Rader (Marvin Lowen) L-6549 R-46779	Marion	Salem Freeway	$18,000	$22,000	$26,000
Harry V. Russell L-6553 R-45399	Marion	Hillsboro-Silverton	$ 9,200	$ 9,700	$11,200*

*State not obligated to construct an approach at cost of $1,100.

Prospect Investment Co. L-6495 R-34487	Mult.	Pacific West	$ 8,000	$14,000 (revised)	$15,000
Richard L. Buckley L-6537 R-45424	Mult.	East Portland Freeway	$13,400	$14,250	$14,950
Eternal Memorial Gardens, et al. * L-6582 R-43900	Clack.	East Portland Freeway	$37,600		Dismissed
Forrest W. Gray * L-6517 R-34926	Coos	Coos Bay	$ 1,500		Dismissed

*The above cases were settled by option by the Right of Way Department in the amount of the State's offer.

April 4, 1972

(Report of Condemnation Cases Settled Cont.)

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Charles E. Long * L-6518 R-44883	Douglas	Pacific	$12,700		Dismissed
Virgil E. Moore * L-6369 R-43594	Lane	Florence-Eugene	$ 1,100		Dismissed
Ralph E. Deaville * L-6544 R-44776	Mult.	Mt. Hood	$ 2,400		Dismissed
Pearl Polsky Nemiro * L-6551 R-45809	Wash.	Beaverton-Tigard	$ 1,350		Dismissed

* The above cases were settled by option by the Right of Way Department in the amount of the State's offer.

(For additional details, see the Chief Counsel's letter dated March 31, 1972, entitled Report of Cases Settled filed in the Salem office, General Files.)

A report was also presented by the Chief Counsel and accepted by the Commission concerning the institution of legal proceedings which have been commenced since the last Commission meeting and summarized as follows:

(1) Aaron E. Matthews and Mary L. Matthews vs. State, et al., L-6671. Plaintiff seeks $50,000 for damage to his property allegedly caused by the design and installation of inadequate drainage facilities on highway Route 99 (Dillard Secondary Highway) near its intersection with Coos Bay-Roseburg Highway in the Winston area, Douglas County.

(2) Sylvia S. Silvey vs. Exley Express, Inc., et al., L-6705. Plaintiff seeks damages in the amount of $45,800 for personal injuries suffered in an accident on November 24, 1971, at the intersection of The Dalles-California Highway and the Willamette Highway in Klamath County. Plaintiff alleges negligence through improper stopping of highway snow plows on the highway.

(3) Deloris Jane Pogue vs. Glenn L. Jackson, et al., L-6706. Plaintiff seeks $105,510.43 for personal injuries suffered in an accident on August 28, 1970, on the Baker-Copperfield Highway near M.P. 40 in Baker County.

(4) Robert L. Pogue vs. Glenn L. Jackson, et al., L-6707. Plaintiff seeks the sum of $52,634.30 because of injuries arising out of an accident on August 28, 1970, on the Baker-Copperfield Highway near M.P. 40 in Baker County. This is a companion case to L-6706.

The Commission considered the appointment of Garnet Cannon as a member of the State Parks and Recreation Advisory Committee. The Engineer mentioned that Mr. George Ruby recently resigned from the Committee and that 13 persons had been considered by the Committee as a replacement for Mr. Ruby. Mr. Cannon was their number one choice and the Governor has also indicated his approval. It was the Engineer's recommendation that Mr. Cannon be appointed. The Commission approved the appointment of Mr. Garnet Cannon for a period of four years beginning April 4, 1972.

The Engineer reported that the Advisory Committee to the State Land Board had drafted a joint resolution directing the State Highway Commission to acquire submersible lands formerly owned by the State of Oregon. The Engineer also mentioned that the Attorney General on January 26, 1972, had written an opinion to the effect that the Highway Commission could purchase submersible lands for purposes similar to lands which are declared State parks. Under the terms of the drafted resolution, there would be a multitude of parcels involved and there is no firm estimate of the cost of acquiring them, however, acquisition could run into several million dollars and a great deal of litigation. As an example, he mentioned the cost of acquiring the waterfront property through Astoria. He recommended that the Commission decline to purchase submersible lands as outlined in the drafted resolution. The Commission accepted his recommendation.

The Commission confirmed approval given by the Chairman on March 23, 1972, for the installation of signs at the Roads End Beach Access in Lincoln County limiting use of the area to daylight hours only. The Engineer explained that lack of water and sewage facilities have prevented proper development of the site and overnight usage has evoked a number of complaints from the surrounding residents. The Beach Patrol Unit will be asked to enforce this restriction and approval has been received from the State Parks Advisory Committee. As this action will come under the Administrative Procedures Act, he recommended that the Commission's action be considered as a temporary rule so that it can become effective when filed with the Secretary of State and that the Secretary be instructed to take such steps as are necessary to make the Commission's action permanent. The Commission accepted his recommendation.

Confirmation was requested by the Engineer for verbal approval given by the Chairman on March 14, 1972, for the purchase of an access to one of the smelt beaches in the northerly part of Yachats in Lincoln County. The Mayor of Yachats and the Lincoln County Board of Commissioners have given their support to this acquisition. The property under consid-

eration (owned by Marshall-Sherman) consists of 3.5 acres with 155 feet of frontage on the beach and approximately 900 foot depth. The appraised value of the land is $33,500 and an option has been obtained for that amount. The Commission confirmed acceptance of the option.

The acquisition of 235 acres from Crown Zellerbach Corporation as a part of the Lone Tree Bar State Park on the Willamette River in Yamhill County was discussed. The Engineer stated that three appraisals indicate the value of the land at $43,100 including 84 acres of brush land. Crown Zellerbach asks $55,000 for the 235 acre tract. The difference between the appraisal and the asking price lies in the estimated cost of clearing the brush from 84 acres so that it could be used for agricultural purposes. A reasonable compromise in the estimated clearing cost would bring the review appraisal within the $55,000 amount which Crown Zellerbach is willing to accept. He recommended that the property be acquired for $55,000. The Commission accepted his recommendation.

The Commission gave attention to a Notice of Intent filed by Wesley J. Pieren to perform filling and related work on five lots in the Galice Subdivision within the Rogue River Scenic Waterway in Josephine County. The Engineer pointed out that the work proposed would involve destruction of a considerable number of trees and the natural appearance of the river bank would be altered. Also the proposed modification of the river bank would impair the natural beauty of the scenic waterway. The Josephine County Sanitarian has advised that sanitary permits will be issued only if septic tanks and drainage fields are in soil between the houses and the road. It is doubtful if enough suitable material is available above the established bank line to do the required filling and the Scenic Rivers Act prohibits use of material from submersible land. As the proposed work is contrary to the intent of the Scenic Waterways Act, and as alternatives are available to Mr. Pieren, the Engineer recommended that his request be denied. The Commission denied the request.

Agreements in connection with the Willamette River Parks System with the City of Albany and the City of Cottage Grove were presented by the Engineer. Both of these projects he said have been approved by the Governor's Willamette River Park System Committee.

The Albany agreement, known as Albany Waterfront No. 3, consists of 11 parcels of land extending approximately one and one-half miles downstream from the new Willamette River Bridge in Albany, Linn County. These tracts include approximately 24 acres and encompass 2,961 lineal feet of river bank. The agreement provides that an expenditure of $60,000 is to be paid 50% from the Land and Water Conservation Fund and 25% ($15,000) each by the State and the City of Albany.

The City of Cottage Grove agreement, known as River Road No. 6, WRPS 48-500, is located along the Coast Fork of the Willamette River from Silk Creek north to the intersection of North River Road and the Pacific Highway in Lane County. The project consists of 2.055 acres of land with approximately 958 feet of river frontage. The property has been appraised at $71,000 and the Engineer recommended that it be acquired on the basis of a State grant of 25% ($17,750) and the remaining 75% to be derived from Federal and local funds. The Commission approved both agreements and authorized the Secretary to sign them in their behalf.

The Engineer presented for the Commission's consideration location surveys on two sections of State highways.

On the Clarno Section of the Shaniko-Fossil Highway in Wasco and Wheeler Counties he recalled that a corridor public hearing was held December 10, 1970. Clearance has been received from the State clearinghouse and on the environmental statements. He pointed out that two corridors had been presented and he recommended the adoption of a slightly modified Corridor No. 1 at an estimated cost of $1,200,000 on Program XII-A. This route involves a crossing of the John Day River downstream from the existing bridge. The Commission accepted his recommendation and authorized the Engineer to proceed with the design hearing and the final survey with the objective of receiving bids at an early date. The Commission thereupon adopted "Highway Corridor Resolution No. 404," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

On the Wells Creek-Jack Creek (Passing Bays) Section of the Umpqua Highway in Douglas County the Engineer reported that a public hearing was held July 20, 1971, and clearinghouse and environmental statement clearances have been received. The project consists of 11 passing bays totaling approximately 6.5 miles in length. He estimated the cost of the project at $1,750,000 on Program XII-A. The Commission confirmed approval given by the Chairman on March 14, 1972, and thereupon adopted "Highway Corridor and Design Resolution No. 405," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A Pavement Overlay Program to be performed during the paving season of 1972 was presented by the Engineer. The program includes projects in all five of the regions and provides for resurfacing 93.5 miles of highway. He commented on the fact that the winter of 1971-72 had caused more than usual damage to highways and the overlay sections selected include those areas of greatest need. The Commission approved the following Overlay Program:

OREGON STATE HIGHWAY DIVISION
Maintenance Section

1972 OVERLAY PROGRAM

Highway	#	Section	Length	Cost
REGION 1				
Lower Col.	2W	Lost Cr. Rd.-Clatskanie	6.3 mi.	$ 400,000
Tual. Valley	29	Beaverton-Reedville	4.3 mi.	175,000
REGION 2				
Oreg. Coast	9	Garibaldi-Bay City	2.7 mi.	150,000
Wilson River	37	Tillamook-Hatchery Cr.	8 mi.	440,000
REGION 3				
Oreg. Coast	9	Winchester Bay-Teal Lake	4 mi.	200,000
Oreg. Coast	9	Hauser-For. Bndry.	4 mi.	200,000

(Continued from previous page)

Highway	#	Section	Length	Cost
REGION 4				
Cen. Oreg.	7	Fredricks Butte Rd.-Hampton	14 mi.	$ 580,000
Cen. Oreg.	7	Lake Co. Section	15 mi.	640,000
Cen. Oreg.	7	Chickahominey Cr.-Sage Hen	14 mi.	580,000
Low. Klamath	423	Lower Klamath	7 mi.	260,000
Green Spgs.	21	Klamath River-Keno	4.2 mi.	300,000
REGION 5				
Baker-Copper.	12	Baker-Powder River	10 mi.	400,000
		STATE TOTALS	93.5 mi.	$4,325,000

An illumination project on the Beaverton-Tigard Highway from the Cedar Hills Interchange to the Tualatin Valley Highway Interchange in Washington County was discussed. The Engineer commented that the project is estimated to cost approximately $350,000 and has been approved by the Federal Highway Administration. He recommended that it be approved and advertised for bidding at an early date using Federal-aid Funds on Program XII-A. The Commission approved the project as recommended.

Confirmation was requested for verbal approval given by the Chairman on March 14, 1972, adding $826,667 to the current State Construction Program for the S. E. 17th and Powell Boulevard Section of the Mt. Hood Highway in Multnomah County. The Engineer mentioned that the project is scheduled for opening of bids in April 1972 at an estimated cost of $4,280,000. He recalled that this project was approved some time ago by an agreement between the State, City of Portland, Multnomah County, and the Railroad. The Commission confirmed the revised breakdown of cost as follows:

Fund Distribution	F.A. TOPICS	State Program	Cash Deposit	Total
State Share	$600,000	$826,667	--	$1,426,667
City & Mult. Co.	860,000	--	City (166,667 Co. (400,000	1,426,667
Railroad Share	--	--	1,426,667	1,426,667
			TOTAL	$4,280,000

Confirmation also was requested for verbal approval given by the Chairman on March 14, 1972, on the Sodaville Road-Vail Creek Section of the Santiam Highway in Linn County. The Engineer stated that the project is scheduled for bids to be received in April 1972, including a bikeway and median strip at an estimated cost of $1,025,000. The Commission confirmed the project utilizing Federal-aid Funds.

A traffic signal project at the Sylvan Interchange on the Sunset Highway in Multnomah County was brought up by the Engineer. Traffic volumes have caused considerable congestion at this interchange and he proposed that the crossroad structure be widened to four lanes and that traffic signals be installed at the ramp terminal intersections. Cost of the project is estimated at $210,000 to be financed with State Construction Funds. The Commission approved the project.

Payment of dues in the amount of $150 for the calendar year 1972 to the National Association of State Outdoor Recreation Liaison Officers (NASORLO) was recommended by the Engineer. The Commission approved the payment of dues.

Consideration was given to a request from Jackson County that the State participate in a project with the County to intensify the second order horizontal control monumentation in the north half of Jackson County. The Engineer stated that this work will reduce the cost of most highway surveys in that portion of the County by improving accuracy. The project is estimated to require three years for completion and he recommended that the State contribute $1,000 per year for the three-year period. The Commission approved the expenditure and authorized the Secretary to sign an agreement in their behalf.

Consideration was given to requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. The Engineer stated that the requests have been carefully investigated and the results of the investigations have been reported to the Commission by letter. The Commission took action as follows:

(1) Wayne O. Harris and Associates, Contract No. 7505 for work in the Neskowin Beach State Wayside, Tillamook County, requested an extension of 47 days. The Commission granted an extension of 47 days thereby eliminating all liquidated damages.

(2) Selby Bridge Company, Contract No. 7515 on the Schamberg Bridge Section of FAS 950 in Washington County, requested an extension of 54 calendar days. The Commission granted an extension of 11 calendar days without assessment of liquidated damages.

(3) Landscaping, Inc., Contract No. 7508 on the East Portland Freeway in Clackamas County, made a second request for an indefinite extension of time. The Commission denied the request. Federal Highway Administration concurrence in the denial was given by letter dated February 25, 1972.

(4) Wildish Construction Company, Contract No. 7639 on the Willamette Highway in Lane County, requested an extension of 22 days. The Commission granted an extension of 12 days without assessment of liquidated damages which extension appears to be enough to complete the contract. Approval by the Federal Highway Administration was given by letter dated March 22, 1972.

The Engineer reported that Contract Nos. 7399, 7453, 7463, 7476, 7488, 7494, 7508, 7509, 7527, 7530, 7541, 7542, and 7613 for highway construction have been completed as required by the contracts or modifications thereof and said contracts are now ready for acceptance or have been accepted by letter since the last Commission meeting. After due consideration, the Commission accepted the contracts by adopting "Contracts Completed Resolution No. 201," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed verbal award of contracts made on February 29, 1972, on which bids were received February 24, 1972, and confirmed authority for the Secretary to sign the following contracts in their behalf:

BIDS RECEIVED IN SALEM FEBRUARY 24, 1972

Contract No. 7700 for signing, illumination and traffic signals on Columbia Boulevard at 18th and St. Helens Streets in St. Helens in Columbia County. Seven bids were received. The Commission accepted the low bid of Christenson Electric, Inc., Portland, at $30,723.50 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and the City of St. Helens approve the project and the City deposits $7,600.

Contract No. 7701 for traffic signals on Wasson Street, 10th Street and Market Avenue in Coos Bay on the Cape Arago, Empire-Coos Bay and Oregon Coast Highways in Coos County. Seven bids were received. The Commission accepted the low bid of Hansen Electric Company, Coos Bay, at $43,493.17 and the Administrator of Highways was directed to award the contract to said bidder when approval from the Federal Highway Administration and the City of Coos Bay is received and the City deposits $10,800.

Contract No. 7702 for traffic signals on Washburn Way at Shasta Way and Klamath Falls-Malin Highway at Main Street in Klamath Falls in Klamath County. Seven bids were received. The Commission accepted the low bid of Sims Electric of Medford, Inc., Medford, at $48,647.50 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and the City of Klamath Falls approve the project and the City deposits $11,800.

Contract No. 7703 for traffic signal installation on Oak Street at Second and Park Streets, and Grant Street at Williams Street in Lebanon in Linn County. Seven bids were received. The Commission accepted the low bid of General Service Electric, Inc., Bellevue, Washington, at $29,850 and the Administrator of Highways was directed to award the contract to said bidder when approval from the Federal Highway Administration is received.

Contract No. 7704 for installation of traffic signals on the Portland City-Wide Traffic Signals (Unit B) Project on various city streets in Portland in Multnomah County. Two bids were received. The Commission accepted the low bid of Christenson Electric, Inc., Portland, at $65,455 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and the City of Portland approve the project and the City deposits $15,218.

Contract No. 7705 for traffic signals on 2nd Street-3rd Street in McMinnville on the Pacific Highway West in Yamhill County. Eight bids were received. The Commission accepted the low bid of General Service Electric, Inc., Bellevue, Washington, at $29,850 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and the City of McMinnville approve the project and the City deposits $7,100.

The Commission confirmed award of the following contracts which had been referred to the Administrator to award when certain conditions were fulfilled.

(1) Sawyer Rapids and Elkton Slide Section of the Umpqua Highway in Douglas County. Bids received February 3, 1972. Contract No. 7689 awarded February 29, 1972, to Roy D. Garren, Myrtle Creek, low bidder.

(2) N. W. 148th Avenue-N. E. 166th Avenue Section of N.E. Halsey Street (FAS 730) in Multnomah County. Bids received February 3, 1972. Contract No. 7694 awarded March 6, 1972, to Porter W. Yett Company, Portland, low bidder.

(3) N. W. 185th Avenue Interchange Section of Sunset Highway in Washington County. Bids received February 3, 1972. Contract No. 7697 awarded February 25, 1972, to Slate-Hamilton, Portland, low bidder.

(4) Traffic signal installation on the Pacific Highway West at Johnson Street in Tigard, Washington County. Bids received February 3, 1972. Contract No. 7698 awarded February 22, 1972, to Graham Electric Company, Portland, low bidder.

(5) Traffic signal installation on the Tualatin Valley Highway at Witch Hazel Road (Hillsboro) Section in Washington County. Bids received February 3, 1972. Contract No. 7699 awarded February 28, 1972, to Olson Electric Co., Inc., Vancouver, Washington, low bidder.

(6) Columbia Boulevard at 18th and St. Helens Streets in City of St. Helens in Columbia County. Bids received February 24, 1972. Contract No. 7700 awarded March 10, 1972, to Christenson Electric, Inc., Portland, low bidder.

(7) Traffic signals at Wasson Street, 10th Street and Market Street in Coos Bay on the Cape Arago, Empire-Coos Bay and Oregon Coast Highways in Coos County. Bids received February 24, 1972. Contract No. 7701 awarded March 13, 1972, to Hansen Electric Company, Coos Bay, low bidder.

(8) Traffic signal installation on Washburn Way at Shasta Way and on the Klamath Falls-Malin Highway at Main Street in Klamath Falls in Klamath County. Bids received February 24, 1972. Contract No. 7702 awarded March 10, 1972, to Sims Electric of Medford, Inc., Medford, low bidder.

(9) Traffic signals on Oak Street at Second and Park Streets and Grant Street at Williams Street in Lebanon, Linn County. Bids received February 24, 1972. Contract No. 7703 awarded March 1, 1972, to General Service Electric, Inc., Bellevue, Washington, low bidder.

(10) Portland City-Wide Traffic Signals Project (Unit B) on various city streets in Multnomah County. Bids received February 24, 1972. Contract No. 7704 awarded March 8, 1972, to Christenson Electric, Inc., Portland, low bidder.

(11) Traffic signals on 2nd Street-3rd Street (McMinnville) Section of the Pacific Highway West in Yamhill County. Bids received February 24, 1972. Contract No. 7705 awarded March 1, 1972, to General Service Electric, Inc., Bellevue, Washington, low bidder.

A report was presented by the Engineer and accepted by the Commission concerning plans for footpaths and bicycle trails in projects on which bids are to be received April 27, 1972, as follows:

(1) S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
Grade and Structures Project

Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

(2) N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
Sign, Illumination and Safety Project

No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

(3) Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
Pneumatic Applied Mortar Project

Same as Number 2.

(4) La Grande Section, Old Oregon Trail, Union County
Roadside Improvement Project

Same as Number 2.

(5) Koss Island Bridge-Reedway Street Section, Pacific Highway East, Multnomah County
Roadside Improvement Project

Same as Number 2.

(6) Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

(7) Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

(8) 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

(9) S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

(10) Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

(11) Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

(12) Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot

travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

(13) Thompson Falls (M.P. 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(14) Little Nestucca River (Meader) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

(15) Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

(16) Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

(17) Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

(18) Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

(19) Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

(20) Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

(21) Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

(22) Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

(23) Harmony Road Interchage-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

Attention was given to a request from Sherman County for a Federal-aid Secondary Project. The Engineer stated that the project has been investigated and is eligible for Federal-aid Funds and he recommended that it be approved. The Commission approved the following project and authorized the Secretary to sign a routine construction agreement.

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
SHERMAN	669	Liberty Road-Ruggles Road Section, Finnegan Road. 1.8 miles. Grade, drain, base, oil.	$ 180,000	$ 36,000
		TOTAL	$ 180,000	$ 36,000

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,083,000	$5,090,000	$10,173,000
Approved Projects (corrected to date)	5,083,000	2,209,000	7,292,000
Unprogrammed Balance	--	$2,881,000	$ 2,881,000
Projects Proposed (4/3/72)	--	180,000	180,000
Unprogrammed Balance	--	$2,701,000	$ 2,701,000

Requests from the Cities of Medford and Portland for Federal-aid TOPICS Projects were considered. The Engineer stated that the requests have been investigated and are eligible for funding under the TOPICS Program. Following his favorable recommendation, the Commission approved projects as follows and authorized the Secretary to sign project agreements in behalf of the Commission.

(Continued on next page)

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
MEDFORD	Citywide traffic signals. Signal installation, upgrading, and replacement.	$ 70,000	$ 14,000
	TOTAL NEW PROJECTS	$ 70,000	$ 14,000
Increase in Previously Approved Project			
PORTLAND	S. E. 12th Avenue-S.E. 22nd Avenue, S.E. Powell Boulevard. Grade, pave, and structure.	$2,433,000 ($1,460,000 Federal funds)	(487,000)
	Amount approved by Highway Commission on July 7, 1970 and May 4, 1971	$ 667,000 ($400,000 Federal funds)	(133,000)
	TOTAL INCREASE	$1,766,000	$ (354,000)
	TOTAL	$1,836,000	$ 14,000

SUMMARY BY FISCAL YEAR	1970 & 1971	1972	TOTAL
Allocated Funds	$ 5,472,000	$ 1,450,000	$ 6,922,000
Approved Projects (Corrected to date)	4,838,000	--	4,838,000
Unprogrammed Balance	634,000	1,450,000	2,084,000
Proposed Projects: 4/4/72	634,000	1,202,000	1,836,000
Unprogrammed Balance	$ --	$ 248,000	$ 248,000

A letter addressed to Francis C. Turner, Federal Highway Administrator, was presented by the Engineer designating certain officials in the Highway Division to sign reimbursement vouchers in behalf of the Highway Commission. He explained that changes in highway personnel require a restatement of those authorized to sign these vouchers. The Commission authorized the following people to sign reimbursement vouchers: George M. Baldwin, Administrator of Highways; Tom Edwards, State Highway Engineer; F. B. Klaboe, Deputy State Highway Engineer; L. H. Young, Programing Engineer; and V. E. Skoog, Controller. The Commission thereupon adopted "Authorization Resolution No. 36b," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered modification of a proposed action taken January 11, 1972, regarding the prohibition of nonmotorized vehicular traffic on freeways. The Engineer recalled that the proposal had been published in the Secretary of State's Administrative Rules Bulletin and a considerable number of requests had been received for a hearing. Two hearings were held; one in Portland on March 7, 1972, and one in Salem on March 9, 1972. Only three persons spoke in favor of the complete prohibition. An examination of accident records revealed that

only one bicyclist had been injured on the freeways. Chairman Jackson inquired if there has been any appreciable increase in bicycle traffic. The Engineer replied that statistics are not available. Commissioner Bruno inquired if the shoulders on the freeway are wide enough to accommodate bicycle riders. The Engineer replied that the shoulder width is adequate but it appears that the greatest problem is the draft created by passing trucks. He recommended that action be taken to prohibit nonmotorized vehicular traffic upon only the following segments of freeways:

The Columbia River Highway (Banfield) from its intersection with I-5, M.P. 0.00, to Cascade Highway Interchange (82nd Avenue), M.P. 5.44.

The Sunset Highway easterly of M.P. 73.35.

Interstate 5 from the North Tigard Interchange, M.P. 293.82, to the Delta Park Interchange, M.P. 306.70.

Interstate 205 northerly of the Overcrossing of the Oswego Highway No. 3, M.P. 8.82.

Interstate 405 (Stadium) in its entirety.

Closure of these segments to nonmotorized vehicles is to be effective upon the erection of adequate signing. The Commission accepted his recommendation and thereupon adopted "Miscellaneous Resolution No. 251," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer presented a list of projects on which bids were received March 30, 1972, and he made his recommendation as to award on each of the projects. The Commission approved the award of the following projects as recommended by the Engineer and authorized the Secretary to sign the contracts in their behalf.

BIDS RECEIVED IN SALEM MARCH 30, 1972

Contract No. 7706 for grading, paving, structure and signing on the Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County. Ten bids were received. The Commission accepted the low bid of Valley Inland Pacific Constructors, Inc., Wilsonville, at $1,256,546.50 and the Administrator of Highways was directed to award the contract to said bidder when the necessary right-of-way is acquired and approval of the Federal Highway Administration is received.

Contract No. 7707 for grading and paving on Hill Street at Portland Avenue in Bend in Deschutes County. Two bids were received. The Commission accepted the low bid of Klamath Paving Company, Klamath Falls, at $20,773.50 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and the City of Bend approve the project and the City deposits $5,200.

Contract No. 7708 for traffic signals on The Dalles-California Highway at McKenzie Highway in Redmond in Deschutes County. Seven bids were received. The Commission awarded the contract to the low bidder, Hansen Electric Company, Coos Bay, at $15,328.

Contract No. 7709 for intermittent grading, paving, guardrail and signing on the Valley of the Rogue Park Interchange-California Line Section of the Pacific Highway (M.P. 0.00-M.P. 45.85) in Jackson County. One bid was received. The Commission accepted the lone bid of M. C. Lininger and Sons, Inc., Medford, at $769,246 and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7710 for traffic signal installations at two intersections on the Fairfield Avenue-Royal Avenue Section of the Pacific Highway West in Eugene, Lane County. Six bids were received. The Commission accepted the low bid of L. H. Morris Electric, Inc., Eugene, at $29,588 and the Administrator of Highways was directed to award the contract to said bidder when the City of Eugene approves the project and deposits $17,600.

Contract No. 7711 for grading, paving, illumination and signals on the Vine Street-Ferry Street Section in Albany, Linn County. Three bids were received. The Commission accepted the low bid of Corvallis Sand and Gravel Co., Corvallis, at $148,603 and the Administrator of Highways was directed to award the contract to the low bidder as soon as approval is received from the Federal Highway Administration and the City of Albany and the City deposits $47,400. (Later the City refused to make the deposit and all bids were rejected.)

Contract No. 7712 for grading, paving and traffic signals on the S.W. 3rd Street-S.W. 4th Avenue (Ontario) Section on 9th Street in Malheur County. One bid was received. The Commission accepted the lone bid of Ontario Asphalt Paving Co., Ontario, at $45,458 and the Administrator of Highways was directed to award the contract to said bidder when approval is received from the Federal Highway Administration and the City of Ontario and the City deposits $14,600.

Contract No. 7713 for bridge repair and painting on the Willamette River (Center Street) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties. Three bids were received. The Commission awarded the contract to the low bidder, Adhesive Engineering Company, San Carlos, California, at $235,750.

Contract No. 7714 for the Route I-5 Motor Service Signing Project on the Pacific Highway in Washington, Clackamas, Marion and Linn Counties. Two bids were received. The Commission accepted the low bid of Coral Corporation, Gladstone, at $22,105 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration approves the project.

Establishment of a construction speed zone on the North Columbia Boulevard-Marquam Bridge Section of the Pacific Highway in Multnomah County was discussed. The Engineer stated that bids are to be opened on April 27, 1972, for a safety project and during the work on the project the presently designated speeds of 70 and 50 miles per hour will be too high for traffic safety. He recommended that a 45 mile-per-hour speed zone be established from North Columbia Boulevard at M.P. 306.18 to the Marquam Bridge at

M.P. 300.48. This speed zone is to be in effect only when and where construction activities are in progress and signs are installed. The Commission accepted his recommendation and thereupon adopted "Speed Zone Resolution No. 602," 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 a speed zone on the Amity-Dayton Highway near Dayton in Yamhill County. The Engineer mentioned that the Speed Control Board had taken action to revise the designated speed on this highway in the City of Dayton. In order to carry the City speed zone to a logical point of termination, he recommended that "Speed Zone Resolution No. 112," dated May 18, 1953, be rescinded and that a 35 mile-per-hour speed zone be established from 9th Street at M.P. 8.75 to a point 200 feet east of 7th Street at M.P. 9.04. The Commission accepted the recommendation and thereupon adopted "Speed Zone Resolution No. 603," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Establishment of a temporary speed zone on the East Portland Freeway between Strawberry Lane and the Cascade Highway in Clackamas County was brought up by the Engineer. He explained that construction activities require a reduced speed zone for safety during certain periods. He recommended that "Speed Zone Resolution No. 496," dated November 4, 1965, be rescinded and that a 45 mile-per-hour speed zone be established from a point 400 feet south of Strawberry Lane at M.P. 12.06 to the Cascade Highway at M.P. 13.42. This speed is to be in effect when and where construction activities warrant and signs are installed during the life of the construction contract. The Commission accepted the recommendation and thereupon adopted "Speed Zone Resolution No. 604," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer recalled that on January 11, 1972, the Commission took action allowing eastbound traffic on Garfield Street in Woodburn to enter the intersection with Front Street (Hillsboro-Silverton Highway) in Marion County without stopping. The stop sign was removed. The City of Woodburn has observed the operation of traffic at the intersection and has requested that the stop sign be reinstalled to require eastbound traffic on Garfield to stop at Front Street. The Engineer recommended that the request be approved and that "Through Highways and Stop Signs Resolution No. 13s," adopted January 11, 1972, be rescinded. The Commission accepted his recommendation and thereupon adopted "Through Highways and Stop Signs Resolution No. 13u," which resolution by this reference is made a part hereof and filed in the Secretary's Office. The Secretary was instructed to take such action as is necessary to conform with the Administrative Procedures Act.

The Commission also considered a request from the Umatilla County Board of Commissioners and the Umapine School Board for a four-way stop at a county road intersection at M.P. 1.70 on the Sunnyside-Umapine Highway in Umapine. The Engineer stated that a school is located in one quadrant of the intersection and for the safety of school children he recommended that this intersection be made a four-way stop. The Commission accepted his recommendation and thereupon adopted "Through Highways and Stop Signs Resolution No. 4v," which resolution by this reference is made a part hereof and filed in the Secretary's Office. The Secretary was instructed to take such action as is necessary to comply with the Administrative Procedures Act.

Confirmation was requested for telephonic approval given by the Chairman March 21, 1972, for the installation of stop signs on the Crescent Lake Highway in Klamath County at the grade crossing with the Southern Pacific Railroad. The Engineer explained that the trains were recently allowed to increase speed through this area from 30 to 60 miles per hour. As the sight distance at the crossing is restricted he recommended, for the safety of traffic, that stop signs be installed in both directions. The Commission confirmed the installation and thereupon adopted "Through Highways and Stop Signs Resolution No. 14g," which resolution by this reference is made a part hereof and filed in the Secretary's Office. The Secretary was instructed to take such action as is necessary to comply with the Administrative Procedures Act.

An agreement with the National Academy of Sciences for cooperation in the National Cooperative Highway Research Program was considered. The Engineer mentioned that Oregon's share for the fiscal year 1973 is $71,669. Verbal approval was given by the Chairman on March 6, 1972, and the Engineer requested confirmation. The Commission confirmed the contribution.

The Commission considered an agreement with the Washington State Highway Commission pertaining to the Portland-Vancouver Metropolitan area transportation study. The agreement outlines financial details and is to be effective July 1, 1972. Financial details until that date will be in accordance with a letter agreement between the two States. The Engineer continued by stating that the agreement is necessary to recover a portion of the cost of carrying out the Portland-Vancouver Metropolitan area transportation study. It is expected that Oregon will receive approximately $15,000 during the next fiscal year as a result of the agreement. The State of Washington under the agreement is to pay 21 percent of the cost of Oregon's participation in the studies on the regional aspects of the Portland study. He recommended approval of the agreement. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with the City of Tualatin and the Tigard School District for installation of an overhead "school crossing" sign over the Beaverton-Tualatin Highway at the Tualatin Elementary School in Washington County was discussed. Under this agreement the State is to perform the work and the City agrees to pay one half the cost of installation. The School District is to be responsible for maintenance of the installation and pay for all electrical energy used. The Engineer estimated the cost of the project at $3,000 with the State's share of $1,500 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.

Attention was given to an agreement with the City of North Bend in Coos County for the installation of traffic signals at the intersection of the Oregon Coast Highway and Newmark Street. The Engineer estimated the cost of the installation at $25,000 of which the State is to pay 75 percent and the City 25 percent. State is to maintain the installation and the City is to provide the power. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was also given to an agreement with the City of Pendleton for moving signals from the intersection of S. E. Third Street to the intersection of S. E. First Street and Dorian Avenue on the Pendleton Highway in Umatilla County. The State is to perform the moving work and provide for future maintenance. The City is to pay one-half the cost of the moving project and for all electrical energy consumed. The Engineer estimated the cost of the move at $1,600 with the State's share of $800 to come from Minor Betterment Funds. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

The Engineer recalled that on January 11, 1972, the Commission approved an agreement with the City of Newberg for the installation of traffic signals at the intersection of the Pacific Highway West and Villa Road in Yamhill County at an estimated cost of $23,000. Under this agreement the State is to pay 75 percent of the cost from Minor Betterment Funds. The Engineer recommended that the State's share of the project be charged instead to the State Construction Program. Bids are to be opened on the project April 27, 1972. The Commission approved the change.

The Commission considered an agreement with Multnomah County for the installation of a traffic signal at the intersection of the Mt. Hood Highway and 174th Avenue. The Engineer commented that the State is to do the work and maintain the installation. The County is to pay one-half the cost of the installation and provide for all electrical energy. He estimated the cost of the installation at $25,000 with the State's share of $12,500 from State Construction funds. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

A land-use agreement with the City of Albany in Linn County allowing the City to use 0.56 acre adjoining the Albany-Junction City Highway at Waverly Lake Park for City park purposes was considered. The agreement does not have a termination date but may be terminated by either party if such action becomes necessary. The Commission accepted the Engineer's favorable recommendation and authorized the Secretary to sign the agreement in their behalf.

A request from Crook County was considered in which the County requests transfer of the unprogrammed balance of its Federal-Aid Secondary allocation, plus a three-year advancement of anticipated FAS funds, to the State Highway Fund for use in improving the Crooked River Highway. The Engineer stated a similar procedure was used with Harney County for improvement of the Frenchglen Highway and with Crook County in 1967 for a section of the Crooked River Highway. If the request is granted County funds would amount to approximately $368,900 or a total of approximately $615,000 when supplemented with State matching monies. Crook County has signed an agreement covering the transfer of the funds and the Engineer recommended that it be approved. The Commission approved the agreement and authorized the Secretary to sign it for them.

Attention was given to a supplemental throughway agreement with the City of Portland pertaining to construction of S. E. Foster Road-S.E. Causey Avenue Section of the East Portland Freeway. The original agreement was dated October 31, 1967, and among other things provides a corridor route. The supplemental agreement is needed to detail the location of

frontage roads, connections, and cul-de-sacs. The City agrees to accept jurisdiction of certain segments and the closure of certain streets. The project is scheduled for bids May 18, 1972. The Engineer recommended the agreement, the Commission approved it and authorized the Secretary to sign it for them.

An agreement was considered with Bonneville Power Administration and the City of Los Angeles allowing them to use the State's access road serving the Adel Radio Station site in Lake County. The agreement provides for three-way sharing of road maintenance cost after an initial expenditure of $3,000 for road improvements. The State is to perform the initial improvement work at the expense of Bonneville Power and the City of Los Angeles. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with Union Pacific Railroad Company concerning improvement and reconstruction of the Freewater Highway between N.W. 4th Avenue and Broadway Street in Milton-Freewater in Umatilla County was presented by the Engineer. He explained that the agreement provides for alteration of three railroad grade crossings in accordance with orders from the Public Utility Commissioner. Cost to the State for reimbursement to the Railroad he estimated at approximately $15,000 plus $825 for easements. Based on his favorable recommendation the Commission approved the agreement.

The Commission also considered an agreement with Oregon Electric Railway Company for installation of crossing gates, adjustment of a spur track and reballasting of the main-line track in Harrisburg on a FAS road in Linn County. The Engineer stated that the crossing protection work is to be paid 90 percent by the public agencies and 10 percent by the Railroad. The crossing rehabilitation is to be shared 50 - 50 by the public agencies and the Railroad. The work is to be performed by the Railroad with the public agencies' share estimated to cost $29,898. As this is an FAS-C project, the State's share would be approximately 20 percent or $5,980. The Commission approved the agreement as recommended by the Engineer and authorized the Secretary to sign the agreement in their behalf.

Consideration was given to a supplemental agreement with Southern Pacific Transportation Company extending to July 24, 1973, the expiration date for construction of the overcrossing over the railroad track near Derry on the Willamina-Salem Highway in Polk County. Following the Engineer's favorable recommendation, the Commission approved the agreement.

An indenture with Southern Pacific Transportation Company for installation of highway signal facilities and underground conduit at the intersection of the Tualatin Valley Highway east of Hillsboro at Witch Hazel Road in Washington County was discussed. The Engineer stated that the State is to reimburse the Railroad for their costs which he estimated at $300. The principal work is to be performed by the State Highway Division contractor. The Railroad is to maintain the Railroad facilities at their expense and the City of Hillsboro is to maintain the traffic signal in accord with an agreement dated September 8, 1971. Following the Engineer's favorable recommendation the Commission approved the indenture.

Consideration was given to an agreement with the Eagle Point Irrigation District pertaining to construction and maintenance of a siphon on the Eagle Point-Medford Section of the Crater Lake Highway in Jackson County. Cleaning of the siphon, which was installed as a part of highway construction, has proved exceedingly difficult. The agreement provides that the State will perform maintenance to restore the siphon to good working condition and construct a settling basin near the inlet at an estimated cost of $700. The State is also to perform future structural maintenance on the siphon and the settling basin, and if future adjustments are necessary the work is to be performed at State expense. The Commission accepted the Engineer's favorable recommendation and authorized the Secretary to sign the agreement in their behalf.

A cooperative construction-finance agreement with the City of Newberg for improvement of the Hess Creek-Chehalem Creek Section of the Pacific Highway West in Yamhill County was brought up by the Engineer. The agreement requires the State to prepare plans, obtain right-of-way, and supervise construction on the First Street-Hancock Street one-way couplet system. Cost of the project is estimated at $400,000 with the City's share limited to $100,000. The City is to deposit $25,000 prior to award of the contract and the balance is to be paid in annual installments of $25,000 each. The Commission approved the agreement under Federal-aid Program XII as recommended by the Engineer and also authorized the purchase of necessary right-of-way. Construction is to be undertaken when funds are available. The Secretary was authorized to sign the agreement in behalf of the Commission.

The Commission gave attention to a cooperative finance-survey agreement with the City of Tigard and Washington County for a controlled aerial reconnaissance study in the Gaarde Street-Pacific Highway West intersection area. The Engineer stated that the State is to conduct the study at an estimated cost of $1,800 to be shared $600 each by the State, Washington County and the City of Tigard. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

Requests from Clatsop, Lincoln and Linn Counties for assistance in the restoration of County roads damaged by floods in the recent winter storms were presented by the Engineer. These roads, he said, are not a part of the Federal-aid Secondary system and it is necessary to apply for emergency funding under the provisions of Public Law 606. The Counties have authorized the State to apply for funds, conduct surveys, prepare plans, award contracts and supervise construction. It was the Engineer's recommendation that the requests be approved. The Commission approved the requests and authorized the Secretary to sign agreements pertaining thereto.

The Commission confirmed the next meeting date for Tuesday, May 16, 1972, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for June 27, 1972.

The Engineer stated that an environmental impact statement is needed on I-505 in Portland. As it is not feasible to conduct this type of study with Highway forces, he recommended that authority be granted to nogotiate an agreement with Cornell, Howland, Hayes & Merryfield-Hill. Ten consultant firms he said have been contacted pertaining to this study and it appears that the recommended firm is best qualified to perform the work which is needed by January 1, 1973. Cost of the study is not known but he said that it is not as large as the environmental statement required for the Mt. Hood Freeway. The Commission authorized negotiation with the firm mentioned and also authorized the Secretary to sign an agreement in their behalf.

The Engineer also stated that an environmental impact statement is required on the East Portland Freeway (I-205) from Foster Road to the Columbia River. The firm of Howard, Needles, Tammen & Bergendoff have already studied design features on this freeway and he recommended that they be hired to conduct the impact statement if a satisfactory agreement can be negotiated. Chairman Jackson inquired if this is a rehash of previous studies. Mr. Simpson of the Federal Highway Administration replied that the statement is needed to stop further court action. Commissioner Bruno inquired if the proposed study is intended to go beyond the scope of previous studies. Mr. Simpson replied negatively. The Commission approved hiring of Howard, Needles, Tammen & Bergendoff as recommended by the Engineer and authorized the Secretary to sign the agreement in their behalf.

The Commission confirmed verbal approval given by the Chairman on an application made by the Port of Coos Bay for installation of a 30-inch diameter outfall pipe across the ocean shore in Section 6, Township 25 South, Range 13 West, Willamette Meridian. Terms of the permit are outlined in a letter dated March 31, 1972, signed by the Secretary.

The Engineer reported that the State Parks and Recreation Advisory Committee had recommended that Rockwood Beach State Wayside in Lane County be renamed Stonefield Beach State Wayside in recognition of the pioneer George Stonefield who had land holdings in this area. The Engineer also mentioned that the name Rockwood Beach was picked up in 1967 from rockhounding and driftwood interests but had no official prior usage. The Commission approved the name change.

A delegation representing the Oregon Tri-City Chamber of Commerce came before the Commission regarding construction of a bypass for the Cascade Secondary Highway east of Oregon City from Park Place near the northeast boundary of Oregon City to the hill area near the southeast boundary in Clackamas County. The following people were present: Robert Hoy, Alfred Simonsen, Dr. John Hokanson, Fred Stefani, Rep. Allen Pynn, Rep. J. P. Henderson, Rod Geier, Jack Donahue, John MacIntyre, Ashley Greene, and Senator George Eivers.

Mr. Hoy introduced the delegation and gave to the Commission a map of the area in which they are concerned. Mr. Simonsen commented on the volume of traffic on this highway in the Oregon City area which during 1970 reached a maximum of 16,700 vehicles per day. Studies made in March 1971 indicate that traffic is continuing to increase. Oregon City he said has cooperated in getting traffic through the city by eliminating curb parking. During the peak rush hours he stated that traffic backs up in certain areas and hinders the operation of firefighting vehicles. Oregon City he said has taken official action requesting construction of the bypass.

Doctor Hokanson, President of the Clackamas Community College, mentioned that 3,500 students are enrolled at the present time and an increase of about 500 is expected annually. Considerable traffic is generated because of the college and he also mentioned a nursing home and shopping center which create additional traffic. There has been considerable growth in the population of Oregon City and he pointed out that the area can accommodate a great increase.

Mr. Stefani mentioned that the metro transportation committee which was formed to facilitate movement of traffic is now affiliated with CRAG and number one priority has been given to the construction of the bypass route. Improvement to the Estacada Highway has been assigned number two priority. Funds available to the County are not sufficient to allow construction by the County and he urged the Commission to provide State funds for construction.

Senator George Eivers endorsed the bypass construction and stated that he had first-hand knowledge of the traffic congestion involved as he travels the area frequently.

Representative Allen Pynn commented on the unusual situation in Oregon City in which most of the commercial area is located on the lower shelf and because of the cliff there is poor access to the upper shelf which is mainly residential. The City is growing and he felt that completion of the East Portland Freeway would increase the already critical traffic problem. He also said that he had been informed that CRAG has given the bypass number one priority in this area. He asked the Commission for help.

Representative J. P. Henderson stated that construction of the bypass is needed for orderly development of the Oregon City area and that traffic congestion at present is a real problem.

Chairman Jackson commented that cost of the bypass is estimated at 5 to 7 million dollars. The Commission he said has looked at the area several times and is well aware of the problems which exist. He pointed out that the Commission faces real problems where increases in population create highway demands which outrun the available funds. The Commission he said cannot make any commitments at this time but would take another look at the situation to see if something can be done.

A delegation from the town of Alsea and others appeared before the Commission concerning improvement to the Alsea Highway, particularly from Maltby Creek to Five Rivers in Benton and Lincoln Counties. The following persons were present: Mrs. George Stouder and Frank Rasmussen, Alsea; Lee Wagoner, Eugene; Rodney Jensen, Waldport; Charles Williford and Roger Devitt, Corvallis; and John Nix, Albany.

Mrs. Stouder introduced the members of the delegation and pointed out the narrow width of the highway particularly between M.P. 20 and 36. School buses which travel this route she said require a minimum of 9 feet of roadway and in places the highway is only 17 feet wide.

Mr. Rasmussen mentioned the large amount of log hauling over the highway which he estimated at approximately 10,000 round trips per year. In addition, there are a number of trucks hauling rock. He emphasized the hazards caused by the narrow road bed and the fact that in some areas there are no shoulders.

Mr. Wagoner stated that the company for which he works operates vehicles about 1,200,000 miles per year and the only accidents they had were on the Alsea Highway because of the narrow road bed.

Mr. Nix stated that approximately 5,600 veneer hauling trips had been made over this road during 1971 and two accidents had occurred because of the narrow road. These trucks he said use radios to maintain communications to avoid accidents and do not haul at night because it is too dangerous.

Mr. Williford commented on the large amount of timber products which are hauled over the highway and that it is exceedingly dangerous because of the narrow road bed.

Mr. Devitt mentioned the considerable hauling of concrete and gravel over the highway and that widening would greatly increase the safety factor.

Chairman Jackson stated the Commission has first-hand knowledge that the road is narrow and crooked but because of the nature of the road, new construction is needed; however, the priority on this section is not high. The Commission he said will investigate as to how much widening can be done and he mentioned that plans have been made to install a considerable amount of guardrail. The Commission he said will do the best it can with the money that is available.

Mrs. Robert Warren, Mr. Lloyd Olson, and Mr. Thomas Burgess, all from Portland and representing the Columbia Gorge Commission, appeared before the Highway Commission regarding the acquisition of certain key parcels of land in the Columbia Gorge in Multnomah and Hood River Counties. Mrs. Warren mentioned the following properties:

(1) Kruckman Tract - 110 acres in the Corbett Area.

(2) Martin Property - 800 acres owned by Reynolds Aluminum Company

(3) Bridal Veil - owned by Mr. Herschel McGriff

(Continued on next page)

(4) Coopey Falls - 10-20 acres

(5) Meridith Brown - 28 acres north of Bridal Veil

(6) Ruthton Point - West of Hood River in private ownership

(7) Piece of Property - 75 acres, 1 mile east of Hood River, owned by Mr. Koberg.

Concerning the Koberg property, she commented that it is very visible and that rock quarries and stockpile sites present an environmental sight problem. It is the position of the Gorge Commission to object to quarry sites if they are visible from the highway. She also suggested that the Commission should have a firm policy regarding rock sources.

The Chairman inquired as to what persons the Gorge Commission representatives had been contacting. Mrs. Warren replied that contacts had been made with Mr. Talbot, Parks Superintendent, regarding land acquisition and with Mr. Rulien, Regional Engineer, regarding quarries and stockpile sites. The Chairman mentioned that the Highway Commission has authorized acquisition of property in the Gorge and an attempt was made in March 1972 to acquire property from the Reynolds Company. He suggested to the delegation that their contacts regarding Gorge matters be made through Mr. George M. Baldwin, Administrator of Highways.

A delegation representing the Fossil Community Club and others came before the Commission concerning improvement of the Service Creek-Mitchell Highway (Route 207) between Mitchell and Service Creek and improvement of the John Day Highway from Spray to Dayville Junction in Wheeler and Grant Counties. The following persons were present: H. C. Wright, Glenn Griffith, Jack Steiwer, Fossil; Bob Keys, Spray, Bill Baldwin, Mitchell; and Bill Thomas, from Grant County.

Mr. Wright introduced the members of the delegation and called attention to the need for improving an 8½ mile section of gravel road between Service Creek and Mitchell.

Mr. Baldwin mentioned the rough, washboard condition of the gravel surface and the sharp, narrow curves which are dangerous for trucks and buses. He also mentioned that Wheeler County is planning construction of a high school near Service Creek which would increase the hauling of students by bus.

Mr. Wright recalled that in response to a request made in 1968 the Highway Division had improved some of the bad curves.

In response to an inquiry by the Chairman as to what could be done, the Engineer replied that a crew which is operating in the Frenchglen area could be moved probably this Fall to perform some work on the Shoofly Creek Section.

Mr. Wright thanked the Commission for improvements made at the top of Cummings Hill and for work near Condon. Concerning the section of the John Day Highway from Spray to a junction with Route 26, he stated that improvement is badly needed to straighten out the curves most of which were built in 1918 or near that time.

Mr. Thomas emphasized the need for highway improvement on the John Day Highway so that cheaper transportation could be obtained into Central Oregon as well as to encourage tourists.

The Chairman inquired as to the cost of a reconstruction project. The Engineer replied that the cost from Spray to Kimberly would be approximately five million dollars with a total of ten million dollars for the complete job.

Mr. Wright asked that traffic volumes be checked on the John Day Highway as a great volume of log haul is to start soon.

Mr. Steiwer complimented Mr. Talbot, State Parks Superintendent, on cooperation received in the development of the Thomas Condon John Day Fossil Beds National Monument.

Mr. Griffith also mentioned that the Wheeler County Court is very appreciative of work done to the Painted Hills Road.

Chairman Jackson inquired if some work could be done to flatten curves, widen shoulders and so forth. The Engineer replied that not much work of that kind can be done. The Chairman stated that the Commission realizes that traffic is increasing in Central Oregon and an effort will be made to find money to improve at least a short section.

A delegation representing the Baker County Chamber of Commerce appeared before the Commission regarding new construction on the Baker-Copperfield Highway. The following persons were present: Vern Manary, Joe Vershnik, Stewart Sullivan, Baker; and Wayne Phillips, Keating.

Mr. Manary introduced the delegation and read a statement made by the Baker County Chamber of Commerce. Appreciation was expressed for approximately 12 miles of overlay that had been made and a request was made that the highway be widened to three lanes on Flagstaff Hill. High priority was requested on approximately four miles of new construction from approximately M.P. 16.5 to the Powder River Bridge. Mr. Manary mentioned that approximately 35 million board feet of logs are hauled over this highway annually.

Mr. Phillips requested that a feasibility study be made for new alignment on the four-mile section. He said that the present route being studied goes through agricultural land and he asked that a study be made on a higher route.

The Engineer mentioned that cost of construction for the four-mile section would be approximately $750,000 and that it would be his recommendation that the route not go through the agricultural area.

The Chairman stated that expenditure of approximately $400,000 is planned for an overlay project and the Commission would try to find money for additional work.

Mr. Ray Dufur and Mr. Gene Magee representing the Oregon Coast Association appeared before the Commission regarding a safety project on ocean beaches. Mr. Dufur mentioned that 23 persons were drowned last year in the ocean surf and 100 fatalities had been reported in four years in which the Coast Guard had been involved. Some of these drownings, he said, had occurred in State parks. Inquiries were made to other States regarding their beach safety programs and several had indicated that the State had an interest, mostly through control by local areas. He gave to the Commission some manuals regarding water safety and urged the Commission to prepare a safety manual for lake and shore areas. He also requested that a study be made regarding the use of signs on the beaches and flags to indicate tides. The State Parks on the ocean beaches, he said, have practically no safety equipment and he urged that lifesaving equipment be placed on the beach patrol vehicles and that safety manuals be furnished to the coast cities and counties. It was his thought a start could be made this summer in designating swimming areas in State parks which would be under lifeguard supervision.

The Chairman stated that in attempting to provide protection for swimmers the Commission has a problem regarding policy, responsibility, and liability, and he mentioned the proposed fence on property at Cape Kiwanda. The Commission he said has no objection to placing lifesaving equipment on the patrol vehicles. He emphasized, however, that the Commission would have to give very careful consideration as to how much liability the State should assume for people in State parks. A decision in this matter involves setting a precedent and consideration would have to be given to the responsibility involved, the legality and the cost of any action that might be taken. He requested the Chief Counsel to investigate these problem areas and to give the Commission legal advice.

A delegation representing the Oregon Travel Industry Conference appeared before the Commission regarding the use of Highway funds for travel information purposes. The following persons were present: James Ferguson, Mrs. James Town, Mike Jordan, and Floyd Bennett, all from Portland.

Mr. Ferguson introduced the other members of the delegation and stated that the Travel Conference undertakes programs to improve profitable tourist trade with emphasis placed on getting more people to patronize motels and hotels rather than directing people into State parks. Activities of the Travel Conference, he continued, supplement those carried on by the Highway Travel Information Section. Among other functions performed, he mentioned the use of a WATS line for travel requests, the training of travel agents, and efforts to increase the number of vacationists who arrive by plane and take local tours by bus or rented cars.

Chairman Jackson inquired as to what cooperation is received from the operators of hotels and motels. Mr. Ferguson replied that they buy ads and contribute transportation, meals, and housing for tourists. The Chairman stated that the Commission is satisfied with the program conducted by the Travel Conference but he also mentioned that many letters have been received condemning the use of public funds encouraging tourists to come into the State. Among the urgent needs in Oregon he mentioned the need of goal setting and the establishment of zoning and land use programs.

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

"Bargain and Sale Deed" to Dick B. Johnson regarding 3,900 square feet of land on Delena-Rainier Section of the Columbia River Highway in Columbia County for $400.

"Bargain and Sale Deed" to Alexander's Disposal Service Company regarding 3,300 square feet of land on the Pacific Highway East-Cascade Highway Section of the Clackamas Highway in Clackamas County for $2,200.

"Bargain and Sale Deed" to George and Marie Arnold regarding 3 parcels of land containing 0.79 acre, 0.48 acre, and 1.6 acres on Fleming Ranch-Schindler Bridge Section of Albany-Lyons Highway in Linn County for $2,500.

"Indenture and Deed" to U. S. Plywood-Champion Papers, Inc., regarding Parkdale-Fikes Corner Section of Mt. Hood Highway in Hood River County.

"Relinquishment of Title" to City of Paisley covering 500 square feet of land on Paisley Section of Fremont Highway in Lake County.

"Relinquishment of Title" to Union County regarding 1.6 acres of land on Hot Lake Overcrossing Section of La Grande-Baker Highway in Union County.

"Bargain and Sale Deed" to Ochoco Inn, Inc., regarding 2,250 square feet on Madras Section of The Dalles-California Highway in Jefferson County.

"Deed" to Gladys A. Goad covering Pendleton Building Site Section of Old Oregon Trail in Umatilla County.

"Indenture" to Multnomah County for an exchange of 2.90 acres of land for the Exposition Road for a release of access rights on the Denver-Swift Interchange to Delta Park on I-5.

"Release of Access Restrictions" to Effie M. Chisum covering Ava Avenue-S.E. Burnside Road Section of the Mt. Hood Highway in Multnomah County.

"Deed" to Clackamas County regarding 12,070 square feet parcel of land on Lake Road-Oregon City Section of Cascade Highway.

"Indenture of Access" to Harry C. and Helen B. Hardey covering property on Brookings-Winchuck River Section of Oregon Coast Highway in Curry County.

"Indenture of Access" to Raymond V. and Marie Guerrettaz covering property on Brookings-Winchuck River Section of Oregon Coast Highway in Curry County.

"Indenture of Access" with Antone G. and Joan M. Rose regarding Brookings-Winchuck River Section of Oregon Coast Highway in Curry County.

"Indenture of Access" with George D. and Anna M. White regarding Sixes River-Elk River Section of Oregon Coast Highway in Curry County.

"Indenture of Access" with Walter, Dorothy, Donald and Shirley Skundrick property on Medford-County Farm Section of Rogue Valley Highway in Jackson County.

"Grant of Access" to L. E. and Helene J. Steelman covering Canyon City-Seneca Section of John Day-Burns Highway in Grant County.

"Agreement" with City of Albany for acquisition of 24 acres of land in connection with Willamette River Park System.

"Agreement" with City of Cottage Grove for acquisition of 2.055 acres of land in connection with Willamette River Park System.

"Letter" to Francis Turner, Federal Highway Administration, Wash., D.C. designating officials of Highway Division to sign reimbursement vouchers in behalf of Commission.

"Agreement" with Washington State Highway Commission covering Portland-Vancouver Metropolitan area transportation study.

"Agreement" with City of Tualatin and Tigard School District covering installation of an overhead school crossing sign with flashing yellow beacons over Beaverton-Tualatin Highway at Tualatin Elementary School.

"Agreement" with City of Pendleton for moving existing signals at the intersection of S.E. 3rd Street to the intersection of S.E. 1st Street and Dorian Avenue.

"Agreement" with Multnomah County covering installation of a traffic signal at the intersection of Mt. Hood Highway and 174th Avenue.

"Land use Agreement" with City of Albany allowing the City to use for park purposes 0.56 acre lying adjacent to Albany-Junction City Highway and abutting Waverly Lake Park.

"Agreement" with Crook County transferring the unprogrammed balance of its Federal Aid Secondary Allocation, plus a three year advancement of anticipated FAS funds, to the State Highway Fund for use in improving the Crooked River Highway.

"Supplemental throughway agreement" with City of Portland for construction of S.E. Foster Road-S.E. Causey Avenue Section of East Portland Freeway.

"Agreement" with Bonneville Power Administration and City of Los Angeles granting them the right to use State's access road serving Adel Radio Station Site.

"Agreement" with Union Pacific Railroad Company covering improvement and reconstruction of Freewater Highway between N.W. 4th Avenue and Broadway Street in Milton-Freewater.

"Agreement" with Burlington Northern covering installation of crossing gates, adjustment of a spur track and reballasting of the main-line track in Harrisburg.

"Supplemental Agreement" with Southern Pacific Transportation Company extending the expiration date to July 24, 1973, for construction of the overcrossing of their track near Derry on Rickreall-Independence Junction Section of Willamina-Salem Highway in Polk County.

"Indenture" with Southern Pacific Transportation Company providing for installation of highway signal facilities and underground conduit at the intersection of Witch Hazel Road and the Tualatin Valley Highway east of Hillsboro in Washington County.

"Agreement" with Eagle Point Irrigation District covering operational maintenance and the construction of certain appurtenances to an existing siphon which was a part of the construction of the Eagle Creek-Medford Section of the Crater Lake Highway.

"Cooperative construction-finance agreement" with City of Newberg for improvement of Hess Creek-Chehalem Creek Section of Pacific Highway West, utilizing 1st Street and Hancock Street as a one-way couplet system.

"Cooperative finance-survey agreement" with City of Tigard and Washington County for a controlled aerial reconnaissance study in the vicinity of Gaarde Street-Pacific Highway West intersection.

"Agreements" with Clatsop, Lincoln and Linn Counties for assistance in the restoration of certain county roads caused by flood damage during recent winter storms.

The meeting was adjourned by the Chairman at 12:25 p.m.

Glenn L. Jackson
Chairman

Fred W. Hill
Commissioner

Floyd Query
Secretary

Thaddeus B. Bruno
Commissioner

April 4, 1972

May 16, 1972
Salem, Oregon

The Oregon State Highway Commission met in regular session at 9 a.m., in Room 122 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
George M. Baldwin, Administrator
Tom Edwards, State Highway Engineer
F. B. Klaboe, Deputy State Highway Engineer
Frank C. McKinney, Assistant Counsel
David H. Moehring, Right of Way Engineer
Floyd Query, Secretary

L. I. Lindas, Chief Counsel, was absent on vacation.

Others present were: R. E. Simpson, Division Engineer for the Federal Highway Administration; C. W. Head, Assistant Secretary; Lloyd P. Shaw, Assistant State Highway Engineer; A. E. Johnson, Assistant State Highway Engineer; E. S. Hunter, Assistant State Highway Engineer; L. H. Young, Programing Engineer; V. E. Skoog, Controller; Gary L. Sund, Public Affairs Director; John R. Oakes, Assistant Right of Way Engineer; Donald N. Harwell, Assistant County-City Engineer; Robert K. Potter, Coordinator, Oregon Scenic Waterways System; Kenneth A. Chatwood, Administrative Right of Way Agent; Ralph B. Sipprell, Liaison Engineer; and John J. Earley, Public Information Officer.

The Commission approved the minutes of the meeting held on April 4, 1972.

The Right of Way Engineer presented a list of options, pages 1 through 48, secured for acquisition of real property needed for State Highway uses or for other purposes. He mentioned that the amounts offered are on or near the appraised values and are in order for Federal-aid. After due consideration, the Commission approved closing the options, including those sent to them by mail since the last Commission meeting, and thereupon adopted "Right of Way Resolution No. 85," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's report showing sales of miscellanous properties and rental receipts for the period from March 16 to May 1, 1972, was presented by the Right of Way Engineer and accepted by the Commission. During this period, miscellaneous sales amounted to $79,001; land sales $9,500; timber sales $1,200.09. Rental receipts for March 1972 were $43,000 and for April 1972 were $46,908.27.

A list of properties needed for highway and other uses was presented by the Right of Way Engineer. He requested the Commission to declare by resolution the necessity of said properties for the public uses for which they are to be put, and to authorize the Right of Way Engineer 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 No. 2599," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission accepted a written report made by the Right of Way Engineer on offers tendered to the owners for acquisition of real property prior to the institution of condemnation proceedings as follows:

AVA AVENUE-BURNSIDE STREET SECTION OF THE MT. HOOD HIGHWAY - MULTNOMAH COUNTY

R-44787 - Atlantic Richfield Company. Parcel 1: 2,802 sq. ft. and Parcel 2: 138 sq. ft. for right of way purposes. Offer $47,675.00.

R-44807 - Lawrence M. O'Rourke et ux. Parcel 1: 5,400 sq. ft. for right of way purposes; Parcel 2: 1,090 sq. ft. for permanent easement. Offer $37,375.00.

R-44808 - McMinnville Investment Co. Parcel 1: 2,000 sq. ft. for right of way purposes; Parcel 2: 250 sq. ft. for permanent easement. Offer revised $23,775.00.

R-44809 - Irene M. Fraser. Parcel 1: 11,720 sq. ft.; Parcel 2: 50 sq. ft.; and Parcel 3: 50 sq. ft. for right of way purposes; Parcel 4: 1,390 sq. ft. for permanent easement. Offer $76,200.00.

R-44813 - First State Bank of Oregon. Parcel 1: 1,000 sq. ft. for right of way purposes; Parcel 2: 125 sq. ft. for permanent easement. Offer $13,250.00.

R-44818 - Thayer M. Birlew. Parcel 1: 5,900 sq. ft. for right of way purposes; Parcel 2: 1,475 sq. ft. for permanent easement. Offer $34,400.00.

R-44849 - Elwood L. Gilbert. Parcel 1: 1,540 sq. ft. for right of way purposes; Parcel 2: 1,470 sq. ft. for permanent easement. Offer $8,550.00.

R-44850 - Midland Investment Company. Parcel 1: 1,900 sq. ft. for right of way purposes; Parcel 2: 1,060 sq. ft. for permanent easement. Offer $22,350.00.

BORING ROAD INTERCHANGE SECTION OF THE MT. HOOD HIGHWAY - CLACKAMAS COUNTY

R-46326 - Carmel Estates, Inc. Parcel 1: 0.58 acre; Parcel 2: 4.0 acres and Parcel 3: 0.46 acre for right of way purposes. Offer $64,000.00.

R-46330 - Don B. Eklund et ux. Parcel 1: 3.45 acres; Parcel 2: 0.35 acre and Parcel 3: 99 sq. ft. for right of way purposes. Offer $54,000.00.

DEXTER DAM PARK - LANE COUNTY

R-45032 - Edgar E. Soults et ux. 90 acres for park purposes. Offer revised $89,500.00.

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FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY - MULTNOMAH COUNTY

R-36087 - Oregon-Washington Railroad & Navigation Company. Parcel 1: 8,650 sq. ft.; Parcel 2: 5,415 sq. ft.; Parcel 3: 4,732 sq. ft.; Parcel 4: 5,250 sq. ft.; Parcel 5: 2.16 acres; and Parcel 6: 1,715 sq. ft. all for permanent easements. Offer $213,600.00.

MISSION JUNCTION-EMIGRANT HILL SECTION OF THE OLD OREGON TRAIL UMATILLA COUNTY

R-36394 - W. C. Rohde et ux. Parcel 1: 3.76 acres; Parcel 2: 0.24 acre for right of way purposes. Offer $2,400.00.

N.E. GLISAN STREET-S.E. DIVISION STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-46496 - Ellen N. Phillips. 2,300 sq. ft. for right of way purposes. Offer $1,025.00.

S.E. DIVISION STREET-S.E. FOSTER ROAD UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45802 - John R. Walter et ux. 11,452 sq. ft. for right of way purposes. Offer $15,750.00.

R-45853 - Richard O. Betts et ux. 19,221 sq. ft. for right of way purposes. Offer $14,500.00.

S.E. FOSTER ROAD-S.E. HINKLEY AVENUE UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-40195 - North Coast Investment Corporation. Parcel 1: 5.69 acres; Parcel 2: 0.33 acre; Parcel 3: 5,350 sq. ft. for right of way purposes; Parcel 4: 3,550 sq. ft. for temporary easement. Offer $66,800.00.

R-46175 - Valerae H. Maynard. Parcel 1: 2,625 sq. ft. for right of way purposes; Parcel 2: 2,375 sq. ft. excess taking. Offer $15,750.00.

R-46430 - LeRoy M. Ford. 1,300 sq. ft. for right of way purposes. Offer $750.00.

R-46454 - Roy Leigh et ux. Parcel 1: 5,200 sq. ft. for storm sewer; Parcel 2: 5,200 sq. ft. for temporary easement. Offer $1,750.00.

R-46469 - Harry G. Thompson et ux. Parcel 1: 6,190 sq. ft. for storm sewer; Parcel 2: 6,190 sq. ft. for temporary easement. Offer $4,775.00.

R-46473 - Richard B. Pierce. Parcel 1: 4,400 sq. ft. for storm sewer; Parcel 2: 4,400 sq. ft. for temporary easement. Offer $650.00.

R-46474 - Ben F. Bader et ux. Parcel 1: 4,200 sq. ft. for storm sewer pruposes; Parcel 2: 3,800 sq. ft. for temporary easement. Offer $375.00.

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S.E. FOSTER ROAD-S.E. HINKLEY AVENUE UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY (Con't.)

R-46476 - Kendall Lumber Mill. Parcel 1: 3,850 sq. ft.; Parcel 2: 900 sq. ft. for storm sewer purposes; Parcel 3: 3,300 sq. ft.; Parcel 4: 800 sq. ft. for temporary easements. Offer $4,025.00.

R-46910 - Darrell N. McNiel et ux. 2.12 acres for right of way purposes. Offer $34,000.00.

R-46934 - Orval E. Hilton et ux. Parcel 1: 0.34 acre; Parcel 2: 0.16 acre for right of way purposes; Parcel 3: 0.24 acre for temporary easement. Offer $12,750.00.

R-46935 - Robertson Construction Company. 10,000 sq. ft. for right of way purposes. Offer $37,050.00.

R-46978 - Russell G. Gilbertson. Parcel 1: 130 sq. ft. for storm sewer purposes; Parcel 2: 230 sq. ft. for temporary easement. Offer $900.00.

R-47033 - Orval E. Hilton et ux. 0.09 acre for right of way purposes. Offer $2,000.00.

R-47035 - Ferdinand Oswald et ux. 0.26 acre for right of way purposes. Parcel 2: 0.41 acre for temporary easement. Offer $28,000.00.

S.E. HINKLEY AVENUE-LAKE ROAD INTERCHANGE UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - CLACKAMAS COUNTY

R-46210 - Elsie Lowen Flagg. Parcel 1: 0.04 acre for right of way purposes; Parcel 2: 0.29 acre and Parcel 3: 0.10 acre for permanent easements. Offer $19,875.00.

TRYON CREEK STATE PARK - MULTNOMAH COUNTY

R-45171 - Segundo C. Flores et ux. 5.91 acres for park site. Offer $20,750.00.

WILDWOOD FOREST BOUNDARY SECTION OF THE MT. HOOD HIGHWAY - CLACKAMAS COUNTY

R-33145 - Max E. Hurlbutt et ux. 0.2 acre for right of way purposes. Offer $8,500.00.

R-43571 - James A. Murphy et ux. 0.32 acre for right of way purposes. Offer $3,550.00.

WINSTON-SHADY INTERCHANGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY DOUGLAS COUNTY

R-46675 - Paul K. Bender et ux. 2,250 sq. ft. for right of way purposes. Offer $3,700.00.

Authority was requested by the Right of Way Engineer to offer at public sale three parcels of property no longer needed for highway purposes. Minimum prices requested for the properties are based on competent appraisals, and access and other conditions of sale are comparable with situations existing in the vicinity. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolutions Nos. 562, 563 and 564," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) 1.46 acres of land consisting of an old stockpile site, Files 2774, 11686, and 11687, located on the northeasterly side of the old Oregon Coast Highway approximately 6½ miles north of Newport in Lincoln County for not less than $5,000. Signboard and junkyard exclusion clauses are to be included in the deed. Approval by the Federal Highway Administration is not required. (See "Real Property Resolution No. 562")

(2) 8.9 acres of land, Files 22238, 22239, and 22569, located in the southeast quadrant of the Silver Creek Falls Interchange on the North Santiam Highway in Marion County, for not less than $7,565. No access is to be permitted to the North Santiam Highway and the purchaser will be required to fence the new right-of-way line. An existing 40-foot drainage easement will be retained by the State. Signboard and junkyard exclusion clauses are to be included in the deed. Approval by the Federal Highway Administration is not required. (See "Real Property Resolution No. 563")

(3) 4,125 square feet of land, Files 45730 and 45731, located in Pendleton north of Frazer Avenue, between 19th and 20th Streets on the Emigrant-Frazer Couplet Section of the Pendleton-John Day Highway in Umatilla County for not less than $8,250. The sale is subject to a 25-foot setback of any building or sight obstruction. Signboard and junkyard exclusion clauses are to be included in the deed. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 564")

Direct sales on eight parcels of property were recommended by the Right of Way Engineer. In each instance the property is no longer needed for highway purposes and because of peculiar conditions sale is restricted to a single party. Sale price has been determined by competent appraisals. The Commission approved direct sales of the following properties and thereupon adopted "Real Property Resolution No. 565," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

(1) To John C. Post, File 21777, 0.06 acre of land on the easterly side of The Dalles-California Highway approximately one-quarter mile south of Chemult in Klamath County for $450. No access is to be permitted to The Dalles-California Highway and the purchaser will be required to complete necessary drainage. Federal Highway Administration approval was given by letter dated April 10, 1972.

(2) To Edward G. Mogk, File 17008, 0.43 acre of land on the south side of the Columbia River Highway east of the West Hood River Interchange in Hood River County for $650. No access is to be permitted to the Columbia River Highway and signboard and junkyard exclusion clauses are to be included in the deed. Approval by the Federal Highway Administration is not required.

(3) To the State Department of Forestry, Files 17434, 19578 and 21705, 2.23 acres being a former maintenance station site on the easterly side of the old Coos Bay-Roseburg Highway in the town of Bridge in Coos County for $2,900, which is one-half the appraised value. The sale is subject to a public use clause and signboard and junkyard exclusion clauses are to be included in the deed. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 565")

(4) To George E. and LaVelle J. Bonbright, File 43923, 0.16 acre of land located in the northeast quadrant of the Mission Interchange on the Old Oregon Trail east of Pendleton in Umatilla County for $500. Signboard and junkyard exclusion clauses are to be included in the deed. Approval by the Federal Highway Administration was requested by letter dated April 26, 1972.

(5) To Dr. Van Patten, File 22173, 17,668 square feet of land located in the northwest quadrant of the North Ontario Interchange on the Old Oregon Trail in Malheur County for $200. Signboard and junkyard exclusion clauses are to be included in the deed. Federal Highway Administration approval is not required.

(6) To Lane County, File 6450, 0.97 acre of land consisting of a former stockpile site on the northerly side of the Mapleton-Junction City Highway at the west end of Triangle Lake in Lane County for $750, which is one-half of the appraised value. One point of access is to be allowed to the Mapleton-Junction City Highway. The deed is to contain a public use clause and signboard and junkyard exclusion clauses are to be included. Approval by the Federal Highway Administration is not required.

(7) To Eugene F. and Betty M. Britain, Files 39529 and 40038, 2,275 square feet of land located in the northeast corner of the intersection of S.E. Hailey Avenue with S.E. 4th Street on the Oregon-Washington Highway in the City of Pendleton, Umatilla County, for $250. No access is to be permitted to the Oregon-Washington Highway and signboard and junkyard exclusion clauses are to be included in the deed. Federal Highway Administration approval is not required.

(8) To the City of McMinnville, File 34610, 7,650 square feet of land on the East McMinnville Junction Section of the Three Mile Lane Highway in Yamhill County at no charge. The property is to be conveyed to the City for public use to provide a bus turnaround for Morgan Lane which was dead-ended by a construction project.

Indentures of Access pertaining to two parcels of property for changes in location and widening or to correct the public record were recommended by the Right of Way Engineer. The Commission approved the following indentures:

(1) Carlson property, File 43822, to correct the public record as to the location of one unrestricted point of access 35 feet wide on the westerly side of the relocated Oregon Coast Highway approximately two miles south of Brookings in Curry County. Federal Highway Administration approval is not required.

(2) Brownlee, Ruffcorn, and Wilson property, File 32119, for widening from 25 to 50 feet on two existing points of unrestricted access on the southerly side of the relocated Columbia River Highway in the town of Irrigon in Morrow County. The owner proposes to build a restaurant. Federal Highway Administration approval was received March 13, 1972.

Consideration was given to requests for two points of access. The Right of Way Engineer stated that the proposed sites have been investigated and he recommended approval. The Commission approved the following Grants of Access:

(1) To Bonneville Power Administration, File 31790, for one point of access 35 feet wide for transmission line maintenance only on the westerly side of the relocated Sherman Highway approximately 1½ miles south of Biggs Junction in Sherman County. No consideration is involved, and Federal Highway Administration approval was received January 21, 1972.

(2) To Husky Oil Company of Delaware, File 16121, for two 50-foot wide unrestricted points of access on the southerly side of the Old Oregon Trail south of La Grande in Union County. This is on a portion of highway redesignated as the La Grande-North Powder Highway. The Husky Oil Company is to pay the State $3,560. Federal Highway Administration approval was received March 30, 1972.

Confirmation was requested by the Right of Way Engineer for telephonic approval received from the Chairman on May 2, 1972, for the award of a demolition contract. The Commission confirmed award of the following contract and authority for the Secretary to sign it in their behalf.

(1) To Heard Construction Company, low bidder, at $4,600 for the removal of 12 houses, five garages, and one motel on the East Portland Freeway in Multnomah County. Two bids were received.

A report was presented by the Assistant Counsel and accepted by the Commission concerning cases which have been tried in court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Defendant	County	Highway	State's Offer Before Filing Complaint	Defendants' Lowest Demand	Verdict
First Methodist Church of Ashland (Board of Education) L-6220	Jackson		$ 37,500	$ 55,000	$ 47,500
Samuel Frederick Hall, Jr. L-6488 R-44182	Mult.	East Portland Freeway	$ 10,000	$ 14,500	$ 13,750
Elsie F. Buchholz L-6508 R-44215	Mult.	East Portland Freeway	$ 24,850	$ 42,000	$ 35,000
J. Stewart L-6529 R-43230	Polk	Willamina-Salem	$ 2,275	$ 26,626	$ 9,000
Conrad J. Lehl L-6545 R-45630	Mult.	Stadium Freeway	$ 16,000	$ 22,000	$ 21,000

REPORT OF TRIAL OF OTHER CASES - STATE PLAINTIFF

Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
DeLong Corp. L-4904A	Marion	Appeal of Judgment entered by Marion County Circuit Court		$2,921,864.19 includes $ 250,000.00 atty fee plus interest thereon at rate of 6% per annum

(For additional details, see the Assistant Counsel's letter dated May 12, 1972, entitled Report of Cases Tried and filed in the Salem Office, General Files.)

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In response to the Chairman's inquiry as to the status of the DeLong case pertaining to the Astoria Bridge over the Columbia River the Assistant Counsel commented that if a rehearing is granted it would probably be about two months in the future. Until a final decision is reached, interest is accruing at the rate of six percent per annum.

The Commission also considered and accepted a report made by the Assistant Counsel concerning cases which have been settled out of court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Helen Conklin L-6275 R-42398	Baker	Old Oregon Trail	$ 7,550	$14,640	$17,000
L. H. Williams L-6292 R-43349	Baker	Old Oregon Trail	$ 2,800	$ 6,550	$ 8,250
	Landlocked parcel of 50 acres to be conveyed to State which obviates necessity to construct a fence at cost of $1,300.				
Arthur E. Powell L-6338 R-42375	Baker	Old Oregon Trail	$10,000	$19,650	$35,000
	Ninety acres landlocked. Money damage paid in lieu of providing access.				
Gregg Clemmer L-6473 R-44309	Clack.	Clackamas	$ 8,500	$12,500	$14,045
Thyra E. Strand (Church of the Woods) L-6487 R-33008	Clack.	Mt. Hood	$ 7,900	$ 7,900	$11,500
Robert L. Grunst L-6509 R-45658	Clack.	East Portland Freeway	$ 1,900	$ 3,125	$ 3,650

(Report of Condemnation Cases Settled Cont.)

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Dewey H. Martin L-6548 R-34928	Coos	Empire-Coos Bay	$ 3,350	$ 3,350	$ 5,150
Glen C. Johnson L-6679 R-46485	Harney	Frenchglen	$ 125	$ 125	$ 500
Carl C. Fredericksen L-6372 R-43946	Lane	Florence-Eugene	$ 8,300	$17,625	$13,700
Margaret L. Carson L-6377 R-43583	Lane	Florence-Eugene	$ 750	$ 880	$ 1,300
Gladys M. Yett L-6427 R-43631	Mult.	Columbia River	$25,000	$25,000 (plus $ 3,080 for aggregate used)	$28,500
Angelo G. Calcagno L-6513 R-44220	Mult.	East Portland Freeway	$46,400	$46,600	$55,400
C. A. Layman L-6514 R-44218	Mult.	East Portland Freeway	$16,600	$16,600	$20,600
Ernest J. Burrows L-6540 R-44948	Mult.	East Portland Freeway	$34,500	$32,000	$35,000
August A. Bernklau L-6599 R-44835	Mult.	Mt. Hood	$26,000	$26,000 (plus signs)	$31,250
Robert N. Ashley L-6641 R-45985	Mult.	East Portland Freeway	$ 2,650	$ 2,650	$ 3,500

(Report of Condemnation Cases Settled Cont.)

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Earl Jones L-6664 R-46134	Mult.	East Portland Freeway	$30,000	$28,500	$30,000
Elmer E. Liebert L-6667 R-45530	Mult.	East Portland Freeway	$10,000	$10,000	$10,750
Harry V. Benson L-6668 R-45602	Mult.	East Portland Freeway	$ 8,500	$ 8,500	$ 9,500
Carl W. Benson L-6673 R-45531	Mult.	East Portland Freeway	$ 9,500	$ 9,500	$10,200
Carl Hubbard L-6628 R-43121	Polk	Willamina-Salem	$10,825	$10,825	$10,825
Frank R. Fanno, et al. L-6200 R-42420	Wash.	Beaverton-Tigard	$ 3,300	$133,465	$102,000

Flowage easement across defendant's property to handle a substantial increase in surface water run-off caused by construction.

REPORT OF OTHER CASES SETTLED

Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
State of Oregon L-6458	Mt. Shasta Foundations, Inc.	Mult.	Breach of Contract		$ 2,000
Donna E. Erickson L-6632	Melvin Willis	Umatilla	Personal Injury	$25,500	Settled by Ins. Co.

(For additional details, see the Assistant Counsel's letters dated May 12 and 15, 1972, entitled Report of Cases Settled and filed in the Salem Office, General Files.)

A report made by the Assistant Counsel concerning legal proceedings which have been commenced since the last Commission meeting was accepted by the Commission and is summarized as follows:

(1) Mary J. Piankoff, representing the estate of Dwight Ellot Nesbitt, deceased, v. Glenn L. Jackson, et al., L-6709. Plaintiff seeks damages in the total sum of $250,982 for the death of Dwight Ellot Nesbitt whose auto was struck by a large boulder on the Willamette Highway east of Eugene in Lane County on April 25, 1970. Plaintiff alleges negligence on the part of the defendant in failing to properly maintain the highway and abutting slopes. The case has been referred to the State insurance carrier.

The Chairman commented on two letters that the Chief Counsel had written to the Commission giving his opinion as to liabilities that should or should not be assumed by the Commission pertaining to the safety of the public while using the ocean beaches. The gist of the Chief Counsel's written opinion was (1) that the Commission has no legal duty to warn users of the ocean beach as to the dangers of surf bathing and (2) it is the law that if one who is under no duty to another to protect him in person or property, voluntarily assumes such a duty, and while he is not bound to continue that duty permanently he must see that reasonable notice is given if he intends no longer to enforce it. The Chairman then inquired if the Commission assumes any responsibility by erecting warning signs. The Assistant Counsel replied that no responsibility is assumed. The Chairman then requested that the Engineer discuss with the Commission the installation of signs and the providing of lifesaving equipment.

The Engineer requested confirmation of verbal approval given by the Chairman on April 7, 1972, for revised park rules for the 1972 season. These revisions he said include a charge of $1 per day for boat moorage facilities, a charge of $1 for an advance campsite reservation, a charge of $1 per night for each extra vehicle in a campsite and a provision allowing group camping reservations in certain parks. The Commission confirmed the revisions and authorized the Secretary to publish the Commission's action in the Secretary of State's Administrative Rule Bulletin. The Commission thereupon rescinded "State Parks Resolution No. 31," dated March 30, 1971, and adopted "State Parks Resolution No. 33," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered the acceptance of two deeds for ocean shore properties. The Engineer stated that Dean Sherman, Inc., (Little Cove, Inc.) has offered a gratis deed of approximately 3½ acres of land with about 600 feet of ocean frontage approximately two miles north of Newport in Lincoln County. Peter Gunnar of McMillan Inns, Inc., has offered a gratis deed of approximately 1.7 acres with about 400 feet of ocean frontage at the Inn at Spanish Head, Lincoln City, in Lincoln County. Mr. Gunnar's action fulfills a commitment made by Mr. Gunnar

prior to beginning construction of the Inn. Both of these deeds are to the general public. The Engineer recommended that they be accepted. The Commission accepted the deeds with thanks and signed two hand-crafted expressions of appreciation which are to be delivered to the donors of the property.

An agreement with Lane County pertaining to the acquisition, operation and development of Mt. Pisgah State-County Park was discussed. The Engineer stated that the agreement among other things commits the State to purchase up to 3,500 acres of land at a cost not to exceed 1½ million dollars and to lease the land to the County for a term of 99 years for park use. The County is required to use the leased land for scenic or recreation purposes; to develop the land according to plan and at a rate consistent with availability funds; to abide by Federal Bureau of Outdoor Recreation regulations; to carry adequate liability insurance and to pay such taxes or assessments as may be levied against the property. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer presented for the Commission's consideration Notifications of Intent by property owners to make various types of improvements on Scenic Waterways. The requests, he said, have been carefully evaluated as to their compliance with the provisions of the Scenic Waterways Act. Based on his favorable recommendation, the Commission approved the following requests in accord with the approved Notices of Intent and as modified by stipulations in the Engineer's letters to the Commission. Approval by the Commission was given insofar as their authority under the Scenic Waterways Act is concerned and is contingent upon approval by other governmental agencies whose jurisdictional rights might be involved.

(1) Request from James R. Joiner to construct a residence on Government Lot 1, Section 14, Township 36 South, Range 7 W on the Rogue River approximately 1½ miles downstream from the Applegate River near Finley Bend in Josephine County. (This confirms telephone approval given by the Chairman on April 26, 1972.)

(2) Request from Josephine County to enlarge a parking area which serves a boat launching ramp in Section 26, Township 35 South, Range 7 West, about 700 feet downstream from the Robertson Bridge on the left bank of the Rogue River in Josephine County. (This confirms telephone approval given by the Chairman April 17, 1972.)

(3) Request from Rodney Rolfe to rechannel a portion of the John Day River bordering his property in Section 20, Township 7 South, Range 19 East approximately 2½ miles downstream from the Clarno Bridge in Wasco County.

(4) Request from John C. Misener to riprap a portion of his property in Section 34, Township 9 South, Range 21 East approximately one mile downstream from the Twickenham Bridge on the John Day River in Wheeler County.

(5) Request from James E. Morris to place revetment on his property in Section 23, Township 1 North, Range 19 East, approximately 2½ miles upstream from McDonald Ferry on the John Day River in Gilliam County.

(6) Request from Zack T. Keys to provide bank protection on a portion of his property in Section 32, Township 9 South, Range 22 East approximately 4 miles upstream from Twickenham on the John Day River in Wheeler County.

(7) Request from John Collins to perform dike and jetty construction on his property in Section 28, Township 9 South, Range 21 East and also in Section 1, Township 10 South, Range 21 East on the John Day River in Wheeler County.

(8) Request from the Coos-Curry Electric Cooperative, Inc., to use a hand-cutting and herbicide program for vegetation control along the Coos-Curry Electric transmission lines between Lobster Creek and Agness within the Rogue River Scenic area in Curry County. (This confirms telephone approval given on May 8, 1972, by Chairman Jackson.)

(9) Request of James F. Wickham to construct a house in Township 54 South, Range 7 West, Section 19, Tax Lot 300 on the left bank of the Rogue River adjoining Alameda Park in Josephine County.

The Commission considered a report prepared by the Parks and Recreation Section as to whether or not a segment of the South Santiam River in Linn County should be designated as a Scenic Waterway. Mr. Baldwin, Administrator of Highways, stated that the report contained reasons for the study and its methods; a brief summary statement presenting conclusions; a more detailed conclusion section applying criteria for the qualifications established by the Scenic Waterways Act; and a statement prepared and approved by the State Water Resources Board. Although the river does meet minimum criteria for designation as a Scenic Waterway, he recommended that the Commission adopt the study report as its position in the matter and recommend to the Governor that no further consideration be given to the designation of the South Santiam River as a scenic waterway.

Mr. Fred Gustafson, Director of the State Water Resources Board, read a statement concerning the South Santiam River as a Scenic Waterway. In this statement he mentioned that the State Water Resources Board concurred with the report made by the Highway Division on the disposition of the South Santiam River as a Scenic Waterway. He also mentioned that the State Water Resources Board program places emphasis on the need for storage release from upstream reservoirs on the basis that adequate water quantity is necessary for the continued maintenance of acceptable water quality. The Board recognizes that there is opposition to the construction of more storage projects in the Willamette Basin but currently there is no alternative available to the augmentation of low natural flow during the critical low flow seasons. Notwithstanding conflicts which storage and storage releases create between different beneficial uses, from the standpoint of the general public the advantages of the reservoir will far outweigh the disadvantages.

The Chairman commented that it appears approval by the Water Resources Board will not be forthcoming in view of the need of the reservoir for water quality control. Under the law, unless the Water Resources Board approves a Scenic Waterway, no action can be taken to designate one without going back to the Legislature. Under the circumstances it was his thought that the Highway Commission should not take any action other than what has already been taken. Commissioners Hill and Bruno concurred.

Increases in project authorizations were requested by the Engineer and approved by the Commission as follows:

(1) Contract No. 7620 for painting the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County for an increase of $21,452.65 (9.15%). Added thickness of the inorganic zinc base coat of paint and the cleaning and painting of eight panels of the floor system were given as reasons for the increase.

(2) Contract No. 7647 for installing a traffic signal on the Tualatin Valley and Farmington Highways in Washington County for an increase of approximately $13,600 (68%). Omission of the State's share of installing railroad signal arms was given as the reason for the overrun.

Confirmation was requested by the Engineer for verbal approval given by the Chairman on April 27, 1972, for financing construction on the Sanderson Bridge Section of the Albany-Lyons Highway near Crabtree in Linn County. He explained that the State is eligible to receive approximately $1.1 million additional bridge replacement funds which with State matching funds would provide $1.5 million for the bridge replacement program. The project will require approximately $3.1 million, or an additional amount of $1.6 million FAS Funds to complete the bridge, plus three miles of grading and paving. The Commission confirmed placing the project on Program XII and authorized the Engineer to call for bids at an early date.

Consideration was given to construction of the Cow Canyon Safety Rest Area near M.P. 69 on The Dalles-California Highway in Wasco County. The Engineer stated that the development is planned in two stages. The first stage is water exploration and well drilling and the second, if stage 1 is successful, would be the purchase of property and letting of a contract for roadway parking and rest area facilities. He estimated total cost of the project at $103,975 and requested finance approval. The Commission approved the request.

The Commission also considered a landscape and roadside improvement project on the Albany Bridge Section of the Albany-Corvallis Highway in Linn and Benton Counties. The work consists of planting trees, shrubs and the installation of an irrigation system in the downtown plaza area. The City of Albany is to supply water for irrigating the plantings and is to maintain them. The Engineer recommended the improvement as a Federal-aid project at an estimated cost of $43,000. The Commission approved the project and authorized advertising for bids to be received in July 1972.

The Engineer recalled that when bids were received March 30, 1972, for pavement overlay projects the cost of the projects underran the estimate approximately $380,000. The section of highway from M.P. 83 to M.P. 93 on the Klamath Falls-Lakeview Highway in Lake County is in need of repair and he recommended a project to cost $300,000 on this section. The Chairman gave his approval on April 20, 1972. The Commission confirmed the project.

Based on the Engineer's favorable recommendation, the Commission approved payment of $240 to the American Public Works Association to cover dues for 16 highway members from May 1972 to May 1973.

A quarterly report of damage claims collected during the period from January 1 through March 31, 1972, was presented by the Engineer. During this period collections amounted to $26,863.97 and 15 claims amounting to $3,397.95 were abandoned as not being feasible to collect.

The Commission confirmed the Chairman's verbal approval given April 21, 1972, releasing to the Counties their 20 percent share of State Highway funds received from motor vehicle taxes and fees from January 1 through March 31, 1972, in the amount of $5,784,715.37.

The Commission considered delegating to the Engineer authority to grant time extensions prior to Commission meetings. The Engineer recalled that at the December 14, 1965, meeting this authority had been granted but had not been exercised. Recent revisions in State Laws require that interest be paid on late payments to contractors. In negotiations with contractors having to do with slide corrections, change orders and other unforeseen work stoppages the contractors insist on a settlement of a time extension prior to approval of change orders for the work to be done. In view of these changed conditions, he requested authority to make commitments for time extensions as they arise to be confirmed at the following Commission meeting. The Commission granted the authority as requested.

In considering this matter the Chairman inquired if the liquidated damages clause contained in contracts can be enforced. The Assistant Counsel replied that these penalties can be enforced if the State can show that the public has suffered loss due to delay in completion of contracts.

Attention was given to requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. The Engineer stated that the requests have been carefully investigated and the results of the investigations have been reported to the Commission by letter. The Commission took action as follows:

(1) Slate-Hall, Contract No. 7476 on the Coos Bay-Roseburg Highway in Coos County, requested an extension of 21 days. The Commission granted the extension without assessment of liquidated damages. Federal Highway Administration approval was given by letter dated April 4, 1972.

(2) S. D. Spencer and Son, Contract No. 7489 on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County, requested a time extension of 222½ days. The Commission granted an extension of 31 days without assessment of liquidated damages. Approval from the Federal Highway Administration was given by letter dated April 5, 1972.

(3) Olson Electric Company, Inc., Contract No. 7547 on the Pacific Highway in Josephine County requested an extension of 116 calendar days. The Commission approved an extension of 53 calendar days without assessment of liquidated damages. Federal Highway Administration approval was given by letter dated March 31, 1972.

(4) S. D. Spencer & Son, Contract No. 7397 on the Empire-Coos Bay Highway in Coos County, requested an extension of 76 days. The Commission granted an extension of 68 days, applicable to both Units A and B, without assessment of liquidated damages.

(5) Powell Roofing and Building Co., Inc., Contract No. 7610 for painting the Isthmus Slough Bridge on the Coos River Highway in Coos County, requested an extension of 85 days. The Commission granted an extension of 49 days without assessment of liquidated damages.

(6) Walt Rohde Construction Co., Contract No. 7633 for construction of the Ladd Canyon Sand Shed on the Old Oregon Trail in Union County, requested an extension of 14 calendar days. The Commission granted the 14-day extension without assessment of liquidated damages.

(7) Lord Bros. Contractors, Inc., Contract No. 7498 for work in the Knowles Creek Tunnel on the Florence-Eugene Highway in Lane County, requested an extension of 100 calendar days. The Commission approved an extension of 78 calendar days without assessment of liquidated damages. The Federal Highway Administration declined to participate.

(8) Coral Corporation, Contract No. 7624 for signing on the Pacific Highway East in Multnomah County, requested an extension of 7 days. The Commission granted an extension of 4 days without assessment of liquidated damages. Federal Highway Administration approval was given by letter dated April 26, 1972.

(9) K. G. Bakke Construction, Inc., Contract No. 7456 for work on the Willamette Pass Maintenance Station on the Willamette Highway in Klamath County, requested an extension of 23 calendar days. The Commission granted an extension of 7 days without assessment of liquidated damages.

(10) Hough Construction, Inc., Contract No. 7646 for construction of a Sand Shed at Mission Junction on the Old Oregon Trail in Umatilla County, requested an extension of 10 calendar days. The Commission approved the 10-day extension without assessment of liquidated damages.

(11) Hansen Electric Company, Contract No. 7541 for traffic signal work in Myrtle Point on the Coos Bay-Roseburg Highway in Coos County, requested an extension of 83 calendar days. The Commission granted the 83-day extension without assessment of liquidated damages.

The Engineer reported that Contract Nos. 7349, 7462, 7495, 7536, 7555, 7557, 7560, 7568, 7580, 7624, 7628, 7630, 7633, 7638, 7646, and 7675 for highway construction have been completed as required by the contracts or modifications thereof and said contracts are now ready for acceptance or have been accepted by letter since the last Commission meeting. After due consideration, the Commission accepted the contracts by adopting "Contracts Completed Resolution No. 202," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed the verbal award of contracts made on April 19, 1972, for bids received April 13, 1972, and also confirmed authority for the Secretary to sign contracts in their behalf on the following projects:

BIDS RECEIVED IN SALEM APRIL 13, 1972

Contract No. 7715 for paving on the Baker-Waterspout Creek Section of the Baker-Copperfield Highway in Baker County. Four bids were received. The Commission awarded the contract to the low bidder, Rogers Construction, Inc., Portland, at $409,300.

Contract No. 7716 for paving on the Clatskanie-Lost Creek Road Section of the Columbia River Highway in Columbia County. Six bids were received. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $299,940.

Contract No. 7717 for paving on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County. Three bids were received. The Commission awarded the contract to the low bidder, Johnson Rock Products, Inc., North Bend, at $165,547.

Contract No. 7718 for the Port Orford rock production project on the Oregon Coast Highway in Curry County. Four bids were received. The Commission awarded the contract to the low bidder, G. W. Woodward Company, Inc., Coquille, at $35,300.

Contract No. 7719 for paving on the Fredrick Butte Road- Hampton Section of the Central Oregon Highway in Deschutes County. Six bids were received. The Commission awarded the contract to the low bidder, R. L. Coats, Bend, at $424,450.

Contract No. 7720 for paving on the Reedsport-Clear Lake Section of the Oregon Coast Highway in Douglas County. Four bids were received. The Commission awarded the contract to the low bidder, Rogue River Paving Company, Inc., Medford, at $186,850.

Seneca Rock Production Project on the John Day-Burns Highway in Harney and Grant Counties. Two bids were received. The Commission rejected all bids.

Contract No. 7722 for paving on the Chickahominy Creek- Sagehen Summit Section on the Central Oregon Highway in Harney County. Seven bids were received. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $507,555.

Contract No. 7723 for paving on the Klamath River-Keno Section of the Green Springs Highway in Klamath County. Four bids were received. The Commission awarded the contract to the low bidder, Klamath Paving Company, Klamath Falls, at $167,350.

Contract No. 7724 for the Odell Butte Rock Production Project on the Willamette Highway in Klamath County. Three bids were received. The Commission awarded the contract to the low bidder, L. V. Anderson & Sons, Inc., Oakridge, at $63,360.

The Commission confirmed verbal award of contracts made on April 20, 1972, for bids received April 18, 1972, and confirmed authority for the Secretary to sign contracts in their behalf on the following projects:

BIDS RECEIVED IN SALEM APRIL 18, 1972

Contract No. 7725 for paving on the Lower Klamath Lake Section on the Lower Klamath Highway in Klamath County. Four bids were received. The Commission awarded the contract to the low bidder, George R. Stacy Company, Klamath Falls, at $187,082.

Contract No. 7726 for paving on the Deschutes County Line-Harney County Line Section of the Central Oregon Highway in Lake County. Three bids were received. The Commission awarded the contract to the low bidder, R. L. Coats, Bend, at $526,080.

Contract No. 7727 for the Santiam Junction Rock Production Project in Lane, Linn and Marion Counties. Five bids were received. The Commission awarded the contract to the low bidder, Oregon Tractor and Equipment Company, Inc., Portland, at $129,600.

Contract No. 7728 for the Brogan Hill Rock Production Project on the John Day Highway in Malheur County. Two bids were received. The Commission awarded the contract to the low bidder, N. A. Toole Construction, Ontario, at $52,000.

Contract No. 7729 for paving on the Tillamook-Deadmans Creek Section of the Wilson River Highway in Tillamook County. Four bids were received. The Commission awarded the contract to the low bidder, Rogue River Paving Co., Inc., Medford, at $371,470.

Contract No. 7730 for paving on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County. Four bids were received. The Commission awarded the contract to the low bidder, Rogue River Paving Company, Inc., Medford, at $144,220.

Contract No. 7731 for the Warm Springs Junction Rock Production Project on the Wapinitia and Warm Springs Highways in Wasco County. Three bids were received. The Commission awarded the contract to the low bidder, Jarl Construction, Inc., The Dalles, at $57,000.

Contract No. 7732 for paving on the Beaverton-S. W. 219th Avenue Section of the Tualatin Valley Highway in Washington County. Two bids were received. The Commission awarded the contract to the low bidder, Cascade Construction Company, Inc., Portland, at $212,625.

Mitchell Rock Production Project on the Ochoco Highway in Wheeler County. No bids were received.

Contract No. 7733 for the Spray Rock Production Project on the John Day Highway in Wheeler and Grant Counties. One bid was received. The Commission awarded the contract to the lone bidder, Jarl Construction, Inc., The Dalles, at $65,760.

The Commission confirmed verbal award of contracts given May 4, 1972, for bids received April 27, 1972, and also confirmed authority for the Secretary to sign contracts in their behalf on the following projects:

BIDS RECEIVED IN SALEM APRIL 27, 1972

Contract No. 7734 for roadside improvement on the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway in Clackamas County. Six bids were received. The Commission accepted the second low bid of Aichele Landscaping, Inc., Portland, at $75,110 and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received. (The low bidder at $74,185.80 had qualified his bid to accept only one contract.)

Contract No. 7735 for traffic signals on the Cascade Highway at Otty Road in Clackamas County. Five bids were received. The Commission accepted the low bid of Graham Electric Company, Portland, at $14,590, and the Administrator of Highways was directed to award the contract to said bidder when Clackamas County approves the project and deposits $5,645.

Contract No. 7736 for maintenance painting of the Columbia River (Astoria) Bridge on the Oregon Coast Highway in Clatsop County. Four bids were received. The Commission awarded the contract to the low bidder, Clark Painting Company, Concord, California, at $179,451. (The second low bid was $286,400. The estimate was $261,000. Clark has indicated that he may ask to be released on the basis of an honest mistake.)

Contract No. 7737 for maintenance painting of the Youngs Bay Bridge on the Oregon Coast Highway in Clatsop County. Four bids were received. The Commission awarded the contract to the second low bidder, B-G Paint Company, Seattle, Washington, at $74,275. (The low bidder stipulated that he would accept only one contract. B-G after the award declined to accept the contract claiming that he had transposed figures in two of his proposals. The estimate on this job was $71,600. The Commission instructed that B-G's 10 percent bid bond be collected and the project readvertised. When B-G was notified of this action he decided to accept the contract at the bid price $74,275.)

Contract No. 7738 for maintenance painting on the Charleston (S. Slough Bridge) on the Cape Arago Highway in Coos County. Four bids were received. The Commission awarded the contract to the low bidder, Efrem-Western, Inc., Milwaukie, at $25,480. (The second low bid was $56,724. The estimate was $31,000. The contractor claimed that he had made an honest mistake in his proposal and submitted substantiating information. Based on this information and the Engineer's recommendation the Commission released the contractor's bid bond and ordered the job readvertised.)

Contract No. 7739 for grading and paving on the 5th Street-Oak Street (Phoenix) Section of the Rogue Valley Highway in Jackson County. Two bids were received. The Commission accepted the low bid of M. C. Lininger & Sons, Inc., Medford, at $163,635, and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and the City of Phoenix approve the project and the City deposits $12,750.

Contract No. 7740 for grading and paving on the Sodaville Road-Vail Creek Section of the Santiam Highway in Linn County. Two bids were received. The Commission accepted the low bid of Morse Bros., Inc., Lebanon, at $852,795.75, and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7741 for grading, paving, structures, signing, and illumination on S. E. 17th and Powell Boulevard Section of the Mt. Hood Highway in Portland in Multnomah County. Eight bids were received. The Commission accepted the low bid of Donald M. Drake Company, Portland, at $2,740,125.30, and the Administrator of Highways was directed to award the contract to said bidder when necessary right-of-way is acquired and approval of the Federal Highway Administration is received.

Contract No. 7742 for guardrail, median barrier, signing and illumination on the N. Columbia Boulevard-Marquam Bridge Section of the Pacific Highway in Portland in Multnomah County. Four bids were received. The Commission accepted the low bid of Schrader Construction Co., Inc., Portland, at $1,494,880 and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7743 for roadside improvement on the Ross Island Bridge-Reedway Street Section of the Pacific Highway East in Portland in Multnomah County. Six bids were received. The Commission accepted the second low bid of Cascadian Landscapers, Inc., Portland, at $91,745, and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received. (The low bidder had stipulated that he would accept only one contract. He was awarded the Cedar Hills Boulevard Project in Washington County.)

Contract No. 7744 for traffic signals on the "A" Line-"B" Line (Sylvan Interchange) Section of the Sunset Highway in Multnomah County. Four bids were received. The Commission accepted the low bid of W. R. Grasle Company, Portland, at $27,748, and the Administrator of Highways was directed to award the contract to said bidder when Multnomah County approves the project and deposits $12,260.

Contract No. 7745 for structure of the Little Nestucca River (Meader) Bridge on the Little Nestucca Highway in Tillamook County. Seven bids were received. The Commission awarded the contract to the low bidder Workman-Nelson, Canby, at $152,856.

Contract No. 7746 for roadside improvement on the Cedar Hills Boulevard Interchange of the Sunset Highway in Washington County. Six bids were received. The Commission accepted the low bid of Meuser Construction Company, Portland, at $63,400.48, and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7747 for traffic signal installation on the Pacific Highway West at Villa Road in Newberg in Yamhill County. Four bids were received. The Commission accepted the low bid of Graham Electric Company, Portland, at $18,550 and the Administrator of Highways was directed to award the contract to said bidder when the City of Newberg approves the project and deposits $5,425.

The Commission confirmed award of the following contracts which had been referred to the Administrator of Highways to award when certain conditions were fulfilled.

(1) Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County. Bids received March 30, 1972. Contract No. 7706 awarded April 28, 1972, to Valley Inland Pacific Constructors, Inc., Wilsonville.

(2) Hill Street at Portland Avenue in Bend in Deschutes County. Bids received March 30, 1972. Contract No. 7707 awarded April 13, 1972, to Klamath Paving Company, Klamath Falls.

(3) Valley of the Rogue Park Interchange-California Line Section of the Pacific Highway in Jackson County. Bids received March 30, 1972. Contract No. 7709 awarded April 4, 1972, to M. C. Lininger and Sons, Inc., Medford.

(4) Traffic signal installation on Fairfield Avenue-Royal Avenue (Eugene) Section of Pacific Highway West in Lane County. Bids received March 30, 1972. Contract No. 7710 awarded April 14, 1972, to L. H. Morris Electric, Inc., Eugene.

(5) S. W. 3rd Street-S.W. 4th Avenue (Ontario) Section of 9th Street in Malheur County. Bids received March 30, 1972. Contract No. 7712 awarded April 13, 1972, to Ontario Asphalt Paving Company, Ontario.

(6) Route I-5 Motor Service Signing Project on the Pacific Highway from Wilsonville to Albany in Washington, Clackamas, Marion and Linn Counties. Bids received March 30, 1972. Contract No. 7714 awarded April 4, 1972, to Coral Corporation, Gladstone.

(7) Roadside improvement on the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway in Clackamas County. Bids received April 27, 1972. Contract No. 7734 awarded May 4, 1972, to Aichele Landscaping, Inc., Portland.

(8) 5th Street-Oak Street (Phoenix) Section of Rogue Valley Highway in Jackson County. Bids received April 27, 1972. Contract No. 7739 awarded May 5, 1972, to M. C. Lininger and Sons, Inc., Medford.

(9) Sodaville Road-Vail Creek Section of Santiam Highway in Linn County. Bids received April 27, 1972. Contract No. 7740 awarded May 4, 1972, to Morse Bros., Inc., Lebanon.

(10) N. Columbia Boulevard-Marquam Bridge Section of Pacific Highway in Multnomah County. Bids received April 27, 1972. Contract No. 7742 awarded May 4, 1972, to Schrader Construction Co., Inc., Portland.

(11) Ross Island Bridge-Reedway Street Section of Pacific Highway East in Multnomah County. Bids received April 27, 1972. Contract No. 7743 awarded May 4, 1972, to Cascadian Landscapers, Inc., Portland.

(12) Cedar Hills Boulevard Interchange Section of Sunset Highway in Washington County. Bids received April 27, 1972. Contract No. 7746 awarded May 4, 1972, to Meuser Construction Company, Portland.

(13) Traffic signal installation on Pacific Highway West at Villa Road (Newberg) Section in Yamhill County. Bids received April 27, 1972. Contract No. 7747 awarded May 9, 1972, to Graham Electric Company, Portland.

(14) Traffic signal installation on the Cascade Highway at Otty Road in Clackamas County. Bids received April 27, 1972. Contract No. 7735 awarded May 11, 1972, to Graham Electric Company, Portland.

A request was considered from the City of Portland for cancellation of a TOPICS project on N. E. Weidler Street. The Engineer stated that the work involved widening which would require removal of a number of large trees. Public opposition developed and the City has asked that the project be cancelled. The Commission approved cancellation of the following project:

(Continued on next page)

CITY	SECTION	PROGRAMED AMOUNT	STATE COST
PORTLAND	N.E. 21st Avenue-N.E. Broadway Street Section of N.E. Weidler Street and N.E. 24th Avenue. Widening and channelization. Approved by Highway Commission on 2/16/71.	$ 75,000	$12,000
	Total Cancellation	$ 75,000	$12,000

SUMMARY BY FISCAL YEAR	1970 & 1971	1972	TOTAL
Allocated Funds	$5,472,000	$1,450,000	$6,922,000
Approved Projects-corrected to date	$5,472,000	$1,263,000	$6,735,000
Unprogramed Balance	--	187,000	187,000
Proposed Cancellation: 5/16/72	--	75,000	75,000
Unprogramed Balance	--	$ 262,000	$ 262,000

The Engineer reported that bids will be received May 25, 1972, on a number of highway projects. To document the records he presented and the Commission accepted the following list of projects which also shows the establishment or nonestablishment of footpaths and bicycle trails:

(1) Garbage Dump Road-Jumpoff Joe Creek Section, Pacific Highway, Douglas and Josephine Counties
Guardrail, Sign, Safety Project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

(2) Arlington, La Grande and Lime Section, Columbia River and Old Oregon Trail Highways, Gilliam, Union and Baker Counties
Pneumatic Applied Mortar Project.

Same as Number 1.

(3) Snake River (Adrian) Bridge Section, Succor Creek (Parma Spur) Highway, Malheur County
Grade, pave, Structure Project.

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probably use".

(4) Unit "C" Portland City-Wide Traffic Signals, Various City Streets (8 Intersections), Multnomah County
Signals Project.

Same as Number 1.

(5) Pacific Avenue-"B" Street (Forest Grove) Section, Washington County
Signals Project.

Same as Number 1.

(6) Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade, Pave Project.

Same as Number 8. Previously on April 4 meeting agenda.

(7) N.E. 162nd Avenue-N.E. 181st Avenue Section, FAS 730 (N.E. Halsey Street), Multnomah County
Storm sewer Project.

Same as Number 1.

(8) Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave, Railroad Signals Project.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where... other available ways or other factors indicated an absence of any need for such paths and trails".

(9) Nehalem River (Clear Creek) Bridge Section, FAS 612, Columbia County
Grade, Pave, Structure Project.

Same as Number 3.

(10) Ward Road-Polk County Line Section, FAS 209, Benton County
Grade, Pave Project.

Same as Number 8.

(11) West Pendleton Interchange Section, FAS 470, Umatilla County
Grade, Pave, Sign, Roadside Improvement.

Same as Number 8.

(12) Grand Ronde River (Clark Creek) Bridge Section, FAS 957, Union County
Structure Project.

Same as Number 3.

(13) Drews Gap Summit-Five Corners Section, Klamath Falls-Lakeview Highway, Lake County
Paving Project.

Same as Number 1.

(14) Seneca Section, John Day-Burns Highway, Grant and Harney Counties
Rock Production.

Same as Number 1.

(15) Veneta (Fifth Street) Section, Lane County
Grade, Pave Project.

Same as Number 1.

(16) Chiloquin (2nd Avenue) Section, Klamath County
Paving Project.

Same as Number 1.

(17) Heppner (Gale Street) Section, Morrow County
Grade, Oil Mat Project.

Same as Number 1.

(18) Island City ("D" Street) Section, Union County
Grade, Pave Project.

Same as Number 1.

(19) S. E. Powell Boulevard at S. E. 148th Avenue Section, Mt. Hood Highway, Multnomah County
Traffic Signals Project.

Same as Number 1.

(20) Mary S. Young State Park, Clackamas County
Grade, Pave, Building Project.

Footpaths and bicycle trails will be provided within the park.

The Chairman inquired if any provisions have been included in the specifications which would allow young people to work in the footpath and trail construction. The Engineer replied that plans are being made to employ as many young people as possible in this type of work and also in a continuation of the highway cleanup program. The Chairman then stated that

efforts to put young people to work should be coordinated with the Federal agencies. He also requested that an effort be made to determine how much money will be available from Federal agencies which can be used for the employment of young people. The Engineer stated that at this time the extent of the Federal Program is not known but definite plans have been made to use about 80 young people on litter control crews.

Requests from Deschutes and Wheeler Counties for three Federal-aid Secondary Projects were considered. The Engineer stated that the projects have been investigated and are eligible for the use of FAS funds. Following his favorable recommendation, the Commission approved the following projects and authorized the Secretary to sign construction agreements.

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
DESCHUTES	793	Little Deschutes River (Montgomery) Bridge	$ 80,000	$16,000
WHEELER	318	Left Hand Creek (Spray-Waterman Road) Bridge	$ 22,000	$ 4,400
WHEELER	318	Parrish Creek (Spray-Waterman Road) Bridge	$ 38,000	$ 7,600
		TOTAL	$140,000	$28,000

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	5,102,000	5,090,000	10,192,000
Approved Projects (corrected to date)	5,102,000	3,224,000	8,326,000
Unprogramed Balance	---	1,866,000	1,866,000
Projects Proposed: 5/16/72	---	140,000	140,000
Unprogramed Balance	---	1,726,000	1,726,000

Requests for emergency repair projects in Benton, Clatsop and Lincoln Counties were presented by the Engineer. He explained that the damage was caused by storms in January this year and the State will be reimbursed 100 percent by the Federal Highway Administration. The Commission approved the following projects and authorized the Secretary to sign agreements pertaining thereto:

(1) Benton County, FAS 864, Bonner Mountain Slide Section, Bonner Mountain Road. Remove slide and debris, grade, drain, base and surface approximately 1,000 feet. $70,000.

(2) Clatsop County, FAS 756, Big Creek Bridge Section, Hillcrest Road. Bridge repair. $10,000.

(3) Lincoln County, FAS 584, Butler Bridge Slide Section, Toledo-Elk City Road. Correct slide and repair roadway. $30,000.

Removal of access control on a portion of the Rogue Valley Highway in Jackson County was discussed. The Engineer recalled that this highway was originally a part of the Pacific Highway and in the early 1950's it was necessary to widen it from two to four lanes between Medford and Ashland. It was not known at that time if the highway would be rebuilt on new alignment as the Federal Interstate Act was not passed until 1956. Where right-of-way was purchased for widening, the Commission also purchased rights of access. When the Pacific Highway was reconstructed on new alignment to interstate standards the old highway between the southerly limits of Medford and the northerly limits of Talent became equivalent in many respects to a city street. It was also renamed the Rogue Valley Primary Highway. Some properties along this highway have limited access while others have no control. This situation creates an undue burden on those properties where access is controlled in comparison with those that are uncontrolled. It was the Engineer's opinion that the Commission has received more than full return for the money spent on access control and he recommended that all access control be released between the southerly city limits of Medford and the northerly city limits of Talent. The Chief Counsel, he continued, has advised that the release can be accomplished by one deed. The Commission approved the release of access as presented subject to approval by the Federal Highway Administration.

Adoption of a corridor route for the Green Timber Road-Neskowin Section of the Oregon Coast Highway in Tillamook County was considered. The Engineer recalled that this matter had been under consideration for more than seven years and that hearings had been held on February 25, 1965, on November 29, 1967, and most recently on September 10, 1971. Following the September hearing, the matter was referred to the Oregon Coastal Conservation and Development Commission for study and recommendation. A report has been received from them and a recommendation has been made to use the most easterly of the routes shown on the hearing map. They also recommended that the State improve the Brooten Road Section to Pacific City and that the State acquire the coastal route and maintain it as a scenic alternate route. The Chief Counsel, the Engineer continued, has been consulted as to whether sufficient hearings have been held and adequate data published to allow final action. The Chief Counsel has advised that sufficient actions have been taken. The corridor route has also been discussed with a considerable number of Tillamook citizens including the County Commissioners, the City of Tillamook Officials, the Tillamook County Creamery Association, the Oregon Coast Association and some landholders along the route. Their reaction was favorable to the inland route. He recommended that the Commission adopt the easterly route which roughly follows the route of the existing highway through Oretown past Cloverdale, Hebo, Beaver and Hemlock. This route, he said, provides good service through the valley, does a minimum amount of damage to agricultural lands and will provide an adequate facility for through traffic. Also the recommended route can be built in short sections and placed in service as completed. He did not recommend that the route along the coast be taken over as a State Scenic Route. The Commission approved the route as presented and thereupon adopted "Highway Corridor Resolution No. 406," which resolution by this reference is made a part hereof and filed in the Secretary's Office. The Commission also rescinded "Survey Resolution No. 300" adopted by the Highway Commission on July 13, 1965.

The Engineer reported that investigations have been made concerning speed zones in three areas and the facts disclosed indicate that revisions should be made. The Commission accepted his recommendation for revisions and thereupon adopted "Speed Zone Resolutions Nos. 605, 606, 607 and 608," which resolutions by this reference are made a part hereof and filed in the Secretary's Office as follows:

(1) On the Sunset Highway in Clatsop, Tillamook, Washington and Multnomah Counties from M.P. 0.00 to M.P. 71.95 at the west city limits of Portland for speed zones varying from 45 to 70 miles per hour. (See "Speed Zone Resolution No. 605") The Commission also rescinded "Speed Zone Resolution No. 591," adopted September 8, 1971.

(2) On the East Portland Freeway in Clackamas and Multnomah Counties, 70 miles per hour from the Pacific Highway (M.P. 0.00) to the city limits of Portland (M.P. 16.69). Portions of this section are within the Cities of Tualatin, West Linn, Oregon City and Gladstone and are under the jurisdiction of the State Speed Control Board. The designated speed is to be effective when the highway is completed to Interstate standards and signs have been installed. "Speed Zone Resolution No. 571," enacted January 7, 1971, is hereby rescinded. (See "Speed Zone Resolution No. 606.")

On the Cascade Highway (North Section) in Multnomah and Clackamas Counties, 35 miles per hour from the south city limits of Portland (M.P. 6.73) to 500 feet south of the easterly leg of King Road (M.P. 8.40), and 50 miles per hour from M.P. 8.40 to the Clackamas Highway (M.P. 10.21) except a 20 mile-per-hour school crossing zone. The Commission rescinded "Speed Zone Resolution No. 496," dated November 4, 1965. (See "Speed Zone Resolution No. 607.")

(3) On the Green Springs Highway west of The Dalles-California Highway in Klamath County, 45 miles per hour from a point 250 feet west of the county road at M.P. 57.50 to the junction with The Dalles-California Highway at M.P. 59.21, except that between M.P. 58.10 and M.P. 58.28 the indicated speed shall be 20 miles per hour during the hours of school crossing. "Speed Zone Resolution No. 277," enacted March 27, 1958, is hereby rescinded. (See "Speed Zone Resolution No. 608.")

In discussing the speed zones, Chairman Jackson recalled that as he remembered it the Legislature had provided additional funds to the State Police so they could hire additional men. He requested that contact be made with the head of the State Police Department as to any way in which the Highway Commission can cooperate in getting additional policing of highways, particularly in reduced speed zones.

An agreement with the City of North Bend in Coos County for installation of traffic signals at the intersection of the Oregon Coast Highway and Newmark Street was discussed. Under terms of the agreement the State is to perform the installation and maintain the signals. The City is to pay 25 percent of the cost of the installation and provide for all power needs. The Engineer estimated the cost of the installation at $25,000 and recommended approval of the project using State Construction Funds. The Commission approved the project and authorized the Secretary to sign an agreement in their behalf.

The Commission also considered installation of traffic signals at the intersection of the Rogue Valley Highway and West Valley View Road in the City of Talent in Jackson County. The Engineer stated that an increased accident record indicates the need for the signals at an estimated cost of $20,000. Cost of the installation and maintenance is to be assumed by the State. The City is to pay for all power consumed. The Commission approved the project using State Construction Funds and authorized the Secretary to sign an agreement with the City.

A change in the funding of a previously approved traffic signal project at the intersection of the Oregon Coast Highway at Broadway Street in Seaside, Clatsop County, was brought up by the Engineer. The project was originally charged to Minor Betterment Funds but these funds are depleted so he recommended that the cost of the project estimated at $20,000 be charged to the State Construction Program. The Commission approved the transfer of charges.

A project for installing traffic signals on the Coos Bay-Roseburg Highway at the intersection of Dixonville-Carnes Road (Kelley's Corner) in Douglas County was discussed. The Engineer reported that traffic conditions had become intolerable at this intersection and traffic signals were installed with State forces at a cost of $8,000. Douglas County contributed $2,000. The Commission accepted his recommendation for approval of the installation as a State Construction Project.

Confirmation was requested for verbal approval given by the Chairman on May 5, 1972, for the installation of traffic signals at two ramp terminals on the Sylvan Interchange on the Sunset Highway in Multnomah County. Under the agreement with the County, the Engineer stated that the State is to pay 62½ percent and the County 37½ percent of the estimated cost of $36,000 for installation. The State is to provide future maintenance and the County is to take care of power bills. Following his favorable recommendation, the Commission confirmed the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to an agreement with Clackamas County Service District No. 1 pertaining to construction of three new sewer line crossings and related work on the S. E. Foster Road-S. E. Causey Avenue Section of the East Portland Freeway in Clackamas County. The Engineer explained that the work is to be included in the State contract at an estimated cost of $48,000 which is to be paid by the District. Upon completion of the installation, the District is to assume all structural and operational maintenance of the sewer facilities. The State is to provide the District with a permit for operation of the District's facilities within highway right of way. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

A letter-form agreement with Clackamas County to assist the County in the restoration of certain county roads was discussed. The Engineer stated that these roads were damaged by flood waters during the 1972 winter storms, and as they are not a part of the Federal-aid Secondary System it is necessary to apply for emergency funding under the provisions of Public Law 606. The County has requested the State to do this and has signed the agreement. The Commission approved the agreement, authorized the Engineer to take such action as is necessary to make it effective, and authorized the Secretary to sign the agreement for them.

The Engineer presented an agreement with Winmar Pacific, Inc., concerning revisions to the frontage road system and access control in the vicinity of the Scholls Ferry Road Interchange on the Beaverton-Tigard Highway in Washington County. He pointed out that the Company, at no cost to the State, is to construct an extension to an existing frontage road. The Company also is to pay for all costs for traffic signal revisions and the State is to be held harmless from any claim arising out of the Company's use of the State highway right-of-way during the period of construction. After the transaction, the extended road would be entirely on private property controlled by Winmar for a shopping center. Private property rights to use the existing frontage road have been satisfied by permanent road easements from Winmar to the property owners. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement for them.

Consideration was given to renewal of an agreement with the City of Pendleton covering maintenance of a triangular piece of ground at the junction of the Oregon-Washington Highway and the Old Oregon Trail in Umatilla County. The Engineer stated that the agreement has been in effect for the past 30 years and the City has done an excellent job in keeping the area attractive. He recommended that it be renewed for a period of ten years beginning April 3, 1972. The Commission approved the agreement extension and authorized the Secretary to sign it for them.

An agreement with the Bureau of Land Management for fencing approximately 4.23 miles on the westerly side of the Frenchglen Highway north of Frenchglen in Harney County was discussed. The Engineer recalled that under similar agreements in the past the State had furnished fence posts. Under this agreement however, it is proposed to pay the Bureau for the cost of the posts at a sum not to exceed $950. This agreement is one of several in a continuing program of cooperative efforts to control livestock on State highways. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A petition to exclude 213.21 acres from the Baker Valley Irrigation District in Baker County was considered. The Engineer explained that this is land acquired by the Highway Division for right-of-way over the past few years and is now being used for highway purposes. The Water District in order to retain water rights on the same acreage has made provisions for additional land to be included in the District in lieu of the highway right-of-way. This land will be utilized by farmers in the area. The arrangement means a net saving of approximately $26,000 to the Highway Division. The Commission approved the petition and authorized the Secretary to sign it in their behalf.

The Commission considered an agreement with the City of Ashland pertaining to construction of the Park Street-Pacific Highway Section on the Green Springs Highway in Jackson County. The agreement provides for right-of-way acquisition and construction by the State including a structure carrying the highway over the railroad. The City agrees to the closure of Clay Street and to assuming maintenance on certain streets and frontage roads when they are constructed. Based on the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission also considered a letter agreement with Wasco County adding 0.84 mile to the Antelope Secondary Highway. The Engineer recalled that the Antelope Highway was placed on the State Secondary System following completion of the Eight Mile Creek-Tygh Valley Section of The Dalles-California Highway. However, only the southerly connection to The Dalles-California Highway was included as a part of the Antelope Highway. Wasco County now requests that the northerly connection also be included. The Engineer recommended that the request be approved. The Commission approved the connection and authorized the Secretary to sign the agreement in their behalf.

Confirmation was requested by the Engineer for verbal approval given by the Chairman on May 8, 1972, on an agreement with Battelle Northwest for a study regarding the impact of tourism expenditures in the State. The Engineer stated that Battelle recently completed a similar study with the State of Washington. Cost of the study is not to exceed $10,500 and will extend to June 15, 1973, but preliminary information is to be made available prior to the 1973 Legislative Session. A supplementary agreement, he said, will be entered into with Cole & Weber, Inc., to provide data on air, rail and bus tourism to complete the study made by Battelle. Cost of the Cole and Weber study is $10,000 and both contracts are to be funded from the existing Travel Information budget. The Travel Advisory Committee has approved the studies. The Chairman stated that it is important to know the true economic impact of tourism and it is vital that all angles be considered. The Commission confirmed both agreements and authorized the Secretary to sign them in their behalf.

An agreement with Union Pacific Railroad Company pertaining to construction of the Emigrant-Frazer Couplet on the Pendleton-John Day Highway in Pendleton in Umatilla County was considered. The agreement provides for the installation of crossing gates at the railroad main line track to be financed with 90 percent TOPICS Funds and 10 percent by the railroad. The remainder of the work is to be performed by Railroad forces including work on the Emigrant and Frazer Avenue crossings and adjustment of signal and communication lines. Cost of the project is summarized as follows:

	TOPICS	STATE	UPRR
Crossing Gates	$91,899	$ --	$10,211
Emigrant Avenue Work	--	16,905	--
Frazer Avenue Work	--	13,695	13,695
	$91,899	$30,600	$23,906

In addition, the State will bear up to $7,000 in railroad protective costs.

Upon completion the State is to maintain the highway and highway facilities and the railroad is to maintain the crossing gates and railroad facilities. The Commission accepted the Engineer's recommendation for approval.

The Commission also considered an agreement with Southern Pacific Transportation Company for installation of experimental railroad crossing signals at the spur track crossing at M.P. 49.86 on the Corvallis-Newport Highway in Philomath in Benton County. These are to be traffic signals, not railroad crossing lights and the intent is to create an effective grade crossing protective device which will be less costly than the cantilever flashing lights. Cost of the installation was estimated at $2,600 to be borne equally by the State and the Railroad. Following the Engineer's favorable recommendation, the Commission approved the agreement.

A construction agreement and an indenture with Southern Pacific Transportation Company for construction of the Park Street-Pacific Highway Section of the Green Springs Highway in Ashland, Jackson County was considered. The Engineer explained that the indenture allows the State to construct and maintain an overcrossing structure which must be commenced within two years of the date of the agreement. The construction agreement allows the State to construct a temporary grade crossing until the overcrossing structure is completed. Crossing gates are to be installed at the grade crossing and the detour, grade crossing, and the crossing gates are to be removed upon completion of the structure. The State is to reimburse the Railroad for all cost that the Railroad incurs which the Engineer estimated at $49,735. Upon completion of construction the State is to maintain the structure and other highway facilities. The Railroad is to maintain its facilities. The Commission accepted the Engineer's recommendation for approval.

The Engineer recalled that an agreement with Howard, Needles, Tammen and Bergendoff for preparation of an impact statement on East Portland Freeway had been tentatively approved by the Commission on April 4, 1972, but at that time the cost was not known. The cost, he said, has now been determined to be $80,000. The Commission confirmed approval of the agreement.

The next Commission meeting date was set for June 27, 1972, in Room 122 of the State Highway Building in Salem. A tentative date for the following meeting was set for August 8, 1972.

Mr. Albert E. Owen, President of Local 8, I.L.W.U., Portland, came before the Commission to request direct access between the Ross Island Bridge and the Stadium Freeway, and construction of a separate structure between N. W. Yeon Street and N. W. Front Street across the Railroad tracks. This is to be considered before closing Harbor Drive. These connections, particularly to Ross Island Bridge, he said, should be made without traffic signals. He called attention to the area between S. W. Porter and S. W. Broadway where at present the traffic several times a day is reduced to a crawl. It was his thought that the addition of trucks and auto traffic presently going over the Ross Island Bridge from Harbor Drive would practically paralyze the traffic from those streets. He also

mentioned that there is a great increase in traffic from the Ross Island Bridge to the Beaverton Freeway (Tualatin Valley Highway) which is forced to intermingle with traffic at the interchange. He also requested that further public hearings be held concerning the connection between the Ross Island Bridge and the freeways on the west side before Harbor Drive is closed.

A delegation from the City of Powers came before the Commission concerning improvement of the Powers Highway in Coos County. The following persons were present: Mrs. Willna Wiwatowski, Mrs. Robert McCray, Barbara Patten, Lillie Pinson, Jackie Hofsess, Kay Merchen, Kay Flood, Alice Clark, Lena Smith, Ethel Post, Karen Smith, Pearl Russell, Frances Ellen McKenzie, Pat Fulton, Donna Allred, Peggy Meyer, Julia Kelb, Micky Clausen, Hilda Hayes, Phyllis Pierson, and Mr. and Mrs. Ray Milojevich.

Mrs. Wiwatowski recalled that a delegation came before the Commission in 1965 but no substantial improvements had been made. She called attention to the hazardous curves and narrowness of the highway considering the amount of log and lumber traffic that traverses it. It was her feeling that major improvement of the highway is more than justified by the contribution in taxes that traffic using the highway has made to the highway fund. The Powers area economy has diminished and establishment of new industry is discouraged by the obsolete highway.

Mrs. McCray mentioned an accident involving a school bus in 1970 in which the school bus was forced off the road because there was not room for the bus and another truck. She also mentioned that in some areas the centerline is off center and tickets have been given to drivers for crossing the centerline. In April of 1972, 1,514 truck loads of logs were hauled over the road which means an equal number of return trips. She said she had heard that in June of this year one firm plans to convert to truck haul rather than by railroad which will add approximately 50 round trips over the road per day, or a total of 246 round trips per day which will increase to 336 round trips when railroad service is discontinued. She commented that during the school term athletic teams travel over the road a great number of times and other teams come into the Powers school. She said one bus driver had remarked that the road should be condemned.

Barbara Patten emphasized that taxes generated by the logging and timber industry had contributed a great deal more than had been placed into the road for maintenance and improvement. It was her estimate that logging trucks had contributed $800,000 in road taxes in the last five years. The work that has been performed on the highway she said has been of a patch-work nature. The nearest hospital is in Coquille, 30 miles from Powers, and the people who are required to ride in the ambulance are further endangered by the poor highway and the numerous curves. She asked for a definite answer regarding highway improvement.

Petitions were presented which were said to contain about 900 signatures urging that major improvements be made on the Powers Highway from Broadbent to Powers.

The Chairman stated that it is difficult for the Commission to provide a definite answer at this time but the Commission has traveled over the road several times in the last 12 years. He estimated that complete realignment of the highway is necessary and would cost approximately 19 million dollars which the Commission does not have at this time. A cost-benefit study is now being made and it is hoped that when the railroad is abandoned that the right-of-way would be available for highway use. The Commission he said has approximately 7,500 miles of highway to take care of and approximately 20 million dollars a year outside of Interstate funds to perform necessary work. The Engineer commented that two jobs have been programed on the Powers Highway at an estimated cost of two million dollars. The first runs through Broadbent. The second begins at White Bridge and extends to the north. Survey work has just started on this latter project. The Broadbent job is scheduled to start when right of way matters have been worked out with the Railroad. If the Railroad right of way matter is not worked out, it is planned to proceed with the Broadbent job this summer, leaving the railroad as it is.

Barbara Patten stated that she had heard that the railroad would be in existence for at least three years.

Another lady commented that even though the railroad would be in existence for two or three years that Georgia Pacific did not plan to use it for log hauling.

The Chairman stated that sincere efforts would be made to find money but the project is large and expensive and a problem exists concerning abandonment of the railroad. He assured them that the Commission would keep on trying to find a solution.

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

"Quitclaim Deed" to U. S. of America covering land in Sherman and Morrow Counties for the John Day Lock and Dam Project on the Columbia River Highway.

"Bargain and Sale Deed" to Pacific Empire Land Corp., Ray Ryan, and Steve and Frances L. Antonucci for 0.32 acre of land on Park Street-Tolman Creek Road Section of the Green Springs Highway in Jackson County.

"Bargain and Sale Deed" to L. Dale and Edna L. Chamberlin for 16.0 acres of land on the East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County for $500.

"Bargain and Sale Deed" to Spivak Development Company, Aibil Development Company, and Lab for 0.15 acre of land on the Goshen-Divide Section of the Pacific Highway in Lane County for $500.

"Bargain and Sale Deed" to The Racquet Club regarding 753 square feet of land on the Highlands Interchange Section of the Sunset Highway in Multnomah County for $100.

"Bargain and Sale Deed" to Polk County regarding 4.0 acres of land on Rickreall-Orr Corner Section of the Pacific Highway West for $425.

"Deed" to City of McMinnville regarding 7,650 square feet of land on Three Mile Lane Highway in Yamhill County.

"Indenture of Access" to Bert Carlson covering property on the Brookings-Winchuck River Section of the Oregon Coast Highway in Curry County.

"Modification of Access Rights" to Harold and Harriet S. Brownlee, Harold F. and Ann M. Ruffcorn, and T. L. Wilson covering property on the Boardman Junction-Irrigon Section of the Columbia River Highway in Morrow County.

"Grant of Access" to Bonneville Power Administration for transmission line maintenance only on the Sherman Highway in Sherman County.

"Grant of Access" to Husky Oil Company of Delaware for access to the Old Oregon Trail south of La Grande in Union County.

"Agreement" with Lane County for acquisition, operation and development of Mt. Pisgah State-County Park.

"Agreement" with City of North Bend for installation of traffic signals at the intersection of US101 and Newmark Street.

"Agreement" with Clackamas County Service District No. 1 covering the construction of three new sewer line crossings and related work on the S. E. Foster Road-S. E. Causey Avenue Section of the East Portland Freeway in Clackamas County.

"Letter-form Agreement" with Clackamas County to assist the County in the restoration of certain county roads which sustained flood damages during the winter storms.

"Agreement" with Winmar Pacific, Inc., concerning revisions to the frontage road system and access control lines in the vicinity of the Scholls Ferry Road Interchange of the Beaverton-Tigard Highway.

"Agreement" with the City of Pendleton for a 10-year period covering the maintenance of the triangular piece of ground at the junction of US30 and ORE11.

"Agreement" with the Bureau of Land Management for fencing approximately 4.23 miles on the westerly side of the Frenchglen Highway northerly of Frenchglen.

"Petition" to exclude 213.21 acres of land from the Baker Valley Irrigation District.

"Agreement" with City of Ashland concerning construction of the Park Street-Pacific Highway Section of the Green Springs Highway.

"Letter-agreement" with Wasco County adding 0.84 mile to Antelope Secondary Highway.

"Agreement" with Union Pacific Railroad Company providing for the construction of the Emigrant-Frazer Couplet in Pendleton.

"Agreement" with Southern Pacific Transportation Company providing for installation of experimental railroad crossing signals at the spur track crossing at M.P. 49.86 on the Corvallis-Newport Highway in Philomath.

"Construction Agreement and Indenture" with Southern Pacific Transportation Company providing for construction of Park Street-Pacific Highway Section of the Green Springs Highway in Ashland.

The meeting was adjourned by the Chairman at 10:55 a.m.

Glenn L. Jackson
Chairman

Commissioner

Floyd Dent
Secretary

Commissioner

June 27, 1972
Salem, Oregon

The Oregon State Highway Commission met in regular session at 9 a.m., in Room 122 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
George M. Baldwin, Administrator
Tom Edwards, State Highway Engineer
F. B. Klaboe, Deputy State Highway Engineer
David G. Talbot, Parks Superintendent
L. I. Lindas, Chief Counsel
John R. Oakes, Assistant Right of Way Engineer
Floyd Query, Secretary

David H. Moehring, Right of Way Engineer, was excused.

Others present were: Glen L. Green, Acting Division Engineer for the Federal Highway Administration; (Mr. R. E. Simpson, Division Engineer for the Federal Highway Administration died of a heart attack while returning from the WASHO convention in Salt Lake City.) Lloyd P. Shaw, Assistant State Highway Engineer; E. S. Hunter, Assistant State Highway Engineer; R. L. Schroeder, Assistant State Highway Engineer; Frank McKinney, Assistant Counsel; L. H. Young, Programing Engineer; D. B. Taylor, Assistant Controller; Kenneth A. Chatwood, Administrative Right of Way Agent; Donald N. Harwell, Assistant County-City Engineer; John L. Widmer, acting in place of C. W. Head, Assistant Secretary, who was excused; John J. Earley, Information Officer; and Robert K. Potter, Coordinator, Oregon Scenic Waterways System.

The Commission approved the minutes of the meeting held on May 16, 1972.

The Assistant Right of Way Engineer presented a list of options, Pages 1 through 64, secured for acquisition of real property needed for State highway use or for other purposes. He mentioned that the amounts offered are on or near the appraised values and are in order for Federal-aid. After due consideration, the Commission approved closing the options, including those sent to them by mail since the last Commission meeting, and thereupon adopted "Right of Way Resolution No. 86," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's report showing sales of miscellaneous properties and rental receipts for the period from May 1, 1972, to June 12, 1972, was presented by the Assistant Right of Way Engineer and accepted by the Commission. During this period miscellaneous sales totaled $85,786; transfers of other property, $1,475; land sales $7,425; timber sales $7,078.63. Rental receipts for the month of May amounted to $45,111.60.

A list of properties needed for highway and other uses was presented by the Assistant Right of Way Engineer. He requested the Commission to declare by resolution the necessity of said properties for the public uses for which they are to be put, and to authorize the Right of Way En-

gineer 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 No. 2600," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission accepted a written report made by the Assistant Right of Way Engineer on offers tendered to the owners for acquisition of real property prior to the institution of condemnation proceedings as follows:

AVA AVENUE-BURNSIDE STREET SECTION OF THE MT. HOOD HIGHWAY - MULTNOMAH COUNTY

R-44801 - Hope A. Fieldhouse. Parcel 1: 6,540 sq. ft. for right of way purposes; Parcel 2: 775 sq. ft. for permanent easement. Offer $33,575.00.

R-44810 - William V. Luther et ux. Parcel 1: 6,400 sq. ft. and Parcel 2: 50 sq. ft. for right of way purposes; Parcel 3: 760 sq. ft. for permanent easement. Offer $38,850.00.

R-44812 - Don McGee et ux. Parcel 1: 5,310 sq. ft. for right of way purposes; Parcel 2: 664 sq. ft. for permanent easement. Offer $72,575.00.

R-44821 - Margaret L. Wallen. Parcel 1: 2,600 sq. ft. for right of way purposes; Parcel 2: 650 sq. ft. for permanent easement. Offer $3,150.00.

R-44822 - Allen Frank Lewis. Parcel 1: 2,600 sq. ft. for right of way purposes; Parcel 2: 650 sq. ft. for permanent easement. Offer $3,150.00.

R-44823 - Crosby C. Naylor et ux. Parcel 1: 2,600 sq. ft. for right of way purposes; Parcel 2: 325 sq. ft. for permanent easement. Offer $3,150.00.

R-44837 - Roy H. Seiler et ux. Parcel 1: 3,720 sq. ft. and Parcel 2: 105 sq. ft. for right of way purposes; Parcel 3: 500 sq. ft. for temporary easement. Offer $29,250.00.

R-44855 - Gulf Oil Corporation. Parcel 1: 1,470 sq. ft. for right of way purposes; Parcel 2: 415 sq. ft. for permanent easement. Offer $38,000.00.

CAPE ARAGO HIGHWAY-WOODLAND DRIVE SECTION OF THE EMPIRE-COOS BAY HIGHWAY COOS COUNTY

R-34911 - Claude S. Bartley et ux. Parcel 1: 0.1 acre and Parcel 2: 0.06 acre for right of way purposes; Parcel 3: 0.03 acre for permanent easement. Offer $39,750.00

R-44708 - Wilma D. Steward. 0.04 acre for right of way purposes. Offer $3,100.00.

CAPE ARAGO HIGHWAY-WOODLAND DRIVE SECTION OF THE EMPIRE-COOS BAY HIGHWAY COOS COUNTY (Cont.)

R-45053 - Mary E. Williams. Parcel 1: 700 sq. ft. for right of way purposes; Parcel 2: 300 sq. ft. for permanent easement. Offer $1,000.00.

CHEMAWA ROAD-HICKORY STREET SECTION OF THE SALEM FREEWAY - MARION COUNTY

R-44740 - Edward H. Allen et ux. 39,000 sq. ft. for right of way purposes. Offer $58,500.00.

LONE TREE BAR STATE PARK - YAMHILL COUNTY

R-36324 - Philip J. Blake et ux. 277 acres for park purposes. Offer $218,000.00.

R-36329 - Victor J. Calaba et ux. 280 acres for park purposes. Offer $115,000.00.

R-36331 - Marcisse Healy. 10.0 acres for park purposes. Offer $1,250.00.

N.E. GLISAN STREET-S.E. DIVISION STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45536 - Duane A. Davis et ux. 8,064 sq. ft. for right of way purposes. Offer $12,500.00.

R-45611 - Myrtle L. Crandall. 8,459 sq. ft. for right of way purposes. Offer $9,250.00.

R-46485 - Nicholas J. Lane et ux. 3,988 sq. ft. for right of way purposes. Offer $1,600.00.

R-46488 - Marlin E. Shaffer et al. 1,994 sq. ft. for right of way purposes. Offer $1,000.00.

R-46504 - Edward C. Nolen et ux. 3,000 sq. ft. for right of way purposes. Offer $1,500.00.

N.E. SANDY BLVD.-N.E. GLISAN STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45435 - George E. Gaunce. 5,000 sq. ft. for right of way purposes. Offer $10,500.00, Revised.

R-45472 - Stacey G. Smith et ux. 7,200 sq. ft. for right of way purposes. Offer $42,500.00.

N. TIGARD INTERCHANGE-HUBBARD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY CLACKAMAS COUNTY

R-46013 - Nobie H. Durham et al. 2,450 sq. ft. for right of way purposes. Offer $2,150.00.

PARK STREET-TOLMAN CREEK ROAD SECTION OF THE GREEN SPRINGS HIGHWAY - JACKSON COUNTY

R-46255 - Jack Center et ux. Parcel 1: 2,400 sq. ft. for right of way purposes; Parcel 2: 575 sq. ft. for permanent easement. Offer $8,500.00.

S.E. DIVISION STREET-S.E. FOSTER ROAD UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45748 - Rodney E. Landreth and Dorothy L. Landreth. 6,540 sq. ft. for right of way purposes. Offer $25,000.00.

R-45799 - Rafael Labianca and Constanza Labianca. 8,703 sq. ft. for right of way purposes. Offer $19,000.00.

R-45838 - Fred L. Allison et ux. 8,910 sq. ft. for right of way purposes. Offer $18,000.00.

R-45854 - A. F. Gildemeister et ux. 9,594 sq. ft. for right of way purposes. Offer $13,500.00.

R-45967 - W. B. Penwarden. 45,427 sq. ft. for right of way purposes. Offer $75,000.00.

R-46118 - Raleigh H. Brannon, Jr., et ux. 14,500 sq. ft. for right of way purposes. Offer $13,700.00.

R-46366 - Elmer Belger et ux. 668 sq. ft. for right of way purposes. Offer $1,550.00.

S.E. FOSTER ROAD-S.E. HINKLEY STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-46197 - Merlin J. Greiner et ux. 0.7 acre for right of way purposes. Offer $11,000.00.

WELLS CREEK-JACK CREEK SECTION OF THE UMPQUA HIGHWAY - DOUGLAS COUNTY

R-46713 - Louella Standeford et al. 0.04 acre for right of way purposes. Offer $150.00.

WINSTON-SHADY INTERCHANGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY - DOUGLAS COUNTY

R-45076 - Clyde Terra et ux. 0.25 acre for right of way purposes. Offer $1,750.00.

R-45086 - F. Patrick Cloud et al. Parcel 1: 1.86 acres; Parcel 2: 0.04 acre for right of way purposes. Offer $7,900.00.

R-45219 - A. M. Ison. Parcel 1: 3,300 sq. ft. for right of way purposes; Parcel 2: 950 sq. ft. for permanent easement. Offer $20,500.00.

R-45241 - Harry L. Hurst et ux. 2,230 sq. ft. for right of way purposes. Offer $19,850.00.

R-45333 - Roy E. Thompson et ux. Parcel 1: 2,804 sq. ft.; Parcel 2: 915 sq. ft. for right of way purposes; Parcel 3: 800 sq. ft. for permit of entry. Offer $3,775.00.

R-45346 - Margaret P. Shelley. 1,882 sq. ft. for right of way purposes. Offer $19,100.00.

Approval was requested by the Assistant Right of Way Engineer for abandonment of seven delinquent rental accounts on which collection efforts are no longer feasible. The Commission approved abandonment of the following rental accounts:

File 40904 - George Neilsen has vacated the premises and does not have a steady job. The amount of unpaid rent is $90.

File 44518 - Darlene Ball has vacated the premises and does not have a steady job. The amount of unpaid rent is $180.

File 42807 - Donald Hartman has vacated the premises and does not have a steady job. The amount of unpaid rent is $320.

File 39231 - Kalyn Warner has vacated the premises and does not have a steady job. The amount of unpaid rent is $125.

File 41381 - Brian Metzel has vacated the premises and does not have a steady job. The amount of unpaid rent is $125.

File 43344 - The Ernest Pacheco family is on welfare and has no assets. We are presently trying to find another location for the family. An FED action has been prepared and will be filed shortly. After the eviction order is received, the State will work with the local welfare office in an attempt to find another house for the Pacheco family. The amount of unpaid rent is $764.83.

File 43677 - Kathy Reed has vacated the premises and claims to have paid the $55 owed. Apparently a record has been misplaced, leaving the possibility the renter is correct.

Authority was requested by the Assistant Right of Way Engineer to offer at public sale two parcels of property no longer needed for highway purposes. He mentioned that the recommended sale prices are based on competent appraisals, and access and other conditions of sale are comparable with situations existing in the vicinity. Signboard and junkyard exclusions clauses are to be included in the deeds. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolutions Nos. 566 and 567," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) 0.86 acre parcel of land, File 12032, on the northerly side of the Willamette Highway approximately one-half mile east of the Springfield-Creswell Highway junction in Lane County for not less than $2,150. No access is to be permitted to the Willamette Highway. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 566.")

(2) 0.36 acre of land, File 43174, located between 8th Avenue and the Pacific Highway East in the City of Portland, Multnomah County for not less than $76,000. No access is to be permitted to the Pacific Highway East. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 567.")

Direct sales on two parcels of property were recommended by the Assistant Right of Way Engineer. In each instance the property is no longer needed for highway purposes and because of peculiar conditions sale is restricted to a single party. Sale price has been determined by competent appraisals. The Commission approved the following sales and thereupon adopted "Real Property Resolutions Nos. 568 and 569," which resolutions by this reference are made a part hereof and filed in the Office of the Secretary:

(1) To the Port of Newport, Files 44378 and 44379, 19.21 acres for development of a small boat launching facility on the westerly side of the Oregon Coast Highway at the north approach to the new Siletz Bay Bridge in Lincoln County for the sum of $8,200. A down payment of $2,000 is to be made with the balance payable in annual installments over a period of five years at 7½ percent interest per annum. The sale is subject to a public use clause. A permanent roadway easement will be retained by the State for access to land adjoining the property being sold. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 568.")

(2) To Umatilla County, File M-13, 18,000 square feet of land formerly used for the Athena maintenance site in the northeast corner of the intersection of Main and Second Streets in Athena, Umatilla County for the sum of $1,250, which is one-half the appraised value. Signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 569.")

A five-year lease with the City of Portland, File 15073, was presented by the Assistant Right of Way Engineer. Under this lease the City would use West Delta Park for motor vehicle parking on the North Denver Avenue Section of the Pacific Highway West in Multnomah County. No rental fee is to be charged unless the City makes charges for parking on the property. The Commission approved the lease.

A lease assignment from Dan Davis Corporation to the U. S. Bancorp Realty and Mortgage Trust Company, File 34125, was recommended by the Assistant Right of Way Engineer. He explained that on January 27, 1967, the Dan Davis Corporation had negotiated a ten-year lease for the use of 15,620 square feet of land for parking of vehicles between S.W. 5th and 6th Avenues on the Stadium Freeway in Portland. The U. S. Bancorp Realty and Mortgage Trust Company has purchased the property, including the lease interest, and they have requested assignment of the lease. The Commission approved the assignment and authorized the Secretary to sign it in their behalf.

Indentures of Access on five parcels of property for changes in location and widening, or to correct the public record as to location, were recommended by the Assistant Right of Way Engineer. The Commission approved the following indentures:

(Continued on next page)

(1) Gates property, File 43847, to correct the public record as to the location of one unrestricted point of access 35 feet wide on the westerly side of the relocated Oregon Coast Highway approximately three miles south of Brookings in Curry County. Federal Highway Administration approval is not required.

(2) Black property, File 41993, to correct the public record as to the location of two points of access, one on the southerly side and one on the northerly side of the relocated Lake of the Woods Highway approximately four miles west of Brownsboro in Jackson County. Federal Highway Administration approval was given June 9, 1970.

(3) Cross and Kaufman Logging Company property, File 24576, for a change in location of two points of unrestricted access 35 feet wide on the westerly side of the relocated Redwood Highway in Cave Junction, Josephine County. Approval by the Federal Highway Administration is not required.

(4) Hunt property, File 35333, to correct the public record as to the location of one point of unrestricted access 35 feet wide on the easterly side of the relocated The Dalles-California Highway approximately two miles south of Lyle Gap Summit in Wasco County. Federal Highway Administration approval was received January 11, 1972.

(5) Davis and Neal property, File 35335, to correct the public record as to the location of one unrestricted point of access 35 feet wide on the easterly side of the relocated The Dalles-California Highway approximately two miles south of Lyle Gap Summit in Wasco County. Approval by the Federal Highway Administration was given January 11, 1972.

Confirmation of telephone approval was requested by the Assistant Right of Way Engineer and granted by the Commission on the following Grants of Access:

(1) To Rose L. and Joe C. Barrow, File 16606, for two points of access on the Stout Creek-Mehama Section of the North Santiam Highway in Marion County. The Assistant Right of Way Engineer explained that in 1950 when the Right of Way was acquired five points of access were allowed but only three points were shown in the deed. This action is to correct the omission.

(2) To Georgia Pacific Corporation, File 33229, for one point of unrestricted access 35 feet wide on the westerly side of the Siletz Highway approximately one mile south of the City of Siletz in Lincoln County. Georgia Pacific is to pay $1,400, as determined by staff appraisal. Federal Highway Administration approval was received May 3, 1972.

An agreement with Barlow School, File 45791, on the S. E. Foster Road Section of the East Portland Freeway in Multnomah County was presented by the Assistant Right of Way Engineer. He explained that right of way needed for construction of this highway section will require replacement of the school. Prior to replacement it is necessary that the School District prepare educational specifications as guidelines for the architect. The agreement is necessary so that facilities to replace the Barlow School can be designed in a subsequent contract. Federal Highway Administration approval was given by letter dated June 9, 1972. The Commission approved the agreement at a cost not to exceed $5,000 and authorized the Secretary to sign it in their behalf.

Confirmation was requested by the Assistant Right of Way Engineer and granted by the Commission for telephonic approval on the award of demolition contracts on the East Portland Freeway and Mt. Hood Freeway in Multnomah County as follows:

(1) To J. V. Anderson Excavating Company, low bidder, in the amount of $4,040. Three bids were received for the removal of buildings, debris and rough grading.

(2) To Heard Construction Company, low bidder at $5,250. Two bids were received for the removal of buildings, debris, and rough grading.

(3) To Heard Construction Company, low bidder at $5,750. Two bids were received for removal of buildings,debris, and for rough grading.

(4) To R.A.V. Wrecking Company, low bidder at $5,440. Two bids were received for the removal of buildings, debris, and for rough grading.

(5) To R.A.V. Wrecking Company the only bidder at $8,440, for removal of buildings, debris, and for rough grading.

The Commission authorized the Secretary to sign the contracts in their behalf.

The Chairman inquired if the Highway Division is offering for sale property not needed for highway purposes. The Engineer replied that as soon as property is determined to be unneeded it is appraised and sold as fast as buyers can be found.

A report was submitted by the Chief Counsel and accepted by the Commission concerning cases which have been tried in court since the last Commission meeting summarized as follows:

(Continued on next page)

REPORT OF CONDEMNATION CASES TRIED

Defendant	County	Highway	State's Offer Before Filing Complaint	Defendants' Lowest Demand	Verdict
Mildred E. Langley L-6365 R-44878	Baker	Old Oregon Trail	$ 225	$ 5,000	$ 3,000
Melvin E. Thomas L-6606 R-46206	Clack.	East Portland Freeway	$18,200	$20,000	$21,075
Edward Wilson Freeman L-6308 R-43862	Curry	Oregon Coast	$ 175	$ 9,000	$ 8,800
		(State's appraisals at time of trial were $5,900 and $6,350, based on a late discovered water problem caused by the taking)			
Orin E. Lee L-6538 R-43031	Mult.	Columbia River			Voluntary Nonsuit
Elmer G. Larson L-6590 R-44799	Mult.	Mt. Hood	$21,250	$45,000	$43,450
Robert K. Clark L-6620 R-45908	Mult.	East Portland Freeway	$16,000	$20,000	$18,000
Marie Thomas L-6635 R-44845	Mult.	Mt. Hood	$ 9,925	$21,500	$17,000
Jeanne Rebecca Ramey L-6637 R-44844	Mult.	Mt. Hood	$12,000	$22,000	$15,025
Thelma G. Pfeifer L-6639 R-44804	Mult.	Mt. Hood	$17,825	$29,000	$26,000

REPORT OF TRIAL OF OTHER CASES - STATE DEFENDANT

Plaintiff	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Aaron E. Matthews L-6086	Douglas	Real Property Damage	$50,000	Dismissed for lack of prosecution
Guthrie Matthews L-6087	Douglas	Real Property Damage	$30,000	Dismissed for lack of prosecution
Frank R. Wheaton L-6543	Mult.	Personal Injury	$75,872.10	State dismissed with prejudice
The American Star Insurance Co. L-6562	Mult.	Contribution for Losses Paid	$15,000	for dfts.
William G. Hay L-5804	U. S. District Court	Claim that the Oregon Beach Law was unconstitutional.	Attempt by Plaintiffs to enjoin State from filing suit to require the removal of a fence and a cable on the beach.	State prevailed. Plaintiff's case dismissed.

(For additional details see Frank McKinney's letter dated June 23, 1972, concerning cases tried in the Salem Office, General Files.)

The Chief Counsel commented specifically concerning the William G. Hay case in Clatsop County in which the plaintiff had attempted to prevent the State from filing suit requiring removal of a fence and cable on the beach. The State's opinion prevailed, he said, confirming the State Court's opinion. He gave considerable credit to Mr. Frank McKinney, Assistant Counsel, for the time and research he had spent on the case. Plaintiff has 60 days to appeal the verdict but there has been no indication that they will.

The Chairman inquired as to the status of the DeLong case pertaining to construction of the Columbia River Bridge at Astoria. The Chief Counsel replied that the DeLong attorneys are asking for a Writ of Review which would probably take two or three months. In the meantime interest is accruing at the rate of 6 percent on the amount previously awarded by the court.

June 27, 1972

The Commission also considered and accepted a report made by the Chief Counsel concerning cases which have been settled out of Court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Ronde Valley Lumber Co. L-6336 R-42373	Baker	Old Oregon Trail	$18,825	$33,672	$32,200
Wilda R. Dunmire L-6157 R-28748	Clack	East Portland Freeway	$ 1,175	$ 1,175	None*
		*Exchange of Land			
Mary C. Bradley L-6584 R-46200	Clack.	East Portland Freeway	$26,000	$27,900	$28,000
Ebb Huggins L-6621 R-41937	Lake	Fremont	$ 900 plus 810 fencing allowance	$ 900 plus 810 fencing allowance	$ 2,300
Wilhelmina DeArmond L-6656 R-44350	Marion	Pacific	$ 1,375	$ 1,375	$ 2,000
John W. Slevkoff L-6428 R-43229	Polk	Willamina-Salem	$10,000	$10,000	$12,500
John R. Simmons L-6391 R-43646	Mult.	Columbia River	$25,800	$25,650	$30,030 *
		*Increase involves time adjustment.			
Freida Gartner L-6490 R-44157	Mult.	Northeast Portland	$16,050	$87,800	$113,300 *
Gartners' Country Meat Market L-6492 R-44158	Mult.	Northeast Portland	$71,750		
		*Increase involves trade fixtures. Settlement made after two days of trial.			

(Report of Condemnation Cases Settled Cont.)

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Russell S. Lunning L-6539 R-45662	Mult.	East Portland Freeway	$ 1,000	$ 1,000	$ 2,500
Dan N. Wilson L-6546 R-45665	Mult.	East Portland Freeway	$ 720	$ 720	$ 2,250
Carl A. Corey L-6618 R-46193	Mult.	East Portland Freeway	$21,200	$51,700 (Revised and reviewed at this amount)	$51,700
Stanley Ivan Stockwell L-6636 R-46194	Mult.	East Portland Freeway	$33,000	$47,500	$50,000
Nelson C. Wright L-6644 R-45964	Mult.	East Portland Freeway	$17,500	$19,500	$22,750
Gene Fat Kwan L-6680 R-46105	Mult.	East Portland Freeway	$17,025	$17,250	$18,650
Darrell N. McNiel L-6714 R-46910	Mult.	East Portland Freeway	$34,000	$34,000	$38,000
John R. Walter L-6728 R-45802	Mult.	East Portland Freeway	$15,750	$15,750	$17,500
Thayer M. Birlew L-6730 R-44818	Mult.	Mt. Hood	$34,400	$32,650 plus $ 1,710 for signs	$37,250

(Report of Condemnation Cases Settled Cont.)

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Cleveland Cory L-6552 R-45808	Wash.	Beaverton-Tigard	$ 7,700	$ 7,700	$ 7,700 plus constructing berm
Robert L. Stelzer L-6580 R-45807	Wash.	Beaverton-Tigard	$ 1,650	$ 1,650	$ 2,750
Delmer G. Snyder L-6423 R-42935	Baker	Old Oregon Trail	$13,050	(area in taking reduced)	$12,800

REPORT OF OTHER CASES SETTLED

Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
Roy Jess Buhrle L-6262	State of Oregon	Klamath	Wrongful Death	$250,907.00)	
Charlene Buhrle L-6263	Lowell C. Jaynes	Klamath	Wrongful Death	$ 75,907.00)	
Danny Ray Buhrle L-6264	Lowell C. Jaynes	Klamath	Wrongful Death	$ 75,907.00)	
Barbara Buhrle L-6265	Lowell C. Jaynes	Klamath	Wrongful Death	$ 75,907.00)	$3,000
Linda L. Buhrle L-6266	Lowell C. Jaynes	Klamath	Personal Injury	$ 50,507.55)	
Dorothy Outcalt L-6288	Lowell C. Jaynes	Klamath	Personal Injury	$ 25,360.50)	
Darala Outcalt L-6387	State of Oregon	Klamath	Personal Injury	$ 15,095.00)	
Gay L. Outcalt L-6402	State of Oregon	Klamath	Personal Injury	$ 20,301.00)	

(Report of Other Cases Settled Cont.)

Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
Karen R. Outcalt L-6403	State of Oregon	Klamath	Personal Injury	$ 15,047.25	$3,000
Lewis R. Outcalt L-6404	State of Oregon	Klamath	Personal Injury	$ 7,565.00	

(For additional details see Frank McKinney's letter dated June 23, 1972, entitled "Report of Cases Settled" filed in the Salem Office General Files.)

The Chief Counsel commented briefly on the cases of Buhrle and Outcalt for wrongful death and personal injury arising out of an accident in Klamath County. Plaintiff sought approximately $600,000, however, the case was settled for $3,000.

A report was presented by the Chief Counsel and accepted by the Commission concerning institution of legal proceedings since the last Commission meeting and summarized as follows:

(1) Mary Williams and Lonnie E. Williams vs. Curtis Nelson, a State Highway Division employee, File L-6721. Plaintiff seeks property damages in the amount of $117.95 arising out of an accident occuring August 23, 1971, in Lane County. The State insurance carrier is defending the Highway employee.

(2) Leonard L. Lanning and Marian M. Lanning vs. State, File L-6722. This case combines inverse condemnation and a tort action in damaging property of the defendants. They allege that water was backed up in a creek because of debris which had accumulated on a bridge pier. The first cause of action seeks $15,498.53 in damages to real and personal property and $1,000 damages to the land. The tort action seeks the same amount plus $5,000 for attorney fees. The matter has been referred to the State insurance carrier for defense.

(3) Julia D. Nelson representing the estate of Merle M. Nelson deceased vs. State Highway Commission, L-6738. Plaintiff seeks to collect $250,941 in an alleged wrongful death suit arising out of an accident on October 29, 1970, near Klamath Falls in Klamath County. The matter has been referred to the State insurance carrier for defense.

(4) Robert Leigh vs. State of Oregon, L-6739. Plaintiff seeks damages in the amount of $50,000 resulting from an auto accident on June 11, 1970, near M.P. 51.5 on the Sunset Highway in Washington County. Defendant alleges that the State failed to bury the end of a guardrail into the ground and that he had become impaled thereon causing the amputation of his legs.

Purchase of 5.9 acres of land, File 45171, as an addition to the Tryon Creek State Park in Multnomah County was proposed by the Parks Superintendent. He explained that the Flores, who own the property, had originally insisted upon a price of $5,000 per acre, however, the appraised value is $20,750. The Flores have agreed to accept the sum of $24,000, and the offer was accepted by the Chairman by phone on May 23, 1972. The Commission confirmed the acquisition at $24,000.

The Commission also confirmed verbal approval given by the Chairman on May 23, 1972, for the purchase of the Scoggan property, File 45040, as an addition to the Lone Tree Bar State Park in Yamhill County for the sum of $9,600. This 48-acre parcel is Willamette River frontage on Grand Island in Yamhill County.

The matter of returning $3,000 to the Bureau of Outdoor Recreation in connection with purchase of an addition to Eola Polk County Park was discussed. The Parks Superintendent stated that this tract of 56.9 acres located a short distance west of Salem was purchased for $80,000, of which the Bureau of Outdoor Recreation paid $40,000. Later an appraisal was made by the National Park Service which set the value of the property at $57,000, one-half of which would be $28,500 instead of the $40,000 already paid. Reimbursement in the amount of $11,500 was requested. Following contact with officials in Washington, D.C., a change in policy was obtained and a third appraisal was made from a list selected by the State and/or County. The third appraisal determined a value of $74,000. Under this appraisal the Bureau of Outdoor Recreation overpaid in the amount of $3,000. The Parks Superintendent recommended that the Bureau of Outdoor Recreation be refunded $3,000 and that Polk County be billed for $1,500 plus $187.50 which is one-half of the third appraisal fee. The Commission approved the refund and the billing.

Revised rules and regulations pertaining to scenic waterways were considered by the Commission. The Parks Superintendent stated that although the revisions had been advertised in the Secretary of State's Administrative Rule Bulletin no requests had been received for a hearing. However, the matter was considered of sufficient importance so that hearings were held in Grants Pass, Gold Beach, Madras, Fossil, Jordan Valley, La Grande and The Dalles in March and April of 1972. A number of changes in the rules were made resulting from the information presented at these hearings. No State agencies have registered objections and the Bureau of Land Management and the U. S. Forest Service have expressed substantial approval of the Rogue River rules. Concurrence by the State Water Resources Board has been received. Following the Parks Superintendent's favorable recommendation the Commission approved the rules and regulations as presented.

In response to the Chairman's inquiry as to whether any substantial objections had been made, the Parks Superintendent stated that in Southern Oregon the objections raised had been against the law rather than the rules and regulations.

The Parks Superintendent presented for the Commission's consideration Notifications of Intent by property owners to make various types of improvements on scenic waterways. The requests he said have been carefully evaluated as to their compliance with the provisions of the Scenic Waterways

Act. The Commission approved the following requests as shown in the approved Notifications of Intent and as modified by stipulations in the Engineer's letters to the Commission and to the property owners. Approval by the Commission was given only insofar as their authority under the Scenic Waterways Act is concerned.

(1) Request from Mr. and Mrs. Gilbert Schafer to construct a cabin on the John Day River in Township 7 South, Range 19 East, Section 20, in Wheeler County.

(2) Request from Mr. Gerald R. Mallams to construct a 4' by 8' plywood structure along the Rogue River on Lot 8, Block 2, Galice Subdivision in Josephine County.

(3) Request from Curtis R. Duvall to construct a 24' by 16' mountain-type home and one access road in Township 35 South, Range 13 West, Section 32, Lot 9 and a portion of Township 36 West, Range 13 West, Section 5 along the Rogue River in Curry County. Verbal approval was given by the Chairman on May 18, 1972.

(4) Request from James Shields to construct a "ranch style" residence in Township 35 South, Range 11 West, in the SW¼ of Section 18 along the Illinois River in Curry County about one-fifth mile from the confluence of the Illinois and Rogue Rivers. The Commission confirmed telephonic approval given by the Chairman on May 15, 1972. The Commission also designated the area in which the residence is located as a recreational river area.

(5) Request from John J. Ingalls to subdivide a parcel of land in Township 35 South, Range 7 West, Section 11, Lot 403 along the Rogue River in Josephine County.

(6) Request from Broughton H. Bishop to construct a recreational dwelling in Township 7 South, Range 14 East, Section 32 along the Deschutes River in Wasco County.

Purchase of four lots from Wesley Pieren fronting the Rogue River in the community of Galice in Josephine County was discussed. The Parks Superintendent stated that in negotiations with Mr. Pieren no settlement could be made short of purchasing the lots. Originally the lots were appraised at $14,000, but the appraiser had not considered a firm offer of $9,000 for Lots 4 and 5. It was finally agreed that the four lots be purchased for the sum of $18,000, which settlement was approved by the Chairman by phone on May 25, 1972. The Commission confirmed the acquisition.

Consideration was given to an agreement with the Department of State Police to expand the police cadet program. The Parks Superintendent recalled that in April 1970, an agreement was reached whereby the State Police would provide 18 State Police cadets to patrol the beaches. Because of the beach patrol program's success it is proposed to include a

patrol for State Parks at Fort Stevens, Honeyman, Beverly Beach, Cape Lookout, Sunset Bay, The Cove Palisades and at Rooster Rock. The enlarged program would cost approximately $40,000. Under this agreement the Highway Division would transfer to the State Police the title for the five 4-wheel drive vehicles and attendant equipment acquired under the original beach patrol agreement. Following the Park Superintendent's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with Professor Paul E. Nesbitt of Oregon College of Education to conduct archeological studies within Champoeg State Park in Marion County was considered. The Parks Superintendent stated that the proposed study is in line with recommendations made by the National Park Service in 1962. As there are no qualified archeologists on the Highway staff, he recommended that Mr. Nesbitt be hired at a cost not to exceed $2,000. The Commission accepted his recommendation and authorized the Secretary to sign the agreement.

The Commission considered two agreements in connection with the Willamette River Park System. The Parks Superintendent stated that both projects have been approved by the Governor's Willamette River Park System committee. The Commission accepted his recommendation for approval of the following agreements and authorized the Secretary to sign the agreements in their behalf:

(1) With the Willamalane Park and Recreation District for a project known as the Island Park Expansion north of and adjoining the present Island Park in Lane County for the sum of $2,000 for two acres. The State is to pay $500 with the balance to be paid from federal and local funds.

(2) With the City of Lake Oswego for a project known as George Rogers Park Expansion south and east of the present George Rogers Park in Clackamas County for the sum of $45,000 for 1.48 acres. The State is to pay $11,250, with the remainder to be secured from federal and local funds.

The Chairman inquired as to the availability of space in State Parks on the coast for expansion of overnight and camping facilities. The Parks Superintendent stated that usability of park facilities is near maximum now considering reasonable convenience for park users. The Chairman then inquired how much State Park land on the coast is not developed. The Parks Superintendent replied that approximately 20,000 acres are undeveloped but much of this land is too steep and rough to be developed. The Chairman then asked that a study be made on the capability of the existing parks including means to reduce the pressure on the existing parks.

The Engineer presented for approval two Highway Corridor and Design Surveys. He stated that public hearings were held as required by law and all requirements have been fulfilled for clearinghouse and environmental clearance. The Commission approved the following Surveys and thereupon adopted "Survey Resolutions Nos. 404a and 407," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) Corridor Design Survey on the Vail Creek-Sweet Home Section of the Santiam Highway in Linn County. A public hearing was held November 18, 1971. (See "Highway Corridor and Design Resolution No. 407.")

(2) Design Survey on the Clarno-Porcupine Butte Section of the Shaniko-Fossil Highway in Wasco and Wheeler Counties. A Design public hearing was held on May 18, 1972. (See "Highway Design Resolution No. 404a.")

An overrun of $2,895 (19%) on Contract No. 7698 for traffic signal installation on the Pacific Highway West in Tigard, Washington County, was reported by the Engineer. Cause of the overrun was attributed to adding a pre-emption circuit for fire calls at the request of the City of Tigard. Cost of the overrun will be borne by the City. The Commission approved the increase.

Control of the Fern Hill Slide on the Columbia River Highway in Clatsop County was discussed. The Engineer stated that intensive investigations have been made including a study prepared by Shannon & Wilson, Consultants. From the information derived it appears that an unloading project should be undertaken at a cost of approximately $500,000. The Commission approved his request to add the project to Program XII so that bids can be received at an early date.

The Engineer stated that plans are near completion for six bikeway projects and it is planned to receive bids for them at the July bid opening. He recommended approval of the following projects to be included in the current State Construction Program at an estimated cost of $900,000. The Commission approved the following projects:

(1)	S. W. 12th Ave.-S.W. 18th Ave. (Goose Hollow) Bikeway, Sunset Hwy., Multnomah Co.: Grade, Pave	$ 40,000
(2)	Independence Jct.-Wallace Rd. (Salem) Bikeway, Willamina-Salem Hwy., Polk Co.: Grade, Pave	228,000
(3)	37th Ave. S.E.-25th Ave. S.E. (Salem) Bikeway, FAS-679, Marion Co.: Grade, Pave & Str.	200,000
(4)	35th St.-Tyler Ave. (Corvallis) Bikeway Corvallis-Newport & Pac. W. Hwy's., Benton Co.: Grade, Pave	181,000
(5)	Table Rock Rd.-Barnett Rd. (Bear Cr.) Bikeway, Pacific Hwy., Jackson Co.: Grade, Pave & Str.	188,000

(Continued on next page)

(6)	Gresham St.-Indiana St. (Ashland) Bikeway, Rogue Valley Hwy., Jackson Co.	$ 6,000
		$843,000
	Contingency	57,000
		$900,000

Chairman Jackson inquired if these bikeway projects can be evaluated. He requested that an accurate record be kept of the type and cost of these projects to use if the Legislature requires such information. Commissioner Bruno inquired if counters could be installed. The Engineer stated that counts would be made.

A United States Forest Highway Program for the 1973 fiscal year was presented by the Engineer. The projects presented, he said, have been agreed upon by officials representing the U. S. Forest Service, the Federal Highway Administration and the Oregon State Highway Division. Following his favorable recommendation, the Commission approved the following projects:

1973 FISCAL YEAR FOREST HIGHWAY PROGRAM

1973 and Prior Fiscal Years Funds Available for Programing... $ 9,853,103

Project Number	Name and Termini	Type	Miles	Program Amount
	WITHDRAW THE FOLLOWING PREVIOUSLY PROGRAMED PROJECTS:			
46-3(1)	Cascade Lakes Highway Deschutes/Klamath County Line to Jct. with FD Road 2221.	Grade (0.1M.) & Advance Clrg. (2.8M.)	2.9	$ 100,000
49-1(5)	Mt. Hood Loop Highway Vicinity of White River Crossing	Bridge & Channel Improvement	0.1	400,000
	REVISE THE FOLLOWING PREVIOUSLY PROGRAMED PROJECTS:			
	Increase present program amount ($1,100,000) by $200,000 as follows:			
48-1(4) & 53-2(3)	Klamath Lake-W. Side Hwy and Lake of the Woods Highway Rocky Point to Junction with Lake of the Woods	Grade, Base & Pave	3.4	1,300,000
	Funds Added to Available Balance by Above Revisions			+ 300,000
	Adjusted Balance Available for New Projects			$10,153,103

Project Number	Name and Termini	Type	Miles	Program Amount
	NEW PROJECTS:			
25-1(2), 42-1(4) & 49-1(5)	Mt. Hood Highway, Warm Springs Highway & Mt. Hood Loop Highway. Interchange at common junction of these 3 routes	Grade, Base, Pave & Structure	1.0	$ 800,000
46-3(1), 4(7)	Cascade Lakes Highway. N. Davis Lake to Jct. with F.D. Rd. 2221.	Grade, Base & Bit. Surf.	4.0	1,300,000
56-1(2)	Neskowin-Tillamook Hwy. approx. 1.0 mile N. of Neskowin to Little Nestucca River (selected sections).	Grade Base Pave & Structure	2.0	1,800,000
46-1(2)	Cascade Lakes - Highway Diamond Lake bypass.	Grade, Base & Pave	6.0	1,800,000
7-1(4)	Siuslaw Highway. Mapleton west.	Grade, Base & Pave	2.0	2,400,000
	LUMP FUND - SURVEY & DESIGN All F. Hwy. Routes			300,000
	TOTAL AMOUNT FOR NEW PROJECTS			8,400,000
	UNPROGRAMED BALANCE			$ 1,753,103

The matter of charging the cost for installation of crossing gates on the Hillsboro-Silverton Highway in West Woodburn, Marion County was discussed. The Engineer stated that signals have been installed under PUC order requiring the railroad and State to share the cost equally. A billing for $10,775.87 has been received for the State's share. Because of the shortage of maintenance funds he recommended that the State's cost for this project be added to the State Construction Program. The Commission approved his recommendation.

Finance approval was requested by the Engineer for the use of Federal Aid Secondary Funds on the Canyon Creek and Clear Creek Bridges on the Woodburn-Estacada Highway in Clackamas County. Surveys have been completed and both bridges have qualified as Emergency Safety Highway Projects. The Canyon Creek Bridge is to be widened on the downstream side at an estimated cost of $120,000. The Clear Creek Bridge is also to be widened on the downstream side at an estimated cost of $175,000. He recommended approval of the projects on Program XII using FAS Funds. The Commission approved the projects.

Improvement of two sections of highway with approved Federal Lands Highway Funds were presented by the Engineer. Surveys have been completed and Federal-Aid regulations have been met. He recommended and the Commission approved the following projects:

(1) Arnold Ice Cave Road-Horse Ridge Section of the Central Oregon Highway in Deschutes County, 5.16 miles at an estimated total cost of $1,852,500 of which the State's share is $530,000.

(2) South Fork Malheur River-Malheur Caves Road Section of the Steens Highway in Harney County, 4.94 miles at a total estimated cost of $550,000 of which the State is to pay $224,000.

Installation of railroad crossing gates at Main Street on the Woodburn-Estacada Highway in Molalla, Clackamas County was brought up by the Engineer. An agreement approved June 22, 1971, covering this work provides that the State and the railroad share equally the total estimated cost of $14,000. The Railroad is to maintain the gates after installation. The Engineer recommended that the expenditure required of the State be approved as a State Construction Project. The Commission accepted his recommendation.

A subscription to the Highway Research Correlation Service for the fiscal year 1973 which begins July 1, 1972, was presented by the Engineer. All States subscribe to this service which prepares and distributes information on research relating to Highways. Oregon's share, he said, is $18,400 which is eligible for Federal-aid reimbursement as a Highway Planning Survey project. The Commission approved subscribing to the service.

Abandonment of 15 claims against others for damages to highway property were recommended by the Engineer. Circumstances surrounding these claims indicate that further efforts for collection are not feasible. The Commission approved abandonment of the following claims:

ABANDONMENT OF CLAIMS

CAO-71-269
Wilfred A. Brewster
DOA 5-30-71
$744.73
Sign damage

Lives in California and he has denied that he has caused any damage. The cost of suing in California would be in excess of the claim and therefore, it should be abandoned.

CAO-71-297
Sylvia Lorelei Isted
DOA 8-20-71
Guardrail damage
$548.13

This person also lives in California. We have no response from her and the cost of suing in California would be in excess of the claim.

CAO-71-308
Samuel D. Shurtleff
DOA 6-28-71
Right of way fence
$231.72

This person is deceased and has no assets in his estate.

CAO-71-331
James H. Walker
DOA 8-30-71
Guardrail damage
$513.14

This person lives in Washington. We have no response from him and the cost of suing in Washington would be in excess of the amount of the claim.

CAO-71-340
Carl J. Easter
DOA 10-15-71
Guardrail damage
$307.69

We have been unable to locate this individual. He has moved several times, and I do not believe the claim is worth getting a judgment against him, especially since the last indication is that he has moved out of State.

CAO-71-396
Robert T. Morris & International Paper
DOA 11-12-71
Bridge damage
$179.05

The evidence is not substantial enough to indicate that a law suit is warranted.

CAO-71-404
David D. Guss & Shoemaker Manufacturing Company
DOA 11-22-71
Guardrail damage
$818.80

Evidence indicates that the vehicle that struck the guardrail was required to swerve to miss another vehicle pulling out onto the freeway, the driver of which is unknown. Inasmuch as there was no negligence on the part of the driver that struck the guardrail, a lawsuit is not recommended.

CAO-71-408
Glendon G. Geil
DOA 11-23-71
Guardrail damage
$347.04

After gathering all of the information that was available, there is not sufficient evidence to prove that the individual against whom the claim was made struck the guardrail at the place indicated in the damage report.

CAO-72-19
Gregory B. Thorne
DOA 12-15-71
Bridge damage
$349.12

All of the evidence indicates that the person who damaged the guardrail has moved out of State and therefore, any further proceedings would be useless.

CAO-72-44
Freda L. Spidell & Anthony Wade Uphold
DOA 1-12-72
Guardrail damage
$62.57

The driver did not have any insurance, nor did the owner, and the small amount of the claim does not warrant any further action.

CAO-72-49
Elwyn Hale Thayer
DOA 1-17-72
Guardrail damage
$231.02

This person lives in Washington. We have had no response. The cost of a lawsuit in Washington would be in excess of the claim.

CAO-72-81
Phillip Nephi Petty
DOA 2-25-72
Guardrail damage
$323.30

This person lives in Washington. We have had no response and the cost of a lawsuit would be in excess of the claim.

CAO-72-114
Dewey Arvil Helton
DOA 12-24-71
Guardrail damage
$217.47

The person damaging the guardrail had no insurance and has been charged with negligent homicide and committed to the Oregon State Hospital.

CAO-72-133
Michael H. Brannan
DOA 3-8-72
Vehicle damage
$360.49

Our insurance carrier paid off Mr. Brannan and therefore, a lawsuit, in my opinion, is useless.

CAO-66-466
Kenneth Pound
DOA 10-27-66
Guardrail damage
$18.94

We had a judgment against this individual and he paid it all except the above amount. The amount is too small to warrant any further activity.

The Commission confirmed verbal award of a contract made on May 23, 1972 for bids received May 18, 1972, and also confirmed authority for the Secretary to sign the contract in their behalf as follows:

BID RECEIVED IN SALEM MAY 18, 1972

Contract No. 7748 for grading and structures on the S. E. Foster Road-S. E. Causey Avenue Section of the East Portland Freeway in Multnomah and Clackamas Counties. Nine bids were received. The Commission accepted the low bid of Granite Construction Company, Watsonville, California, at $8,193,157 and the Administrator of Highways was directed to award the contract to said bidder when approval from the Federal Highway Administration is received.

The Commission also confirmed verbal award of contracts made on May 31, 1972, for bids received May 25, 1972, and confirmed authority for the Secretary to sign contracts in their behalf on the following projects:

BIDS RECEIVED IN SALEM MAY 25, 1972

Contract No. 7749 for grading and paving on the Ward Road-Polk County Line Section of FAS 209 in Benton County. Five bids were received. The Commission accepted the low bid of Corvallis Sand and Gravel Company, Corvallis at $342,955 and the Administrator of Highways was directed to award the contract to said bidder when approval from Benton County is received.

Contract No. 7750 for grading, paving and facilities in Mary S. Young State Park in West Linn in Clackamas County. Six bids were received. The Commission awarded the contract to the low bidder, Schubert Co., Inc., Clackamas, at $175,769.50.

Contract No. 7751 for grading, paving and signals on the Columbia River Highway-Old Portland Road Section of FAS 574 Spur (Gable Road) in Columbia County. Three bids were received. The Commission accepted the low bid of S. D. Spencer & Son, Vancouver, Washington, at $178,255.00 and the Administrator of Highways was directed to award the contract to said bidder when Columbia County approves the project and deposits $30,000, right-of-way is cleared and the railroad agreement is executed.

Contract No. 7752 for grading, paving and structure on the Nehalem River (Clear Creek) Bridge Section of FAS Route 612 in Columbia County. Four bids were received. The Commission accepted the low bid of Columbia West Materials & Construction, Inc., Rainier, at $174,582.50 and the Administrator of Highways was directed to award the contract to said bidder when Columbia County approves the project and furnishes a right-of-way clearance certificate.

Contract No. 7753 for grading and paving on the Newmark Street-South City Limits (North Bend) Section in Coos County. One bid was received. The Commission accepted the lone bid of Johnson Rock Products, Inc., North Bend, at $70,084.40 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and the City of North Bend approve the project and the City deposits $29,000.

Contract No. 7754 for intermittent grading, paving, guardrail, signing and illumination work on the Garbage Dump Interchange-Jumpoff Joe Creek Section of the Pacific Highway in Douglas and Josephine Counties. Two bids were received. The Commission accepted the low bid of Coral Corporation, Gladstone, at $703,437.20 and the Administrator of Highways was directed to award the contract to said bidder when approval from the Federal Highway Administration is received.

Mortar slope stabilization on the Arlington, La Grande and Lime Sections of the Columbia River and Old Oregon Trail Highways in Gilliam, Union and Baker Counties. Two bids were received. Both bids were rejected.

Contract No. 7756 for the Seneca Rock Production Project on the John Day-Burns Highway in Harney County. Three bids were received. The Commission awarded the contract to the low bidder, Oregon Tractor & Equipment Co., Inc., Portland, at $55,000.

Contract No. 7757 for grading and paving on the Chiloquin (2nd Avenue) Section in Klamath County. Two bids were received. The Commission awarded the contract to the low bidder, Klamath Paving Co., Klamath Falls, at $19,279.50.

Contract No. 7758 for paving on the Drews Gap-Five Corners Section of the Klamath Falls-Lakeview Highway in Lake County. Six bids were received. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $274,725.

Contract No. 7759 for grading and paving on 5th Street in the City of Veneta in Lane County. Four bids were received. The Commission awarded the contract to the low bidder, Benge Paving, Inc., Eugene, at $19,759.

Contract No. 7760 for grading, paving and structure on the Snake River (Adrian) Bridge Section of the Parma Spur of the Succor Creek Highway in Malheur County. Six bids were received. The Commission accepted the low bid of Willamette-Western Corporation, Portland, at $781,799 and the Administrator of Highways was directed to award the contract to said bidder when approval from the Federal Highway Administration is received.

Grading and oiling on Gale Street in the City of Heppner in Morrow County. No bids were received.

Contract No. 7761 for installation of traffic signals at eight intersections on the Portland City-Wide Traffic Signals (Unit C) Project on various city streets in Portland in Multnomah County. Two bids were received. The Commission accepted the low bid of W. R. Grasle Company, Portland at $179,702 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and the City of Portland approve the project and the City deposits $56,600.

Contract No. 7762 for storm sewer construction on the N. E. 162nd Avenue-N. E. 181st Avenue Section of FAS 730 (N. E. Halsey Street) in Multnomah County. Seven bids were received. The Commission accepted the low bid of Overbays Construction Company, Vancouver, Washington, at $148,700 and the Administrator of Highways was directed to award the contract to said bidder when Multnomah County approves the project and deposits $34,000.

Contract No. 7763 for traffic signals on the S. E. Powell Boulevard at S. E. 148th Avenue Section of the Mt. Hood Highway in Multnomah County. Five bids were received. The Commission accepted the low bid of L. K. Comstock and Company, Inc., New York, New York, at $25,560 and the Administrator of Highways was directed to award the contract to said bidder when the City of Portland approves the project and deposits $14,690.

Contract No. 7764 for interchange revision on the West Pendleton Interchange Section of FAS 470 in Umatilla County. Two bids were received. The Commission accepted the low bid of Rogers Construction Company, Portland, at $428,957 and the Administrator of Highways was directed to award the contract to said bidder when approval of Umatilla County is received.

Contract No. 7765 for the Grande Ronde River (Clark Creek) Bridge on FAS Route 957 at Elgin in Union County. Six bids were received. The Commission accepted the low bid of Ross Bros. Construction, Inc., Salem, at $112,186, and the Administrator of Highways was directed to award the contract to said bidder when Union County approves the project and deposits $26,100.

Contract No. 7766 for grading and paving on the Island City ("D" Street) Section in Union County. One bid was received. The Commission awarded the contract to the lone bidder, Rogers Asphalt Paving Co., La Grande, at $9,539.90.

Contract No. 7767 for traffic signals on Pacific Avenue at "B" Street in Forest Grove in Washington County. Five bids were received. The Commission accepted the low bid of L. K. Comstock and Company, Inc., New York, New York, at $24,497 and the Administrator of Highways was directed to award the contract to said bidder when approval from the Federal Highway Administration and the City of Forest Grove is received and the City deposits $6,500.

The Commission confirmed award of the following contracts which were referred to the Administrator of Highways to award when certain conditions were fulfilled.

(1) S. E. 17th and Powell Boulevard Section of the Mt. Hood Highway in Multnomah County. Bids received April 27, 1972. Contract No. 7741 awarded May 17, 1972, to Donald M. Drake Company, Portland, at $2,740,125.30.

(2) Traffic signal installation on the "A" Line-"B" Line (Sylvan Interchange) Section of the Sunset Highway in Multnomah County. Bids received April 27, 1972. Contract No. 7744 awarded May 18, 1972, to W. R. Grasle Company, Portland, at $27,748.

(3) S. E. Foster Road-S. E. Causey Avenue Section of East Portland Freeway in Multnomah and Clackamas Counties. Bids received May 18, 1972. Contract No. 7748 awarded May 30, 1972, to Granite Construction Company, Watsonville, California, at $8,193,157.

(4) Ward Road-Polk County Line Section of FAS 209 in Benton County. Bids received May 25, 1972. Contract No. 7749 awarded June 2, 1972, to Corvallis Sand and Gravel Co., Corvallis, at $342,955.

(5) Newmark Street-South City Limits (North Bend) Section on Broadway Street in North Bend in Coos County. Bids received May 25, 1972. Contract No. 7753 awarded June 6, 1972, to Johnson Rock Products, Inc., North Bend, at $70,084.40.

(6) Garbage Dump Interchange-Jumpoff Joe Creek Section of Pacific Highway in Douglas and Josephine Counties. Bids received May 25, 1972. Contract No. 7754 awarded June 2, 1972, to Coral Corporation, Gladstone, at $703,437.20.

(7) West Pendleton Interchange Section of FAS 470 in Umatilla County. Bids received May 25, 1972. Contract No. 7764 awarded June 2, 1972, to Rogers Construction Company, Portland, at $428,957.

(8) Snake River (Adrian) Bridge Section of Succor Creek (Parma Spur) Highway in Malheur County. Bids received May 25, 1972. Contract No. 7760 awarded June 12, 1972, to Willamette-Western Corporation, Portland, at $781,799.

(9) Portland City-wide traffic signals (Unit C) in Multnomah County. Bids received May 25, 1972. Contract No. 7761 awarded June 7, 1972, to W. R. Grasle Company, Portland, at $179,702.

(10) Traffic signal installation on the Pacific Avenue at "B" Street (Forest Grove) Section of Tualatin Valley Highway in Washington County. Bids received May 25, 1972. Contract No. 7767 awarded June 16, 1972, to L. K. Comstock and Co., Inc., Albany, at $24,497.

(11) Traffic signals on S. E. Powell Boulevard at S. E. 148th Avenue Section of Mt. Hood Highway in Multnomah County. Bids received May 25, 1972. Contract No. 7763 awarded June 20, 1972, to L. K. Comstock and Company, Inc., New York, New York, at $25,560.

(12) Storm sewer construction on N. E. 162nd Avenue-N. E. 181st Avenue Section of FAS 730 in Multnomah County. Bids received May 25, 1972. Contract No. 7762 awarded June 20, 1972, to Overbays Construction Company, Vancouver, Washington, at $148,700.

(13) Nehalem River (Clear Creek) Bridge Section of FAS 612 in Columbia County. Bids received May 25, 1972. Contract No. 7752 awarded June 23, 1972, to Columbia West Materials and Constr., Inc., Rainier, at $174,582.50.

Consideration was given to a request from Clark Painting Company that they be released from their proposal to paint the Columbia River Bridge at Astoria. The Engineer recalled that bids were received April 27, 1972, for this project and Clark Painting Company was the low bidder at $179,451. The next low bid was $286,400 and the Engineer's estimate was $286,300. The contractor claimed a patent error and submitted his work papers in support thereof. The matter has been discussed with the Chief Counsel who agrees that the contractor made a patent error. As recommended by the Engineer the Commission approved release of the bid bond and authorized readvertising of the project.

Attention was given to requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. The Engineer stated that the requests have been carefully investigated and the results of the investigations have been reported to the Commission by letters which also contained his recommendations as to the extensions of time. The Commission confirmed the Engineer's recommendations as follows:

(1) Aichele Landscaping, Inc., Contract No. 7475 on the East Portland Freeway in Clackamas County requested an extension of 49 days without assessment of liquidated damages. The Commission confirmed denial of the request.

(2) Andersen-Hannan, Contract No. 7214 on the Stadium Freeway in Multnomah County requested an extension of 29 calendar days on Units B and C. The Commission confirmed an extension of 29 days on Units B and C without assessment of liquidated damages.

(3) L. W. Vail Company, Inc., Contract No. 7580 on the Umatilla-Stanfield Highway in Umatilla County requested an extension of 43 days. The Commission confirmed an extension of 35 days without assessment of liquidated damages.

(4) Aichele Landscaping, Inc., Contract No. 7474 on the East Portland Freeway in Clackamas County requested an extension of 30 days. The Commission confirmed an extension of 3 days without assessment of liquidated damages. Approval of the extension was given by the Federal Highway Administration by letter dated June 5, 1972.

(5) Aichele Landscaping, Inc., Contract No. 7618 on The Dalles-California Highway in Klamath County requested an extension of 30 days. The Commission confirmed an extension of 9 days without assessment of liquidated damages.

The Engineer reported that Contract Nos. 7422, 7459, 7564 and 7723 for highway construction have been completed as required by the contracts or modifications thereof and said contracts are now ready for acceptance or have been accepted by letter since the last Commission meeting. The Commission accepted the contracts by adopting "Contracts Completed Resolution No. 203," which resolution by this reference is made a part hereof and filed in the Secretary's office.

Approval for official use was requested by the Engineer for a number of signs not included in the National Manual on Uniform Traffic Control Devices. He recalled that on January 11, 1972, the Commission had adopted the National Manual as the Oregon Standard. There are, however, approximately 50 signs now used in Oregon not covered in the National Manual. Eight of these signs are regulatory and are used in compliance with Oregon statutes. He recommended that the following list be approved even though 42 of them are informational only. This action, he continued, will insure uniformity of signing practices at the State, County and City level. The Commission approved the following signs:

STANDARD TRAFFIC SIGNS
Not Included in Uniform Manual

Number	Message
OR1-5	STOP
OR2-1a	BASIC SPEED 55
OR2-7	SPEED CHECKED BY RADAR
OR3-10-(11)	RIGHT (LEFT) TURN PERMITTED WITHOUT STOPPING
OR10-11	NO TURN ON RED
OR4-10	YIELD CENTER LANE TO UPHILL TRAFFIC
OR5-11	ONE WAY TRAFFIC FOR TRUCKS AND BUSES
OR8-8	NO PARKING ON HIGHWAY SHOULDERS
OR16-3	UNLAWFUL TO PASS SCHOOL BUS WHEN RED LIGHTS FLASH
OR16-4	UNLAWFUL TO PASS WHEN RED LIGHTS FLASH
OR15-2	CROSS TRAFFIC
OW15-14	PREPARE TO STOP WHEN LIGHTS FLASH
OW15-3	ROCKS
OW15-15	SNOW ZONE snow riders
OW15-4	TRUCKS
OW15-5	LOG TRUCKS
OW15-6	CONGESTION
OW15-7	PEDESTRIANS
OW15-8	LIVESTOCK
OW15-9	FIRE STATION
OW15-10	WRECK AHEAD
OW6-6	Traffic Separator Symbol
OR4-11	PASSING LANE ONE MILE
OW15-16	WIDE LOAD
OW15-17	LONG LOAD

(Continued on next page)

(Standard Traffic Signs Not included in Uniform Manual Cont.)

Number	Message
OW15-11	TUNNEL
OR16-1	TURN ON LIGHTS
OR16-2	LIGHTS
OW15-12	HIGH WATER
OW-902	SCHOOL BOY SAMMIE
OW23-2	BE PREPARED TO STOP
OW15-13	ICE
OR4-12	DO NOT PASS WHILE SANDING
OD9-4	RESORT AREA
OR16-5	BUILDING PERMIT REQUIRED
OW7-3	DOWNGRADE NEXT ___ MILES
OD10-1	State Park Shield
-	State Park Shield Riders
OW15-1	SLOW
OG20-3	END CONSTRUCTION THANK YOU FOR YOUR PATIENCE
OW21-7	ABRUPT EDGE
8a,8b,8c	abrupt edge riders: LEFT, CENTER, RIGHT
OW1-8L(8R)	Freeway Curve Left (Right)
OW1-9L(9R)	Freeway Reverse Curve Left (Right)
OR4-9	UNSAFE TO PASS WHEN SOLID LINE IS IN YOUR LANE
OW6-4(4a)	END FREEWAY 1/2 (1) MILE
OW6-5(5a)	END EXPRESSWAY 1/2 (1) MILE
OW23-1	CONSTRUCTION SPEED ___
OW20-8	BRIDGE CONSTRUCTION AHEAD
OW20-9	SINGLE LANE AHEAD
OR2-6	END ___ MILE SPEED
OR 12-5	WEIGHT LIMIT REDUCED ....
OR16-6	$500 PENALTY FOR THROWING AWAY BURNING MATERIAL
OR16-7	PLEASE DON'T LITTER
OR4-13	SLOW VEHICLE TURNOUT 1/4 MILE
OR4-14	SLOW VEHICLES MUST USE TURNOUTS
OR4-15	SLOW VEHICLE TURNOUT

(Underlined signs are regulatory.)

Attention was given to a request from the City of Portland for a project under the Federal Aid Urban System program. The Engineer stated that the request is to establish a Foster Road-Woodstock Boulevard Couplet near the East Portland Freeway to accommodate traffic when the highway is completed. Cost of the project is estimated at $474,000 with the State and City each to pay approximately $94,800. The project is eligible for funding under the FAUS program and has been approved by the Columbia Region Association of Governments. Following his favorable recommendation, the Commission approved the project and authorized the Secretary to sign an agreement pertaining to it.

Disposition of a special city allotment project on Gale Street in the City of Heppner in Morrow County was discussed. The Engineer advised that no bids were received on May 25, 1972, however, a contract has been nogotiated with L. W. Vail Company, Inc., for $26,312.50 which is below the estimated cost of $27,494.25. The City of Heppner has concurred in the contract and he asked for confirmation of approval by the Chairman given on June 20, 1972. The Commission confirmed the Contract and authorized the Secretary to sign it in their behalf.

The Engineer presented a list of projects on which bids will be received June 29, 1972. Each project contains a recommendation regarding footpaths or bike trails. The Commission approved the following projects:

(1) Rickreall-Independence Junction Section
Willamina-Salem Highway, Polk County
Grade, Pave, Structures, Signal Project

Sidewalks will be provided for 1 mile on the easterly end of the project, ending at the intersection of the old highway.

(2) Canyon Creek Bridge Section
Woodburn-Estacada Highway, Clackamas County
Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . .if. . .the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

(3) Esplanade Street-Fort Klamath Road Section
Klamath Falls-Malin Highway (FAS 415), Klamath County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

(4) 2nd Street-Spruce Street (La Grande) Section
La Grande-Baker Highway, Union County
Signal and Sign Project

Same as No. 3.

(5) Humbug Creek Bridge Section, FAS 912, Clatsop County
Grade, Pave, Structure Project

Same as No. 2.

(6) Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway, Marion County
Grade, Pave, Signals, Structure Project

Same as No. 2.

(7) Oregon Coast Highway at Broadway (Seaside) Section
Oregon Coast Highway, Clatsop County
Traffic Signal Project

Same as No. 3.

(8) Mt. Angel (Garfield Street) Section, Marion Co.
Grade, Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the Commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one percent equals $250 or less."

(9) Stayton (Locust Street) Section, Marion County
Grade, Pave Project

Same as No. 8. This street has existing sidewalks.

(10) Jefferson (Church Street) Section, Marion County
Grade, Pave Project

Same as No. 8.

(11) Columbia River (Astoria) Bridge
Oregon Coast Highway, Clatsop County
Painting Project

Same as No. 3.

(12) Charleston (South Slough) Bridge
Cape Arago Highway, Coos County
Painting Project

Same as No. 3.

(13) Dabney State Park, Multnomah County
Grade, Pave, Park facilities Project

Footpaths and trails will be provided under this project.

(14) Antelope Creek Bridge, Bigham-Brown Road, Jackson County
Structure Project

Same as No. 2.

Designation of a Rest Area in honor of Charles H. Reynolds who served on the State Highway Commission from April 1, 1949 through March 31, 1958 was considered by the Commission. The Engineer presented a resolution designating a rest area located approximately 7.25 miles southeast of La Grande on the Old Oregon Trail in Union County as a memorial to the late Charles H. Reynolds. Suitable commemorative plaques are to be installed when construction is completed. Following the Engineer's favorable recommendation, the Commission approved the designation as the Charles H. Reynolds Safety Rest Area and thereupon adopted "Commemorative Resolution No. 21," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Attention was given to a Land Use Agreement with Marion County to allow the State to develop the North Santiam Safety Rest Area at M.P. 34.5 on the North Santiam Highway near Minto Creek. The Engineer explained that the County has agreed to vacate a portion of the County Road and to allow the State to use some County-owned property lying between the North Santiam River and the abandoned railroad right-of-way. The agreement becomes void unless construction is undertaken in two years. Cost of constructing the Rest Area was estimated at $80,000. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Establishment of a speed zone on the Willamina-Salem Highway west of the junction with the Independence Highway in Polk County was considered. The Engineer stated that an accident problem had developed on this section and he recommended establishment of a 50 mile-per-hour speed zone from a point 0.55 mile east of Greenwood Road at M.P. 19.28 to the connection with the Independence Highway at M.P. 20.52. The Commission accepted his recommendation and thereupon adopted "Speed Zone Resolution No. 609," 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 a Speed zone on the Gresham-Sandy Section of the Mt. Hood Highway in Multnomah and Clackamas Counties. The Engineer stated that an interchange is being constructed in this vicinity and a 40 mile-per-hour speed zone is desirable during construction. He recommended that the existing Speed Zone Resolution No. 568 be rescinded and a 55 mile-per-hour speed zone be established from the east city limits of Gresham at M.P. 15.00 to the west city limits of Sandy at M.P. 23.44 with the exception that while the Clackamas-Boring Road Interchange is under construction the designated speed shall be 40 miles-per-hour beginning at a point 0.54 mile west of the Clackamas-Boring Road at M.P. 19.00 to a point 0.33 mile east of Epperson Road at M.P. 19.87. The Commission accepted his recommendation and thereupon adopted "Speed Zone Resolution No. 610," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Abandonment of three old sections of State Highways was presented by the Engineer. He mentioned that new sections of highway replacing the old sections have been completed and are open to public travel. Following his favorable recommendation the Commission approved abandonment of the following sections and thereupon adopted "Abandonment Resolutions Nos. 528, 529 and 454," which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

(1) Abandonment of 0.7 miles of old right-of-way to the abutting property owners on the Tidewater Section of the Alsea Highway in Lincoln County. (See "Abandonment Resolution No. 528.")

(2) Abandonment of 1.18 miles to the U. S. Government on the Foster Dam Section of the Santiam Highway in Linn County. (See "Abandonment Resolution No. 529.")

(3) Abandonment of the Ordnance Depot Highway to Umatilla County and the elimination of the entire highway from the State Secondary System. (See "Abandonment Resolution No. 454.")

An amendment to a resolution adopted April 27, 1943, to change the stop signs at the intersection of 2nd and Oak Streets on the Mt. Hood Highway in the City of Hood River in Hood River County during construction of the Button Bridge was recommended by the Engineer as follows:

> At the intersection of Oak and Second Streets in Hood River all traffic will be stopped with the exception of that entering from the north and that making the right-turn movement from east to north.
>
> This exception is to be in effect only during the construction of Button Bridge.

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

A resolution to prohibit parking on the highway shoulders on both sides of the Mapleton-Junction City Highway in the Slippery Rock area west of Triangle Lake in Lane County was presented by the Engineer. He mentioned that the shoulders are very narrow in this area and cars which park on the shoulders obstruct traffic movement. He recommended that parking be prohibited on both sides of the highway between M.P. 24.87 and M.P. 25.38. The Commission accepted his recommendation and thereupon adopted "No Parking Resolution No. 286," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Extension of an agreement with SOLV, Inc., for the purpose of environmental education was considered. The Engineer explained that the present agreement expires June 30, 1972, and SOLV officials have asked an extension for another year. At this time SOLV has used approximately one-half of the $25,000 originally allocated by the Commission. They have been doing a respectable job of education on the cost of litter and vandalism and he recommended that the contract be extended for one year without any additional funds. The Commission approved the extension as recommended and authorized the Secretary to sign an agreement in their behalf.

Confirmation was requested for telephone approval given by Chairman Jackson on June 2, 1972, allowing the 1972 Portland Rose Festival Association to utilize the old Journal Building site in the city of Portland. The Engineer mentioned that the City had passed an ordinance pertaining to this matter and had acquired the necessary insurance prior to Rose Festival activities. The Commission confirmed approval of the agreement and authority for the Secretary to sign it in their behalf.

Consideration was given to a supplemental agreement with Skidmore, Owings and Merrill pertaining to a "No Build" analysis study on the Mt. Hood Freeway in the City of Portland. The Engineer pointed out that this Company is currently conducting an extensive environmental study

on the Mt. Hood Freeway and it has been deemed advisable to provide the Highway Division with effects on the City of Portland if the freeway is not constructed. He recommended approval of the supplemental agreement at a cost of $97,516. Telephonic approval was received from the Chairman on May 31, 1972. The Commission confirmed the supplemental agreement and authorized the Secretary to sign it in their behalf.

The Commission gave attention to a construction agreement with Douglas County pertaining to improvement of the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway in Douglas County. The State is to construct and maintain the project. The County is to assume responsibility for the county road connections, accept a bypassed portion of the existing highway into their County Road System, and cooperate in the adjustment of utility installations. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission also considered a construction agreement with the City of Winston pertaining to improvement of the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway in Douglas County. The State is to construct and maintain the project including storm drainage facilities. The City is to cooperate in the adjustment of utility installations. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

An agreement with Douglas County covering construction of the Garden Valley Road-Fairgrounds Section (Mt. Nebo) of the Pacific Highway was discussed. Under the agreement the State is to acquire all right-of-way, construct and maintain the Project. The County is to accept jurisdiction of frontage roads and county road connections and also to cooperate in the adjustment of utility installations. The Commission approved the agreement as recommended by the Engineer and authorized the Secretary to sign it in their behalf.

Consideration of a companion agreement with the City of Roseburg covering construction of the Garden Valley Road-Fairgrounds Section (Mt. Nebo) of the Pacific Highway in Douglas County was considered. By terms of this agreement, the State is to construct and maintain the project. The City has agreed to the closure of certain streets and to cooperate in the adjustment of utilities. An 8-inch sewer is to be installed as part of the project for which the City is to reimburse the State for the actual cost. The City also agrees to allow the State to close on and off ramps temporarily at the Garden Valley Road and Harvard Avenue Interchanges. Following the Engineer's favorable recommendation the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to a request from DeLeuw, Cather & Company for an extension of time to October 31, 1972, to complete the Downtown Portland Circulation Study. The Engineer mentioned that the original completion date was set for July 1, 1972, but because of delays beyond their control the Company will not be able to complete the study by that time. However, they have indicated that a draft report will be ready by July 21, 1972. He recommended that the extension of time be granted as requested with the understanding that no additional funds would be required. The Commission accepted his recommendation.

The Engineer presented a request from Union Pacific Railroad Company for a second extension rider to an agreement dated August 29, 1962, concerning the construction and use of a footpath under the east end of the Deschutes River Bridge on the Columbia River Highway in Sherman County. There is no cost to the State and the Engineer recommended that the extension from August 31, 1972 to August 31, 1977 be approved. The Commission approved the extension.

Bolt, Beranek and Newman requested an extension of time to complete a comprehensive noise study on the East Portland Freeway (I-205) in Portland. A review of the preliminary draft by the Highway Division and the Federal Highway Administration disclosed a need to revise the report. The Engineer stated that the Federal Highway Administration has approved the extension and he recommended that the agreement be extended to July 15, 1972, with no additional cost to the State. The Commission approved the extension as recommended.

The Commission considered an agreement with Mid-Willamette Valley Council of Governments for a transportation planning process in the Salem area in Marion and Polk Counties. The Engineer stated that it is desirable to fund a portion of the transportation planning process cost with Highway Planning and Research Funds. The agreement covering the 1973 fiscal year has been prepared to accomplish funding up to a maximum of $60,000. It was his recommendation that the agreement be approved subject to approval from the FHWA. The Commission approved the agreement as recommended and authorized the Secretary to sign it in their behalf.

Consideration was also given to an agreement with Columbia Region Association of Governments for a transportation planning process in the Portland-Vancouver area using Highway Planning and Research Funds for the fiscal year 1973. The Engineer stated that the agreement has been prepared to accomplish this funding in an amount not to exceed $110,000. He recommended approval of the agreement subject to approval by the FHWA. The Commission approved the agreement as recommended and authorized the Secretary to sign it in their behalf.

An agreement with the Lane Council of Governments for a transportation planning process in the Eugene-Springfield area utilizing Highway Planning and Research Funds for the fiscal year 1973 was discussed. The Engineer mentioned that the agreement provides for funding in an amount not to exceed $60,000. He recommended approval of the agreement subject to approval by the FHWA. The Commission approved the agreement as recommended and authorized the Secretary to sign it for them.

An agreement with the City of Salem for installation of traffic signals on the Pacific Highway East at the intersection of Trade Street with Commercial and Liberty Streets in the City of Salem, Marion County, was presented by the Engineer. Under terms of the agreement the installation is to be performed by the State at an estimated cost of $40,000, and the City agrees to pay one-half the cost of installation. The State's share is to be taken from State Construction Funds. Based on the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer presented an agreement with the City of Roseburg for removal of a traffic signal at Floed and Pine Streets on the Oakland-Shady Highway in Roseburg in Douglas County. Under the agreement the City is to remove the signal at city expense and the State agrees that the equipment removed is to become the property of the City. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

Consideration was given to an agreement with the City of Talent for installation of traffic signals at the intersection of West Valley View Road with the Rogue Valley Highway in Jackson County. The Engineer mentioned that the State is to perform and pay for the installation at an estimated cost of $20,000 and provide for future maintenance. The City is to pay for electric energy consumed. Following the Engineer's favorable recommendation the Commission approved the agreement using State Construction Funds and authorized the Secretary to sign it in their behalf.

Extension of two separate contracts with Oregon Welcome, Inc., (Oregon Travel Industry Conference) for tourism promotional activities were considered by the Commission. The Engineer stated that new leadership has resulted in a program more productive and compatible with the promotional activities of the Travel Information Section. The existing contracts which expire June 30, 1972, provide for a maximum Highway expenditure of $50,000. The proposed new contracts limit expenditures to $25,200 plus $12,000 unexpended funds from the present contracts. The Commission approved an extension of the contracts as revised for one year ending June 30, 1973, and authorized the Secretary to sign the contracts in their behalf.

The Commission also considered two supplemental agreements with Metallurgical Engineers, Inc., for technical services in the investigation as to the cause of the crack in the main girder of the west span of the Fremont Bridge on the Stadium Freeway in Portland. The Engineer recalled that the original agreement was dated January 11, 1972, and work has progressed satisfactorily. Additional investigation, however, is required to more adequately determine the cause and responsibility for the crack. The first supplemental agreement covers investigation work on the junction piece of the north girder on the west side. The second supplemental agreement is for a study of the residual stresses in the girder truss area. The first supplemental agreement has been approved by the Federal Highway Administration but approval has not been received for the second supplemental agreement although it is expected soon. The Engineer recommended approval of both agreements subject to Federal Highway Administration approval of the second supplemental. The Commission approved the agreements and authorized the Secretary to sign them in their behalf.

In response to the Chairman's inquiry the Engineer outlined the work being done to replace the damaged girder and mentioned that the fracture had caused a delay of about one year in completion of the bridge.

An agreement with Union Pacific Railroad Company pertaining to construction of a haul road grade crossing of their tracks on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County was discussed. The Engineer explained that the crossing is necessary to allow access for erosion repair in a channel change in the Burnt River. The State is to bear all costs incurred by the railroad estimated at $1,000. The Commission approved the agreement.

The Commission also considered an agreement with Burlington Northern, Inc., and Columbia County having to do with construction of the Columbia River Highway-Old Portland Road Section of Gable Road in Columbia County. The agreement provides for installation of cantilever flashing light signals at grade crossings at each end of the project. Cost of the signals is to be shared 90 percent by the State and County and 10 percent by the Railroad. In addition the State and the County are to pay for the cost of renewing the grade crossing surface at two locations, the adjustment of communication lines and preliminary engineering. Total cost to the State and County is estimated at $43,993 as a Federal-aid Secondary Project. The County is to pay $250 for easements and the contractor is to provide adequate insurance coverage. The Engineer recommended approval of the agreement. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A request to extend the completion date 170 days on an agreement with Howard, Needles, Tammen & Bergendoff for erection procedure check and design review on the Fremont Bridge on the Stadium Freeway in Portland was discussed. The Engineer stated that part of the necessary work under this agreement is to review the corrective measures proposed by others, and it is this item which requires additional time. He recommended an extension to September 25, 1972, without any increased cost. The Commission approved the extension.

The Commission confirmed the next meeting date for August 8, 1972, in Room 122 of the State Highway Building in Salem and set a tentative date of September 19, 1972 for the following meeting.

A delegation from Grant County came before the Commission regarding improvement of the Pendleton-John Day Highway from Fox to Long Creek. The following were present: Homer Damon, Marvin Maxwell, Maude Johnson, and Herb Wright. Mr. Damon thanked the Commission for work done on the Buck Creek section. He requested three lane construction on Long Creek Mountain and that the work be done as soon and as economically as possible.

Mr. Maxwell mentioned the added truck traffic on this section caused by five new veneer mills.

Mrs. Johnson commented on the dangerous driving conditions in winter on Long Creek Mountain and urged three lane construction. She also asked that the Maintenance headquarters in Ukiah be reinstalled.

Mr. Wright thanked the Commission for quick assistance received in repairing recent washouts in Wasco County. He stated that improvements requested by the delegation would benefit all of Central Oregon. He called attention to the large number of sharp curves from Reese Humphrey Bridge to Spray, and asked for improvement of this section of the John Day Highway.

The Chairman stated that cost for new construction on Long Creek Mountain is estimated near $2,750,000, and an investigation will be made on the cost and feasibility of constructing a third lane. The request for improvement on the John Day Highway, he said, has a good priority rating and will be kept in mind when funds are available.

Service award pins for 40 and 45 years were presented by the Commission. Chairman Jackson expressed the Commission's appreciation for these long terms of service. These men, he said, have contributed greatly to the fine record Oregon has for construction and maintenance of highways and parks and they can take pride in what they have done. He presented award pins individually to the following:

45 Year Award

Sam C. Taylor, Section Foreman at Alkali Lake.

40 Year Awards

Hersil M. Acuff, Senior Maintenance Man in Salem
Kenneth Boardman, Assistant Hydraulics Engineer in Salem
Vester T. (Bam) Lowery, Senior Construction Inspector in Portland
Claude Mahan, Construction Transitman in Hermiston
Raymond R. Olsen, Assistant Regional Materials Engineer in Salem
Victor D. Wolfe, Location Engineer in Salem
Lloyd P. Shaw, Assistant State Highway Engineer in Salem
L. H. "Hil" Young, Programing Engineer in Salem
Lynn C. Andrews, Section Foreman at The Dalles.

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

"Bargain and Sale Deed" to Lane County regarding 0.97 acre covering Rainrock-Triangle Lake Section of the Mapleton-Junction City Highway in Lane County for $750.

"Bargain and Sale Deed" to Edward G. and Roxie L. Mogk regarding 0.43 acre on the Viento-Hood River Section of the Columbia River Highway in Hood River County for $650.

"Bargain and Sale Deed" to Robert E. and Janet M.Chapman regarding 0.1 acre on S. E. Foster Road-S. E. Hinkley Avenue Section of the East Portland Freeway.

"Release and Deed" to Ben and Hattie H. Gay covering a 10-acre quarry site in Klamath County.

"Bargain and Sale Deed" to Clinton and Joyce M. Buck regarding 33,000 square feet of land on the Gold Hill Section of the Pacific Highway in Jackson County for $3,600.

"Bargain and Sale Deed" to Raymond A. and Bernice C. Thompson regarding 0.27 acres on Gray Creek-North Fork Coquille River Section of the Coos Bay-Roseburg Highway in Coos County for $800.

"Bargain and Sale Deed" to John C. Post regarding 0.06 acre on the Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County for $450.

"Bargain and Sale Deed" to Board of Forestry regarding 2.23 acres on Coquille-Douglas County Line Section of the Coos Bay-Roseburg Highway in Coos County for $2,900.

"Bargain and Sale Deed" to George E. and LaVelle J. Bonbright regarding 0.16 acre on the Pendleton-Emigrant Hill Section of the Old Oregon Trail in Umatilla County for $500.

"Bargain and Sale Deed" to Cecil R. and Esther Van Patten regarding 17,668 square feet of land on Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County for $200.

"Bargain and Sale Deed" to Eugene F. and Betty M. Britain regarding 2,275 square feet of land on South Pendleton Interchange-Court Place Section of Oregon-Washington Highway in Umatilla County for $250.

"Indenture of Access" with Elbert W. and Wyoming Stiles on the Klamath Falls-Lakeview Highway in Klamath County.

"Lease Assignment" from Dan Davis Corporation to U. S. Bancorp Realty and Trust Company for use of 15,620 square foot parcel of land for parking of vehicles between S. W. 5th and 6th Avenues south of Jackson Street in Portland.

"Indenture of Access" with William Lloyd and Bonibell G. Gates regarding Brookings-Winchuck River Section of the Oregon Coast Highway in Curry County.

"Indenture of Access" with Gerald G. and Iris O. Black regarding Crater Lake Highway-Brownsboro Section of Lake of Woods Highway in Jackson County.

"Indenture of Access" with Arnold D. Cross and B. L. Kaufman dba Cross and Kaufman Logging Company regarding O'Brien-Cave Junction Section of the Redwood Highway in Josephine County.

"Indenture of Access" with Mary S. Hunt regarding Gap-Tygh Grade Summit Section of The Dalles-California Highway in Wasco County.

"Indenture of Access" with W. E. and Grace Davis and William and Mary Neal regarding Gap-Tygh Grade Summit Section of The Dalles-California Highway in Wasco County.

"Grant of Access" to Georgia-Pacific Corporation regarding the Siletz-Corvallis-Newport Highway Section of the Siletz Highway in Lincoln County for $1,400.

"Agreement" with Department of State Police to expand the police cadet program to include a patrol of six state parks and continue the patrol at one other park which started last year.

"Agreement" with Professor Paul E. Nesbitt of Oregon College of Education for conducting archeological studies within Champoeg State Park.

"Agreement" with Willamalane Park and Recreation District for 2.0 acres of land adjoining the Island Park in Lane County in connection with Willamette River Park System.

"Agreement" with City of Lake Oswego for 1.48 acres of land adjoining George Rogers Park in Clackamas County in connection with Willamette River Park System.

"Agreement" with Marion County allowing the State to develop the North Santiam Safety Rest Area at M.P. 34.5 on the North Santiam Highway.

"Agreement" with SOLV, Inc., for the purpose of environmental education extending the original agreement for another year.

"Agreement" with Douglas County regarding improvement of Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway.

"Agreement" with City of Winston pertaining to improvement of Winston-Shady Interchange Section of Coos Bay-Roseburg Highway.

"Agreement" with Douglas County regarding construction of Garden Valley Road-Fairgrounds Section (Mt. Nebo) of Pacific Highway.

"Agreement" with City of Roseburg covering construction of Garden Valley Road-Fairgrounds Section of Pacific Highway.

"Second extension rider" to August 31, 1977, on an agreement with Union Pacific Railroad Company covering construction and use of a footpath under the east end of the Deschutes River Bridge on the Columbia River Highway in Sherman County.

"Agreement" with Mid-Willamette Valley Council of Governments for a transportation planning process in the Salem area with Highway Planning and Research Funds for fiscal year 1973.

"Agreement" with City of Salem for installation of traffic signals at intersections of Commercial and Liberty Streets at Trade Street.

"Agreement" with City of Roseburg for removal of a traffic signal at Floed and Pine Streets on Oakland-Shady Highway.

"Agreement" with City of Talent for installation of traffic signals at intersection of Rogue Valley Highway and West Valley View Road.

"Two contracts" with Oregon Welcome, Inc., covering use of Highway funds for various tourism promotional activities.

"Two supplemental agreements" with Metallurgical Engineers, Inc., for technical services in the investigation of crack in main girder of west span of Fremont Bridge.

"Agreement" with Union Pacific Railroad Company providing for construction of a haul road grade crossing of their tracks on Bubbs Ranch-Weatherby Section of Old Oregon Trail in Baker County.

"Agreement" with Burlington Northern, Inc., and Columbia County providing for construction of Columbia River Highway-Old Portland Road Section of Gable Road.

The meeting was adjourned by the Chairman at 10:35 a.m.

Glenn L. Jackson
Chairman

Commissioner

Floyd Query
Secretary

Thaddeus B. Bruno
Commissioner

August 8, 1972
Salem, Oregon

The Oregon State Highway Commission met in regular session at 9 a.m., in Room 122 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
George M. Baldwin, Administrator
Tom Edwards, State Highway Engineer
F. B. Klaboe, Deputy State Highway Engineer
David G. Talbot, State Parks Superintendent
L. I. Lindas, Chief Counsel
David H. Moehring, Right of Way Engineer
Floyd Query, Secretary

Others present were: Glen L. Green, acting Division Engineer for the Federal Highway Administration; C. W. Head, Assistant Secretary; E. S. Hunter, Assistant State Highway Engineer; Lloyd P. Shaw, Assistant State Highway Engineer; A. E. Johnson, Assistant State Highway Engineer; R. L. Schroeder, Assistant State Highway Engineer; L. H. Young, Programing Engineer; V. E. Skoog, Controller; Frank McKinney, Assistant Counsel; R. B. Sipprell, Liaison Engineer; Kenneth A. Chatwood, Administrative Right of Way Agent; Gary Sund, Public Affairs Director; Donald N. Harwell, Assistant County-City Engineer; John J. Earley, Information Officer; and Robert K. Potter, Coordinator, Oregon Scenic Waterways System.

The Commission approved the minutes of the meeting held June 27, 1972.

The Right of Way Engineer presented a list of options, pages 1 through 50, secured for acquisition of real property needed for State Highway use or for other purposes. He mentioned that the amounts offered are on or near the appraised values and are in order for Federal-aid. After due consideration, the Commission approved closing the options, including those sent to them by mail since the last Commission meeting, and thereupon adopted "Right of Way Resolution No. 87," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's report showing sales of miscellaneous properties and rental receipts for the period from June 12 to July 25, 1972, was presented by the Right of Way Engineer and accepted by the Commission. During this period miscellaneous sales totaled $82,111; other transfers of property $100; land sales $21,835; timber sales $8,241.40. Rental receipts for the month of June amounted to $43,617.48.

A list of properties needed for highway and other uses was presented by the Right of Way Engineer. He requested the Commission to declare by resolution the necessity of said properties for the public uses to which they are to be put and to authorize the Right of Way Engineer 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 No. 2601," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A written report was presented by the Right of Way Engineer and accepted by the Commission showing offers tendered to the owners for acquisition of real property prior to the institution of condemnation proceedings as follows:

CLEAR CREEK BRIDGE SECTION OF THE WOODBURN-ESTACADA HIGHWAY - CLACKAMAS COUNTY

R-47202 - Walter E. Erickson et ux. 0.37 acre for right of way purposes. Offer $1,000.00.

COLUMBIA RIVER BRIDGE-N.E. SANDY BOULEVARD UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-46769 - Rutherford P. Boyd et ux. 1.27 acres for right of way purposes. Offer $28,250.00.

HUBBARD INTERCHANGE-HAYESVILLE INTERCHANGE SECTION OF THE PACIFIC HIGHWAY MARION COUNTY

R-46874 - Obie Outdoor Advertising, Inc. Parcel 1: 1.43 acres; Parcel 2; 0.33 acre for right of way purposes. Offer $4,000.00.

N.E. GLISAN STREET-S.E. DIVISION STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-44863 - J. R. Goerke et ux. 6,041 sq. ft. for right of way purposes. Offer $13,500.00.

R-46455 - Carl A. Miler. 41,549 sq. ft. for right of way purposes. Offer $78,500.00.

R-46456 - Joseph A. Robbins. 13,095 sq. ft. for right of way purposes. Offer $18,000.00.

R-46497 - Charles W. Young et ux. 2,300 sq. ft. for right of way purposes. Offer $1,325.00.

R-46501 - William Byron Van Alstein et al. 2,000 sq. ft. for right of way purposes. Offer $3,775.00.

N.E. SANDY BOULEVARD-N.E. GLISAN STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-41165 - Margaret O. McMillen. 7,516 sq. ft. for right of way purposes. Offer $15,000.00.

N.E. 60TH AVENUE-N.E. SANDY BOULEVARD SECTION OF THE N.E. PORTLAND HIGHWAY MULTNOMAH COUNTY

R-44147 - Joe Calcagno, Jr. 3,400 sq. ft. for right of way purposes. Offer $4,500.00.

R-44162 - Clifford C. Taylor et ux. 6,026 sq. ft. for right of way purposes. Offer $13,500.00.

R-44163 - Henry Reinhardt et al. 2,688 sq. ft. for right of way purposes. Offer $71,775.00.

PARK STREET-TOLMAN CREEK ROAD SECTION OF THE GREEN SPRINGS HIGHWAY JACKSON COUNTY

R-46252 - Ann Esta Johnston et al. Parcel 1: 2,175 sq. ft.; Parcel 2: 450 sq. ft. for right of way purposes; Parcel 3: 835 sq. ft. for permanent easement. Offer $3,950.00.

SANDERSON BRIDGE SECTION OF THE ALBANY-LYONS HIGHWAY - LINN COUNTY

R-47244 - Harold Orsborn et al. Parcel 1: 9.0 acres for right of way purposes; Parcel 2: 19.0 acres excess taking. Offer $8,400.00.

S.E. DIVISION STREET-S.E. FOSTER ROAD UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45704 - Trustees of General Electric Pension Fund et al. 26,636 sq. ft. for right of way purposes. Offer $55,500.00.

S.E. FOSTER ROAD-S.E. HINKLEY AVENUE UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-46183 - Publishers' Paper Co. Parcel 1: 3.2 acres; Parcel 2: 2.29 acres; and Parcel 3: 1.9 acres for right of way purposes. Offer $106,500.00.

WELLS CREEK-JACK CREEK SECTION OF THE UMPQUA HIGHWAY - DOUGLAS COUNTY

R-46689 - Floyd H. Weatherly et al. Parcel 1: 1.89 acres for right of way purposes; Parcel 2: 2,500 sq. ft. for permanent easement. Offer $1,700.00.

R-46696 - L. T. Howard et ux. 1.05 acres for right of way purposes. Offer $2,350.00. Revised Offer $2,500.00.

R-46697 - Ardele Maben et al. 1.87 acres for right of way purposes. Offer $7,150.00.

R-46712 - Stacy L. Johnson et al. 0.16 acre for right of way purposes. Offer $2,200.00.

R-46687 - Douglas Hansen et al. 1.5 acres for right of way purposes. Offer $1,400.00.

WINSTON SHADY INTERCHANGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY DOUGLAS COUNTY

R-46675 - Paul K. Bender et al. 2,250 sq. ft. for right of way purposes. Offer $8,000.00.

Authority was requested by the Right of Way Engineer to offer at public sale two parcels of property no longer needed for highway purposes. The recommended sale prices are based on competent appraisals and access and other conditions of sale are comparable with situations existing in the vicinity. Signboard and junkyard exclusion clauses are to be included in the deeds. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolution No. 570," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

(1) 1.05 acres of land, File 7243, located approximately one-half mile southwest of Dale on the Pendleton-John Day Highway in Grant County for not less than $100. Approval by the Federal Highway Administration is not required.

(2) 1.76 acres, Files 15842 and 22973, consisting of a former stockpile site located on the westerly side of the Olds Ferry-Ontario Highway approximately six miles north of Ontario in Malheur County for not less than $4,400. No access is to be permitted to the highway and the purchaser will be required to bear the cost of fencing adjacent to the highway. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 570.")

Direct sales on seven parcels of property were recommended by the Right of Way Engineer. He stated that in each instance the property is no longer needed for highway purposes and because of peculiar conditions feasible sale is restricted to a single party. Sale prices have been determined by competent appraisals. The Commission approved the following sales:

(1) To Corah E. Arnold, File 14099A, 0.32 acre located on the westerly side of the Oregon Coast Highway approximately three-fourths mile north of Green Acres between Coos Bay and Coquille in Coos County for no consideration. The property is being transferred to correct a deed to property which was incorrectly staked in the field.

(2) To C. E. Mozley, File 23291, 0.45 acre of land on the westerly side of the Pacific Highway on Merlin Hill approximately one and one-half miles north of Grants Pass in Josephine County for the sum of $350. Sale is subject to limited access, and signboard and junkyard exclusion clauses are to be included in the deed. Federal Highway Administration approval is not required.

(3) To the City of Cottage Grove, File 21232, 0.45 acre of land located between the Pacific Highway and North 21st Street south of Harvey Road in the City of Cottage Grove in Lane County for no consideration, however, the sale is subject to a sewer assessment in the amount of $2,139.04. Signboard and junkyard exclusion clauses are to be included in the deed and no access is to be permitted to the Pacific Highway. Federal Highway Administration approval is not required.

(4) To W. L. Hamilton, File 18484, 0.35 acre of land located in the northwest quadrant of the intersection of Gilkey Boulevard and the Corvallis-Newport Highway approximately one mile east of Newport in Lincoln County for the sum of $350. Signboard and junkyard exclusion clauses are to be included in the deed and no access is to be permitted to the Corvallis-Newport Highway. Federal Highway Administration approval is not required.

(5) To the Nestucca Rural Fire Department, File 39210, 0.12 acre of land located westerly of the new alignment of the Oregon Coast Highway adjacent to the Neskowin golf course in Tillamook County for the sum of $120 which is one-half the appraised value. Approval by the Federal Highway Administration is not required.

(6) To Umatilla County, File Q-66, 3.8 acres of land consisting of an old quarry site on the easterly side of the old alignment of the Old Oregon Trail about 10 miles easterly of Pendleton in Umatilla County for the sum of $57 which is one-half the appraised value. Signboard and junkyard exclusion clauses are to be included in the deed. Approval by the Federal Highway Administration is not required.

(7) To Ray Townsend, File Q-208, 0.36 acre of land on the westerly side of the Wallowa Lake Highway northeast of the Dry Creek Bridge in Elgin, Union County, for $250. Signboard and junkyard exclusion clauses are to be included in the deed. Federal Highway Administration approval is not required.

Attention was given to a Consent and Subordination Agreement to the United States Forest Service, File 14763, on property located approximately 14 miles east of Tidewater on the Alsea Highway in Lincoln County. The Right of Way Engineer stated that the State had acquired an easement for road purposes from Oscar and Frances Knick in 1948 and an easement was also granted to the United States Forest Service in 1950 over approximately the same area. The Forest Service requests that the State subordinate its easement to them retaining the State's right to use the roadway constructed thereon. Following the Right of Way Engineer's favorable recommendation, the Commission approved the agreement.

Consideration was given to a 10-year lease to the Department of General Services for landscaping and the parking of motor vehicles on property north of the Oregon-Washington Highway between 7th and 8th Streets in Pendleton, Umatilla County. Improvements are to be made by the lessee and no consideration is involved. Approval by the Federal Highway Administration was given by letter dated June 14, 1972. The Commission approved the lease as recommended by the Right of Way Engineer and authorized the Secretary to sign it in their behalf.

Indentures of Access on two parcels of property for changes in location and widening were recommended by the Right of Way Engineer. The Commission approved the following indentures:

(1) Dora S. Yager, Clifford D. and Lucille Erickson, and Brooks Resources Corporation property, File 19614, for a change in location and widening from 25 to 35 feet and lifting of the use restriction on three points of access located on the easterly side of the relocated The Dalles-California Highway in Lapine, Deschutes County. Federal Highway Administration approval was given April 17, 1972.

(2) Russell L. and Ruth H. Hiatt and Ray Dean Hanson property, File 16975, for a change in location, lifting of the use restriction and widening from 25 to 35 feet on the easterly side of the relocated McKenzie-Bend Highway west of the highway overcrossing of The Dalles-California Highway in Deschutes County. The property owners are to pay the State $1,350. Federal Highway Administration approval was received on May 1, 1972.

Confirmation was requested by the Right of Way Engineer for telephonic approval given on July 19 and on July 31, 1972, for the award of five demolition contracts. The Commission confirmed the award and authorized the Secretary to sign the following contracts:

(1) To Western Wrecking Company, Inc., low bidder, at $6,970 for the removal of 15 houses, 14 garages, one shed and one chicken house, removal of debris, and rough grading on the Columbia River Highway and the East Portland Freeway in Multnomah County. Three bids were received.

(2) To Heard Construction Company, low bidder, at $7,810, for the removal of 16 houses, one duplex, six garages, four sheds, removal of debris and rough grading on the East Portland Freeway and Mt. Hood Freeway in Multnomah County. Three bids were received.

(3) To R.A.V. Wrecking Company, low bidder, at $6,840 for the removal of 15 houses, eight garages, two sheds, one other building, removal of debris, and rough grading on the East Portland Freeway in Multnomah County. Two bids were received.

(4) To Demolition and Excavating, the lone bidder, at $3,400 for the removal of five houses, two garages, two sheds, removal of debris and rough grading on the Florence-Eugene Highway in Lane County.

(5) To William Engelhardt Excavating, low bidder, at $6,900 for removal of two houses, two sheds, removal of debris and rough grading on the Salem Freeway in Marion County. Two bids were received.

A report was presented by the Chief Counsel and accepted by the Commission concerning cases which have been tried in court since the last Commission meeting summarized as follows:

(Continued on next page)

REPORT OF CONDEMNATION CASES TRIED

Defendant	County	Highway	State's Offer Before Filing Complaint	Defendants' Lowest Demand	Verdict
Bernard F. Vanderzander L-6392 R-44511	Clack.	East Portland Freeway	$ 3,750	$26,400	$15,419
R. J. Frank, Jr. L-6393 R-44512	Clack.	East Portland Freeway	$11,250	$79,200	$35,581
Lester R. Rivers L-6462 R-44296	Clack	Clackamas	$ 8,600	$50,000 (Answer)	$20,000
Original Mink Oil, Inc., L-6532 R-44223	Mult.	East Portland Freeway	$14,725	$30,000	$15,550
Marilyn M. Villwock L-6530 R-43225	(Polk)* Mult.	Willamina-Salem	$ 6,000	$100,000	$22,000

* Change of Venue. Tried in Multnomah County.

REPORT OF TRIAL OF OTHER CASES - STATE PLAINTIFF

Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Earnest Pacheco L-6740	Lane	Forcible Entry and Detainer	Possession of the premises	Possession of the premises

REPORT OF TRIAL OF OTHER CASES - STATE DEFENDANT

Plaintiff	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Phyllis L. Smith L-5873	Marion	Wrongful Death	$37,572.50	for the State

Defended by Insurance Carrier.

(For additional details, see the Chief Counsel's letter dated August 4, 1972, entitled Report of Cases Tried, which is filed in the Salem office, General Files.)

Chairman Jackson inquired as to the status of litigation on the Mt. Hood Freeway routing. The Chief Counsel replied that 12 complaints have been filed against Federal officials but so far none have been served on the State. The Chairman then inquired as to how much delay this litigation might cause. The Counsel replied that it probably would require from six to eight months to get the matter to trial. State and Federal officials he said are cooperating in preparing evidence and it was his feeling that the case could be well defended.

The Chairman then inquired as to the status of the Port of Portland case to which the Chief Counsel replied that the evidence is in Judge Solomon's hands and an opinion is expected within a month or two. Whatever opinion is rendered he said is subject to appeal.

Inquiry was made by the Chairman concerning plans for the bridge across the Columbia River for the East Portland Freeway. The Engineer stated that it is expected that plans for the bridge will be completed early in 1973.

The Chief Counsel commented that the Court decision on the Maywood Park case on the East Portland Freeway has been appealed. The Chairman asked whether litigation concerning the routing of the Mt. Hood Freeway would stop the acquisition of properties classed as hardship cases. The Chief Counsel replied that it would not unless an injunction is filed.

The Commission also considered and accepted a report made by the Chief Counsel concerning cases which have been settled out of court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Ralph Fisher L-6661 R-45324	Douglas	Coos Bay-Roseburg	$ 4,100	$ 4,100	$ 5,250
Lou Ruth Powers L-6726 R-45344	Douglas	Coos Bay-Roseburg	$ 2,450	$ 2,450	$ 2,450
Bridges & Lahti, Inc. L-6629 R-45693	Mult.	East Portland Freeway	$16,500	$16,500	$18,250

August 8, 1972

(Report of Condemnation Cases Settled Cont.)

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
John W. Slevkoff L-6428 R-43229	Polk	Willamina-Salem	$10,000	$10,000	$13,100 *

*AMENDED - originally reported at June 27, 1972 Commission Meeting in sum of $12,500. Additional 68/100 of an acre acquired.

Richard L. Buckley L-6537 R-45424	Mult.	East Portland Freeway	$15,000	$15,000	$16,276 *

*AMENDED - originally reported at April 4, 1972 Commission Meeting. The change in the reviewed amount of $15,000 and the amended settlement figure will permit Federal Aid participation in the total amount.

Cleo H. Carter * L-6648 R-45013	Lane	Dexter Dam Park	$ 2,500		Dismissed
J. Baxter Davis * L-6666 R-45109	Douglas	Coos Bay-Roseburg	$ 300		Dismissed
John O. Jacobson * L-6614 R-44994	Klamath	Klamath Falls-Lakeview	$ 3,100		Dismissed

* The above cases were settled by option by the Right of Way Department in the amount of the State's offer.

REPORT OF OTHER CASES SETTLED

Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
State of Oregon L-6760	Jack Dietz	Mult.	Forcible Entry and Detainer	Possession of the premises	Occupant vacated premises
Natalie Smiley L-6595	State of Oregon	Deschutes	Personal Injury (bicycle accident)	$ 5,388.00	$ 750.00

August 8, 1972

(Report of Other Cases Settled Cont.)

Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
David J. Baker L-6499	State of Oregon	Jackson	Property Damage	$ 109.50	$ 109.50
Lane County L-6347	Wildish Const. Co.	Lane	Property Damage	$40,833.16	$34,000.00*
	* Settled by Insurance Carrier.				
Francis Branden L-6434	State of Oregon	Lane	Property Damage	$ 1,244.71	$ 315.00*
	* Settled by Insurance Carrier.				
Hazel I. Graham L-6479	State of Oregon	Lincoln	Personal Injury	$26,221.35	$ 6,500.00*
	* Settled by Insurance Carrier.				
Richard W. Snyder L-6561	State of Oregon	Mult.	Personal Injury	$28,724.00	$ 900.00*
	* Settled by Insurance Carrier.				

(For additional details, see the Chief Counsel's letter dated August 4, 1972, entitled Report of Cases Settled which is filed in the Salem office, General Files.)

A report was made by the Chief Counsel concerning legal proceedings which have been commenced since the last Commission meeting. The Commission accepted the report, which is summarized as follows:

(1) Eldon W. and Veva L. Snow, v. State Highway Commission, L-6757. Plaintiffs seek to collect $15,000 damages, $5,000 attorney fee and $73.65 moving allowance. Plaintiffs allege that as displaced persons whose property was acquired for right-of-way purposes at 3889 N.E. Maywood Place in Portland, they are entitled to the additional sum as their loss was disproportionate to that of the public as a whole.

(2) United Pacific Insurance Company v. State Highway Commission, et al., L-6759. Plaintiff posted a performance bond for Aldrich Construction Company on Contract 7634 (FAS 630 in Washington County) in the amount of $33,767.76. Plaintiff has paid this sum into Court and asks the Court to 1) enjoin defendants from suing plaintiff, 2) exonerate plaintiff under the bond, and 3) settle claims amongst the defendants.

(3) Harold L. and Edna M. Gillespie v. James B. and Peggy E. Ford and State Highway Commission, L-6761. Plaintiff seeks to foreclose a mortgage against property on the Coos Bay-Roseburg Highway in Douglas County in which the Highway Commission claims an interest by reason of a real estate option made and executed by the defendants Ford.

(4) Marilyn McCutcheon v. State of Oregon, L-6776 and Floyd McCutcheon v. State of Oregon, L-6777. Plaintiffs allege that State failed to maintain proper signing at the intersection of US395 and US20 (Central Oregon Highway) in Harney County about three miles northeast of Burns. Both parties were injured in an accident at this location and each is asking damages in the amount of $50,000.

These matters the Chief Counsel said have been assigned to a staff attorney for handling or have been referred to the State insurance carrier.

The Parks Superintendent presented for the Commission's consideration Notifications of Intent by property owners to make various types of improvements along scenic waterways. The requests have been carefully evaluated as to their compliance with the provisions of the Scenic Waterways Act. Each of these requests, he continued, has been covered by a letter from the Administrator to the Commission explaining details of the request and making a recommendation as to approval. Action was taken by the Commission on the following requests as shown in the approved Notifications of Intent and as modified by stipulations in the Administrator's letters to the Commission. Approval by the Commission was given only insofar as their authority under the Scenic Waterways Act is concerned:

(1) Approved a request from M. O. Newdall to construct a residence along the Rogue River in Curry County.

(2) Approved a request from Dr. Harvey W. Baker to construct a residence along the Deschutes River in Jefferson County.

(3) Denied a request by Robert E. Smith to construct a house along the Rogue River in Josephine County.

(4) Approved a request from Mrs. Zona B. Henderson for removal of gravel by Josephine County from Henderson Bar near Taylor Creek along the Rogue River in Josephine County.

(5) Approved a request from Pacific Gas Transmission Company to construct a buried pipeline crossing of the John Day River in Gilliam and Wheeler Counties.

A resolution was considered by the Commission authorizing the Administrator or his designee to approve or sign nominations for historic places and Bureau of Outdoor Recreation agreements under the Land and Water Conservation Fund Act and the National Historic Preservation Act. The Commission rescinded "Authorization Resolution No. 52," and thereupon adopted "Authorization Resolution No. 52a," which resolution by this reference is made a part hereof and filed in the Secretary's office.

Consideration was given to two agreements concerning the Willamette River Park System. The Parks Superintendent stated that the Governor's Willamette River Park System Committee has approved both projects and he recommended approval by the Commission. The Commission approved the following projects and authorized the Secretary to sign the agreements in their behalf:

(1) An agreement with the City of Cottage Grove pertaining to the acquisition of two parcels of property containing .315 acre of land with 180 lineal feet of river frontage in Lane County at a cost of $20,050. Cost to the State is $5,062.50 with the remainder to be derived from Federal and local funds.

(2) An agreement with the City of Milwaukie for acquisition of .72+ acre of land with 50 feet of river frontage in a project known as Milwaukie Riverfront Park Addition south of and adjoining the existing Milwaukie Riverfront Park in Clackamas County. Appraised value of the property is $31,500 and cost to the State would be $7,875 with the remainder to be derived from Federal and local funds.

Acquisition of the Frenchglen Hotel with 2.3 acres of land on the Frenchglen Highway south of Burns in Harney County as a wayside park or rest area was discussed. The Parks Superintendent stated that the hotel has recently been declared surplus by the Federal Government and has been offered to nonfederal public agencies. A study has been made of the site, which discloses that it is ideally located for a wayside park or rest area to serve motorists in this area. There are no other State parks in Harney County. If the site is acquired, it is planned that the rest area would include a small restroom, picnic tables, parking facilities and landscaping, and that the existing hotel operation remain under a concession arrangement. The present concessionaire has a lease through May 31, 1973. Cost of wayside development facilities is estimated at $20,000 and repairs to the hotel at $2,000. He recommended that the area be acquired and that the U. S. General Services Administration or the Bureau of Outdoor Recreation share in reimbursement to the Wildlife Refuge to the end that the acquisition cost to the State would be 50% or approximately $5,000. The Commission approved the acquisition and thereupon adopted "Authorization Resolution No. 56," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer explained briefly the reasons for overruns on two contracts. The Commission approved the overruns as follows:

(1) Contract No. 7520 on the Pendleton-John Day Highway in Grant County for an increase of $103,665.19 (6.75%). The principal reason for the overrun was a large increase in excavation and smaller amounts for the flattening of slopes and fencing.

(2) Contract No. 7757 a city street project in Chiloquin in Klamath County for an increase of $3,810.47 (17.2%). Extension of the contract for about one-half block to reach an intersection with the Sprague River Road was given as the reason for the increased cost. (Chairman Jackson approved the increase on July 19, 1972.)

A report of property damage claims for the period from April 1 through June 30, 1972, was presented by the Engineer and accepted by the Commission. During this time $42,624.90 was collected for damage done to State properties, and 15 claims totaling $5,253.21 were abandoned as uncollectible.

A resolution was presented by the Engineer allocating to the cities 12 percent of highway funds collected from January 1 to June 30, 1972, in the amount of $7,004,518.65. The Commission approved the allocation and thereupon adopted "City Allocations of State Highway Funds Resolution No. 55," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Confirmation was requested by the Engineer for verbal approval given by the Chairman July 26, 1972, for the distribution of $6,097,815.70 to the counties as their share of motor vehicle revenues collected from April 1 to June 30, 1972. The Commission confirmed the distribution.

Confirmation was also requested for verbal approval given by the Chairman on July 28, 1972, on a negotiated contract for correction of the Woodson Slide on the Lower Columbia River Highway in Columbia County. The Engineer explained that good engineering judgment indicates that because of the nature of the slide a contractor should be selected on the basis of his experience, ability and available equipment to undertake this extremely dangerous work. The Commission confirmed negotiation of the contract at a cost estimated at $150,000, and authorized the Secretary to sign the contract. (This project was assigned Contract No. 7812.)

Approval was requested by the Engineer for a Federal-aid cooperative project on the Ava Avenue-E. Burnside Street Section on the Mt. Hood Highway in Gresham, Multnomah County. This project he said is an improvement to the Mt. Hood Highway consisting of a curbed section with four 12-foot travel lanes and variable width shoulders and median areas. Total cost of the project is estimated at $2,880,000, which by agreement is to be financed 25 percent by the City and the remainder as a normal Federal-aid project. He requested approval of the project on Program XII and authority to proceed with plans for construction at an early date. The Commission approved the project.

A 1.17 mile bikeway project in the City of Klamath Falls in Klamath County was brought up by the Engineer. The location of the bikeway was selected by State, City, and Oregon Technical Institute officials along the east side of the Klamath Falls eastside bypass (Klamath Falls-Malin Highway). He estimated cost of the project at $55,000 and recommended that it be approved for early construction using State construction funds. The Commission accepted his recommendation.

A project to control fill subsidences approximately one mile east of Biggs Junction on the Columbia River Highway in Sherman County was considered. The Engineer stated that studies indicate that the trouble is caused by the filtering of sand through the rock toe. It is proposed to stabilize the condition by chemical grouting through grout pipes into the subbase. He recommended approval of the project at an estimated cost of $40,000 for early contracting using State Construction Funds. The Commission approved the project.

Attention was given to a request from Columbia County for an emergency repair project on the Nehalem Market Road which was seriously eroded by the Nehalem River during high water in January 1972. The Engineer explained that the project is estimated to cost approximately $20,000 and the State will be reimbursed 100 percent from Federal funds. Telephonic approval was given by the Chairman on July 13, 1972. The Commission confirmed the project and authorized the Secretary to sign a construction agreement pertaining thereto.

The Commission considered three railroad-highway grade crossing safety projects at the following locations:

Tigard - Beaverton-Tualatin Highway, M.P. 5.46, 3E-32.5, Washington County

Beaverton - Beaverton-Hillsdale Highway, M.P. 0.52, 3E-27.60, Washington County

Warrenton - Fort Stevens Highway, M.P. 3.35, 5A-105.70, Clatsop County

The Engineer said that at all three locations obsolete flashing light signals are to be removed and modern flashing signals and drop-arm gates are to be installed. Estimated cost of each project is $25,000, or a total of $75,000 to be financed under "G" funding in which 90 percent of the cost is paid by the Federal government and 10 percent by the Burlington Northern Railroad. He recommended the projects for early construction under Program XIIA. The Commission approved the projects.

The Engineer presented a list of construction projects on which bids will be received August 31, 1972. Each project he said contains a notation as to plans for the establishment of footpaths and bicycle trails. The Commission approved the following projects:

(1) Washington State Line-Judkins Point Section
Pacific Highway, Six Counties

Wrong-way signing project
(Continued)

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

(2) La Grande Section
Old Oregon Trail, Union County

Roadside improvement project

Same as No. 1

(3) Arlington, La Grande and Lime Sections
Columbia River Highway, Old Oregon Trail,
Gilliam, Union and Baker Counties

Pneumatic-applied mortar project

Same as No. 1

(4) Cedar Hills Interchange-Tualatin Valley Highway
Interchange Section
Beaverton-Tigard Highway, Washington County

Illumination project

Same as No. 1

(5) South Fork Malheur River-Malheur Caves Road Section
Steens Highway, Harney County

Grade and pave project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . if . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probably use."

(6) Scott Canyon Creek (Mikkalo Road) and Juniper Canyon Creek (Olex) Bridges
FAS 440 and 446, Gilliam County

Structures project

Same as No. 5

(7) West Pendleton Interchange Section
FAS 470, Umatilla County

Illumination project

Same as No. 1

(8) Blind Slough (Barendse Road) Bridge
FAS 757, Clatsop County

Grade, pave and structure project

Same as No. 5

(9) Drift Creek Slide Section
Bayview Road, Lincoln County

Slide correction project

Same as No. 1

(10) 25th Street SE-37th Avenue SE (Salem) Bikeway Section
North Santiam Highway and FAS 679, Marion County

Grade, pave and structure project

This project is specifically for a separated footpath and bike route facility along State Street SE.

(11) 35th Street-Tyler Avenue (Corvallis) Bikeway Section
Corvallis-Newport and Pacific West Highways, Benton County

Grade and pave project

This project is specifically for a separated footpath and bike route facility.

(12) Table Rock Road-Barnett Road (Medford) Bikeway Section
Pacific Highway (Bear Creek), Jackson County

Grade, pave and structure project

This project is specifically for a separated footpath and bike route facility along Interstate 5 and Bear Creek.

(13) Rogue Valley Highway at W. Valley View Road (Talent) Section
Rogue Valley Highway, Jackson County

Traffic signals project

Same as No. 1

(14) Portland Street-Campus Drive (Klamath Falls) Bikeway Section
Klamath Falls-Malin Highway, Klamath County

Grade and pave project
(Continued)

This project is specifically for a separated footpath and bike route facility along the Klamath Falls-Malin Highway to the O.T.I. campus area.

(15) Biggs Fill Stabilization Section
Columbia River Highway, Sherman County

Fill grouting project

Same as No. 1

(16) Silver Falls State Park
Marion County

Park facility project

Project provides minor footpath betterment within the park; no specific bike trails.

(17) Farewell Bend State Park
Baker County

Landscaping project

Same as No. 1

(18) SW 12th Avenue-SW 18th Avenue (Goose Hollow) Bikeway Section
Sunset Highway, Multnomah County

Grade and pave project

Project provides a separated footpath and bike route facility along the Sunset I-405 Interchange from SW 12th Avenue and Montgomery Street to SW 18th Avenue.

(19) Champoeg State Park
Marion County

Park facility project

Project provides a bicycle trail within the park.

The Engineer presented for confirmation requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. These requests he said have been carefully investigated and the results of the investigations have been reported to the Commission by letters. The contractors have also been advised by letters as to the extensions of time. The Commission confirmed extensions as follows:

(1) Gordon H. Ball, Inc., Contract No. 7366 on the Old Oregon Trail in Union County, requested an extension of 156 calendar days. The Commission confirmed an extension of 6 days without assessment of liquidated damages. Federal Highway Administration has concurred in this approval.

(2) Tyee Construction Company, Contract No. 7559 on the Pacific Highway in Douglas County, requested an extension of 30 calendar days. The Commission confirmed an extension of 48 calendar days without assessment of liquidated damages. Approval by the Federal Highway Administration has been requested but has not yet been received.

(3) McCoy Electric Company, Contract No. 7507 for signal installation in the City of Lake Oswego, Clackamas County, requested an extension of 155 calendar days. The Commission confirmed an extension of 116 days without assessment of liquidated damages. The Federal Highway Administration has approved a 45-day extension but has not yet approved the remaining days.

(4) W. R. Grasle Company, Contract No. 7468 for illumination on the East Portland Freeway in Clackamas County, requested an extension of 103 calendar days. The Commission confirmed an extension of 103 days without assessment of liquidated damages. Approval by the Federal Highway Administration has been requested but has not yet been received.

(5) Sims Electric, Inc., Contract No. 7478 on the Pacific Highway in Jackson County, requested an extension of 32 calendar days. The Commission confirmed an extension of 27 days without assessment of liquidated damages. Federal Highway Administration concurrence has been requested but has not yet been received.

(6) Stillwell-Gerard Construction Company, Contract No. 7560 on the Pacific Highway in Douglas County, requested an extension of 78 calendar days. The Commission confirmed an extension of 40 calendar days without assessment of liquidated damages. Federal Highway Administration approval has been requested but has not yet been received.

(7) Sims Electric, Inc., Contract No. 7497 on The Dalles-California Highway in Klamath County, requested an extension of 69 calendar days. The Commission confirmed an extension of 24 days which includes a 2-day extension previously given without assessment of liquidated damages.

(8) Graham Electric Company, Contract No. 7647 on the Tualatin Valley and Farmington Highways in Washington County, requested an extension of 42 calendar days. The Commission confirmed an extension of 13 calendar days (which is the actual overrun in contract time) without assessment of liquidated damages.

(9) M. C. Lininger & Sons, Inc., Contract No. 7611 on FAS 15-107 in Jackson County, requested an extension of 48 days. The Commission confirmed an extension 24 days without assessment of liquidated damages.

(10) James and Stritzke Construction Company, Contract No. 7649 in Cape Blanco State Park in Curry County, requested an extension of 30 days. The Commission confirmed an extension of one week without assessment of liquidated damages.

(11) Gordon H. Ball, Inc., Contract No. 7660 on the East Portland Freeway in Clackamas County, requested an extension of 30 days. The Commission confirmed an extension of 30 days without assessment of liquidated damages. The Federal Highway Administration has approved this extension.

(12) Gordon H. Ball, Inc., Contract No. 7389 on the East Portland Freeway in Clackamas County, requested an extension of 70 calendar workdays. The Commission confirmed an extension of 70 calendar workdays without assessment of liquidated damages. Approval has been given by the Federal Highway Administration.

The Engineer reported that Contract Nos. 7352, 7366, 7507, 7513, 7540, 7559, 7616, 7661, 7662, 7663, 7665, 7632, 7666, 7690, 7707, and 7732 for highway construction have been completed as required by the contracts or modifications thereof and said contracts are now ready for acceptance or have been accepted by letter since the last Commission meeting. The Commission accepted the contracts and thereupon adopted "Contracts Completed Resolution No. 204," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed verbal award of contracts made on June 30 and July 6, 1972, for bids received June 29, 1972, and confirmed authority for the Secretary to sign contracts in their behalf on the following projects:

BIDS RECEIVED IN SALEM JUNE 29, 1972

Maintenance painting on Youngs Bay Bridge of Oregon Coast Highway at Astoria in Clatsop County. This project was withdrawn from the letting.

Contract No. 7769 for traffic signals on the Oregon Coast Highway at Broadway in the City of Seaside in Clatsop County. Six bids were received. The Commission awarded the contract to the low bidder, Hamilton Electric, Inc., Eugene, at $20,687.

Contract No. 7770 for grading and structure on the Humbug Creek Bridge Section of FAS 912 in Clatsop County. Four bids were received. The Commission awarded the contract to the low bidder, Hamilton Construction Company, Springfield, at $141,685.

Maintenance Painting on the Charleston (South Slough Bridge) Project on the Cape Arago Highway in Coos County. Three bids were received. The Commission rejected all bids.

Antelope Creek (Bigham-Brown Road) Bridge on Bigham-Brown Road in Jackson County. Three bids were received. The Commission referred all bids to Jackson County.

Contract No. 7773 for roadside improvement on Esplanade Street-Fort Klamath Road Section on Klamath Falls-Malin Highway in Klamath Falls in Klamath County. Five bids were received. The Commission awarded the contract to the low bidder, Allen's Landscaping, Portland, at $18,289.28.

Contract No. 7774 for grading and paving on Garfield Street in the City of Mt. Angel in Marion County. Four bids were received. The Commission accepted the low bid of North Santiam Sand and Gravel, Inc., Stayton, at $23,325.45, and the Administrator of Highways was directed to award the contract to said bidder as soon as the City of Mt. Angel approves the project and deposits $2,520.

Contract No. 7775 for grading and paving on Locust Street in the City of Stayton in Marion County. Three bids were received. The Commission awarded the contract to the low bidder, North Santiam Sand & Gravel, Inc., Stayton, at $18,769.39.

Contract No. 7776 for grading and paving on Church Street in the City of Jefferson in Marion County. Three bids were received. The Commission accepted the low bid of North Santiam Sand and Gravel, Inc., Stayton, at $17,675.20, and the Administrator of Highways was directed to award the contract to said bidder as soon as the City of Jefferson approves the project and deposits $2,080.

Contract No. 7777 for grading, paving and structures on the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway in Woodburn in Marion County. Five bids were received. The Commission accepted the low bid of White Construction Company, Bend, at $1,323,178, and the Administrator of Highways was directed to award the contract to said bidder as soon as the City of Woodburn approves the project and deposits $12,180.

Contract No. 7778 for grading, paving and facilities in Dabney State Park in Multnomah County. Five bids were received. The Commission awarded the contract to the low bidder, Parker-Northwest Construction Company, Oregon City, at $201,625.

Contract No. 7779 for grading, paving, structures, signing, illumination and signals on the Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County. Six bids were received. The Commission June 30, 1972, awarded the contract to the low bidder, Ray Kizer Construction Company and Hannan Bros. Company, Redding, California, at $3,345,448.50.

Contract No. 7780 for traffic signals on 2nd Street-Spruce Street in the City of La Grande of the La Grande-Baker Highway in Union County. Four bids were received. The Commission accepted the low bid of Hamilton Electric, Inc., Eugene, at $23,530 and the Administrator of Highways was directed to award the contract to said bidder as soon as approval of the Federal Highway Administration and the City of La Grande is received and the City deposits $5,800.

Contract No. 7781 for grading, paving and structure on the Canyon Creek Bridge Section of the Woodburn-Estacada Highway in Clackamas County. Four bids were received. The Commission awarded the contract to the low bidder, Robert L. Jensen Construction, Veneta, at $106,428.25.

Contract No. 7782 for maintenance painting on the Columbia River (Astoria) Bridge on the Oregon Coast Highway in Clatsop County. Five bids were received. Award pending.

The Commission also confirmed verbal award of contracts made August 4, 1972, for bids received July 27 and 28, 1972, and confirmed authority for the Secretary to sign contracts in their behalf on the following projects:

BIDS RECEIVED IN SALEM JULY 27, 1972

Contract No. 7783 for traffic signals on 4th Street-Washington Avenue in Baker on the La Grande-Baker Highway in Baker County. Five bids were received. The Commission accepted the low bid of Power City Electric, Inc., Spokane, Washington, at $47,779, and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and the City of Baker approve the project and the City deposits $11,500.

Contract No. 7784 for grading and paving on 3rd Street in Haines in Baker County. Three bids were received. The Commission awarded the contract to the low bidder, Baker Redi-Mix, Inc., Baker, at $20,150.

Contract No. 7785 for landscape improvement in Weatherby Safety Rest Area in Baker County. Five bids were received. The Commission accepted the low bid of Loftus Landscaping, Inc., Kennewick, Washington, at $84,823, and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7786 for a structure on the Big Creek (Knappa) Bridge Section on the old Columbia River Highway in Clatsop County. Seven bids were received. The Commission accepted the low bid of Hamilton Construction Company, Springfield, at $77,270, and the Administrator of Highways was directed to award the contract to said bidder when Clatsop County, the Office of Emergency Planning and the Federal Highway Administration approve the project.

Thompson Falls (M.P. 12.4) Slide Section of the Lewis and Clark Road in Clatsop County. No bids were received.

Contract No. 7787 for grading and paving on the Arnold Ice Caves Road-Horse Ridge Section of the Central Oregon Highway in Deschutes County. Twelve bids were received. The Commission accepted the low bid of L. W. Vail Co., Inc., Pasco, Washington, at $1,424,998, and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7788 for grading and paving on the Wells Creek-Jack Creek (Passing Bays) Section of the Umpqua Highway in Douglas County. Five bids were received. The Commission accepted the low bid of S. D. Spencer & Son, Vancouver, Washington, at $1,256,100 and the Administrator of Highways was directed to award the contract to said bidder when necessary right of way is acquired and approval of the Federal Highway Administration is received.

Contract No. 7789 for roadside improvement on the Crater Lake Interchange-Jackson Street Section of the Pacific Highway in Medford in Jackson County. Two bids were received. The Commission accepted the low bid of Aichele Landscaping, Inc., Portland, at $97,515, and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7790 for grading and structure on the Sanderson Bridge Section of the Albany-Lyons Highway in Linn County. Eight bids were received. The Commission accepted the low bid of Willamette-Western Corporation, Portland, at $1,244,735, and the Administrator of Highways was directed to award the contract to said bidder when Linn County signs the construction agreement and approval of the Federal Highway Administration is received.

Contract No. 7791 for grading, paving and signals on South Pacific Boulevard-Ferry Street Section on Queen Avenue in Albany in Linn County. Two bids were received. The Commission accepted the low bid of Morse Bros., Inc., Lebanon, at $120,970, and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and the City of Albany approve the project and the City deposits $28,200.

Contract No. 7792 for the S. W. Corbett Avenue Undercrossing Section of the Pacific Highway in Multnomah County. Two bids were received. The Commission accepted the low bid of Adhesive Engineering Company, San Carlos, California, at $48,000, and the Administrator of Highways was directed to award the contract subject to qualifications of bidder, and also pending satisfactory compliance with Portland area Affirmative Action Plan and concurrence by the Federal Highway Administration.

Contract No. 7793 for traffic signals on the Powell Valley Road at S. E. 174th Avenue Section of the Mt. Hood Highway in Multnomah County. Four bids were received. The Commission awarded the contract to the low bidder, Olson Electric Company, Inc., Vancouver, Washington, at $14,765.

S. W. 12th Avenue-S. W. 18th Avenue (Goose Hollow) Bikeway Section on Sunset Highway in Portland in Multnomah County. One bid was received. The Commission rejected the bid.

BIDS RECEIVED IN SALEM JULY 28, 1972

Contract No. 7795 for structure of the N. Santiam River (Green's) Bridge Section of FAS 126 in Linn and Marion Counties. Five bids were received. The Commission accepted the low bid of Hannan Bros. Construction, Inc., Portland, at $585,710, and the Administrator of Highways was directed to award the contract to said bidder when Linn and Marion Counties approve the project and deposit $135,000.

Contract No. 7796 for landscape improvement in Baker Valley Safety Rest Area on the Old Oregon Trail in Baker County. Six bids were received. The Commission accepted the low bid of Aichele Landscaping, Inc., Portland, at $103,500, and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Grade, pave and structure on the Clear Creek Bridge Section of the Woodburn-Estacada Highway in Clackamas County. Four bids were received. The Commission rejected all bids.

Contract No. 7798 for traffic signals on Central Boulevard at 2nd Street on the Coos Bay-Roseburg Highway in Coquille in Coos County. Six bids were received. The Commission awarded the contract to the low bidder, Hansen Electric Company, Coos Bay, at $9,954.

Contract No. 7799 for grading, paving, and structure on Park Street-Pacific Highway Section of the Green Springs Highway in Ashland in Jackson County. Four bids were received. The Commission accepted the low bid of Ross Bros. Construction, Inc., Salem, at $1,343,103, and the Administrator of Highways was directed to award the contract to said bidder when necessary right of way is acquired and approval of the Federal Highway Administration is received.

Contract No. 7800 for paving on the Gresham Street-Indiana Street Bikeway Section in Ashland on the Rogue River Highway in Jackson County. One bid was received. The Commission awarded the contract to the lone bidder, M. C. Lininger & Sons, Inc., Medford, at $14,440.

Contract No. 7801 for signing on Judkins Point-California State Line Section of the Pacific Highway (M.P. 0.00 to M.P. 190.5) in Lane, Douglas, Josephine and Jackson Counties. Five bids were received. The Commission accepted the low bid of Coral Corporation, Gladstone, at $33,726.25, and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7802 for roadside improvement on the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway in Linn and Benton Counties. Four bids were received. The Commission accepted the low bid of Aichele Landscaping, Inc., Portland, at $35,628.97 and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7803 for grading, paving and structure for 3.0 miles of bikeway in Champoeg State Park in Marion County. Three bids were received. The Commission awarded the contract to the low bidder, Pacific Sand and Gravel Company, Salem, at $114,632.50.

Slide correction on M.P. 10.9 to M.P. 12.4 Section of the Trask River County Road in Tillamook County. No bids received.

Contract No. 7804 for grading and paving on "E" Street in North Powder in Union County. Two bids were received. The Commission accepted the low bid of Baker Redi-Mix, Inc., Baker, at $22,390, and the Administrator of Highways was directed to award the contract to said bidder when the City of North Powder approves the project and deposits $1,030.

Contract No. 7805 for roadside improvement on the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County. Two bids were received. The Commission accepted the low bid of Aichele Landscaping, Inc., Portland, at $71,060, and the Administrator of Highways was directed to award the contract to said bidder when the bidder has shown satisfactory compliance with Portland Area Affirmative Action Plan and concurrence by the Federal Highway Administration.

Contract No. 7806 for footing protection project on the Sandy River (Brightwood) Bridge on County Road No. 26001 in Clackamas County. Two bids were received. The Commission accepted the low bid of Workman Construction Company and David A. Nelson, Canby, at $30,730, and the Administrator of Highways was directed to award the contract to said bidder pending satisfactory compliance with the Portland Area Affirmative Action Plan and when approval is received from the County of Clackamas, the Office of Emergency Planning and the Federal Highway Administration.

Contract No. 7807 for the Molalla River (Dickey Prairie) Bridge Footing Protection Project on County Road No. 52008 in Clackamas County. Three bids were received. The Commission accepted the low bid of Mike Pedro Construction, Salem, at $13,280, and the Administrator of Highways was directed to award the contract to the said bidder when the bidder has shown satisfactory compliance with Portland Area Affirmative Action Plan and when Clackamas County, the Office of Emergency Planning and the Federal Highway Administration approve the project.

Contract No. 7808 for a structure on the Bilyeu Creek (Camp Morrison) Bridge Section of County Road No. 830 in Linn County. Three bids were received. The Commission accepted the low bid of Marion Construction Company, Inc., Salem, at $34,688, and the Administrator of Highways was directed to award the contract to said bidder when Linn County, the Office of Emergency Planning and the Federal Highway Administration approve the project.

Contract No. 7809 for paving in Silver Falls State Park in Marion County. Four bids were received. The Commission awarded the contract to the low bidder, North Santiam Sand and Gravel, Inc., Stayton, at $46,070.

Contract No. 7810 for grading, surfacing, and structure of the E. Beaver Creek (Park) Bridge Section of E. Beaver Creek County Road in Tillamook County. Five bids were received. The Commission accepted the low bid of Ross Bros. Construction, Inc., Salem, at $59,715, and the Administrator of Highways was directed to award the contract to said bidder when Tillamook County, the Office of Emergency Planning and the Federal Highway Administration approve the project.

Contract No. 7811 for drainage improvement on the Norwood Road Undercrossing-Stafford Road Interchange Section of the Pacific Highway in Washington County. Seven bids were received. The Commission accepted the low bid of Bunyard & Pettit, Portland, at $147,422.50, and the Administrator of Highways was directed to award the contract to said bidder when the bidder has shown satisfactory compliance with Portland Area Affirmative Action Plan and concurrence by the Federal Highway Administration.

The Commission confirmed award of the following contracts which had been referred to the Administrator of Highways to award when certain conditions were fulfilled:

(1) Columbia River Highway-Old Portland Road Section of FAS 574 Spur (Gable Road) in Columbia County. Bids received May 25, 1972. Contract No. 7751 awarded July 7, 1972, to S. D. Spencer and Son, Vancouver, Washington, at $178,255.

(2) Grande Ronde River (Clark Creek) Bridge on FAS 957 in Union County. Bids received May 25, 1972. Contract No. 7765 awarded July 3, 1972, to Ross Bros. Construction, Inc., Salem, at $112,186.

(3) Garfield Street in Mt. Angel in Marion County. Bids received June 29, 1972. Contract No. 7774 awarded July 7, 1972, to North Santiam Sand and Gravel, Inc., Stayton, at $23,325.45.

(4) Church Street in the City of Jefferson in Marion County. Bids received June 29, 1972. Contract No. 7776 awarded July 10, 1972, to North Santiam Sand and Gravel, Inc., Stayton, at $17,675.20.

(5) Boones Ferry Road-Pacific Highway East Section of Hillsboro-Silverton Highway in Marion County. Bids received June 29, 1972. Contract No. 7777 awarded July 14, 1972, to White Construction Company, Salem, at $1,323,178.

(6) Second Street at Spruce Street in La Grande in Union County. Bids received June 29, 1972. Contract No. 7780 awarded July 6, 1972, to Hamilton Electric, Inc., Eugene, at $23,530.

The Engineer presented requests from Coos, Lake, Linn, Union, and Wallowa Counties for Federal-Aid Secondary Highway projects. These projects have been investigated and are eligible for the use of FAS funds. The Commission accepted his recommendation for approval of the following projects and authorized the Secretary to sign agreements in their behalf:

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
COOS	255	S. Coos River (Landrith) Bridge Section. Preliminary Engineering.	50,000	10,000
LAKE	19-106 & 107	New Idaho School Loop Section. Grade, drain, base & level.	311,000	62,200
LINN	214	Hamilton Creek School-Berlin Section. Paving.	110,000	22,000
UNION	31-112	Grande Ronde River (Hull Lane) Bridge Section. Structure.	150,000	30,000
WALLOWA	487	Whiskey Creek (Jerry Johnson) Bridge Section. Structure.	30,000	6,000
		TOTAL	$651,000	$130,200

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,102,000	$5,090,000	$10,192,000
Approved Projects (corrected to date)	5,102,000	3,776,000	8,878,000
Unprogrammed Balance	---	1,314,000	1,314,000
Projects Proposed: 8/8/72	---	651,000	651,000
Unprogrammed Balance	---	663,000	663,000

The matter of processing applications for motorist informational signs (logo boards) was discussed. The Engineer stated that the Chief Counsel has advised that either the Highway Commission or its designee must take action on these applications to expedite the handling of applications for the sign permits. The Engineer recommended that the Director of Permits be authorized to approve or disapprove the applications. The Commission accepted the recommendation. The Engineer also mentioned that logo boards have been erected at six interchanges on the Pacific Highway. Federal Highway Administration officials have recently stated that these signs may be placed where services are not apparently available. The first instructions, he said, indicated that the signs could not be used in urban areas.

The establishment of new speed zones and the abandonment of existing speed zones was brought up by the Engineer. Studies in the field indicate that speed zones should be established or revisions made. Following his favorable recommendation, the Commission approved the following speed zones and thereupon adopted "Speed Zone Resolutions Nos. 611, 612, 613, 614, and 615," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) 45 mile per hour speed zone from the east city limits of Umatilla at M.P. 183.72 to a point 0.27 mile east of Brownell Road at M.P. 184.30 on the Columbia River Highway in Umatilla County. (See "Speed Zone Resolution No. 611.")

(2) A 30 mile per hour speed zone from the east city limits of Pendleton at M.P. 0.15 to a point 50 feet southwest of Riverside Avenue at M.P. 0.32 on the Oregon-Washington Highway in Umatilla County.

45 mile per hour speed zone from M.P. 0.32 to a point 0.20 mile northeast of Riverside Avenue at M.P. 0.53 (See "Speed Zone Resolution No. 612.") Speed Zone Resolution No. 259 is hereby rescinded.

(3) 35 mile per hour speed zone on the Midland Highway from its junction with the Klamath Falls-Lakeview Highway at M.P. 0.00 to a point 200 feet south of Crosby Street at M.P. 0.45 in Klamath County. (See Speed Zone Resolution No. 613.")

(4) 40 mile per hour speed zone from the south city limits of Lincoln City on the Oregon Coast Highway in Lincoln County at M.P. 118.71 to a point 0.09 mile south at M.P. 118.80. (See "Speed Zone Resolution No. 614.") Speed Zone Resolution No. 451 is hereby rescinded.

(5) 60 mile per hour temporary speed zone on the Columbia River Highway from the Sandy River at M.P. 17.68 to Multnomah Falls at M.P. 31.07 in Multnomah County. This speed zone is to be in effect where signs are installed as construction activities require. (See "Speed Zone Resolution No. 615.") This resolution temporarily amends a portion of "Speed Zone Resolution No. 542."

The Engineer stated that the Josephine County Sheriff had requested that parking be prohibited on the Redwood Highway near the Josephine County Fairgrounds when events are being held at the fairgrounds. The request was investigated and the prohibition is needed for the protection of the public. He recommended that parking be prohibited on the northerly side of the Redwood Highway between Ringuette Street and the intersection of Highway 199 and Redwood Avenue (M.P. 0.62 to M.P. 0.90), and on the southerly side between M.P. 0.65 and M.P. 0.93. The parking prohibition is to be in effect only when signs are in place. The Commission approved the recommendation and thereupon adopted "No Parking Resolution No. 287," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Consideration was given to a Memorandum of Understanding with the Oregon State Soil and Water Conservation Commission pertaining to construction of highway projects and the conservation of soil and water resources. The Engineer explained that the memorandum requires that copies of highway construction projects be made available to SSWCC to enable problems to be worked out mutually. No expenditure of State funds is required. Following his favorable recommendation, the Commission approved the Memorandum and authorized the Secretary to sign it in their behalf.

Attention was given to a cooperative construction agreement with the City of Albany concerning improvement of the 32nd Avenue-34th Avenue Section of the Albany-Junction City Highway in Linn County. Under the agreement the State is to widen the highway, perform striping and signing. The City is to provide connections to the highway, modifications of the storm drainage system and provide for necessary street closures. The work may be performed by State or City forces with the State Highway District Engineer as coordinator. The Engineer estimated that the State's portion of the project would cost approximately $30,000 and he recommended approval. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A letter of understanding with the City of Estacada pertaining to the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County was considered. The Engineer explained that under terms of an agreement with the City dated March 30, 1971, the City is to accept jurisdiction of the existing highway (Main Street) within the city limits. Prior to transfer to the City the State is to place the roadway and ditches in an acceptable condition. However, the City is now planning for more improvements along this section and has agreed to accept a lump sum payment of $30,000 in lieu of the State improving the old section of highway. The Memorandum of Understanding covers this arrangement. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the Letter of Understanding for them.

Two agreements with Clackamas County for improvement of the Phillips Creek channel to care for storm run-off caused by construction of the Foster Road-Causey Avenue Section of the East Portland Freeway were considered. One of the agreements provides for payment to the County of an amount between $60,000 and $75,000 for the acquisition of easements. The second agreement concerns construction of the improved channel at a cost of $332,394. Upon the award of a County contract for this work the State is to deposit 25 percent of the total amount with the County and thereafter make payments to the County on a work progress basis. Payments by the State are not to exceed the lump sum amount. The Engineer stated that another plan had been studied but would cost considerably more. The work, he said, can best be accomplished by including it in the County's sanitary sewer project. The Commission approved the project following the Engineer's favorable recommendation and authorized the Secretary to sign the agreements.

The Commission considered an agreement with the Clackamas Water District covering the relocation of water facilities in the construction of the S.E. Causey Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County. The Engineer said that the work consists of installing water mains and is to be done by the State's contractor at an

estimated cost to the State of $33,700. After the installation is completed, the District is to maintain the facilities. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

Attention was also given to another agreement with the Clackamas Water District pertaining to relocation of water facilities required by construction of the S.E. Foster Road-S.E. Causey Avenue Section on the East Portland Freeway in Multnomah and Clackamas Counties. The Engineer stated that the work consists of installing water mains and is to be accomplished by the State's contractor at an estimated cost to the State of $101,500. When the installation is completed, the District is to provide all maintenance for the water facilities. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

An agreement with the City of Pendleton for the installation of traffic signals on S. W. Emigrant and Frazer Avenues (Pendleton-John Day Highway) at S.W. 13th Street in Umatilla County was discussed. The Engineer stated that the State is to do the work at an estimated cost of $9,000 and the City has agreed to pay one-half the cost of installation and assume power costs. The State's share, $4,500, is to be taken from State Construction Funds. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement for them.

Consideration was given to an agreement with the City of Portland for installation of traffic signals at the intersections of Foster Road and Woodstock Boulevard with the off and on ramps to the East Portland Freeway in Multnomah County. The Engineer stated that the installation is to be a part of the overall construction project on the S. E. Bush Street-S. E. Foster Road Section of the East Portland Freeway in Multnomah County at an estimated cost of $60,000. The Commission approved the installation as an Interstate Project and authorized the Secretary to sign the agreement in their behalf.

The Engineer requested confirmation of verbal approval given by the Chairman on July 13, 1972, on an agreement with the City of Hood River for installation of traffic signals at 12th and May Streets on the Hood River Secondary Highway in Hood River County. Under terms of the agreement the State is to perform the installation and maintain the signals. The City is to pay for all power needs. He recommended approval of the project at an estimated cost of $15,000 from State Construction Funds. The Commission confirmed the project and authority for the Secretary to sign the agreement.

An agreement with Union Pacific Railroad Company, Union Pacific Land Resources Corporation and Hood River County pertaining to relocation of Button Bridge on Button County Road in Hood River County was considered. The agreement grants the State a permanent easement for this structure and cancels an agreement with the County granted in 1938 by the Railroad. State is to reimburse the Railroad for the cost of removing and replacing an industry track, the relocation of signal and communication lines, and engineering and inspection charges at a total estimated cost of $28,680. The Commission accepted the Engineer's recommendation for approval.

A lease agreement with Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company and Southern Pacific Transportation Company for use of the upper deck of the Steel Bridge in Portland was discussed. The Engineer commented that the lease has been extended several times under the same terms and the present extension expires August 31, 1972. He recommended that the lease be extended through December 31, 1972. The Commission approved the extension.

Consideration was given to a supplemental agreement with Portland Traction Company for an additional encroachment on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County. The Engineer mentioned that the agreement extends the permit of entry granted by the Railroad on May 14, 1971, with no cost to the State and he recommended approval. The Commission approved the agreement.

Confirmation was requested by the Engineer for verbal approval given by the Chairman July 31, 1972, on an agreement with Southern Pacific Transportation Company pertaining to construction of an undercrossing of their tracks on the Hillsboro-Silverton Highway north of Woodburn in Marion County. The Engineer mentioned that an easement is granted to the State for the structure and for the improvement of Front Street as required by construction plans. The State is to reimburse the Railroad for work performed which he estimated would cost $64,855. If it becomes necessary for the Railroad to construct a second track at this site, the State will construct a second bridge at no expense to the Railroad. The Commission confirmed the agreement.

The Engineer presented an agreement with Culver Construction Company, Inc., and S-J Development Company, Inc., concerning an intersection revision of the Pacific Highway West at Gaarde Road in Tigard, Washington County. Property developments in this area require a revision of the intersection to provide a safe flow of traffic and the companies mentioned in the agreement have agreed to pay all of the construction cost. The intersection revision, he said, will consist of construction of a deceleration lane and an off-ramp from the Pacific Highway West and the establishment of a short section of one-way traffic on the frontage road. 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 Baker pertaining to installation of traffic signals on 10th and "C" Streets on the La Grande-Baker Highway in Baker County. The State is to make the installation at an estimated cost of $7,000 and the City has agreed to pay one-fourth of this amount and provide for all power consumption. The State's share is to be taken from State Construction Funds. The Commission approved the agreement as recommended by the Engineer and authorized the Secretary to sign it in their behalf.

The Commission appointed Mr. C. W. Head as Secretary to the Commission for a term of four years effective September 1, 1972, caused by the retirement of Mr. Floyd Query on August 31, 1972, and thereupon adopted "Appointment Resolution No. 41," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed the next meeting date for September 19, 1972, in Room 122 of the State Highway Building in Salem. A tentative date for the following meeting was set for Tuesday, October 31, 1972.

The Engineer brought to the Commission's attention an agreement with Cornell, Howland, Hayes and Merryfield, Inc., for an impact analysis of alternative transportation facilities in Northwest Portland pertaining particularly to the Industrial Freeway (I-505). Cost of the agreement he said is $495,693. He requested confirmation for oral approval given by the Chairman on August 7, 1972. The Commission confirmed the agreement and authority for the Secretary to sign it in their behalf.

The Commission also gave attention to an agreement with Oregon Graduate Center for Study and Research regarding the impact of emissions from transportation vehicles on air quality. Cost of the work under the agreement is not to exceed $324,000. The Commission confirmed approval of the agreement given verbally by the Chairman on August 7, 1972, and authority for the Secretary to sign it in their behalf.

The matter of selecting a name for the new bridge across the Chetco River on the Oregon Coast Highway in Curry County was discussed. The Engineer suggested that the bridge be named in honor of B. A. "Dot" Martin, a retired Highway engineer who worked in Curry County for a considerable number of years. The Commission approved the suggestion.

The Commission considered an agreement with Cornell, Howland, Hayes and Merryfield for a bicentennial park feasibility study along the Portland waterfront for an agreed amount of $10,000. Verbal approval had been given by the Chairman on August 7, 1972. The Commission confirmed the agreement and authority for the Secretary to sign it in their behalf.

The Chairman inquired if it is legally possible for the Highway Commission to control the type of traffic using State highways. In other words, can the Commission take action to reduce the number of vehicles operating in an area to reduce air pollution. As an example, he mentioned the idea of requiring more than one occupant in a car entering the metropolitan area. The problem he continued is centered in the areas of heavy population. In order to reduce air pollution, it is necessary to get at the source of it and he stated that it is somewhat pointless for the Commission to attempt to participate in air pollution control if there is no authority to restrict traffic. The Chief Counsel was requested to investigate the legal aspects of the matter and submit a report to the Commission.

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

"Bargain and Sale Deed" to Doyle R. and Nancy L. Williams regarding 1.6 acres on the Catching Slough-Enegren Ferry Section of the Coos River Highway in Coos County for $3,100.

"Bargain and Sale Deed" to Umatilla County regarding Athena Maintenance Site in Umatilla County containing 18,000 square feet for $1,250.

"Lease and Sale of Road Materials" with Allied Properties for a one-year renewal of material source lease on Frenchglen-Roaring Springs Ranch Section of Frenchglen Highway for $10.

"Bargain and Sale Deed" to City of West Linn regarding two parcels containing 0.56 acre and 1.06 acre on the West Linn-Pacific Highway Section of the East Portland Freeway.

"Relinquishment of Title" to City of Coos Bay covering Central Avenue-Newmark Avenue Section of the Empire-Coos Bay Highway.

"Quitclaim Deed" to United States of America (Corps of Engineers) covering Crater Lake Highway in Jackson County (Lost Creek Dam).

"Consent and Subordination Agreement" to U. S. Forest Service regarding property 14 miles east of Tidewater on the Alsea Highway in Lincoln County.

"Lease" to the Department of General Services covering property north of Oregon-Washington Highway between 7th and 8th Streets in Pendleton in Umatilla County.

"Indenture of Access" with Dora S. Yager, Clifford D. and Lucille Erickson, and Brooks Resources Corporation covering property on Bend-Lapine Section of The Dalles-California Highway in Deschutes County.

"Indenture of Access" with Russell L. and Ruth H. Hiatt and Roy Dean Hanson covering property on Tumalo-Bend Section of the McKenzie-Bend Highway in Deschutes County.

"Agreement" with City of Milwaukie for .72+ acre of land known as Milwaukie Riverfront Park Addition in Clackamas County.

"Memorandum of Understanding" with Oregon State Soil and Water Conservation Commission pertaining to construction of highway projects and conservation of soil and water resources.

"Cooperative construction agreement" with City of Albany concerning improvement of 32nd Avenue-34th Avenue Section of Albany-Junction City Highway.

"Letter of Understanding" with City of Estacada pertaining to Eagle Creek-Estacada Section of the Clackamas Highway.

"Two agreements" with Clackamas County for improvement of Phillips Creek channel to accommodate storm run-off generated by construction of Foster Road-Causey Avenue Section of I-205.

"Agreement" with Clackamas Water District covering relocation of water facilities which conflict with construction of S.E. Causey Avenue-Gladstone Interchange Section of I-205.

"Agreement" with Clackamas Water District covering relocation of water facilities which conflict with construction of S. E. Foster Road-S. E. Causey Avenue Section of I-205 in Multnomah and Clackamas Counties.

"Agreement" with City of Pendleton regarding installation of pedestrian-actuated traffic signals on S. W. Emigrant and Frazer Avenues on S. W. 13th Street.

"Agreement" with City of Portland for installation of traffic signals at intersections of Foster Road and Woodstock Boulevard with off and on ramps from the East Portland Freeway.

"Agreement" with City of Hood River for installation of traffic signals at 12th and May Streets (Hood River Secondary Highway).

"Agreement" with Union Pacific Railroad Company, Union Pacific Land Resources Corporation and Hood River County for relocation of Button Bridge on Button County Road in Hood River County.

"Lease agreement" through December 31, 1972, to Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company and Southern Pacific Transportation Company for the use of the upper deck of the Steel Bridge in Portland.

"Supplemental agreement" with Portland Traction Company for additional encroachment on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.

"Agreement" with Southern Pacific Transportation Company for construction of undercrossing of their tracks on Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway in Marion County.

"Agreement" with development company (Culver Construction Company, Inc., and S-J Development Co., Inc.) for an intersection revision at ORE99W and Gaarde Road in Tigard.

"Agreement" with City of Baker regarding installatinon of pedestrian-actuated traffic signals on 10th and "C" Streets.

The meeting was adjourned by the Chairman at 10:10 a.m.

Glenn Jackson
Chairman

Commissioner

Lloyd Emery
Secretary

Thaddeus B. Bruno
Commissioner

September 19, 1972
Salem, Oregon

The Oregon State Highway Commission met in regular session at 9 a.m., in Room 122 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
George M. Baldwin, Administrator
Fred Klaboe, Deputy State Highway Engineer
A. E. Johnson, Assistant State Highway Engineer
Frank C. McKinney, Assistant Counsel
David G. Talbot, State Parks Superintendent
David H. Moehring, Right of Way Engineer
C. W. Head, Secretary

Tom Edwards, State Highway Engineer, was absent due to illness, and L. I. Lindas, Chief Counsel, was on vacation.

Others present were: Glen L. Green, Acting Division Engineer; Lloyd Shaw, E. S. Hunter, R. L. Schroeder, Assistant State Highway Engineers; L. H. Young, Programing Engineer; V. E. Skoog, Controller; Donald N. Harwell, Assistant County-City Engineer; John Oakes, Assistant Right of Way Engineer; Kenneth A. Chatwood, Administrative Right of Way Engineer; Gary Sund, Public Affairs Director; R. B. Sipprell, Liaison Engineer; John J. Earley, Information Officer; Robert K. Potter, Coordinator, Oregon Scenic Waterways System; Jack Remington, Recreation Trails Coordinator; and John Widmer, Administrative Assistant, Secretary's Office.

The Commission approved the minutes of the meeting held August 8, 1972.

The Right of Way Engineer presented a list of options, pages 1 through 52, secured for acquisition of real property needed for State highway use or for other purposes. He mentioned that the amounts offered are on or near the appraised values and are in order for Federal-aid. After due consideration, the Commission approved closing the options, including those sent to them by mail since the last Commission meeting, and thereupon adopted "Right of Way Resolution No. 88," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's report showing sales of miscellaneous properties and rental receipts for the period from July 25, 1972, to September 1, 1972, was presented by the Right of Way Engineer and accepted by the Commission. During this period, miscellaneous sales totaled $97,805; other transfers of property $480; land sales $9,377; timber sales $24,016.22. Rental receipts for the month of July amounted to $44,293.62, and for the month of August amounted to $48,476.52.

A list of properties needed for highway and other uses was presented by the Right of Way Engineer. He requested the Commission to declare by resolution the necessity of said properties for public uses for which they are to be put and to authorize the Right of Way Engineer 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 No. 2602," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A written report was presented by the Right of Way Engineer and accepted by the Commission showing offers tendered to the owners for acquisition of real property prior to the institution of condemnation proceedings as follows:

ALDERCREEK-WILDWOOD SECTION OF THE MT. HOOD HIGHWAY - CLACKAMAS COUNTY

R-33093 - Wayne W. Jordan et ux. Access purposes. Offer $50.00.

COLUMBIA COUNTY LINE-BURLINGTON SECTION OF THE COLUMBIA RIVER HIGHWAY - MULTNOMAH COUNTY

R-47285 - Napoleon Stephen Kaptur. 4.34 acres for right of way purposes. Offer $7,600.00.

COLUMBIA RIVER BRIDGE-N. E. SANDY BLVD. UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-46100 - L. V. Sigman, et al. 2.17 acres for right of way purposes. Offer $223,500.00.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY - MULTNOMAH COUNTY

R-44645 - Martin Geiger et ux. 1,950 square feet for right of way purposes. Offer $12,100.00.

HUBBARD INTERCHANGE-HAYESVILLE INTERCHANGE SECTION OF THE PACIFIC HIGHWAY - MARION COUNTY

R-46888 - Obie Outdoor Advertising, Inc. 0.54 acre for leasehold purposes. Offer $1,575.00.

LA GRANDE-NORTH POWDER SECTION OF THE OLD OREGON TRAIL HIGHWAY - UNION COUNTY

R-42866 - Acala Ginning Co. Parcel No. 1: 8.6 acres for right of way purposes; Parcel No. 2: 16.5 acres for right of way purposes; Parcel No. 3: 1.18 acres for right of way purposes; Parcel No. 4: 0.55 acre for right of way purposes; Parcel No. 5: 20.0 acres for right of way purposes; and Parcel No. 6: 0.75 acre for permanent easement purposes. Offer $12,150.00.

R-42875 - Ross Jones. Parcel No. 1: 2.8 acres for right of way purposes; Parcel No. 2: 5.35 acres for right of way purposes; and Parcel No. 3: 0.24 acre for permanent easement purposes. Offer $3,500.00.

R-42876 - Alva A. Courtney, et al. 0.71 acre for right of way purposes. Offer $750.00.

N.E. SANDY BLVD.-N.E. GLISAN STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45470 - Charles F. Medak. 7,200 square feet for right of way purposes. Offer $6,000.00.

R-45473 - Sylvaine M. Drake. 7,200 square feet for right of way purposes. Offer $30,700.00.

N.E. GLISAN STREET-S.E. DIVISION STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45609 - Judith A. Meno. 13,637 square feet for right of way purposes. Offer $17,000.00.

R-45622 - Elven O. Sinnard, et ux. 10,475 square feet for right of way purposes. Offer $32,850.00.

N.E. SANDY BLVD.-N.E. GLISAN STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-46063 - Candida Cereghino. 0.46 acre for right of way purposes. Offer $30,100.00.

R-47158 - Donovan J. West, et al. 0.3 acre for right of way purposes. Offer $4,550.00.

N. TIGARD INTERCHANGE-HUBBARD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY - WASHINGTON COUNTY

R-46037 - R. M. MacTarnahan, et ux. 72,500 square feet for right of way purposes. Offer $92,000.00.

S.E. DIVISION STREET-S.E. FOSTER ROAD UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-46111 - Myron H. Curtis, et al. 10,970 square feet for right of way purposes. Offer $13,500.00.

R-46362 - Otto A. Peterson, et ux. 1,200 square feet for right of way purposes. Offer $10,500.00.

R-46398 - Clifford H. Goold et ux. 1,876 square feet for right of way purposes. Offer $1,150.00.

WELLS CREEK-JACK CREEK SECTION OF THE UMPQUA HIGHWAY - DOUGLAS COUNTY

R-46698 - Henry Beckley. 0.34 acre for right of way purposes. Offer $425.00.

WINSTON-SHADY INTERCHANGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY - DOUGLAS COUNTY

R-45239 - Frances Wardrope. 200 square feet for right of way purposes. Offer $5,000.00.

R-45240 - C. B. Keeney, et al. 600 square feet for right of way purposes. Offer $3,650.00.

R-45242 - Martin Suksdorf, et al. Parcel No. 1: 2,406 square feet for right of way purposes; Parcel No. 2: 2,115 square feet for right of way purposes. Offer $14,250.00.

R-45331 - Henry J. Kleve, et ux. 1,290 square feet for right of way purposes. Offer $5,500.00.

Authority was requested by the Right of Way Engineer to offer at public sale four parcels of property no longer needed for highway purposes. The recommended sale prices are based on competent appraisals and access and other conditions of sale are comparable with situations existing in the vicinity. Signboard and junkyard exclusion clauses are to be included in the deeds. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolutions Nos. 571, 572, 573, and 574," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) 3.0 acres of land, File 13003, two miles west of Salisbury on the Sumpter Valley Highway in Baker County for not less than $2,400. Sale will be subject to the State's furnishing good title. Signboard and junkyard exclusion clauses will be included in the deed. Approval by the Federal Highway Administration is not required. (See "Real Property Resolution No. 571".)

(2) 5.92 acres of land, Files Q-321 and 6048, on the northerly side of the Central Oregon Highway approximately one mile west of Riley in Harney County for not less than $28,500. One point of access will be allowed to the Central Oregon Highway and signboard and junkyard exclusion clauses are to be included in the deed. Approval by the Federal Highway Administration is not required. (See "Real Property Resolution No. 572".)

(3) 7,115 square feet of land, Files 22715 and 22717, westerly of the Pacific Highway and easterly of Barbur Boulevard along S.W. Lucille Street just southerly of the city limits of Portland in Multnomah County for not less than $2,000. No access will be permitted to the Pacific Highway and signboard and junkyard exclusion clauses are to be included in the deed. This sale is subject to a City of Portland sewer easement and approval by the Federal Highway Administration. (See "Real Property Resolution No. 573".)

(4) 4.0 acres of land, File 5197, in the southwest quadrant of the intersection of 174th Avenue with the Sunset Highway in Washington County for not less than $12,500. Signboard and junkyard exclusion clauses are to be included in the deed. No access will be permitted to the Sunset Highway. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 574".)

Direct sales of seven parcels of property were recommended by the Right of Way Engineer. He stated that in each instance the property is no longer needed for highway purposes and because of peculiar conditions sale is restricted to a single party. Sale prices have been determined by competent appraisals. The Commission approved the following sales and thereupon adopted "Real Property Resolutions Nos. 575 and 576," which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

(1) To Harold H. Hursh, File 173, 1.05 acres of land on the westerly side of the former Old Oregon Trail route (now a haul road) approximately 1.5 miles north of Huntington in Baker County for $35. Signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval is not required.

(2) To the City of Coquille, File 20595, 2.51 acres of land on the Coquille Section of the Oregon Coast Highway in Coos County. The City desires to have the public use clause lifted from the 2.51 acres from a previous sale in July 1971 and have agreed to pay $6,700 which is one-half its appraised value. (See "Real Property Resolution No. 575".)

(3) To Lake County, File 26626, 0.69 acre of land south of the intersection of "F" Street with the Fremont Highway in Lakeview for a park for $1,875. No access will be permitted to the Fremont Highway and signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 576".)

(4) To Stan F. and Doris M. Coelsch, File 19041, 9.48 acres of land approximately 3.5 miles south of Moro in Sherman County for $250. One point of access will be allowed to the old highway. Signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval is not required.

(5) To John J. Schroeder, File 2722, 3.71 acres of land approximately one mile south of the Wallowa Lake Highway approximately three miles northeast of La Grande in Union County for $800. Signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval is not required.

(6) To John L. and Janice Magden, File 18911, 1.9 acres of land and a 0.2 acre haul road on the westerly side of the Wallowa Lake Highway approximately one-half mile north of Lostine on the Lostine River in Wallowa County for $200. No access will be permitted to the Wallowa Lake Highway. Signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval is not required.

(7) To Ida M. Peterson, File 19927, 0.5 acre sewer easement on the easterly side of a frontage road approximately 700 feet northerly of Myrtle Street in The Dalles, Wasco County for $150. Federal Highway Administration approval is not required.

Consideration was given to the release of a slope easement (Files 4186-A and 4187) to fee owners covering a 1,500 square foot parcel south of the bridge on the west side of the Oregon Coast Highway in Depoe Bay, Lincoln County. The Right of Way Engineer stated that the abutting land is now cut down to the elevation of the highway. The Commission accepted the Right of Way Engineer's recommendation for approval.

A five-year lease with Hanna Industries for property located in Block 50, Holladays Addition to East Portland beneath the Pacific Highway freeway structure in Multnomah County was presented by the Right of Way Engineer. He stated that Hanna Industries submitted the only bid at $355 per month. The lease is to be effective on October 1, 1972, and will restrict the use of the area to the storage of raw steel and steel products. The lessee is to pay the taxes, maintain the improvements and furnish liability insurance. Federal Highway Administration concurrence will be requested. The Commission approved the lease agreement and authorized the Secretary to sign the agreement in their behalf.

A Grant of Access to Goodat Crushed Rock, Inc., File 39759, on the Delena-Rainier Section of the Columbia River Highway in the City of Rainier in Columbia County was requested by the Right of Way Engineer. He explained the approach is on the easterly side of the relocated Columbia River Highway which is not a direct access to the traveled portion of the highway but to 6th Street via an existing approach. The grantee is to pay $5,000 for the 35-foot of unrestricted access. The Commission approved the Grant of Access subject to the concurrence of the Federal Highway Administration.

Attention was given to a Modification of Access Rights to the Gold Beach Western Bank (File 25518) on the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway in Curry County. The Right of Way Engineer explained the Bank has requested widening from 25 feet to 40 feet of one unrestricted point of access to serve a turnaround on the easterly side of the relocated Oregon Coast Highway in Gold Beach. Federal Highway Administration approval was received August 8, 1972. Upon the recommendation of the Right of Way Engineer, the Commission approved the modification.

The Commission approved the following Indenture of Access as recommended by the Right of Way Engineer.

(1) Fendrich property, File No. 43848, on the westerly side of the relocated Oregon Coast Highway approximately 2½ miles south of the Chetco River in Curry County. The access unrestricted as to use will be moved and widened from 35 feet to 50 feet. Federal Highway Administration approval is not required.

Confirmation was requested by the Right of Way Engineer for telephonic approval given on August 22, 1972, by Commissioner Bruno for the award of three demolition contracts on the Mt. Hood Highway in Clackamas County, Mt. Hood and East Portland Freeways in Multnomah County. The Commission confirmed award of the following contracts and authority for the Secretary to sign them in their behalf.

(1) To R.A.V. Wrecking Company, low bidder, for $4,240. Two bids were received for grading of 38 lots.

(2) To R.A.V. Wrecking Company, low bidder, for $5,940. Three bids were received for the removal of 25 buildings and grading of 15 lots.

(3) To Heard Construction Company, low bidder, for $6,840. Two bids were received for removal of 30 buildings and the grading of 16 lots.

The Right of Way Engineer requested approval for the award of a demolition contract to the low bidder, E. S. Ritter, for $7,800 at the North Falls Youth Camp, Silver Falls State Park in Marion County. Four bids were received for the removal of 16 buildings and rough grading of the area. The Commission approved the award and authorized the Secretary to sign the contract in their behalf.

Confirmation was requested by the Right of Way Engineer for approval given by the Commission on September 6, 1972, of a Letter of Agreement concerning the employment of Federal Highway Administration right-of-way trainees. The Right of Way Engineer commented that a recent change in Federal Highway Administration's right-of-way training program has resulted in six-month assignment of trainees with the State Highway Departments. Oregon has been asked to participate in this program. The trainee is to be assigned to work with the Right of Way Section for a six-month period at no cost to the State. The Commission confirmed approval of the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to real property tax exemption for disabled veterans. The Right of Way Engineer referred to ORS 307.250 regarding disabled veteran's exemption from real property tax up to $7,500 of the true cash value. He explained in order for a veteran to get this exemption he has to reapply each year not later than April 1. If the State acquires property after April 1 from a veteran who has this type of exemption he has no way to get the exemption on his replacement property for that current year. The veteran has to wait until the next April 1. The Federal Highway Administration has recently given approval that this

exemption would qualify under a section of the Relocation Act as a reasonable cost of replacement. The Right of Way Engineer recommended approval to make payment to eligible veterans on State Projects, which would cost approximately $1,000 a year. The Commission approved this type of payment to disabled veterans.

Attention was given to a Memorandum of Agreement with the Department of Interior and the Department of Transportation providing for the transfer of necessary lands from the Chemawa Indian School property for the reconstruction of I-5 and the new construction of I-305 north of Salem in Marion County. The Right of Way Engineer stated that in exchange for the lands to be conveyed to the State, the State is to relocate the Bonneville transmission line to convey to the Department of Interior certain properties lying south of the school property, and to replace an existing well. Upon the favorable recommendation of the Right of Way Engineer, the Commission approved the three-party agreement and authorized the State Highway Engineer to sign it in their behalf.

A report was submitted by the Assistant Counsel and accepted by the Highway Commission concerning cases which have been tried in court since the last meeting summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Defendant	County	Highway	State's Offer Before Filing Complaint	Defendants' Lowest Demand	Verdict
O. Hilton L-6715 R-46934	Mult.	East Portland Freeway	$ 12,750 (partial taking)	$200,000	$ 77,672 (entire taking)
	State's appraisal for entire taking $53,423.				
H. M. Robertson L-6718 R-46935	Mult.	East Portland Freeway	$ 37,050	$200,000	$ 48,500

REPORT OF TRIAL OF OTHER CASES - STATE PLAINTIFF

Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Terry Hainz L-6567	Lane	Property Damage	$ 220.63	$ 220.63

(For additional details, see the Chief Counsel's letter dated September 14, 1972, entitled Report of Cases Tried, which is filed in the Salem Office, General Files.)

September 19, 1972

The Commission considered and accepted a report made by the Assistant Counsel concerning cases which have been settled out of court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Oral J. Love L-6550 R-46208	Clack.	East Portland Freeway	$29,000	$32,400	$37,000
Gordon K. Moll L-6607 R-46202	Clack.	East Portland Freeway	$ 5,050	$10,000	$10,000
Otto Skopil L-6531 R-43231	Polk (change of venue) Mult.	Willamina-Salem	$ 8,450	$ 7,800	$18,000
Howard L. Boyer L-6602 R-44647	Clack.	East Portland Freeway	$ 5,250	$ 8,900	$ 7,000
William J. Hjorten L-6603 R-44648	Clack.	East Portland Freeway	$36,500	$56,900	$53,000
Stadium Realty Co. L-6662 R-44841	Mult.	Mt. Hood	$ 1,500	$ 1,500	$ 2,000
LeRoy M. Ford* L-6690 R-46430	Mult.	East Portland Freeway	$ 750		Dismissed
Kendall Lumber Mill* L-6710 R-46476	Mult.	East Portland Freeway	$ 4,025		Dismissed
The Ecology Corp. Industries* L-6712 R-46987	Mult.	East Portland Freeway	$ 900		Dismissed

* The above cases were settled by option by the Right of Way Department in the amount of the State's offer.

September 19, 1972

REPORT OF OTHER CASES SETTLED

Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
The Hertz Corp. L-6577	State of Oregon	Clack.	Property Damage	$282.46	Settled by insurance carrier
Harold Gillespie L-6761	James Ford	Douglas	Mortgage Foreclosure	Title to the property	State deposited $12,300 with court
State of Oregon L-6576	Ruth E. Kusch	Lane	Property Damage	$113.99	$113.99 plus $50.00 Atty. fees and $20.80 cost
State of Oregon L-6778	Roselin Gaubert	Lane	Forcible Entry and Detainer	Possession of premises	Defendant moved
State of Oregon L-6435	Ray D. Gordon	Linn	Property Damage	$136.91	$136.91
State of Oregon L-6571	Thomas M. Bell	Marion	Property Damage	$485.34	$485.34 plus $160.00 Atty. fees and $14.50 costs
State of Oregon L-6439	Samir T. Badawl	Mult.	Property Damage	$154.13	$154.13 plus $50.00 Atty. fees and $17.00 costs
State of Oregon L-6444	Carl Hulse, Jr.	Mult.	Property Damage	$251.33	$251.33 plus $125.00 Atty. fees and $17.50 costs

(For additional details, see the Chief Counsel's letter dated September 14, 1972, entitled Report of Cases Settled which is filed in the Salem office, General Files.)

A report was also presented by the Assistant Counsel and accepted by the Commission concerning the institution of legal proceedings which have been commenced since the last Commission meeting and summarized as follows:

(Continued on Next page)

(1) John D. Reice v. State of Oregon and Keith L. Farrow, L-6802. Plaintiff seeks $16,597.71 for general and special damages due to an accident on January 31, 1972, between his vehicle and a Highway snowplow on I-80N in Umatilla County in which he was injured. Plaintiff claims negligence on part of the operator of the snowplow which extended beyond the truck to which it was attached.

(2) Marion E. Sansum v. State of Oregon, L-6803. This is an inverse condemnation in which the plaintiff alleges that he owns land abutting Cow Creek in Douglas County and that between April 19, 1965 and December 19, 1966 and thereafter the State constructed a section of I-5 adjacent to his property and concentrated the flow of Cow Creek from several meandering channels into a single stream which eroded the southerly part of his property causing damages in the amount of $23,000.

(3) The Southeast Legal Defense Group, et al. v. John A. Volpe, et al., L-6804. Plaintiffs brought suit in U. S. District Court. The complaint filed comprises some 52 pages and alleges 12 separate claims for relief pertaining to the Mt. Hood Freeway in Multnomah County. The matter of defense will be jointly conducted by an Assistant U. S. Attorney, Federal Highway Administration Attorney, and a State Attorney. (See Chief Counsel's letter of September 11, 1972, for list of claims.)

(4) Alden E. Vickstrom, et ux., v. Willamette-Western Co., and Oregon State Highway Commission, L-6805. The plaintiffs are the owners of the Siletz Moorage at Kernville and are seeking to recover $19,490.74 for property damage, $7,600 for loss of income, $10,000 for mental anguish and $25,000 for punative damages. Plaintiff alleges that plans and specifications for the construction of the new Siletz Bay Bridge at Kernville in Lincoln County were faulty. Also that both defendants were negligent in not making provisions for logs and other debris to get through the bridge structure during high water periods on January 12 and 22, 1972, which damaged their property.

(5) Nell V. Heare v. City of Bend and State of Oregon, L-6806. Plaintiff seeks $12,500 general damages and an unspecified sum for special damages as a result of the plaintiff stepping into a depression at the southeast corner of Wall and Oregon Streets in Bend, Deschutes County. Plaintiff alleges that the defendants were negligent in constructing the sidewalk and street, failing to maintain and to post warning signs.

(6) Lord Bros. Contractors, Inc., v. State of Oregon, L-6808. Plaintiff seeks to collect $389,400 and alleges damages for the following causes of action and representations by the State for construction of Wilsonville Bridge, Contract 7128, Clackamas County:

a. State refused to accept material and plaintiff had to obtain borrow from another site. Seeks $169,000.

b. Wrongfully penalized for not completing contract on time. Seeks $21,400.

c. Failure of Cofferdam at Pier 2. Seeks $167,000.

d. State misrepresented location of obstruction to footings for cofferdam at Pier 3 and cofferdam had to be redesigned. Seeks $32,000.

(7) Lawrence Hoy v. G. L. Jackson, et al., L-6809. Plaintiff is seeking $126,749.46 for injuries and damages due to a two-car collision on March 7, 1971, at the intersection of State Highway Route 26 (Wapinitia) and Route 35 (Mt. Hood) east of Government Camp in Clackamas County. Ronald Dawson, driver of the second car, also was named as a defendant. Plaintiff alleges negligence by the Highway Commission in allowing the snow to bury all the highway signs and road markings so that the plaintiff's driver was unaware of the location of the intersection.

(8) Robert L. Pogue v. State Highway Commission, L-6811. Plaintiff is asking damages in the amount of $52,634.30 while operating a vehicle on Baker-Copperfield Highway. in Baker County, alleging that he drove into an uncovered excavated area resulting in his injury.

(9) Deloris Jane Pogue v. State, L-6810. Plaintiff brings a companion action for damages in the amount of $55,510.43 as a passenger in the car driven by Robert Pogue.

Confirmation was requested by the Assistant Counsel for approval given by the Chairman on August 9, 1972, for entering into an agreement with Eugene O'Neill to investigate work on the Mt. Hood Freeway in Multnomah County. The Assistant Counsel explained that this is in connection with a law suit with the Southeast Legal Defense Group, et al. v. Volpe, et al. Mr. O'Neill is needed to secure information regarding the background in this law suit, as the State does not have the personnel to do the investigation. The Commission confirmed the approval and authorized the Secretary to sign the agreement in their behalf.

The Parks Superintendent presented for the Commission's consideration Notifications of Intent by property owners to make various types of improvements along scenic waterways. The requests have been carefully evaluated as to their compliance with the provisions of the Scenic Waterways Act. Each of these requests, he continued, has been covered by a letter from the Administrator to the Commission explaining details of the request and making a recommendation as to approval. Action was taken by the Commission on the following requests as shown in the approved Notifications of Intent and as modified by stipulations in the Administrator's letters to the Commission. Approval by the Commission was given only insofar as their authority under the Scenic Waterways Act is concerned.

(1) Approved a request from Miss Carol Higgins to thin and prune trees along the Minam River in Wallowa County.

(2) Approved a request from Lloyd O. Guinn to convert a building to living quarters along the Rogue River in Josephine County.

(3) Approved a request from Jerome F. Beardsley to construct a Bohemia 2 modular home along the Rogue River in Josephine County.

(4) Approved a request from DeForest Sorber to repair an eroding bank along the Rogue River in Curry County.

(5) Approved a request from Robert J. Johnston, Luwana F. Martin, and Lawrence Carpenter to construct a residence along the Illinois River in Curry County.

A resolution was considered permitting the Administrator or in his absence the State Parks Superintendent to approve scenic waterways proposals which are consistent with the Act and adopted rules and regulations. The Parks Superintendent stated that this resolution would save considerable time in responding to the applicant. The proposals requiring a variance for approval, or those which should be denied, will still require the Commission's action. The Commission approved the resolution as recommended and thereupon adopted "Authorization Resolution No. 58," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Consideration was given to the reappointment of Loran L. Stewart, Chairman of the State Parks and Recreation Advisory Committee, for a four-year term commencing September 27, 1972. The Parks Superintendent stated that Mr. Stewart has done an outstanding job on this committee. The Commission confirmed the reappointment of Mr. Stewart which has the approval of the Governor.

Attention was given to an agreement with the State Game Commission to lease a portion of Fort Stevens State Park in Clatsop County for wildlife management and recreational purposes, including seasonal hunting of waterfowl. The Parks Superintendent mentioned that the agreement is on a seasonal basis for a five-year period beginning October 1, 1972, and he recommended approval. The Commission approved the agreement, subject to the approval of the General Services Administration and the Corps of Engineers, and authorized the Secretary to sign it in their behalf.

Consideration was given to a request from the U. S. Forest Service for a permanent road easement across a portion of the Blue Mountain Forest Wayside approximately 10.6 miles east of Meacham in Union County. The Parks Superintendent commented that the easement will provide access for the Forest Service timber management, which is approximately 550 feet in length extending from a section of the old Highway 30 to the National Forest boundary. Upon his recommendation, the Commission approved the agreement.

Consideration was also given to an agreement for the services of Charles S. Collins, consultant, to provide a study and comprehensive plan for acquisition of property along the Willamette River for carrying out various phases of the Greenway program. The Parks Superintendent mentioned that the study and plan are to be completed within six months at a cost of $9,600. The Commission accepted the Parks Superintendent's recommendation for approval of the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to an application for a permit to install a pipeline across the ocean shore area to serve the Inn at Otter Crest development in Lincoln County by Condominiums Northwest, Inc. The Parks Superintendent stated that the project has approval of the other agencies involved, including the Department of Environmental Quality, and he recommended approval. The Commission approved the application and signed a letter of consent to Condominiums Northwest, Inc.

Increases in project authorizations on contracts were requested by the Deputy Engineer and approved by the Commission as follows:

(1) Contract No. 7474 on the West Linn Interchange landscaping project of the East Portland Freeway in Clackamas County for an increase of $9,673.23 (15.6%).. Overrun due to problems incurred in establishing an acceptable planted lawn in which a sod lawn was substituted.

(2) Contract No. 7610, Eastside (Isthmus Slough) Bridge maintenance painting project in Coos County for an increase of $19,843 (44.5%). Increase was due to cleaning and painting of additional structural steel and machinery and additional engineering expenses. (Chairman Jackson gave telephonic approval on August 21, 1972.)

(3) Contract No. 7650, Patterson Street-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County for an increase of $66,819.06 (7.44%). Reasons for the overrun were the addition of a signal and the hauling in of embankment due to a shortage of excavation.

(4) Contract No. 7739, 5th Street-Oak Street (Phoenix) Section of the Rogue Valley Highway in Jackson County for an increase of $15,028.73 (7.93%). The relocation of a city water line was overlooked in the project authorization which caused the overrun.

(5) Contract No. 7395 on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County for an increase of $1,268,710.59 (10.56%). The reason for the overrun was added excavation due to flattening slopes for stability.

Approval was requested by the Deputy Engineer for the Clarno Section Project on the Shaniko-Fossil Highway in Wasco and Wheeler Counties. He stated the corridor and design hearings have been held and the majority of testimony received was in favor of the design as proposed by the State. The State and District Clearinghouses and the environmental requirements have all been satisfied. This is a grading, paving and structure project approximately 2.4 miles in length which includes the construction of a bridge across the John Day River. The total cost of this Federal-Aid Secondary project is $1,300,000 and it was tentatively approved November 24, 1971, on Program 12A. He also requested authority to place on the October 26, 1972, bid letting. The Commission approved the project.

Consideration was given to the installation of traffic signals at the junction of the Redwood Highway and the southbound leg of the Rogue River Highway which is a part of the Redwood Highway Interchange in Grants Pass, Josephine County. The Deputy Engineer stated that this intersection has a high accident record and signals are warranted to increase safety. He recommended approval of the project estimated to cost $18,000 and that it be financed with current State Construction Funds. The Commission accepted his recommendation.

Consideration was also given to adding a fifth lane on the Pacific Highway West in Tigard on the Multnomah County Line-Gaarde Street Section in Washington County. The Deputy Engineer explained that this would be an overlay and widening project to provide a 14-foot left-turn refuge lane. The length of the project is 2.72 miles and is estimated to cost $370,000. He recommended approval of the project for an early letting and authority to construct with State Construction Funds. The Commission approved the project.

Attention was given to an emergency repair project on the Forest Boundary-Bull Creek Section of the Clackamas Highway in Clackamas County. The Deputy Engineer stated this is an intermittent flood repair project involving 13 sections. The Federal Highway Administration will not participate fully in the entire cost but will participate on 12 sections and the surfacing on the easterly section at M.P. 46.7. He recommended contracting the entire project estimated to cost $1,053,444 of which approved sections are 100% participating. He requested that a portion of the last section be financed from State Construction Funds estimated to cost $55,000. The project was approved by the Commission.

Consideration was given to the replacement of an overflow bridge approximately 0.63 mile south of the south city limits of Harrisburg at M.P. 29.72 on the Albany-Junction City Highway in Lane County. The Deputy Engineer stated the structure is over a slough and it is not feasible to replace with an earth fill because the area is a part of the Willamette River flood plain. He explained that the bridge has deteriorated and that additional major repairs cannot be justified. He recommended approval of replacing the bridge at an estimated cost of $300,000 as a part of the State Construction Program. The Commission approved the project.

The Commission considered the abandonment of a claim (CAO-70-176) in the amount of $3,120.99 against the Union Pacific Railroad Company for damage to State property while clearing an ice jam at Multnomah Falls in Multnomah County in January 1969. The Deputy Engineer reported that this claim has been resolved with the Railroad Company. The Commission approved the abandonment of this claim.

The Deputy Engineer presented for confirmation requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. These requests he said have been carefully investigated and the results of the investigations have been reported to the Commission by letters. The contractors have also been advised by letters as to the extensions of time. The Commission confirmed extensions of time as follows:

(1) Oregon Asphaltic Paving Company, Contract No. 7562 on FAS 646 and 954 in Multnomah County, requested an extension of 25 days. The Commission confirmed an extension of 16 days which will delete all liquidated damages.

(2) Drake-Willamette, Contract No. 7623 on the Stadium Freeway and Columbia River Highway in Multnomah County, requested an extension of 66 days. The Commission confirmed a 37 day extension of time without assessment of liquidated damages. Federal Highway Administration has concurred in this extension.

(3) Steeck Electric Company, Contract No. 7616 on the Rogue Valley Highway in Jackson County, requested an additional 7 calendar days. The Commission confirmed an extension of 6 days, without assessment of liquidated damages. The Federal Highway Administration has approved this extension by letter dated August 9, 1972.

(4) Cascade Construction Company, Contract No. 7540 on FAS 681 in Clackamas County, requested an extension of 174 days. The Commission confirmed an extension of 154 days without assessment of liquidated damages.

(5) Road and Driveway Company, Contract No. 7641 in Devils Punch Bowl State Park in Lincoln County, requested an extension of 35 days. The Commission confirmed an extension of 35 days without assessment of liquidated damages.

The Deputy Engineer reported that Contract Nos. 7489, 7601, 7608, 7617, 7622, 7625, 7641, 7647, 7649, 7683, 7691, 7714, 7716, 7717, 7720, 7725, 7728, 7757, and 7759 for highway construction have been completed as required by the contracts or modifications thereof and said contracts are now ready for acceptance or have been accepted by letter since the last Commission meeting. The Commission accepted the contracts and thereupon adopted "Contracts Completed Resolution No. 205," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed award of the following contracts which had been referred to the Administrator of Highways to award when certain conditions were fulfilled:

(1) Maintenance painting of Columbia River (Astoria) Bridge on Oregon Coast Highway in Clatsop County. Bids received June 29, 1972. Contract No. 7782 awarded July 7, 1972, to Lundeen Coatings Associates, Los Angeles, California, at $242,529.

(2) Traffic signals on 4th Street-Washington Avenue (Baker) Section of La Grande-Baker Highway in Baker County. Bids received July 27, 1972. Contract No. 7783 awarded August 7, 1972, to Power City Electric, Inc., Spokane, Washington, at $47,779.

(3) Landscape improvement in Weatherby Safety Rest Area in Baker County. Bids received July 27, 1972. Contract No. 7785 awarded August 7, 1972, to Loftus Landscaping, Inc., Kennewick, Washington, at $84,823.

(4) Big Creek (Knappa) Bridge Section of the Old Columbia River Highway in Clatsop County. Bids received July 27, 1972. Contract No. 7786 awarded August 8, 1972, to Hamilton Construction Co., Springfield, at $77,270.

(5) Arnold Ice Caves Road-Horse Ridge Section of Central Oregon Highway in Deschutes County. Bids received July 27, 1972. Contract No. 7787 awarded August 7, 1972, to L. W. Vail Company, Inc., Pasco, Washington, at $1,424,998.

(6) Wells Creek-Jack Creek (Passing Bays) Section of Umpqua Highway in Douglas County. Bids received July 27, 1972. Contract No. 7788 awarded August 15, 1972, to S. D. Spencer and Son, Vancouver, Washington, at $1,256,100.

(7) Crater Lake Interchange-Jackson Street Section of Pacific Highway in Jackson County. Bids received July 27, 1972. Contract No. 7789 awarded August 7, 1972, to Aichele Landscaping, Inc., Portland, at $97,515.

(8) Sanderson Bridge Section of Albany-Lyons Highway in Linn County. Bids received July 27, 1972. Contract No. 7790 awarded August 8, 1972, to Willamette-Western Corporation, Portland, at $1,244,735.

(9) South Pacific Boulevard-Ferry Street (Albany) Section at Queen Avenue in Linn County. Bids received July 27, 1972. Contract No. 7791 awarded August 15, 1972, to Morse Bros., Inc., Lebanon, at $120,970.

(10) Anti-skid pavement treatment on S.W. Corbett Avenue Undercrossing of Pacific Highway in Multnomah County. Bids received July 27, 1972. Contract No. 7792 awarded August 17, 1972, to Adhesive Engineering Company, San Carlos, California, at $48,000.

(11) North Santiam River (Green's) Bridge of FAS 126 in Linn and Marion Counties. Bids received July 28, 1972. Contract No. 7795 awarded August 10, 1972, to Hannan Bros. Construction, Inc., Portland, at $585,710.

(12) Baker Valley Safety Rest Area on Old Oregon Trail in Baker County. Bids received July 28, 1972. Contract No. 7796 awarded August 7, 1972, to Aichele Landscaping, Inc., Portland, at $103,500.

(13) Park Street-Pacific Highway Section in Ashland on Green Springs Highway in Jackson County. Bids received July 28, 1972. Contract No. 7799 awarded August 14, 1972, to Ross Bros. Construction, Inc., Salem, at $1,343,103.

(14) Judkins Point-California State Line Section of Pacific Highway in Lane, Douglas, Josephine and Jackson Counties. Bids received July 28, 1972. Contract No. 7801 awarded August 7, 1972, to Coral Corporation, Gladstone, at $33,726.25.

(15) Willamette River Bridge Section in Albany of Albany-Corvallis Highway in Linn and Benton Counties. Bids received July 28, 1972. Contract No. 7802 awarded August 7, 1972, to Aichele Landscaping, Inc., Portland, at $35,628.97.

(16) "E" Street in North Powder in Union County. Bids received July 28, 1972. Contract No. 7804 awarded August 11, 1972, to Baker Redi-Mix, Inc., Baker, at $22,390.

(17) Roadside improvement on Beaverton-Progress Section of Beaverton-Tigard Highway in Washington County. Bids received July 28, 1972. Contract No. 7805 awarded August 25, 1972, to Landscape Services, Inc., and L and R Nursery, Salem, at $87,233. Aichele Landscaping, Inc., low bidder, would not accept the project unless $9,000 additional was paid due to the inclusion of the Portland Plan in the contract. The Legal Section advised that the Portland Plan was a part of the bid specifications; therefore, the bid became unresponsive.

(18) Sandy River (Brightwood) Bridge in Clackamas County. Bids received July 28, 1972. Contract No. 7806 awarded August 9, 1972, to Workman Construction Company and David A. Nelson, Canby, at $30,730.

(19) Molalla River (Dickey Prairie) Bridge Footing Protection Project on County Road No. 52008 in Clackamas County. Bids received July 28, 1972. Contract No. 7807 awarded August 9, 1972, to Mike Pedro Construction, Salem, at $13,280.

(20) Bilyeu Creek (Camp Morrison) Bridge Section of County Road 830 in Linn County. Bids received July 28, 1972. Contract No. 7808 awarded August 8, 1972, to Marion Construction Co., Inc., Salem, at $34,688.

(21) E. Beaver Creek (Park) Bridge Section of E. Beaver Creek County Road in Tillamook County. Bids received July 28, 1972. Contract No. 7810 awarded August 8, 1972, to Ross Bros. Construction, Inc., Salem, at $59,715.

(22) Norwood Road Undercrossing-Stafford Road Interchange Section of Pacific Highway in Washington County. Bids received July 28, 1972. Contract No. 7811 awarded August 7, 1972, to Bunyard and Pettit, Portland, at $147,422.50.

Confirmation was requested by the Deputy Engineer for verbal approval given by the Commission on August 15, 1972, for awarding Contract No. 7813 to Sunset Crushed Rock Company for the Thompson Falls (M.P. 12.4) Slide Section, Lewis and Clark Road, in Clatsop County. He explained that on August 2, 1972, the State contacted six qualified contractors and invited them to submit bids for this project. The only bid received was from Sunset Crushed Rock Company in the amount of $26,310. This is a 1971 emergency relief restoration project for Clatsop County which the State will be reimbursed 100%. The Federal Highway Administration has also approved the project. The Commission confirmed the award and authorized the Secretary to sign the contract in their behalf.

The Deputy Engineer reported that a slide problem has existed for a number of years at M.P. 6.8 (Dawson) on the Dillard Highway in Douglas County. He stated that recently this section has begun to move both above and below the highway and it is no longer feasible to make piecemeal repairs. He recommended that a negotiated contract be handled through the State Department of General Services to stabilize the section below the highway and to place a rock inlay on the side of the road above the highway at an estimated cost of $160,000 to come from State Construction Funds. The Commission approved the negotiated contract.

The Deputy Engineer presented a list of construction projects on which bids will be received October 26, 1972. Each project he said contains a notation as to plans for the establishment of footpaths and bicycle trails. The Commission approved the following projects:

(1) Fountain Slide Section, Columbia River Highway, Hood River County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

(2) Oro Dell Section, Old Oregon Trail, Union County
Irrigation Structure Project

Same as No. 1.

(3) Ava Avenue-East Burnside Street (Gresham) Section, Mt. Hood Highway, Multnomah County
Grade and Pave (co-op) Project

Sidewalks with bicycle ramps will be provided throughout the length of the project.

(4) Clarno Section, Shaniko-Fossil Highway, Wasco and Wheeler Counties
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . . if . . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

(5) T.V. Highway at SE Minter Bridge Road (Hillsboro) Sec., Tualatin Valley Highway, Washington County
Grade, Pave, Signals and Railroad Gates

Same as No. 1.

(6) Garfield Street-High Street (Eugene) Section, Pacific Highway West, Lane County
Signals Project

Same as No. 1.

(7) NE 166th Avenue-NE 190th Avenue Section, FAS 730 (NE Halsey Street), Multnomah County
Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project.

(8) 2nd Street-S. Railroad Boulevard (Redmond) Section, FAS 926, Deschutes County
Structure Project

5 ft. concrete sidewalks being provided on each side.

(9) Squaw Creek Canal (Three Creek Lake Road) Bridge Section, FAS 853, Deschutes County
Structure Project

Same as No. 4.

(10) South Fork Malheur River-Malheur Caves Road Section, Steens Highway, Harney County
Grade and Pave Project

Same as No. 4.

(11) Drift Creek Slide Section, Bayview Road, Lincoln County,
Slide Correction Project

Same as No. 1.

(12) Fern Rock Creek-South Fork Gales Creek Section, Wilson River Highway, Washington County
Slide Correction Project

Same as No. 1.

(13) Forest Boundary-Bull Creek Section, Clackamas Highway, Clackamas County
E. R. Project to repair January 1972 storm damage to slopes and riprap

Same as No. 1.

(14) Tide Port Slide Section, Fishhawk Falls Highway, Clatsop County
Slide Correction Project

Same as No. 1.

(15) Deadman's Creek Slide Section, Wilson River Highway, Tillamook County
Slide Correction Project

Same as No. 1.

(16) Butler Bridge Slide Section, FAS 584, Lincoln County
Slide Correction Project

Same as No. 1.

(17) Willamette River-Orleans Section, Corvallis-Lebanon Highway, Linn County
Slope Protection Project

Same as No. 1.

(18) Thomas Creek (Schindler) Bridge Section, Albany-Lyons Highway, Linn County
Bridge Repairs Project

Same as No. 1.

(19) Lost Creek Bridge Section, Willamette Highway, Lane County
Bridge Repair Project

Same as No. 1.

(20) 25th Street SE-37th Avenue SE (Salem) Bikeway Section, North Santiam and FAS 679, Marion Co.
Grade, Pave and Structure Project

Project designed specifically to provide a separated bikeway along State Street in East Salem.

(21) Independence Junction-West Salem Bikeway Section, Willamina-Salem Highway, Polk County
Grade and Pave Project

Project designed specifically to provide a separated bikeway from Independence Junction to Wallace Marine Park in West Salem.

(22) Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Project designed specifically for a bike route along the north shore of the Willamette River. Previously on February 22 meeting agenda.

(23) Railroad Avenue at Newmark Street (North Bend) Section, Oregon Coast Highway, Coos County
Traffic Signal Project

Same as No. 1.

(24) 10th Street at "C" Street (Baker) Section, La Grande-Baker Highway, Baker County
Traffic Signal Project

Same as No. 1.

(25) San Marine State Wayside, Lincoln County
Beach Access Project

Footpaths will be provided from parking lot to the beach area.

(26) Otter Point State Park, Curry County
Day Use Improvement Project

Same as No. 1.

(27) Emigrant Springs State Park, Umatilla County
Utility Building Project

Same as No. 1.

Attention was given to a compromise settlement on Contract No. 7151 with Guy F. Atkinson Company on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties. The Deputy Engineer explained the contractor has made claims for additional compensation related to both structural and grading items performed under the contract. The claim arises because of changes ordered by the State from plan grades and typical section which added over 130,000 cubic yards of excavation in order to complete required embankments. The contractor has made claim for all costs incurred in excess of bid item payments. The Deputy Engineer stated the State has reached a compromise settlement of all claims, except those related to structures which are still pending, for a lump sum of $100,000. This also has the concurrence of the Federal Highway Administration agreeing to participate with Interstate funds. The Commission approved the compromise settlement.

The Commission considered a request from the City of Bend, Deschutes County, for a TOPICS project. The Deputy Engineer stated that the project covers five priority items in the Bend AreaWide TOPICS Plan. The Project is eligible for funding under the Federal Aid TOPICS Program. The Commission approved the following project and authorized the Secretary to sign the project agreement in their behalf.

(Continued on next page)

CITY	SECTION	PROGRAMED AMOUNT	STATE COST
BEND	E. Vail Ave.-E. Burnside Ave. The Dalles-California Hwy. Signal replacement, striping and sign upgrading.	$ 70,000	$ 14,000
	TOTAL NEW PROJECT	$ 70,000	$ 14,000

SUMMARY BY FISCAL YEAR	1970 & 1971	1972	TOTAL
Allocated Funds	$5,472,000	$1,450,000	$6,922,000
APPROVED Projects (Corrected to date)	5,472,000	1,340,000	6,812,000
Unprogramed Balance	---	110,000	110,000
Proposed Project: 9/19/72	---	70,000	70,000
Unprogramed Balance	---	$ 40,000	$ 40,000

Consideration was given to a claim submitted by Dr. I. J. Schneider of Wheeler for paint damage to his car by Albert Dierickx Company, Contract No. 7423 for the painting of the Nehalem River Bridge in Tillamook County. The Deputy Engineer explained that the contractor and his insurance company have declined responsibility. He recommended that the State reimburse Dr. Schneider in the amount of $76 for the cost of the paint damage. The Commission approved the payment of the claim.

The Deputy Engineer reported investigations have been made concerning speed zones and the facts indicate that speed zones should be established or revisions made. The Commission accepted his recommendation and thereupon adopted "Speed Zone Resolutions Nos. 616, 617, and 618," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) 35 mile per hour speed zone from the east city limits of La Grande (M.P. 0.42) to a point 50 feet east of Portland Street (M.P. 0.60) on the Wallowa Lake Highway in Union County.

45 miles per hour speed zone from 50 feet east of Portland Street to the west city limits of Island City (M.P. 2.07). Speed Zone Resolution No. 200, dated June 30, 1955, is hereby rescinded. (See "Speed Zone Resolution No. 616".)

(2) 50 mile per hour speed zone from 0.37 mile west of the McKenzie River on the McKenzie Highway (M.P. 50.08) to a point 0.48 mile east of the McKenzie River (M.P. 50.93) in Lane County. (See "Speed Zone Resolution No. 617")

(3) 50 mile per hour speed zone from 0.05 mile east of Indian Creek (M.P. 26.00) on the McKenzie Highway in Lane County to Gate Creek in the community of Vida (M.P. 26.52). Speed Zone Resolution No. 435, dated January 30, 1964 is hereby rescinded. (See "Speed Zone Resolution No. 618.")

A construction-abandonment agreement with Linn County was presented by the Deputy Engineer providing for the construction of the Sanderson Bridge Section of the Albany-Lyons Highway. He commented that the State is to construct and maintain the project which includes right-of-way acquisition and a new structure to replace the existing Sanderson Bridge. The County is to accept jurisdiction of the existing highway that will be bypassed by the new section. The Commission accepted his recommendation for approval and authorized the Secretary to sign it in their behalf.

Confirmation was requested by the Deputy Engineer for approval given by the Commission on August 17, 1972, for Amendment No. 1 to an agreement with Battelle Northwest for the research of their impact of tourism on the State's economy. He stated that additional information on tourism is needed to enable the next legislative session to objectively review tourism. It was his recommendation that this study be expanded to investigate the capacity for tourism in the State and a determination of the correlation between tourism and permanent population growth. Completion of the two additional phases would allow for a true cost-benefit analysis of tourism. Cost of the additional research is estimated at $35,950, which makes the total contract cost $46,450, and additional funding will come within the General Administration budget. The amendment also extends the completion time to August 7, 1973. Chairman Jackson commented that the State should review this study to make sure that the terms of the agreement are met. The Deputy Engineer replied that Dr. Fred Miller is working with the State to watch is closely. The Commission confirmed approval of the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with the U. S. Forest Service and the Mazamas covering the installation and operation of water purification equipment at Government Camp in Clackamas County. The Deputy Engineer mentioned that the water samples taken from the supply do not meet accepted standards of purity. Under the terms of the 5-year agreement, the estimated costs are as follows:

Forest Service	
Materials	$1,500
Highway Division	
Installation	$ 200
Maintenance	$ 250/Yr.
Mazamas	
Power	$ 50/Yr.

The Commission accepted the Deputy Engineer's recommendation for approval and authorized the Secretary to sign the agreement.

Confirmation was requested by the Deputy Engineer for verbal approval given by the Chairman on September 5, 1972, to an agreement with the Federal Highway Administration involving a project (Speed Advisory Information for Reduced Visibility Conditions). He pointed out that this project will provide information that will be valuable in providing safe driving conditions during fog, dust, and other adverse weather conditions. The information will be usable not only in Oregon but Nationwide. The project to be completed in approximately three years is estimated to cost $262,609 and is to be financed 100% with Federal Funds. The Commission confirmed the agreement and authorized the Secretary to sign it for them.

Confirmation was requested for verbal approval given by Chairman Jackson on August 25, 1972, for a 2-year lease of office space from the Rivergrove Building Company at 2111 N. E. Front Street in Salem. The Deputy Engineer stated this is housing for five resident engineers at the monthly rental of $1,180.58 which was brought about when shifting had to be done to accommodate the environmental unit in the Highway Building. Chairman Jackson questioned the housing of other agencies in the Highway Building such as the Department of Transportation, and the comparison of the space they utilize with that which has to be rented outside. He requested that a study be made. The Commission confirmed the agreement and authorized the Secretary to sign it in their behalf.

Confirmation was requested for approval given by Chairman Jackson on August 21, 1972, for a consent to vacate a portion of Arizona Street in Port Orford, Curry County. The Deputy Engineer stated that the State's Maintenance Station abuts the westerly line of Arizona Street. The Commission confirmed the consent and authorized the Secretary to sign it in their behalf.

Attention was given to an agreement with Thomas R. Lancaster, an engineer in the Traffic Engineering Section, covering a $4,000 Federal Highway Administration scholarship for graduate study at the University of California. The Deputy Engineer mentioned that the State will pay half his normal salary during this period of study from September 1972 to June 1973. Mr. Lancaster agrees to continue work for the State for three years from the date he completes his studies. The Commission accepted the Deputy Engineer's recommendation for approval and authorized the Secretary to sign the agreement.

Consideration was given to a supplemental agreement with the Southern Pacific Transportation Company pertaining to the installation of light signals at the grade crossings of Liberty and Commercial Streets in the City of Salem. The Deputy Engineer commented that the agreement approved on February 22, 1972, called for the installation of crossing gates. The City of Salem and the Urban Renewal Agency objected to the esthetics of this type of installation. They have now agreed to the installation of flashing light signals by standard traffic lights at the two locations. The State is to reimburse the Railroad for 90% of the installation cost of the flashing light signals. The State's share is $22,050 which will be reimbursed with Federal-aid funds. The Railroad's share is $2,400 and upon completion they will maintain the signals. The Commission accepted the Deputy Engineer's recommendation for approval.

Consideration was given to an agreement with the Bonneville Power Administration covering the crossing of the Sodaville Road-Vail Creek Section of the Santiam Highway over the Bonneville Power Administration's Lebanon-Goshen, McNary-Avery, and Albany-Lebanon transmission line easements in Linn County. The Deputy Engineer stated that the agreement provides for access from the Santiam Highway via a 16-foot approach constructed as part of the State's contract. Following his favorable recommendation, the Commission approved the crossing agreement.

Attention was given to an agreement with the Chevron Pipe Line Company concerning access to their facilities on the Meacham-Hilgard Section of I-80N in Umatilla and Union Counties. The Deputy Engineer explained that an agreement has been reached setting forth the locations of allowable access from the freeway to their facilities. The State will maintain any access roads within the right-of-way and, the Chevron Pipe Line Company will maintain any access roads outside the right of way. The Company will quitclaim all its private easements in exchange for the right to operate and maintain its facilities. The Commission accepted the Deputy Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

The Deputy Engineer recommended approval of an agreement with Multnomah County for channelization and modernization of traffic signals at the intersection of the Mt. Hood Highway and S. E. 136th Avenue east of Portland. Under the agreement, he mentioned that the State is to do the work for the signalization and channelization, pay the cost for channelization estimated to cost $5,000, and provide maintenance. The estimated cost of the signalization is $30,000 to be shared equally by the State and the County. The County is to take care of the power bills. The State's share is estimated to cost $20,000 using State Construction Funds. The Commission approved the agreement and authorized the Secretary to sign the agreement in their behalf.

The Commission considered two agreements with the City of Portland relative to the routing of traffic through the N. W. Industrial Area upon opening of the West Fremont Interchange. The first agreement establishes a truck route from the interchange to and along N. W. Nicolai Street to be accomplished at State's expense. When opened to traffic, the City will assume all jurisdiction. The second agreement designates the route of the Columbia River Highway until such time as the Industrial Freeway (I-505) is opened to traffic. Any work required to establish this route will be at State expense. The Deputy Engineer stated that the cost of this work was included in the project authorization for the West Fremont Interchange (Unit 2) contract. The Commission approved the agreements and authorized the Secretary to sign them in their behalf.

Attention was given to reactivating a 1971 agreement with Wolff, Zimmer, Gunsul, Frasca and Ritter for a location study and design for a new Highway Division Office Building in the Salem area. The Deputy Engineer stated that the estimated cost is not to exceed $12,500. The architects will study two sites on the Mall and one site in East Salem. Reactivation of the agreement was approved by the Commission.

Consideration was given to a letter agreement with Wolff, Zimmer, Gunsul, Frasca and Ritter for air conditioning of the present Highway Building in Salem. The Deputy Engineer stated that this work would be performed in two phases. Phase 1 is analyze and define the program and the cost of which will not exceed $4,500. Phase 2 will consist of the normal architectural and engineering services. Fee arrangements will be refined once the scope and cost of the project are clearly defined. The Commission approved the agreement as presented by the Deputy Engineer.

The Commission confirmed the next Commission meeting date for October 31, 1972, in Room 122 of the State Highway Building in Salem. A tentative date for the following meeting was set for Tuesday, December 12, 1972.

The Deputy Engineer stated that the snow removal agreements are not ready to present at this time. He recommended that conference calls be held for the approval of the agreements as they are completed. The Commission approved this method of handling the snow removal agreements.

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

"Bargain and Sale Deed" to Grover and Pauline Poe and James W. and Carol P. Jamison covering 0.27 acre on Lake Road Interchange-Clackamas River Section of East Portland Freeway in Clackamas County.

"Bargain and Sale Deed" to Thayer Cattle Company covering 15.1 acres and 0.22 acre on Olds Ferry-Ontario Section and N. Jacobsons Gulch-North Ontario Interchange Section of Old Oregon Trail for $4,000.

"Bargain and Sale Deed" to James H. and Dorothy L. Smith covering 1.46 acres on Otter Rock-Agate Beach Section of Oregon Coast Highway in Lincoln County for $7,500.

"Bargain and Sale Deed" to W. H. and Henrietta Frank covering 4,125 square feet on Emigrant-Frazer (Pendleton) Couplet Section of the Pendleton-John Day Highway in Umatilla County for $8,250.

"Bargain and Sale Deed" to Eugene W. Gramzow and DeWayne Wafford covering 0.86 acre on Pleasant Hill-Lost Creek Section of Willamette Highway in Lane County for $3,600.

"Bargain and Sale Deed" to C. E. Mozley covering 0.45 acre on Jumpoff Joe-Grants Pass Section of Pacific Highway in Josephine County for $350.

"Bargain and Sale Deed" to W. L. Hamilton covering 0.35 acre on Newport-Toledo Section of Corvallis-Newport Highway in Lincoln County for $350.

"Bargain and Sale Deed" to Umatilla County covering 3.8 acres on Emigrant Hill Section of Old Oregon Trail in Umatilla County for $57.

"Bargain and Sale Deed" to Roy and Rosetta Townsend covering 0.36 acre on Grande Ronde River Section of Wallowa Lake Highway in Union County for $250.

"Correction Bargain and Sale Deed" to L. Dale and Edna L. Chamberlin covering 16.0 acres of land on Baker-Homestead Highway in Baker County for $500.

"Bargain and Sale Deed" to John T. Murtha covering 2.18 acres on Wasco-Heppner Highway in Sherman County.

"Modification of Access Rights" to Gold Beach Western Bank on the Oregon Coast Highway in Curry County.

"Indenture of Access" with Edward F. and Edna A. Fendrich covering Brookings-Winchuck Section of Oregon Coast Highway in Curry County.

"Memorandum of Agreement" with Department of Interior and Department of Transportation providing for transfer of necessary lands from Chemawa School property to accommodate reconstruction of I-5 and the construction of I-305 north of Salem.

"Agreement" with State Game Commission to lease a portion of Fort Stevens State Park for wildlife management and recreation purposes, including seasonal hunting of waterfowl.

"Easement" to U. S. Forest Service for permanent road easement across a portion of Blue Mountain Forest Wayside approximately 10.6 miles east of Meacham in Union County.

"Agreement" with Charles S. Collins to provide a study and comprehensive plan for acquisition of property along the Willamette River.

"Application" from Condominiums Northwest, Inc., for a permit to install a pipeline across the ocean shore area to serve the Inn at Otter Crest development.

"Construction abandonment agreement" with Linn County pertaining to Sanderson Bridge Section of Albany-Lyons Highway.

"Amendment No. 1" to an agreement with Battelle Northwest for the research of the impact of tourism on the State of Oregon.

"Agreement" with U. S. Forest Service and the Mazamas covering installation and operation of water purification equipment at Government Camp.

"Negotiated contract" with Federal Highway Administration involving a project entitled Speed Advisory Information for Reduced Visibility Conditions.

"Agreement" with Thomas R. Lancaster, a highway engineer, covering a $4,000 Federal Highway Administration scholarship for graduate study at the University of California.

"Supplemental agreement" with Southern Pacific Transportation Company providing for installation of light signals at the grade crossings of Liberty and Commercial Streets in Salem.

"Agreement" with Bonneville Power Administration covering the crossing of the Sodaville Road-Vail Creek Section of the Santiam Highway in Linn County over BPA's Lebanon-Goshen, McNary-Avery and Albany-Lebanon transmission line easements.

"Agreement" with Chevron Pipe Line Company pertaining to access on Meacham-Hilgard Section of I-80N in Umatilla and Union Counties.

"Agreement" with Multnomah County for channelization and modernization of traffic signals at 136th Avenue on the Mt. Hood Highway east of Portland.

"Two agreements" with City of Portland pertaining to routing of traffic through the N.W. Industrial area upon opening of the West Fremont Interchange.

"Agreement" with Wolff, Zimmer, Gunsul, Frasca and Ritter for a location study and design of a new Highway Division office building in the Salem area.

"Agreement" with Wolff, Zimmer, Gunsul, Frasca and Ritter for air conditioning the present Highway Division Building in Salem.

The meeting was adjourned by the Chairman at 9:45 a.m.

Glenn Jackson
Chairman

Fred W. Hill
Commissioner

C. W. Head
Secretary

Thaddeus B. Bruno
Commissioner

October 31, 1972
Salem, Oregon

The Oregon State Highway Commission met in regular session at 9 a.m. in Room 122 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
George M. Baldwin, Administrator
Tom Edwards, State Highway Engineer
Fred Klaboe, Deputy State Highway Engineer
L. I. Lindas, Chief Counsel
David G. Talbot, State Parks Superintendent
David H. Moehring, Right of Way Engineer
C. W. Head, Secretary

Others present were: Ernest Valach, District Engineer, Federal Highway Administration; A. E. Johnson and E. S. Hunter, Assistant State Highway Engineers; Frank McKinney, Assistant Counsel; V. E. Skoog, Controller; L. H. Young, Programing Engineer; John Oakes, Assistant Right of Way Engineer; H. S. Cox, County-City Engineer; Donald N. Harwell, Assistant County-City Engineer; Ralph Sipprell, Liaison Engineer; Gary Sund, Public Affairs Director; John Earley, Information Officer; and John Widmer, Administrative Assistant, Secretary's Office.

The Right of Way Engineer presented a list of options, pages 1 through 56, secured for acquisition of real property needed for State highway use or for other purposes. He mentioned that the amounts offered are on or near the appraised values and are in order for Federal-aid. After due consideration, the Commission approved closing the options, including those sent to them by mail since the last Commission meeting, and thereupon adopted "Right of Way Resolution No. 89," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's report showing sales of miscellaneous properties and rental receipts for the period from September 1, 1972, to October 16, 1972, was presented by the Right of Way Engineer and accepted by the Commission. During this period miscellaneous sales totaled $36,065; land sales $40,735; timber sales $14,115.26. Rental receipts for the month of September amounted to $43,254.78.

A list of properties needed for highway and other uses was presented by the Right of Way Engineer. He requested the Commission to declare by resolution the necessity of said properties for public uses to which they are to be put and to authorize the Right of Way Engineer 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 No. 2603," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A written report was presented by the Right of Way Engineer and accepted by the Commission showing offers tendered to the owners for acquisition of real property prior to the institution of condemnation proceedings as follows:

AVA AVENUE-BURNSIDE STREET SECTION OF THE MT. HOOD HIGHWAY - MULTNOMAH COUNTY

R-44840 - Elton A. Gradin et ux. Parcel 1: 950 sq. ft. and Parcel 2: 47 sq. ft. for right of way purposes; Parcel 3: 700 sq. ft. for permanent easement. Offer $2,850.00.

BRIDAL VEIL FALLS STATE PARK - MULTNOMAH COUNTY

R-44058 - W. A. Thompson et al. 2.0 acres for park purposes. Offer $10,000.00.

BROOKINGS-WINCHUCK RIVER SECTION OF THE OREGON COAST HIGHWAY - CURRY COUNTY

R-47438 - Hattie K. Echols. 7,250 sq. ft. for right of way purposes. Offer $1,700.00.

CAPE ARAGO HIGHWAY-WOODLAND DRIVE SECTION OF THE EMPIRE-COOS BAY HIGHWAY COOS COUNTY

R-34917 - Franklin M. Branin. 800 sq. ft. for right of way purposes. Offer $1,550.00.

CHEMAWA ROAD-HICKORY STREET SECTION OF THE SALEM FREEWAY - MARION COUNTY

R-45011 - Capitol Lumber Company. Parcel 1: 8.0 acres and Parcel 2: 0.07 acre for right of way purposes. Offer $121,100.00.

HUBBARD INTERCHANGE-HAYESVILLE INTERCHANGE SECTION OF THE PACIFIC HIGHWAY MARION COUNTY

R-47076 - Bob L. Smith et al. Parcel 1: 0.95 acre; Parcel 2: 0.34 acre for right of way purposes. Offer $15,400.00.

R-47114 - Carl R. Brantner et al. 3.55 acres for right of way purposes. Offer $25,000.00.

R-47115 - C. H. Patterson. 1.6 acres for right of way purposes. Offer $20,000.00.

LA GRANDE-NORTH POWDER SECTION OF THE OLD OREGON TRAIL - UNION COUNTY

R-42875 - Ross Jones. Parcel 1: 2.8 acres; Parcel 2: 5.35 acres for right of way purposes; Parcel 3: 0.24 acre for permanent easement; and Parcel 4: 0.02 acre for permanent easement. Offer $3,500.00.

R-42876 - Alva A. Courtney. 0.71 acre for right of way purposes. Revised Offer $750.00.

MT. PISGAH REGIONAL PARK - LANE COUNTY

R-46893 - Floyd L. Harlan et al. 660 acres for park purposes. Offer $430,000.00.

N.E. GLISAN STREET-S.E. DIVISION STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45621 - Robin Truax et ux. 19,074 sq. ft. for right of way purposes. Offer $57,650.00.

R-46463 - Edith M. Copeland et al. 18,300 sq. ft. for right of way purposes. Offer $62,550.00.

R-46625 - Elsie E. Powell. 1,875 sq. ft. for right of way purposes. Offer $8,000.00.

N.E. SANDY BOULEVARD-N.E. GLISAN STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45441 - George L. Hoar et ux. 5,000 sq. ft. for right of way purposes. Offer $9,500.00.

R-45490 - Lee Ann Garrison. 5,713 sq. ft. for right of way purposes. Offer $17,800.00.

R-46879 - Mark J. Dotson et ux. 5,700 sq. ft. for right of way purposes. Offer $19,250.00.

S.E. DIVISION ST.-S.E. FOSTER ROAD UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-44869 - Myron S. Button et ux. 18,457 sq. ft. for right of way purposes. Offer $15,750.00.

R-45312 - Paul Eudaly. 16,918 sq. ft. for right of way purposes. Offer $30,850.00.

R-45830 - Darrel Peterson. 5,575 sq. ft. for right of way purposes. Offer $7,500.00.

R-45998 - Evelyn N. Davoren. 8,944 sq. ft. for right of way purposes. Offer $4,000.00.

R-46385 - Jasper C. Lent. 8,905 sq. ft. for right of way purposes. Offer $29,300.00.

R-46391 - Clarence E. Oeder et ux. 13,320 sq. ft. for right of way purposes. Offer $13,925.00.

R-46394 - Katsumi Nakayama et ux. Parcel 1: 6,420 sq. ft.; Parcel 2: 200 sq. ft. for right of way purposes. Offer $11,850.00.

R-46793 - Woodie Irwin et al. 1,250 sq. ft. for temporary easement. Offer $1,300.00.

WILLIAMS CREEK SECTION OF THE JACKSONVILLE HIGHWAY - JOSEPHINE COUNTY

R-40101 - Wallace D. Palmer et ux. Parcel 1: 0.4 acres for right of way purposes; Parcel 2: 0.01 acre for permanent easement; Parcel 3: 0.03 acre for permit of entry. Offer $500.00.

WINSTON-SHADY INTERCHANGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY - DOUGLAS COUNTY

R-45208 - Lee Altendorf et ux. 650 sq. ft. for right of way purposes. Offer $10,425.00.

R-45217 - Lloyd W. Wagler. Parcel 1: 4,100 sq. ft. for right of way purposes; Parcel 2: 1,220 sq. ft. for temporary easement. Offer $20,550.00.

R-47376 - Lester R. Jennings et al. 0.49 acre for right of way purposes. Offer $56,400.00.

Authority was requested by the Right of Way Engineer to offer at public sale ten parcels of property no longer needed for highway purposes. The recommended sale prices are based on competent appraisals and access and other conditions of sale are comparable with situations existing in the vicinity. Signboard and junkyard exclusion clauses are to be included in the deeds. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolutions Nos. 577 through 582," which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

(1) 1.46 acre of land, File 14241, a former stockpile site located on the Baker-Unity Highway in Baker County approximately six miles east of Hereford for not less than $150. Signboard and junkyard exclusion clauses will be included in the deed. Approval by the Federal Highway Administration is not required.

(2) 8,335 square feet of land, Files 38466 and 38467, located on the Clackamas Highway in Clackamas County west of the frontage road (relocated 37th Avenue) at Grogan Street in Milwaukie for not less than $2,500. No access will be permitted to the Clackamas Highway. Signboard and junkyard exclusion clauses will be included in the deed. Approval by the Federal Highway Administration is not required. (See "Real Property Resolution No. 577.")

(3) 0.23 acre of land, File 40794, located approximately 100 feet west of the intersection of 8th Street and 7th Avenue in West Linn on the East Portland Freeway in Clackamas County for not less than $800. No access will be permitted to the East Portland Freeway. Signboard and junkyard exclusion clauses will be included in the deed. The sale is subject to Federal Highway Administration approval.

(4) 4.82 acre of land, File 3674, located on the northwesterly side of the Central Oregon Highway approximately four miles southwest of Buchanan in Harney County for not less than $250. Signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval is not required.

(5) 0.92 acre of land, File 13555, stockpile site located west of Railroad Avenue at Potter Street in the town of Crescent on The Dalles-California Highway in Klamath County for not less than $1,150. Signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 578.")

(6) 3.2 acres of land, Files 20505-20507 & 20509 located in the northwest quadrant of the Creswell Interchange on the Pacific Highway in Lane County for not less than $4,800. No access will be permitted to the Pacific Highway. Signboard and junkyard exclusion clauses will be included in the deed. The sale will be subject to a permanent easement for drainage. Federal Highway Administration approval was received October 10, 1972. (See "Real Property Resolution No. 579".)

(7) 1.2 acre parcel of land, File 16314, located approximately 1½ mile east of Scio between the old and new Albany-Lyons Highway alignment in Linn County for not less than $500. Signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval is not required.

(8) 0.28 acre of land, Files 26368 and 26369, located south of S.W. Spring Garden Road on the Pacific Highway in the City of Portland for not less than $3,500. Sale will be subject to a permanent City easement. Signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval was received June 26, 1972. (See "Real Property Resolution No. 580".)

(9) 0.25 acre of land and an easement for bank and dike protection containing 0.127 acre, Files 26704 and 26705, located on the west side of Scholls Ferry Road about 500 feet south of Allen Avenue on the Scholls Highway in Washington County for not less than $5,500. Sale will be subject to a sewer easement to Multnomah County. Signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 581".)

(10) 0.05 acre of land, File 22347, located 150 feet west of 4th Street on Baseline Road (Tualatin Valley Highway) in Cornelius in Washington County for not less than $2,500. Signboard and junkyard exclusion clauses will be included in the deed. The sale is subject to an existing access easement with only the present access. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 582".)

Direct sales of three parcels of property were recommended by the Right of Way Engineer. He stated that in each instance the property is no longer needed for highway purposes and because of peculiar conditions sale is restricted to a single party. Sale prices have been determined by competent appraisals. The Commission approved the following sales.

(1) To Henry Claire Arbuckle and Opal Lorraine Arbuckle, File 6832, 0.72 acre of land on the westerly side of the Kings Valley Highway approximately one mile north of Wren in Benton County for $220. Signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval is not required.

(2) To the City of Monument, File 12911, 220 square feet parcel of land located at the intersection of the Kimberly-Long Creek Highway with Wilson Street in the City of Monument in Grant County for no consideration. The sale will be subject to the public use clause. Federal Highway Administration approval is not required.

(3) To Hood River County, File 6622, 0.82 acre of land approximately one mile north of Odell on the Hood River Highway in Hood River County for $1. Sale will be subject to inclusion of signboard and junkyard exclusion clauses in the deed. Federal Highway Administration approval is not required.

Consideration was given to a Relinquishment of Title to the City of Pendleton in Umatilla County for public use purposes. The property consists of 1.34 acre of land located southwest of the interchange in Pendleton on the Old Oregon Trail and Pendleton-John Day Highways in Umatilla County. No consideration is involved. Federal Highway Administration approval was requested September 28, 1972. The Commission approved the Relinquishment.

The Commission considered an easement to the City of Salem covering use of a 1.5 acre of land for tree trimming in the southeast quadrant of the intersection of the Pacific Highway with the Southern Pacific Railroad southeast of Salem in Marion County. No consideration is involved. Federal Highway Administration approval is not required. The Commission accepted the Right of Way Engineer's recommendation for approval.

Consideration was given to a sewer easement with the City of Portland in the S.W. 28th Avenue area along the Pacific Highway in Multnomah County for $50. The Commission approved the easement as recommended by the Right of Way Engineer.

Consideration was given to a lease agreement with the State Game Commission covering a former gravel bar site containing 25.44 acres on the South Umpqua River located west of the Gazley Interchange on the Pacific Highway in Douglas County. The Right of Way Engineer explained that the Game Commission wishes to use the area for public parking, angling and boat launching. Under the terms of the agreement, no charge is made to the Game Commission and the Highway Commission retains the right to terminate the lease at any time. Following his favorable recommendation, the Commission approved the lease agreement and authorized the Secretary to sign it in their behalf.

The Commission considered a lease agreement with the State Game Commission consisting of 2.82 acres, a former quarry and stockpile site, located west of Long Creek on the Kimberly-Long Creek Highway in Grant County. The Right of Way Engineer stated that this land would also be used for a parking and fishing area. No charge will be made to the Game Commission and the Highway Commission retains the right to terminate the lease at any time. The Commission approved the lease as recommended and authorized the Secretary to sign it in their behalf.

The Commission approved the following Indenture of Access as recommended by the Right of Way Engineer:

(1) Geary Bros. property, File No. 39970, on the relocated Lake of the Woods Highway 1½ miles north of the junction with the Green Springs Highway in Klamath County. The location of the two 40-foot unrestricted points of access on the southerly and northerly sides of the highway will be changed to correct the public record. The access on the southerly side will be widened to 60 feet. Federal Highway Administration approval was received June 9, 1972.

The Right of Way Engineer requested and the Commission granted the following Grants of Access:

(1) To B. E. and E. Joy Smith, File No. 40033, for one point of unrestricted access 35 feet wide on the easterly side of the relocated Lake of the Woods Highway north of the Green Springs Highway Interchange in Klamath County. The Smith's are to pay $1,000 as determined by staff appraisal. Federal Highway Administration approval was received August 8, 1972.

(2) To Woodrow and Edith Walker, Files Nos. 24039 and 25842, for two points of unrestricted access 50 feet wide on the westerly side of the relocated Hermiston Highway at Bucks Corner approximately 1,000 feet north of the interchange with I-80N in Umatilla County. The applicants are to pay $5,550 appraised value. The Federal Highway Administration approval was received August 10, 1972.

Attention was given to a Modification of Access Rights to Ivan and Mary Lou Brown, Margaret E. Clifford, and Nancy Ellen Holmes, (File No. 18024) on the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County. The Right of Way Engineer explained that the resident has requested widening from 25 to 35 feet of one unrestricted point of access located on the westerly side of the relocated The Dalles-California Highway approximately 8.3 miles south of Lapine. The grantee is to pay the appraised value of $450. Federal Highway Administration approval was received September 15, 1972. Upon the recommendation of the Right of Way Engineer, the Commission approved the Modification.

The Release of Access Restrictions to Harry A. and Bernice F. Weller on a parcel of property located within the city limits of Tillamook and abutting the Wilson River Highway in Tillamook County (Files Nos. 15757 and 15758) was discussed. The Right of Way Engineer stated that when the property was purchased in 1955 the deed inadvertently imposed certain access restrictions. He recommended releasing the access restrictions. The Commission accepted his recommendation.

Confirmation was requested by the Right of Way Engineer for oral approval given by the Commission on October 3, 1972, for award of two demolition contracts on the East Portland Freeway in Multnomah County. The Commission confirmed award of the following contracts to the low bidders and authorized the Secretary to sign the contracts:

(1) Removal of 15 houses, 6 garages, 10 sheds, and rough grading of 15 lots. Two bids were received. The low bidder was Heard Construction Company at $5,300.

(2) Removal of 13 houses, 4 garages, 8 sheds and rough grading of 14 lots. Two bids were received. The low bidder was Heard Construction Company at $4,800.

The Right of Way Engineer requested approval for the award of a demolition contract to the low bidder, R.A.V. Wrecking Company, for $3,440 on the East Portland Freeway in Multnomah County. Two bids were received on October 30, 1972, for the removal of buildings and debris, and rough grading of the area. The Commission approved the award and authorized the Secretary to sign the contract in their behalf.

Approval was requested by the Right of Way Engineer for the abandonment of 12 delinquent rental accounts on which collection efforts are no longer feasible. The Commission approved abandonment of the following rental accounts:

File No., Name and Reason	Amount of Unpaid Rent
45249, Mr. Anderson. Vacated premises. Cannot locate.	$ 1,400.01
44925, Mrs. Deanna Sue Bennington. Vacated premises. Cannot locate.	176.00

(Abandonment of rental accounts cont.)

File No., Name and Reason	Amount of Unpaid Rent
44185, Mr. Dietz. Vacated premises. Cannot locate.	$ 280.00
46592, Mr. Durgan. Vacated premises. Cannot locate.	103.34
41209, Howard Glen. Amount involved does not warrant time spent on collection.	26.67
44111, National Purchasing Service. Vacated without notice. Cannot locate.	176.00
44398, Rosealin Gaubert. On Welfare, has no assets, and has vacated premises.	300.00
44944, Penelope Ingram. Vacated premises. Cannot locate.	385.00
46533, Doug Jackson. Amount involved does not warrant further attempts at collection.	36.47
42339, Ronald Kilmer. Vacated premises. Left no forwarding address.	266.50
43677, Mr. Wilson. Vacated premises. Cannot locate.	150.00
46171, Robert Johnson. Vacated premises. Cannot locate.	254.00

Consideration was given to an agreement with the Federal Highway Administration covering the method of acquisition of advertising signs from sign owners in the State and the method of reimbursement by the Federal Highway Administration. Thr Right of Way Engineer stated that under the terms of the agreement the State will acquire signs utilizing methods selected by it as representing just compensation under Oregon Law and progress payments will be made to the State based on a cost schedule previously approved by the Federal Highway Administration. The ratio of participation for the Highway Beautification Program will be 75% Federal and 25% State; for the regular right-of-way acquisition program - 90% Federal and 10% State for the Interstate program; and 60% Federal and 40% State for the ABC program. The Commission approved the agreement as recommended by the Right of Way Engineer and authorized the Secretary to sign it in their behalf.

Attention was given to an authorization resolution changing a previous one dated April 21, 1970, concerning increasing the limit from $1,500 to $5,000 for costs of maintaining or repairing buildings. The Right of Way Engineer mentioned that the current $1,500 is not sufficient for the housing requirements on the Mt. Hood Freeway. Following the Right of Way Engineer's recommendation, the Commission adopted "Authorization Resolution No. 44a," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A report was presented by the Chief Counsel and accepted by the Commission concerning cases which have been tried in court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Defendant	County	Highway	State's Offer Before Filing Complaint	Defendants' Lowest Demand	Verdict
Ernest Vantz L-6357 R-43789	Clack.	Clackamas	$ 3,600	$12,500	$21,600

REPORT OF TRIAL OF OTHER CASES - STATE PLAINTIFF

Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Ronald K. Ford L-6574	Umatilla	Guardrail Damage	$ 286.03	$ 286.03
George J. Williamson L-6692	Umatilla	Property Damage	$ 120.24	$ 120.24

REPORT OF TRIAL OF OTHER CASES - STATE DEFENDANT

Plaintiff	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Robert Pogue L-6707	Baker	Personal Injury	$52,634.30	Demurrer of State sustained
Deloris Jane Pogue L-6706	Baker	Personal Injury	$105,510.43	Demurrer of State sustained

(For additional details, see the Chief Counsel's letter dated October 27, 1972, entitled Report of Cases Tried, which is filed in the Salem office, General Files.)

The Commission also considered and accepted a report made by the Chief Counsel concerning cases which have been settled out of court since the last Commission meeting summarized as follows:

(Continued on next page)

REPORT OF CONDEMNATION CASES SETTLED

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Walter E. Erickson L-6771 R-47202	Clack.	Woodburn-Estacada	$ 1,000	$ 3,100	$ 3,750
E. L. Knox L-6711 R-44686	Coos	Empire-Coos Bay	$13,865	$19,850 plus $850 signs	$ 20,240
Harry L. Hurst L-6775 R-45241	Douglas	Coos Bay-Roseburg	$19,850	$19,850	$ 22,000
Emery E. Cameron L-6686 R-46817	Malheur	Succor Creek (Parma Spur)	$ 1,800	$ 1,800	$ 3,200
Stanley D. Johnson L-6655 R-47015	Marion	Pacific	$ 1,150	$ 2,000	$ 3,000
Edward H. Allen L-6746 R-44740	Marion	Salem Freeway	$58,500	$58,500	$ 70,000*
		*This includes $2,000 attorney fees and $1,300 appraisal fees.			
Alta M. Hall L-6630 R-46467	Mult.	East Portland Freeway	$ 6,650	$ 6,650	$ 6,650
Viola Aho L-6650 R-46148	Mult.	East Portland Freeway	$17,700	$55,850	$ 35,000
Gabriel T. Gefre L-6670 R-41113	Mult.	East Portland Freeway	$ 8,000	$ 9,500	$ 10,000 plus $675 atty fees $150 apprsl. fee

(Report of Condemnation Cases Settled Cont.)

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
H. N. Ring* L-6608 R-44985	Klamath	Klamath Falls-Lakeview	$ 1,200		Dismissed
Fred J. Dallas* L-6615 R-44995	Klamath	Klamath Falls-Lakeview	$20,300		Dismissed
James E. Chaney* L-6616 R-44986	Klamath	Klamath Falls-Lakeview	$22,000		Dismissed
Bill Wynn's Country Gas, Inc.* L-6625 R-45420	Klamath	Klamath Falls-Lakeview	$ 4,000		Dismissed
John H. Smith III* L-6581 R-33284	Wash.	Beaverton-Tigard	$ 4,750		Dismissed
R. M. Wade Co. L-6578 R-44642	Mult.	Stadium Freeway	$473,150	$526,000	$525,000

* The above cases were settled by option by the Right of Way Department.

REPORT OF OTHER CASES SETTLED

Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
State of Oregon L-6696	Dan Bewley	Coos	Guardrail Damage	$ 202.26 plus 38.90 atty fees & costs	$ 241.26

October 31, 1972

(Report of Other Cases Settled Cont.)

Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
State of Oregon L-6448	Jim Stearns	Mult.	Guardrail Damage	$ 156.28	Compromise for 50% or $ 78.14
State of Oregon L-6441	Kenneth Carl McKown	Polk	Guardrail Damage	$ 96.60 plus 25.00 atty fees and 13.20 costs	$ 134.80
State of Oregon L-6812	J. D. Holaday	Umatilla	Property Damage	$ 67.53	$ 158.03 includes 90.50 atty fees and costs
Mary J. Piankoff L-6709	Glenn L. Jackson	Lane	Wrongful Death	$250,982.00	$ 100.00

(For additional details, see the Chief Counsel's letter dated October 27, 1972, entitled Report of Cases Settled which is filed in the Salem office, General Files.)

A report was made by the Chief Counsel concerning legal proceedings which have been commenced since the last Commission meeting. The Commission accepted the report, which is summarized as follows:

(1) Michael Malarkey v. State of Oregon, L-6833. Plaintiff brings suit for Declaratory Judgment in the Circuit Court of Clatsop County. Plaintiff alleges there is a threat the State, at some future date, might seek to impress a recreation easement upon his property in Clatsop County such as is being attempted in the case of State v. Bauman. (Cannon Beach) Plaintiff asks the Court to decree, among other things, that there is no right on the part of the State to claim such recreation easement without the payment of just compensation.

(2) Rosanna M. McMahon v. State of Oregon, L-6851 and Claude C. McMahon v. State of Oregon, L-6852. Claude C. McMahon seeks $3,353 for property damages and Rosanna M. McMahon seeks $15,957.51 for personal injuries arising out of an accident north of M.P. 13.80 on the Cascade Highway in Clackamas County. Claude C. McMahon, driver of the vehicle, alleges the car went off the road, struck a rut adjacent to the pavement, swerved off the pavement and hit a sawdust pile and overturned.

The Parks Superintendent presented for the Commission's consideration a Notification of Intent by Marvin Stanley, contract logger, (Buren Witherspoon, landowner) to conduct a logging operation on land in three different areas within the Minan River Scenic Waterway in Union County. He explained that the request has been carefully evaluated as to its compliance with the provisions within the Scenic Waterways Act. Action was taken by the Commission on the request as shown in the Notification of Intent dated August 16, 1972, and as modified by stipulations in the Administrator's letter to the Commission dated October 11, 1972. Approval by the Commission was given only insofar as their authority under the Scenic Waterways Act is concerned.

Consideration was given to the adoption of a proposed rule declaring four trails in Clatsop and Tillamook Counties as Oregon Recreation Trails, as footpaths only, pursuant to the Recreation Trails System Act. The Parks Superintendent stated that an informational public meeting was held in Seaside on September 26, 1972, concerning trails and no adverse comments or written statements were received. He also mentioned that the Oregon Recreation Trails Advisory Council has recommended approval. Upon his favorable recommendation, the Commission designated the following trails as Oregon Recreation Trails:

(1) Saddle Mountain Trail in Saddle Mountain State Park in Clatsop County (from the parking lot to the summit of Saddle Mountain, a distance of 3.0 miles).

(2) Ecola Trail in Ecola State Park (from the parking lot at the end of West Point Road near Seaside to the south boundary of Ecola Park in four sections, totaling 8.6 miles).

(3) Cape Falcon Trail (2.0 miles between Highway 101 and Cape Falcon); Short Sand Creek-Necarney Creek Loop Trail (0.9 mile between Highway 101 and Short Sands Beach); and Neahkahnie Mountain Trail (1.0 mile to the summit of Neahkahnie Mountain from its south base in Oswald West State Park, a total distance of 3.9 miles.)

(4) Cape Lookout Trail in Cape Lookout State Park (from the picnic area to the tip of Cape Lookout in three sections, totaling 5.6 miles).

(Notice of proposed rules was published in the Secretary of State's Administrative Rule Bulletin on November 15, 1972.)

Attention was given to a contract with the Department of Housing and Urban Development for a grant in the amount of $532,033 for the Tryon Creek State Park in Multnomah and Clackamas Counties. The Parks Superintendent stated the grant will cover approximately one-half the cost of certain parcels which were selected to be a part of the State's application. Other parcels were included in a different federal grant program. One parcel of 40 plus acres will be transferred to the State by Multnomah County. He also mentioned that the acquisitions are approximately 90 percent completed, with the balance scheduled for the Fiscal Year 1973-75.

The Commission approved the contract and other related documents as recommended by the Parks Superintendent and authorized the Secretary to sign them in their behalf. The Commission also adopted "Authorization Resolution No. 59," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered an agreement with the City of Warrenton providing for the reconstruction by the City of the water line services at Ft. Stevens State Park in Clatsop County. The Parks Superintendent mentioned that the existing line which was installed during World War II by the Corps of Engineers is beyond repair. The City agrees to pay $7,500 in construction costs and the remaining cost to be paid by the State is estimated at $12,040. He mentioned that the State would be the only user of the water line. The Commission approved the agreement as recommended and authorized the Secretary to sign it in their behalf.

Consideration was given to the establishment of a uniform marker for trails within the Oregon Recreation Trails System. The Parks Superintendent stated that with the advice and approval of the Oregon Recreation Trails Advisory Council, the Parks Staff has prepared a marker. This marker will indicate the types of trails to be established in the Oregon system: hiking, bicycling, and horseback riding. Upon his recommendation the Commission approved the uniform marker for Oregon Recreation Trails. (Photograph of marker on file in General Files, Salem.)

Confirmation was requested by the Parks Superintendent for approval given by the Commission on October 16, 1972 for the payment of $3,000 to the Secretary of Interior pertaining to the transfer of the Frenchglen Hotel to the State in Harney County. The Parks Superintendent stated that the transaction covers the requirements of Public Law 90-404 representing reimbursement of the Migratory Bird Conservation Fund for the acquisition cost of the land and current fair market value of the improvements. The Commission confirmed the payment of $3,000 to actuate the transfer.

The Chairman asked if the reports were true that farmland along the Willamette River is being acquired for the Greenway. The Parks Superintendent and the Right of Way Engineer stated that this was not the case. The Parks Superintendent reported that large areas that may include some farmland is being acquired for State parks along the Willamette but that it is separate from the Greenway Program.

The Commission approved an increase in project authorization on the following contract as recommended by the Engineer:

(1) Contract No. 7679 in Deadmans Pass Safety Rest Area in Umatilla County for $83,372 (9.9%). The relocation of sewage facilities to satisfy the requirement of the County sanitarian, the relocation of a toilet building to preserve the maximum number of trees, and a new well were given as the major reasons for the overrun.

Stabilation of a slide at M.P. 298.3 between S. W. Iowa Street and S. W. Pendleton Street on the Pacific Highway in the city of Portland, Multnomah County, was discussed. The Engineer recalled that several months ago a cut slide developed at this location causing a large quantity of material to temporarily block a portion of the highway. The remaining material should be removed prior to winter. He recommended the expenditure of $62,000 to cover the cost of the excavation of material, placement of rock buttress, incidental drainage, and necessary traffic control. The Commission approved the expenditure from State Construction Funds and the work is to be done with State forces.

Confirmation was requested by the Engineer for verbal approval given by the Commission on October 3, 1972, for financing the Steel Bridge-S.W. Sheridan Street (Harbor Drive) Project on the Pacific Highway West in the City of Portland, Multnomah County. He commented that a public hearing was held on January 14, 1971, and final agreements are now being consummated with the City. This project will permit the closure of Harbor Drive. The final closure is contingent upon traffic transfer from Harbor Drive to Front Avenue which is keyed upon the opening of the Fremont Bridge complex. The Commission confirmed the contract at a cost estimated at $1,795,000 to be financed with State Construction Funds.

Confirmation was also requested by the Engineer for approval given by the Chairman on October 13, 1972, revising the routing of US395 between Pendleton and Cold Springs Junction in Umatilla County. The Commission approved the rerouting of US395 as follows and that application be made to the AASHO Route Numbering Committee for its approval:

> Beginning at the present junction of US395 with I-80N at Pendleton, proceeding thence westerly concurrent with I-80N to the junction of State Highway 32 at Stanfield; thence along State Highway 32 northerly to its junction with US730 easterly of the town of Umatilla; thence concurrent with US730 to Cold Springs Junction. The former section of US395 between its junction with I-80N at Pendleton and its junction with US730 at Cold Springs Junction shall carry the designation State Route 37.

A quarterly report of property damage claims for the period of July 1 through September 30, 1972, was presented by the Engineer. He mentioned that $53,389.96 had been collected during this period. The Commission accepted the report.

Abandonment of twelve claims against others for damages to highway property was recommended by the Engineer. Circumstances surrounding these claims indicate that further efforts for collection are not feasible. The Commission approved abandonment of the following claims:

CAO 71-156	W. H. Harris for guardrail damage in amount of $123.29. Cannot locate.
CAO 71-232	Phillip E. Liddicoat for damage to new Youngs Bay draw bridge in amount of $599.13. Cannot locate.
CAO 71-300	Kerry Wedwick for lightpole damage in amount of $108.79. Seriously injured in the accident and unable to work.
CAO 72-118	Henry and Kathy Johnson for guardrail damage in amount of $296.29. State has no accurate information as to who really hit guardrail but ample proof that people against whom claim was made did not.
CAO 72-140	Frederick Roy Smith for guardrail damage in amount of $471.23. Unable to locate.
CAO 72-147	Barbara Escareno for damage to impact attenuator in amount of $407.99. Lives in Vancouver, Washington, and does not reply to demand letters.
CAO 72-157	William D. Summers, Gary G. Fissler, for guardrail damage in amount of $251.85. Summers sold car to Fissler and cannot locate.
CAO 72-181	Cecil Becktel for guardrail damage in amount of $507.63. Cannot locate.
CAO 72-214	Clarence R. Johnson for guardrail damage in amount of $323.83. Investigation indicates Johnson did not strike guardrail.
CAO 72-218	John F. Stover for bridge structure damage in amount of $287.69. Unable to locate.
CAO 72-231	William L. Loomis for guardrail damage in amount of $144.93. Unable to locate.
CAO 72-242	George M. Moravosky and Donald R. Pitka for guardrail damage in amount of $143.21. Moravosky was killed in accident and Pitka charged with criminal negligence. Pitka had no insurance.

The Commission considered the annual payment of $5,000 to the AASHO Materials Reference Laboratory for the fiscal year 1973. The Engineer mentioned that the Reference Laboratory works in the fields of aggregate, soils and bituminous materials and its function is to tour Highway Department laboratories to check testing procedures and to calibrate testing machines. The Commission approved the payment.

The Commission confirmed verbal award of contracts made on September 22, 1972, on bids received September 14, 1972, and confirmed authority for the Secretary to sign the following contracts in their behalf:

BIDS RECEIVED IN SALEM SEPTEMBER 14, 1972

Contract No. 7814 for grading and paving on 35th Street-Tyler Avenue Bikeway in Corvallis on the Corvallis-Newport Highway and Pacific Highway West in Benton County. Four bids were received. The Commission awarded the contract to the low bidder, Builders Supply Company, Lebanon, at $92,472.50.

Contract No. 7815 for bridge repair on the Molalla River (Meadowbrook) Bridge Section of the Woodburn-Estacada Highway in Clackamas County. Three bids were received. The Commission awarded the contract to the low bidder, Schrader Construction Co., Inc., Portland, at $64,775.

Contract No. 7816 for grading and structure on the Blind Slough (Barendse Road) Bridge Section of FAS Route 757 in Clatsop County. Six bids were received. The Commission accepted the low bid of Target Dredging and Pile Driving Co. and R. E. Brusco, Portland, at $310,773.25, and the Administrator of Highways was directed to award the contract to said bidder when Clatsop County approves the project and deposits $72,000.

Contract No. 7817 for the Scott Canyon Creek (Mikkalo Road) and Juniper Canyon Creek (Olex) Bridges on FAS Routes 440 and 446 in Gilliam County. Eight bids were received. The Commission accepted the low bid of Ray Construction Company, Hermiston, at $51,789 and the Administrator of Highways was directed to award the contract to said bidder when Gilliam County approves the project and deposits $12,000.

Contract No. 7818 for four areas of mortar slope stabilization on the Arlington, La Grande and Lime Sections of the Columbia River and Old Oregon Trail Highways in Gilliam, Union and Baker Counties. Two bids were received. The Commission accepted the low bid of Peter Kiewit Sons' Company, Vancouver, Washington, at $87,010 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and the Corps of Engineers approve the project.

Contract No. 7819 for traffic signals on Rogue Valley Highway at West Valley View Road in Talent in Jackson County. Four bids were received. The Commission awarded the contract to the low bidder, Hamilton Electric, Inc., Eugene, at $19,951.

Contract No. 7820 for grading and paving on the Portland Street-Campus Drive (Klamath Falls) Bikeway of the Klamath Falls-Malin Highway in Klamath County. Three bids were received. The Commission awarded the contract to the low bidder, Klamath Paving Co., Klamath Falls, at $28,512.50.

Contract No. 7821 for facilities and dam in Silver Falls State Park in Marion County. Six bids were received. The Commission awarded the contract to the low bidder, Ross Bros. Construction, Inc., Salem, at $264,442.

Contract No. 7822 for signing on the Washington State Line-Judkins Point Section of the Pacific Highway in Multnomah, Washington, Clackamas, Marion, Linn and Lane Counties. Three bids were received. The Commission accepted the low bid of Stillwell Construction Co., Bellevue, Washington, at $39,844, and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration approves the project.

Contract No. 7823 for roadway illumination on the West Pendleton Interchange Section of the Old Oregon Trail and FAS 470 in Umatilla County. Six bids were received. The Commission accepted the low bid of L. K. Comstock and Company, Inc., New York, New York, at $134,742 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and Umatilla County approve the project and the County deposits $11,700.

Contract No. 7824 for roadside improvement on the La Grande Section of the Old Oregon Trail in Union County. Three bids were received. The Commission accepted the low bid of Baltz and Son Co., Portland, at $151,729.61 and the Administrator of Highways was directed to award the contract to the said bidder when approval of the Federal Highway Administration is received.

Contract No. 7825 for highway illumination on the Sunset Highway-Beaverton Section of Beaverton-Tigard Highway in Washington County. Five bids were received. The Commission accepted the low bid of Sims Electric, Inc., Roseburg, at $307,000 and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Landscape improvement in Farewell Bend State Park on the Huntington Highway in Baker County. No bids received.

Contract No. 7826 for grading, paving and structure on the Table Rock Road-Barnett Road (Medford) Bikeway Section in Jackson County. Four bids were received. The Commission awarded the contract to the low bidder, Ross Bros. Construction, Inc., Salem, at $248,291.

Contract No. 7827 for the Bonner Mountain Slide Section of FAS 864 in Benton County. Three bids were received. The Commission accepted the low bid of Dan D. Allsup, Eugene, at $72,069 and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received and concurrence of Benton County. (Later the Federal Highway Administration advised that they could not approve the project and bids were rejected.)

The Commission also confirmed verbal award of contracts made on October 4, 1972, on bids received on September 28, 1972, and confirmed authority for the Secretary to sign the following contracts in their behalf.

BIDS RECEIVED IN SALEM SEPTEMBER 28, 1972

Contract No. 7828 for grading and paving (flood repair) on the Forest Boundary-Bull Creek Section of the Clackamas Highway in Clackamas County. Eight bids were received. The Commission accepted the low bid of White Construction Company, Bend, at $644,532 and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7829 for roadside improvement on the Gladstone Interchange-West Linn Interchange Section of the East Portland Freeway in Clackamas County. Four bids were received. The Commission accepted the low bid of Aichele Landscaping, Inc., Portland, at $341,590 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration approves the project.

Contract No. 7830 for riprap and bridge repair on the Big Creek Bridge Section of FAS Route 756 in Clatsop County. Two bids were received. The Commission accepted the low bid of Darryl Bergerson, Astoria, at $17,935 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration and Clatsop County approve the project.

Contract No. 7831 for grading, base and structure on the Bully Creek (Greenfield Road) Bridge Section of FAS 23-107 in Malheur County. Five bids were received. The Commission accepted the low bid of Miller Construction Company, Boise, Idaho, at $123,938 and the Administrator of Highways was directed to award the contract to said bidder when Malheur County approves the project and deposits $28,600.

Contract No. 7832 for structures on the S. E. 92nd Avenue Overcrossing and Phillips Creek (82nd Avenue) Section of the East Portland Freeway and Cascade Highway in Multnomah and Clackamas Counties. Fifteen bids were received. The Commission accepted the low bid of Lord Bros. Contractors, Inc., Portland, at $1,564,451 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration approves the project.

Grading, paving, structure and traffic control devices on the Steel Bridge-S.W. Sheridan Street (Harbor Drive) Section of the Pacific Highway West in Multnomah County. This project was withdrawn from the bid letting.

Contract No. 7833 for grading, paving, structure, signing and illumination on the Sylvan Interchange Section of the Sunset Highway in Multnomah County. Four bids were received. The Commission awarded the contract to the low bidder, Schubert Company, Inc., Clackamas, at $261,229.

Contract No. 7834 for grading and paving on S.W. 12th Avenue-S.W. 18th Avenue (Goose Hollow) Bikeway Section of Sunset Highway in Multnomah County. Three bids were received. The Commission accepted the low bid of Schubert Company, Inc., Clackamas, at $30,647 and the Administrator of Highways was directed to award the contract to said bidder when the City of Portland approves the project.

October 31, 1972

Contract No. 7835 for grading, paving, structures and signing on the Thornberry-Lamborn Road Section of the Sherman Highway in Sherman County. Twelve bids were received. The Commission accepted the low bid of Rogers Construction Co., Portland, at $2,580,210.25 and the Administrator of Highways was directed to award the contract to said bidder when Sherman County approves the project.

Contract No. 7836 for slide correction on the Lost Creek Section of the Crater Lake Highway in Jackson County. Nine bids were received. The Commission awarded the contract to the low bidder, DaTone Construction, Brookings, at $34,942.

Contract No. 7837 for bridge repair on the Thomas Creek (Schindler) Bridge Section of the Albany-Lyons Highway in Linn County. Five bids were received. The Commission accepted the low bid of Workman Construction Company and David A. Nelson, Canby, at $98,740 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration approves the project.

Contract No. 7838 for widening and paving on the Multnomah County Line-Gaarde Street Section of the Pacific Highway West in the City of Tigard in Washington County. Four bids were received. The Commission awarded the contract to the low bidder, Cascade Construction Company, Inc., Portland, at $288,888.

Contract No. 7839 for bridge repair on the Lost Creek Bridge Section of the Willamette Highway in Lane County. Three bids were received. The Commission accepted the low bid of F. G. Scott Construction Company, Salem, at $16,056 and the Administrator of Highways was directed to award the contract to said bidder when the Federal Highway Administration approves the project.

The Commission approved the award of the following contracts as recommended by the Engineer on bids received October 26, 1972, and authorized the Secretary to sign the following contracts in their behalf.

BIDS RECEIVED IN SALEM OCTOBER 26, 1972

Contract No. 7840 for traffic signals on 10th Street at "C" Street in Baker on the La Grande-Baker Highway in Baker County. Four bids were received. The Commission accepted the low bid of Power City Electric, Inc., Spokane, Washington, at $6,785 and the Administrator of Highways was directed to award the contract to said bidder when Baker County approves the project and deposits $1,970.

Contract No. 7841 for a structure on 2nd Street-South Railroad Boulevard in Redmond on FAS 926 in Deschutes County. Eight bids were received. The Commission awarded the contract to the low bidder, Mann Construction Co., Inc., Redmond, at $31,211.

Contract No. 7842 for a structure on the Squaw Creek Canal Bridge Section of FAS 853 in Deschutes County. Eight bids were received. The Commission accepted the low bid of Hamilton Construction Co., Springfield, at $23,983 and the Administrator of Highways was directed to award the contract to said bidder when Deschutes County approves the project and deposits $5,700.

October 31, 1972

Contract No. 7843 for grading, paving, and facilities in San Marine State Wayside in Lincoln County. Six bids were received. The Commission awarded the contract to the low bidder, Berry Creek Construction Co., Florence, at $79,980.40.

Contract No. 7844 for grading, paving and structure on 25th Street S. E.-37th Avenue S. E. (Salem) Bikeway Section on North Santiam Highway and FAS 679 in Marion County. Five bids were received. The Commission accepted the low bid of Salem Road and Driveway Co., Salem, at $47,716.60 and the Administrator of Highways was directed to award the contract to said bidder when the necessary right-of-way is acquired.

Contract No. 7845 for grading, paving, structure and traffic control devices on the Steel Bridge-S.W. Sheridan Street (Harbor Drive) Section of the Pacific Highway West in Portland, Multnomah County. Six bids were received. The Commission accepted the low bid of Lord Bros. Contractors, Inc., Portland, at $1,662,554 and the Administrator of Highways was directed to award the contract to said bidder when the necessary right-of-way is acquired and approval of CRAG and DEQ is received.

Contract No. 7846 for grading, paving and traffic signals on Ava Avenue-E. Burnside Street (Gresham) Section of the Mt. Hood Highway in Multnomah County. Four bids were received. The Commission accepted the low bid of Cascade Construction Company, Inc., Portland, at $1,111,111 and the Administrator of Highways was directed to award the contract to said bidder when approval is received from the Federal Highway Administration and the City of Gresham and the City deposits $500,000.

Contract No. 7847 for grading and paving on the Independence Junction-West Salem Bikeway Section of the Willamina-Salem Highway in Polk County. Three bids were received. The Commission accepted the low bid of Salem Road and Driveway Co., Salem, at $220,242 and the Administrator of Highways was directed to award the contract to said bidder when the necessary right-of-way is acquired.

Utility building in Emigrant Springs State Park in Umatilla County. This project was withdrawn from the letting.

Contract No. 7848 for irrigation structure on the Oro Dell Section of the Old Oregon Trail in Union County. Four bids were received. The Commission accepted the low bid of Peter Kiewit Sons' Co., Vancouver, Washington, at $40,725 and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7849 for grading, paving and structure on the Clarno Section of the Shaniko-Fossil Highway in Wasco and Wheeler Counties. Eleven bids were received. The Commission awarded the contract to the low bidder Hensel Phelps Construction Co., Greeley, Colorado, at $1,135,000.

The Engineer presented for confirmation requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. These requests he said have been carefully investigated and the results of the investigations have been reported to the Commission by letters. The contractors have also been advised by letters as to the extensions of time. The Commission confirmed extensions as follows:

(1) General Service Electric, Inc., Contract No. 7597 on the East Portland Freeway in Clackamas County, requested an extension of 90 calendar days. The Commission confirmed an extension of 34 calendar days without assessment of liquidated damages. The Federal Highway Administration has approved this extension by letter dated September 28, 1972.

(2) M. R. Holst Construction Company, Contract No. 7599 on the Pacific Highway in Jackson County, requested an extension of 79 days. The Commission confirmed an extension of 7 days which leaves 72 days and $7,200 liquidated damages in effect. The Federal Highway Administration has approved this extension by letter dated September 22, 1972.

(3) Hughes-Ladd and McConnell, Contract No. 7395 on the Old Oregon Trail in Baker County, requested an extension of 120 days. The Commission confirmed an extension of 120 days without assessment of liquidated damages. The Federal Highway Administration on September 15, 1972, concurred in this extension.

(4) Olson Electric, Inc., Contract No. 7648 on the Pacific Highway East in Clackamas County, requested an extension of 20 calendar days. The Commission confirmed an extension of 5 days without assessment of liquidated damages. The Federal Highway Administration in a letter dated September 21, 1972, approved this extension.

(5) Klamath Rock Products, Contract No. 7650 on the Klamath Falls-Lakeview Highway in Klamath County, requested an extension of 45 days. The Commission confirmed an extension of 45 calendar days without assessment of liquidated damages.

(6) Coral Corporation, Contract No. 7714 for Route I-5 Motor Service Signing in Washington, Clackamas, Marion, and Linn Counties, requested an 8-day extension of time. The Commission confirmed an 8-day extension of time which waived all liquidated damages. The Federal Highway Administration has concurred in the extension in their letter dated October 2, 1972.

(7) Charles W. Royer, Contract No. 7668 on FAS 949 in Wasco County, requested an extension of 60 days. The Commission confirmed an extension of 52 days which deleted all liquidated damages.

(8) Cascade Construction Company, Contract No. 7552 on FAS 630 (Murray Boulevard) in Washington County, requested an extension of 104 days. The Commission confirmed an extension of 104 days eliminating all liquidated damages.

The Engineer reported that Contract Nos. 7323, 7408, 7452, 7520, 7529, 7552, 7562, 7597, 7599, 7611, 7618, 7636, 7651, 7655, 7689, 7715, 7718, 7724, 7726, 7758, 7766, 7775, and 7812 for highway construction have been completed as required by the contracts or modifications thereof and said contracts are now ready for acceptance or have been accepted by letter since the last Commission meeting. The Commission accepted the contracts and thereupon adopted "Contracts Completed Resolution No. 206," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed award of the following contracts which had been referred to the Administrator of Highways to award when certain conditions were fulfilled:

(1) Blind Slough (Barendse Road) Bridge Section of FAS 757 in Clatsop County. Bids received September 14, 1972. Contract No. 7816 awarded September 25, 1972, to Target Dredging and Pile Driving Co. and R. E. Brusco, Portland, at $310,773.25.

(2) Scott Canyon Creek (Mikkalo Road) and Juniper Canyon Creek (Olex) Bridges on FAS Routes 440 and 446 in Gilliam County. Bids received September 14, 1972. Contract No. 7817 awarded October 9, 1972, to Ray Construction Company, Hermiston, at $51,789.

(3) Arlington, La Grande and Lime Sections of Columbia River and Old Oregon Trail Highways in Gilliam, Union, and Baker Counties. Bids received September 14, 1972. Contract No. 7818 awarded September 29, 1972, to Peter Kiewit Sons' Company, Vancouver, Washington, at $87,010.

(4) Signing on the Washington State Line-Judkins Point Section of Pacific Highway (M.P. 190.5 to M.P. 308.4) in Multnomah, Washington, Clackamas, Marion, Linn and Lane Counties. Bids received September 14, 1972. Contract No. 7822 awarded September 22, 1972, to Stillwell Construction Company, Bellevue, Washington, at $39,844.

(5) Roadway illumination on the West Pendleton Interchange Section of the Old Oregon Trail and FAS 470 in Umatilla County. Bids received September 14, 1972. Contract No. 7823 awarded October 6, 1972, to L. K. Comstock and Company, Inc., Albany, at $134,742.

(6) Roadside improvement on the La Grande Section of the Old Oregon Trail in Union County. Bids received September 14, 1972. Contract No. 7824 awarded September 22, 1972, to Baltz and Son Co., Portland, at $151,729.61.

(7) Sunset Highway-Beaverton Section on Beaverton-Tigard Highway in Washington County. Bids received September 14, 1972. Contract No. 7825 awarded September 22, 1972, to Sims Electric, Inc., Roseburg, at $307,000.

(8) Forest Boundary-Bull Creek Section of Clackamas Highway in Clackamas County. Bids received September 28, 1972. Contract No. 7828 awarded October 4, 1972, to White Construction Company, Bend, at $644,532.

(9) Gladstone Interchange-West Linn Interchange Section of East Portland Freeway in Clackamas County. Bids received September 28, 1972. Contract No. 7829 awarded October 4, 1972, to Aichele Landscaping, Inc., Portland, at $341,590.

(10) Big Creek Bridge Section of FAS 756 in Clatsop County. Bids received September 28, 1972. Contract No. 7830 awarded October 6, 1972, to Darryl Bergerson, Astoria, at $17,935.

(11) Bully Creek (Greenfield Road) Bridge Section of FAS 23-107 in Malheur County. Bids received September 28, 1972. Contract No. 7831 awarded October 16, 1972, to Miller Construction Company, Boise, Idaho, at $123,938.

(12) S.E. 92nd Avenue Overcrossing and Phillips Creek (82nd Avenue) Section of the East Portland Freeway and Cascade Highway in Multnomah and Clackamas Counties. Bids received September 28, 1972. Contract No. 7832 awarded October 4, 1972, to Lord Bros. Contractors, Inc., Portland, at $1,564,451.

(13) S.W. 12th Avenue-S.W. 18th Avenue (Goose Hollow) Bikeway Section of Sunset Highway in Multnomah County. Bids received September 28, 1972. Contract No. 7834 awarded October 11, 1972, to Schubert Company, Inc., Clackamas, at $30,647.

(14) Thornberry-Lamborn Road Section of Sherman Highway in Sherman County. Bids received September 28, 1972. Contract No. 7835 awarded October 6, 1972, to Rogers Construction Company, Portland, at $2,580,210.25.

(15) Thomas Creek (Schindler) Bridge Section of Albany-Lyons Highway in Linn County. Bids received September 28, 1972. Contract No. 7837 awarded October 4, 1972, to Workman Construction Co. and David A. Nelson, Canby, at $98,740.

(16) Lost Creek Bridge Section of Willamette Highway in Lane County. Bids received September 28, 1972. Contract No. 7839 awarded October 4, 1972, to F. G. Scott Construction Company, Salem, at $16,056.

Approval was requested by the Engineer for a Federal Aid Urban System Project to widen Amazon Parkway and 30th Avenue from a two-lane to a four-lane facility in the City of Eugene. He stated the Urban System funds for this project are estimated at $235,000 with the City and State each to pay approximately $47,000 of the cost. The project has been approved by the Lane County Council of Governments. The Commission approved the following project and authorized the Secretary to sign the agreement in their behalf.

JURISDICTION	SECTION	PROGRAMED AMOUNT	STATE COST
Eugene	29th Avenue-Alder Street (Eugene) Amazon Parkway-30th Avenue (FAUS 5104)	$ 235,000	$ 47,000
	TOTAL NEW PROJECT	$ 235,000	$ 47,000

SUMMARY BY FISCAL YEAR	1972	1973	TOTAL
Allocated Funds	$1,324,000	$1,324,000	$2,648,000
Approved Projects (corrected to date)	959,000	---	959,000
Unprogramed Balance	365,000	1,324,000	1,689,000
New Project: 10/31/72	235,000	---	235,000
Unprogramed Balance	$ 130,000	$1,324,000	$1,454,000

Requests from the Cities of Dallas and Eugene for Federal-Aid TOPICS Projects were considered. The Engineer stated that the requests have been investigated and are eligible for funding under the TOPICS Program. Following his favorable recommendation, the Commission approved the projects as follows and authorized the Secretary to sign the agreements in their behalf:

SUMMARY, TOPICS FUNDS
Fiscal Year 1970, 1971, 1972, and 1973 Projects

CITY	SECTION	PROGRAMED AMOUNT	STATE COST
Eugene	E. 28th Avenue-E. 36th Avenue, Hilyard St. Grading, paving and sidewalks.	$ 115,000	$ 23,000
Dallas	Oak Street-Washington Street, Main Street. Grading, paving, striping and signing.	30,000	6,000
	TOTAL NEW PROJECTS	$ 145,000	$ 29,000

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(Continued from previous page)

SUMMARY BY FISCAL YEAR	1970,71 & 72	1973	TOTAL
Allocated Funds	$6,922,000	$1,450,000	$8,372,000
Approved Projects (corrected to date)	$6,922,000	$ 49,000	$6,971,000
Unprogramed Balance	---	1,401,000	1,401,000
Project: 10/31/72	---	145,000	145,000
Unprogramed Balance	---	$1,256,000	$1,256,000

Attention was given to requests from Malheur and Union Counties for Federal-aid Secondary Projects. The Engineer mentioned that the projects have been investigated and are eligible for Federal-aid funds and he recommended that they be approved. The Commission approved the following projects and authorized the Secretary to sign the agreements.

PROPOSED FISCAL YEAR 1973 County FAS Projects

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
MALHEUR	23-125	Owyhee River (Overstreet) Bridge Section. Structure, grade and surface. (County is requesting a 3-year advancement on future funds.)	$ 200,000	$ 40,000
UNION	31-114	Grande Ronde River (Stanley Lane) Bridge Section Structure	150,000	30,000
		TOTAL	$ 350,000	$ 70,000

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,102,000	$5,090,000	$10,192,000
Approved Projects (corrected to date)	5,102,000	4,630,000	9,732,000
Unprogramed Balance	---	460,000	460,000
Projects (10/31/72)	---	350,000	350,000
Unprogramed Balance	---	$ 110,000	$ 110,000

The Engineer presented a list of construction projects on which bids will be received November 30, 1972. Each project, he said, contains a notation as to plans for the establishment of footpaths and bicycle trails. The Commission approved the following projects:

(Continued on Next Page)

(1) Fountain Slide Section, Columbia River Highway, Hood River County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

(2) Garfield St.-High St. (Eugene) Section
Pacific Highway West, Lane County
Signals Project

Same as No. 1.

(3) N.E. 166th Ave.-N.E. 190th Ave. Section, FAS 730 (N.E. Halsey St.), Multnomah County
Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project. This was previously on the agenda for the September 19 meeting.

(4) Drift Creek Slide Section, Bayview Road, Lincoln County
Slide Correction Project

Same as No. 1.

(5) Fern Rock Creek-S. Fork Gales Creek Section
Wilson River Highway, Washington County
Slide Correction Project

Same as No. 1.

(6) Tide Port Slide Section, Fishhawk Falls Highway, Clatsop County
Slide Correction Project

Same as No. 1.

(7) Deadmans Pass Slide Section, Wilson River Highway, Tillamook County
Slide Correction Project

Same as No. 1.

(8) Butler Bridge Slide Section, FAS 584, Lincoln County
Slide Correction Project

Same as No. 1.

(9) Willamette River-Orleans Section, Corvallis-Lebanon Highway, Linn County
Slope Protection Project

Same as No. 1.

(10) Mt. Hood Highway at S.E. 136th Ave., Mt. Hood Highway Multnomah County
Signals Project

Same as No. 1.

(11) Cape Lookout State Park, Tillamook County
Utility Building

Same as No. 1.

(12) South Beach State Park, Lincoln County
Utility Building

Same as No. 1.

(13) Jessie M. Honeyman State Park, Lane County
Day Use Improvements

Same as No. 1.

The Engineer stated that under ORS 366.525 Oregon counties will be eligible to receive $7,014,788.84 as their share of highway user taxes collected during the period July 1, 1972 to September 30, 1972. The Chairman approved the release of these funds on October 20, 1972. The distribution was made on October 27, 1972. The Commission confirmed release of the funds.

Confirmation was requested by the Engineer for Commission action approving the use of studded tires on vehicles effective October 13, 1972. He mentioned that under ORS 483.518 studded tires may be used between November 1 and April 30. The law also states the Commission has the authority to shorten or lengthen the period for use of studded tires. Due to the adverse weather conditions in the Eastern part of the State, the Commission confirmed the October 13, 1972, date.

Consideration was given to offer financial aid to all Councils of Government in developing comprehensive bicycle route programs within their areas. The Engineer mentioned that the comprehensive planning is best accomplished by knowledgeable personnel familiar with local problems. It is estimated that planning for counties and cities would require approximately 10 percent of their funds available for bicycle paths. Under the plan, the State is to match 5 percent of bicycle route funds available to all governmental agencies that make up the local Councils of Governments. These agencies would match an equal 5 percent which would give a total of 10 percent to develop a bicycle route master plan. If all Councils of Government accept this financial offer, the total amount of State Funds involved would be approximately $35,000 for one year. Agreements would be drafted to require all Councils of Government to submit to the Highway Commission a comprehensive master plan of bicycle routes within one year of the agreement date. He also mentioned that a legal opinion indicates that it is permissible for municipal and local governments as well as the State to enter into cooperative agreements. The Commission approved the agreement form for financial aid to all Councils of Governments.

Consideration was given to the adoption of a resolution setting forth the purpose and duties of the Travel Advisory Committee. The Engineer stated the Committee has served since 1935 to advise the Commission on programs and policies pertaining to the State's tourism promotion program. During this period, members have been appointed by the Commission for indefinite terms. The Committee recently approved a resolution recommending to the Commission to set the appointments of their members to four-year terms, renewable at the Commission's pleasure. The Commission approved the resolution as recommended and thereupon adopted "Miscellaneous Resolution No. 252," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer reported that investigations have been made concerning speed zones and the facts indicate that speed zones should be established or revisions made. The Commission accepted his recommendation and thereupon adopted "Speed Zone Resolutions Nos. 619 through 622," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) 45 mile per hour speed zone from 0.10 miles north of Hazel Green Road (M.P. 44.36) to Hayesville Drive north city limits of Salem (M.P. 45.64) on the Pacific Highway East in Marion County. "Speed Zone Resolution No. 390," dated April 25, 1963, is hereby rescinded. (See "Speed Zone Resolution No. 619".)

(2) 45 mile per hour speed zone from the Ochoco Highway (M.P. 0.00) to a point 200 feet south of Juniper Canyon Road (M.P. 1.39) on the Paulina Highway in Crook County. "Speed Zone Resolution No. 458," dated May 28, 1964, is hereby rescinded. (See "Speed Zone Resolution No. 620".)

(3) 50 mile per hour speed zone on the Pacific Highway from the Woodburn Interchange (M.P. 272.29) to Hayesville Interchange (M.P. 258.95) in Marion County. This speed zone is to be in effect where signs are installed as construction activities require. This resolution temporarily amends a portion of "Speed Zone Resolution No. 233," dated September 27, 1956. (See "Speed Zone Resolution No. 621".)

(4) 50 mile per hour speed zone from the south city limits of Redmond (M.P. 122.31) to a point 0.53 mile north of Wilson Road (M.P. 123.11) on The Dalles-California Highway in Deschutes County.

60 mile per hour speed zone from 0.53 mile north of Wilson Road (M.P. 123.11) to a point 0.10 mile north of Cooley Road (M.P. 133.99).

50 mile per hour speed zone from 0.10 mile north of Cooley Road (M.P. 133.99) to the north city limits of Bend (M.P. 136.47). "Speed Zone Resolution No. 374c" dated March 2, 1962, is hereby rescinded. (See "Speed Zone Resolution No. 622.")

The Engineer stated that the City of Cannon Beach had requested a change in signing on the US 101 frontage road through Cannon Beach in Clatsop County. The request was investigated and it was found that changes should be made for the protection of the public. He recommended the installation of STOP and RIGHT TURN PERMITTED WITHOUT STOPPING signs at the intersection of 3rd and Spruce Streets. The Commission approved the recommendation and thereupon adopted "Through Highways and Stop Signs Resolution No. 4x," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Abandonment of two sections of State highways was presented by the Engineer. He mentioned that new sections of highway replacing the old sections have been completed and are open to public travel. Following his favorable recommendation, the Commission approved abandonment of the following sections and thereupon adopted "Abandonment Resolutions Nos. 514, and 247," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) Abandonment of two short segments of the old right-of-way on the Brookings-Winchuck River Section of the Oregon Coast Highway to Curry County. (See "Abandonment Resolution No. 514.")

(2) Abandonment of 0.16 miles of the old highway to the abutting property owners on the Scio-Thomas Creek Section of the Albany-Lyons Highway in Linn County. (See "Abandonment Resolution No. 247.")

Consideration was given to an agreement with Tillamook County and the adoption of a resolution covering the abandonment of approximately 600 feet of land on the Little Nestucca River-Neskowin Section of the Oregon Coast Highway. The Engineer stated that the short section is located in Neskowin and is no longer needed for highway purposes. Upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf. The Commission also adopted "Abandonment Resolution No. 532," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Attention was given to entering into an agreement through letters of understanding with cities under 50,000 population when requested to perform the maintenance on traffic signal installations located on State highway intersections. The Engineer mentioned that the smaller cities do not have the technical personnel required to properly maintain the signals, especially the more complex electronic installations. This service is not available commercially. The agreements would provide that cities pay for the services rendered by the State on an as-performed basis. The Commission accepted his recommendation for approval.

Consideration was given to an agreement with the Talent Irrigation District concerning the crossing of their facilities on the Park Street-Pacific Highway (Ashland) Section of the Green Springs Highway in Jackson County. The Engineer stated the work involves the installation of irrigation pipe crossings of the highway at an estimated cost of $22,000. The State will perform structural maintenance on all of the pipe installed within the highway right-of-way. The District will be responsible for structural maintenance of all of their outside facilities adjusted or relocated which lies outside of the highway right-of-way. The Commission approved the agreement as presented by the Engineer and authorized the Secretary to sign the agreement in their behalf.

Confirmation was requested by the Engineer for verbal approval given by the Chairman on October 13, 1972, to a supplemental agreement with Howard, Needles, Tammen and Bergendoff for an Environmental Impact Study on I-205 in Portland. The Engineer mentioned that the Federal Highway Administration now requires that the original agreement be expanded to include a statement covering that portion of the location crossing Government Island since there is controversy as this was formerly a wildlife refuge. He said the cost of the supplement would not exceed $27,730 over and above the amounts paid or payable for work assigned in the original agreement. The Federal Highway Administration has approved the use of Interstate funds. The Commission confirmed the agreement and authorized the Secretary to sign it in their behalf.

Confirmation was requested by the Engineer for approval given by Chairman Jackson on October 6, 1972, for three supplemental agreements with Skidmore, Owings and Merrill concerning an environmental study for the Mt. Hood Freeway in the City of Portland.

Supplemental Agreement No. 2 covers the development of acceptable environmental solutions for the west terminus of the I-80N corridor. Estimated cost $453,841.

Supplemental Agreement No. 3 adds an assessment of the air quality impact on the study area both with and without the construction of the proposed I-80N freeway/transit facility. Estimated cost $61,153.

Supplemental Agreement No. 4 allows for some additional work to prepare noise contours that are in accordance with the newly adopted Federal Highway Administration standards. Estimated cost $6,481.47.

The Engineer stated all three of the supplements have been approved by the Federal Highway Administration. The Commission confirmed the agreements and authorized the Secretary to sign them in their behalf.

Attention was given to an agreement with Clark and Groff Engineers, Inc., for engineering and other services to replace a private railroad spur serving the Owens-Illinois plant concerning the construction of the Columbia

River-Union Pacific Railroad Section of the East Portland Freeway in Multnomah County. The Engineer mentioned that Owens-Illinois have requested that a consulting firm be employed to study not only the relocation but the marketing impact and other facets of their operation prior to concluding the right-of-way agreement. The work is estimated to cost $5,000 and the Federal Highway Administration has approved the use of Interstate funds. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to agreements with the City of Portland and Multnomah County covering a storm sewer system to handle the anticipated run-off waters along the East Portland Freeway (I-205) from Kelly Butte to the Columbia River. The Engineer stated that extensive engineering studies demonstrate that an increase in design capacities required for highway run-off would allow the system to be utilized for the disposal of storm water from adjacent areas. Joint studies conducted by the State, County and City indicate that an increase in design capacity would allow the County to utilize the system at a cost of $2,500,000, and the City at a cost of $500,000. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the two agreements in their behalf.

The Engineer recommended approval of an agreement with the City of Portland covering participation in the Mt. Hood Freeway Study. He mentioned that through this agreement the City of Portland and other local governments and governmental agencies would be able to participate actively in the planning and evaluation of alternatives for the freeway. The total cost to the State to be financed from Interstate Funds is not to exceed $226,000. Only the direct cost and expenses to the City will be paid estimated to be less than $100,000. The Commission approved the agreement and authorized the Secretary to sign the agreement in their behalf.

Attention was given to an agreement with Union County for the reconstruction of the Adams Avenue-Old Oregon Trail Section of the Wallowa Lake Highway. The Engineer stated the agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition. The County is to adjust or relocate any utility installations. The project is currently scheduled for contract in April 1973 at an estimated cost of $2,400,000 to be financed by the 1971 State Bond Program. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

Consideration was given to a throughway agreement with Sherman County concerning the Thornberry-Lamborn Road Section (Wasco Bypass) on the Sherman Highway. The Engineer stated the agreement provides for a full diamond interchange between the Sherman and Celilo-Wasco Highways. The State will retain that portion of the Fulton Canyon Road lying between the new interchange and the City of Wasco as a part of the State Highway System. Other details are included in the agreement. Upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to an agreement with Dr. Fred Miller to implement the recommendations of the Oregon State University Study and to carry out other economic studies. The Engineer stated that Dr. Miller has been working with the Division on economic studies concerning transportation development in the State. He recommended that Dr. Miller be retained for an additional two-year period to perform this same type of work beginning January 1, 1973, to December 31, 1974. The cost will not exceed a maximum of $52,000. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission considered a supplemental agreement with the City of Portland concerning the Steel Bridge-Sheridan Street Section (Harbor Drive Closure) of the Pacific Highway West. The Engineer mentioned this agreement provides certain conditions which are required in order to do the necessary work to effect the closure of Harbor Drive and the rerouting of Pacific Highway West. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the supplemental agreement in their behalf.

Consideration was given to the extension of an agreement with Cole and Weber, Inc., for an environmental education program to encourage Oregonians to make an individual commitment to preserve Oregon's livability. The Engineer mentioned the original agreement dated October 1, 1971, expired on September 30, 1972. The program has been warmly received by the Governor's Office and the Department of Environmental Quality who assists in the management of the program. He recommended the agreement be renewed to extend to June 30, 1973, and that an additional $40,000 be allocated to fund the program. Of the allocation $30,000 can be provided from the $100,000 line item for environmental education within the Travel Information budget. The additional $10,000 would come from the custom license plate funds. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to a first Supplement to the Memorandum of Understanding with the U. S. Forest Service relating to Highways Over National Forest Lands. The Engineer mentioned that the supplement has been worked out to clarify and expedite matters of construction. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the Memorandum of Understanding in their behalf.

The Commission inquired if the State had a system of coordinating with the Bureau of Land Management and the Forest Service on timber sales adjacent to highways passing through the National Forest. The Engineer replied that there was nothing formal except with respect to danger trees along the highways. The Commission requested that the State attempt to work out a formal agreement with the Bureau of Land Management and the Forest Service concerning the harvesting of timber adjacent to State highways.

Attention was given to an agreement with the City of Baker for illumination along Campbell Street between Main Street and I-80N in Baker County. The Engineer stated the estimated cost of the project is $40,000. The State's contribution would be 25% and not to exceed $10,000. He recommended approval of the agreement and the cost is to come from the current

State Construction Funds. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Confirmation was requested by the Engineer for verbal approval given by the Chairman on October 24, 1972, to a Memorandum of Understanding concerning the removal of all outdoor advertising signs located within the view of the Interstate and Federal-aid primary highways with certain exceptions. He stated that the Council of Outdoor Advertising represents the signboard companies which own a majority of the outdoor advertising signs in the State. The Commission confirmed the Memorandum of Understanding and authorized the Secretary to sign it in their behalf.

Consideration was given to a request from DeLeuw, Cather and Company for an extension of time to December 31, 1972, to complete a circulation study in the Portland Central Business District. The Engineer mentioned the study is complete except for the printing of the report, and copies should be available in the middle of December. There is no increase in cost to the State for this extension and he recommended approval. The Commission approved the time extension.

Confirmation was requested by the Engineer for approval given by the Chairman on October 3, 1972, concerning snow removal agreements with eight ski resort operators for the 1972-1973 season. He stated these agreements are similar to those previously in effect for the past several years. The operators will be required to furnish the necessary liability insurance. The Commission confirmed the following agreements and authorized the Secretary to sign them in their behalf.

Mount Ashland (Mt. Ashland Corp.)
Bachelor Butte (Mt. Bachelor Inc.)
Hoodoo (Hoodoo Ski Bowl Developers, Inc.)
Lake of the Woods (Lawore Inc.)
Multorpor (Multorpor Inc.)
Timberline (R.L.K & Co.)
Tomahawk (Tomahawk Ski Bowl Inc.)
Warner Canyon (Fremont Highlanders Ski Club)

The Engineer reported that four additional snow removal agreements have been requested by ski resort operators for the 1972-1973 season. He stated these operators will also be required to furnish the necessary liability insurance as called for in the agreements. The Commission approved the following agreements as recommended and authorized the Secretary to sign them in their behalf.

Anthony Lakes (Anthony Lakes Corp.)
Mt. Hood Meadows (Mt. Hood Meadows Ore., Ltd.)
Snow Bunny (Snow Bunny Lodge, Inc.)
Willamette (Hoodoo Ski Developers, Inc.)

The Chairman inquired what the cost is in providing access to the ski areas in the State. The Engineer replied that the estimated cost is $400,000 a year.

Consideration was given to an extension rider with the Union Pacific Railroad Company to an existing haul road agreement providing for the State to use Herman Creek Road grade crossing near Cascade Locks in Multnomah County. The Engineer explained that the road is used as an access to a disposal area. The existing agreement will expire on November 30, 1972, and the rider will extend the expiration date to November 30, 1977. Upon his favorable recommendation the Commission approved the rider.

Consideration was given to a supplemental agreement with Cornell, Howland, Hayes and Merryfield, Inc., to cover the air quality input to the study covering the environmental impact statement for I-505 in Portland. The Engineer stated that when the original agreement was approved on August 7, 1972, it was realized that there was a need for an air quality input into the study but the item was deferred since the air quality study requirements were not well defined at that time. He stated that the cost would not exceed $75,469.39 and the Federal Highway Administration has approved the funding with Interstate preliminary engineering money. The Commission approved the supplemental agreement as recommended by the Engineer and authorized the Secretary to sign it in their behalf.

The Commission confirmed the next Commission meeting date for December 12, 1972, in Room 122 of the State Highway Building in Salem. A tentative date for the next meeting was set for Tuesday, January 23, 1973.

The Engineer announced that Frank G. Hutchinson, former artist with the Highway Division, is to celebrate his 100th birthday on November 3, 1972. The Commission signed a certificate of remembrance which was later presented to Mr. Hutchinson in person by several Highway Division employees.

The Commission approved the appointments of Robert L. Elfstrom, Sr., and Fred Stickel to the Travel Advisory Committee subject to the concurrence of the Governor's Office.

Mr. Terry Emmert, President of Emmert Industries Corporation, Portland, appeared before the Commission concerning the moving of houses over a short section of I-205 in the vicinity of the Gladstone Interchange and the future Mt. Hood Freeway. He stated that in May 1972 he received a notice from the Highway Division that on October 1, 1972, he would no longer be allowed to move houses over the route he had been using. He said it would seriously jeopardize his business as well as other house moving contractors. Mr. Emmert mentioned that his company employs approxi-

mately 40 persons with an annual payroll of $400,000. He mentioned that he had met with Highway Region 1 personnel and had gone over with them several proposals. He expressed a willingness to make his moves at whatever time (day or night) was satisfactory to the State. The Commission advised Mr. Emmert that the matter would be discussed with the staff and he would be given an answer.

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

"Supplemental agreement" with Cornell, Howland, Hayes and Merryfield, Inc., to cover the air quality input to the study covering the environmental impact statement for I-505 in Portland.

"Grant of Access" to Joe C. and Rose Barrow covering the Stout Creek-Mehama Section of the North Santiam Highway in Marion County.

"Bargain and Sale Deed" to Norman Arbogast covering Forest Boundary-Dale Section of Pendleton-John Day Highway in Grant County covering 1.05 acre for $1,025.

"Modification of Access Rights" covering Lawrence E. and Wilma L. Garrett covering land in Sections 22 and 23, Township 7 South, Range 5 West, Willamette Meridian, in Polk County.

"Bargain and Sale Deed" to Stan F. and Doris M. Coelsch covering 9.48 acres on Wasco-Grass Valley Section of Sherman Highway in Sherman County for $250.

"Bargain and Sale Deed" to John J. Schroeder and Alma B. Schroeder Trask covering 3.71 acres on Island City-Cove Section of Cove Highway in Union County for $800.

"Easement" to Ida M. Peterson covering 0.05 acre on Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County for $150.

"Release of Slope Easements" to fee owners covering Siletz Bay-Newport Section of Oregon Coast Highway in Lincoln County.

"Sewer easement" to City of Portland covering S.W. 28th Avenue area along Pacific Highway in Multnomah County for $50.

"Indenture of Access" with Geary Bros. covering property on Geary Ranch-Green Springs Interchange Section of Lake of Woods Highway in Klamath County.

"Grant of Access" to B. E. and E. Joy Smith covering property on Lake of Woods Highway north of Green Springs Highway Interchange in Klamath County, for $1,000.

"Grant of Access" to Woodrow and Edith Walker covering property on Hermiston Highway at Bucks Corner in Umatilla County.

"Modification of Access Rights" covering property on The Dalles-California Highway 8.3 miles south of Lapine in Klamath County for $450.

"Release of Access Restrictions" in a deed with Harry A. and Bernice F. Weller covering property within the city limits of Tillamook and abutting the Wilson River Highway in Tillamook County.

"Agreement" with Department of Housing and Urban Development for a grant in the amount of $532,033 for the Tryon Creek State Park.

"Agreement" with City of Warrenton providing for reconstruction by City of waterline serving Ft. Stevens State Park in Clatsop County.

"Agreement" with Tillamook County covering abandonment of approximately 600 feet of land on the Little Nestucca River-Neskowin Section of the Oregon Coast Highway.

"Agreement" with Talent Irrigation District pertaining to crossing their facilities on the Park Street-Pacific Highway (Ashland) Section of Green Springs Highway in Jackson County.

"Agreement" with Clark and Groff Engineers, Inc., for engineering and other services necessary to replace a private railroad spur serving the Owens-Illinois plant pertaining to construction of the Columbia River-Union Pacific Railroad Section of the East Portland Freeway in Multnomah County.

"Two agreements" with City of Portland and Multnomah County pertaining to storm sewer system along I-205 from Kelly Butte to Columbia River.

"Agreement" with City of Portland covering participation in the Mt. Hood Freeway Study.

"Agreement" with Union County pertaining to reconstruction of Adams Avenue-Old Oregon Trail Section of Wallowa Lake Highway.

"Agreement" with Sherman County pertaining to Thornberry-Lamborn Road Section (Wasco Bypass) of Sherman Highway.

"Agreement" with Dr. Fred Miller to implement the recommendations of OSU study and carry out other economic studies.

"Supplemental agreement" with City of Portland pertaining to Steel Bridge-Sheridan Street Section (Harbor Drive closure) of Pacific Highway West.

"First Supplement to Memorandum of Understanding" Related to Highways Over National Forest Lands with the U. S. Department of Agriculture, Forest Service.

"Agreement" with City of Baker for illumination along Campbell Street between Main Street and I-80N.

"Agreement extension" with Snow Bunny Lodge covering snow removal at Snow Bunny.

"Agreement" with Mt. Hood Meadows Development Corp. and Mt. Hood Meadows Oregon Ltd., covering snow removal at Mt. Hood Meadows.

"Agreement" with Hoodoo Ski Bowl Developers, Inc., regarding snow removal at Hoodoo.

"Agreement" with Anthony Lakes Corporation and Champ Bond regarding snow removal at Anthony Lakes.

"Extension rider" to November 30, 1977, with Union Pacific Railroad Company to an existing haul road agreement providing for the State to use Herman Creek Road grade crossing near Cascade Locks, Multnomah County, as an access to a disposal area.

The meeting was adjourned by the Chairman at 10:05 a.m.

Glenn L. Jackson
Chairman

Fred W. Hull
Commissioner

C. A. Head
Secretary

Theodore B. Brunner
Commissioner

December 12, 1972
Salem, Oregon

The Oregon State Highway Commission met in regular session at 9 a.m. in Room 122 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
Tom Edwards, State Highway Engineer
F. B. Klaboe, Deputy State Highway Engineer
L. I. Lindas, Chief Counsel
David G. Talbot, State Parks Superintendent
David H. Moehring, Right of Way Engineer
C. W. Head, Secretary

George M. Baldwin, Administrator of Highways, was excused because of illness.

Others present were: Glen L. Green, Division Engineer, Federal Highway Administration; A. E. Johnson, E. S. Hunter, and R. L. Schroeder, Assistant State Highway Engineers; Frank McKinney, Assistant Counsel; L. H. Young, Programing Engineer; V. E. Skoog, Controller; John Oakes, Assistant Right of Way Engineer; Donald N. Harwell, Assistant County-City Engineer; Robert K. Potter, Coordinator, Oregon Scenic Waterways System; John J. Earley, Information Officer; and John Widmer, Administrative Assistant, Secretary's Office.

The Commission approved the minutes of the meetings held on September 19, 1972, and October 31, 1972.

The Right of Way Engineer presented a list of options, pages 1 through 45, secured for acquisition of real property needed for State highway use or for other purposes. He mentioned that the amounts offered are on or near the appraised values and are in order for Federal-aid. After due consideration, the Commission approved closing the options, including those sent to them by mail since the last Commission meeting, and thereupon adopted "Right of Way Resolution No. 90," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's report showing sales of miscellaneous properties and rental receipts for the period from October 16, 1972, to November 27, 1972, was presented by the Right of Way Engineer and accepted by the Commission. During this period miscellaneous sales totaled $38,356; land sales $39,141; timber sales $3,285.98. Rental receipts for the month of October 1972 amounted to $43,335.97.

A list of properties needed for highway and other uses was presented by the Right of Way Engineer. He requested the Commission to declare by resolution the necessity of said properties for public uses for which they are to be put and to authorize the Right of Way Engineer 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 No. 2604," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A written report was presented by the Right of Way Engineer and accepted by the Commission showing offers tendered to the owners for acquisition of real property prior to the institution of condemnation proceedings as follows:

CAPE ARAGO HIGHWAY-WOODLAND DRIVE SECTION OF THE EMPIRE-COOS BAY HIGHWAY COOS COUNTY

R-34908 - Earl G. Hempstead. 300 sq. ft. for permanent easement. Offer $300.00.

R-34909 - Earl G. Hempstead et ux. 750 sq. ft. for permanent easement. Offer $200.00.

COLUMBIA RIVER BRIDGE-N.E. SANDY BLVD. UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-46098 - Janeth M. Griffin. 6.08 acres for right of way purposes. Offer $223,275.00.

ELK RIVER-PORT ORFORD SECTION OF THE OREGON COAST HIGHWAY - CURRY COUNTY

R-44656 - Nicholas Blaine Marsh et al. 1200 sq. ft. for right of way purposes. Offer $5,450.00.

ELKHEAD ROAD-RICE HILL SECTION OF THE PACIFIC HIGHWAY - DOUGLAS COUNTY

R-41872 - James O. Barnes et ux. 4.7 acres for use restrictions. Offer $1,500.00.

GARDEN VALLEY ROAD-FAIRGROUNDS SECTION OF THE PACIFIC HIGHWAY - DOUGLAS COUNTY

R-45203 - Cecil R. Luellen et al. 0.08 acre for right of way purposes. Offer $3,200.00.

HUBBARD INTERCHANGE-HAYESVILLE INTERCHANGE SECTION OF THE PACIFIC HIGHWAY MARION COUNTY

R-43314 - Felix L. Dilger et al. 1.0 acre for right of way purposes. Offer $6,000.00.

R-44257 - Humble Oil & Refining Company. Parcel 1: 0.75 acre for right of way purposes; Parcel 2: 0.28 acre and Parcel 3: 0.17 acre for permanent easements. Offer $9,800.00.

R-44259 - United Development Company. Parcel 1: 1.2 acres; Parcel 2: 0.34 acre for right of way purposes. Offer $10,000.00.

R-44943 - Gerlinger Industries Corp. 0.64 acre for right of way purposes. Offer $3,550.00.

R-47031 - Darlene Mahan. 0.54 acre for right of way purposes. Offer $2,300.00.

HUBBARD INTERCHANGE-HAYESVILLE INTERCHANGE SECTION OF THE PACIFIC HIGHWAY MARION COUNTY (Cont.)

R-47042 - Robert C. McGarry et ux. Parcel 1: 0.26 acre for right of way purposes; Parcel 2: 839 sq. ft. for permit of entry. Offer $7,825.00.

R-47043 - Frederick L. Kennewell. 0.75 acre for right of way purposes. Offer $750.00.

R-47062 - North Marion Development Corporation. Parcel 1: 0.93 acre for right of way purposes; Parcel 2: 2,188 sq. ft. for permit of entry. Offer $850.00.

R-47067 - Elsie Weinman. Parcel 1: 0.38 acre for right of way purposes; Parcel 2: 0.09 acre for permanent easement; and Parcel 3: 0.05 acre for permit of entry. Offer $6,675.00.

R-47328 - George L. Whitney, Jr., et al. 1.15 acres for right of way purposes. Offer $31,500.00.

INDEPENDENCE JUNCTION-WEST SALEM (BIKEWAY) OF THE WILLAMINA-SALEM HIGHWAY POLK COUNTY

R-47468 - R. A. Rawlinson et ux. 700 sq. ft. for Bikeway right of way purposes. Offer $1,000.00.

LAGRANDE-NORTH POWDER SECTION OF THE OLD OREGON TRAIL - UNION COUNTY

R-42871 - H. K. Umpleby et ux. Parcel 1: 32.5 acres; Parcel 2: 1.7 acres; Parcel 3: 9.2 acres; and Parcel 4: 2.76 acres all for right of way purposes; Parcel 5: 0.7 acre for permanent easement; and Parcel 6: 0.9 acre for permit of entry. Offer $10,800.00.

N. E. GLISAN STREET-S. E. DIVISION STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45652 - F. Byrdette Byrd et ux. 5,000 sq. ft. for right of way purposes. Offer $17,450.00.

R-45684 - Helen Huff. 7,250 sq. ft. for right of way purposes. Offer $15,500.00.

R-46504 - Edward C. Nolen et ux. 3,000 sq. ft. for right of way purposes. Revised Offer $1,800.00.

N. E. SANDY BOULEVARD-N. E. GLISAN STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-46980 - James V. Austin et al. 3.31 acres for right of way purposes. Offer $543,600.00.

S. E. DIVISION STREET-S. E. FOSTER ROAD UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY - MULTNOMAH COUNTY

R-45779 - Lincoln Loan Co. Parcel 1: 5,904 sq. ft.; Parcel 2: 5,737 sq. ft. for right of way purposes. Offer $9,600.00.

R-45965 - Halmer E. Lien. 17,646 sq. ft. for right of way purposes. Offer $20,200.00.

R-46394 - Katsumi Nakayama et ux. Parcel 1: 6,420 sq. ft.; Parcel 2: 200 sq. ft. for right of way purposes. Revised Offer $12,575.00.

R-46765 - Cecil J. Shuler et ux. Parcel 1: 1,029 sq. ft. for right of way purposes; Parcel 2: 429 sq. ft. for permanent easement. Offer $4,150.00.

WELLS CREEK-JACK CREEK SECTION OF THE UMPQUA HIGHWAY - DOUGLAS COUNTY

R-46682 - Richard L. Posekany et ux. 0.06 acre for right of way purposes. Offer $300.00.

WINSTON-SHADY INTERCHANGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY - DOUGLAS COUNTY

R-47376 - Lester R. Jennings et al. 0.49 acre for right of way purposes. Revised Offer $60,800.00.

1e 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 recommended sale prices are based on competent appraisals and access and other conditions of sale are comparable with situations existing in the vicinity. Signboard and junkyard exclusion clauses are to be included in the deeds. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolution Nos. 583 through 585," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) 1.2 acres of land (Parcel 1), File 42150, located on the southerly side of the Woodburn-Estacada Highway in Marion County approximately one and one-half miles east of the intersection with Highway 99E for not less than $6,950. One access will be permitted to the Woodburn-Estacada Highway and signboard and junkyard exclusion clauses will be included in the deed. Approval by the Federal Highway Administration is not required. (See "Real Property Resolution No. 583.")

(2) 15 acres of land, (Parcel 2) File 42150, located on the northerly side of the Woodburn-Estacada Highway in Marion County approximately 1½ miles east of the intersection of Highway 99E for not less than $8,250. Two points of access will be permitted to the Woodburn-Estacada Highway and signboard and junkyard exclusion clauses will be included in the deed. Approval by the Federal Highway Administration is not required. (See "Real Property Resolution No. 584.")

(3) 40,703 square feet of land, File 4517, a former maintenance station in Forest Grove located on the southwest corner of Hawthorne Street and the Tualatin Valley Highway in Washington County for not less than $40,000. Signboard and junkyard exclusion clauses will be included in the deed. Approval by the Federal Highway Administration is not required. (See "Real Property Resolution No. 585.")

Direct sales of three parcels of property were recommended by the Right of Way Engineer. He stated that in each instance the property is no longer needed for highway purposes and because of peculiar conditions public sale is restricted to a single party. Sale prices have been determined by competent appraisals. The Commission approved the following sales and thereupon adopted "Real Property Resolution No. 586," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

(1) To Clackamas County, File 7869, one acre of land (stockpile site) on the Woodburn-Estacada Highway approximately one mile east of Springwater for $750. Signboard and junkyard exclusion clauses will be included in the deed. Federal Highway Administration approval is not required.

(2) To Douglas County, File 15442, 0.09 acre of land located on a County Road southwest of Winston on the Lower Lookingglass Bridge Section of the Coos Bay-Roseburg Highway for $70. Sale will be subject to the public use clause. Federal Highway Administration approval is not required.

(3) To the City of Ontario, File 10856, 0.23 acre of land located west of the frontage road south of the North Ontario Interchange on the Old Oregon Trail in Malheur County for $2,300. Use of the property will be limited to public road purposes only and the State will not be assessed for street improvements. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 586.")

Consideration was given to a Relinquishment of Title to Umatilla County for public purposes. The Right of Way Engineer stated the property consists of 20.16 acres of land on the Emigrant Hill Overlook Wayside Section of the Old Oregon Trail. Three additional parcels to Umatilla County containing 1.17 acre, 10.69 acres and 1.81 acre were also considered. No consideration is involved. The Commission approved the relinquishments.

The Commission considered a lease agreement with the State Game Commission consisting of approximately 10 acres between Gaylord and Powers, South Fork Coquille River, Powers Highway, in Coos County. The Right of Way Engineer explained that the Game Commission wishes to use the area for public parking, angling, and boat launching. No charge will be made to the Game Commission and the Highway Commission retains the right to terminate the lease at any time. The Commission approved the lease as recommended and authorized the Secretary to sign it in their behalf.

Consideration was given to a lease agreement with Alaska Steel Company for a 0.2 acre parcel of land underneath the West Marquam Bridge Approach in the City of Portland on the Pacific Highway in Multnomah County. The Right of Way Engineer stated the lease is for five years and is for storing new steel and pipe products. The rental would be $50 per month and the Highway Commission retains the right to terminate the lease if the premises are needed for any public use. The Federal Highway Administration approved the lease on October 19, 1972. The Commission approved the lease as recommended and authorized the Secretary to sign it in their behalf.

The Right of Way Engineer recommended approval of six existing leases covering the U. S. Coast Guard's operation of navigation aids along the Columbia River in Hood River and Wasco Counties calling for no monetary consideration in lieu of the $1 to $10 annual payment. He mentioned the leases would be automatically renewed each year. The Commission approved the following leases and authorized the Secretary to sign them in their behalf:

File 16935 - Union Pacific Company. Hood River-Mosier Section, Columbia River Highway, Hood River and Wasco Counties. Bingen Range Rear.

File 16987 - Galligan. Viento-Hood River Section, Columbia River Highway, Hood River County. Little White Salmon Range Rear Light.

File 17042 - Koon. Hood River-Mosier Section, Columbia River Highway, Hood River County. Bingen Range Front.

File 17045 - Diamond O Navigation Company. Hood River-Mosier Section, Columbia River Highway, Wasco County. Mosier Lower Range Light.

File 33604 - Salisbury. Mayer State Park Section, Columbia River Highway, Wasco County. Rowena Range Front Light.

File 33604 - Salisbury. Mayer State Park Section, Columbia River Highway, Wasco County. Little White Salmon Range Rear Light.

The Commission approved the following Indentures of Access as recommended by the Right of Way Engineer:

(1) Ula L., Robert G., and Virginia J. Blair, Files Nos. 22949 and 28955 covering two points of access on the southerly side of the relocated McKenzie Highway approximately six miles west of Redmond in Deschutes County. Both approaches will be widened from 25 feet to 35 feet. One approach will remain unrestricted as to use and the other approach will remain restricted to farm products and private residential use. Federal Highway Administration approval was received July 26, 1972.

(2) L. E. Steelman, File No. 28493, located on the westerly side of the relocated John Day-Burns Highway approximately 7 miles south of John Day in Grant County. The change in location of one unrestricted point of access is to be widened from 25 feet to 35 feet. Federal Highway Administration approval was received November 29, 1972.

(3) Joseph Matuna, File No. 44767, on the westerly side of the relocated Pendleton-John Day Highway approximately 7 miles north of Mt. Vernon in Grant County. The one point of access will be changed to correct the public record. The access will remain 35 feet in width and unrestricted as to use. Federal Highway Administration approval is not required.

(4) Caveman Enterprises, Files Nos. 17349 and 17350, two points of access will be cancelled and one approach will be granted on the easterly side on the Redwood Highway (formerly Pacific Highway) south of Manzanita Avenue in Grants Pass in Josephine County. The access will be 35 feet in width and unrestricted as to use. Federal Highway Administration approval was received September 21, 1972.

(5) Clyde L. and Virginia E. Finley, File No. 31788, located on the northerly side of the relocated Sherman Highway just south of the old Columbia River Highway at Biggs Junction in Sherman County. A change in location of two 50 foot unrestricted points of access is to better serve the tenant on the property. Federal Highway Administration approval was received on September 8, 1972.

Attention was given to a Modification of Access Rights to Knox, Baird and Davis, Inc., (Files Nos. 21505 and 21899) on the easterly side of the relocated Oregon Coast Highway approximately 1½ miles north of Wedderburn in Curry County. The Right of Way Engineer explained the corporation has requested that one point of access be widened from 25 feet to 35 feet and the use restriction will be eliminated to allow for development of the abutting property. The grantee is to pay $1,000 of the appraised value. Federal Highway Administration approval was received September 26, 1972. Upon the recommendation of the Right of Way Engineer, the Commission approved the Modification.

The Right of Way Engineer requested approval for the award of a demolition contract to the low bidder, Colhouer Construction Company, for $8,000 on the N. E. Sandy-N. E. Glisan, N. E. Glisan-S. E. Division, S. E. Division-S. E. Foster Sections of the East Portland Freeway in Multnomah County. Four bids were received on December 11, 1972, for the removal of buildings, rough grading of the area and the removal of debris. The Commission approved the award and authorized the Secretary to sign the contract in their behalf.

A report was submitted by the Chief Counsel and accepted by the Highway Commission concerning cases which have been tried in court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Defendant	County	Highway	State's Offer Before Filing Complaint	Defendants' Lowest Demand	Verdict
Floyd L. Mattson L-6610 R-43879	Clack.	East Portland Freeway	$ 10,200	$ 31,500	$ 11,500
Carmel Estates, Inc. L-6685 R-46326	Clack.	Mt. Hood	64,000	64,700	120,000
Richard L. Buckley L-6537 R-45424	Mult.	East Portland Freeway	13,400	17,500	15,500
Empire Building Material, Inc. L-6617 R-44252	Mult.	East Portland Freeway	512,000	1,271,000	863,250
		Appeal recommended.			
Gertrude Harris L-6619 R-44833	Mult.	Mt. Hood	20,000	30,000	25,000
Evvard West L-6647 R-45744	Mult.	East Portland Freeway	22,500	35,000	25,000
First State Bank L-6727 R-44813	Mult.	Mt. Hood	13,250	153,000	23,400
Don McGee L-6743 R-44812	Mult.	Mt. Hood	72,575	153,500	106,600

(Report of Condemnation Cases Tried Cont.)

Defendant	County	Highway	State's Offer Before Filing Complaint	Defendants' Lowest Demand	Verdict
Nicholas J. Lane L-6755 R-46485	Mult.	East Portland Freeway	$ 1,600	$ 10,000	$ 1,600
Gene G. Stockhoff L-6485 R-42862	Union	Old Oregon Trail	10,250	50,000	50,000
R. D. Waldbauer L-6649 R-46982	Union		48,500	112,500 (Answer)	47,500
Chaparrel Recreation Association, Inc. L-6640 R-46977	Wheeler		71,000	372,400	166,307
		Appeal recommended.			

REPORT OF TRIAL OF OTHER CASES - STATE DEFENDANT

Plaintiff	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
The Mullen Corp. L-6631	Mult.	Contract #7319	$330,000	for dft.

(For additional details, see the Chief Counsel's letter dated December 8, 1972, entitled Report of Cases Tried, which is filed in the Salem office, General Files.)

The Commission considered and accepted a report made by the Chief Counsel concerning cases which have been settled out of court since the last Commission meeting summarized as follows:

(Continued on next page)

REPORT OF CONDEMNATION CASES SETTLED

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Margaret Hughes L-6627 R-44291	Clatsop	Columbia River	$ 6,750	$ 6,750	$ 9,000
Stacy L. Johnson L-6772 R-46712	Douglas	Umpqua	2,200	4,025	5,500
Patrick Cloud L-6782 R-45086	Douglas	Coos Bay-Roseburg	7,900	9,150	10,700
Henry L. Beckley L-6789 R-46698	Douglas	Umpqua	425	425	1,000
Frank G. Shores L-6609 R-45362	Mult.	East Portland Freeway	141,750	153,607	167,500
Salem Sand & Gravel L-6674 R-45009	Marion	Salem Freeway	24,500	24,500)	205,000 *
Anunsen Co. L-6675 R-45010	Marion	Salem Freeway	157,500	157,500)	
		*Package settlement.			
Howard F. Grohs L-6646 R-45968	Mult.	East Portland Freeway	6,500	10,000	10,000
J. C. Milne L-6663 R-45717	Mult.	East Portland Freeway	72,000	72,000	80,000
R. C. Day L-6676 R-45532	Mult.	East Portland Freeway	16,500	18,500	20,500

(Report of Condemnation Cases Settled Cont.)

Defendant	County	Highway	State's Offer	State's Highest Appraisal	Amount of Settlement
Charles F. Medak L-6795 R-45470	Mult.	East Portland Freeway	$ 6,000	$ 7,000	$ 8,000
Judith A. Meno L-6819 R-45609	Mult.	East Portland Freeway	17,000	17,000	18,500
Myron S. Button L-6835 R-44869	Mult.	East Portland Freeway	15,750	15,750	17,400
Cordellia Stockhoff L-6486 R-42863	Union	Old Oregon Trail	50	30	110
W. K. Zollman L-6379 R-43698	Wallowa	Wallowa Lake	1,325	3,815	3,000
		* Settlement amount was approved by review appraiser as reflecting market value.			
R. M. Wade & Co. L-6578 R-44642	Mult.	Stadium Freeway	473,150	548,032	525,000
		* FOR RECORD ONLY Submitted NOA at October 31, 1972 meeting.			
Davidson Industries, Inc. * L-6271 R-43580	Lane	Florence-Eugene	5,050		Dismissed
		* Settled by option by the Right of Way Department.			

REPORT OF OTHER CASES SETTLED

Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
Foster & Kleiser L-6652 R-17599	State of Oregon	Mult.	Suit for cost of moving and reconstructing a sign.	$ 2,640	$ 1,750

(For additional details, see the Chief Counsel's letter dated December 8, 1972, entitled Report of Cases Settled, which is filed in the Salem office, General Files.)

A report was also presented by the Chief Counsel and accepted by the Commission concerning the institution of legal proceedings which have been commenced since the last Commission meeting and summarized as follows:

(1) Shirley Louise Johnson vs. Stanley Smith and the State of Oregon, L-6853. Plaintiff seeks $65,000 general damages and for an unspecified amount of special damages due to an accident on January 22, 1972, between his vehicle and a State Highway vehicle on the Crater Lake Highway approximately ½ mile west of Shady Cove in Jackson County.

(2) Marvin C. and Virginia Sue Conley vs. State of Oregon, L-6854. Plaintiff seeks $13,300, exemplary damages in the amount of $1,000, and $1,500 for attorney fees. Plaintiffs allege that the sale of their property to the State on the East Portland Freeway in Multnomah County on October 8, 1972, has never been paid. The Chief Counsel commented that the Conleys signed an option for $13,300 which was rejected by the State on the basis that it was too high. The plaintiffs claim that by signing the option it is in fact a deal and are entitled to the money. The Right of Way Agent who is no longer employed by the State, took it on the basis that it would be subject to the approval of the Highway Commission. The option was returned to the Conleys. The Chairman suggested that the Chief Counsel try to settle this case.

(3) Brenda R. Hopper vs. George Arnold Lee and Oregon State Highway Commission, L-6857. Plaintiff seeks $1,957.25 for special damages and $8,500 general damages due to an accident that occurred on January 28, 1972, at the intersection of Denny Road and Highway 217 in Multnomah County. Plaintiff claims accident was due because of the failure of a traffic control signal.

(4) Ron Burr Planer Shavings, Inc., vs. State of Oregon, L-6858. Plaintiff seeks $13,125.69 for property damage between the plaintiff's vehicle and a vehicle driven by a State Highway Division employee on the Coquille-North Bend Highway in Coos County.

(5) Marguerite E. Keller vs. State of Oregon, L-6876. Plaintiff seeks $11,556 as damages for the alleged failure to provide and construct an access as set forth in an option when the State acquired property from the owner in 1965 on the Clackamas Highway in Clackamas County.

(6) Walter D. Reed and Judith L. Reed vs. State of Oregon, L-6877. Plaintiffs seek $726.39 as a result of an accident on December 5, 1971 in which a tree feel on the plaintiff's car while it was on the highway right of way in Armitage State Park in Lane County.

(7) Andrew L. Turrini vs. K. C. Gulick and the State of Oregon, L-6878. Plaintiff seeks $4,475.75 special damages and $125,000 general damages arising out of an accident that occurred on June 17, 1971, on the Willamette Highway in Klamath County. Plaintiff alleges that the Highway Division was negligent in failing to place warning signs that cattle would be on the highway and failure to clear the cattle off of the highway.

(8) James L. Duncan vs. State of Oregon, L-6879. Plaintiff seeks $450,000 general damages and $35,000 special damages limited as to the State of Oregon in the amount of $50,000 general damages and as to Transamerica Insurance Company in the amount of $200,000 general damages. The case arises out of an accident on November 29, 1970, when the plaintiff pulled off the Wilson River Highway in Tillamook County in a turn out and a rock came down off a bluff, went through his window, striking him on the head.

(9) Marianne Adkins vs. Gulf and Western Industries, Inc., L-6880. Plaintiff seeks $5,947.13 special damages and $100,000 general damages as a result of an accident which occurred on January 28, 1972, at the intersection of Denny Road and Highway 217 in Multnomah County. Plaintiff alleges the malfunction of a traffic control signal at this intersection.

The Parks Superintendent reported that Notifications of Intent to adopt a rule designating four trails in Clatsop and Tillamook Counties as Oregon Recreation Trails (as footpaths only) was published in the Secretary of State's Administrative Rule Bulletin on November 15, 1972. No remonstrances or requests for a hearing were received. Upon his favorable recommendation, the Commission designated the following trails as Oregon Recreation Trails. This also confirms Commission action taken October 31, 1972.

(1) Saddle Mountain Trail in Saddle Mountain State Park in Clatsop County (from the parking lot to the summit of Saddle Mountain a distance of 3.0 miles.)

(2) Ecola Trail in Ecola State Park (from the parking lot at the end of West Point Road near Seaside to the south boundary of Ecola Park in four sections, totaling 8.6 miles).

(3) Cape Falcon Trail (2.0 miles between Highway 101 and Cape Falcon); Short Sand Creek-Necarney Creek Loop Trail (0.9 mile between Highway 101 and Short Sands Beach); and Neahkahnie Mountain Trail (1.0 mile to the summit of Neahkahnie Mountain from its south base in Oswald West State Park, a total distance of 3.9 miles.)

(4) Cape Lookout Trail in Cape Lookout State Park (from the picnic area to the tip of Cape Lookout in three sections, totaling 5.6 miles).

Attention was given to renewing the concession leases at Rooster Rock, Wallowa Lake, and The Cove Palisades State Parks. The Parks Superintendent stated that the three leases expire December 31, 1972. He recommended renewal with the existing operators because of their satisfactory performances in management and operation. The Cove Palisades and Wallowa Lake contracts are for five-year periods. The Rooster Rock contract is for two years as there was unseasonal high water for the past two summers which held down attendance and the previous long term concessionnaire finally gave up. The present operator is willing to operate on a short-term basis and understands that the State may wish to readvertise if the situation warrants. The Commission approved the leases and authorized the Secretary to sign them in their behalf.

The Parks Superintendent presented for the Commission's consideration Notifications of Intent by property owners to make various types of improvements along scenic waterways. The requests have been carefully evaluated as to their compliance with the provisions of the Scenic Waterways Act. Each of these requests, he continued, has been covered by a letter from the Administrator to the Commission explaining details of the request and making a recommendation as to approval. Action was taken by the Commission on the following requests as shown in the approved Notifications of Intent and as modified by stipulations in the Administrator's letters to the Commission insofar as their authority under the Scenic Waterways Act is concerned.

(1) Denied proposal from Mrs. Naoma Reed to construct a small building and to establish a trailer as a seasonal residence along the Rogue River near Hog Creek in Josephine County.

(2) Approved a request from William R. Bardsley to construct a residence along the Rogue River in Josephine County.

(3) Approved a request from International Growth Corporation to develop and subdivide property along the Illinois River in Curry County.

Chairman Jackson inquired if the State was maintaining a written record of all of the facts that lead to the recommendations concerning the Scenic Waterways Act. The Parks Superintendent replied that his office does have written records of all the facts in granting or denying any variances.

Consideration was given to the reappointment of the following individuals to the State Parks and Recreation Advisory Committee for four-year terms:

Eric W. Allen, Jr.
Commencing: April 20, 1973

Donald G. McGregor
Commencing: April 21, 1973

Roger Loennig
Commencing: May 27, 1973

The Parks Superintendent commented that these men have been very effective members on this committee. The Commission approved the reappointment of these members which has the approval of the Governor.

Increases in project authorizations on contracts were requested by the Engineer and approved by the Commission as follows:

(1) Contract No. 7807, Molalla River (Dickey Prairie) Bridge Section of County Road No. 52008 in Clackamas County, for an increase of $2,558.62 (16.1%). Overrun due to lowering and extending the structure excavation limits to insure adequate protection for the footing. (Chairman Jackson gave telephonic approval on November 1, 1972.)

(2) Contract No. 7774, Garfield Street in Mt. Angel, Marion County, for an increase of $3,833.97 (14.1%). The increase was due to additional work to remove and replace existing curb and sidewalk, lime treatment of unsuitable subgrade, and engineering costs.

(3) Contract No. 7809, Silver Falls State Park Project in Marion County, for an increase of $6,500.46 (12.3%). Overrun was due to work to prepare roadbeds for paving. Most of the work was in areas constructed by the National Guard last summer.

Consideration was given to the replacement of two structures that have found to be critically deficient under the bridge inspection program. Following the Engineer's favorable recommendation, the Commission approved the replacement of the following structures to be financed with State Construction Funds:

Maxwell Canal Bridge, Hermiston Highway, Umatilla County.

This structure is proposed to be replaced on existing alignment with a reinforced concrete structure having a 42-foot horizontal clearance. The total estimated cost for construction is $50,000.

Pine Creek Bridge, Halfway-Cornucopia Highway
Baker County.

Replacement of this wood and steel bridge is proposed approximately 120 feet downstream from the existing structure. In conjunction with the 40' x 60' slab span there will be 0.23 mile roadway realignment. The total estimated cost for construction is $175,000.

Approval was recommended by the Engineer for the construction of passing lanes between Terrebonne and Bend on The Dalles-California Highway in Deschutes County. The section is 16.6 miles long and 5 intermittent units totaling 5.6 miles. Channelization will be provided at the two widened areas where the O'Neil Highway No. 370 and Tumalo-Deschutes Highway No. 374 connect to The Dalles-California Highway. He stated that project is to be constructed within the existing right-of-way and a hearing was not required. A negative environmental statement is being prepared. The total estimated cost of this Federal-Aid Project is $1,425,000 and he requested that it be added to Program 12A. The Commission approved the project.

Attention was given to approving projects available under the Highway Beautification and Junkyard Control Funds which may be released by the Federal Highway Administration. The Engineer mentioned the State has submitted to the FHWA the priority listing of the projects and requested their approval in the event Federal Funds are released. Final finance approval will be requested on an individual project basis if and when Federal monies become available.

The following projects were submitted as junkyard control jobs under Section 136 of Title 23, U.S. Code (these funds are 75% federal - 25% state):

(1) Hubbard Auto Wreckers
Pacific Highway East, M.P. 30.11
3-acre Acquisition

(2) Time Oil Company
Pacific Highway East, M.P. 38.44
6-Acre Acquisition

(3) Curtin Garage
Pacific Highway, M.P. 155.0
1.8-acre Acquisition

(4) Kilner's Wrecking Yard
Oregon-Washington Highway, M.P. 32.24
8.28-acre Acquisition

(5) Walker Auto Parts-Greening Wrecking Yard
Rogue Valley Highway, M.P. 15.16
Acquisition

(6) Junkyard
McKenzie Highway, M.P. 10.96
Acquisition

(7) Junkyard
Umpqua Highway, M.P. 56.70
Acquisition

(8) Arco Station
Florence-Eugene Highway, M.P. 41.79
Acquisition

(9) M. L. Welch Auto Repair
Coos Bay-Roseburg Highway, M.P. 66.92
Acquisition

(10) One Pine
Willamette Highway, M.P. 0.80
Acquisition

(11) Santiam Auto Wreckers
Santiam Highway, M.P. 16.16
Acquisition

Total estimated acquisition cost of the 11 junkyards is $514,650, of which $385,988 will be federal aid and $128,662 will be state funds.

Highway Beautification projects are financed entirely with federal funds under Section 319b of Title 23, U. S. Code and require no state matching funds. The following projects were submitted to the Federal Highway Administration for approval:

(1) Cedar Hills Interchange-Beaverton Section (1.6 miles)
Beaverton-Tigard Highway, Washington County
Estimated Cost - $143,000

(2) Cedar Hills Interchange
Beaverton-Tigard Highway, Washington County
Estimated Cost - $235,000

(3) Walker Road Interchange Section (0.5 mile)
Beaverton-Tigard Highway, Washington County
Estimated Cost - $121,000

(4) Klamath Falls Section (1.1 miles)
Klamath Falls-Malin Highway, Klamath County
Estimated Cost - $76,000

(5) 185th Avenue Interchange
Sunset Highway, Washington County
Estimated Cost - $75,000

The Commission approved the projects provided Federal funds are available.

The Engineer presented for confirmation requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. These requests he said have been carefully investigated and the results of the investigation have been reported to the Commission by letter. The contractors have also been advised by letters as to the extensions of time. The Commission confirmed extensions of time as follows:

(1) K. G. Bakke Construction Company, Inc., and K. G. Bakke, Contract No. 7456 on the Willamette Highway in Klamath County, requested an extension of 10 days. The Commission confirmed an extension of 10 days without assessment of liquidated damages.

(2) B-G Paint Company, Contract No. 7737 on the Youngs Bay Bridge in Clatsop County, requested the completion date to be advanced to June 15, 1973. The Commission confirmed advancing the completion date to June 15, 1973, without assessment of liquidated damages.

(3) North Santiam Sand and Gravel Company, Contract No. 7774 on Garfield Street in Mt. Angel, Marion County, requested an extension of 10 days. The Commission confirmed an extension of 6 days, which will delete all liquidated damages.

(4) Ontario Asphalt Paving Company, Contract No. 7712 on the S. W. 3rd Avenue-S. W. 4th Avenue (Ontario) Section in Malheur County, requested an extension of 60 days. The Commission confirmed an extension of 37 days which will delete all liquidated damages. The Federal Highway Administration has concurred in this extension on November 1, 1972.

(5) Rogue River Paving Company, Inc., Contract No. 7730 on the Oregon Coast Highway in Tillamook County, requested an extension of 7 days. The Commission confirmed an extension of 7 days which will reduce liquidated damages.

(6) S. D. Spencer and Son, Contract No. 7657 on the Sunset Highway in Washington County, requested an extension of 11 days. The Commission confirmed an extension of 10 days which will delete all liquidated damages. The Federal Highway Administration concurred in this extension on November 27, 1972.

(7) Gordon H. Ball, Inc., Contract No. 7366 on the Old Oregon Trail in Union County, requested an extension of 105 days. The Commission confirmed that no extension of time be granted. Federal Highway Administration has concurred in this action.

(8) E. C. Hall Construction Co. and J. C. Compton Company, Contract No. 7399 on the Columbia River Highway in Gilliam County, requested an extension of 48½ days. The Commission confirmed an extension of 18 days which will reduce liquidated damages. The Corps of Engineers and the Federal Highway Administration have concurred in this extension.

(9) Rogers Construction, Inc., Contract No. 7539 on the Old Oregon Trail in Baker County, requested an extension of 165 days. The Commission confirmed an extension of 85 calendar workdays which will delete all time liquidated damages that could accrue in 1972. The Federal Highway Administration on November 21, 1972, concurred in this extension.

(10) Kern Electric Company, Inc., Contract No. 7651 on the Eugene-Springfield Highway in Lane County, requested an extension of 65 days. The Commission confirmed an extension of 65 days without assessment of liquidated damages.

(11) J. C. Compton Company, Contract No. 7343 on the Mt. Hood Highway in Clackamas County, requested an extension of 400 days. The Commission confirmed an extension of 260 days which will reduce the liquidated damages. The Federal Highway Administration has concurred in this extension on October 20, 1972.

The Engineer reported that Contract Nos. 7346, 7474, 7619, 7620, 7621, 7626, 7648, 7667, 7678, 7685, 7700, 7702, 7704, 7712, 7722, 7727, 7730, 7731, 7733, 7749, 7753, 7762, 7768, 7774, 7804, and 7807 for highway construction have been completed as required by the contracts or modifications thereof and said contracts are now ready for acceptance or have been accepted by letter since the last Commission meeting. The Commission accepted the contracts by adopting "Contracts Completed Resolution No. 207," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed award of the following contracts which were referred to the Administrator of Highways to award when certain conditions were fulfilled.

(1) Traffic signals on 10th Street at "C" Street in the City of Baker on the La Grande-Baker Highway in Baker County. Bids received October 26, 1972. Contract No. 7840 awarded November 7, 1972, to Power City Electric, Inc., Spokane, Washington, at $6,785.

(2) Squaw Creek Canal Bridge Section on FAS 853 in Deschutes County. Bids received October 26, 1972. Contract No. 7842 awarded November 9, 1972, to Hamilton Construction Co., Springfield, at $23,983.

(3) 25th Street S.E.-37th Avenue S.E. (Salem) Bikeway Section on North Santiam Highway and FAS 679 in Marion County. Bids received October 26, 1972. Contract No. 7844 awarded November 20, 1972, to Salem Road and Driveway Company, Salem, at $47,716.60.

(4) Steel Bridge-S.W. Sheridan Street (Harbor Drive) Section of Pacific Highway West in Multnomah County. Bids received October 26, 1972. Contract No. 7845 awarded November 9, 1972, to Lord Brothers Contractors, Inc., Portland, at $1,662,554.

(5) Ava Avenue-East Burnside Street Section in City of Gresham on the Mt. Hood Highway in Multnomah County. Bids received October 26, 1972. Contract No. 7846 awarded November 22, 1972, to Cascade Construction Company, Portland, at $1,111,111.

(6) Oro Dell Section of Old Oregon Trail in Union County. Bids received October 26, 1972. Contract No. 7848 awarded November 1, 1972, to Peter Kiewit Sons' Company, Vancouver, Washington, at $40,725.

(7) Traffic signals on Garfield Street-High Street (Eugene) Section of Pacific Highway West in Lane County. Bids received November 30, 1972. Contract No. 7852 awarded December 6, 1972, to Hamilton Electric, Inc., Eugene, at $125,005.

(8) Butler Bridge Slide Section of FAS 584 in Lincoln County. Bids received November 30, 1972. Contract No. 7854 awarded December 6, 1972, to F. G. Scott Construction Company, Salem, at $30,186.

The Commission confirmed verbal award of contracts made on December 5, 1972, on bids received November 30, 1972, and confirmed authority for the Secretary to sign the following contracts in their behalf:

BIDS RECEIVED IN SALEM NOVEMBER 30, 1972

Contract No. 7850 for the Tideport Slide Section of the Fishhawk Falls Highway in Clatsop County. Four bids were received. The Commission accepted the low bid of Harry Claterbos Company, Astoria, at $84,816 and the Administrator of Highways was directed to award the contract to said bidder when approval is received from the Federal Highway Administration.

Contract No. 7851 for traffic signals on Railroad Avenue at Newmark Street in North Bend on the Oregon Coast Highway in Coos County. Three bids were received. The Commission accepted the low bid of Hamilton Electric, Inc., Eugene, at $22,220 and the Administrator of Highways was directed to award the contract to said bidder when the City of North Bend approves the project and deposits $6,732.

Contract No. 7852 for traffic signals on the Garfield Street-High Street (Eugene) Section of the Pacific Highway West in Lane County. Six bids were received. The Commission accepted the low bid of Hamilton Electric, Inc., Eugene, at $125,005 and the Administrator of Highways was directed to award the contract to said bidder when the City of Eugene approves the project and deposits $40,430 and approval of the Federal Highway Administration is received.

Contract No. 7853 for a toilet building in Jessie M. Honeyman State Park in Lane County. Seven bids were received. The Commission awarded the contract to the low bidder, Martin D. Andruss, Reedsport, at $43,947.

Contract No. 7854 for the Butler Bridge Slide Section of FAS 584 in Lincoln County. Two bids were received. The Commission accepted the low bid of F. G. Scott Construction Company, Salem, at $30,186 and the Administrator of Highways was directed to award the contract to said bidder when approval of the Federal Highway Administration is received.

Contract No. 7855 for a utility building in South Beach State Park in Lincoln County. Six bids were received. Award of the contract is pending subject to approval by Lincoln County.

Contract No. 7856 for traffic signals on the Mt. Hood Highway at S.E. 136th Avenue in Multnomah County. Six bids were received. The Commission accepted the low bid of L. K. Comstock and Company, Inc., New York, New York, at $31,382 and the Administrator of Highways was directed to award the contract to said bidder when Multnomah County approves the project and deposits $18,219.

The Engineer reported that on December 7, 1972, bids were received for the Ladd Canyon-North Powder Section of the Old Oregon Trail in Union County. Peter Kiewit Sons' Company submitted the low bid of $8,271,616. There were nine other bids received on this project. Upon his recommendation, the Commission accepted the bid of Peter Kiewit Sons' Company and the Administrator of Highways was directed to award the contract when approval if received from the Federal Highway Administration. The Secretary was authorized to sign the contract in the Commission's behalf.

The Engineer presented a list of construction projects on which bids will be received December 21, 1972. Each project, he said, contains a notation as to plans for the establishment of footpaths and bicycle trails. The Commission approved the following projects:

(1) N.E. 122nd Avenue-Idaho State Line Section
Columbia River and Old Oregon Trail Highways, 9 Counties
Wrong-way Signing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

(2) Woodburn Interchange-Hayesville Interchange Section
Pacific Highway, Marion County
Grade, Pave, Structure, Illumination & Signing Project

Sidewalk/bicycle facilities will be provided on the freeway overcrossing structures and not along the freeway, as alternate bike routes will be available along other roadways which connect the population centers. It is felt that with the other available ways the cost of establishing a bike trail along the freeway would be disproportionate to the use.

(3) Sanderson Bridge Section, Albany-Lyons Highway
Linn County
Grade and Pave Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established ... if ... the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

(4) T.V. Highway at S.E. Minter Bridge Road (Hillsboro)
Section, Tualatin Valley Highway, Washington County
Grade, Pave, Signals and RR Gates Project

Same as No. 1.

(5) Central Business District (Corvallis) Section
Pacific Highway West, Benton County
Signals Project.

Same as No. 1.

(6) Oswego Creek Slide Section, Sunset Highway
Clatsop County
Slide Correction Project

Same as No. 1.

(7) Railroad Avenue at Newmark Street (North Bend) Section
Oregon Coast Highway, Coos County
Traffic Signals Project

Same as No. 1.

The Engineer presented a report and recommendation covering a program of street work in cities having a population of less than 5,000 under the $250,000 fund appropriated by law for the year 1973. He mentioned that 53 applications had been received and all were carefully analyzed. There were 11 projects selected for approval as being the most meritorious. The Commission approved the city projects as follows and authorized the Secretary to sign the construction agreements in their behalf.

(Continued on next page)

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City	SCA	City	Total
Cave Junction	$ 25,000	$ 1,000	$ 26,000
Clatskanie	25,000	6,000	31,000
Gold Hill	25,000	--	25,000
Lafayette	25,000	--	25,000
Lowell	25,000	4,000	29,000
Madras	25,000	75,000	100,000
Mt. Vernon	25,000	10,000	35,000
Prairie City	25,000	2,000	27,000
Richland	25,000	5,000	30,000
Sutherlin	25,000	6,000	31,000
Tualatin	25,000	22,000	47,000
TOTALS	$275,000	$131,000	$406,000

Approval was requested by the Engineer for a Federal Aid Urban System Project to widen a 1.7 mile section of S. W. 49th Avenue (Multnomah County)-Kerr Road (Clackamas County) from a narrow two-lane facility to a four-lane facility. This project is eligible for funding under the Federal Aid Urban System program and the project has been approved by the Columbia Region Association of Governments. The Commission approved the following project and authorized the Secretary to sign the agreement in their behalf.

JURISDICTION	SECTION	PROGRAMED AMOUNT	STATE COST
CLACKAMAS & MULTNOMAH Counties	S.W. Stephenson St.-S.W. Lower Boones Ferry Road (Lake Oswego); S.W. 49th Avenue-Kerr Road (FAU 1017)	$1,454,000	$290,800
	TOTAL NEW PROJECT	$1,454,000	$290,800

SUMMARY BY FISCAL YEAR	1972	1973	TOTAL
Allocated			
Allocated Funds	$1,324,000	$1,324,000	$2,648,000
Approved Projects (corrected to date)	1,194,000	---	1,194,000
Unprogramed Balance	130,000	1,324,000	1,454,000
Proposed New Project: 12/12/72	130,000	1,324,000	1,454,000
Unprogramed Balance	$ ---	$ ---	$ ---

Attention was given to requests from Jackson and Tillamook Counties for Federal Aid Secondary Projects. The Engineer mentioned the projects have been investigated and are eligible for Federal Aid Funds and he recommended that they be approved. The Commission approved the following projects and authorized the Secretary to sign the agreements:

(Continued on next page)

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
JACKSON	15-100	Pine Street @ 3rd Street (Rogue River) Section. E. Evans Creek Road Signalization	$20,000	$ 4,000
TILLAMOOK	618	Nestucca River (Pacific City) Bridge Section. Pacific Avenue. (To be supplemented with future funds.)	50,000	10,000
		TOTAL	$70,000	$14,000

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,102,000	$5,090,000	$10,192,000
Approved Projects (corrected to date)	5,102,000	5,002,000	10,104,000
Unprogramed Balance	--	88,000	88,000
Projects Proposed: 12/12/72	--	70,000	70,000
Unprogramed Balance	--	$ 18,000	$ 18,000

Consideration was given to emergency repair projects on a number of Federal Aid Secondary County Roads in Benton, Clackamas, Clatsop and Lincoln Counties. The Engineer stated that damage to the roads occurred during the storms in January 1972. The Counties will make repairs with their own forces. All projects are eligible for 100 % Federal aid reimbursement under the Emergency Relief Program. The Commission approved the following projects and authorized the Secretary to sign the agreements in their behalf:

FAS 864: Bonner Mtn. Slide Section. M.P. 6.3 to M.P. 6.7. Benton County. Temporary slide repair. $2,000.

FAS 117: Airstrip Road-Knights Bridge Road Section, Arndt Road. Clackamas County. $15,000.

FAS 117: Knights Bridge Road Section between M.P. 2.75 and M.P. 3.00. Clackamas County. $8,000.

FAS 131: Clackamas River Road Section between M.P. 3.78 and M.P. 3.98. Clackamas County. $16,000.

FAS 809: Barton Bridge Section, Barton Road. Clackamas County. $16,000.

FAS 756: Big Creek Bridge Section, Hillcrest Road. Clatsop County. Structure repair. $7,000.

FAS 912: Rigg's Slide Section, Lower Nehalem Road. M.P. 18.5. Clatsop County. $1,800.

FAS 912: Charnley Slide Section, Lower Nehalem River Road. M.P. 24.5. Clatsop County. $4,300.

FAS 149: Taft-Schooner Creek Road Section, Bear Creek Road. M.P. 2. Lincoln County. $22,000.

FAS 584: Butler Bridge Slide Section, Toledo-Elk City Road, M.P. 0.5. Lincoln County. $4,000.

FAS 585: Yaquina Bay Road Slide, M.P. 8.5. Lincoln County. $6,000.

The Commission considered a request from the City of Portland for two TOPICS Projects. The Engineer stated that one project is for a traffic signal modification and street widening. The second project is to provide preliminary engineering funds to investigate which of these three proposed alternates will best solve an accident and capacity problem on W. Burnside Street. These projects are eligible for funding under the Federal Aid TOPICS Program. The Commission approved the following projects and authorized the Secretary to sign the agreements:

CITY	SECTION	PROGRAMED AMOUNT	STATE COST
PORTLAND	E. Burnside Street @ 39th Avenue. Grading, paving and traffic signal modification.	$ 42,000	$ 8,400
PORTLAND	N.W. 2nd Avenue-N.W. 19th Avenue, W. Burnside Street. Preliminary engineering.	6,000	1,200
	TOTAL NEW PROJECTS	$ 48,000	$ 9,600

SUMMARY BY FISCAL YEAR	1970, 71 &72	1973	TOTAL
Allocated Funds	$6,922,000	$1,450,000	$8,372,000
Approved Projects (corrected to date)	6,922,000	223,000	7,145,000
Unprogramed Balance	---	1,227,000	1,227,000
Proposed Project: 12/12/72	---	48,000	48,000
Unprogramed Balance	---	$1,179,000	$1,179,000

The Engineer reported that construction has recently been completed on the Alder Creek-Wildwood Section of the Mt. Hood Highway in Clackamas County. He mentioned at the present time there are 45 and 60 mile per hour speed zones between the east city limits of Sandy and Alder Creek. It is desirable to establish a speed zone on the newly constructed

section as both sections have similar geometric characteristics. He recommended that "Speed Zone Resolution No. 403," dated July 18, 1963, be rescinded and the following speed zones established:

45 MPH from the east city limits of Sandy at Langensand Road (M.P. 25.12) to the east city limits of Sandy, 0.16 mile east of Lagensand Road (M.P. 25.28)

60 MPH from the east city limits of Sandy (M.P. 25.28) to the easterly junction of the old highway and connection to the community of Brightwood (M.P. 38.71).

The Commission accepted the recommendation and thereupon adopted "Speed Zone Resolution No. 623," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer stated that changes in highway designations and construction of a new bridge across the Snake River on the Parma Spur makes it desirable to revise the stop signs on the Succor Creek Highway and its various spurs in Malheur County. He recommended that Through Highways and Stop Signs Resolution dated September 21, 1949, be amended insofar as it pertains to Highway No. 450. The Commission approved the following revisions for stop sign relocations and thereupon adopted "Through Highways and Stop Signs Resolution No. 13v," which resolution by this reference is made a part hereof and filed in the Secretary's Office:

Highway No. 450 - Succor Creek Highway

Between the junction with the Central Oregon Highway No. 7 in Nyssa and the junction with the Homedale Spur of the Succor Creek Highway at M.P. 20.11.

EXCEPTION:

Traffic westbound on the Homedale Spur need not stop at its junction with the Succor Creek Highway.

Highway No. 450 - Succor Creek Highway - (Homedale Spur)

Between the junction with the Succor Creek Highway and the Idaho State Line.

EXCEPTION:

As above.

Highway No. 450 - Succor Creek Highway (Parma Spur)

Between the junction with the Succor Creek Highway and the Idaho State Line.

Abandonment of two sections of highways was presented by the Engineer. He mentioned that the new sections of highway replacing the old sections have been completed and are open to public travel. Following his favorable recommendation, the Commission approved abandonment of the following sections and thereupon adopted "Abandonment Resolutions No. 513 and 534," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(1) Abandonment to Benton County of approximately 0.1 mile of old right of way to connect an existing County Road to the new alignment and approximately 0.6 mile will be abandoned to the abutting property owners on the Gellatly Summit Section of the Corvallis-Newport Highway. (See "Abandonment Resolution No. 513".)

(2) Abandonment to the abutting property owners two small units approximately 0.3 mile of the old highway right of way on the Orleans-Lake Creek Section of the Corvallis-Lebanon Highway in Linn County. (See "Abandonment Resolution No. 534.")

Consideration was given to an agreement with the City of Beaverton to the designation of Watson Street-Hall Boulevard Couplet on the Beaverton-Tualatin Highway No. 141 in Washington County. The Engineer mentioned the agreement also covers the relinquishment of a short section on the Beaverton-Hillsdale Highway No. 40. Both are contingent upon the completion of the construction of a pending TOPICS Project. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

Attention was given to a letter-form supplemental agreement with the City of Coos Bay covering a deferred payment schedule on the Cape Arago Highway-Woodland Drive Section of the Coos Bay-Empire Highway in Coos County. The Engineer pointed out that the City and State entered into an agreement in December 1966 for a jointly financed construction project on this section with the City paying 25 percent and the State 75 percent. The project is currently scheduled for the January 1973 letting at an estimated cost of $1,500,000. The supplemental agreement will allow the City to pay its portion of the cost by making an initial $75,000 deposit on or before June 1973, and four additional $75,000 payments by June 1 of the subsequent years 1974 through 1977. Upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with Tillamook County covering construction of the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway in Tillamook County. Under the terms of the agreement, the Engineer pointed out that the State provides for construction and maintenance, right-of-way acquisition, drainage, grading, base, paving, and permanent signing. A bikeway is planned for the entire length of the project and is to be constructed and maintained by the State. The County has agreed to cooperate in the adjustment of any

utility installations and concurs in the State's recommendation for the closure and realignment of Green Timber Road. The project is scheduled for the March 1973 letting at an estimated cost of $1,545,000. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

Confirmation was requested by the Engineer for approval given by Chairman Jackson on November 20, 1972, to an agreement with the City of Tigard and a private developer for improvement of the Gaarde Road Intersection with the Pacific Highway West south of Tigard in Washington County. He stated the City will purchase the necessary right of way in the amount of $12,500 in behalf of the State. The developer will pay $3,800; the City $4,350; and the State $4,350 toward the total purchase price. The developer will grade and rock a new connection from 99W and a relocated frontage road. The State will pave the areas completed by the developer. The Commission confirmed the agreement and authority for the Secretary to sign it in their behalf.

Attention was given to an agreement with the City of Tualatin concerning removal of septic tank drainage fields of two trailer courts on the South Tigard Interchange-East Portland Freeway Interchange Section of the Pacific Highway in Washington and Clackamas Counties. The Engineer mentioned that under this agreement the State will pay the sewer connection charges for all of the dwellings and trailer spaces in the parks which are served by the sanitary sewer at an estimated cost of $35,000. The City will furnish the State a ten-year refund agreement which will provide for reimbursement to the State for a proportionate share of the cost of the construction of the sanitary sewer as other properties are connected to these facilities. The refund to the State is estimated to be $30,000. The State also agrees to retain Cornell, Howland, Hayes & Merryfield as consultants to furnish the engineering services necessary to design and construct the sanitary sewer. This work will be subject to State approval and covered by a separate agreement with the consultants. This matter has been tentatively approved by the Federal Highway Administration at an estimated cost of $130,000 less the refund of $30,000 for a net cost to the State of $100,000. Upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to a throughway agreement with Marion County in connection with six laning on the Woodburn Interchange-Hayesville Interchange Section of the Pacific Highway in Marion County. The Engineer mentioned that the agreement provides for construction and maintenance of the project by the State with the County's cooperation in the adjustment or relocation of utilities. The agreement also allows the County to use excess right of way in the northwest quadrant of the Woodburn Interchange for a "Park and Ride Station", if feasible. The Commission approved the agreement as recommended by the Engineer and authorized the Secretary to sign the agreement in their behalf.

The Commission considered a supplemental agreement with Lane County for widening of the structure carrying Centennial Boulevard over Interstate 5 just south of the I-105 Interchange. The Engineer mentioned that under the terms of the agreement, the County is to prepare all plans, let and award all contracts and construct the project in its entirety at no expense to the State. Upon completion of the project, the State will perform maintenance operations related to the structure and the County will maintain the roadway. Upon the Engineer's favorable recommendation, the Commission approved the supplemental agreement and authorized the Secretary to sign the agreement in their behalf.

Attention was given to an agreement with the El Paso Natural Gas Company concerning accesses on the Meacham-Hilgard Section of Interstate 80N in Umatilla and Union Counties. The Engineer stated that two types of access are allowed from frontage roads or through locked gates. When access is through a locked gate the Company is required to protect the traveling public. The State will maintain the locked gates and any access roads located within the right of way. The Company is responsible for the maintenance of any access roads located outside of the right of way. The agreement will generate no additional cost to the State and the Federal Highway Administration has approved this procedure. The Commission approved the agreement as recommended and authorized the Secretary to sign it in their behalf.

Consideration was given to a construction finance agreement with the City of Gold Beach concerning the improvement of drainage at the intersection of the Oregon Coast Highway and 10th Street in Curry County. The Engineer stated that the agreement stipulates that the City will prepare all plans and perform the work. Upon completion, the City will maintain the portion of the storm drainage system lying outside the State right-of-way. The State is to participate in 50 percent of the cost not to exceed $10,000. The Commission approved the agreement as recommended by the Engineer and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with the Corps of Engineers for revision of highway signing on Interstate 80N adjacent to the John Day Lock and Dam in Sherman County. The Engineer mentioned that the Corps is now involved in a major project of upgrading the visitor's facilities at the John Day Dam. The State will furnish and install the signs and the Corps has agreed to pay for the cost of the signing estimated at $6,500. Upon the favorable recommendation of the Engineer, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to an agreement with the Union Pacific Railroad Company and Morrow County for construction of the Lexington-Bunker Hill Section of the Heppner Highway. The Engineer mentioned that the agreement grants the State an easement to widen the existing highway and release certain portions of the existing railroad property which are no longer needed for highway right of way. The agreement will also provide right of way for construction of the Lexington-Pieper Canyon Road Section which will be constructed in the future. The State is to pay the Railroad $1,200 for the easement. The rights granted originally to the County are relinquished to the State and the State is required to reimburse the Railroad for preliminary engineering and construction engineering services at an estimated cost of $680. The Commission approved the agreement as recommended by the Engineer.

Consideration was given to two agreements with the Union Pacific Railroad Company for the construction of two haul road grade crossings of their tracks on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County. The Engineer mentioned that the crossings are necessary to provide access to disposal areas for excess material which has been requested by the contractor. All obligations and costs will be paid by the contractor. Upon his favorable recommendation, the Commission approved the agreements.

Attention was given to an agreement with the Southern Pacific Transportation Company for the construction of the 25th Street S.E.-37th Street S.E., (Salem) Bikeway Section which parallels State Street in East Salem, Marion County. The Engineer pointed out that the agreement grants the State an easement to construct the bikeway across the railroad at grade at no cost to the State. All of the work is to be performed by the State's contractor however the surface of the bikeway within the track area and two feet outside of the rails is to be maintained by the Railroad at its expense. The State is to pay the cost of the railroad protective services up to $400. Upon the recommendation of the Engineer, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with the Southern Pacific Transportation Company for the construction of an at-grade crossing of the Woodburn-Springfield Branch of the Southern Pacific Transportation Company south of Crabtree on the new alignment of the Albany-Lyons Highway in Linn County. The Engineer stated that the agreement grants the State an easement for this grade crossing at no cost to the State. The agreement also provides for the installation of cantilevered flashing light signals, crossing gates and the construction of the grade crossing by Railroad forces. The State is to pay the total cost of the construction and the Railroad is to maintain the signals and the grade crossing surface upon completion of the installation. The estimated cost to the State for this work by Railroad forces is $30,295. The Commission approved the agreement as recommended.

Consideration was given to an agreement with Southern Pacific Transportation Company concerning the installation of crossing gates and the acquisition of an easement for the improvement of the intersection of Minter Bridge Road and the Tualatin Valley Highway in Hillsboro, Washington County. The Engineer stated the agreement grants the State an easement for highway slopes to occupy railroad property for which the State will pay the Railroad $250 and also provides for the installation of crossing gates at the grade crossing at Minter Bridge Road immediately south of the Tualatin Valley Highway. The State will pay for the installation of signals estimated to cost $30,120. The Railroad is to maintain these facilities at their expense upon completion of the installation. This is a TOPICS Project and has the approval of the Federal Highway Administration. Upon the recommendation of the Engineer, the Commission approved the agreement.

Attention was given to an easement from the Southern Pacific Transportation Company granting the State the right to construct highway slopes on their property at M.P. 6.7 on the Eddyville-Blodgett Highway in

Lincoln County. The Engineer mentioned that this easement is granted at no cost to the State and is subject to all prior rights on railroad property. This will allow the State Maintenance forces to raise the grade of this highway in this area and alleviate the high water problem. Upon his favorable recommendation, the Commission approved the easement.

The Commission considered an extension rider to the November 26, 1962, agreement with the Union Pacific Railroad Company to extend the expiration date of the existing license to make surveys on the Railroad property for the Fremont Bridge from November 25, 1972, to November 25, 1974, on Interstate 405 (Stadium Freeway) in the City of Portland. As recommended by the Engineer, the Commission approved the extension rider.

Attention was given to an agreement with the Southern Pacific Transportation Company for the construction of an undercrossing of the Railroad tracks on the southern edge of Corvallis which is required for the bikeway between 35th Street and Tyler Avenue in Benton County. The Engineer mentioned that the agreement grants the State an easement to cross under the railroad structure at no cost. The estimated cost to the State for this work by Railroad forces is $3,850. The Commission approved the agreement as recommended by the Engineer and authorized the Secretary to sign it in their behalf.

Consideration was given to consenting to a vacation of portions of plats of the Orodell and Riverside Additions near La Grande in Union County. The Engineer stated that the State owns land adjacent to the property. Upon the favorable recommendation of the Engineer, the Commission approved the consent to vacation and authorized the Secretary to sign the document.

Attention was given to the installation of traffic signals at the intersection of the Astoria Bridge Ramp and Marine Drive in the City of Astoria, Clatsop County. The Engineer stated that the installation of these signals is warranted due to the heavy traffic volume and the estimated cost is $24,000. The State's Legal Counsel has assured that under the agreement covering construction of the Astoria Bridge, the cost of the signals can be charged to Toll Bridge Funds. The Commission approved the installation of signals as recommended by the Engineer.

Confirmation was requested by the Engineer for approval given by Chairman Jackson on November 14, 1972, to an agreement with the City of Cave Junction for the installation of traffic signals at the intersection of Lister Street and US199 in Josephine County. The Engineer mentioned that the State will do the work, pay all costs and maintain the signals after installation. The City will pay the future power costs. The total estimated cost of the project is $22,000 to be taken from State Construction Funds. The Commission confirmed the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with the City of Bend for the installation of traffic signals at the intersection of Franklin Avenue (Century Drive Highway) and Wall Street in Deschutes County. The Engineer stated that the State will perform the work with the City agreeing

to pay one-half the cost, maintain the installation and pay for electrical energy. The total cost of the installation is $8,000. The State's share is to be taken from State Construction Funds. The Commission approved the agreement as recommended and authorized the Secretary to sign it in their behalf.

The Commission confirmed the next Commission meeting date for Tuesday, January 23, 1973, in Room 122 of the State Highway Building in Salem. A tentative date for the following meeting was set for Tuesday, March 6, 1973.

The Commission approved a $5.305 million overrun of project authorization to cover Price Agreement No. 14 for repair and revision of girders on the Fremont Bridge superstructure in the City of Portland, on Contract No. 7276 with Murphy Pacific Enterprises.

The Commission confirmed the appointment of F. B. Klaboe as State Highway Engineer, effective January 1, 1973, caused by the retirement of Tom Edwards on December 31, 1972. The Commission thereupon adopted "Appointment Resolution No. 42," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission proposes to adopt a rule prohibiting horses from the ocean shore between the north city limits of Rockaway and northward to the mouth of the Nehalem River in Tillamook County, effective December 12, 1973. The Commission instructed the staff to make a survey of all beaches concerning horse back riding. (Notice of proposed rule was published in the Secretary of State's Administrative Rule Bulletin on January 15, 1973.)

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

"Bargain and Sale Deed" to John C. Post covering 0.06 acre on Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County for $450.

"Bargain and Sale Deed" to Joseph E. and Oleta M. Stirm covering 1.76 acre on Pumping Plant Hill Section of Olds Ferry-Ontario Highway in Malheur County for $4,400.

"Bargain and Sale Deed" to Meldren W. Anderson covering 7,115 square feet on Harbor Drive-West Portland Junction Section of Pacific Highway in Multnomah County for $2,000.

"Bargain and Sale Deed" to Standard Insurance Company covering 4.0 acres on Berger Ranch-Barnes Road Section of Sunset Highway in Washington County for $12,500.

"Bargain and Sale Deed" to Henry Clair and Opal Lorraine Arbuckle covering 0.72 acre on Pedee-Wren Section of Kings Valley Highway in Benton County for $220.

"Bargain and Sale Deed" to City of Monument covering 220 square feet on Rock Creek-Monument Section of Kimberly-Long Creek Highway in Grant County.

"Relinquishment of Title" to Morrow County covering the Pieper Canyon Road-Bunker Hill Section of Heppner Highway in Morrow County.

"Easement" to Frank R. Fanno covering the Sunset Highway-Pacific Highway Section of the Beaverton-Tigard Highway in Washington County.

"Indenture of Access" with Burtis Corporation, Byrd's Inc., John M. and Henrietta Geer, Linn C. Alexander, Perry M. Nelson, Charles R. and Merrie Winterrowd covering E and F Street Connection on Redwood Highway in Josephine County.

"Relinquishment of Title" to Umatilla County covering land on Emigrant Hill Overlook Wayside Section of Old Oregon Trail.

"Lease" with State Game Commission of approximately 10 acres to South Fork Coquille River on Powers Highway in Coos County.

"Six leases" covering US Coast Guard's operation of navigation aids along Columbia River in Hood River and Wasco Counties.

"Indenture of Access" with Ula L., Robert G., and Virginia J. Blair regarding property on Deschutes River Section and Sisters-Cline Falls Section of McKenzie Highway in Deschutes County.

"Indenture of Access" with Joseph Matuna regarding property on Forest Boundary-Little Beech Creek Section of Pendleton-John Day Highway in Grant County.

"Indenture of Access" with Caveman Enterprises covering property on north entrance to Grants Pass Section of Redwood Highway in Josephine County.

"Indenture of Access" with Clyde L. and Virginia E. Finley covering property on Biggs Junction-Mud Hollow Road Section of Sherman Highway in Sherman County.

"Modification of Access Rights" to Knox, Baird and Davis, Inc., covering property on Oregon Coast Highway north of Wedderburn in Curry County.

"Lease" with The Cove Palisades, Inc., covering concession at The Cove Palisades State Park.

"Lease" with Wallowa Lake Lodge, Inc., covering concession at Wallowa Lake.

"Lease" with George Hammersmith covering concession at Rooster Rock State Park.

"Agreement" with City of Beaverton pertaining to designation of Watson Street-Hall Boulevard Couplet on Beaverton-Tualatin Highway and relinquishment of N.W. Broadway in city of Beaverton.

"Letter form supplemental agreement" with City of Coos Bay covering a deferred payment schedule on Cape Arago Highway-Woodland Drive Section of Coos Bay-Empire Highway.

"Agreement" with Tillamook County covering construction of Pleasant Valley-Green Timber Road Section of Oregon Coast Highway.

"Agreement" with City of Tualatin covering removal of septic tank drainage fields of 2 trailer courts on South Tigard Interchange-East Portland Freeway Interchange Section of Pacific Highway in Washington and Clackamas Counties.

"Agreement" with Marion County concerning six laning of Woodburn Interchange-Hayesville Interchange Section of I-5.

"Supplemental agreement" with Lane County covering widening of structure carrying Centennial Boulevard over I-5 just south of I-105 Interchange.

"Agreement" with El Paso Natural Gas Company pertaining to access on Meacham-Hilgard Section of I-80N in Umatilla and Union Counties.

"Agreement" with City of Gold Beach pertaining to improvement of drainage at intersection of Oregon Coast Highway and 10th Street.

"Agreement" with Corps of Engineers for revision of highway signing on I-80N adjacent to John Day Lock and Dam Project.

"Agreement" with Union Pacific Railroad Company and Morrow County providing for construction of Lexington-Bunker Hill Section of Heppner Highway.

"Two agreements" with Union Pacific Railroad Company providing for construction of two haul road grade crossings of their tracks on the Bubbs Ranch-Weatherby Section of Old Oregon Trail in Baker County.

"Agreement" with Southern Pacific Transportation Company providing for construction of 25th Street SE-37th Street SE (Salem) Bikeway Section which parallels State Street in east Salem.

"Agreement" with Southern Pacific Transportation Company providing for construction of an at-grade crossing south of Crabtree on new alignment of the Albany-Lyons Highway in Linn County.

"Agreement" with Southern Pacific Transportation Company providing for installation of crossing gates and acquisition of an easement for improvement of intersection of Minter Bridge Road and the Tualatin Valley Highway in Hillsboro, Washington County.

"Easement" from Southern Pacific Transportation Company granting the State the right to construct highway slopes on their property at M.P. 6.7 on Eddyville-Blodgett Highway in Lincoln County.

"Rider to November 26, 1962, agreement" with Union Pacific Railroad Company extending the expiration date of the existing lease to make surveys on Railroad property for the Fremont Bridge from November 25, 1972, to November 25, 1974.

"Agreement" with Southern Pacific Transportation Company providing for construction of an undercrossing of railroad tracks on southern edge of Corvallis required for the bikeway between 35th Street and Tyler Avenue.

"Consent to vacate portions of plats" of Orodell and Riverside Addition in Union County.

"Agreement" with City of Bend for installation of traffic signals at Franklin Avenue and Wall Street on Century Drive Highway.

A delegation from Linn County came before the Commission regarding the location of the proposed Norwood State Park on the Willamette River near Halsey. The following persons were present: Senator Hector MacPherson; Representative Bernard Byers; Mr. and Mrs. George Van Leeuwen, Mr. and Mrs. Charles Jensen, Halsey; Mr. and Mrs. Ray Tremholm, Sweet Home; Norman Coon, Vernon Coon, Shedd; Rex Wakefield and Ted Amort, Corvallis.

Senator MacPherson said that he is concerned about the State acquiring Class I farm land in the development of Norwood Park along the Willamette River near Halsey. He also expressed concern for the nesting area of the osprey, blue herons and other waterfowl. He further stated that Linn County has established this area for exclusive farm use and that removing this land from production would be detrimental to the economy of the area.

Mr. Van Leeuwen expressed opposition to disturbing the Norwood stretch of the river and said that it would better serve the public in its natural state. He also presented to the Commission a letter supporting his position.

Representative Byers also expressed opposition to the State acquiring farm land or potential farm land.

Commissioner Bruno asked if there was a need for a park in Linn County.

Senator MacPherson said that he had talked to Dyrol Burelson, Linn County Parks Superintendent, and he is desirous of getting at least one major park in the County.

Chairman Jackson brought out for clarification the position of the Greenway Commission as set up by the Legislature and the position of the Highway Commission relative to the State Park Program. He explained the State is trying to carry out a concept as passed by the Legislature. He stated the Commission would re-evaluate the plan including the investigation of alternate sites avoiding the acquisition of farmland. The Commission asked the Legislators to re-examine their instructions concerning the Willamette River Park System with the possibility of giving new direction to the Highway Commission.

The meeting was adjourned by the Chairman at 10:45 a.m.

Glenn Jackson
Chairman

Fred W. Hill
Commissioner

C. H. Head
Secretary

Thaddeus B. Bruno
Commissioner

January 23, 1973
Salem, Oregon

The Oregon State Highway Commission met in regular session at 9 a.m. in Room 122 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
George M. Baldwin, Administrator
F. B. Klaboe, State Highway Engineer
A. E. Johnson, Deputy State Highway Engineer
L. I. Lindas, Chief Counsel
David Talbot, State Parks Superintendent
John Oakes, Assistant Right of Way Engineer
C. W. Head, Secretary

E. S. Hunter, Assistant State Highway Engineer, was excused as he was attending the Highway Management Course at the University of Mississippi. David H. Moehring, Right of Way Engineer, was excused as he was attending the Highway Research Board meeting in Washington, D. C.

Others present were: Vernon Cusack, Assistant Division Engineer, Federal Highway Administration; R. L. Schroeder, Assistant State Highway Engineer; V. E. Skoog, Controller; Walter Barrie, Assistant Counsel; R. D. Asburry, Assistant Office Engineer; Gary L. Sund, Director of Public Affairs; Gary Ross, Administrative Assistant to George M. Baldwin; Donald Harwell, Assistant County and City Engineer; and Lee Gatlin, Administrative Assistant, Secretary's Office.

The Commission approved the minutes of the meeting held on December 12, 1972.

The Assistant Right of Way Engineer presented a list of options, pages 1 through 43, secured for acquisition of real property needed for State Highway use or for other purposes. He mentioned that the amounts offered are on or near the appraised values and are in order for Federal-aid. After due consideration, the Commission approved closing the options, including those sent to them by mail since the last Commission meeting, and thereupon adopted "Right of Way Resolution No. 91," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's report showing sales of miscellaneous properties and rental receipts for the period from November 27, 1972, to January 9, 1973, was presented by the Assistant Right of Way Engineer and accepted by the Commission. During this period, miscellaneous sales totaled $45,877, land sales $13,470 and rental receipts for the month of November 1972 were $48,570.67. Rental receipts for December 1972 amounted to $49,225.47.

A list of properties needed for highway and other uses was presented by the Assistant Right of Way Engineer. He requested the Commission to declare by resolution the necessity of said properties for the public uses to which they are to be put and to authorize the Right of Way Engineer 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 No. 2605," which resolution by this reference is made a part hereof and filed in the Secretary's Office.