

They are getting close to some results but so far they have nothing that is successful. The use of skirts causes overheating of the brakes. They are developing some new things now and are hopeful of solving this spray problem in a year or two.

Commissioner Yturri moved and Commissioner Mitchell seconded that the Commission adopt for a trial period of thirty days a temporary emergency permit system authorizing an increase in weight limits on designated highways to a maximum of 105,500 pounds to be effective January 10, 1974, (Oregon Transportation Directive No. 1). All other Commission members voted yes. The Order is divided into three parts as follows:

1. Authorizes temporary individual gross axle weights of 20,000 pounds single axle and 34,000 pounds tandem axles for all highways. Presently, these limits are established for non-Interstate Routes, while Interstate Routes are 2,000 pounds less, respectively.
2. Authorizes temporary increased gross weight limits subject to certain permit regulations for conventional truck-trailer combinations not exceeding 75 feet in overall length.
3. Authorizes temporary increased gross weight limits subject to very rigid permit regulations for triple-trailer combinations not exceeding 105 feet in overall length.

(A copy of Oregon Transportation Commission Directive No. 1 is on file in the Commission's files.)

The telephone meeting was concluded at 10:12 a.m.

Glenn L. Jackson
Chairman

Carl O. Fisher
Commissioner

Anthony Yturri
Commissioner

Robert E. Veatch
Commissioner

Commissioner

C. W. Head

Manager, Administrative Services

January 3, 1974

January 30, 1974
Salem, Oregon

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

Glenn L. Jackson, Chairman
Carl O. Fisher, Vice Chairman
Robert E. Veatch, Member
Anthony Yturri, Member
George M. Baldwin, Director of Transportation
Sam Haley, Deputy Director of Transportation
Walt Barrie, Chief Counsel
F. B. Klaboe, Administrator and State Highway Engineer
E. S. Hunter, Assistant State Highway Engineer
J. B. Boyd, Right of Way Engineer
David Talbot, State Parks Superintendent
Paul Burket, Administrator of Aeronautics
Chester Ott, Administrator of Motor Vehicles Division
Dennis Moore, Administrator of Mass Transit
C. W. Head, Manager of Administrative Services,
Highway Division

The Commission approved the minutes of the regular Transportation Commission meeting held on December 19, 1973, and the minutes of the emergency telephone meetings held December 20, 1973, and January 3, 1974.

HIGHWAY DIVISION

Mr. Boyd presented a list of options approved by Chairman Jackson as shown below secured for acquisition of real property needed for State highway use or for other purposes.

Report of Dec. 14, 1973	42 Transactions	\$167,206.50
Approved Dec. 21, 1973		
Report of Dec. 21, 1973	44 Transactions	88,608.00
Approved Dec. 27, 1973		
Report of Dec. 28, 1973	16 Transactions	35,220.00
Approved Dec. 31, 1973		
Report of Jan. 4, 1974	18 Transactions	28,775.00
Approved Jan. 7, 1974		
Report of Jan. 11, 1974	37 Transactions	52,181.00
Approved Jan. 14, 1974		
Report of Jan. 18, 1974	23 Transactions	58,306.00
Approved Jan. 21, 1974		
180 Total		\$430,296.50 Total

January 30, 1974

The Property Manager's report showing sales of miscellaneous properties and rental receipts for the period from December 1, 1973, to December 31, 1973, was presented by Mr. Boyd. During this period, miscellaneous sales totaled \$1,545.00 and land sales \$10,112.50. Rental receipts for the month of December, 1973, were \$55,666.79.

A list of properties needed for highway and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him 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. 2615," which resolution by this reference is made a part hereof and filed in the Commission's files.

A report was presented by Mr. Boyd showing offers tendered to the owners for acquisition of real property prior to the institution of condemnation proceedings pursuant to the delegation order as follows:

HESS CREEK-CHEHALEM CREEK SECTION OF THE PACIFIC HIGHWAY WEST - YAMHILL COUNTY (Approved by Mr. Boyd on December 26, 1973)

R-40225 - Florence K. Newlin. Parcel 1: 1,407 sq. ft. for right of way purposes; Parcel 2: 487 sq. ft. for a permanent slope easement. Offer \$10,300.00.

R-47791 - Meyer Bros., Inc. Parcel 1: 9,635 sq. ft. for right of way purposes; Parcel 2: 496 sq. ft. for a permanent slope easement. Offer \$18,450.00.

HESS CREEK-CHEHALEM CREEK SECTION OF THE PACIFIC HIGHWAY WEST (Approved by Mr. Boyd on January 7, 1974)

R-40227 - Ernest W. White et al. 850 sq. ft. for right of way purposes. Offer \$1,000.00.

N.E. SANDY BOULEVARD-N.E. GLISAN STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY (Approved by Mr. Boyd on January 7, 1974)

R-47231 - Lida Draheim. 10,000 sq. ft. for right of way purposes. Offer \$18,500.00.

COLUMBIA RIVER BRIDGE-N.E. SANDY BOULEVARD UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY (Approved by Mr. Boyd January 18, 1974)

R-44234 - Norman A. Thoreson et al. 4.95 acres for right of way purposes. Offer \$87,800.00.

January 30, 1974

GARDEN VALLEY ROAD-FAIRGROUNDS ROAD SECTION OF THE PACIFIC HIGHWAY (Approved by Mr. Boyd on January 18, 1974)

R-45140 - Billie B. Swinford et al. Parcel 1: 0.06 acre for right of way purposes; Parcel 2: 750 sq. ft. a permanent easement for bikeway purposes. Offer \$700.00.

R-47772 - Harold E. and Pearl Kruse et al. Parcel 1: 350 sq. ft. for right of way purposes; Parcel 2: 500 sq. ft. a permanent slope easement. Offer \$1,450.00.

Mr. Boyd reported that Chairman Jackson gave approval on January 28, 1974, to offer at public sale the following four parcels of land no longer needed for highway purposes. The sale prices were based upon 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 adopted "Real Property Resolutions Nos. 622 through 624," which resolutions by this reference are made a part hereof and filed in the Commission's files.

- (1) 6,900 square foot parcel of land, File 44528, located in the southwest quadrant of the Clackamas Interchange on the East Portland Freeway in Clackamas County for not less than \$7,000. (See "Real Property Resolution No. 622.")
- (2) 0.92 acre parcel of land, File 17804, located at the intersection of the Columbia River Highway with Terminal Avenue near the west city limits of The Dalles in Wasco County for not less than \$4,500. No access will be permitted to the Columbia River Highway. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 623.")
- (3) 5.3 acres of land, File 6529-A, Parcel 1, on the southerly side of the Sunset Highway midway between North Plains and the Wilson River Highway Junction in Washington County for not less than \$2,440. No access will be permitted to Sunset Highway. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 624.")
- (4) 1.6 acre of land, File 6529-A, Parcel 2, on the southerly side of the Sunset Highway midway between North Plains and the Wilson River Highway Junction in Washington County for not less than \$735. No access will be permitted to the Sunset Highway. Federal Highway Administration approval is not required.

January 30, 1974

Mr. Boyd also reported that Chairman Jackson on January 28, 1974, gave approval for the following five direct sales of real property. Signboard and junkyard restriction clauses will be included in the deeds. The Commission adopted "Real Property Resolutions Nos. 625 and 626," which resolutions by this reference are made a part hereof and filed in the Commission's files.

- (1) To the Baker County Fair Board and the City of Baker, File 10153, 162,000 sq. foot parcel located between "C" and "E" Streets and Elm and Resort Streets in the City of Baker for \$2,700. Sale will be subject to the public use clause. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 625.")
- (2) To Frank G. and Peggy J. Barrows, File 26108, 3.97 acre parcel of land on the Oregon Coast Highway approximately 2 miles north of Bandon and 1,000 feet north of Seven Devil's Road in Coos County for \$400. No access will be permitted to the Oregon Coast Highway. Federal Highway Administration approval is not required.
- (3) To Lake County, File Q362, 5.09 acres of land located approximately 5 miles north of Lakeview on the Fremont Highway for \$1. The property was originally acquired from Lake County in 1934. One point of access will be permitted to the Fremont Highway, and fencing will be required. Federal Highway Administration approval is not required.
- (4) To the City of Athena in Umatilla County, File S-255, 24,000 square foot maintenance site lying west of Second Street between Jefferson Street and Dudley Road (Oregon-Washington Highway) in Athena for \$650. Sale will be subject to the public use clause. Federal Highway Administration approval is not required. (See "Real Property Resolution No. 626.")
- (5) To Clifford R. and Ranell Price, File 39145 (13), 0.1 acre parcel of land located south of the Old Oregon Trail, west of the Pendleton-John Day Highway Interchange, in Umatilla County for \$50. No access will be permitted to the Old Oregon Trail. Federal Highway Administration approval was requested on January 15, 1974.

Mr. Boyd presented a report concerning three Indentures of Access which had been approved by the Administrator and State Highway Engineer pursuant to Delegation Order No. 1 as follows:

To change the recorded access reservation to the location actually constructed by the State on the Alder Creek-Wildwood Section of the Mt. Hood Highway in Clackamas County.

File 32987 - Warren C. & Florence G. Brown
(Approved by Mr. Klaboe on December 18, 1973)

File 33076 - Donald & Betty Root and John D. Bopp
(Approved by Mr. Klaboe on January 4, 1974)

To change the recorded access reservation to a different location at the request of the owner on the Sodaville Rd.-Vail Creek Section of the Santiam Highway in Linn County.

File 46090 - Ernestine V. Smith
(Approved by Mr. Klaboe on December 18, 1973)

Mr. Boyd recommended abandonment of eight delinquent rental accounts. He mentioned that either the parties had moved, left no forwarding address, or have no means to pay, and the expense of locating them for collection would not be justified. The Commission approved abandonment of the following accounts:

File 47204 - Barnard	\$ 68.00
File 46976 - Cross	79.56
File 47471 - Harris	279.00
File 44071 - Ugelstad	186.67
File 45967 - Whitesides	13.67
File 46671 - Wilson	90.00
File 45492 - Hogan	80.00
File 43715 - Uribe	450.00
TOTAL	\$1,246.90

The Commission considered a Relinquishment of rights to Glenn and Dorothy Dehlinger covering the Hatch Gravel Pit on the Klamath Falls-Malin Highway in Klamath County. Mr. Boyd pointed out that by a Bargain and Sale Deed recorded in June of 1930, the Division reserved rights for removing earth, rock, sand, gravel, etc. This material is not economical to remove because of heavy overburden and environmental considerations. Upon his favorable recommendation, the Commission approved the Relinquishment of rights.

Mr. Boyd reported that in 1947, E. L. Clausen and Frieda Clausen executed an agreement with the State concerning the preservation of Myrtle trees on their property located on the Coos Bay-Roseburg Section of the Coquille-Myrtle Point Highway in Coos County. Mr. Boyd stated that by a deed recorded in Coos County in January of 1960, James A. and Norma H. Leibelt acquired fee title to that portion of the property affected by the agreement. It has now been determined that this property should be released from the terms of the original agreement. All claims and rights in and to the subject property and the Myrtle trees thereon arising from or created by the terms of the agreement will

be relinquished and the State will be released from any or all obligations which it may have assumed under the agreement in connection with the owners' property and the Myrtle trees thereon. The Commission approved three releases as recommended by Mr. Boyd.

Mr. Boyd reported that Chairman Jackson on December 27, 1973, approved a revised haul road agreement with the Union Pacific Railroad Company covering the Hood River (Button) Bridge Section on FAS 349 in Hood River County.

The Commission considered an agreement with Union Pacific Railroad Company and the City of La Grande for the reconstruction of the railroad overcrossing on Adams Avenue-Old Oregon Trail (La Grande) Section of the Wallowa Lake Highway in Union County. Mr. Boyd stated that the estimated cost to the State for the work to be performed by the Railroad is \$258,465. Upon his favorable recommendation, the Commission approved the construction agreement.

A report was submitted by Mr. Barrie concerning cases which had been tried in court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

<u>Defendant</u>	<u>County</u>	<u>Highway</u>	<u>State's Offer Before Filing Complaint</u>	<u>Defend- ant's Lowest Demand</u>	<u>Verdict</u>
Henry Reinhardt L-6790 R-44163	Mult.	North- east Portland	\$71,775	\$220,000	\$139,400
Clifford Taylor L-6791 R-44162	Mult.	Northeast Portland	\$13,500	\$220,000	\$139,400
Elven O. Sinnard L-6820 R-45622	Mult.	East Port- land Free- way	\$17,000	\$ 29,000	\$ 26,000

REPORT OF CONDEMNATION CASES TRIED

<u>Defendant</u>	<u>County</u>	<u>Highway</u>	<u>State's Offer Before Filing Complaint</u>	<u>Defend- ant's Lowest Demand</u>	<u>Verdict</u>
Donald C. Greene L-6957 R-47604	Mult.	East Portland Freeway	\$ 625	None))))) \$ 14,500
Donald C. Greene L-6980 R-46524	Mult.	East Portland Freeway	\$ 8,800	None))))
Jack Roberts L-6962 R-42234	Mult.	East Portland Freeway	\$22,050	\$ 45,000	\$ 24,500
Corrine Senn L-6469 R-44380	Lincoln	Oregon Coast	\$ 4,100))))) *
Wineberg Properties, Inc. L-6470 R-44381	Lincoln	Oregon Coast	\$16,400)))))
*Voluntary dismissal on the part of the State as the Court did not allow an amended complaint to be filed. Will be re-filed in conjunction with Wineberg Properties, Inc., L-6470, as a single lawsuit.					

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Daryl Hogan L-7051	Lane	Forcible Entry and Detainer	Possession of premises	Possession of premises
Dennis G. Harris L-7020	Mult.	Forcible Entry and Detainer	Possession of premises	Possession of premises

(Cont.)

REPORT OF TRIAL OF OTHER CASES - State Plaintiff (Cont.)

<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Malana S. Ugelstad L-7036	Mult.	Forcible Entry and Detainer	Possession of premises	Possession of premises
Gloria Uribe L-7010	Umatilla	Delinquent Rent	\$450.00	Dismissed

REPORT OF TRIAL OF OTHER CASES - State Defendant

<u>Plaintiff</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
James Jamison and Grover Poe L-6591	Clack.	Quiet Title	Quiet Title	Dismissed
Marion Sansum L-6803	Douglas	Property Damage	\$23,000	Dismissal by Voluntary Nonsuit
Equitable Savings L-6405	Jackson	Foreclosure	Suit to Foreclosure	
Raymond Harrod L-6497	Klamath	Personal Injury	\$141,950	For State
Eldon W. Snow L-6757	Mult.	Suit for a Housing Additive	\$15,000	For State
Robert Coffman L-6883	Mult.	Personal Injury	\$104,072.45	For Dft.
Robert Leigh L-6756	U.S. District Court	Personal Injury	\$50,000	State Dismissed as Party Defendant

(For additional details, see Mr. Barrie's letter dated January 25, 1974, entitled Report of Cases Tried on file in the Commission's files, Salem.)

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A report was submitted by Mr. Barrie concerning cases which had been settled out of court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>County</u>	<u>Highway</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Lynn A. Smutz L-6483 R-42865	Union	Old Oregon Trail	\$ 300	\$ 300	\$ 2,600

THE FOLLOWING CASES WERE SETTLED BY OPTION BY THE RIGHT OF WAY DEPARTMENT:

Gladys T. Adams L-6586 R-44989	Klamath	Klamath Falls- Lakeview	\$ 4,800		Dismissal
Humble Oil & Refining Co. L-6866 R-44257	Marion	Pacific	\$ 900		Dismissed

REPORT OF OTHER CASES SETTLED

<u>Plaintiff</u>	<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>	<u>Settlement</u>
Nell V. Heare L-6806	City of Bend	Deschutes	Personal Injury	\$12,500	\$ 4,400
Carol DeBortoli L-6922	Glenn Jackson	Klamath	Personal Injury	\$43,150	\$ 3,500

(For additional details, see Mr. Barrie's letter dated January 25, 1974, entitled Report of Cases Settled on file in the Commission's files, Salem.)

Mr. Barrie submitted the following report concerning the institution of legal proceedings commenced since the last Commission meeting:

January 30, 1974

- (1) John R. Hoy v. G. L. Jackson, et al., L-7049. Lawsuit arises out of an accident that occurred near Government Camp when two vehicles collided at the intersection of Highways 26 and 53 in Clackamas County. This is a wrongful death suit in the amount of \$251,905.85 and names the driver of the other vehicle as well as several employees of the Highway Division.

A Quarterly Report of Property Damage Claims for the period October 1, 1973, through December 31, 1973, was presented by Mr. Barrie. During this period he mentioned \$34,539.54 had been collected.

Upon the recommendation of Mr. Barrie, the Commission abandoned the following claims totaling \$8,852.71 which in his opinion do not warrant further action toward collection:

CAO No.	Name	Amount	Kind of Damage	Reason
73-154	David O. New	\$ 392.63	Vehicle	No witnesses
73-194	Warner E. Johnson	\$ 89.20	Bridge	No response
73-197	Carol Ann Winjum	\$ 221.80	Chain link fence	Unable to locate
73-209	Jim Hamm and Petroleum Transport, Inc.	\$ 444.00	Scoopmobile	No witnesses
73-212	Vincent Arlie Scott	\$ 137.99	Vehicle	Moved out of State
73-213	Guy Blay and David S. Thomas	\$ 265.65	Vehicle	Unable to locate
73-216	Rafael I. Cervantes	\$ 134.13	Guardrail	Lives out of State
73-218	Floyd D. Turner	\$ 237.28	Vehicle	Denies liability
73-228	Yauuz Mehmet Gonce	\$ 642.71	Damage to sign	Unable to locate

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CAO No.	Name	Amount	Kind of Damage	Reason
73-239	Earl Miller	\$ 316.11	Overcrossing	*

* Denied responsibility and after re-examining, it was apparent Mr. Miller did not do damage.

73-241	Vicky Camelli	\$ 169.58	Guardrail	Unable to locate
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73-242	Clyde A. Massey and Timmy H. Brown	\$ 105.77	Guardrail	Unable to locate
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73-245	Michael Lavonne Hinkle	\$ 3,660.64	Shogren overcrossing	Unable to locate
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73-252	Herbert W. Jackson and Mickey L. McCormack	\$ 138.17	Guardrail	Lives out of State
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73-275	Shirley C. Jorgenson	\$ 226.70	Vehicle	Unable to locate
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73-312	Darrell J. Gomes	\$ 462.98	Missouri Bottom Bridge	Unable to locate
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73-313	Matthew E. Klein and Ms. Monalou Ben-Moshe Levi	\$ 521.09	Winchester Bridge	Unable to locate
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72-327	Ricky Mark Sipes	\$ 686.28	Sutherlin Creek Bridge	*
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* Died in fire and no assets.

Mr. Talbot presented for the Commission's consideration Notifications of Intent by property owners to make various types of improvements along various scenic waterways. The requests have been carefully investigated as to their compliance with the provisions of the Scenic Waterways Act. Action was taken by the Commission on the following requests, as shown in the Notifications of Intent and as modified by stipulations in Mr. Talbot's letters to the Commission, insofar as their authority under the Scenic Waterways Act is concerned:

January 30, 1974

- (1) The Commission deferred action on the Dick Reckman and John Hilderbrand requests to construct a "line cabin" within the Deschutes River Scenic Waterway on the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$, Section 23, Township 2 South, Range 15 East, Sherman County. (See 10:15 a.m. delegation.)
- (2) The Commission approved a request from Copeland Sand and Gravel Co. and Fry Farms involving gravel mining at and near the confluence of the Rogue and Applegate Rivers in Josephine County.

The Commission considered a maintenance and administration agreement with Wasco County for the Fort Dalles Surgeon's Quarters Restoration Project. Mr. Talbot pointed out this project is to be carried out on a match-fund basis under provisions of the National Historic Preservation Act of 1966. Costs are to be shared by the County and the National Park Service. There are no State Funds involved. Mr. Talbot recommended and the Commission approved the agreement.

Mr. Talbot submitted the following informational report which Chairman Jackson approved on January 16, 1974:

- (1) Supplemental agreement with the State Forester for repair of Tussock Moth damage to approximately 360 acres in the Hilgard-Perry Scenic Strip in Union County at a total maximum cost of \$40,000. This agreement adds approximately 200 acres to the existing agreement and an additional \$20,000.
- (2) Agreement with the U. S. Forest Service, Siuslaw National Forest, for a sand dune stabilization project on lands adjacent to Cleawox Lake in Lane County. The State's share will be \$15,000. The State will do the initial planting of beachgrass, etc., and the Forest Service will maintain the areas.
- (3) Application for Federal assistance in Youth Conservation Corps Program. This will provide employment for approximately 50 youths during the summer months. The total cost of the program is \$50,000 - \$25,000 Federal and \$25,000 State.
- (4) Participation with the City of Portland in the Oregon Parks Foundation, Inc. (formerly the Metropolitan Parks Foundation). Parks staff employees will work through the Foundation to generate gifts to the State Parks System.

January 30, 1974

Mr. Klaboe presented for approval the corridor for the Grants Pass-New Hope Road Section of the Jacksonville Highway in Josephine County. He stated that a corridor public hearing was held on December 9, 1971, as required by law and has the approval of the FHWA. The Commission approved the following survey and thereupon adopted "Highway Corridor Resolution No. 412," which resolution by this reference is made a part hereof and filed in the Commission's files.

Mr. Klaboe reported that under ORS 366.525 the counties are entitled to receive from the State 20% of all funds received from motor vehicle taxes and fees for the period from October 1 through December 31, 1973. The amount credited to the counties totals \$6,730,858.07 and he recommended that it be released as apportioned by law. The Commission approved the release of funds.

Mr. Klaboe reported on the award of contracts which Chairman Jackson approved on December 26, 1973, for bids received December 20, 1973.

BIDS RECEIVED IN SALEM DECEMBER 20, 1973

For grading, paving, structures, signing and illumination on the Rice Hill-North Oakland Jct. Section of the Pacific Highway approximately 5 miles north of Sutherlin in Douglas County. The project was withdrawn.

Contract No. 7977 for grading, paving, structures and signing on the N. Lagoon Avenue-Pacific Highway Section of N. Going Street in Portland in Multnomah County. Four bids were received. The Commission awarded the contract to the low bidder, Hannan Bros. Construction, Inc., Portland, at \$2,781,692.25, and the Administrator of Highways and State Highway Engineer was directed to award the contract to said bidder when the City of Portland approves the project and deposits \$200,000.

Mr. Klaboe reported on the following contracts which were referred to him to award when certain conditions were fulfilled.

- (1) Traffic signal installation on Hawthorne Ave. N.E. at Market Street in Salem, Marion County. Bids received November 29, 1973. Contract No. 7974 awarded December 27, 1973, to Electric Corp. at \$19,250.
- (2) North Lagoon Avenue-Pacific Highway Section of N. Going Street in Portland, Multnomah County. Bids received December 20, 1973. Contract No. 7977 awarded January 7, 1974, to Hannan Bros. Construction, Inc., at \$2,781,692.25.

Mr. Klaboe reported on the requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. He pointed out that these requests have been carefully investigated and the results of these investigations have

January 30, 1974

been reported to the Commission by letter. The contractors have also been advised by letter as to the extensions of time as follows:

- (1) Willamette Western Corporation, Contract No. 7913, Clackamas Highway in Clackamas County, requested an extension of 36 days. Thirty-two days were granted which will eliminate all liquidated damages.
- (2) James A. Seiwald, Contract No. 7855, South Beach State Park in Lincoln County, requested an extension of 91 days. Ninety-one days were granted which will eliminate all liquidated damages.
- (3) Gary Baker, Contract No. 7860, Tualatin Valley Highway, Washington County, requested an extension of 80 days. A 49-day extension was granted.
- (4) Schrader Construction Company, Inc., Contract No. 7681, Old Oregon Trail in Union County, requested an extension of 21 days. An extension of 11 days was granted.
- (5) Power City Electric, Inc., Contract No. 7783, 4th St.-Washington Ave. (Baker) in Baker County, requested an extension of 83 days. Fifty and one-half days were granted.
- (6) Valley Inland Pacific Constructors, Inc., Contract No. 7706, Mt. Hood Highway in Clackamas County, requested an extension of 60 days. Forty-nine days were granted.
- (7) Ross Bros. Construction, Inc., Contract No. 7826, Pacific Highway in Jackson County, requested an extension of 22 days. No extension was granted.
- (8) Gibbons and Reed Company, Contract No. 7907, Tualatin (80th Avenue) in Washington County, requested an extension of contract time from 70 to 88 days. Eighteen days were granted which will eliminate all liquidated damages.
- (9) S. D. Spencer & Son, Contract No. 7788, Umpqua Highway in Douglas County, requested a 40-day extension. A 34-day extension was granted which will eliminate all liquidated damages.

Mr. Klaboe reported that Contract Nos. 7637, 7677, 7740, 7750, 7791, 7814, 7838, 7855, 7860, 7861, 7884, 7907, 7908, 7913, and 7957 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. 218," which resolution by this reference is made a part hereof and filed in the Commission's files.

Upon the recommendation of Mr. Klaboe, the Commission approved the payment of \$5,050.39 for membership dues in the American Association of State Highway and Transportation Officials for the calendar year 1974.

Mr. Klaboe presented the following construction projects on which bids will be received January 31, 1974. He mentioned that the projects contain a notation as to plans for the establishment of footpaths and bicycle trails.

- (1) Hayesville Interchange-Talbot Road Section, Pacific Highway, Marion and Linn Counties
Grade, Pave, Guardrail, Sign, Illumination Safety Project
Footpaths or bicycle trails are not incorporated in this project as no new highway construction or relocation is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.
- (2) Longview Interchange Section
Lower Columbia River Highway, Columbia County
Illumination Project
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (3) Greenwood Avenue at 8th Street (Bend)
Central Oregon Highway, Deschutes County
Signal Project
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (4) Coos Bay Office Building
Oregon Coast Highway, Coos County
Building Project
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

Consideration was given to a bikeway overcrossing on the Rick-reall-Independence Junction Section of the Willamina-Salem Highway in Polk County. Mr. Klaboe mentioned that three alternate locations have been studied to provide a safe method for cyclists to cross over the 84-foot new highway project near the Oak Knoll Golf Course. He recommended Alternate #2 at an estimated cost of \$95,000, which is the lowest cost of three alternatives. The Commission approved Alternate #2 as shown on the exhibit map. (Copy on file in the Commission's files.)

The Commission considered requests from the Cities of Forest Grove and West Linn to cancel the following previously approved TOPICS projects due to financial difficulties. Following Mr. Klaboe's favorable recommendation, the Commission cancelled the projects.

CANCELLATION OF PREVIOUSLY APPROVED PROJECTS

<u>CITY</u>	<u>SECTION</u>	<u>PROJECT ESTIMATE</u>	<u>FEDERAL SHARE</u>	<u>STATE SHARE</u>
FOREST GROVE	Gales Creek Rd. @ "E" St. Grading, paving and illumination.	\$ 68,000	\$17,000	\$2,500
WEST LINN	Portland Ave. @ McKillican St. & 7th Ave. @ 10th St. Grading & paving.	40,000	31,000	4,500
TOTAL CANCELLATION		\$108,000	\$48,000	\$7,000
<u>SUMMARY BY FISCAL YEAR (FEDERAL FUNDS)</u>		<u>1970,71,&72</u>	<u>1973</u>	<u>TOTAL</u>
Allocated Funds (Federal)		\$4,153,000	\$870,000	\$5,023,000
Approved Projects (corrected to date)		<u>4,153,000</u>	<u>418,000</u>	<u>4,571,000</u>
Balance		--	452,000	452,000
Cancellations		--	48,000	48,000
Unprogramed Balance		--	\$500,000	\$ 500,000

The Commission approved an increase in project authorization as recommended by Mr. Klaboe on the Fred Slate Company Contract No. 7867, Empire-Coos Bay Highway in Coos County, for \$220,067.25 (13.5%). Overrun was due to additional borrow material and wet ground conditions caused significant overruns in perforated pipe quantities and embankment foundation.

Mr. Klaboe reported that investigations had been made concerning speed zones in the communities of Kings Valley in Benton County and in Brookings in Curry County. Upon his favorable recommendation, the Commission adopted the following proposed rules as permanent rules if no public hearing is necessitated following publication of the rules in the Secretary of State's Administrative Rules Bulletin.

- (1) 45 MPH from 0.33 mile north of Valley and Siletz Railroad (MP 22.40) to 0.14 mile south of Luckiamute River (MP 23.20) through the community of Kings Valley on the Kings Valley Highway in Benton County.
- (2) Rescind Speed Zone Resolution No. 521 dated December 19, 1966, and establish a 45 MPH from the south city limits of Brookings (MP 357.94) to a point 0.18 mile southeast of Benham Lane (MP 359.44) on the Oregon Coast Highway in Curry County.

(Proposed rules published in the February 15, 1974, issue of the Secretary of State's Administrative Rule Bulletin. If no public hearing is necessitated, the effective dates of adoption will be March 7, 1974. The permanent rules will be published on March 15, 1974, to be effective on March 25, 1974.)
January 30, 1974

Consideration was given to a supplemental throughway agreement with Baker County concerning the transfer of property acquired for right-of-way purposes adjacent to the Jordan Creek Interchange on the Old Oregon Trail. Mr. Klaboe stated that it has been determined to be in the best interest of all concerned that the State should retain all property lying within the access control lines in order to simplify policing of the access control restrictions. Upon his recommendation, the Commission approved the agreement.

The Commission considered an agreement with Washington County concerning construction of the Forest Grove Bypass on the Tualatin Valley Highway in Washington County. Mr. Klaboe stated that the agreement provides that the State will construct and maintain the project. Certain road connections and cul-de-sacs will be constructed as a part of the contract and upon completion these will be transferred to County jurisdiction. The County concurs in the State's recommendation of road closures. This project is estimated to cost \$2,500,000. The agreement supersedes the original agreement dated October 31, 1967. Following his favorable recommendation, the Commission approved the agreement.

Attention was given to a supplemental agreement with the City of Portland extending the completion date of the original agreement and subsequent authorization on the Mt. Hood Freeway Agency to April 30, 1974. Mr. Klaboe stated that the expenses authorized by the original agreement will not be exceeded and he recommended approval. The Commission approved the supplemental agreement.

Attention was given to an agreement with the City of Portland incorporating the multiple-use concept for land and air space beneath the structures of the West Fremont Bridge Interchange, I-405. Mr. Klaboe mentioned that the State is to prepare plans for improvement of the property to include grading, paving, drainage, etc., and such other facilities which may be authorized by the Federal Highway Administration as being eligible for Interstate funds. Upon completion of the project, the City will assume all jurisdiction, maintenance and control, and including payment of any property taxes. He indicated that the City plans to lease a portion of the property to private business for truck storage and employee parking. All rents received are to be used for operation, maintenance, and development of recreational facilities. Upon Mr. Klaboe's recommendation, the Commission approved the agreement.

Consideration was given to an agreement with Multnomah County for maintenance of a landscaped area adjacent to the N.E. 122nd Avenue Interchange on the Columbia River Highway. Mr. Klaboe said that the State has currently under construction a project for improvement of the property, to include landscaping and related facilities which will enhance the immediate area. Upon completion of the construction and after a one-year growing season, the County will assume the maintenance. The Commission approved the agreement as recommended by Mr. Klaboe.

Attention was given to Supplemental Agreement No. 4 with Cornell, Howland, Hayes and Merryfield, Inc. to cover modifications and additions in the scope of work necessary to complete the study of the environmental effects of the proposed I-505 Freeway and alternative proposals in

Portland. Mr. Klaboe mentioned that the agreement includes additional air quality work which must be done as part of the study as well as compensating the consultant for additional costs incurred in performing work assigned in the original and prior supplemental agreements and also for printing a final report and newsletter. The agreement extends the completion date of the original and supplemental agreements to March 1, 1974. The total compensation authorized by the supplemental agreement is \$63,624.96 and includes a fixed fee of \$2,600.56 to cover profit. This has the approval of the Federal Highway Administration and they will participate in the additional cost. Upon the recommendation of Mr. Klaboe, the Commission approved the agreement and authorized him to sign it on their behalf.

Mr. Klaboe reported that Chairman Jackson on January 3, 1974, approved the following twelve snow removal agreements allowing for reduction in services because of the energy crisis.

Anthony Lakes Corporation
 Freemont Highlanders Ski Club (Warner Canyon)
 Hoodoo Ski Bowl Developers, Inc. (Hoodoo Bowl)
 Hoodoo Ski Bowl Developers, Inc. (Willamette Pass)
 Lawore, Inc.
 Mt. Ashland Corporation
 Mt. Bachelor, Inc.
 Mt. Hood Meadows, Oregon Ltd. and Mt. Hood Meadows Development Corporation--General Partner
 Multorpor, Inc.
 R. L. K. and Company (Timberline Lodge)
 Snowbunny Lodge
 Tomahawk Ski Bowl, Inc.

The Commission considered traffic signal agreements with the Cities of Waldport, Newberg, and Jefferson County. Upon Mr. Klaboe's favorable recommendation, the Commission approved the following agreements.

- (1) With the City of Waldport for the installation of a traffic signal at the intersection of Oregon Coast Highway and the Alsea Highway in Lincoln County. The State is to pay the total cost of the project estimated at \$28,000 to be charged to Minor Betterment Funds.
- (2) With the City of Newberg covering maintenance and power consumption for the traffic signal installations and revisions on the Hess Creek-Chehalem Creek (Newberg) Section of the Pacific Highway West in Yamhill County. The City is to pay for power and the State is to care for future maintenance.

- (3) With Josephine County covering the intersection of the Redwood Highway and Redwood Avenue approximately 4.5 miles southwest of Grants Pass. The estimated cost (\$20,000) is to be shared two-thirds by the State and one-third by the County, and to be charged to Minor Betterment Funds.

The Commission adopted as permanent rules the above proposed signal installations if no hearing is necessitated following the publication of the rules in the Secretary of State's Administrative Rule Bulletin. Proposed rules published in the February 15, 1974, issue of the Secretary of State's Administrative Rule Bulletin. If no hearing is necessitated, the effective dates of adoption will be March 7, 1974. The permanent rules will be published on March 15, 1974, to be effective on March 25, 1974.

Consideration was given to the installation of traffic signals at the intersection of the North Santiam Highway (Mission Street) on the southbound I-5 off-ramp east of Salem in Marion County. Mr. Klaboe pointed out that these signals will materially improve the traffic flow in this area. The estimated cost is \$30,000 to be funded with Minor Betterment Funds. Upon his recommendation, the Commission approved the traffic signal installation. The Commission adopted as a permanent rule the proposed signal installation if no hearing is necessitated following publication of the rule in the Secretary of State's Administrative Rule Bulletin. Proposed rule published in the February 15, 1974, issue of the Secretary of State's Administrative Rule Bulletin. If no hearing is necessitated, the effective date of adoption will be March 7, 1974. The permanent rule will be published on March 15, 1974, to be effective on March 25, 1974.

Consideration was given to approving a substitution of a revised Exhibit "A" to an agreement previously approved by the Commission on November 21, 1973, with System Design Concepts, Inc. for development of the Portland Metropolitan Area Planning Program. Mr. Klaboe stated that the basic change is that the consultant is to prepare a short-range work program for resolving the basic and immediate issues facing the area, and a long-range design for transportation planning in the Portland Metropolitan area. Upon his favorable recommendation, the Commission approved the substitution.

Consideration was given to an agreement with the Portland General Electric Company covering emergency procedures in the vicinity of the Trojan Nuclear Power Plant in Columbia County. Mr. Klaboe stated that this agreement gives the Company authority to clear people and traffic out of the "clear zone" or "exclusion area" established around the Nuclear Plant by the Federal Government. He stated the agreement is necessary to operate the plant under Federal regulations. The Commission approved the agreement as recommended by Mr. Klaboe.

AERONAUTICS DIVISION

Consideration was given to an allocation from the Aeronautics' Fund to the City of La Grande to be used solely as a portion of the sponsor's matching funds for a federally-funded airport improvement project under the Airport Development Aid Program (ADAP). Mr. Burket mentioned that State funds are to be provided up to the amount of \$34,668 but not to exceed 50% of the sponsor's match for the following projects:

<u>No.</u>	<u>Description</u>	<u>Total Cost</u>	<u>Sponsor's Share</u>
(1)	Acquire Clear Zone Easement for R/W 11 (100 ac.)	\$ 11,500	\$ 1,893
(2)	Strengthen Runway 11-29 (4572' x 100')	381,250	62,754
(3)	Install Med. Intensity Runway Lighting, Runway 11-29 (4572 LF)	23,500	3,868
(4)	Install Lighted Wind Cone and Segmented Circle	5,000	823
	TOTAL	\$421,250	\$69,338

Upon Mr. Burket's recommendation, the Commission approved the allocation and authorized him to present the request to the Legislative Emergency Board for approval.

The Commission considered authorizing a cash loan from the Aeronautics' Fund to the City of La Grande in the amount of \$20,000 for the sole purpose of making necessary improvements as listed above. Mr. Burket stated the loan is to be made at 8% per annum interest rate and to be repaid by the City at the rate of one-half of principal plus interest in July 1974 and the balance in July 1975. The Commission approved the loan as recommended by Mr. Burket and authorized him to present the request to the Legislative Emergency Board for approval.

Mr. Burket introduced a study team consisting of Ray Costello and Marjorie Sorensen of the Department of Transportation and Dan Haney of Peat, Marwick, Mitchell and Company. He stated this study has been under progress for approximately 18 months to prepare an Oregon Aviation System Plan. The team has recently completed a circuit of the State covering all of the 14 Administrative Districts. The Commission viewed slides as the team presented a summary outline of alternatives for the Oregon Aviation System Plan. (Copies of the reports are in the Commission's files.) Chairman Jackson and Commissioner Veatch thanked the team for their presentation. They stated the team has created a product that is going to be a real tool in developing an aviation system in the State of Oregon.

MASS TRANSIT DIVISION

Consideration was given to three agreements to conduct an 18-month demonstration Special Transportation Program. Upon Mr. Moore's recommendation, the Commission approved agreements with the City of Albany in the amount of \$21,021; City of Ontario for \$8,625; and Columbia County Council of Senior Citizens for \$17,056 and authorized him to sign them in their behalf.

Chairman Jackson asked for a report on the car pooling program. Mr. Moore reported that the National Speed Limit Bill of 55 MPH allows the use of Federal-aid Urban System Funds for carpool demonstration projects. The bill allows 90% Federal and 10% local matching funds. It requires that local governments prepare programs and submit their applications to the State and the State will forward to the Federal Highway Administration. On January 21, 1974, a carpool demonstration project in the Portland Metropolitan Area got underway which is a \$250,000 three-phase, six-month program. This will involve the opening of an office, staffing and working primarily with larger employers to assist them to develop carpool programs for their employees. The second phase will open up the program to the public at large for people to carpool to save energy and to develop incentives not only to travel to work together, but also preferential parking to make it conducive for company employees to ride together.

Mr. Moore continued that the Governor's Task Force had passed a resolution designating the Department of Transportation through its Highway Division and with matched funds from Tri-Met in an amount of \$25,000 to conduct a program in cooperation with city, county and other officials. He stated that other similar projects are being developed in the Eugene-Springfield and the Portland areas. The Lane Transit District recently approved a matching fund in the amount of \$7,500 for a \$75,000 program of carpooling in the Eugene-Springfield area. The Lane Transit District has agreed to be the operating agency.

Chairman Jackson inquired if other communities in the State had indicated an interest in mass transit and carpooling. Mr. Moore said the City of Roseburg was very interested and wants to proceed with either carpooling or some kind of transit system. Inquiries have been received from Astoria, Pendleton and Bend.

Commissioner Fisher asked if other States were doing this where there is no gasoline "crunch" such as Southern California. Mr. Moore stated that Mr. Baldwin was at the Highway Research Board meeting recently and brought back with him a design for carpooling projects in the Los Angeles area in California. This report is very similar to the carpool proposal for the Portland Metropolitan Area. The Maryland Department of Transportation is also proceeding along similar lines as Oregon. Mr. Baldwin mentioned that letters recently went to all Governors asking them to institute a Statewide program. He indicated that Portland's program was probably the first in the nation that was approved.

MOTOR VEHICLES DIVISION

Mr. Ott reported that he attended a meeting of twelve State Motor Vehicle Division heads in Washington, D.C., on January 16, 1974, concerning the institution of a gasoline rationing program. The Federal program, called "Contingency Plan," provides that each licensed driver (18 years and older) would receive an authorization card with his name, date of birth and license number, which would be manufactured by the Motor Vehicles Division. The card would be a document that he would present with his driver's license to a stamp or coupon issuing office, probably the Post Office, every three months. This combination of documents would show that he is entitled to a ration; the coupons would be transferable. The estimated cost of the initial working up and mailing of the cards to the licensees would be approximately \$165,000, which would be reimbursed by the Federal Government. On the basis of Oregon's present population of motorists, the cost of buying the stamps would be approximately \$17 million a year. He stated Oregon's vehicle registrations are running at a normal increase. The final calendar year 1973 figures show 1,872,000 vehicles, including 1,472,000 passenger cars, are registered. The total is a 9.5% increase over 1972 and the passenger car increase is 6.7%.

Mr. Ott mentioned that the 1973 Legislature changed the car license renewal period, effective January 1, 1974, from one year to two years. The annual fee remains the same, which is \$20 for the two-year period. The Governor and the Motor Vehicles Division are receiving quite a few letters from the public objecting to this change.

Mr. Ott reported that the Department of Motor Vehicles manager of Reciprocity and Proration had played a principal part in the development of a nationwide proration agreement now being placed before all States for adoption. The agreement is similar to that which has been in use in the Western States for several years, for proration of the registration fees for commercial fleets. He stated this provides an equitable, fair and legal distribution of registration fees among the States regardless of where the headquarters of the fleet are located. This should be to Oregon's advantage financially as it will bring some additional revenue from fleets, as there are more fleets headquartered outside of Oregon than are headquartered in the State.

Mr. John Hilderbrand appeared before the Commission representing himself and Dick, J.P., and John Reckman, all ranchers, requesting permission to construct a line cabin within the Deschutes River Scenic Waterway in Sherman County. Mr. Hilderbrand stated this cabin would replace a barn that was burned down by sportsmen in August of 1972. The barn was used for storage and for the ranchers to sleep in while working cattle. The cabin would be used for the same purpose and to help control cattle rustling. In addition to the barn, corrals and loading chutes need to be rebuilt. Mr. Hilderbrand said the suggestion that a trailer or a tent be used in lieu of a barn is not feasible as there is no road over which to take a trailer and a tent would blow away. He

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indicated the location of the area on a map which he presented. He asked what would be allowed if they could not build a line cabin. Chairman Jackson explained that if it is used for agricultural purposes it can be allowed, but not for recreational use. Mr. Hilderbrand indicated that he could not say it wouldn't be used for hunting and fishing, but in answer to Chairman Jackson's question about locking the cabin, he replied it would be locked. The Chairman informed Mr. Hilderbrand that his request would be reviewed.

Mr. Dennis Corderman, Salem, attorney representing Oregon-Washington Professional Coachman's Association, Inc., appeared before the Commission opposing the elimination of rear pilot car requirements for towing of 14-foot wide mobile homes on four-lane highways in Oregon because of the safety of the public. Mr. Edward Lien of Scio was also present. Mr. Corderman pointed out that the Association feels that the requirement for a rear pilot car should be reinstated on a permanent basis until such time as hearings can be held. He read a letter stating the reasons for their position. (Copy in the Commission's files.) Mr. Corderman questioned whether the change came about in violation of the Administrative Procedures Act. He said he realized this was termed a permit resolution but in his legal opinion, it can be interpreted as a rule under ORS 183.310, which would require a notice to be printed in the Administrative Rules Bulletin twenty days prior to becoming effective. He quoted from a Mobile Home Dealers Association News Flash, which said Bob Hamilton of the Oregon State Highway Division said the Commission would pass on a formal resolution on December 19, 1973, eliminating rear pilot cars. Mr. Corderman felt there should have been feedback from these people most concerned who drive these vehicles on the highways. He said they would pursue the Administrative Procedure violation. Chairman Jackson thanked him for his presentation.

A delegation appeared supporting the Commission's decision to delete the requirement of rear pilot cars on the towing of 14-foot wide mobile homes on four-lane highways in Oregon. The following persons were present representing the Mobile Home Industry: Ken Johnson, C. O. Boswell, and Roy West from Salem; Ron Rau and Ron McLeod from McMinnville; and William Latham, Tigard. Mr. Johnson stated the dealers, transporters and manufacturers he has contacted agreed this regulation should remain in effect without change. There have been no violations of safety and it would be premature to consider a rule change. Mr. Boswell mentioned curfews in heavily populated areas and prohibition of mobile homes in the left lane are effective. He felt the rear pilot car is more of a traffic hazard than anything else. He indicated his company, the Cascade Mobile Home Transporters, ran a test in the Portland area after this ruling went into effect and found no problems. Mr. Latham stated his survey of manufacturers, dealers and transporters shows there has been no problem from removal of the flag car. He said the flag car

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people may be unhappy because of the sudden drop in their income. Chairman Jackson mentioned that this determination involves not only safety but also employment. The Commission will give the matter further consideration.

Judge Joe Mohan appeared on behalf of Crook County requesting that the Commission give consideration to making the bond allocations in District 10 by counties in order for Crook County to receive money to improve the Crooked River Highway. The Judge submitted their priority list of projects and the reasons for their support. He also submitted a list of COIC projects for Crook, Deschutes and Jefferson Counties which differs from their priorities. (List of projects in the Commission's files.) Chairman Jackson informed Judge Mohan that the bond program was designed on the basis that the Councils of Government would set up the project priorities considering the total need of each district. If the county representatives within the C.O.G. are unable to agree, the Commission would then have to apply a State-wide criteria to the selection of the projects.

Commissioner Lou Olson of Jefferson County appeared before the Commission regarding the Central Oregon Intergovernmental Council Transportation Study. Mr. Olson informed the Commission that each county within District 10 had a committee that had set county priorities. He stated that the District had no such committee and feels that the individual counties were misled into thinking that the District's allocation could be re-allocated by counties. He indicated that it was his preference to allocate each county its fair share of the District 10 money and to apply that allocation to the individual county priority projects. The Chairman informed Mr. Olson that the Staff will contact the counties involved and attempt to work out a compromise.

Mr. L. B. Day, business representative of Teamster's Cannery Local 670, Salem, came before the Commission concerning the operation of triple trailers on certain highways in Oregon. Others present were Carl Bates, Teamster's Local 324 of Salem, and Ed Dennis, Teamster's Local 81 of Portland. Mr. Day requested that the drivers of triple trailer combinations be given the authority to determine when triple trailer operation was safe and that this be incorporated in the special provisions attached to the triple trailer permits. Chairman Jackson mentioned that the permits were given to the owners of the equipment and that the Commission did not feel that they should deal directly with the drivers as the owner of the equipment is the responsible party and holder of the permit. He stated that the request would be taken under advisement.

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DEPARTMENT OF TRANSPORTATION - DIRECTOR'S REPORT

The Commission set February 27, 1974, as a tentative date for the next Commission meeting. The Chairman stated that a bill is to be presented at the Special Legislative Session in February changing the law which would authorize the Commission to set their meeting dates. If this is passed, it will eliminate monthly Commission meetings. (Later the Commission changed the meeting date to Tuesday, February 19, 1974.)

The Commission considered approving \$18,000 for consultant services to carry out a program developed by System Design Concepts to coordinate a transportation study design for the Portland Metropolitan Area. Mr. Baldwin stated that the consultant services are estimated at \$72,000. This will be funded by the Highway Division and Tri-Met at \$18,000 each, Multnomah County and the City of Portland \$12,000 each, Clackamas and Washington Counties \$6,000 each. The Commission approved the allocation as recommended by Mr. Baldwin.

Consideration was given to approving a formula to distribute funds for Metropolitan Transportation Planning and to provide State matching funds. Mr. Baldwin recommended that the Commission approve the formula (50 percent distributed on Standard Metropolitan Statistical Area population and 50 percent distributed evenly) and that the Commission provide funds to match the Federal money. He stated that based on the proposed formula, CRAG will receive an additional \$6,194 for the Portland-Vancouver Area Study during fiscal year 1974. The Councils of Governments are currently working on the budgets that will be necessary to carry out transportation planning for the fiscal year 1975. The Federal funds amount to \$205,787 and the State will provide \$51,447. Based upon the proposed formula and the provision of the State match, Portland will receive \$130,975, Eugene \$64,711 and Salem \$61,548. The Commission accepted Mr. Baldwin's recommendation. (For additional details, see the letter dated January 22, 1974, from Mr. Baldwin to the Commission in the Commission's files, Salem.)

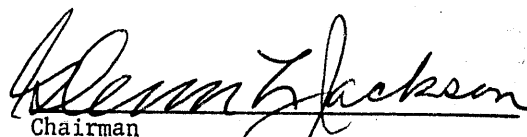
The Commission discussed the site location for the new Department of Transportation-Highway Building in Salem. Mr. Baldwin mentioned that he is still having meetings with the Capitol Planning Commission and they have made a decision it should be located in the Mall. There is a site just north of the existing Highway Building for the Transportation Building and another site for the future Department of Motor Vehicles' Building. The block just north of the existing Highway Building has been reserved for a number of years for a new Supreme Court Building. We were told verbally that this block would be available and just recently told that there was some question. The Capitol Planning Commission has said that the City will go along with them on reducing the demand for parking in half if the State will make a contribution to mass transit. We have been unable to get a figure from General Services as to the amount of money they would pay us for the existing Highway Building and land. The Chairman asked if there would be enough space for both buildings. Mr. Baldwin said that there would not be enough room in the one block. There is a need for three blocks - one for each of the buildings and one for parking. Mr. Jackson asked if there was any space for the whole Department on the Mall with parking adjacent to the Mall. Mr. Baldwin stated that

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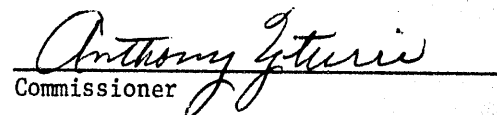
there apparently is enough space for the Department of Transportation, the Highway Division and the Motor Vehicles Division. The Aeronautics Division have their own building at the Salem Airport. We will still maintain our East Salem facilities and the new Lab Building will be constructed in the East Salem Highway shop area.

The Commission confirmed authority for the Department of Transportation through the Highway Division to proceed on the Portland car pool project using \$225,000 Federal Aid Urban System Funds and \$25,000 matching funds from Tri-Met.

The Chairman adjourned the meeting at 11:55 a.m.


Chairman


Commissioner


Commissioner

Commissioner

Commissioner


Manager, Administrative Services

February 6, 1974
Salem, Oregon

The Oregon Transportation Commission held an emergency telephone meeting at 9 a.m., in Room 140 of the State Highway Building in Salem, Oregon. The following persons were on the telephone at the locations given:

Glenn L. Jackson, Chairman, Medford
Carl O. Fisher, Vice Chairman, Salem
Robert L. Mitchell, Secretary, Portland
Anthony Yturri, Member, Ontario
Robert E. Veatch, Member, Klamath Falls
F. B. Klaboe, Administrator and State Highway
Engineer, Salem
Ralph Sipprell, Liaison Engineer, Salem
John J. Earley, Public Information Officer, Salem
C. W. Head, Supervisor, Commission Services, Salem

Mr. Klaboe reported that a major slide has occurred on the Oregon Coast Highway (US 101) south of Cannon Beach. During the repair work on US 101, it will be necessary to detour traffic over the Sunset and Necanicum Highways around the slide work area. The Necanicum Highway is narrow with rolling vertical alignment and many sharp horizontal curves.

He stated an engineering and traffic investigation indicates that the design of the Necanicum Highway is not adequate to safely carry the traffic volumes that will be carried during the detour time interval without speed control. A speed less than the existing Basic Rule 55 MPH is therefore warranted. The duration of the necessary detour routing is expected to be less than 120 days.

Upon the recommendation of Mr. Klaboe, the Commission declared an emergency and pursuant to the authority granted under ORS 483.106 unanimously adopted the following temporary rule to be in effect during the duration of the detour routing:

40 MPH speed zone on the Necanicum Highway No. 46 from Necanicum Junction (MP 0.00) to Nehalem Junction (MP 19.07), in Clatsop and Tillamook Counties during the duration of the detour routing.

The temporary rule was filed with the Secretary of State this date and will be published on March 1, 1974, in the Secretary of State Administrative Rule Bulletin.

The Chairman asked that a delegation order be prepared giving Mr. Klaboe the authority to act quickly in an emergency. Mr. Klaboe stated that he would prepare a delegation order for the Commission's consideration.

The telephone meeting was concluded at 9:05 a.m.

Glenn Jackson
Chairman

Robert Mitchell
Commissioner

Anthony Gturie
Commissioner

Commissioner

Commissioner

C. W. Head
Commission Services

February 19, 1974
Salem, Oregon

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

Glenn L. Jackson, Chairman
Carl O. Fisher, Vice Chairman
Robert L. Mitchell, Secretary
George M. Baldwin, Director of Transportation
Sam Haley, Deputy Director of Transportation
Walt Barrie, Chief Counsel
F. B. Klaboe, Administrator and State Highway Engineer
Roger G. Ritchey, Deputy Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles Division
A. E. Johnson, Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
David Talbot, State Parks Superintendent
C. W. Head, Commission Services

HIGHWAY DIVISION

Mr. Boyd stated that the resolution declaring necessity of certain real property for public purposes and authorizing condemnation will be presented at the March meeting.

Mr. Boyd reported that under delegated authority Chairman Jackson accepted 51 transactions totaling \$404,110; seven were regular right-of-way acquisitions and 44 were sign transactions. (See Exhibit A)

Mr. Boyd reported that under authority delegated to him there were five offers made prior to institution of condemnation proceedings. (See Exhibit E)

The Property Manager's report showing sales of miscellaneous properties and rental receipts since the last Commission meeting was presented by Mr. Boyd. During this period miscellaneous sales totaled \$16,695 and land sales \$3,930. Rental receipts for the month of January 1974 were \$69,541.48. (See Exhibit E)

Mr. Boyd stated that one Indenture of Access on the Forest Grove-Yamhill County Line Section of the Tualatin Valley Highway in Washington County was executed by Mr. Klaboe under delegated authority to properly document a correct location of a Bonneville Power Administration access. (See Exhibit C)

In reply to Chairman Jackson's inquiry, Mr. Boyd reported that the sign program is progressing quite well. Thirty-three percent of the signs have been acquired and 20% have been taken down. He indicated the National Sign Company program was solved last week and these signs will come down very soon.

A report was submitted by Mr. Barrie concerning cases which have been tried in court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

<u>Defendant</u>	<u>County</u>	<u>Highway</u>	<u>State's Offer Before Filing Complaint</u>	<u>Defendant's Lowest Demand</u>	<u>Verdict</u>
Hans Widmer L-6963 R-45447	Mult.	East Portland Freeway	\$24,200	\$30,000	\$28,500

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Terry Macey L-7012	Lane	Property Damage	\$1,086.76	\$1,086.76
Robert Allen Dunbar L-6990	Marion	Property Damage	\$ 415.73	\$ 415.73

REPORT OF TRIAL OF OTHER CASES - State Defendant

<u>Plaintiff</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Chinook Harbor, Inc. L-6976	Lincoln	Property Damage	\$45,392	Dismissed
Leighton L. Dorsett L-6931	Mult.	Property Damage	\$ 551	Dismissed

(For additional details, see Mr. Barrie's letter dated February 19, 1974, entitled Report of Cases Tried on file in the Commission's files, Salem.)

A report was made by Mr. Barrie concerning cases which have been settled out of court since the last Commission meeting summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>County</u>	<u>Highway</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Marie A. Andrews L-6981 R-44587	Marion	Salem Freeway	\$49,000	\$54,000	\$58,000
Acala Ginning Co. L-6839 R-42866	Union	Old Oregon Trail	\$12,150	\$12,150	\$16,572

REPORT OF OTHER CASES SETTLED

<u>Plaintiff</u>	<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>	<u>Settlement</u>
Ron Burr Planer Shavings, Inc. L-6858	State of Oregon	Coos	Property Damage	\$ 13,125.69	\$ 7,000.00
Charles Phillips L-6989	Gordon H. Ball, Inc. and State of Oregon	Clack.	Personal Injury	\$ 2,225.00	\$ 250.00
Walter D. Reed L-6877	State of Oregon	Lane	Property Damage	\$ 726.39	\$ 600.00
John Helzer L-6653	State of Oregon	Mult.	Personal Injury	\$153,024.20	\$15,000.00

(For additional details see Mr. Barrie's letter dated February 19, 1974, entitled Report of Cases Settled on file in the Commission's files, Salem.)

Mr. Barrie submitted a report concerning the institution of legal proceedings commenced since the last Commission meeting summarized as follows:

- (1) Robert D. Matz v. State of Oregon, L-7055. Plaintiff seeks \$424.47 for property damage arising out of an accident on December 8, 1972, on the Pacific Highway (I-5) in Multnomah County.
- (2) Allen Kincade v. Orval Lee Ragland, et al, L-7056. The lawsuit in the amount of \$4,649.22 arises out of an accident that occurred on February 23, 1972, in Klamath County.

Mr. Barrie reported on the legal status of the Mt. Hood Corridor case at the request of Chairman Jackson. He mentioned there were 12 issues in the Complaint. Three were dismissed (claims 1, 2, & 6); the eighth claim was tried and lost. This issue was whether or not the State Highway Division was committed to the Division-Powell Corridor prior to the corridor hearing in May 1969. The Court found that the Commission, its officers and employees acted in good faith and there was no wrong doing or conscious subterfuge to come to an agreement with the City of Portland prior to the corridor hearing. The court based its ruling on the eighth claim on a technical violation of a Federal Policy and Procedure Memorandum which the Court considered as being overlooked by all parties concerned, the change having occurred just prior to the corridor hearing. The change was in Federal Highway Administration PPM 20-8 which was amended in January 1969 to prohibit a state from being committed to a corridor prior to the corridor hearing. A final order has not yet been issued because of the remaining claims in the complaint. He stated that he felt some of these claims are moot because they also have to do with alleged deficiencies in the corridor hearing. The plaintiffs are contending that those issues still have to be tried in case the State appeals the eighth claim and wins because then the remaining issues would have to be tried. The court's decision rules out the design hearing scheduled for March and any further hardship acquisition, except those hardships which have already been approved by the Court. The State cannot get Federal participation in the hardship cases we have purchased unless the Division-Powell Corridor does become an approved corridor again.

He stated it will be difficult to present the Division-Powell alternative on an equal level with other alternatives should a new corridor hearing be held. It does place upon the City of Portland the burden of initiating its planning and letting the State know what it wants. The City's hearing is set for February 26, 1974.

Mr. Barrie indicated that it might be 2 or 3 months before the Court would decide what to do with the other claims before it. Commissioner Mitchell asked that if the money was transferred to the mass transit corridor, would we have to go through the same process as the State does with corridor hearings, and does the Court decision affect their corridor. Mr. Barrie replied that he thought that the State would have to have a new corridor hearing which would involve environmental impact studies.

The Commission considered the payment of National Association of State Outdoor Recreation Liaison Officers' annual dues. Mr. Talbot stated that Oregon is a member of the Association. The group is to the Federal-aid recreation programs as AASHO is to highways. Upon his recommendation, the Commission approved the annual dues of \$150 for the calendar year 1974.

Mr. Talbot presented for the Commission's consideration Notifications of Intent by property owners to make various types of improvements along various scenic waterways. The requests have been carefully investigated as to their compliance with the provisions of the Scenic Waterways Act. The Commission denied the following requests for reasons stated in Mr. Talbot's letters to the Commission insofar as their authority under the Scenic Waterways Act is concerned.

- (1) Request from Tamco, Inc., and Ocean View Lumber Company to harvest timber along the Rogue River in Township 35 South, Range 13 West, Section 33, and Township 36 South, Range 13 West, Section 4, Curry County.
- (NOA) Request from Leonard Blondell to mine gravel from a bar along the Illinois River, Township 35 South, Range 11 West, Section 18, Lots 4 and 5, W.M., Curry County.

Mr. Talbot reported that the Trailer Coach Association has appealed to the Governor for assistance in alleviating the severe economic problems being faced by the recreation vehicle manufacturers and distributors as a result of the fuel shortage. The Parks and Recreation Branch, also recognizing the plight of the private campground operators, met with the Oregon Coast Association and the Trailer Coach Association. As a result of this meeting, Mr. Talbot recommended and the Commission approved the amendment to State Parks Resolution No. 33 dated May 16, 1972, as follows:

- (1) Recreation vehicles will be allowed to stay 30 consecutive days in any State Park overnight camping area that is open, until May 15, 1974.
- (2) Ten percent of the campsites in the parks that are in operation may be reserved for up to 30-day stays. The fee will be \$1 per night for storage at the individual campsite. The regular fee will be charged when the unit is occupied.

This amendment will expire on May 15, 1974.

The Commission accepted his recommendation and adopted the above as a temporary rule. The temporary rule was filed with the Secretary of State on February 19, 1974, and was published in the Administrative Rule Bulletin on March 1, 1974.

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records which are attached as exhibits to the minutes. These reports show the actions taken on behalf of the Commission pursuant to its duly adopted delegation orders by the following officials:

Chairman of the Oregon Transportation Commission	Exhibit A
Vice Chairman of the Oregon Transportation Commission	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent	Exhibit F
Chief Counsel	Exhibit G

Consideration was given to approving two projects as additions to the Federal-Aid Program XIIA. Mr. Klaboe mentioned that surveys on these two sections have been completed and the projects are scheduled for contracting in 1974. A public hearing was not required on either project; however, the Division has met all Federal requirements for clearinghouse and environmental concerns. Upon his favorable recommendation, the Commission approved the following projects:

- (1) Molalla River (Wrights) Bridge Section on the Cascade Highway in Clackamas County. 0.4 mile in length and estimated to cost \$1,625,000.
- (2) South Fork Malheur River-Malheur Caves Road Section on the Steens Highway in Malheur County. 4.94 miles in length and to be financed with Federal Lands Highway Funds in the amount of \$413,000 and \$452,000 to be financed with Federal-aid Secondary funds.

Consideration was given to the approval of a roadside improvement project on the Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County. Mr. Klaboe pointed out that the major contract was completed on January 8, 1974, and the interchange is now ready for landscaping. Plans have been prepared and submitted to the Federal Highway Administration. The estimated cost of construction is \$65,000. Upon his favorable recommendation, the Commission approved the project to be financed with Federal-aid funds.

The Commission considered approving requests for five Urban System projects. Mr. Klaboe stated that three of the requests are demonstration carpool projects in Portland, Salem and Eugene. The purpose of these projects is to save fuel, decrease traffic congestion, improve air quality and enhance the use of existing highways and parking facilities. The other two requests are from the City of Eugene for preliminary engineering projects. These projects have been investigated and are eligible for funding under the Federal Aid Urban System program and have received the approval of the local council of governments. Following Mr. Klaboe's favorable recommendation, the Commission approved the following projects and authorized Mr. Klaboe to sign agreements when prepared:

JURISDICTION	SECTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
City of Eugene	Wallis St.-Jefferson St. (Eugene) West Amazon Parkway (FAUS 1318)	\$300,000	\$234,000	\$33,000
City of Eugene	Pearl-High Connector (Eugene) E. 19th @ Amazon Parkway (FAUS 5104)	30,000	23,400	3,300
Lane Transit District	Carpool Demonstration Project (Eugene)	75,000	67,500	--
TRI-MET	Carpool Demonstration Project (Portland)	250,000	225,000	--
MWV-COG	Carpool Demonstration Project (Salem)	37,500	33,750	--
TOTAL NEW PROJECTS		\$692,500	\$583,650	\$36,300

SUMMARY BY FISCAL YEAR (FEDERAL FUNDS)	1972 & 1973	1974	TOTAL
Allocated Funds (Federal)	\$ 1,589,392	\$6,438,042	\$8,027,434
Approved Projects (corrected to date)	1,589,392	1,829,256	3,418,648
Unprogramed Balance	--	4,608,786	4,608,786
New Projects: 2-19-74	--	583,650	583,650
Unprogramed Balance	\$ --	\$4,025,136	\$4,025,136

Consideration was given to requests from the Cities of Medford and Roseburg for approval of Federal-Aid TOPICS projects. Mr. Klaboe stated that these projects had been investigated and are eligible for Federal funding under the Federal-Aid TOPICS Program and he recommended approval. The Commission approved the following projects and authorized Mr. Klaboe to sign the agreements when prepared.

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
MEDFORD	Barnett Road @ I-5 Northbound off-ramp & Highland Drive	\$60,000	\$40,000	\$5,500
ROSEBURG	Lane Avenue-Diamond Lake Blvd. Oakland-Shady Hwy.	30,000	23,000	3,500
TOTAL NEW PROJECTS		\$90,000	\$63,000	\$9,000

SUMMARY BY FISCAL YEAR (FEDERAL FUNDS)	1970, 71 & 72	1973	TOTAL
Allocated Funds (Federal)	\$4,153,000	\$870,000	\$5,023,000
Approved Projects (corrected to date)	4,153,000	373,000	4,526,000
Balance	--	497,000	497,000
Projects: 2-19-74	--	63,000	63,000
Unprogramed Balance	--	\$434,000	\$ 434,000

(Proposed rule pertaining to the installation of traffic signals at the two intersections on Barnett Road in Medford was published in the March 1, 1974, issue of the Secretary of State's Administrative Bulletin. If no public hearing is necessitated, the effective date of adoption will be March 20, 1974. The permanent rule will be published on April 1, 1974, to be effective on April 10, 1974.)

The Commission considered a request from Lincoln County for a Federal Aid Secondary project. Following Mr. Klaboe's favorable recommendation, the Commission approved the following project and authorized Mr. Klaboe to sign the agreement when prepared.

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
LINCOLN	149	Coast Highway-East City Limits (Lincoln City) Section, Schooner Creek Road.	\$ 115,000	\$14,375
		(County share to be made up by Lincoln City's \$25,000 SCA funds.)		
		TOTAL	\$ 115,000	\$14,375

(continued on next page)

SUMMARY BY FISCAL YEARS	1973	1974	TOTAL
Allocated funds	\$5,090,000	\$4,108,000	\$9,198,000
Approved Projects (corrected to date)	5,090,000	2,438,000	7,528,000
Unprogramed Balance	--	1,670,000	1,670,000
Project: 2-19-74	--	115,000	115,000
Unprogramed Balance	--	\$1,555,000	\$1,555,000

The Commission adopted Delegation Order No. 5 as recommended by Mr. Klaboe delegating certain authorities to various officers or their designated representatives to provide for the efficient and expeditious administration of the Highway Division as follows.

OREGON TRANSPORTATION COMMISSION DELEGATION ORDER NO. 5

Pursuant to the provisions of ORS 184.635, as amended by Chapter 249, Oregon Laws 1973, and in order to provide temporary reduced speeds on the State Highway System necessitated by safety hazards created by emergency conditions, the Administrator and State Highway Engineer or his designated representative is hereby delegated the authority to set temporary reduced speed limits on any segment on the State highway system when in his opinion safety hazards exist that necessitate a speed limit less than that existing on the segment of the highway affected by such an emergency.

Pursuant to the provisions of ORS 184.635 as amended by Chapter 249, Oregon Laws 1973, and in order to provide for a more efficient operation of this Highway Division, the Administrator and State Highway Engineer, or his designated representative, is hereby delegated the authority to accept contracts on which all work has been completed according to specifications.

In order to provide for a more efficient operation of the Administrative Office of the Department of Transportation and the Highway Division, the Supervisor of Commission and Staff Services or a designated representative is hereby delegated the authority to certify as true copies any documents under control of the Administrative Office of the Department of Transportation or the Highway Division.

Upon the recommendation of Mr. Klaboe, the Commission abandoned the following list of claims for uncollectable NSF checks in payment of overnight camping in state parks and payment of rent or right-of-way:

OVERNIGHT CAMPING IN STATE PARKS

<u>Payee</u>	<u>Date of Check</u>	<u>Amount</u>
Bruce J. Pulfer	9-25-73	\$ 2.00
Susan Goodenough	9-3-72	2.00
P. J. Bjerke	6-15-73	2.00
P. J. Bjerke	6-13-73	4.00
Walter E. Johnson	6-20-73	4.00
Walter E. Johnson	6-19-73	4.00
Juanita Charles	7-21-73	9.00
Stephen K. Miller	7-25-73	2.00
Barbara Flowerdew	7-20-73	4.00
Gerald Warren	7-27-73	15.00
Jerry Cartwright	7-22-73	15.00
David Pederson	8-6-73	1.00
P. J. Bjerke	9-20-73	15.00
P. J. Bjerke	9-14-73	21.00
Susan K. Hanf	9-9-72	3.00
Rockie Merryman	9-5-72	2.00
Rockie Merryman	9-7-72	2.00
Richard Mitchell	9-5-72	2.00
James Ellis	8-20-72	6.00
Delbert G. Moore	8-26-72	3.00
Donald E. Melton	9-2-72	9.00
Lee Weathers	6-30-72	11.00
Wayne Neal	7-7-72	2.00
Johanna M. Bannister	6-12-72	2.00
Johanna M. Bannister	6-14-72	6.00
Duane W. Fenner	6-13-72	5.00
Robert G. Bashford	7-10-72	6.00
Robert M. Gregg	6-2-72	4.00
Richard Brown	6-7-72	3.00
Leonard Monroe	8-10-72	2.00
Laura S. Smith	8-8-72	10.00
Laura S. Smith	8-10-72	3.00
Rocky Coqliett	6-29-72	1.00
Richard Becker	2-24-72	2.00
Jerry Ledbetter	6-8-72	2.00
Fred Polk	4-27-71	2.00
Linda McAlpine (4 checks \$2.00 each)	7-7-72 thru 7-10-72	8.00
	TOTAL	\$196.00

RENT OR RIGHT OF WAY

<u>Payee</u>	<u>Date of Check</u>	<u>Amount</u>
Judith VanOrsow	12-9-72	\$110.00
Whiteside Plumbing & Heating	6-25-73	50.00
June M. Crawford	4-10-73	125.00
Wilda M. Irvin	7-30-73	75.00
	TOTAL	\$360.00

Mr. Klaboe reported that Contracts No. 7653, 7671, 7679, 7734, 7746, 7871 and 7890 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. 219," which resolution by this reference is made a part hereof and filed in the Commission's files.

The Commission considered an amendment to Oregon Transportation Commission Directive No. 1 to expand the approved triple-trailer routes to include the Sherman Highway and a portion of The Dalles-California Highway between Biggs and Madras. Mr. Klaboe stated that his Division has conducted a trial test run over the described sections and determined the movement can be made in compliance with the special provisions governing triple-trailer permits. He recommended approval of this route expansion up to a limitation of 76,000 pounds gross weight. The Commission viewed a five-minute film of the "triples" combination used in testing the route which was furnished by Les Schwab Tire Company. The triple in this test was completely loaded with tires and the gross weight was 69,200 pounds. The Commission approved the amendment to Directive No. 1 and the expansion of triple-trailer routes.

Mr. Klaboe reported since the program was initiated for heavier weight triples on January 10, 1974, twenty-two companies have received permits for 1,290 trucks. He mentioned they are not using them very much due to the inclement weather. Approximately one percent of the trucks have been seen on the highway system.

Upon the recommendation of Mr. Klaboe, the Commission authorized L. W. Rulien, Project Management Engineer, to sign Federal reimbursement vouchers due to the retirement of L. H. Young effective March 1, 1974.

Mr. Klaboe presented the following list of projects on which bids will be received on February 28, 1974. He mentioned that each project contains a notation as to plans for the establishment of footpaths and bicycle trails.

- (1) N. E. 122nd Avenue-Sandy River Section and S. W. Spring Garden Street-S. Tigard Interchange Section, Columbia River Highway and Pacific Highway, Multnomah and Washington Counties. Grade, pave, guardrail, sign, illumination safety project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.
- (2) N. Unit, Rice Hill-N. Oakland Junction Section, Pacific Highway, Douglas County. Grade, pave, sign, safety project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.
- (3) S. Unit, Rice Hill-N. Oakland Junction Section, Pacific Highway, Douglas County. Grade, pave, structure, sign, safety project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.
- (4) E. Fremont Interchange-W. Fremont Interchange Section, Stadium Freeway, Multnomah County. Motorist-aid call boxes, safety project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (5) Marquam Bridge-S.W. Spring Garden Street Section, Pacific Highway, Multnomah County. Headlight glare shield, safety project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (6) Forest Grove Section, Tualatin Valley Highway, Washington County. Grade, structures project.
Grading for an eight-foot separated bicycle/pedestrian facility will be constructed throughout the project. Surfacing for the bicycle/pedestrian path will be completed on a future contract.

- (7) Auburn Avenue-Estes Avenue (Baker) Section, Baker-Unity Highway, Baker County. Grade, pave project.
These are concrete sidewalks along both sides of the street and bicycle/wheelchair ramps will be constructed at the curb returns.
- (8) Hess Creek-Chehalem Creek (Newberg) Section, Pacific Highway West, Yamhill County. Grade, pave, sign, traffic signals project.
There will be concrete sidewalks the entire length of the project. In areas of new construction which previously did not have walks, new concrete sidewalks will be constructed. Concrete bicycle/wheelchair ramps will be constructed along the project.
- (9) Marine Drive at Columbia Avenue and Bond Street (Astoria) Section, Columbia River Highway, Clatsop County. Traffic signal project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (10) La Grande Office Building, Wallowa Lake Highway, Union County. Curb, sidewalk, drain project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

Allocation of Federal Aid Secondary funds to the individual counties of the State for the fiscal year 1975 was brought up by Mr. Klaboe. He commented that the allocation has been computed in accordance with the formula developed by the Association of Oregon Counties using the official 1970 U. S. Rural Census and the January 1, 1974, rural county road mileages. The Commission approved the following allocations of FAS Funds:

COUNTY	FEDERAL FUNDS	TOTAL FUNDS
		Including States' and Counties' Match Money (Rounded to Thousands)
Baker	\$ 52,547	\$ 70,000
Benton	74,525	99,000
Clackamas	199,723	266,000
Clatsop	70,379	94,000
Columbia	85,746	114,000
Coos	115,589	154,000
Crook	57,329	76,000
Curry	57,913	77,000
Deschutes	78,235	104,000
Douglas	179,277	239,000
Gilliam	36,711	49,000

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(continued from page 235)

COUNTY	FEDERAL FUNDS	TOTAL FUNDS
		Including States' and Counties' Match Money (Rounded to Thousands)
Grant	\$ 48,602	\$ 65,000
Harney	57,391	77,000
Hood River	58,144	78,000
Jackson	167,774	224,000
Jefferson	54,481	73,000
Josephine	85,554	114,000
Klamath	80,619	107,000
Lake	48,741	65,000
Lane	208,053	277,000
Lincoln	78,900	105,000
Linn	154,614	206,000
Malheur	109,202	146,000
Marion	177,161	236,000
Morrow	52,767	70,000
Multnomah	60,987	81,000
Polk	73,031	97,000
Sherman	36,055	48,000
Tillamook	72,318	96,000
Umatilla	133,273	178,000
Union	56,612	75,000
Wallowa	50,029	67,000
Wasco	58,397	78,000
Washington	137,475	183,000
Wheeler	31,613	42,000
Yamhill	91,663	122,000
TOTAL	\$3,191,430	\$4,252,000

SUMMARY, ENTIRE STATE FISCAL-YEAR 1975 COUNTY FAS FUNDS:

Total Federal Funds for Construction (50% of Oregon's apportionment less planning survey funds)	\$3,191,000
Plus estimated required match money.....State funds.	530,500
.....County funds.	530,500
TOTAL COUNTY FAS FUND.....	\$4,252,000

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on rural county road mileage) proposed by Association of Oregon Counties and approved by Transportation Commission. Federal funds are estimated to represent approximately 75% of total county road FAS fund with State and County funds estimated to be approximately 12½% each.

Mr. Klaboe reported that investigations had been made concerning parking prohibition in Baker County and speed zones in Umatilla and Marion Counties. Upon his favorable recommendation, the Commission adopted the following proposed rules as permanent rules if no public hearing is necessitated following the publication of the rules in the Secretary of State's Administrative Rule Bulletin.

- (1) Prohibit parking of vehicles on the west side of the Halfway-Cornucopia Highway from 0.15 mile north of the north city limits of Halfway (M.P. 10.89) to the north city limits of Halfway (M.P. 11.04) in Baker County.
- (2) 30 mile per hour speed zone on the Umatilla-Stanfield Highway from the south city limits of Stanfield (M.P. 11.39) to 350 feet south of Dunne Street, S.E. (M.P. 11.46) in Umatilla County.
- (3) 45 mile per hour speed zone on the Pacific Highway East from the south city limits of Woodburn (M.P. 33.19) to 0.47 mile south of the Hillsboro-Silverton Highway No. 140 (M.P. 33.34) in Marion County.

(Proposed rules published in the March 1, 1974, issue of the Secretary of State's Administrative Rule Bulletin. If no public hearing is necessitated, the effective dates of adoption will be March 20, 1974. The permanent rules will be published on April 1, 1974, to be effective on April 10, 1974.)

Attention was given to a supplemental agreement with the City of Portland providing for improvement of S.E. Duke Street between 96th and 97th Avenues in connection with construction of a portion of the East Portland Freeway. Mr. Klaboe pointed out that this action is necessary because the closure of 96th Avenue at Woodstock Blvd. has caused a greater inconvenience to residents of the area than was originally anticipated. The estimated cost of the work is \$10,000 and will be eligible for Federal-aid Interstate participation. Upon his recommendation, the Commission approved the agreement.

Consideration was given to a request from the City of Klamath Falls for a consent to annexation of a portion of the right-of-way of The Dalles-California Highway in Klamath County. Mr. Klaboe stated their request has been investigated and is in proper order. No enclave will be formed by the annexation. Mr. Klaboe recommended and the Commission approved the annexation and authorized Mr. Klaboe to sign the consent in their behalf.

The Commission considered a supplemental consultant agreement with Parsons, Brinckerhoff, Quade and Douglas, Inc. on the Fremont Bridge Superstructure (Contract No. 7276) in the City of Portland. Mr. Klaboe stated that the fracture of the tie-girder connection at Panel Point 3 necessitated a redesign of the joint, and after a thorough analysis of the cause of the fracture, the responsibility of all the parties involved was established and the compensation due the consultant was determined. The redesign costs, plus added costs due to center span lift conferences,

and the checking of unusually complex erection drawings, overran the limiting amount of the original and first supplemental agreement. Federal Highway Administration approval has been received. Upon Mr. Klaboe's recommendation, the Commission approved the agreement authorizing the payment for the overrun of \$2,192.22 and authorized him to sign it in their behalf.

Chairman Jackson asked for a report on studded tires. Mr. Klaboe reported that most damage from studded tires has occurred in the urban areas. The Division tests have indicated that we can expect one-sixteenth of an inch of wear on the asphalt-concrete pavements each winter and approximately one-half of that on Portland cement concrete pavements. He stated that damage is quite serious on bridges. Mr. Klaboe indicated a complete report will be presented to the Commission prior to the 1975 Legislative Session.

The Chairman inquired as to the availability of asphalt for pavement patching. Mr. Klaboe mentioned asphalt is still available but the price has increased from approximately \$5 per ton to \$10 per ton. The Division has been assured of 85 percent of last year's delivery.

AERONAUTICS DIVISION

Mr. Ritchey, Deputy Administrator, stated Mr. Burket was attending a flight instructor seminar.

Mr. Ritchey reported their budget analyst is preparing a request to submit to the Joint Ways & Means Committee for consideration during the special session of the legislature. The Committee's favorable action would change the priority listings of the airports in which they would receive their funds. This is being submitted due to the urgency of funds and the improvement of the La Grande airport.

MASS TRANSIT DIVISION

Mr. Moore reported the car pool demonstration program in the Eugene-Springfield area has been approved by the Federal Highway Administration. He mentioned the Lane Transit District will be the managing agency and this program will complement their increasing demands for transit, especially during peak hour periods. The District was carrying approximately 5,000 passengers each day in August 1973. They are now handling approximately 13,000 passengers a day.

The Commission considered an agreement with the Mid-Willamette Valley Council of Governments for the expenditure of \$33,750 of Federal-Aid Urban System Funds and \$1,300 of State Funds from the Mass Transit Division budget for the six-month demonstration car pool project in the Salem metropolitan area. The Commission approved the expenditure as recommended by Mr. Moore and authorized Mr. Klaboe to sign the agreement in their behalf.

February 19, 1974

Consideration was given to authorizing the Director to enter into an agreement with Young, White and Roehr, Inc., marketing consultants, to assist in the promotion of the Portland car pool project. Mr. Moore stated that the cost would not exceed \$10,000. Three workshops have been held and the largest employers in the Portland metropolitan area have been invited to attend. So far, 54 companies have participated. He mentioned that the Tri-Met system reported a 27% increase in riders in January 1974 over January 1973 and it is estimated that they are carrying 107% of peak hour capacity. Upon Mr. Moore's favorable recommendation, the Commission approved the agreement.

MOTOR VEHICLES DIVISION

Mr. Ott reported that his Division is getting prepared for national gas rationing in the event they are called upon as an operating agency of the government. In reply to Commissioner Mitchell's inquiry, Mr. Ott stated there are approximately 1,500,000 registered drivers, 1,400,000 passenger cars and 1,900,000 vehicles in Oregon. In the last two years there has been an increase of approximately 300,000 registered automobiles and recreation vehicles.

DEPARTMENT OF TRANSPORTATION

The Commission set the date of March 27, 1974, as the date for the next Commission meeting.

Upon Mr. Baldwin's favorable recommendation, the Commission approved the expenditure of \$15,000 for a temporary coordinator of transportation planning in the Portland area to be provided by System Design Concepts.

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

Alvin Jackson
Chairman

Henry Mitchell
Commissioner

Anthony Zitaris
Commissioner

Commissioner

Commissioner

C. H. Head
Commission Services

February 19, 1974

Right of Way Report of January 25, 1974
Authorized January 29, 1974

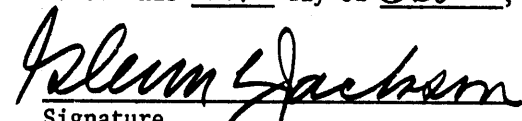
<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47372	Lucas, Dorothy L.	\$ 22,250.00
47472	Richardson, Ernest et ux	17,000.00
47972	Cathcart, Thomas M. et ux; Varga, Harold C. et al	4,200.00
-0-	Obie Correction	
16 Signs	Honald Incorporated .	64,415.00
4-1.03	Beaudoin, L. A.	240.00
4-267.36	Asphalt Paving Company	360.00
4-272.75	Manning, A. J. Jr.	180.00
4-290.00	Tulana Farms	300.00
6-353.96	Troy, Frances et ux	480.00
7-129.32	Bert L. Harvey Estate	360.00
9-279.59	White, Herman C. et ux	25.00
9-279.72	White, Herman C. et ux	25.00
42-5.07	Fields, Leonard	60.00
47-69.92	Lovin, Helen M.	300.00
53-92.16	Guerin, Bessie	60.00
<u>15 Transactions</u>		<u>\$110,255.00</u>

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under delegated authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachments hereto reports this action for your official records.

Dated this 4th day of Feb., 1974



Signature

Chairman, Oregon Transportation Commission

Attachment

Options Accepted (23)

NOTED
C. W. HEAD

On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of February 1, 1974

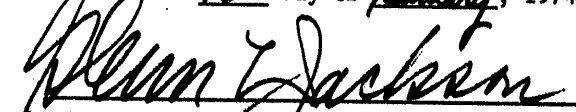
<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47678	Pettibone, James B. et ux	\$ 550.00
48207	Parker, Jack W.	225,000.00
2 S.R.	Obie Communications Corp.	600.00
5 Signs	Casey & Stone	14,505.00
1-34.38	Lucky Sign Co.	4,390.00
1W-117.38	Ross, Darrel	360.00
2-79.38	Mobil Associates, Inc.	240.00
2-109.28)		
2-166.02)	Honald Inc.	1,200.00
2-158.96	Eades, Marie	270.00
2-159.85	Beshears, W. Marie	150.00
4-248.48	City of Chiloquin	300.00
4-256.09	Gienger, Roy	300.00
4-269.52	Ambers, Clifford	150.00
4-269.78	Foley, Michael	210.00
4-272.65	Weaver, Frank R.	360.00
4-282.84	Tulana Farms	150.00
5-57.56	Johnson, Floyd S.	150.00
5-59.93	Myers, Edgar	150.00
16-29.23	Nothiger, A. B.	240.00
26-36.62	Dodd, Mrs. George O.	60.00
26-38.90	Smith, Warren	30.00
63-21.94	Fowler, Harold B.; Fowler, Judith L.	360.00
67-5.36	Goad Ranches	210.00
<u>23 Transactions</u>		<u>\$249,935.00</u>

EXHIBIT A

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachments hereto reports this action for your official records.

Dated this 13th day of February, 1974.



Chairman, Oregon Transportation Commission

Options Accepted (13) - Report of February 8, 1974

On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of February 8, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>	<u>Page</u>
47854	Couchman, Gladys; Hysmith, Geraldine	\$3,500.00	2
47967	Montoyo, Richard et al	.00	1
A-20	Gilbert, Joe L. et ux	6,000.00	6
4 S.R.	Foster & Kleiser	1,200.00	5
9 Signs	Markham Advertising Co.	28,435.00	3
4 Sites	Thayer Cattle Co.	480.00	3
1-36.31	Weinman, Elsie	645.00	4
2-69.65	City of Mosier	600.00	3
2-170.78	Conforth, Al	390.00	4
2-192.55	Richmond, R. W.	1,650.00	4
2-192.89	Richmond, R. W.		4
4-291.18	Patterson, Winston H. et ux	300.00	3
15-1402	Millican, Ada B.	120.00	3
2 S.R.	Foster & Kleiser	600.00	5
<u>13 Transactions</u>		\$43,920.00	

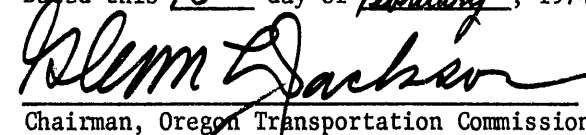
TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, the attachment hereto reports this action for your official records.

On behalf of the Commission and under its authority delegated to me to approve letting contracts for highway projects, I approved on February 6, 1974, the four bids attached (January 31, 1974, bid letting) and directed that the Administrator and State Highway Engineer execute the contracts when all conditions for the award have been met.

Dated this 13th day of February, 1974.


Chairman, Oregon Transportation Commission

Bids Accepted (4)

No. 1 Project Longview Interchange Section
 Type of Work Highway Illumination F.A. Proj. No. F-221(13)
 County Columbia Highway Columbia River
 No. of Bidders 5 Low Bidder Renaud Electric Co., Inc., Longview, Washington
 Low Bid \$ 44,945.00
 Engineer's Recommendation: Award to low bidder as soon as approval of the FHWA is received.

No. 2 Project Coos Bay Office Building
 Type of Work Building F.A. Proj. No. --
 County Coos Highway --
 No. of Bidders 4 Low Bidder Donald W. Thompson, Inc., North Bend
 Low Bid \$ 313,395.00
 Engineer's Recommendation: Award to low bidder.

No. 3 Project Greenwood Ave. at 8th St. (Bend)
 Type of Work Signals F.A. Proj. No. --
 County Deschutes Highway Central Oregon
 No. of Bidders 4 Low Bidder Hansen Electric Company, Coos Bay
 Low Bid \$ 24,889.68
 Engineer's Recommendation: Award to low bidder as soon as approval of the City of Bend is received and the sum of \$29,032 is deposited by the city.

No. 4 Project Hayesville Intchge.-Talbot Rd. Intchge.
 Type of Work Grade, Pave, Guardrail, Signing & Illum. F.A. Proj. No. I-5-0(2)243
 County Marion Highway Pacific
 No. of Bidders 5 Low Bidder Stillwell-Gerard Construction Co., Bellevue, Wash.
 Low Bid \$ 684,296.50
 Engineer's Recommendation: Award to low bidder as soon as approval of the FHWA is received.

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachment hereto reports this action for your official records.

On February 1, 1974, Chairman Glenn L. Jackson gave telephonic approval for an Application and Contract for Electric Line Extension and Service with the California-Pacific Utilities Company for a 10-year period. This contract will provide service to the Red Bridge State Park and Hilgard State Park in the Starkey area in Union County.

Dated this 13th day of February, 1974.

Glenn L. Jackson
Chairman, Oregon Transportation Commission

Attachment - copy of application and contract (See Commission Files, Salem.)

EXHIBIT

EXHIBIT B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
VICE CHAIRMAN OF TRANSPORTATION COMMISSION

NO REPORT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 15, 1974

TOM McCALL
GOVERNORF. B. KLABOE
Administrator of Highways

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, this letter reports this action for your official records.

File 38329-United States of America
Forest Grove-Yamhill County Line Section
Tualatin Valley Highway
Washington County

A change in access as requested by the United States Government.

Dated this 11th day of FEB., 1974
(Signature)Administrator & State Highway Engineer
(title)

cr

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when certain conditions have been fulfilled, I awarded the following contracts:

Longview Interchange Section of the
Columbia River Highway in Columbia
County. Bids received January 31, 1974.
Contract No. 7978 awarded February 7,
1974, to Renaud Electric Co., Inc.,
Longview, at \$44,945.

Hayesville Interchange-Talbot Road Inter-
change Section of the Pacific Highway in
Marion County. Bids received January 31,
1974. Contract No. 7981 awarded February 7,
1974, to Stillwell-Gerard Construction Co.,
Bellevue, Washington, at \$684,296.50.



F. B. Klaboe
Administrator and State Highway Engineer

EXHIBIT

EXHIBIT D

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
DIRECTOR OF PERMITS

NO REPORT

Oregon Transportation Commission

Attention: Cecil Head, Manager
Administrative Services

Subject: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

MISSION JUNCTION-EMIGRANT HILL SECTION OF THE OLD OREGON
TRAIL HIGHWAY - UMATILLA COUNTY

R-47160 - Orval McCormach. Parcel 1: 1.1 acre for slide control; Parcel 2: 1.75 acre for slide control. Offer \$75.00.

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

R-45450 - Elizabeth L. Jackson. 7,200 sq. ft. for right of way purposes. Offer \$31,500.00.

R-45471 - Luciano E. Giannini et al. 14,400 sq. ft. for right of way purposes. Offer \$37,000.00.

R-47207 - Victor & Marie T. Yuckert. 0.72 acre for right of way purposes. Offer \$43,500.00.

ST. HELENS ROAD-N.W. 21st AVENUE SECTION OF THE COLUMBIA
RIVER HIGHWAY - MULTNOMAH COUNTY

R-43045 - Foster and Kleiser. For leasehold interest and sign. Offer \$2,360.00.

Dated this 13th day of February, 1974.


J. B. BOYD, Right of Way Engineer

RE: Report of Offers Tendered -- 5



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 14, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachment hereto reports this action for your official records.

Dated this 14 day of Feb, 1974

F. B. Klaboe
(Signature)
Right of Way Engineer
(Title)

or

DISPOSAL OF PERSONAL PROPERTY

Miscellaneous sales	12	\$16,695.00
Land sales	7	3,930.00
Rent Revenues-January 1974		<u>69,541.48</u>
TOTAL		\$99,553.48

On behalf of the Commission and under its authority delegated to me to manage and dispose of personal property, I accept the following report of the Property Management Unit:

Report of miscellaneous sales:

47941 - Pynn house on the Willamette River Park Corridor in Clackamas County sold at public auction to E. C. Meek, Jr., 4970 SE Hewett, Portland, OR	\$ 450.00
48000 - Signboard salvage material stockpiled at Eugene sold at public auction to Cyril Crabtree, Rt. 7, Box 117, Eugene, OR	110.00
48000 - Signboard salvage material stockpiled at Eugene sold at public auction to Robert Lee Hayden, 2475 N. 31st, Springfield, OR	200.00
48000 - Signboard salvage material stockpiled at Eugene sold at public auction to Obie Outdoor Advertising, Inc., Eugene, OR	425.00
42055 - Russell house on the Drain-Anlauf Section of the Umpqua Highway sold at public auction to Lee Haller, PO Box 296, Drain, OR	45.00
48000 - Signboard salvage material stockpiled at Bend sold by direct sale after no bids at auction to Richard Carlson, 206 S. 16th St., Bend, OR	50.00
48000 - Signboard salvage material stockpiled at Milwaukie sold by direct sale after no bids at auction to E. S. Ritter Co., 4952 Portland Rd. NE, Salem, OR	900.00
47198 (L-6904) - Thurman shop and shed on the Chemawa Rd.-Hickory St. Section of the Salem Freeway sold at public auction to Mainline Metal Works, Inc., 3694 Pleasant View Dr. NE, Salem OR	800.00
45446 - Swank motel (remainder) on the NE Sandy-NE Glisan Section of the East Portland Freeway sold at public auction to the S. M. & G. Home Development Center, Inc., 4635 NE Rodney, Portland, OR	500.00

Report of miscellaneous sales (contd.)

46949 - VanAtta house and garage on the NE Sandy-NE Glisan Section of the East Portland Freeway sold at public auction to Howard Grohs, 8809 SE Holgate, Portland, OR	\$ 4,005.00
45465 - Farris house and garage on the NE Sandy-NE Glisan Section of the East Portland Freeway sold at public auction to Terry Emmert, 10470 SE Hillcrest Dr., Portland, OR	1,605.00
47210 - Kirkpatrick house and garage on the NE Sandy-NE Glisan Section of the East Portland Freeway sold at public auction to Terry Emmert, 10470 SE Hillcrest Dr., Portland, OR	7,605.00
Total miscellaneous sales	<hr/> \$16,695.00

Report of land sales:

8671) Parcel 1 - Former Van Loo Consolidated 8672) Timber Co. property on the Glenwood-Washburn Section of the Wilson River Hwy., 0.18 acre of land sold to Alvin Elkins, 454 Birchwood Lane, Hillsboro, OR	\$ 230.00
8671) Parcel 2 - Former Van Loo Consolidated 8672) Timber Co. property on the Glenwood-Washburn Section of the Wilson River Hwy., 0.46 acre of land sold to O. J. Hoover, Star Rt. Box 675, Gales Creek, OR	550.00
Q-32 - Former Hatch property on the Klamath Falls-Malin Highway in Klamath County, release of State's right to remove materials, to Glenn Dehlinger, c/o Robert Hamilton, Attorney, 296 Main St., Klamath Falls, OR	-0-
26108 - Former Feters property on the Beaver Lookout-Bullards Bridge Section of the Oregon Coast Highway, 3.07 acres of land sold to Frank Barrows, 702 Kincheloe Lane, Myrtle Point, OR	400.00

Report of land sales (contd.)

10153 - Former Foster Chevrolet Co. property on the Baker Section of the Old Oregon Trail Highway, 162,000 sq.ft. parcel of land sold to Baker Co. Fair Board and the City of Baker, Baker, OR	\$ 2,700.00
Q-362 - Former Lake County property on the Crooked River-Lakeview Section of the Fremont Highway, 5.09 acres of land returned to Lake County	-0-
39145 - Former City of Pendleton property on the Pendleton Section of the Old Oregon Trail Highway, 0.75 acre of land sold to Clifford R. Price, PO Box 1011, Pendleton, OR	50.00
Total land sales	<hr/> \$ 3,930.00

Report of rental revenues for the period of
January 1, 1974 to January 31, 1974 is ---- \$69,541.48

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
STATE PARKS SUPERINTENDENT

NO REPORT

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
CHIEF COUNSEL

REPORT SHOWN IN MINUTES

March 1, 1974
Salem, Oregon

The Oregon Transportation Commission held an emergency telephone meeting at 9:10 a.m., in Room 140 of the State Highway Building in Salem, Oregon. The following persons were on the telephone at the locations given:

Glenn L. Jackson, Chairman, Indian Wells, California
Carl O. Fisher, Vice Chairman, Eugene
Robert E. Veatch, Member, Klamath Falls
Anthony Yturri, Member, Salem
Sam R. Haley, Deputy Director, Department of Transportation, Salem
F. B. Klaboe, Administrator and State Highway Engineer, Salem
E. S. Hunter, Asst. State Highway Engineer, Salem
Walter L. Barrie, Chief Counsel, Salem
Jack Sollis, Assistant Attorney General, Salem
L. E. George, Traffic Engineer, Salem
Ralph Sipprell, Liaison Engineer, Salem
John J. Earley, Public Information Officer, Salem
C. W. Head, Supervisor, Commission Services, Salem

Mr. Klaboe stated the meeting is a result of the new law which was recently passed by the Special Session of the Legislature concerning the maximum speed limit of 55 miles per hour. He informed the Commission that there are two things they may do if they desire and he so recommended:

- (1) Agree there is a fuel shortage in the State of Oregon and the lowering of the speed will conserve fuel.
- (2) Adopt a maximum speed limit of 55 MPH to conform with the Federal legislation.

The Commission unanimously adopted the following Temporary Rule to be effective March 1, 1974.

TEMPORARY RULE

Pursuant to the authority granted to the Oregon Transportation Commission under section 2 chapter 6 Oregon Laws 1974 (enrolled house bill 3306) the Oregon Transportation Commission hereby determines that there is a need to conserve fuel because of current fuel shortages and further determines that lowering the maximum speeds of vehicles will conserve motor fuel. It is thereby ordered that a maximum speed limit of 55 miles per hour is hereby established for all highways within the State. Any prior rule or regulation adopted by the State Highway Commission or the Oregon Transportation Commission in conflict with this order is hereby rescinded.

The Temporary Rule was filed with the Secretary of State this date and will be published on March 15, 1974, in the Secretary of State's Administrative Rule Bulletin. (Copy of Enrolled House Bill 3306 in the Commission's files, Salem.) (Section 6 of this bill covers expiration.)

The telephone meeting was concluded at 9:15 a.m.

Glenn L. Jackson
Chairman

Robert L. Mitchell
Commissioner

Anthony Yturri
Commissioner

Commissioner

Commissioner

C. W. Head
Commission Services

March 11, 1974
Salem, Oregon

The Oregon Transportation Commission held a special telephone meeting at 3 p.m., in Room 140 of the State Highway Building in Salem, Oregon. The following persons were on the telephone at the locations given:

Glenn L. Jackson, Chairman, Portland
Carl O. Fisher, Vice Chairman, Eugene
Robert L. Mitchell, Secretary, Portland
Robert E. Veatch, Member, Klamath Falls
Anthony Yturri, Member, Ontario
George M. Baldwin, Director, Department of
Transportation, Salem
A. E. Johnson, Deputy State Highway Engineer, Salem
L. W. Rulien, Project Management Engineer, Salem
John J. Earley, Public Information Officer, Salem
C. W. Head, Supervisor, Commission Services, Salem

The Commission considered a consultant agreement with L. R. Squier Inc. to study a slide area which closed the Oregon Coast Highway (US 101) south of Cannon Beach in Clatsop County earlier this year. Mr. Johnson stated the consultants will study the slide and design a remedial action for the State at an estimated cost of \$12,000. The agreement provides for the consultants to study and determine the cause of the slide for purposes of the State's negotiations with property owners. This portion would not exceed \$1,500 and the total cost not to exceed \$13,500. Chairman Jackson asked if the Division has personnel to do this study. Mr. Johnson mentioned that the Division does have geologists, but because of the magnitude of the slide he felt it was beyond their capabilities. This study will also assist the State in qualifying for emergency funds. Commissioner Veatch inquired if the Division anticipates any claims from property owners. Mr. Johnson indicated that one house was moved off its foundation but no claims had been filed to date. Mr. Veatch mentioned that a third-party study outside of the State's staff might be an advantage to the State in case of pending claims. The Commission approved the agreement as recommended by Mr. Johnson and authorized the Administrator and State Highway Engineer to sign it in their behalf.

Attention was given to a consultant agreement with Martin, Soderstrom & Matteson, Architects, for a study of the West Portland Park and Ride Bus Station as a part of the immediate improvement in public transportation planning for the Portland area. Mr. Johnson pointed out that this agreement will include schematic drawings or designs of two transit stations, an on-site circulation system and parking lots. The station will provide a transfer point between automobiles, local buses, pedestrians, bicyclists and an express bus system to the Portland central business district. This study is required for Federal participation

and the cost of the work is not to exceed \$10,000 (92% Federal and 8% State). Upon his favorable recommendation, the Commission approved the agreement and authorized the Administrator and State Highway Engineer to sign it in their behalf.

The telephone meeting was concluded at 3:05 p.m.

Glenn L. Jackson
Chairman

Robert L. Mitchell
Commissioner

Anthony Yturri
Commissioner

Commissioner

Commissioner

C. W. Head
Commission Services

March 27, 1974
Salem, Oregon

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

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Anthony Yturri, Member
George M. Baldwin, Director of Transportation
Sam Haley, Deputy Director of Transportation
Walt Barrie, Chief Counsel
A. E. Johnson, Deputy State Highway Engineer
E. S. Hunter, Assistant State Highway Engineer
J. B. Boyd, Right of Way Engineer
David Talbot, State Parks Superintendent
Dennis Moore, Administrator of Mass Transit
Paul Burket, Administrator of Aeronautics
Chester Ott, Administrator of Motor Vehicles Division
C. W. Head, Supervisor, Commission Services

The Commission approved the minutes of the following Transportation Commission meetings:

Regular meeting of January 30, 1974
Emergency telephone meeting of February 6, 1974
Regular meeting of February 19, 1974
Emergency telephone meeting of March 1, 1974
Special telephone meeting of March 11, 1974

HIGHWAY DIVISION

A list of properties submitted for highway and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him 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. 2616," which resolution by this reference is made a part hereof and filed in the Commission's files.

Consideration was given to a petition concerning the vacation of a portion of Ocean Way, First Addition to Beverly Beach in Lincoln County. Mr. Boyd pointed out that Highway 101 separates Beverly Beach from the ocean and persons attempting to reach the beach by this original route would have to cross the highway. The State is an adjacent owner to this piece of land and by granting its consent to vacate will eliminate a potential safety hazard to motorists and pedestrians attempting to cross the highway. Upon his favorable recommendation, the Commission approved the petition.

Mr. Boyd reported that the sign removal negotiations with the Federal offices in San Francisco and Chicago have been slow. He indicated that approximately 400 signs will be removed in the very near future.

Mr. Barrie asked if there were any questions in connection with the informational reports submitted to the Commission on cases tried, cases settled and cases filed against the Department of Transportation since the last Commission meeting. The Commission replied in the negative. (See Exhibit G on file in the Commission's files, Salem.)

The Commission discussed the appeal of the Mt. Hood Corridor ruling by the Federal District Court. (Southeast Legal Defense Group et al., vs. Volpe et al.) In reply to Commissioner Mitchell's inquiry, Mr. Barrie stated that if the State were to buy hardships now, there would be no guarantee that the State would ever receive Federal reimbursement. He stated he was still waiting for the Court to sign an order from which an appeal could be taken, which should be in the near future. Commissioner Yturri asked how much money has been expended to date on hardship cases. Mr. Barrie indicated about 250 parcels have been purchased at a cost of approximately \$3,500,000. He further reported that approximately 220 purchases were made in the interim period between the time the State received corridor approval in July, 1969, and the time the lawsuit was filed in August, 1972. He mentioned that no property has been acquired since the Court injunction except those which the Court gave specific approval on. The Commission gave their approval for the Chief Counsel to appeal the decision of the Federal District Court in the Mt. Hood Freeway case.

Mr. Barrie reported that he would present to the Commission at its April meeting a resolution authorizing a bond sale of \$25,000,000. A tentative date of July 9, 1974, has been set to open bids. He indicated that the Commission should meet on this date to consider the bids after they have been opened.

Mr. Barrie introduced Mr. Pat Randolph, a recent addition to his legal staff. Mr. Barrie indicated that Mr. Randolph had been with a law firm in Los Angeles which specialized in bond issues.

The Commission considered the reappointment of J. W. (Bud) Forrester, Jr. to the State Parks and Recreation Advisory Committee. Mr. Talbot stated that Mr. Forrester has indicated his willingness to serve on this committee. This reappointment has the concurrence of the Governor's office. Upon Mr. Talbot's favorable recommendation, the Commission reappointed Mr. Forrester to a four-year term commencing April 17, 1974.

Mr. Johnson reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission Files, Salem.)

Chairman of the Oregon Transportation Commission	Exhibit A
Vice Chairman of Oregon Transportation Commission	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent	Exhibit F
Chief Counsel	Exhibit G

The Commission considered a request from the City of Eugene to establish a truck route on Franklin Boulevard (ORE99) to reduce congestion and noise through the University area. Mr. Johnson stated that ORS 483.542 gives authority to the City to establish such truck routes with written consent of the Commission. The Division will cooperate with the City for the installation of necessary signing on ORE99. The Commission approved the truck route and signing as recommended by Mr. Johnson.

Consideration was given to three Highway Beautification Projects amounting to \$186,000 as follows:

- 1) Greenburg Road Interchange Section
Beaverton-Tigard Highway, Washington County
- 2) Klamath Falls Section
Klamath Falls-Malin Highway, Klamath County
M.P. X6.40 to M.P. X5.35
- 3) Walker Road Interchange Section
Beaverton-Tigard Highway, Washington County.

Upon Mr. Johnson's favorable recommendation, the Commission approved the projects. (Funds available under 319b of Title 23, U.S. Code Funds with no State match monies required.)

Attention was given to a request from the City of Portland covering the N. W. Kittridge Avenue-N. W. 26th Avenue Section on N. W. Front Avenue. Mr. Johnson stated that Urban System Funds for this preliminary engineering project are estimated at \$50,700 with the State and City each paying approximately \$7,150. The project has been investigated and is eligible for Federal Aid. It has been approved by the Columbia Region Association of Governments. Following Mr. Johnson's recommendation, the Commission approved the following project and authorized the Administrator and Highway Engineer to sign the agreement when prepared.

(continued on page 266)

JURISDICTION	SECTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Portland	NW Kittridge Ave-NW 26th Ave. NW Front Avenue (FAU 1173)	\$65,000	\$50,700	\$7,150
	TOTAL NEW PROJECT	\$65,000	\$50,700	\$7,150

SUMMARY BY FISCAL YEAR
(Federal Funds)

	1974	1975	TOTAL
Allocated Funds (Federal)	\$6,405,362	\$6,552,246	\$12,957,608
Approved Projects (corrected to date)	2,412,906	---	2,412,906
Unprogramed Balance	\$3,992,456	\$6,552,246	\$10,544,702
New Project: 3-27-74	50,700	---	50,700
Unprogramed Balance	\$3,941,756	\$6,552,246	\$10,494,002

The Commission considered approving requests from eight cities for TOPICS Projects. Mr. Johnson stated that these city projects have been investigated and are eligible for funding under the Federal-aid TOPICS Program. Upon his favorable recommendation, the Commission approved the following projects and authorized the Administrator and Highway Engineer to sign the agreements when prepared:

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
COOS BAY	Curtis Avenue-Johnson Avenue, Oregon Coast Highway	\$ 64,000	\$ 34,000	\$10,000
FOREST GROVE	Main Street-Hawthorne Street, Tualatin Valley Highway	22,000	17,000	2,500
GLADSTONE	Pacific Highway East @ Gloucester Street	30,000	23,000	3,500
GRANTS PASS	SE 7th Street @ SE "L" Street & NE 9th Street @ NE "F" Street	39,000	30,000	4,500
LAKE OSWEGO	Oswego Highway @ Foothills Road	24,000	17,000	3,500
LEBANON	Santiam Highway @ Milton St.	20,000	10,000	5,000
NEWBERG	Main Street @ Illinois St.	13,000	10,000	1,500
ROSEBURG	Oakland-Shady Hwy. @ Diamond	20,000	16,000	2,000
	TOTAL NEW PROJECTS	\$232,000	\$157,000	\$32,500

March 27, 1974

- 266 -

SUMMARY BY FISCAL YEAR
(Federal Funds)

	1970, 71 & 72	1973	TOTAL
Allocated Funds (Federal)	\$4,153,000	\$870,000	\$5,023,000
Approved Projects (corrected to date)	4,153,000	422,000	4,575,000
Balance	---	448,000	448,000
Projects: 3-27-74	---	157,000	157,000
Unprogramed Balance	---	\$291,000	\$ 291,000

(Proposed rules pertaining to the installation of traffic signals in Gladstone, Grants Pass and Lake Oswego were published in the April 15, 1974, issue of the Secretary of State's Administrative Rule Bulletin. If no public hearing is necessitated, the effective dates of adoption will be May 5, 1974. The permanent rules will be published on May 15, 1974, to be effective on May 25, 1974.)

Mr. Johnson reported that Chairman Jackson gave approval on March 15, 1974, to proceed with preliminary engineering on the following projects in Wasco County due to the heavy rainstorms in January, 1974. He mentioned the individual projects have not been approved by the Federal Disaster Assistance Administration but the County has informed the State that they will be responsible for preliminary engineering for any project not approved by the FDAA under Public Law 606. (Agreements are being prepared and the Administrator and Highway Engineer will sign them as authorized under a delegation order.)

COUNTY ROAD NUMBER	PROJECT	AMOUNT
112	Eightmile Creek (Endersby Cut-off Road) Bridge. Structure only.	\$13,500
129	Jap Hollow Creek (Jap Hollow Road) Culverts	37,000
229	Tygh Creek (Shadybrook Road) Bridge	38,400
411	Campbell Creek (Proctor Road) Bridge	22,000
509	N. Fork Mill Creek (Upper Mill Creek Road) Bridge. Structure only.	24,800

Mr. Johnson also reported that Chairman Jackson gave approval on March 15, 1974, to proceed with preliminary engineering for the following bridge projects in Wasco County which were damaged or destroyed by flood waters in January, 1974. Mr. Johnson stated that the Federal Highway Administration has not yet concurred in the emergency relief funds but the County has indicated they will be responsible for preliminary engineering if not approved by the FHA. (Agreements are being prepared and the Administrator and Highway Engineer will sign them as authorized under a delegation order.)

(continued on page 268)

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FAS NUMBER	PROJECT	AMOUNT
311	Tygh Creek (Tygh Valley Road) Bridge. Structure.	\$200,000
709	Ramsey Creek (Dufur Mkt. Rd.) Bridge. Repair of bridge footing protection and channel.	4,000
709	Fifteen Mile Creek (Dufur Mkt. Rd.) Bridge. Structure and approaches.	84,500
710	Larch Creek (Heberlein Road) Bridge. Structure only.	34,000

Mr. Johnson presented the following construction projects on which bids will be received March 28 and April 11, 1974. He stated that the projects contain a notation as to plans for the establishment of footpaths and bicycle trails.

March 28, 1974 Bid Letting

- (1) Jantzen Beach Interchange Section, Pacific Highway, Multnomah County. Signal project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (2) Manzanita Safety Rest Area, Pacific Highway, Josephine County. Expansion project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (3) Motorist Service Signing Project. Columbia River and Old Oregon Trail Highways. Six Counties. Logo signing project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (4) South Banfield Interchange-Foster Road Section, East Portland Freeway, Multnomah County. Pile and plate load testing project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (5) South Fork Malheur River-Malheur Caves Road Section, Steens Highway, Harney County. Grade and pave project.
Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike 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."

March 27, 1974

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- (6) Pacific Highway East at Young Street (Woodburn) Section, Pacific Highway East, Marion County. Signals project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (7) Willow Creek ("C" Street, Madras) Bridge, FAS 16-108, Jefferson County. Grade, pave and structures project.
Concrete sidewalks will be incorporated on a replacement basis of the existing facilities.
- (8) Whisky Creek (Perry Johnson) Bridge Section, FAS 487, Wallowa County. Grade, surface and structure project.
Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike 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."
- (9) Milo McIver State Park, Clackamas County. Toilet building project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (10) Fort Stevens State Park, Clatsop County. Trail underpass and bikeway.
This project provides a fully separated 8-foot wide bikeway and pedestrian facility within the State park.
- (11) Sunset Bay State Park, Coos County. Toilet building project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

April 11, 1974 Bid Letting

- (1) Garden Valley Road-Fairgrounds Interchange Section, Pacific Highway, Douglas County. Grade, pave, structure and signing project.
An 8-foot separated bicycle/pedestrian facility will be constructed from the north bank of the Umpqua River south to the fairgrounds.
- (2) Tualatin River (Golf Course Road) Bridge Section, FAS 631, Washington County. Grade, pave and structure project.
A bicycle/pedestrian sidewalk will be provided along the project's length.

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March 27, 1974

The Commission considered the construction of a sidewalk connecting an existing bicycle path on the Oregon end to the upstream bridge sidewalk between Portland and Vancouver on the Interstate Bridge (I-5). Mr. Johnson stated that this matter was discussed at the Advisory Committee on Bicycles at their recent meeting in Medford and they recommended that the Highway Division construct this facility and reopen the upstream sidewalk to bicycles and pedestrians. Upon his recommendation, the Commission approved the project at an estimated cost of \$10,000.

The Commission considered designating a bike lane on the outside five feet of the ten-foot paved shoulders on the proposed Vail Creek-Sweet Home Section of the Santiam Highway in Linn County. Mr. Johnson mentioned that the cost of establishing a Class I (separated) bicycle facility along this 8.5 mile section is estimated at \$860,000. At a recent meeting of the Advisory Committee on Bicycles in Medford the problem of this facility, costs, et cetera, was discussed by the Committee and the Highway Division staff. The Committee voted unanimously to concur with the Division's staff recommendation that the outside five feet of the proposed ten-foot paved shoulders be striped and signed as a "Bike Lane" (Class III). It was the consensus of the Committee that this does in fact fulfill the intent of the Bicycle Bill legislation. Upon Mr. Johnson's favorable recommendation, the Commission approved the establishment of a Class III Bikeway.

Attention was given to a request from the Tribal Council Representatives of the Confederated Tribes of the Warm Springs Reservation to construct a footbridge to be connected to the Deschutes River Bridge at M.P. 105.36 on the Warm Springs Highway in Jefferson County. Mr. Johnson stated that preliminary studies have been made for a 6-foot wide steel and wood footbridge at an estimated cost of \$40,000. Upon his favorable recommendation the Commission approved the construction and to place this project on the current State Construction Program.

Mr. Johnson reported that investigations have been made concerning speed zones in Lane, Marion, Yamhill, and Deschutes Counties. Upon his favorable recommendation, the Commission adopted the following proposed rules as permanent rules if no hearing is necessitated following publication of the rules in the Secretary of State's Administrative Rule Bulletin:

(continued on page 271)

- (1) Rescind Speed Zone Rule No. 636 and establish the following speed zone on the Willamette Highway in the vicinity of Pleasant Hill in Lane County:

45 MPH from 100 feet west of Ridgeway Road (M.P. 3.39) to 300 feet east of the Springfield-Creswell Highway No. 222 (M.P. 5.82) except that between M.P. 5.35 and M.P. 5.47 the designated speed shall be 20 MPH when children are present as per the provisions of Subsection 1.a. of ORS 483.104.

- (2) Establish a 45 MPH speed zone on the Hillsboro-Silverton Highway from 0.11 mile east of Boones Ferry Road (M.P. 37.98) to 50 feet west of Queen City Boulevard (M.P. 38.74) in Marion County. (Portions of this section are in the City of Woodburn and under State Speed Control Board jurisdiction.)
- (3) Establish a 50 MPH speed zone on the Salmon River Highway from the South Yamhill River Overflow Bridge (M.P. 45.78) to 0.14 mile east of Martin Lane (M.P. 46.42) in McMinnville, Yamhill County.
- (4) Rescind Speed Zone Resolutions No. 188 dated May 25, 1955, and No. 529 dated October 31, 1967, and establish the following speed zones on the Junction City-Eugene Highway (River Road) north of Eugene in Lane County:

40 MPH from 0.25 mile north of Spring Creek Drive (M.P. 7.99) to Azalea Drive (M.P. 9.65)

Except that in the following sections, the designated speed shall be 20 MPH when children are present as per the provisions of Subsection 1.a., of ORS 483.104:

From 0.13 mile north of Spring Creek Drive (M.P. 8.11) to 300 feet south of Spring Creek Drive (M.P. 8.30)

From 150 feet north of Irvington Drive (M.P. 8.84) to 200 feet south of Irvington Drive (M.P. 8.91).

30 MPH from Azalea Drive (M.P. 9.65) to the north city limits of Eugene (M.P. 12.61). Portions of this section are in the City of Eugene and are under State Speed Control Board jurisdiction.

(continued on page 272)

- (5) Rescind Speed Zone Resolution No. 622 dated October 31, 1972, and establish the following speed zones on The Dalles-California Highway between Redmond and Bend in Deschutes County:

50 MPH from the south city limits of Redmond (M.P. 122.31) to 0.05 mile north of Redmond Cave Road (M.P. 123.11).

60 MPH from 0.05 mile north of Redmond Cave Road (M.P. 123.11) to 0.10 mile north of Cooley Road (M.P. 133.99).

Effective only if the 55 MPH maximum speed limit enacted on March 1, 1974, by the Oregon Transportation Commission pursuant to the authority granted under Section 2, Chapter 6, Oregon Laws 1974 (Enrolled House Bill 3306) is rescinded.

50 MPH from 0.10 mile north of Cooley Road (M.P. 133.99) to 200 feet south of Norwood Road (M.P. 135.50).

45 MPH from 200 feet south of Norwood Road (M.P. 135.50) to 50 feet south of Irrigation Canal (M.P. 136.47). Portions of this section lie within the city limits of Bend and are under State Speed Control Board jurisdiction.

- (6) Rescind Speed Zone Resolution No. 630 dated May 29, 1973, and establish the following speed zones on The Dalles-California Highway south of Bend in Deschutes County:

35 MPH from Cleveland Avenue (South city limits of Bend, M.P. 139.72) to 0.07 mile south of Central Oregon Canal Bridge (M.P. 140.22).

45 MPH from 0.07 mile south of Central Oregon Canal Bridge (M.P. 140.22) to 0.23 mile south of Murphy Road (UAL) (M.P. 141.52).

- * 65 MPH from 0.23 mile south of Murphy Road (UAL) (M.P. 141.52) to 0.17 mile south of First Street in the community of LaPine (M.P. 167.70).

(continued on page 273)

45 MPH from 0.17 mile south of First Street (M.P. 167.70) to 0.18 mile south of 7th Street (M.P. 168.41).

Except that between 0.21 mile north of Main Street (M.P. 167.83) and 200 feet south of Main Street (M.P. 168.08) the designated speed shall be 20 MPH during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104.

- * 65 MPH from 0.18 mile south of 7th Street (M.P. 168.41) to 0.27 mile north of Mt. View Drive in the community of Gilchrist (M.P. 184.00).

45 MPH from 0.27 mile north of Mt. View Drive (M.P. 184.00) to 0.40 mile north of Crescent Ranger Station (M.P. 185.12).

40 MPH from 0.40 mile north of Crescent Ranger Station (M.P. 185.12) to 0.67 mile south of Crescent Ranger Station (M.P. 186.19).

- * Effective only if the 55 MPH maximum speed limit enacted on March 1, 1974, by the Oregon Transportation Commission pursuant to the authority granted under Section 2, Chapter 6, Oregon Laws 1974 (Enrolled House Bill 3306) is rescinded.

(Proposed rules published in the April 15, 1974, issue of the Secretary of State's Administrative Rule Bulletin. If no hearing is necessitated, the effective dates of adoption will be May 5, 1974. The permanent rules will be published on May 15, 1974, to be effective on May 25, 1974.)

The Commission considered the approval of additional funds to complete special consulting services of Cornell, Howland, Hayes and Merryfield, Inc., for the study of the environmental effects of the proposed I-505 Freeway and alternative proposals in the City of Portland. Mr. Johnson stated that the Federal Highway Administration has approved this agreement and will participate in the additional funds which is not to exceed \$2,000. The Commission approved the additional funds as recommended by Mr. Johnson.

Consideration was given to approving a letter of understanding with Multnomah County concerning maintenance and power costs for the traffic signal at the intersection of 112th Avenue and Powell Boulevard (US26). Mr. Johnson recommended that the existing agreement with the County be revised so the State becomes responsible for the maintenance of the traffic signal installation and the County responsible for the

power costs. He indicated that the revision conforms to the terms of the Division's present understanding with the Association of Oregon Counties. The Commission approved the agreement.

Attention was given to the approval of an agreement with the City of Corvallis for the installation of a traffic signal at the intersection of ORE99W and Conifer Boulevard. Mr. Johnson mentioned that the State will prepare plans, specifications, perform the work and will pay one-half of the total cost of the project, which is estimated at \$56,000. The State's share of the project is to be charged to Minor Betterment Funds. He indicated that, after completion of the project, the State is to maintain the signals and the City will pay for all power. Upon his recommendation, the Commission approved the agreement. (The traffic signal installation was published as a proposed rule in the April 15, 1974, issue of the Secretary of State's Administrative Rule Bulletin. If no hearing is necessitated, the effective date of adoption will be May 5, 1974. The permanent rule will be published on May 15, 1974, to be effective on May 25, 1974.)

The Commission considered an agreement with Howard, Needles, Tammen and Bergendoff covering the proposed Salem Bridge environmental study in Marion and Polk Counties. After considerable discussion concerning the cost of the study at \$200,000, the Commission deferred action until its next meeting.

AERONAUTICS DIVISION

No Report.

MASS TRANSIT DIVISION

Chairman Jackson asked what degree of success has been made in the car pooling system. Mr. Moore stated that it is a time for reassessment, particularly with the availability of gas. The Division has programs in Portland, Salem, and Eugene. In Portland there are 160 displays in banks and financial institutions and there is an extensive marketing program, primarily through radio and television. The public response has been minimal. There are over 65 large companies in the Portland metropolitan area that are definitely into car pooling and they have set up matched programs. He said virtually all State, Federal and local agencies in the Portland area are involved in the Division's computer match program, and the results are not specific enough to say whether it was a success or not. The Port of Portland, Freightliner and Tektronix appear to be making progress in their car pooling and bus programs. He said if the energy crisis continues, the Division will be on top of it. If it doesn't continue, the Division will still have a chance for successful car and bus pooling as they are working within the organizational structure to keep it going.

The Chairman asked what the impact has been during the past week with the major bus companies. Mr. Moore stated that Tri-Met has reported a March increase in riders of approximately 27% over the same period last year. He mentioned the bus usage has dropped slightly in Salem, and in the Lane Transit District because of the availability of larger gas supplies and school vacations.

MOTOR VEHICLES DIVISION

Commissioner Mitchell inquired if vehicle registration is still on the increase. Mr. Ott replied that although January 1974 figures were approximately 12% less than in January 1973, the registration for February showed a slight increase of about 1%. He predicted the 1974 registration will be higher than 1973.

DEPARTMENT OF TRANSPORTATION

The Commission set Tuesday, April 30, 1974, as the date for their next meeting.

Mr. Baldwin presented for the Commission's consideration four items to be submitted to the Emergency Board for their approval on April 4, 1974. The Commission approved the following requests:

1) Request of the Motor Vehicles Division for an increase in State funds in the amount of \$121,698 for the implementation of Oregon's Habitual Traffic Offenders Act, passed by the 1973 Legislature. (For additional details, see Mr. Ott's letter to Jason Boe, Emergency Board, dated March 15, 1974, in Commission's files, Salem.)

2) Request of the Aeronautics Division for an increase in the Federal Fund limitation for the Airport Construction and Improvement Program from \$439,302 to \$631,979 (an increase of \$192,677) for three State airports at Cottage Grove, Siletz and Independence. (For additional details, see Mr. Burket's letters to Jason Boe, Emergency Board, dated March 14 and 22, 1974, in Commission's files, Salem.)

3) Request of the Mass Transit Division to apply to the Urban Mass Transit Administration for a Technical Studies Grant in the amount of \$20,500 to finance a transit planner-grants man for one year. Federal Funds will be matched with \$5,125 Mass Transit Division Funds. The total project cost is \$25,625 and no additional State Funds required. (For additional details, see Mr. Moore's letter to Jason Boe, Emergency Board, dated March 15, 1974, in Commission files, Salem.)

(continued on page 276)

4) Request of the Mass Transit Division to seek parking rate changes for State employees who car pool in Salem for a six-month period beginning May 1, 1974. (For additional details, see Mr. Moore's letter to Jason Boe, Emergency Board, dated March 15, 1974, in Commission files, Salem.)

Mr. Baldwin discussed the proposed location for the Highway-DOT Building in Salem. He stated there are two proposed sites available on the Mall by action of the Capitol Planning Commission. Site 1 is located north and directly across from the present building on Center Street (presently a parking lot). He listed the advantages of this site as follows:

- 1) It could connect the building to the tunnel
- 2) Best overall proximity to main mall complex
- 3) More space for the building and there is a potential site to the west available for sometime in the future for the Motor Vehicles Division Building.

Site 2 is south of the new Employment Building (now under construction) and one block north of the Labor and Industries Building. It has no advantages over Site 1. It was his recommendation that the building be located directly across from the present building (Site 1). The parking area has not been determined. He said that the new cost estimate is \$12 million, which is based on a 1975 construction cost assuming it is ready for bids in the second quarter of 1975. He also mentioned that the new building would be 200,000 square feet and would accommodate 1,100 personnel, which are the estimated growth needs to 1995. Mr. Baldwin stated that the architect, Mr. Frasca of the firm Wolff, Zimmer and Frasca, was in the audience if the Commission had any questions. Chairman Jackson asked that an up-to-date appraisal be made of the present highway building before a decision is made.

The Chairman adjourned the meeting at 9:55 a.m.

William Jackson
Chairman

Carl Fisher absent

Robert Mitchell
Commissioner

Robert Mitchell
Commissioner

Robert Mitchell
Commissioner

Anthony Zivari
Commissioner

C. H. Head
Commission Services

March 27, 1974

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TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, the attachments hereto report this action for your official records.

Dated this 19 day of March, 1974
William Jackson
Chairman, Oregon Transportation Commission

Attachments:

Authorized public sales (two) - Files 17289 and 23010
Options accepted (19) - Report of March 15, 1974
Approved an agreement with Columbia County and
Department of Forestry

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1. Public sale of a 0.59 acre parcel of land on the Rock Point - Blackwell Hill Section of the Pacific Highway in Jackson County. Minimum consideration \$600. File 17289.
2. Public sale of a 2.0 acre parcel of land on the Hayes Hill - Grants Pass Section of the Redwood Highway in Josephine County. Minimum consideration \$3,000. File 23010.
(Real Property Resolution No. 633)

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 3-19-74

On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of March 15, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
1-293.95	Witham, H.C.	\$2,460.00
6-203.01	Markam Adv.	4,605.00
2-203.40	Gorger, Leo	600.00
2-271.45	Gass, L.N.	390.00
4-271.62	Chase, C.E. et ux	360.00
4-272.19	Klamath Sign Co.	4,880.00
6-203.01	Gorger, Leo	600.00
9-69.71	Pesterfield, Merrell	180.00
9-90.37	Pacific City & Woods	2,585.00
63-17.57	Billings, John S.	580.00
63-17.57	Billings, John S.	580.00
292.1860	Keller, Grover E.	360.00
47137	Burley, C.R. et ux	350.00
47744	Philebar, F.J. et ux	19,000.00
47816	Westberg, Mrs. H.A.	15,500.00
47909	Roseburg School Dist. #4	250.00
47971	Linn County	Gratis
48085	Imperatrice, M.D.	30,000.00
SR 5	Foster & Kleiser	1,500.00
<u>19 Transactions</u>		<u>\$84,780.00</u>

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE 3-19-74

Approved 3/15/74
[Signature]
Asst. State Hwy. Engr

Agreement with Columbia County and the Department of Forestry whereas the Highway Division desires to locate base station radio equipment in a Columbia County owned building on land owned by State Forestry.

This communications site, known officially as Meissner Lookout, will provide improved base to mobile communications coverage for the State Police in the St. Helens patrol area.

This agreement is by mutual consent of all affected parties without any exchange of money or services.

APPROVED

J. H. Labre
STATE HIGHWAY ENGINEER

DATE: 3-15-74

APPROVED BY CHAIRMAN

GLENN L. JACKSON

DATE 3-19-74

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records:

On March 7, 1974, I approved by telephone the action of the bids received February 28, 1974, as shown on the attached list and direct that the Administrator and State Highway Engineer execute the contracts when all conditions for the award have been met.

On March 8, 1974, by telephone, I approved a letter-form agreement with the U.S. Civil Service Commission (Seattle Regional Training Center) to conduct two 2½ day sessions "The Manager's Role in Equal Employment Opportunity". Sessions presented March 11-15, 1974, in Salem. Cost to State \$3,800.

Dated this 19 day of March, 1974

Chairman, Oregon Transportation Commission

Attachment List:
List of action on Feb. 28, 1974, bids

No. 1 Project Auburn Ave.-Estes Ave. (Baker) Section
 Type of Work Grading and Paving F.A. Proj. No. T-5004(4)
 County Baker Highway Baker-Unity
 No. of Bidders 1 Low Bidder Baker Redi-Mix, Inc., Baker
 Low Bid \$ 18,766.00

Engineer's Recommendation: Award to low bidder as soon as approval of the City of Baker and the Federal Highway Administration is received and the sum of \$7,500.00 is deposited by the City.

No. 2 Project Marine Dr. at Columbia Ave. & Bond St. (Astoria) Section
 Type of Work Traffic Signal Installation F.A. Proj. No. --
 County Clatsop Highway Columbia River
 No. of Bidders 3 Low Bidder Hamilton Electric, Inc., Eugene
 Low Bid \$ 32,274.04

Engineer's Recommendations: Award to low bidder as soon as approval of the City of Astoria is received and the sum of \$18,935.00 is deposited by the City.
 Our estimating process did not fully keep up with the climbing costs of signal equipment.

No. 3 Project N. Unit, Rice Hill-N. Oakland Jct. Section
 Type of Work Grading, Paving and Signing F.A. Proj. No. RFI-5-3(1)144, I-5-3(93)141
 County Douglas Highway Pacific
 No. of Bidders 4 Low Bidder J. C. Compton Company, McMinnville
 Low Bid \$ 1,419,561.00

Engineer's Recommendations: Award to low bidder as soon as approval of the Federal Highway Administration is received.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 3-7-74

No. 4 Project S. Unit, Rice Hill-N. Oakland Jct. Section
 Type of Work Grading, Paving, Structure and Signing RFI-5-3(1)144
 F.A. Proj. No. I-5-3(93)141
 County Douglas Highway Pacific
 No. of Bidders 4 3rd Low Bidder J. C. Compton Company, McMinnville
 3rd Low Bid \$ 2,402,103.00

Engineer's Recommendation: Award to 3rd low bidder due to \$80,000 lump sum reduction if awarded this project and N. Unit, Rice Hill-N. Oakland Jct. Section, as soon as approval of the Federal Highway Administration is received.

No. 5 Project Marquam Bridge-S.W. Spring Garden St. Section
 Type of Work Headlight Glare Shield F.A. Proj. No. I-5-6(79)279
 County Multnomah Highway Pacific
 No. of Bidders 6 Low Bidder F. G. Scott Construction Co., Salem
 Low Bid \$ 95,920.00

Engineer's Recommendations: Award to low bidder as soon as approval of the Federal Highway Administration is received.

No. 6 Project E. Fremont Intchge.-W. Fremont Intchge. Section
 Type of Work Motorist Call Boxes F.A. Proj. No. I-405-8(30)303
 County Multnomah Highway Stadium Freeway
 No. of Bidders 3 Low Bidder Hamilton Electric, Inc., Eugene
 Low Bid \$ 505,442.64

Engineer's Recommendations: Reject all bids as being too high.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 3-7-74

No. 7 Project N.E. 122nd Ave.-Sandy River Section and S.W. Spring Garden St.-S. Tigard Intchge. Section
 Type of Work Safety Work F.A. Proj. No. I-5-0(3)294
I-80N-0(3)08
 County Multnomah & Washington Highway Columbia River & Pacific
 No. of Bidders 4 Low Bidder Kelly F. White Company, Bend
 Low Bid \$ 561,120.00

Engineer's Recommendation: Award to low bidder as soon as approval of the Federal Highway Administration is received. A review of the bids indicated a closely grouped bid pattern. This work is scattered and exposed to heavy traffic. Our estimate on the mobilization and temporary protection and direction of traffic was too low.

No. 8 Project La Grande Office Building
 Type of Work Curb, Sidewalk and Drain F.A. Proj. No. --
 County Union Highway Wallowa Lake
 No. of Bidders 3 Low Bidder J. A. Weaver, Union
 Low Bid \$ 37,672.00

Engineer's Recommendations: Award to low bidder.

No. 9 Project Forest Grove Section
 Type of Work Grading, Paving and Structures F.A. Proj. No. RF-U-240(4)
 County Washington Highway Tualatin Valley
 No. of Bidders 9 Low Bidder Ross Bros. Construction Inc., Salem
 Low Bid \$ 1,228,088.00

Engineer's Recommendations: Award to low bidder as soon as approval of the Federal Highway Administration is received.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 3-7-74

No. 10 Project Hess Cr.-Chehalem Cr. (Newberg) Section
Type of Work Grading, Paving, Signing
and Traffic Signals F.A. Proj. No. U-73(19)
County Yamhill Highway Pacific Highway West
No. of Bidders 3 Low Bidder Klamath Paving Co., Klamath Falls
Low Bid \$ 431,487.00

Engineer's Recommendation: Award to low bidder as soon as approval of the City of Newberg and the Federal Highway Administration is received and the sum of \$25,000.00 is deposited by the City.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 3-2-74

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachments hereto report this action for your official records.

Dated this 13 day of March, 1974.

Walter Z Jackson
Chairman, Oregon Transportation Commission

Attachment List:

- 1) Agreement with State of Utah approved
- 2) Direct sale to Union County authorized
- 3) Crossing agreement and easement indenture approved with Southern Pacific Transportation Co. (File 47643)
- 4) Options accepted (22) Report of March 8, 1974

S U M M A R Y

Agreement with the State of Utah to cover structural steel fabrication inspection for the Adams Avenue - Old Oregon Trail (La Grande) Section of the Wallowa Lake Highway in Union County, Contract No. 7961; and the Milton-Freewater - Washington State Line Section of the Oregon-Washington Highway in Umatilla County, Contract No. 7970.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 3-13-74

APPROVED
M. K. L. L.
STATE HIGHWAY ENGINEER
DATE: 3-2-74

1. Direct sale of a 5-acre parcel of land on the Cove - Union Section of the Cove Highway in Union County to Union County. In February of 1973, Union County purchased this parcel from the State for a consideration of \$125 for public use purposes only. The County has requested that the public use clause be removed and has submitted \$125 in payment for the release.
2. Crossing Agreement and Easement Indenture with Southern Pacific Transportation Company for construction of Chemawa Road across Southern Pacific tracks on Woodburn Interchange - Hayesville Interchange Section of Pacific Highway [I-5], Marion County. No cost to State for easement. Cost to State for Southern Pacific Transportation Company installation of railroad protection devices as required \$39,275, with 92 percent of these costs to be reimbursed to the State by the Federal Highway Administration. File 47643.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 3-13-74

3/13/74
[Signature]
State Hwy. Eng.

On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of March 8, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
45666	Harris, George	\$ 80.00
47286	Burley, Charles Roy & Virginia	100.00
47354	Hamilton, Jess C. & Ilah	450.00
47477	Haugstad, John & Gudrun	16,800.00
47622	Walker, Robert & Esther	17,000.00
47660	Bates, Arthur & June	550.00
47812	Pfeifer, Arnold & Marie E.	17,500.00
47836	Davis, Willard & Barbara A.	13,000.00
48039	Feduik, Stella Marie	50.00
1-104.86	Knox, Mrs. Fred	600.00
1-282.66	Hedrick, Guy B & Florence	405.00
2-79.40	Fruit Growers, Inc.	360.00
2W-45.54	Williams, Glen W.	90.00
4-1.50	McClasky, John	180.00
4-127.36	Carroll, Archie	900.00
6-175.77	Hansell Bros. Inc.	300.00
8-0.94	Schrott, R.R.	180.00
8-26.63	B & M Farms, Inc.	120.00
9-278.30	Redmon, Charles J. & Thelma J.	25.00
28-20.67	Cunningham Sheep Co.	600.00
51 SR	Obie Communications Corp.	14,636.00
4 SR	Foster & Kleiser, Inc.	12,000.00

22 Transactions

\$85,126.00

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE 3-13-74

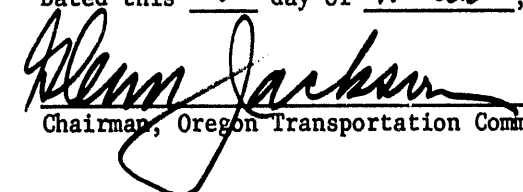
3/7/74
[Signature]
State Hwy. Eng.

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachments hereto report this action for your official records.

Dated this 4th day of March, 1974.


Chairman, Oregon Transportation Commission

Attachment List:

- 1) Options accepted (7) Report of March 1, 1974
- 2) One public sale authorized (Files 34604 and 34605)
- 3) Two direct sales authorized (Files 31569 and 24233 and 24234)
- 4) Agreement with National Urban League, Inc., approved
- 5) Extension of agreement with Associated General Contractors approved

On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of March 1, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
43439	Atlantic Richfield Corp.	\$ 800.00
46053	Conrad Veneers, Inc.	4,500.00
47127	Clackamas County	1,000.00
47458	Kalfman, Louis et al	20,000.00
47814	Eshelby, Ada	19,000.00
48107	Horner, Levitt D. et al	17,000.00
48147	Jaeger, William G. & Annabelle L.	<u>10.00</u>
<u>7 Transactions</u>		\$62,310.00

1. Public sale of a 0.26 acre parcel of land on the Duncan Road - Sandy Section of the Mt. Hood Highway in Clackamas County. Minimum consideration \$8,400. Files 34604 and 34605. (Real Property Resolution No. 631)
2. Direct sale of a 600-square-foot parcel of land on the Lake Road Interchange - Pacific Highway Section of the East Portland Freeway in Clackamas County to Eugene R. Noble and Howard P. Norvell, the adjacent owners. Consideration \$250. File 31569 [L3632].
3. Direct sale of a 2.55 acre parcel of land on the Pendleton - Pilot Rock Section of the Pendleton - John Day Highway in Umatilla County to the City of Pilot Rock. Consideration \$1,100 subject to public use. Files 24233 and 24234. (Real Property Resolution No. 632)

1. Agreement with National Urban League, Inc., a minority Contractor, to provide services in support of approved on-the-job training programs, on federal-aid highway projects, under FHWA Orders 7-2(1) and 7-2(2). Services to be provided are those not normally provided in on-the-job training programs. These services include recruiting, screening, counseling and other necessary assistance to trainees, highway contractors, and the Highway Division necessary to increase the training opportunities, particularly for members of minority and disadvantaged groups, and to ensure a good retention rate once they have been placed in on-the-job training programs.

The funds for these services are 100% federally funded under FHWA Order Interim 7-2(3) in the amount of \$42,290 for fiscal year 1974. This is the maximum amount to be paid under this agreement.

2. Extension of existing agreement, No. 4431, with the Oregon-Columbia Chapter of the Associated General Contractors to provide services in support of approved on-the-job training programs, on federal-aid highway projects, under FHWA Orders 7-2(1) and 7-2(2).

Contractor was prevented, by strike and other related circumstances over which he had no direct control, from providing the services prior to expiration of contract.

This agreement was also 100% federally funded from 7-2(3) funds allocated for fiscal year 1973. The FHWA was contacted and an extension until November 1, 1974, for the \$40,560 allocated for fiscal year 1973 was obtained.

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records:

Options accepted (21 transactions - Report of February 15, 1974) attached

Approved an agreement with the State Board of Forestry for the renewal of the 10-year lease for the exchange of quarry sites in Columbia and Clatsop Counties. (File 1666 and others)

Approved an agreement with Lyle A. Warren, a building contractor and specialist in restoration carpentry, for supervision of detailed work required to accurately restore the Old Yaquina Bay Lighthouse within the Yaquina Bay State Park in Lincoln County. Maximum amount to be paid \$5,000.

Approved an agreement with Lane County covering assistance of the Highway Division's Right of Way staff in the acquisition of property needed for the Alton Baker East Corridor of the Willamette River Greenway.

Dated this 1st day of March, 1974.


Chairman, Transportation Commission

On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of February 15, 1974

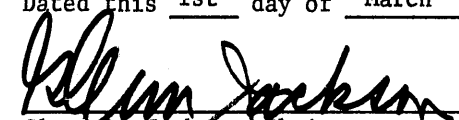
<u>Number</u>	<u>Name</u>	<u>Consideration</u>
17284	Locke, Donald F. et ux; Barklow, Kenneth et ux	\$ 25.00
45943	Peters, Beatrice M.	4,300.00
46415	Peters, Beatrice M.	4,000.00
46591	Gascoigne, Blanche V.	15,000.00
46774	Ludlow, David W. et ux	24,500.00
46974	Texaco, Inc.	96,000.00
47200	Peters, Beatrice M.	240,000.00
47371	Skipton, Alice M.	26,650.00
47406	Holbrook, Mildred Lenore et al	10,250.00
47755	Boise Cascade Corp.	250.00
47813	Lake, Otto W. et ux	14,500.00
1W-25.18	Amundson, Ernest E.	510.00
1W-81.27	Lee, H. Elroy; O'Hare, Michael J.	375.00
2-79.96	Newby, Lowell R. Jr.	900.00
6-213.14	William R. Purchase Estate	360.00
8-0.98	Garver, Gilbert	150.00
9-23.50	Sieben, Ralph L.	390.00
16-26.24	Hardin, James A. et al	216.00
42-18.68	Hughes, Rosie L.	180.00
63-22.18	Boekennoogen, William H. et ux	420.00
66-40.87	Steele, Henry	50.00
<u>21 Transactions</u>		<u>\$439,026.00</u>

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachment hereto reports this action for your official records.

Dated this 1st day of March, 1974


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1 through 4 - public sales authorized
- 5 - relinquishment approved
- 6 through 9 - agreements approved
- Options accepted (7) - Report of February 22, 1974

1. Public sale of a 4,280-square-foot parcel of land on the Clackamas River - West Linn Section of the East Portland Freeway in Clackamas County. Minimum consideration \$2,650. File 43249. (Real Property Resolution No. 627)
2. Public sale of a 7.6 acre parcel of land on the Crater Lake Highway - Brownsboro Section of the Lake of the Woods Highway in Jackson County. Minimum consideration \$11,500. File 47610. (Real Property Resolution No. 628)
3. Public sale of a 1.84 acre parcel of land on the Sutton Lake - Florence Section of the Oregon Coast Highway in Lane County. Minimum consideration \$16,000. File 46999. (Real Property Resolution No. 629)
4. Public sale of 4.45 acres of land on the Albany - Judkins Point Section of the Pacific Highway in Linn County. Minimum consideration \$40,000. Files 31310 and 31311. (Real Property Resolution No. 630)
5. Relinquishment of a 6,140-square-foot parcel of land on the Ashland - Plaza Corner Section of the Rogue Valley Highway in Jackson County to the City of Ashland. No consideration. Files 9682, 9683, 9684, 9685, 9686, and 9687.
6. Agreement with City of Wilsonville for sanitary service for the Baldock Safety Rest Areas, Pacific Highway [I-5], Clackamas County. Estimated cost to State \$4,345. Monthly service charge \$60.
7. Easement with Southern Pacific Transportation Company for the right to construct, reconstruct, maintain, and use the public bikeway across Southern Pacific Transportation Company right-of-way on the Rickreall - Monmouth Section, Pacific Highway West, Polk County. No cost to the State. File 47777.
8. Agreement with California - Pacific Utilities Company covering access to their facilities on the LaGrande Section of the Old Oregon Trail Highway, Union County. No additional cost to State.
9. Construction and maintenance agreement with Southern Pacific Transportation Company for work to be done on the

Hess Creek - Chehalem Creek [Newberg] Section of the Pacific Highway West in Yamhill County. Estimated cost to State for work to be performed by the Southern Pacific Transportation Company \$24,760 and \$5,100 for railway protective services required during the time of construction. Cost to be shared by the State, Federal Highway Administration, and City of Newberg on this Federal-aid Urban project. File 40226.

On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of February 22, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
46541	William B. McIlvaine & Northern Trust Co., Trustees and LaVerne S. Hunter	\$ 800.00
47128	White, William E and Arliss H.	500.00
47600	Schnoor, Hans K. and Caroline	900.00
47661	Weaver, Orval H. and Laura	2,525.00
47842	Smutz, Lynn A. and Thelma	300.00
48086	Robert G. Wells & Louis S. Wells, ptnrs	850.00
2 S R	Foster & Kleiser Co.	600.00
	<u>7 Transactions</u>	<u>\$6,475.00</u>

TO: Oregon Transportation Commission

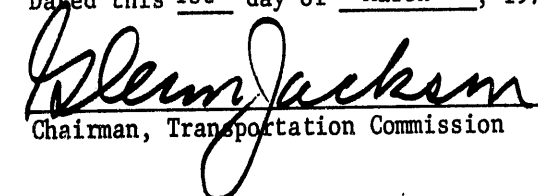
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records:

Approved by telephone on February 14, 1974, an agreement with Dr. Dee Wursten Henderson covering professional services in conducting two 5 day executive development seminars for the period February 24 - March 1 and March 24 - 29, 1974. Consideration \$2,500 and reasonable travel expenses.

Approved by telephone on February 13, 1974, an agreement with Lane County Mass Transit District and the Highway Division authorizing the Transit District to conduct a carpool program under HR 11372, using Federal-aid Urban System Funds to a maximum of \$67,500. (Program to be in the Eugene-Springfield area)

Dated this 1st day of March, 1974.


Chairman, Transportation Commission

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
VICE CHAIRMAN OF TRANSPORTATION COMMISSION

NO REPORT

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on February 28, 1974, I accepted the following:

Contract No. 7777, Work Completed December 28, 1973

Project Boones Ferry Road - Pacific Highway East

Highway Hillsboro-Silverton County Marion

Type of Work Grading, Paving, and Structures

Contractor White Construction Company

Contract No. 7894, Work Completed October 3, 1973

Project Clatskanie (Nehalem Street)

Highway City Street, County Columbia

Type of Work Grading and Paving

Contractor Columbia West Materials & Constructors, Inc.

J. S. Klaboe
Administrator & State Highway
Engineer

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on March 1, 1974, I accepted the following.

Contract No. 7706, Work Completed Jan. 8, 1974

Project Boring Road Interchange

Highway Mt. Hood County Clackamas

Type of Work Grading, Paving, Structure and Signing

Contractor Valley Inland Pacific Constructors, Inc.

J. Klaboe

Administrator & State Highway
Engineer

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on March 5, 1974, I accepted the following:

Contract No. 7389, Work Completed Feb. 28, 1973

Project Gladstone Interchange - Oregon City Interchange

Highway East Portland Freeway County Clackamas

Type of Work Grading, Paving, Structures, Signing, Signals & Illumination

Contractor Gordon H. Ball, Inc.



Administrator & State Highway
Engineer

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on March 6, 1974, I accepted the following:

Contract No. 7395, Work Completed May 30, 1973

Project Bubbs Ranch - Weatherby

Highway Old Oregon Trail County Baker

Type of Work Grading, Paving, Structures & Signing

Contractor Hughes & Ladd, Inc., Hughes and Ladd and Carl
R. McConnell

W. Klabe

Administrator & State Highway
Engineer

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on March 14, 1974, I accepted the following:

Contract No. 7941, Work Completed Dec. 27, 1973

Project Fern Rock Cr.-S. Fork Gales Cr.

Highway Wilson River County Tillamook & Wash.

Type of Work Slide Correction

Contractor White & Palos


Administrator & State Highway
Engineer

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when certain conditions have been fulfilled, I awarded the following contracts:

Greenwood Avenue at 8th Street (Bend)
Section of the Central Oregon Highway
in Deschutes County. Bids received
January 31, 1974. Contract No. 7980
awarded March 8, 1974, to Hansen Electric
Co., Coos Bay, at \$24,889.68.

Auburn Avenue-Estes Avenue (Baker) Section
of the Baker-Unity Highway in Baker County.
Bids received February 28, 1974. Contract
No. 7982 awarded March 11, 1974, to Baker
Redi-Mix, Inc., Baker, at \$18,766.

N. Unit, Rice Hill-N. Oakland Junction
Section of the Pacific Highway in Douglas
County. Bids received February 28, 1974.
Contract No. 7984 awarded March 11, 1974,
to J. C. Compton Company, McMinnville, at
\$1,419,561.

S. Unit, Rice Hill-N. Oakland Junction Sec-
tion of the Pacific Highway in Douglas County.
Bids received February 28, 1974. Contract No.
7985 awarded March 11, 1974, to J. C. Compton
Company, McMinnville, at \$2,402,103, with a
lump sum reduction of \$80,000.

Marquam Bridge-S.W. Spring Garden Street
Section of the Pacific Highway in Multnomah
County. Bids received February 28, 1974.
Contract No. 7986 awarded March 11, 1974,
to F. G. Scott Construction Company, Salem,
at \$95,920.

N.E. 122nd Avenue-Sandy River Section and
S.W. Spring Garden St.-S. Tigard Interchange
Section of the Columbia River and Pacific
Highways in Multnomah and Washington Counties.
Bids received February 28, 1974. Contract
No. 7988 awarded March 11, 1974, to Kelly F.
White Company, Bend, at \$561,120.

Award of contracts by Mr. Klaboe cont.:

Hess Creek-Chehalem Creek (Newberg) Section of
the Pacific Highway West in Yamhill County.
Bids received February 28, 1974. Contract No.
7991 awarded March 13, 1974, to Klamath Paving
Co., Klamath Falls, at \$431,487.



F. B. Klaboe
Administrator and State Highway Engineer

March 20, 1974

Oregon Transportation Commission

Report of Actions Taken Under Delegated Authority
Indentures of Access

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, this letter reports this action for your official records.

File 17936 [L1794] - Gilchrist Timber Company
Deschutes County Line - Crescent Section
The Dalles - California Highway, Klamath County 3-13-74

File 39217 - Walter & Zada Affolter
Nestucca Bay - Neskowin Section
Oregon Coast Highway, Tillamook County 2-27-74

File 39218 - Katherine S. Healy, Lawrence & Anna Whiteman
Nestucca Bay - Neskowin Section
Oregon Coast Highway, Tillamook County 2-27-74



[Signature]

Administrator & State Highway Engineer

[Title]

EXHIBIT

EXHIBIT D

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
DIRECTOR OF PERMITS

NO REPORT

March 20, 1974

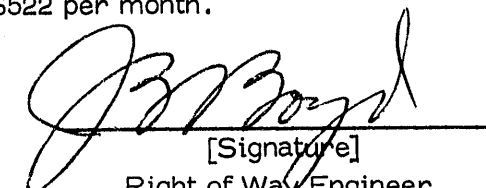
Oregon Transportation Commission

Report of Actions Taken Under Delegated Authority
Leases - Disposal of Personal Property

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the following and the attachment hereto reports this action for your official records.

Five-year lease with Dale L. Turnidge and Marie Turnidge for the removal of material from the lessors' property for road building and road maintenance. File 48080. Steiwer Hill - Santiam River Section, Pacific Highway East, Marion County.

Three-year lease with Atlas, Inc., an Oregon Corporation, for business office and resident engineer's office at 19000 SW Shaw, Aloha. Rent \$522 per month.


[Signature]
Right of Way Engineer
[Title]

Dated this 14 day of Mar., 1974

DISPOSAL OF PERSONAL PROPERTY

Miscellaneous Sales	9	\$ 1,181.00
Land Sales	4	17,300.00
Timber Sales	2	975.05
Rent Revenues - Febraury 1974		62,168.11
		<hr/>
	Total	\$81,624.16

On behalf of the Commission and under its authority delegated to me to manage and dispose of personal property, I accept the following report of the Property Management Unit:

Report of miscellaneous sales:

46928 - Webster house and attached garage on the Chemawa Rd.-Hickory St. Section of the Salem Freeway sold at public auction to Charles L. Wright, 314 Hollyhock Pl. N., Salem, Oregon	\$ 150.00
47198 (L-6904) - Thurman house and attached garage on the Chemawa Rd.-Hickory St. Section of the Salem Freeway sold at public auction to John Doty, 738 Claggett N.E., Salem, OR	75.00
47484 - Lane abandoned house, attached carport on the Willamette River Corridor Section in Linn County sold to the only bid received at public auction, Mildred L. Rose, 4976 SW Riverside Way, Albany, OR	1.00
48000 - Signboard salvage material stockpiled at Corvallis sold at public auction to Carl Miller, 1389 Broadway NE, Salem, OR	200.00
48000 - Signboard salvage material stockpiled at Salem sold at public auction to Carl Miller, 1389 Broadway NE, Salem OR	425.00
48000 - Signboard salvage material stockpiled at Milwaukie sold at public auction to George E. Thomas, 16644 S. Livesay Rd., Oregon City, OR	130.00
45492 - Yale house and garage on the Oakhill-Eugene-Springfield Hwy. Section of the Florence-Eugene Highway sold at public auction to Jack Wilbur, 2525 Kincaid Ave., Eugene, OR	25.00
48000 - Signboard salvage material stockpiled at Grande Ronde sold at public auction to E. S. Ritter Co., 4952 Portland Rd. NE, Salem, OR	100.00

Report of miscellaneous sales (contd.)

48000 - Signboard salvage material stockpiled at Huntington sold at public auction to Lowell B. Shelton, Rt. 1, Box 63, Ontario, OR	\$ 75.00
	<hr/>
Total miscellaneous sales	\$ 1,181.00

Report of land sales:

35120 (L-4846) - Former Avery property on the N. Portland Harbor-Russell St. Section of the Pacific Highway, 3,500 sq.ft. of land sold to Darold Arnold, 850 N. Graham, Portland, OR	\$ 7,000.00
13418 - Former Perttunen property on the Youngs Bay Bridge-Lewis & Clark River Section of the Oregon Coast Highway, 1.37 acres sold to Elmer C. Raitanen, 685 Hwy. 101, Astoria, OR	1,000.00
47964 - Former Freytag property on the Walterville-Gate Creek Section of the McKenzie Highway, 0.397 acres exchanged for property of equal value (\$1,500.00)	
44528 - Former Jacobsen property on the Lake Rd. Interchange-Clackamas River Section of the East Portland Freeway, 6,900 sq.ft. of land sold to Charles J. McDonald, 5353 SW Lakeview Blvd., Lake Oswego, OR	9,300.00
	<hr/>
Total land sales	\$17,300.00

Report of timber sales:

18800 - 13.91 M-FBM timber on Sunset Highway in Clatsop County sold to Smejkal Logging, Timber Rt., Box 166, Vernonia, OR	\$ 208.65
18800 - 10.12 M-FBM timber on McKenzie Highway in Lane County sold to Cone Lumber Co., Goshen, OR	<u>766.40</u>
Total timber sales	\$ 975.05

Report of rental revenues for the period of
February 1, 1974 to February 28, 1974 is - - - \$62,168.11

EXHIBIT

EXHIBIT F

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
STATE PARKS SUPERINTENDENT

NO REPORT

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Offer Before Filing Complaint	Defend- ants' Lowest Demand	Verdict	Attorney Fees
Carl P. Hansen L-6954 R-46024	\$12,375	\$40,000	\$25,000	\$4,500

Section: North Tigard Interchange-Hubbard Interchange

Highway: Pacific

County: Clackamas

Approved by: Walter L. Barrie

Date: February 25, 1974

Victor Seger L-6958 R-46012	\$ 1,000	\$ 5,000	\$ 3,500	\$ 850
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Section: North Tigard Interchange-Hubbard Interchange

Highway: Pacific

County: Clackamas

Approved by: Walter L. Barrie

Date: March 14, 1974

Ronald Nelson L-6970 R-46482	\$ 2,100	\$ 4,000	\$ 3,375	Not yet known
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Section: N.E. Glisan-S.E. Division Street Unit

Highway: East Portland Freeway

County: Multnomah

Approved by: Walter L. Barrie

Date: February 21, 1974

Alfred S. Wertheimer L-6971 R-46852	\$ 9,100	\$45,000	\$20,400	\$3,633.33
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Section: LaGrande-Interstate 80N

Highway: Wallowa Lake

County: Union

Approved by: Walter L. Barrie

Date: February 25, 1974

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Offer Before Filing Complaint	Defend- ants' Lowest Demand	Verdict	Attorney Fees
R. D. Waldbauer L-6649A R-46982				\$47,500*

* On the trial of this case the State obtained a verdict of \$47,500 which was \$1,000 less than the deposit that was made into court. The defendant appealed, the verdict was affirmed in the Court of Appeals and, therefore, the judgment of \$47,500 stands.

The defendant had withdrawn the full \$48,500 and, therefore, is obligated to repay the State the difference of \$1,000 between the deposit and the verdict and also to reimburse the State for its costs.

Section: LaGrande Office Building Site
County: Union

REPORT OF TRIAL OF OTHER CASES - State Defendant

<u>Plaintiff</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Deloris Jane Pogue L-6810	Personal Injury	\$55,510.43	For Defendant

County: Baker
Highway: No. 86 near milepost 40

Robert L. Pogue L-6811	Personal Injury	\$52,634.30	For Defendant
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County: Baker
Highway: No. 86 near milepost 40

Robert E. Sproul L-6929	Suit for Contract Reformation	\$10,901.00	\$ 4,280.82
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County: Grant
Highway: Forest Boundary-Little Beech Creek Section of the Pendleton-
John Day

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
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John E. Damron L-7015	Property Damage	\$ 383.34	\$ 383.34
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Attorney Fees: \$150.00 Court Costs: \$30.80
County: Multnomah
Highway: Pacific, No. I-5 at milepost 293.90

James W. Davidson L-7013	Property Damage	\$ 440.46	\$ 440.46
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Attorney Fees: \$150.00 Court Costs: \$19.70
County: Marion
Highway: Pacific, No. I-5 at milepost 301.91

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Reuben Lenske L-6955 R-47201	\$ 580	\$ 1,000	\$ 1,450

Section: Clear Creek Bridge
 Highway: Woodburn-Estacada
 County: Clackamas
 Approved by: Walter L. Barrie

Date: March 21, 1974

Franklin M. Branin L-6908 R-34917	\$ 1,550	\$ 2,200	\$ 2,250
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Section: Cape Arago Highway-Woodland Drive
 Highway: Empire-Coos Bay
 County: Coos
 Approved by: Walter L. Barrie

Date: March 21, 1974

H. D. Barnett L-6779 R-45326	\$12,100	\$15,100	\$18,000*
Paul Bender L-6829 R-46675			

*\$300 less if defendants can leave their marquee-sign which overhangs right of way.

Section: Winston-Shady Interchange
 Highway: Coos Bay-Roseburg
 County: Douglas
 Approved by: Walter L. Barrie

Date: March 18, 1974

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Ronald D. Rentfrow L-6972 R-46489	\$ 1,200	\$ 1,400	\$ 2,900

Section: N.E. Glisan, S. E. Division Street Unit.

Highway: East Portland Freeway

County: Multnomah

Approved by: Walter Barrie

Date: March 21, 1974

Donald L. Stroud L-6587 R-44997	\$ 900	Dismissed*
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Section: Patterson Street, Klamath Falls-Malin Junction

Highway: Klamath Falls-Lakeview

County: Klamath

* Settled by option by right of way department.

Approved by: Walter Barrie

Date: March 11, 1974

Joseph T. Riker L-6588 R-44983	\$ 2,200	Dismissed*
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Section: Patterson Street, Klamath Falls-Malin Junction

Highway: Klamath Falls-Lakeview

County: Klamath

* Settled by option by right of way department.

Approved by: Walter Barrie

Date: February 26, 1974

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REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

Plaintiff	Defendant	Cause of Action	Demand of Plaintiff
Raymond International, Inc.	State of Oregon	Damages on Construction Contract	\$1,276,881.64
L-5668			

County: Marion
 Disposed of by: Dismissal by settlement of \$160,000.00.

Ronald J. Gobbi	State of Oregon	Personal Injury	\$25,119.85
L-6881			

County: Multnomah
 Disposed of by: Defense tendered to contractor and accepted by contractor under hold harmless provisions of contract.

Neva J. Gobbi	State of Oregon	Personal Injury	\$77,053.42
L-6901			

County: Multnomah
 Disposed of by: Defense tendered to Contractor and accepted by contractor under hold harmless clause of contract.

Homer W. Salmon	Walter J. Miller	Personal Injury	\$86,291.75
L-6928			

County: Umatilla
 Disposed of by: Defense tendered to State and refused as State not a named defendant and has no liability.

INSTITUTION OF LEGAL PROCEEDINGS

L-7060 Virginia Davis v. State of Oregon: This case involves an accident that occurred on June 26, 1972, on U.S. Highway 30 in Baker County in which the plaintiff alleges that a rock slide fell on the highway as plaintiff was passing and she was injured. The suit is in the amount of \$12,919.11 and has been referred to our insurance carrier for the defense of the State.

L-7061 David V. Longenecker v. Oregon State Transportation Department: An accident occurred February 2, 1972, on I-80N and the alleged negligence of the Highway Division is in the designing of I-80N, in Multnomah County, and providing a median strip between the traveled lanes instead of the guardrail and also by failing to place a guardrail at the end of a concrete overcrossing abutment. The amount of the lawsuit is \$50,000.00. The case has been referred to the State insurance carrier for the defense of the State and the members of the Transportation Commission.

L-7075 G. L. Denton v. L. W. Vail Co., Inc., et al.: This case arises out of an accident that occurred on April 21, 1973, on Arnold Ice Cave Road-Horse Ridge Section of the Central Oregon Highway in Deschutes County, when the plaintiff, operating a Honda Trail Bike, drove down an unopened portion of highway that was under construction. At the time of the accident the graded portion was approximately 2/3 complete and there was no connection with the existant highway at either end and the highway was not open to the public. The fence was placed across the highway to keep cattle from straying until adjacent land could be fenced. Mr. Denton is seeking \$27,315.43 in damages for personal injuries. This matter has been referred to the State's insurance carrier for the defense of the State.

April 30, 1974
Salem, Oregon

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

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Anthony Yturri, Member
Robert E. Veatch, Member
George M. Baldwin, Director of Transportation
Sam Haley, Deputy Director of Transportation
Walt Barrie, Chief Counsel
F. B. Klaboe, Administrator and State Highway Engineer
A. E. Johnson, Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
David Talbot, State Parks Superintendent
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles Division
C. W. Head, Supervisor, Commission Services

The Commission approved the minutes of the regular Transportation Commission meeting held on March 27, 1974.

HIGHWAY DIVISION

A list of properties needed for highway and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him 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. 2617," which resolution by this reference is made a part hereof and filed in the Commission's files.

Mr. Barrie asked if there were any questions in connection with informational reports previously submitted to the Commission on cases tried, cases settled, and legal proceedings filed against the Department of Transportation since the last Commission meeting. The Commission replied in the negative. (See Exhibit G on file in the Commission's files, Salem.)

Consideration was given by the Commission to the sale of highway bonds. Mr. Barrie presented a resolution authorizing the sale of \$25,000,000 of highway bonds on which bids will be received July 9, 1974. The bonds offered for sale are to bear interest at a rate not to exceed seven percent per annum, and bonds shall not be sold at a higher net effective interest rate than seven percent

per annum. Each bidder is to submit with his bid a certified or cashier's check in the amount of \$50,000. The Commission adopted "Authorization Resolution No. 62," authorizing the sale of the bonds, which resolution is filed in the Commission's files in Salem.

A quarterly report of property damage claims for the period January 1, 1974, through March 31, 1974, was presented by Mr. Barrie. During this period he mentioned \$51,015.72 had been collected.

Upon the recommendation of Mr. Barrie, the Commission abandoned the following claims totaling \$4,969.05 which in his opinion do not warrant further action toward collection.

CAO No. and Name	Amount	Kind of Damage	Reason
69-213 Robert L. Denniston	\$ 257.51	Street light and pole damage	No assets
71-352 Jay Williams	\$ 197.00	State vehicle damage	No assets
72-392 Jeremy K. Rauschert	\$ 84.95	State vehicle damage	Does not justify litigation
73-56 Jerri L. Schubert	\$ 95.61	Guardrail damage	Does not justify litigation
73-83 Marlin C. Phanary	\$ 91.00	Vehicle damage	Does not warrant legal action
73-135 Patrick J. Furrer	\$ 555.15	Damage to con- crete divider	No assets
73-291 Mark R. Olson	\$ 267.50	Vehicle damage	Cost of litigation would be more than claim.
73-295 David W. Starrett	\$ 85.06	Guardrail damage	Does not warrant legal action
73-328 Robert L. Risteen	\$ 463.38	Siphon box damage	No assets

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CAO No. and Name	Amount	Kind of Damage	Reason
73-373 Wallace Smith Trucking Co.	\$1,508.55	Vehicle damage	Accident caused by an unknown 3rd party no negligence
73-376 Jack Childers	\$ 70.00	Vehicle damage	Damage done by an unknown 3rd party
73-383 Earl Fullerton	\$ 521.38	Guardrail damage	Unable to locate
74-6 T.I.M.E.	\$ 579.47	Scalehouse damage	Damage done by a wheel--unable to prove what truck wheel came off of
74-29 Edward M. Craker - David L. Bergstrom	\$ 192.49	Guardrail damage	In jail

Following Mr. Barrie's recommendation, the Commission adopted as a temporary rule the regulations governing directional signs visible to the traveling public from a state highway. The Commission also adopted "Miscellaneous Resolution No. 254," which resolution by this reference is made a part hereof and filed in the Commission's files, Salem. (Temporary rule and resolution filed with the Secretary of State on May 3, 1974, and published in the Administrative Rule Bulletin on May 15, 1974.)

The Commission considered amendments to the Rules and Regulations pertaining to the Oregon Scenic Waterway System. Mr. Talbot recommended the amendments to comply with actions of the 1973 Legislature which removed the flat prohibition of modifications to submerged and submersible land originally contained in ORS 390.835 and placed regulations of septic tanks under the Department of Environmental Quality. The Commission accepted his recommendation by adopting the amendments as proposed rules to become permanent rules if no public response is made following publication of the rules in the Secretary of State's Administrative Rule Bulletin. (Amendments on file in Commission Files, Salem.) Proposed rules published in the May 15, 1974, issue of the Administrative Rule Bulletin. If no hearing is necessitated, the effective date of adoption will be June 4, 1974. The permanent rules will be published on June 15, 1974, to be effective on June 25, 1974.

Attention was given to a street vacation of an unused platted Clatsop County road lying within Arcadia Beach State Wayside. Mr. Talbot stated the vacation is needed to proceed with park development and he recommended vacation of Washington Street in the Plat of Arcadia, Blocks 16 and 17, Section 7, Township 4 North, Range 10 West, Willamette Meridian, located in Clatsop County. The Commission approved the vacation and authorized the Administrator and Highway Engineer to sign the petition in their behalf.

Consideration was given to a bequest from George W. Friede, deceased, to the State of Oregon the sum of \$25,000 for the purchase of 22.5+ acres of land in Clackamas County identified as Wilhoit Mineral Springs. Mr. Talbot mentioned that the Parks Branch investigated the property and as a result of the investigation, he recommended to the Commission that the property not be acquired as a State Park. The current assessed evaluation of the property and improvements is approximately \$41,000. The Will of Mr. Friede provides that if the State does not accept the money, it will pass to Clackamas County. The County has indicated a desire to acquire the property. The Commission accepted Mr. Talbot's recommendation by refusing the bequest to accept the money for the purchase of this property.

The Commission considered revising a formula for distribution of Federal Outdoor Recreation Funds. Mr. Talbot stated that the funds are apportioned to Oregon each year to match on a 50-50 basis funds expended by State and local government agencies on acquisition and development projects. Oregon's share has ranged from \$660,000 to \$3,400,000 per year over the last eight years. The funds are divided between the State and local governments according to a formula (State 60 and County 40) contained in an agreement between the State and each county. Recently local government representatives have increased their interest in receiving a bigger share of the funds. Mr. Talbot felt an adjustment is justified and he recommended the Commission approve a shift of 5 percent of the funds from the State agency share to a special fund for local government use utilizing a formula of 55-45. The Commission accepted his recommendation.

Attention was given to an agreement with the Department of Housing and Urban Development for consultant services to revise the procedures and systems for the Land and Water Conservation Fund Act Grant Program. Mr. Talbot mentioned that the requirements imposed upon the Parks Branch have grown steadily in complexity and volume and he recommended utilizing an available Federal program called the Intergovernmental Personnel Act whereby Federal employees can be utilized as staff members. An expert in grant program processing (Mark A. Thomas) is available from the Department of Housing and Urban Development to assist in the necessary work. The agreement requires the Federal Government to assign a person to the Parks Branch for one year on a full-time basis. The estimated cost to the State will be \$12,084. The Federal contribution will amount to over \$8,000. The Commission approved the agreement as recommended by Mr. Talbot.

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission files, Salem.)

Chairman of the Oregon Transportation Commission	Exhibit A
Vice Chairman of Oregon Transportation Commission	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent	Exhibit F
Chief Counsel	Exhibit G

The Commission approved the following increases in project authorizations as recommended by Mr. Klaboe:

- (1) Halvorson-Mason & L. S. Matussek, Inc., Contract No. 7676, Pacific Highway, Jackson County, for \$183,386.68 (13.1%). The overrun was due to additional instability in the cut slope which necessitated the construction of a semi-permanent detour requiring debris removal and slide correction measures.
- (2) Aichele Landscaping, Inc., Contract No. 7915, Columbia River Highway, Multnomah County, for \$5,108.58 (23.1%). The overrun was due to the necessity of adding an erosion control blanket to the contract work by price agreement.

Commissioner Veatch asked if the consultant has finished the investigation on the Cannon Beach slide on US101 in Clatsop County. Mr. Klaboe stated that the consultant has completed his report which is now being analyzed, and the decision will be made soon so that a contract can be let in the near future.

Mr. Klaboe reported that under ORS 366.525 the counties are entitled to receive from the State 20% of all funds received from motor vehicle taxes and fees for the period from January 1 through March 31, 1974. The amount credited to the counties totals \$6,278,419.71 as apportioned by law. Funds were released on April 26, 1974. (List of each county apportionment on file in Commission files, Salem.)

Consideration was given to using State Construction Funds to cover the maintenance costs of the Longview-Rainier Bridge across the Columbia River. Mr. Klaboe mentioned that in March of 1973 the States of Oregon and Washington entered into a cooperative maintenance agreement which called for sharing maintenance costs with the actual maintenance activity to be performed by the State of Washington. Oregon's share of the estimated cost will be \$434,900 for the current biennium, which was not budgeted in the Maintenance Section's portion of the budget. Mr. Klaboe recommended that this item be covered by State Construction Funds. The Commission approved the expenditure.

The Commission considered an amendment to Oregon Transportation Commission Directive No. 1 authorizing an increase in truck weight limits for triple-trailer combinations. Mr. Klaboe mentioned that the Division has been requested to expand the approved route system to include sections of I-205 and the Clackamas Highway in the Oregon City-Clackamas area and sections of The Dalles-California, Klamath Falls-Malin, and Hatfield Highways in the area south of Klamath Falls. He indicated that sufficient trial test runs have been performed to determine movement can be made over the described sections in compliance with the special provisions governing triple-trailer permits. Upon his favorable recommendation, the Commission approved Amendment No. 2 to the Oregon Transportation Commission Directive No. 1. (Copy of Amendment No. 2 on file in the Commission's files.)

Chairman Jackson asked if there has been an increase in the use of triples. Mr. Klaboe replied that there has been an increase and there probably will be more in operation during the next few months when the weather improves. There have been no reports of increased hazard.

The Commission considered approving the routes for a "Priority Primary" system of highways as required by the Federal-Aid Highway Act of 1973. Mr. Klaboe commented that the Act sets forth certain criteria for highways so designated, most of which concern the relationship of the routes to the Interstate system. The system will be limited to approximately 163 miles, and the apportionment for Oregon is \$2,688,155. Upon his favorable recommendation, the Commission approved the proposed routes (listing in rank order) and authorized the Division to undertake the necessary system changes if the routes and study receive Federal acceptance.

Highway & F.A. Route No.	Section	Length Mi.
Pacific West FAP 26	I-5 Int. (N. Portland) to I-205 Int. (Ore. City)	17.8
Oswego FAP 3	I-205 (West Linn) to Ross Is. Br. Int. (Portland)	11.2
Columbia River FAP 1	L Street (Columbia City) to I-505 (Portland)	27.6
Pacific East FAP 3	I-5 Intchge. (Salem to north of Aurora)	32.8
Salmon River FAS 107	S. McMinnville Int. to McMinnville Hwy. Spur)	30.7
Salmon River FAS 100	McMinnville Hwy. Spur to Pacific W. Hwy. (Dayton Jct.))	
Pacific West FAP 9	Salmon R. Hwy. (Dayton Jct.) to I-5 Int. (Mult. Co. Ln.))	

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Highway & F.A. Route No.	Section	Length Mi.
Oakland-Shady FAS 553	I-5 Int. (Shady) to I-5 Int. (Winchester)	9.1
Mt. Hood FAP 24	East Portland Fwy. to Anderson Rd. (Gresham)	9.0
Cascade FAS 147	Beaver Cr. Rd. to I-205 (Ore. City Bypass, Proposed)	4.1
Rogue River Redwood FAP 3	Fruitdale Drive to Redwood Hwy. (Grants Pass)) Rogue River Hwy. to I-5 Int. (Grants Pass))	5.1
Olds Ferry- Ont. FAP 1	I-80N Int. (N. Ontario) to Idaho State Line	3.2
Green Springs FAP 15	I-5 Int. to Rogue Valley Hwy. (Ashland))	17.0
Rogue Valley FAP 3	Green Spr. Hwy. (Ashland) to Crater L. Hwy. (Medford))	
Crater Lake FAS 15-001	Rogue Valley Hwy. to Biddle Rd. (Medford))	
Ore.-Wash. FAP 19	I-80N Int. to north of Riverside Dr. (Pendleton)	2.2
Pac. West FAP 3	I-105 Int. (7th Ave. Willamette R. Br.) to I-5 (Judkins Point)	3.1
Wallowa Lake FAP 7	La Grande-Baker Hwy. (La Grande) to Halley Ln. NE of Island City	3.3
TOTAL MILES		176.2

Upon the recommendation of Mr. Klaboe, the Commission approved subscribing to the Transportation Research Board (Research Correlation Service) for the fiscal year 1975 in the amount of \$22,000. The expenditure is eligible for Federal-aid reimbursement as Highway Planning and Research on the basis of 87% Federal and 13% State.

Attention was given to approving the undersealing of the Linn County Line-McKenzie River Section Project on the Pacific Highway in Lane County. Mr. Klaboe recommended the use of Federal-aid Primary Funds for this portion of the work and requested the placing of \$190,000 (cost of the undersealing) on Program XIIA. The Commission approved the project as recommended by Mr. Klaboe.

The Commission considered a request from the City of Dallas to cancel the following previously approved TOPICS (traffic operational procedures to increase capacity and safety) project because of citizen objection. Following Mr. Klaboe's favorable recommendation, the Commission cancelled the project.

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
Dallas	Oak Street-Washington Street, Main Street.	\$ 30,000	\$18,000	\$6,000

SUMMARY BY FISCAL YEAR (Federal funds -TOPICS)			
	1970, 1971, & 1972	1973	TOTAL
Allocated Funds (Federal)	\$ 4,153,000	\$870,000	\$5,023,000
Approved Projects (corrected to date)	<u>4,153,000</u>	<u>579,000</u>	<u>4,732,000</u>
Balance	---	291,000	291,000
Cancellation - 4/30/74	---	<u>18,000</u>	<u>18,000</u>
Unprogramed Balance	---	\$309,000	\$ 309,000

The Commission considered requests from Clatsop and Jackson Counties for Federal-aid Secondary projects and a request from Jackson County for the cancellation of a previously approved project. Mr. Klaboe mentioned that these projects have been investigated and are eligible for FAS funds. Following his favorable recommendation, the Commission approved the following projects and authorized the Administrator and State Highway Engineer to sign the agreements when prepared:

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
CLATSOP	607	Neawanna Creek (Sandquist) Bridge Section. (3-year advance on FAS funds)	\$200,000	\$22,000
JACKSON	15-101	S. Fork Big Butte Creek (Butte Falls) Bridge Section. (3-year advance on FAS funds)	200,000	22,000
SUBTOTAL			<u>\$400,000</u>	<u>\$44,000</u>

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April 30, 1974

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CANCELLATION OF PREVIOUSLY APPROVED PROJECT			PROGRAMMED AMOUNT
JACKSON	15-500	Summit-Howard Prairie Access Road Section, Dead Indian Road	\$220,000
SUBTOTAL			<u>\$220,000</u>
TOTAL			<u>\$180,000</u>

SUMMARY BY FISCAL YEARS	1973	1974	TOTAL
Allocated Funds	\$4,108,000	\$4,252,000	\$8,360,000
Approved Projects (corrected to date)	<u>4,108,000</u>	---	<u>4,108,000</u>
Unprogrammed Balance	---	4,252,000	4,252,000
Projects - 4/30/74	---	<u>180,000</u>	<u>180,000</u>
Unprogrammed Balance	---	\$4,072,000	\$4,072,000

Consideration was given to approving six Emergency Relief Projects in Clackamas, Columbia and Wallowa Counties (at no cost to the State) as a result of the January 1974 storm damage. Upon Mr. Klaboe's recommendation, the Commission approved the following Emergency Relief projects and authorized the Administrator and State Highway Engineer to sign the agreements when prepared:

COUNTY & FAS NO.	PROJECT & DESCRIPTION	AMOUNT
CLACKAMAS FAS 117	Pudding River Section, Arndt Road. Place rip-rap and restore shoulders	\$ 47,000
CLACKAMAS FAS 131	Clackamas River Road, M.P. 1.6. Place riprap	40,000
COLUMBIA FAS 609	Scappoose-Vernonia Road, M.P. 7.0. Slide correction	335,000
COLUMBIA FAS 609	Scappoose-Vernonia Road, M.P. 2.8. Slide correction	51,000
COLUMBIA FAS 567	Fern Hill Road, M.P. 1.27. Slide correction	261,000
WALLOWA FAS 32-100	Bear Creek (Flora Road) Bridge Section	45,000

Mr. Klaboe presented the following construction projects on which bids were received April 25, 1974. He stated that the projects contain an explanation of plans concerning establishment of footpaths and bicycle trails.

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April 30, 1974

1. N. Albany Interchange-Lebanon Road Interchange, Pacific Highway, Linn County
Grade, Pave, Guardrail, Signing and Traffic Signals Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The primary purpose of this project is a safety update to eliminate hazardous conditions.

2. Lebanon Road Interchange-Halsey Interchange, Pacific Highway, Linn County
Grading, Signing and Rock Production Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The primary purpose of this project is a safety update to eliminate hazardous conditions.

3. Divide-Comstock Section, Pacific Highway, Douglas and Lane Counties
Concrete Median Barrier Project

Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The primary purpose of this project is a safety update to eliminate a hazardous condition.

4. Klamath Falls Section, Klamath Falls-Malin Highway, 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.

5. Greenburg Road Interchange, Beaverton-Tigard Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project.

6. McKay Creek Bridge Section, McKay Road, Crook County
Structure Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike 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."

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7. Foothill Drive Section, FAS 23-108, Malheur County
Grading, Structure, and Culvert Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike 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."

Minimum width shoulders are provided on the bridge replacement project.

8. Shaniko Rock Production Project, Sherman Highway, Wasco County
Rock Production Project

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

9. Odell Lake Rock Production Project, Sherman Highway, Wasco County
Rock Production Project

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

10. Condon Rock Production Project, John Day Highway, Gilliam County
Rock Production Project

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

11. Long Creek Rock Production Project, Pendleton-John Day Highway, Grant County
Rock Production Project

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

Chairman Jackson inquired if there was a traffic count record of the usage of the bicycle paths. Mr. Klaboe indicated that traffic counts were made on bicycle paths last summer, but were discontinued during winter months because of inclement weather. Traffic counts will be taken again this summer which will give an indication of their use.

Upon the recommendation of Mr. Klaboe, the Commission adopted the following proposed rules as permanent rules if no hearing is necessitated following publication of the rules in the Secretary of State's Administrative Rule Bulletin:

- (1) Pursuant to the authority granted to the Oregon Transportation Commission under section 2, chapter 6, Oregon Laws 1974 (enrolled house bill 3306) the Oregon Transportation Commission hereby determines that there is a need to conserve fuel because of current fuel shortages and further determines that lowering the maximum speeds of vehicles will conserve motor fuel. It is thereby ordered that a maximum speed limit of 55 miles per hour is hereby established for all highways within the State. Any prior rule or regulation adopted by the State Highway Commission or the Oregon Transportation Commission in conflict with this order is hereby rescinded.

(Temporary rule adopted March 1, 1974)

- (2) 45 MPH speed zone on the Coos Bay-Roseburg Highway from 250 feet west of Brockway Road (M.P. 71.69) to the west city limits of Winston (M.P. 72.74) in Douglas County.

- (3) Rescind Speed Zone Resolution No. 616 dated September 19, 1972, and establish on the Wallowa Lake Highway in Union County the following speed zones:

35 MPH from La Grande east city limits (M.P. 0.42) to 300 feet west of Highway 6 eastbound overcrossing (M.P. 0.83).

40 MPH from 300 feet west of Highway 6 eastbound overcrossing (M.P. 0.83) to Island City west city limits (M.P. 2.07).

Mr. Klaboe mentioned that the rule re 55 MPH on all highways in Oregon will expire upon proclamation of the President or the Governor that there is not a fuel shortage, or on June 30, 1975, whichever occurs first, as stated in HB3306.

(Proposed rules published in the May 15, 1974, issue of the Secretary of State's Administrative Rule Bulletin. If no hearing is necessitated, the effective dates of adoption will be June 4, 1974. The permanent rules will be published June 15, 1974, to be effective June 25, 1974.)

The Commission considered a left-turn prohibition on the Tualatin Valley Highway at S. W. 185th Avenue in the Aloha area in Washington County. Mr. Klaboe stated that this request came from

the local community, and if this plan becomes unacceptable to the total community or does not result in improved operating conditions, the signs will be removed in 30 days. Upon his favorable recommendation, the Commission adopted a temporary rule prohibiting left turns at the intersection of the Tualatin Valley Highway and S. W. 185th Avenue in Washington County to be in effect when signs are installed. (Temporary rule filed with Secretary of State on April 30, 1974.)

Abandonment of three sections of State highway was presented by Mr. Klaboe. He mentioned that in each case it is properly no longer needed for highway purposes. Following his favorable recommendation, the Commission approved abandonment of the following sections and thereupon adopted "Abandonment Resolutions Nos. 146, 542 and 527," which resolutions by this reference are made a part hereof and filed in the Commission's Files, Salem.

- (1) Approximately 0.25 mile of old highway to the abutting property owners on the Crabtree-Scio Section of the Albany-Lyons Highway in Linn County. (See "Abandonment Resolution No. 146")
- (2) Approximately 1.3 miles (frontage road) to the City of Portland on N. Vancouver Way of the Pacific Highway East in Multnomah County. (See "Abandonment Resolution No. 542")
- (3) Old right-of-way to the abutting owners on the John Day Section of the John Day Highway in Grant County. (See "Abandonment Resolution No. 527")

The Commission considered approving Supplemental Agreement No. 4 with Howard, Needles, Tammen and Bergendoff raising the total authorized fee from \$57,900 to \$73,420, which covers the environmental impact statement for I-205. Mr. Klaboe pointed out that the bridge consultant's recent report has produced data leading to the decision to construct a short fill instead of a full structure which had formerly been considered in crossing Government Island in the Columbia River. In contract terms, this will mean additional time to evaluate and document the impacts. The supplemental also covers an additional study relating specifically to the absence of an interchange with the Mt. Hood Freeway. Upon his recommendation, the Commission approved the agreement. (Detailed breakdown of the time and cost in the Commission's files.)

Consideration was given to an agreement with the National Academy of Sciences to fund the National Cooperative Highway Research Program. Mr. Klaboe stated that each year one and one-half percent of the Federal Highway allocation is withheld from construction programming and dedicated to research. Each of the States contributes to the national program on a corresponding basis and Oregon's share

for the fiscal year 1975 is \$70,210. Upon his favorable recommendation, the Commission approved the agreement and authorized Mr. Klaboe to sign it in their behalf.

Attention was given to Supplemental Agreement No. 2 with the Oregon Graduate Center for Study and Research for additional time needed to complete a study concerning atmospheric lead pollution in the Portland area. The agreement also covers the hiring of a special consultant to make computer-ready the initial mathematical model for visibility reduction due to highway line sources. Mr. Klaboe stated that this does not require the approval of the Federal Highway Administration and there is no additional cost to the State. The Commission approved the agreement as recommended by Mr. Klaboe.

The progress report concerning I-505 appears later in the minutes.

The Commission considered a request authorizing Chairman Jackson to sign the Action Plan on behalf of the Transportation Commission when it is submitted in final form. Mr. Klaboe mentioned that the Division has been working on this plan for over a year and it is required by Federal law that it be approved and under implementation by November 1, 1974. He indicated that several jobs are being held up at this time because of the lack of an approved plan. The draft is almost in complete form and it will be approved by the Governor and the Federal Highway Administration after being published in the Federal Register for the necessary 30-day period. The Commission authorized the Chairman to sign the document for and on behalf of the Commission when it is put in final form.

The Commission reconsidered a feasibility and location study by Howard, Needles, Tammen and Bergendoff covering a third bridge in Salem, Marion and Polk Counties. The consultant is to prepare a research report in six months at an estimated cost of \$200,000. The report will form the basis for the environmental impact statement which will be prepared by the Highway Division. Upon Mr. Klaboe's favorable recommendation, the Commission approved the study and authorized him to sign the agreement when prepared.

Mr. Klaboe introduced Mr. Robert Bothman, Metropolitan Engineer, and asked him to present a progress report concerning I-505 in the City of Portland. Mr. Bothman stated that approximately 10 years ago the Division recognized the problem in the northwest section of the City and developed a solution to widen Vaughn Street. However, prior to proceeding, the Division had added a section of the Interstate System in the northwest district, which became known as the Industrial Freeway I-505.

In 1972 a hearing was held in the City, which resulted in the City asking the Division to look at additional alternatives. The Division has been doing this for the past two years. The consultant work was completed in the Fall of 1973 and at that time,

the Commission was given copies of the environmental impact statement showing five alternatives and the no build. These were shown with the environmental information which was recently given to the Commission. He stated that in October 1973 a hearing was held on these alternatives. The City of Portland asked the Division at their first hearing in December of 1973 to take another look at the Upshur Route (Alternative No. 1) with the thought of covering the entire route in order to make it palatable to the neighborhood groups.

After this was done, the City in January of 1974 confirmed their earlier decision to select the Short Yeon, Alternate No. 4. The Division staff then began a study of Alternate No. 4. The Division reviewed the consultant's No. 4, which carries the freeway traffic from the west end of the Fremont Bridge to 26th and Yeon, which shifts the traffic conditions that now exist at 21st and Thurman to 26th and Yeon.

The Division's analysis is that the consultant's proposal is not acceptable as it places excessive traffic on Industrial and Yeon Avenues. There are 13 railroad spurs on Yeon and approximately 40 crossings a day. This will run higher in the summer months.

A study was then made for other designs for the Short Yeon Route within the 120 feet of right of way. There is not enough room for the railroad, for through lanes and a frontage road to meet safety requirements.

The next choice was to look at an elevated Yeon that was previously discussed at the Portland Planning Commission. This alternative meets all the criteria. It would handle traffic. It eliminates the through traffic and the heavy industrial traffic from mixing. It puts the railroad conflicts underneath the through traffic which solves the railroad problem.

Mr. Bothman indicated this proposal gives 120 feet under the freeway, which could be used to expand Yeon to four-lane should that be required, provide space for transit if desired and allow parking on the street. The Alternate No. 4 with the elimination of some but not all railroad conflicts would cost approximately \$55 million, whereas a completely elevated Yeon in the right of way of the existing street (a variation of Alternate No. 3) would cost approximately \$79 million.

Mr. Baldwin stated that this matter has been discussed with the Federal Highway Administration and they recognize the same problem with the Short Yeon as the State does. If the State were to accept the Short Yeon now, it would undoubtedly have to come back in a few years and go to something similar to the Long Yeon. Mr. Baldwin recommended that the State go back to the Portland City Council, explain what the Division has run into with this Short Yeon proposal, which the City had approved, suggest it reconsider its choice of a Short Yeon by considering an elevated Long Yeon.

(continued on page 340)

Dr. Ed W. Crawford, Executive Director of Friendly House, Inc., and a member of the citizens I-505 Contact Committee, was present. He requested that the Commission's records show support of Director Baldwin's recommendation that this was the first choice of the citizen's organizations, the N. W. District Association and the Willamette Heights Association. He indicated his concern that by opening the question again would the decision be limited to the Long Yeon or Short Yeon or is it opening the whole gamut.

Chairman Jackson mentioned that the matter has been closed by action of the Portland City Council when they refused further consideration of all of the alternatives except Short Yeon. The Commission is not at this time suggesting reopening any of the alternatives that have been reviewed by the City Council up to this time. He said the Commission has no way of telling what other subdivisions of government might do in connection with this. The other alternatives have been reviewed and they have been turned down by the City Council. He stated the Commission finds themselves in a position where the City has approved a project, which upon further study and consideration by staff, proves to be a very unsound approach to the solution of the problem because it creates more problems than it solves.

The Commission approved Mr. Baldwin's recommendation to present this matter to the Portland City Council for reconsideration. Dr. Crawford spoke again and commended the Highway Commission and their staff on the whole process.

AERONAUTICS DIVISION

Mr. Burket presented for the Commission's consideration the following items prior to submitting to the Emergency Board for approval. Following his recommendation, the Commission approved the items, subject to availability of Aeronautics Division funds.

- (1) Request from the City of Hermiston for a grant allocation in an amount not to exceed \$35,700 to be matched by the City with a like amount to provide the sponsor's share of a \$420,000 airport improvement project. (The balance of the funds for this project will be financed by the Federal Aviation Administration (FAA) Airport Development Aid Program (ADAP) funds. This airport was a state-owned airport, but was transferred to the City of Hermiston at their request in 1973.)

(continued on page 341)

- (2) Request from the City of Redmond for a grant allocation in an amount not to exceed \$2,000 to assist in financing emergency repairs to the main runway to assure continued Hughes Air West DC-9 aircraft service. (The runway has deteriorated to such an extent that an 875 square yard area must be repaired immediately or airline service will be in jeopardy.)
- (3) Request from the City of Klamath Falls for a grant allocation in an amount not to exceed \$5,500 to be matched by the City in an equal amount to provide the local sponsor's share of a \$33,000 Master Planning Grant for Kingsley Field. (The balance of the funds will be provided by the FAA under the PGP Program.)
- (4) Request from Jackson County for a grant allocation in an amount not to exceed \$13,000 to assist in financing a Crash/Rescue vehicle for the Medford-Jackson County Airport. Jackson County will provide a like amount and the balance will be provided by a Federal Aviation Administration ADAP grant to allow the purchase of a \$140,000 vehicle. This vehicle is required for the airport to retain its necessary status as a certificated air carrier airport.

Mr. Burket requested the Commission to declare by resolutions the necessity of certain real properties for public purposes for the Lebanon and Siletz Bay State Airports and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration the Commission granted the authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolutions Nos. 2618 and 2619," which resolutions by this reference are made a part hereof and filed in the Commission's files.

MASS TRANSIT DIVISION

The Commission considered approving an agreement with the City of Portland (Department of Human Resources) in which the Division will provide financial aid of \$7,667 as a part of the special transportation program. Mr. Moore stated the purpose of this program is to pull together the special transportation programs like the model cities program, certain senior citizen programs, etc., in an effort to provide coordinated transportation for the elderly and handicapped. The Chairman asked if this is a duplication of the work now going on to develop a coordinated transportation system for the City of Portland. Mr. Moore replied that this is a highly specialized field dealing with special agencies in Portland like Serv-A-Car, Model Cities, Project Able, etc. The Commission approved

the agreement as recommended by Mr. Moore and authorized him to sign it in their behalf.

Attention was given to the approval of a marketing consultant agreement amendment between the Department and Young, White and Roehr, Inc. for the Portland Metropolitan Area Car Pool Project. Mr. Moore mentioned that the amendment is to add an additional \$10,000 for the consultant. The consultants have done an excellent job in kicking off a very substantial program. The Commission approved the amendment and authorized the Director to sign the agreement.

The Chairman asked Mr. Moore if he felt the car pool program would succeed in the City of Portland now that gasoline is more plentiful. Mr. Moore indicated there are approximately 5,000 car poolers that can be directly or indirectly attributed to this program. The Division's goal is to attain approximately 16,000 car poolers during the six-month period. He stated they have reached about one-third of their goal. He said it will take a number of different efforts to attain this goal by a continuing marketing program and a substantial incentive program. He indicated that the Division will be ready if there are gasoline shortages later in the year. Approximately 80 percent of the 100 large firms in Portland have their own internal car pool program.

Mr. Baldwin stated that car pooling has been recommended for several years prior to the gasoline shortage as one way of limiting some of the congestion in the urban areas. If it is ever going to work it is going to work at times like this when there are shortages. It really needs a good test. He indicated that the Federal Highway Administration has cooperated fully with the Department on the program and that we do have an obligation to them. If it doesn't work then it will be known nationally that it is not workable.

Mr. Moore presented to the Commission copies of the Portland Metropolitan Area Carpool Project Progress Report dated March 31, 1974. (Copy on file in the Commission's file.) He then introduced Jack Graham, Project Director, for the car pool program in the City of Portland.

MOTOR VEHICLES DIVISION

The Chairman asked if there are any figures on the April gas tax revenues. Mr. Ott replied that he did not have the figures yet for the month of April. He did state that the motor vehicle registration does appear to be stabilizing. The overall registrations of all kinds of vehicles are down in the number of transactions by 4 percent.

DEPARTMENT OF TRANSPORTATION

Director's Report

The Commission set Wednesday, May 29, 1974, as the date for their next meeting.

A delegation from the Fossil Community Club appeared before the Commission concerning improvement of Highway 19 (John Day Highway) from Spray south for approximately 20 miles and on Highway 207 (Service Creek-Mitchell Highway) in Wheeler and Grant Counties. The following persons were present: Herb Wright, Judge Andrew Leckie, Vern Kirby, Fossil; Bill Baldwin, Mitchell; Mayor Gus Strecker, Spray; and Glenn Griffith. Mr. Wright thanked the Commission for the previous construction that has been completed in their area. He requested early completion of the remaining 2.5 miles on the Service Creek-Mitchell Highway.

Bill Baldwin, Mitchell School Superintendent, mentioned that improvement of Highway 207 would certainly help to cut down the cost of bus maintenance.

Vern Kirby said Wheeler County's population has increased approximately ten percent according to a recent census, which amounts to approximately 200 people.

Chairman Jackson informed the group that the last section of Highway 207 would be under contract in the summer of 1975.

Mr. Wright asked for major improvements on Highway 19 from the edge of Spray south for approximately 23 miles to Humphreys Ranch. He acknowledged that six sections were on the recommended list from the local Council of Governments for the Bond Program. Mr. Wright recommended that the indicated section from M.P. 104.7 to 105.4 start at M.P. 104.0 and that the section from M.P. 115.4 to 116.7 start at M.P. 115.0. He submitted letters from the Fossil Community Club, Fossil Senior Citizens, Wheeler County Soil and Water Conservation District, Kinzua Corporation, Lumber and Sawmill Workers Local Union No. 2916 of Kinzua. All of these letters gave various reasons for the need of improving Highways 19 and 207. (Letters on file in the Commission's files.)

Judge Leckie stated that Highway 19 is the life line of Gilliam, Wheeler, and Grant Counties and the three counties are very much interested in the improvement of this highway.

Mr. Klaboe informed the delegation that there are approximately \$4 million worth of improvements included in the Council of Governments' recommendation for Highway 19 in the proposed bond issue. The Highway Division is contemplating approximately \$1.5 million in improvements on Highway 19 from the first \$25 million bond issue. This will be effective August, 1974.

The Chairman adjourned the meeting at 10:50 a.m.

Glenn Jackson
Chairman

Berry Mitchell
Commissioner

Carl R. Fish
Commissioner

Anthony Zucchi
Commissioner

Commissioner

C. M. Head
Commission Services

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachment reports this action for your official records.

Dated this 26 day of March 1974.
Glenn Jackson
Chairman, Oregon Transportation Commission

Attachment List:

- 1) Approved a supplemental agreement with Douglas Co.
- 2) Authorized public sale of land (File 37067)
- 3) Authorized two direct sales (Files 18226 and 42287)
- 4) Approved a Grant of Access to Keith A. Sutfin, Robert B. Walker and Shirlor, Inc. (File 32715)
- 5) Approved an Easement Indenture with Southern Pacific Transportation Company (File 47108)
- 6) Approved an agreement with Lane County (File WP 91-792)
- 7) Approved an agreement with Willamalane Park and Recreation District
- 8) Options accepted (13) Report of March 22, 1974

Supplemental agreement with Douglas County covering a design revision of the frontage road system to improve traffic operations, particularly pertaining to access to the fairgrounds on the Garden Valley Road-Fairgrounds Interchange Section of Pacific Highway in Douglas County. The original agreement of June 27, 1972 remains in full force and effect. This project is now scheduled for contract at the April 11, 1974 bid opening with an estimated cost of \$11,950,000.

APPROVED BY CHAIRMAN

GLENN L. JACKSON

DATE 3-26-74

APPROVED


STATE HIGHWAY ENGINEERDATE: 3/21/74

3/18/74

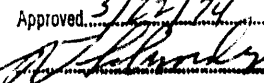
1. Public sale of an 8.3 acre parcel of land on the Canyon Creek Pass - Azalea Section of the Pacific Highway in Douglas County. Minimum consideration \$3,100. File 37067 [L4727]. (Real Property Resolution No. 634)
2. Direct sale of an easement for ingress and egress to Wildwood Drive [formerly Oregon Coast Highway] on the Forest Boundary - Hauser Section of the Oregon Coast Highway in Coos County. All rights granted will terminate as to portions of State's property which might become part of the right-of-way of Wildwood Drive. In the event it is determined by survey or otherwise that Wildwood Drive is located southerly of the State's property, all rights granted will terminate. It will also be necessary for the grantee to secure rights of ingress and egress over the adjoining property before the rights of this easement can be utilized, and unless the grantee is able to secure such rights within one year from the date of the easement, all rights therein will terminate. No consideration. File 18226.
3. Direct sale of a 1.5 acre parcel of land on the Parkdale - Fikes Corner Section of the Mt. Hood Highway in Hood River County. Consideration \$500. File 42287.
4. Grant of Access to Keith A. Sutfin; Robert B. Walker and Shirlor, Inc. on the Clatskanie Section of the Columbia River Highway in Columbia County. The present owners have requested this grant to serve their remaining property. The approach will be 35 feet in width and unrestricted as to use. Consideration \$750. File 32715.
5. Easement Indenture with Southern Pacific Transportation Company for construction of highway underpass at Woodburn on the Boones Ferry Road - Pacific Highway East Section of the Hillsboro - Silverton Highway in Marion County. File 47108.
6. Agreement with Lane County to acquire approximately 27.83 acres of land and 2,400 feet of frontage on the Alton Baker East Corridor of the Willamette River Greenway in Lane County to be used for development of a waterway, for other park purposes, and for open space. Estimated value of the land \$209,600. State's share 25percent [54,400] to be paid to Lane County for a

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 3-26-74

portion of actual purchase price of the land. State's share not to exceed 50 percent of actual purchase price of the land or the appraised value of the land [whichever is the lesser] regardless of the \$52,400 figure. File WP 91-792.

7. Agreement with Willamalane Park and Recreation District for acquisition of 1.1 acre of land, Willamette River Greenway. Value of land estimated at \$39,000. State to pay District 25 percent of estimated value [\$9,750] as its portion of the actual purchase price provided this figure does not exceed 50 percent of either the actual purchase price or the appraised value of the land as approved by the State, whichever is the lesser, in Lane County.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 3-26-74

Approved 3/22/74

Asst. State Hwy. Engr.

On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following

Right of Way Report of March 22, 1974

43714;		
47645)	Wilkinson, Ralph E. Sr. et ux	\$3,287.00
47662	Alspaugh, Roy et ux	1,015.00
48042	Haley, Otto et ux	15,500.00
1-15.59	Foster & Kleiser	8,400.00
1W 25.12	Obie Communications Corp.	1,800.00
4-119.71	Cent-Wise Drug Stores	1,685.00
4-256.55	Balczarek, Art A.	660.00
4-272.19	Byrnes, Gene R.	360.00
5-158.50	Sunset Inn	1,635.00
6-257.12	Ronde Valley Lumber Co.	300.00
25-17.98	Benjamin, Benson	60.00
4 signs	Cosgriff Inc.	10,070.00
38 SR	Obie Communications Corp.	<u>11,300.00</u>
	<u>13 Transactions</u>	Total
		\$56,072.00

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 3-26-74

Approved 3/22/74
[Signature]
Asst. State Hwy. Engr.

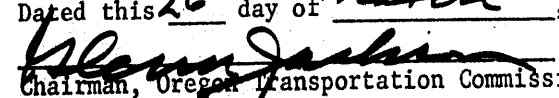
FISCAL YEAR 1974 COUNTY FAS PROJECTS

<u>COUNTY</u>	<u>FAS</u>	<u>SECTION & DESCRIPTION</u>	<u>PROGRAMMED AMOUNT</u>	<u>STATE SHARE</u>
MALHEUR	23-124	Owyhee River (Kern Basin) Bridge (County is requesting an advance of the next three years of Federal allocation.)	\$250,000	\$31,250
TOTAL			\$250,000	\$31,250

<u>SUMMARY BY FISCAL YEARS</u>	<u>1974</u>	<u>1975</u>	<u>TOTAL</u>
Allocated funds	4,108,000	4,252,000	8,360,000
Approved Projects (corrected to date)	3,798,000	--	3,798,000
Unprogrammed Balance	310,000	4,252,000	4,562,000
Project	250,000	--	250,000
Unprogrammed Balance	60,000	4,252,000	4,312,000

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records:

On February 28, 1974, I approved the above project by telephone.

Dated this 26 day of March, 1974.

 Chairman, Oregon Transportation Commission

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachments hereto report this action for your official records:

Dated this 1st day of April, 1974.


Chairman, Oregon Transportation Commission

Attachment list:

- 1) Options accepted (9) Report of March 29, 1974
- 2) Public sale authorized (Files 42984 and 44028)
- 3) Approved haul road agreement with Union Pacific Railroad (File 47954)
- 4) Approved an agreement with Clackamas County (Molalla Ri. Br.)
- 5) Approved a supplemental agreement with Clackamas County (East Portland Freeway)
- 6) Approved an agreement with City of Portland
- 7) Approved an agreement with Lew E. Evans
- 8) Approved an agreement with Donald L. Clifford

On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of March 29, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47135	Crawford, John S. et ux	\$ 3,876.00
47623	Quick, Carl B.	12,000.00
47769)	Read, L.A. & L.A. et al	144,000.00
47770)		295,560.00
47850	Schatzman, Leona S.	1,000.00
48009	Hillard, D.W. & C.R.	44,200.00
48034	Moore, Forde et ux	100.00
48206	Crown Zellerbach Corp.	11,840.00
2-13.34)	Backus, Doyle	1,800.00
2-13.45)		
39-1.03	Russell, Gus	<u>810.00</u>
9 Transactions Total		\$515,186.00

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 4-1-74

APPROVED
[Signature]
DEPUTY STATE HIGHWAY ENGINEER
Date 3-29-74

1131HX3

EXHIBIT A

1. Public sale of a 0.20 acre parcel of land of which 0.09 acre is an easement. Clackamas River - West Linn Section, East Portland Freeway, Clackamas County. Minimum consideration \$1,300. Sale subject to cancellation of slope easement. Files 42984 and 44028. (Real Property Resolution No. 635)
2. Haul Road Agreement with Oregon - Washington Railroad & Navigation Company [Union Pacific Railroad] to establish haul road crossings for use by contractor on North Lagoon Avenue - Pacific Highway West Section, North Going Street, City of Portland, Multnomah County. File 47954.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 4-1-74

APPROVED
[Signature]
DEPUTY STATE HIGHWAY ENGINEER
Date 3-29-74

Approved *[Signature]*
Right of Way Engineer
Date 3-28-74

Construction Agreement covering the Molalla River (Wrights) Bridge Section of the Cascade Highway, No. 160, in Clackamas County near the community of Liberal. This is a safety project to replace one of the older, narrow steel-truss bridges. Improved connections will be provided for Union Mill Road and an access road to county operated Wagon Wheel Park. The project is scheduled for contract at the April 25, 1974 bid opening with an estimated cost of \$1,624,000. (Agreement with Clackamas County)

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 4-1-74

APPROVED
John Klabe
STATE HIGHWAY ENGINEER
DATE: 3/20/74

3/19/74

Supplemental agreement requiring State to retain ownership of a portion of frontage road along which we acquired access control rights. This frontage road was constructed as a part of the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway (I-205) and serves as a connector between the Cascade Highway and Park Place Interchange just northerly of Oregon City in Clackamas County. The original agreement of December 14, 1965 and Supplement of December 19, 1966 remain in full force and effect, where applicable. (Supplemental agreement with Clackamas County)

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 4-1-74

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
DATE: 3/22/74

EXHIBIT

EXHIBIT A

Agreement between State and the City of Portland transferring to them N. Vancouver Way, a frontage road, in the N. Marine Avenue-Union Avenue Section of the Pacific Highway East. The City will acquire all right, title, interest, jurisdiction and control of the 1.3 mile of frontage as part of its city street system to facilitate the construction by the City of a sanitary sewer system in the area.


APPROVED
[Signature]
DEPUTY STATE HIGHWAY ENGINEER
Date 3-28-74

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 4-1-74

S U M M A R Y

Agreement with Mr. and Mrs. Lew E. Evans for their operation of a concession and store at Rooster Rock State Park in Multnomah County from April 15, 1974, to December 31, 1976. The State shall receive eight percent of the lessee's gross sales for each calendar year, which will be paid in monthly installments. Mr. and Mrs. Evans will be the new operators of the existing concession at Rooster Rock State Park. They were chosen from a group of interested bidders in January 1974.

Agreement with Mr. and Mrs. Donald L. Clifford for their operation of a concession and store at Silver Falls State Park in Marion County from April 15, 1974, to December 31, 1976. The State shall receive eight percent of the lessee's gross sales for each calendar year, which will be paid in monthly installments. The new Silver Falls State Park concession will be operated on a three-year experimental basis. Mr. and Mrs. Clifford were chosen from a group of interested bidders in January 1974.

APPROVED

DEPUTY STATE HIGHWAY ENGINEER
Date 3-28-74

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 4-1-74

3/27/74
jen

EXHIBIT

EXHIBIT A

TO: Oregon Transportation Commission

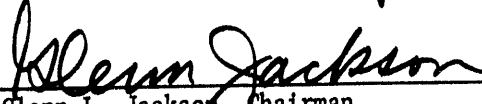
SUBJECT: Telephonic Action Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report this action for your official records:

Approved on March 29, 1974, by telephone Grant and Release of Easements to C. W. Campbell and Lucille Campbell, Robert E. Harrington, and Harold Franklin Warlick on two parcels of land containing 0.07 acre and 0.13 acre on Canyonville-Bear Gulch Section of the Pacific Highway in Douglas County. (File 38397)

Approved on March 28, 1974, by telephone an Easement Deed to United States of America (United States Department of Agriculture Forest Service) on the Horseshoe Ridge Road on Deadman's Pass-Kamela Section of the Old Oregon Trail in Umatilla County. (File 17177)

Dated this 8 day of April, 1974.


Glenn L. Jackson, Chairman
Oregon Transportation Commission

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachment hereto reports this action for your official records.

Dated this 8 day of April, 1974.


Chairman, Oregon Transportation Commission

Attachment List:

- 1) Options accepted (15) Report of April 5, 1974
- 2) Authorized public sale (File 18066 and others)
- 3) Demolition Contract 42-1 approved
- 4) Approved an agreement with Lake County

- 1) On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of April 5, 1974

Number	Name	Consideration
45685	Olney Lucille	\$60,000.00
46553	Broadway Finance Inc.	2,500.00
L 6988		
47067	Weinman, Elsie	676.50
L 6872		
47666	Mauck, D.L. et ux	635.00
48087	Larison, J.S. et ux	2,300.00
48211	Eldridge Packing Co.	50.00
4-134.09	Plaza Motel	1,410.00
5-163.08	Dunham, M.J.	210.00
5-170.90	Sunset Inn	2,100.00
9-231.09	Pony Village Merchants Assn.	1,735.00
31-9.61	Martin, Fred A.	390.00
39-0.59	Parks, J.B. & Smith, H.L.	90.00
39-0.62	Parks, J.B. & Smith, H.L.	50.00
67-4.86	Thompson, Mary H.	300.00
	<u>14 Transactions Total</u>	<u>\$72,446.50</u>
47231	Draheim, Lida	\$21,000.00
	<u>15 Transactions Total</u>	<u>\$93,446.50</u>

- 2) Public sale of a 1.40 acre parcel of land on the Blackwell Hill - Seven Oaks Section of the Pacific Highway in Jackson County. Minimum consideration \$2,100. Files 18066, 18068, 20782, 20783, 20784, and 21082. (Real Property Resolution No. 636)

Approved *[Signature]*

Asst. State Hwy. Engr

- 3) Demolition contract 42-1 on the East Portland Freeway and Mt. Hood Freeway Sections of the City of Portland in Multnomah County. Three bids were received, the low bidder being Verlo N. Thurston in the amount of \$8,910. The estimated cost of the demolition work is \$13,050. The contract calls for the removal of four houses, one garage, two sheds, six commercial buildings; the rough grading of the area; and the cleaning up of debris on 42 lots.

APPROVED BY CHAIRMAN

GLENN L. JACKSON

DATE 4-8-74

- 360 -

S U M M A R Y

Black Cap Radio Site Agreement with Lake County replaces the August 19, 1960 agreement covering use of the site. The original agreement called for the State to pay \$500 toward construction of an access road. Black Cap users will now pay on maintenance of the roadway on a yearly basis.

Fee schedule outlined in the agreement and the County Resolution requires annual payment of \$300 for our present installation.

APPROVED*J. K. Labrec*
STATE HIGHWAY ENGINEERDATE: 4-5-74APPROVED BY CHAIRMAN
GLENN L. JACKSONDATE 4-8-74

EXHIBIT

EXHIBIT

A

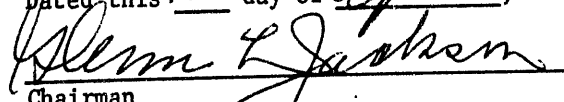
TO: Oregon Transportation Commission

SUBJECT: Confirmation of telephone action under
delegated authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report this action for your official records.

On April 4, 1974, I accepted by telephone the attached list of projects on which bids were opened on March 28, 1974, and authorized the Administrator and Highway Engineer to award and sign the contracts as soon as certain conditions were fulfilled.

Dated this 15 day of April, 1974.


Chairman
Oregon Transportation Commission

EXHIBIT

A

No. 1 Project Milo McIver State Park
Type of Work Toilet Building F.A. Proj. No. BOR
County Clackamas Highway --
No. of Bidders 5 Low Bidder Neil Van Zyl, Inc., Clackamas
Low Bid \$ 66,496.00
Engineer's Recommendation: Award to the low bidder as soon as approval
of the Bureau of Outdoor Recreation is received.

No. 2 Project Fort Stevens State Park
Type of Work Grading & Paving (Bikeway) F.A. Proj. No. BOR
County Clatsop Highway --
No. of Bidders 4 Low Bidder Palmborg Paving Company, Inc., Seaside
Low Bid \$ 92,349.25
Engineer's Recommendations: Award to the low bidder as soon as approval
of the Bureau of Outdoor Recreation is received.

No. 3 Project Sunset Bay State Park
Type of Work Toilet Building F.A. Proj. No. BOR
County Coos Highway Cape Arago
No. of Bidders 2 Low Bidder Donald W. Thompson, Inc., North Bend
Low Bid \$ 50,797.00
Engineer's Recommendations: Award to the low bidder as soon as approval
of the Bureau of Outdoor Recreation is received.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 4-4-74

No. 4 Project S. Fork Malheur R.-Malheur Caves Rd.
 Type of Work Grading and Paving F.A. Proj. No. FLH-RS-8(4)
 County Harney Highway Steens
 No. of Bidders 8 Low Bidder R. L. Coats, Bend
 Low Bid \$ 665,276.00

Engineer's Recommendation: Award to low bidder as soon as approval of the Federal Highway Administration is received.

No. 5 Project Willow Creek ("C" St., Madras) Bridge
 Type of Work Grading, Paving and Structure F.A. Proj. No. RS-16-108(1)
 County Jefferson Highway FAS 16-108
 No. of Bidders 8 Low Bidder Douglas S. Coats Construction, Bend
 Low Bid \$ 97,590.50

Engineer's Recommendations: Award to low bidder as soon as approval of Jefferson County is received.

No. 6 Project Manzanita Safety Rest Area
 Type of Work Expansion F.A. Proj. No. I-5-2(75)62
 County Josephine Highway Pacific
 No. of Bidders 4 Low Bidder Ausland Construction Co., Grants Pass
 Low Bid \$ 570,709.00

Engineer's Recommendations: Award to low bidder as soon as approval of the Federal Highway Administration is received.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 4-4-74

No. 7 Project Pacific Hwy. East at Young St. (Woodburn)
 Type of Work Traffic Signal Installation F.A. Proj. No. T-5030(2)
 County Marion Highway Pacific East
 No. of Bidders 4 Low Bidder Olson Electric Co., Inc. Vancouver, Wash.
 Low Bid \$ 29,406.00

Engineer's Recommendation: Award to low bidder as soon as approval of the City of Woodburn and the Federal Highway Administration is received and the sum of \$12,100.00 is deposited by the City.

No. 8 Project Jantzen Beach Interchange
 Type of Work Traffic Signal F.A. Proj. No. I-5-6(81)309
 County Multnomah Highway Pacific
 No. of Bidders 5 Low Bidder L. K. Comstock & Co., Inc., Albany
 Low Bid \$ 59,112.95

Engineer's Recommendations: Award to low bidder as soon as approval of the Federal Highway Administration is received.

No. 9 Project Motorist Service Signing
 Type of Work Signing F.A. Proj. No. I-80N-2(55)2T, 3-(67)103, 4(26)136, 5(44)163 & 8(27)373
Mult., Sherman, Gillian, Morrow,
 County Umatilla & Malheur Highway Columbia R. & Old Ore. Trail (I-80N)
 No. of Bidders 4 Low Bidder Coral Corporation, Gladstone
 Low Bid \$ 37,361.40

Engineer's Recommendations: Award to low bidder as soon as approval of the Federal Highway Administration is received.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 4-4-74

No. 10 Project S. Banfield Intchge.-SE Foster Rd.
Type of Work Foundation Tests F.A. Proj. No. I-205-7(2)303
County Multnomah Highway East Portland
No. of Bidders 4 Low Bidder Willamette-Western Corporation, Portland
Low Bid \$ 82,900.00

Engineer's Recommendation: Award to low bidder as soon as approval of the
Federal Highway Administration is received.

No. 11 Project Whisky Creek (Perry Johnson) Bridge
Type of Work Grading, Surfacing & Structure F.A. Proj. No. S-488(3)
County Wallowa Highway FAS 487
No. of Bidders 5 Low Bidder Ontario Asphalt Paving Co., Ontario
Low Bid \$ 53,086.50

Engineer's Recommendation: Award to low bidder as soon as approval of
Wallowa County is received and the sum of \$7,600.00 is
deposited by the County.

APPROVED BY CHAIRMAN

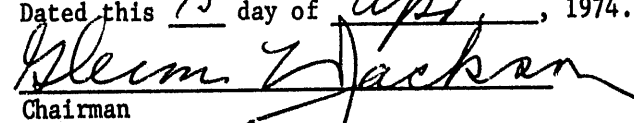
GLENN L. JACKSON

DATE 4-4-74

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report this action for your official records.

Dated this 15 day of Apr, 1974.

Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (17) Report of April 12, 1974
- 2) Authorized public sale (Files 16996 and 16997A)
- 3) Approved an agreement with City of Eugene re Goodpasture Island Ferry Site
- 4) Approved an agreement with City of Eugene re S. Bank Pedestrian Bike Path
- 5) Approved an agreement with Friends of Tryon Creek Park, Inc,
- 6) Approved an agreement with City of Tillamook

- 1) On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of April 12, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
46624	Atlantic Richfield Co.	\$ 51,250.00
47839	Singler, R.F. & C.W.	5,000.00
47962	Wagner, Henry et al (confirmation)	160,000.00
1-23.53	Barnes, Florence	210.00
4-3.16	Oregon Motor Motel	200.00
4-47.57	Maupin Auto Court	120.00
4-104.92	Gibson, William	90.00
4-104.92	Haystack Resort, Inc.	100.00
4-115.80	Sellers, Lannis	180.00
4-119.71	Sousa, Alidene	126.00
4-245.59	General Signs	1,745.00
5-0.44	McClaskey, George	300.00
5-158.50	Arnell, Darwin	360.00
66-53.30)		
66-53.59)	Dunbar, Mark	240.00
9 SR	Casey & Stone	2,600.00
4 signs	Thunderbeast Park	6,910.00
2 SR	Foster & Kleiser	600.00
	<u>17 Transactions</u>	<u>\$230,031.00</u>

- 2) Public sale of a 1.5 acre parcel of land on the Viento-Hood River Section of the Columbia River Highway in Hood River County. Minimum consideration \$9,600. Files 16996 and 16997A. (Real Property Resolution No. 637)
- 3) Agreement with City of Eugene for acquisition of 14.50 acres of land from the Goodpasture Island Ferry Site for the Willamette River Greenway, Lane County. State's 25 percent share of funding \$6,888.75. File WP 98-826 (41-00348)
- 4) Agreement with City of Eugene for acquisition of property for South Bank Pedestrian-Bike Path on west bank of Willamette River in Eugene, Lane County. Average width approximately 30 feet. This phase will be 3½ miles in length. State's 25 percent share of funding \$26,375. (File WP 99-828 - 41-00348)

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 4-15-74

APPROVED BY CHAIRMAN
[Signature]
DATE 4/12/74

- 5) Agreement with the Friends of Tryon Creek Park, Inc., an Oregon nonprofit corporation, for the construction of a nature house in Tryon Creek State Park in Multnomah County. The State will provide \$10,000 toward the construction of the nature house for rest-rooms to be installed in the building and will furnish water, sewer and electrical service to the building. The Friends of Tryon Creek Park, Inc., will bear all other expenses of the design and construction of the building. Should the construction of the building not be completed, the corporation will refund to the State the full amount of \$10,000.
- 6) Cooperative construction-finance agreement with the City of Tillamook concerning improvement of portions of the Oregon Coast and Wilson River Highways in the downtown area, Tillamook County. Estimated total cost of the work \$265,000 which is to be shared 75% by State (\$198,750) and 25% by City (\$66,250). The City is anxious to proceed, and the project has been placed on the construction schedule for contract at the July 25, 1974, bid opening.

APPROVED
Glenn L. Jackson
DEPUTY STATE HIGHWAY ENGINEER
Date *April 12 '74*

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE *4-15-74*

EXHIBIT

EXHIBIT B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
VICE CHAIRMAN OF TRANSPORTATION COMMISSION

NO REPORT

April 23, 1974

Oregon Transportation Commission

Report of Actions Taken Under Delegated Authority
Indenture of Access

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, this letter reports this action for your official records.

File 31184 - Voris
Seven Oaks - Ashland Section
Pacific Highway, Jackson County
Approved 4-3-74


[Signature]Administrator & State Highway Engineer

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when certain conditions have been fulfilled, I awarded the following contracts:

- (1) Marine Drive at Columbia Avenue and Bond St. (Astoria) Section of the Columbia River Highway in Clatsop County. Bids received February 28, 1974. Contract No. 7983 awarded March 25, 1974, to Hamilton Electric, Inc., Eugene, at \$32,274.04.
- (2) Forest Grove Section of the Tualatin Valley Highway in Washington County. Bids received February 28, 1974. Contract No. 7990 awarded March 11, 1974, to Ross Bros. Construction, Inc., Salem, at \$1,228,088.
- (3) Toilet building at Milo McIver State Park in Clackamas County. Bids received March 28, 1974. Contract No. 7992 awarded April 5, 1974, to Neil Van Zyl, Inc., Clackamas, at \$66,496.
- (4) Fort Stevens State Park in Clatsop County. Bids received March 28, 1974. Contract No. 7993 awarded April 5, 1974, to Palmberg Paving Co., Inc., Seaside, at \$92,349.25.
- (5) Toilet building at Sunset Bay State Park in Coos County. Bids received March 28, 1974. Contract No. 7994 awarded April 5, 1974, to Donald W. Thompson, Inc., North Bend, at \$50,797.
- (6) S. Fork Malheur River-Malheur Caves Road Section of Steens Highway in Harney County. Bids received March 28, 1974. Contract No. 7995 awarded April 5, 1974, to R. L. Coats, Bend, at \$665,276.
- (7) Willow Creek ("C" St., Madras) Bridge Section of FAS 16-108 in Jefferson County. Bids received March 28, 1974. Contract No. 7996 awarded April 17, 1974, to Douglas S. Coats Construction, Bend, at \$97,590.50.
- (8) Expansion of Manzanita Safety Rest Area in Josephine County. Bids received March 28, 1974. Contract No. 7997 awarded April 5, 1974, to Ausland Construction, Inc., Grants Pass, at \$570,709.

Award of contracts by Mr. Klaboe cont.:

- (9) Work on Pacific Highway East at Young Street in Woodburn, Marion County. Bids received March 28, 1974. Contract No. 7998 awarded April 11, 1974, to Olson Electric Co., Inc., Vancouver, Washington, at \$29,406.
- (10) Work on Jantzen Beach Interchange Section of Pacific Highway in Multnomah County. Bids received March 28, 1974. Contract No. 7999 awarded April 5, 1974, to L. K. Comstock and Company, Inc., Albany, at \$59,112.95.
- (11) Motorist Service Signing Project on Columbia River Highway and Old Oregon Trail in six counties. Bids received March 28, 1974. Contract No. 8000 awarded April 5, 1974, to Coral Corporation, Gladstone, at \$37,361.40.
- (12) Work on S. Banfield Interchange-S. E. Foster Road Section of East Portland Freeway in Multnomah County. Bids received March 28, 1974. Contract No. 8001 awarded April 5, 1974, to Willamette-Western Corporation, Portland, at \$82,900.
- (13) Whisky Creek (Perry Johnson) Bridge Section of FAS 487 in Wallowa County. Bids received March 28, 1974. Contract No. 8002 awarded April 12, 1974, to Ontario Asphalt Paving Co., Ontario, at \$53,086.50.



F. B. Klaboe
Administrator and State Highway Engineer

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
Schrader Construction Co., Inc. No. 7742	N. Columbia Blvd.- Marquam Bridge Pacific Highway Multnomah County	March 20, 1974
Martin D. Andruss No. 7853	Jessie M. Honeyman State Park Lane County	March 21, 1974
Highway Safety Contractors No. 7858	N. E. 122nd Avenue- Idaho State Line Columbia River Highway Old Oregon Trail Hwy. 9 Counties	March 21, 1974
Hamilton Electric Inc. No. 7852	Garfield Street-High Street (Eugene) Pacific Highway West Lane County	April 2, 1974
Ray Kizer, Ray Kizer Construction Co., & Rogers Construction Co. No. 7539	Richland Interchange- S. Baker Interchange Old Oregon Trail Hwy. Baker County	April 11, 1974
Babler Bros., Inc. No. 7516	Powder River-Baldock Slough Old Oregon Trail Hwy. Baker County	April 15, 1974
Aichele Landscaping, Inc. No. 7796	Baker Valley Rest Area Old Oregon Trail Hwy. Baker County	April 15, 1974

Report of Action
Page 2Contractor and
Contract No.Olson Electric Co.,
Inc.
No. 7885Ross Bros. Construc-
tion Company
No. 7975Section and HighwayFranklin Avenue at Wall
Street (Bend)
Century Drive
Deschutes CountyMaxwell & "A" Line
Canal
Hermiston Highway
Umatilla CountyAcceptance
Date

April 15, 1974

April 15, 1974

F. B. Klaboe, Administrator
and State Highway Engineer

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
DIRECTOR OF PERMITS

NO REPORT

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

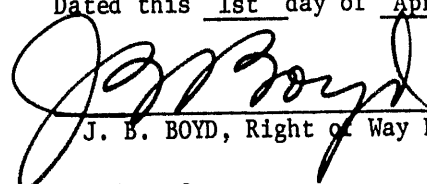
On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

TRYON CREEK STATE PARK - MULTNOMAH COUNTY

R-45161 - Manifold Business & Investments Inc. 0.33 acre for park and recreational purposes. Offer \$5,820.00.

R-47650 - Shirlee Snyder et al. 0.23 acre for park and recreational purposes. Offer \$18,500.00.

Dated this 1st day of April, 1974.


J. B. BOYD, Right of Way Engineer

RE: Report of Offers tendered -- 2

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

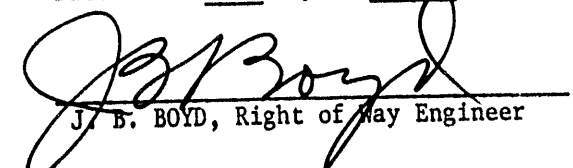
MOLALLA RIVER (WRIGHTS) BRIDGE SECTION OF THE CASCADE HIGHWAY
SOUTH - CLACKAMAS COUNTY

R-47136 - Bradley J. Woodward et al. 0.09 acre for right of way purposes. Offer \$1,200.00.

WOODBURN SECTION OF THE PACIFIC HIGHWAY EAST - MARION COUNTY

R-48016 - J. Harold Oppenlander et al. 0.02 acre for right of way purposes. Offer \$1,500.00.

Dated this 22nd day of March, 1974.


J. B. BOYD, Right of Way Engineer

RE: Report of Offers Tendered -- 2

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

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

R-47323 - Henningsen Enterprises, Inc., et al.
Parcel 1: 10.4 acres for right of way purposes; Parcel 2: 5.4 acres for park and recreational purposes. Offer \$102,000.00.

R-47332 - Northwestern Ice & Cold Storage Co. Parcel 1: 5.82 acres for right of way purposes; Parcel 2: 2.01 acres for park and recreational purposes. Offer \$39,000.00.

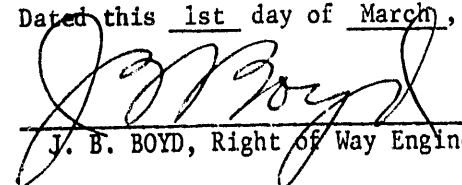
N.E. GLISAN STREET-S.E. DIVISION STREET UNIT OF THE COLUMBIA RIVER-PACIFIC HIGHWAY SECTION OF THE EAST PORTLAND FREEWAY-MULTNOMAH COUNTY

R-46627 - Robin Truax et ux. 150 sq. ft. for right of way purposes. Offer \$6,050.00.

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

R-44150 - Jennie Lee Combs. 2,300 sq. ft. for right of way purposes. Offer \$16,150.00.

Dated this 1st day of March, 1974.


J. B. BOYD, Right of Way Engineer

RE: Report of Offers Tendered -- 4

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following on March 12, 1974:

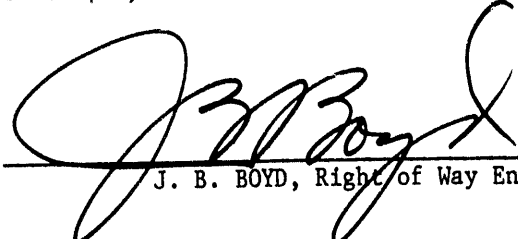
MOLALLA RIVER (WRIGHTS) BRIDGE SECTION OF THE CASCADE HIGHWAY
SOUTH - CLACKAMAS COUNTY

R-47126 - Gilbert O. Kappler et al. 0.46 acre for a permanent slope easement. Offer \$1,400.00.

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following on March 13, 1974:

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

R-46619 - George L. Nalum et al. 1,000 sq. ft. for right of way purposes. Offer \$14,200.00.


J. B. BOYD, Right of Way Engineer

RE: Report of Offers Tendered -- 2

April 23, 1974

Oregon Transportation Commission

Report of Actions Taken Under Delegated Authority
Lease - Disposal of Personal Property

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the following and the attachment hereto reports this action for your official records.

Six-month lease with Rivergrove Building Company for business office and parking spaces at 2111 Front Street, NE, Salem, Marion County, Oregon. Rent \$1,130.88 per month. Approved 4-19-74.

Disposal of Personal Property:

Miscellaneous Sales	17	\$ 9,394.75
Land Sales	9	10,925.00
Timber Sales	3	615.00
Rent Revenues - March 1974		55,261.21
		<hr/>
	Total	\$76,195.96

John R. Ocker
[Signature]

Asst. Right of Way Engineer

Attachment

On behalf of the Commission and under its authority delegated to me to manage and dispose of personal property, I accept the following report of the Property Management Unit:

Report of miscellaneous sales:

46977 - Rolfe Chapparral Ranch lodge building on the John Day Scenic Waterway Sec. of the Shaniko-Fossil Highway sold at public auction to Jerry Chiddix, Rt. 1, Box 38, Madras, OR	\$ 280.00
15370 - Sampels house at Sawyer State Park, McKenzie Highway sold at public auction to Norine Prophet, 431 S. 3rd, Bend, OR	850.00
40855 - Portland Traction Co. steel rails recovered from theft on the Boring-Estacada Sec. of the Clackamas Highway sold to Alaska Steel Co., 2750 SW Moody, Portland, OR	230.25
48000 - Signboard salvage material stockpiled at Tillamook sold to Jimmie W. Dixon 885 Makinster Rd., Tillamook OR	100.00
48000 - Signboard salvage material stockpiled at Seaside sold to Herbert D. Rodgers, Box 64, Elsie Rt., Seaside, OR	825.00
40855 - Portland Traction Co. steel rails recovered from theft on the Boring-Estacada Sec. of the Clackamas Highway sold to Zidell Exploration, Inc., 3121 SW Moody, Portland, OR	122.25
45447 - Widmer house on the NE Sandy-NE Glisan Sec. of the East Portland Freeway sold at public auction to Emmert Development Co., 10470 Hillcrest Dr., Portland, OR	5,210.00
45481 - Stingle garage on the NE Sandy-NE Glisan Sec. of the East Portland Freeway sold at public auction to Kenneth Roberts, 8930 SE 41st, Portland, OR	175.00

Report of miscellaneous sales (contd.):

45704 - General Electric service station on the SE Division-SE Foster Rd. Sec. of the East Portland Freeway sold at public auction to J. J. Murther, 9000 SE 32nd, Milwaukie, OR	\$ 10.00
48000 - Signboard salvage materials stockpiled at Baker sold by direct sale to Louie B. Sasse, Box 1, Imbler, OR	110.00
40855 - Portland Traction Co. steel rails recovered from theft on the Boring-Estacada Sec. of the Clackamas Highway sold to Gary and Eddie New, 107 Birch St., Troutdale, OR	587.25
48000 - Signboard salvage materials stockpiled at Ashland & Central Point sold at public auction to Bob Martin, 500 Martin Rd., Cave Junction, OR	65.00
48000 - Signboard salvage materials stockpiled at Ashland & Central Point sold at public auction to Les Gilman, 484 Beall Lane, Medford, OR	30.00
48000 - Signboard salvage materials stockpiled at Ashland & Central Point sold at public auction to Willard Obie, 311 Front St. S., Medford, OR	25.00
48000 - Signboard salvage materials stockpiled at Ashland & Central Point sold at public auction to Marion Streeter, PO Box 2763, 1000 Obie St., Eugene, OR	180.00
48000 - Signboard salvage materials stockpiled at Ashland & Central Point sold at public auction to Jeff Stone, 15749 Hwy. 66, Ashland, OR	170.00
47963 - Blackford house, garage and outbuildings on the Willamette R. Park Corridor in Marion County sold at public auction to Robert J. Kelly, 360 Washington SE, Salem, OR	425.00
Total miscellaneous sales	\$9,394.75

Report of land sales:

42287 - Former Odell property on the Parkdale-Fikes Corner Section of the Mt. Hood Highway, 1.5 acres sold to E. F. Arthur, Rt. 1, Box 1535, Hood River, OR	\$ 500.00
6529A (Parcel #1) Former Baugh-Bailey-Tongue property on the Davies-Vadis Section of the Sunset Highway, 5.3 acres sold to Emil H. Duyck, Rt. 1, Box 42, Banks, OR	2,440.00
6529A (Parcel #2) Former Baugh-Bailey-Tongue property on the Davies-Vadis Section of the Sunset Highway, 1.6 acres sold to Remi Coussens, Rt. 3, Box 577, Hillsboro, OR	735.00
31569 (L-3632) - Former Beyl property on the Lake Rd. Interchange-Pacific Hwy. Section of the East Portland Freeway, 600 sq.ft. sold to Protective Coatings, Inc., 6662 SE Flavel, Portland, OR	250.00
9682) - Former Claycomb, Harrison, Engle, Butler, 9683) Greene & Jackson Co. properties on the 9684) Ashland-Plaza Corner Sec. of the Rogue 9685) Valley Hwy., 6,140 sq.ft. conveyed to the 9686) City of Ashland, Ashland, OR 9687)	0
24233 - Former Pilot Rock Lbr. Co. and Royer- 24243 Hathman properties on the Pendleton-Pilot Rock Sec. of the Pendleton-John Day Highway, 2.55 acres conveyed to the City of Pilot Rock, Pilot Rock, OR	1,100.00
17804 (L-2127) - Former Scherrer property on The Dalles-Big Eddy Sec. of the Columbia R. Highway, 0.92 acre sold to Charles F. Grigg, 801 W. Columbia, Pasco, Washington	4,500.00
S-255 - Former Harden property on the Athena O'xing Section of the Athena-Holdman Hwy., 24,000 sq.ft. conveyed to the City of Athena, Athena, OR	650.00

Report of land sales (contd):

44818 (L-6730) - Former Hawes property on the Ava Ave.-SE Burnside Section of the Mt. Hood Highway, release of slope easement to Rober W. Hawes, PO Box 611, Gresham, OR	\$ 750.00
<hr/>	
Total land sales	\$10,925.00

Report of timber sales:

18800 - 3 cords wood from Oswald West State Park on Oregon Coast Highway, sold to Jim Erickson, Rt. 1, Box 268, Nehalem, OR	\$ 45.00
18800 - 3 cords wood from Oswald West State Park on Oregon Coast Highway, sold to Jim Erickson, Rt. 1, Box 268, Nehalem, OR	45.00
18800 - 15.00 M-FBM timber from S. Gleneden Beach, Pacific Coast Highway, sold to Louisiana-Pacific Corporation, Tillamook, OR	525.00
<hr/>	
Total timber sales	\$ 615.00

Report of rental revenues for the period of
March 1, 1974 to March 31, 1974 is - - - - - \$55,261.21

EXHIBIT

EXHIBIT -F

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
STATE PARKS SUPERINTENDENT

NO REPORT

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Offer Before Filing Complaint	Defend- ants' Lowest Demand	Verdict	Attorney Fees
John Kabatoff L-7891 R-25147	\$ 3,700	\$17,500	\$ 6,000	Not yet known

Section: Hubbard Interchange-Hayesville Interchange
Highway: Pacific

County: Marion

Approved by: Walter L. Barrie

Date: April 19, 1974

Joseph Judge L-6978 R-45493	\$31,500	\$43,000	\$41,750	Not yet known
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Section: N.E. Sandy-N.E. Glisan

Highway: East Portland Freeway

County: Multnomah

Approved by: Walter L. Barrie

Date: April 23, 1974

Nels B. Matsen L-6659 R-46408	\$72,600	\$81,500	\$72,300	None
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Section: LaGrande Office Building

County: Union

Approved by: Jack L. Sallis

Date: April 25, 1974

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Roy Kirby L-6399 R-42299	\$ 2,125	\$ 2,125	\$ 2,000

Section: Mt. Hood Office-Fikes Corner
 Highway: Mt. Hood
 County: Hood River
 Approved by: Walter L. Barrie

Date: April 16, 1974

Gladys Yett L-6973 R-47754	\$ 2,300	\$ 2,300	\$ 5,000
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Section: Columbia County Line-Burlington
 Highway: Columbia River
 County: Multnomah
 Approved by: Walter L. Barrie

Date: April 16, 1974

EXHIBIT

EXHIBIT G

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
Jon Joseph L-6525	State of Oregon	Wrongful death	\$51,244.98*

County: Lane

Disposed of by: *State's insurance carrier paid \$750 and other defendants contributed \$2,250 for settlement.

LEGAL PROCEEDINGS FILED AGAINST DEPT. OF TRANSPORTATION

L-7076 Dennis Bradley Goertzen v. State of Oregon: This case arose out of an accident that occurred on December 14, 1973, on Highway 22 approximately 3.1 miles west of the Santiam Junction in Linn County, and was the result of a collision between the vehicle driven by plaintiff and a Unimog snow plow operated by an employee of the Highway Division. At the time the accident occurred the Unimog was on the extreme right hand side of the highway and stopped. The lawsuit is in the amount of \$37,910.98. The matter has been referred to the State's insurance carrier for the defense of the State.

L-7077 James J. Vandehey and Joanne E. Vandehey v. The State of Oregon, acting by and through its Department of Transportation: This is an inverse condemnation case in the City of Woodburn, County of Marion, and involves the re-routing of Highway 214 through the City of Woodburn. The plaintiff is asking \$8,000 as damages to his property as a result of construction of the highway although plaintiff's property was not affected directly and there was no taking for it for the construction of the highway. This matter has been referred to the Attorney General's office for the defense of the Department of Transportation.

L-7078 Rosalie A. Curl v. Kenneth L. Cardin and Oregon State Highway Division: This case arose out of an accident that occurred on April 6, 1972 in the city of Phoenix in Jackson County. Sage pipelines Inc. was putting in some pipes in the city of Phoenix and evidently failed to backfill in a safe manner the ditch in front of the defendant Cardin's property and as a result the plaintiff fell and was injured. The plaintiff has sued the property owner, the contractor, and the State for \$57,500. The case has been referred to the State's insurance carrier for the defense of the State.

L-7079 Northwest Committee for Compatible Planning, et al v. Brinegar, et al: This is a lawsuit filed in the U. S. District Court in Portland for an injunction. The lawsuit is brought by several businesses and a labor union which would be affected should alternative No. 4 (short Yeon) in the I-505 corridor route be selected. Defendants are the U. S. Secretary of Transportation, the Federal Highway Administration, the Oregon Transportation Commission and the City of Portland. Plaintiffs seek to enjoin defendants from proceeding with alternative No. 4; apparently plaintiffs assume that the Transportation Commission has already selected the short Yeon route. I am personally handling this lawsuit on behalf of the Commission and expect to file a motion dismissing the suit on or before May 10, 1974.

L-7080 Koby Ann Cook v. Nicholas Driessel, Elfriede Driessel, and State of Oregon, State Highway Division and Agents John Donnahoo and Robert Beard: This lawsuit arose out of an accident that occurred November 8, 1973, on Highway No. 22 in Polk County. The

Highway Division is alleged to be negligent in not adequately placing advance warning signs in a construction area and as a result the plaintiff was stopped and the defendant Driessel ran into the back end of the plaintiff's vehicle. The lawsuit is in the amount of \$20,000 and the case has been referred to the State's insurance carrier for the defense of the State and Highway Division employees.

L-7081 Leland L. Cheyne v. State of Oregon, acting by and through the Department of Transportation: This case arose out of an accident that occurred on February 29, 1972, that was a result of a collision between the plaintiff's vehicle and a vehicle operated by defendant Warner. The accident took place on Primary Highway No. 22 near the junction with Primary Highway No. 20 in Polk County and the lawsuit is in the amount of \$209.67 and has been referred to the State's insurance carrier for the defense of the State employee.

May 29, 1974
Salem, Oregon

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

Glenn L. Jackson, Chairman
Carl O. Fisher, Vice Chairman
Robert L. Mitchell, Secretary
Anthony Yturri, Member
George M. Baldwin, Director of Transportation
Sam Haley, Deputy Director of Transportation
Walt Barrie, Chief Counsel
F. B. Klaboe, Administrator and State Highway Engineer
A. E. Johnson, Deputy State Highway Engineer
David Talbot, State Parks Superintendent
J. B. Boyd, Right of Way Engineer
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles
C. W. Head, Supervisor, Commission Services

The Commission approved the minutes of the regular Transportation Commission meeting held on April 30, 1974.

HIGHWAY DIVISION

A list of properties needed for highway and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him 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. 2620," which resolution by this reference is made a part hereof and filed in the Commission's files.

Attention was given to a consent to vacate an alley in Block 67, Riverside Addition to the City of La Grande in Union County. Mr. Boyd stated that the property is across the Union Pacific Railroad from the highway. However, due to the law it is necessary to get the concurrence of all property owners within 450 feet of the property. Upon his recommendation, the Commission approved the vacation and authorized the Administrator and State Highway Engineer to sign the consent form in their behalf.

Mr. Barrie asked if there were any questions in connection with informational reports previously submitted to the Commission on cases tried, cases settled and institution of legal proceedings filed against the Department of Transportation since the last Commission meeting. The Commission replied in the negative. (See Exhibit G on file in the Commission's files in Salem.)

Consideration was given to an amendment to a resolution adopted by the Commission at its meeting April 30, 1974, pertaining to the issuance of the \$25 million State Highway bonds. Mr. Barrie mentioned that this amendment changes the location of the bid opening from Salem to Portland. Bids will be received at 9 a.m. July 9, 1974, at the offices of Rankin, Walsh, Ragen & Roberts, 620 Morgan Building, Portland, Oregon. The resolution also states that the Commission will formally consider the bids at a special meeting at 11 a.m. in the office of Glenn L. Jackson, Public Service Building, 920 SW Sixth Avenue, Portland, Oregon. The Commission adopted "Authorization Resolution No. 62A," which resolution is filed in the Commission's files in Salem.

Mr. Barrie reported that two law suits have been filed in Federal District Court, Portland, concerning I-505. The first lawsuit, Northwest Committee for Compatible Planning v. Brinegar has been dismissed by the Court as premature. The other suit was filed by U. S. Steel and is still pending.

Mr. Talbot presented for the Commission's consideration notifications of intent by property owners to make various types of improvements along the Rogue River Scenic Waterway. The requests have been carefully investigated as to their compliance with the provisions of the Scenic Waterways Act. The Commission acted on the following requests for reasons stated in Mr. Talbot's letters to the Commission insofar as their authority under the Scenic Waterways Act is concerned.

- (1) Denied the request from Justin V. George to construct a road and homesite on Lot 500, Section 6, Township 35 South, Range 7 West, Josephine County.
- (2) Approved the request from Josephine County Parks Department to construct a caretaker's residence at Griffin Park, River Mile 86 approximately 3 miles downstream from the Applegate River.

The Commission considered designating as Oregon Recreation Trails existing trails and a segment of abandoned old coast highway in Humbug Mountain and Cape Sebastian State Parks. (Maps of trails on file in Commission files.) Mr. Talbot stated that a public meeting was held in Brookings on April 18, 1974, by the Oregon Recreation Trails Council and there were no adverse comments. Upon his favorable recommendation, the Commission designated the trails as Oregon Recreation Trails and adopted the following proposed rule as a permanent rule if no public hearing is necessitated following publication of the notice of the rule in the Administrative Rule Bulletin.

(continued on page 394)

- (1) Designated the following as Oregon Recreation Trails: (Complete description of trails on file in Commission Files, Salem.)

Cape Sebastian Oregon Recreation Trail in Cape Sebastian State Park in Curry County (one existing trail approximately 2 miles in length beginning at the parking area at the southern end of the access road from the Oregon Coast Highway to the southern end of the Cape overlooking Hunter Cove.)

Humbug Mountain Oregon Recreation Trail in Humbug Mountain State Park in Curry County (approximately 7 miles consisting of two segments of existing trail, one segment of the old coast highway and another segment partly on an old logging road and partly to be constructed.)

(Proposed rule published in the June 15, 1974, issue of the Secretary of State's Administrative Rule Bulletin. If no hearing is necessitated, the effective date of adoption will be July 5, 1974. The permanent rule will be published on July 15, 1974, to be effective on July 25, 1974.)

Consideration was given to the payment of annual dues to the National Conference on State Parks in the amount of \$350. Mr. Talbot stated that this membership provides to the Parks and Recreation Branch participation in a professional organization which offers a voice in Washington concerning parks and recreation, provides research, library and book center services. The Commission approved the payment to continue the membership as recommended by Mr. Talbot.

Attention was given to the approval of an agreement with the Oregon Coastal Conservation & Development Commission to share equally in the cost of the \$5,000 historic property inventory of the Oregon Coast. Mr. Talbot mentioned that the Oregon Coastal Conservation & Development Commission had scheduled a contract study on coastal historic properties. By joining with OCC & DC, the Division can upgrade the quality of the inventory report which will save considerable time and expense on the inventory part of the program. Following his favorable recommendation, the Commission approved the agreement.

The Commission considered approving regulations for the Oregon Beach Lifeguard Program. Mr. Talbot pointed out that the Commission has previously authorized the expenditure of \$10,000 from Park funds to support the Beach Lifeguard Program which was established by the 1973 Legislature. The law authorizes financial assistance to coastal local government agencies providing lifeguard services on the ocean shore. Cities and counties can be reimbursed for 75 percent of eligible costs in excess of \$5,000 per year. Under the law, the Commission must establish rules for the conduct of the program. Mr. Talbot indicated the Administrative Procedure

Act does not apply in this instance; however, interested parties have been given the opportunity to comment on the proposed rules and their comments have been incorporated. The Commission approved the regulations as recommended by Mr. Talbot. (Copy of rules on file in the Commission's files.)

In reply to Chairman Jackson, Mr. Talbot reported that the Memorial Day park attendance was up to normal capacity. The reservations made so far compared to a year ago are down approximately 25 percent.

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission files, Salem.)

Chairman of the Oregon Transportation Commission	Exhibit A
Vice Chairman of Oregon Transportation Commission	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent	Exhibit F
Chief Counsel	Exhibit G

Mr. Klaboe presented for approval contracting 2.41 miles of the Broadbent Section on the Powers Highway in Coos County. He stated that a corridor-design public hearing was held April 29, 1971, as required by law. This proposed project has the approval of the Federal Highway Administration. Following his favorable recommendation, the Commission approved the project at an estimated cost of \$3 million and thereupon adopted "Highway Corridor and Design Resolution No. 413," which resolution by this reference is made a part hereof and filed in the Commission's files.

The Commission considered designating all of Oregon's urban areas as eligible for the Urban System Program for fiscal years 1974 and 1975. Mr. Klaboe mentioned that the staff has met with the Federal Highway Administration, League of Oregon Cities, and Association of Oregon Counties to discuss the proposed allocation. He recommended that the State continue its policy of providing one-half of the required match funds for local agency projects in which the State can legally expend State Highway Funds. The total match funds for each fiscal year are estimated at \$1,800,000. The State's share would be approximately \$900,000. Upon Mr. Klaboe's favorable recommendation, the Commission approved the following allocations for the 1974 and 1975 Urban System Fund Program:

(continued on page 396)

FISCAL YEAR 1974 URBAN SYSTEM ALLOCATION May, 1974

OREGON'S FY 1974 URBAN SYSTEM APPORTIONMENT	\$6,536,083
Less 1 1/2% HPR FUNDS	\$98,041
1/2% PR FUNDS	32,680
	<u>130,721</u>
TOTAL	\$6,405,362

*LESS ALLOCATION OF FUNDS ATTRIBUTABLE TO PORTLAND URBANIZED AREA (OVER 200,000 POP.)	<u>3,780,303</u>
FUNDS AVAILABLE TO BALANCE OF STATE	\$2,625,059

Urban Area	Federal Population	Percent of Total	Fund Allocation
EUGENE	139,255	25.4107	\$ 667,046
SALEM	93,041	16.9777	445,675
25 SMALL URBAN AREAS	<u>315,722</u>	<u>57.6116</u>	<u>1,512,338</u>
	548,018	100.0000	\$2,625,059

*CITY OF PORTLAND'S FAIR & EQUITABLE ALLOCATION OF PORTLAND URBANIZED AREA ALLOCATION:

City of Portland Population	382,619	= 50.8967%
Portland Urbanized Area Population	751,756	
50.8967% x \$3,780,303 = \$1,924,049		

FISCAL YEAR 1974 URBAN SYSTEM ALLOCATION

SMALL URBAN AREAS

May, 1974

Urban Area	July, 1973 Population	% of Total	Federal Funds
Albany	21,440	6.1451	\$ 92,935
Ashland	14,400	4.1273	62,419
Astoria	10,580	3.0324	45,860
Baker	9,480	2.7171	41,092
Bend	15,560	4.4598	67,447
Coos Bay	22,545	6.4618	97,724
Corvallis	39,750	11.3931	172,302
Cottage Grove	6,500	1.8630	28,175
Dallas	7,275	2.0852	31,535
Forest Grove	9,620	2.7573	41,700
Grants Pass	13,200	3.7834	57,218
Klamath Falls	32,610	9.3466	141,352
La Grande	10,380	2.9751	44,994
Lebanon	7,810	2.2385	33,854
McMinnville	12,250	3.5111	53,100
Medford	32,780	9.3954	142,090
Monmouth	5,830	1.6710	25,271
Newberg	8,020	2.2987	34,764
Newport	5,650	1.6194	24,491
Ontario	7,400	2.1210	32,077
Pendleton	13,750	3.9410	59,601
Roseburg	15,360	4.4025	66,580
St. Helens	6,710	1.9232	29,085
The Dalles	10,980	3.1471	47,595
Woodburn	9,015	2.5839	39,077
TOTALS	348,895	100.0000	\$1,512,338

NOTE: Above funds allocated to small Urban Areas on per capita basis using latest State population figures as proposed by League of Oregon Cities.

FISCAL YEAR 1975 URBAN SYSTEM ALLOCATION

May, 1974

OREGON'S FY 1975 URBAN SYSTEM APPORTIONMENT	\$6,685,964
Less 1 1/4% HPR Funds \$100,289	
1/4% PR Funds 33,429	133,718
TOTAL	\$6,552,246
*LESS ALLOCATION OF FUNDS ATTRIBUTABLE TO PORTLAND URBANIZED AREA (OVER 200,000 Pop.)	<u>3,866,990</u>
FUNDS AVAILABLE TO BALANCE OF STATE	\$2,685,256

Urban Area	Federal Population	Percent of Total	Fund Allocation
EUGENE	139,255	25.4107	\$ 682,342
SALEM	93,041	16.9777	455,895
25 SMALL URBAN AREAS	<u>315,722</u>	<u>57.6116</u>	<u>1,547,019</u>
	548,018	100.0000	\$2,685,256

*CITY OF PORTLAND'S FAIR & EQUITABLE ALLOCATION OF PORTLAND URBANIZED AREA ALLOCATION:

City of Portland Population 382,619 = 50.8967%
Portland Urbanized Area Population 751,756

50.8967% x \$3,866,990 = \$1,968,170

FISCAL YEAR 1975 URBAN SYSTEM ALLOCATION

SMALL URBAN AREAS

May, 1974

<u>Urban Area</u>	<u>July, 1973 Population</u>	<u>% of Total</u>	<u>Federal Funds</u>
Albany	21,440	6.1451	\$ 95,066
Ashland	14,400	4.1273	63,850
Astoria	10,580	3.0324	46,912
Baker	9,480	2.7171	42,034
Bend	15,560	4.4598	68,994
Coos Bay	22,545	6.4618	99,965
Corvallis	39,750	11.3931	176,253
Cottage Grove	6,500	1.8630	28,821
Dallas	7,275	2.0852	32,258
Forest Grove	9,620	2.7573	42,656
Grants Pass	13,200	3.7834	58,530
Klamath Falls	32,610	9.3466	144,594
La Grande	10,380	2.9751	46,025
Lebanon	7,810	2.2385	34,630
McMinnville	12,250	3.5111	54,317
Medford	32,780	9.3954	145,349
Monmouth	5,830	1.6710	25,852
Newberg	8,020	2.2987	35,561
Newport	5,650	1.6194	25,053
Ontario	7,400	2.1210	32,812
Pendleton	13,750	3.9410	60,968
Roseburg	15,360	4.4025	68,108
St. Helens	6,710	1.9232	29,752
The Dalles	10,980	3.1471	48,686
Woodburn	9,015	2.5839	39,973
TOTALS	348,895	100.0000	\$1,547,019

NOTE: Above funds allocated to small Urban Areas on per capita basis using latest State population figures as proposed by League of Oregon Cities.

Consideration was given to approving five projects in Gilliam County for repairs of damage caused by storms in January 1974. Upon Mr. Klaboe's recommendation, the Commission approved the following emergency repair projects and authorized the Administrator and State Highway Engineer to sign the agreements when prepared.

<u>GILLIAM COUNTY</u>		
<u>FAS NO.</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
442	Upper Rock Creek Road, M.P. 4.3 to M.P. 6.3. Roadway damage restoration.	\$40,000
446	Middle Rock Creek Road, M.P. 8.4 to M.P. 9.8. Roadway restoration.	20,000

<u>COUNTY</u>		
<u>ROAD NO.</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
703	Rock Creek (French Charlie Road) Bridge. Bridge repair.	\$ 5,300
723	Willow Creek (Lower Willow Creek Road) Bridge. Bridge repair.	16,000
729	Willow Creek (Rhea Road) Bridge. Bridge repair.	26,400

The Commission approved the following increases in project authorizations as recommended by Mr. Klaboe:

- (1) Paul Bros., Inc., Contract No. 7902, Pacific Highway in Linn County, for \$15,949.77 (9.5%). The overrun was due to additional ditch excavation and bark mulch.
- (2) S. D. Spencer and Son, Contract No. 7578, Lower Columbia River Highway in Multnomah County, for \$630,000 (16.5%). The overrun was due to additional slide correction work.

Mr. Klaboe presented the following construction projects on which bids were received May 23, 1974. He indicated that the projects contain an explanation of plans concerning establishment of footpaths and bicycle trails:

- (1) Molalla River (Wrights) Bridge, Cascade Highway, Clackamas County. Grade, Pave and Structure Project.
An 8-foot bicycle/pedestrian facility will be provided.

(continued on page 401)

- (2) Mill Street-Walnut Street (Eugene), Pacific Highway West, Lane County. Signal Project. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (3) Silver Creek (Silverton) Bridge, FAS 147 and West Main Street, Marion County. Grade, Pave and Structure Project. Five-foot walks on each side will be incorporated on a replacement basis of the existing facilities.
- (4) Oak Knoll Bikeway Overcrossing, Willamina-Salem Highway, Polk County. Grade, Pave and Structure Project. A separated bicycle/pedestrian facility will be provided along the length of the project.
- (5) Ochoco Creek (Prineville) Bikeway, City Park, Crook County. Grade, Pave and Structure Project. A separated bicycle/pedestrian facility will be provided along the length of the project.
- (6) Lausmann and Wygant State Parks, Hood River County. Grading Footpath Project. A pedestrian facility will be provided within the State Parks.
- (7) Railroad Avenue at Harmony Road (Milwaukie), County Road 96, Clackamas County. Signals Project. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

Mr. Klaboe presented for the Commission's approval a revised edition of the Standard Specifications for Highway Construction. He stated that the 1974 edition will replace the 1970 publication to be effective at the bid opening on July 25, 1974. The specifications conform to the format of the AASHTO Guide Specifications and have been written in close liaison with the Federal Highway Administration. Following his favorable recommendation, the Commission approved the 1974 edition of the Standard Specifications.

The Commission considered a request from the City of Medford for a TOPICS Project (traffic operational procedures to increase capacity and safety) and a request from the City of Klamath Falls to cancel a previously approved project and apply the funds to another approved project. Upon Mr. Klaboe's favorable recommendation, the Commission approved the requests and authorized the Administrator and State Highway Engineer to sign the agreement when prepared.

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City	Section	Project Estimate	Federal Share	State Share
Medford	Biddle Road @ I-5 north-bound off-ramp	\$40,000	\$31,000	\$4,500
	TOTAL NEW PROJECT	\$40,000	\$31,000	\$4,500

Cancellation of Previously Approved Project

Klamath Falls	Oregon Avenue-11th St., Upham Street	\$11,000	\$ 7,000	\$2,000
	TOTAL CANCELLATION	\$11,000	\$ 7,000	\$2,000

SUMMARY BY FISCAL YEAR (FEDERAL FUNDS-TOPICS)	1970, '71 & '72	1973	Total
Allocated Funds (Federal)	\$4,153,000	\$870,000	\$5,023,000
Approved Projects (Corrected to Date)	<u>4,153,000</u>	<u>561,000</u>	<u>4,714,000</u>
Balance	---	309,000	309,000
New Project, 5-29-74	---	<u>31,000</u>	<u>31,000</u>
Balance	---	278,000	278,000
Cancellation, 5-29-74	---	<u>7,000</u>	<u>7,000</u>
Unprogrammed Balance	\$ ---	\$285,000	\$ 285,000

Consideration was given to changing Oregon Routes 7 and 86 in the Baker vicinity in Baker County. Mr. Klaboe recommended that the numbered routes be revised to simplify the signing and reduce motorist confusion. These revisions have the approval of the Baker County Judge and the Baker City Manager. The Commission approved the route changes as follows:

Oregon Route 7

Extend north on Main Street from Auburn Avenue to Campbell Street and then east on Campbell Street to a terminus at the North Baker Interchange on I-80N.

Oregon Route 86

Begin at the Richland Interchange on I-80N and proceed eastward along the Baker-Copperfield Highway.

Consideration was given to approving 18 projects for funding under the 1973 Highway Safety Act. Mr. Klaboe stated that studies have been made which indicate these locations are the highest priority locations based on a benefit-cost ratio. The program is funded by 90% Federal and 10% State. The total cost of the 18 projects is \$233,500 and the State must approve a matching fund equal to \$23,350. Following his favorable recommendation, the Commission approved the following safety projects:

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1973 HIGHWAY SAFETY ACT
(Section 209)

<u>Hwy.</u>	<u>Location Description</u>	<u>Total Cost</u>	<u>State Share</u>
1E	McLoughlin Blvd. @ Holgate Blvd. M.P. 230 Improve signals	\$ 4,500.00	\$ 450.00
66	Between Hot Lake & Union M.P. 12-12.40 Improve curve	30,000.00	3,000.00
47	Sunset Hwy. @ Tualatin Valley Hwy. M.P. 70.93 Revise exit signing	7,000.00	700.00
123	N.E. Killingsworth St. @ Columbia Blvd. M.P. 10.91 Install signal	40,000.00	4,000.00
58	Pacific Blvd. @ Albany Ave. M.P. 0.44 Install signal	40,000.00	4,000.00
53	Warm Springs Hwy. @ Simnasho Rd. M.P. 84.82 Const. left-turn refuge	9,000.00	900.00
171	Clackamas Expressway M.P. 2.20-4.14 Remove excess asphalt	1,000.00	100.00
29	Tualatin Valley Hwy. @ S.W. 185th Ave. M.P. 6.60 Install signing	2,000.00	200.00
9	Oregon Coast Hwy.-Tillamook M.P. 65.12-65.55 Widen & restripe	10,000.00	1,000.00
31	Albany-Corvallis Hwy. @ Seavy Rd. M.P. 2.45 Increase sight distance	4,000.00	400.00
1E	S. Commercial St.-Salem M.P. 52.36-53.32 Const. left-turn refuge	34,000.00	3,400.00

(continued on page 404)

<u>Hwy.</u>	<u>Location Description</u>	<u>Total Cost</u>	<u>State Share</u>
9	Oregon Coast Highway M.P. 24.00-25.00 Improve pavement	\$ 1,000.00	\$ 100.00
1W	Pacific Hwy. West M.P. 83.40-83.60 Improve pavement	3,000.00	300.00
193	Independence Hwy. West M.P. 5.60-5.80 Improve pavement	2,000.00	200.00
1W	Pacific Hwy. West M.P. 37.80N-38.00N Improve pavement	1,500.00	150.00
16	Santiam Hwy. M.P. 0.80-1.00 Improve pavement	1,500.00	150.00
58	Albany-Junction City M.P. 1.40-1.60 Improve pavement	3,000.00	300.00
1E	Roethe Rd. M.P. 9.22 Install signal	40,000.00	4,000.00
TOTAL		\$233,500.00	\$23,350.00

(The installation of the three traffic signals listed above were adopted as proposed rules to become permanent rules if no hearing is necessitated following publication of the rules in the Secretary of State's Administrative Rule Bulletin on June 15, 1974. If no hearing is necessitated, the effective dates of adoption will be July 5, 1974. The permanent rules will be published on July 15, 1974, to be effective on July 25, 1974.)

Attention was given to approving two projects for funding under the 1973 Highway Safety Act at railroad grade crossings on South 6th Avenue (Highway 20) in Klamath Falls and on N. Portland Road (Highway 120) in Portland. Mr. Klaboe pointed out that these projects were selected based upon a predicted accident rate considering the existing protection and traffic volumes. This program is being funded by 90% Federal and 10% State. The estimated cost to the State for the two projects is \$7,000. The Commission approved the following projects as recommended by Mr. Klaboe.

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Project	Cost	State Share
S. 6th Ave., Hwy. 20, Klamath Falls	\$35,000	\$3,500
N. Portland Rd., Hwy. 120, Portland	35,000	3,500

(These projects were approved as proposed rules to become permanent rules if no hearing is necessitated following publication of the rules in the Secretary of State's Administrative Rule Bulletin on June 15, 1974. If no hearing is necessitated, the effective dates of adoption will be July 5, 1974. The permanent rules will be published on July 15, 1974, to be effective on July 25, 1974.)

The Commission considered approving a list of proposed bond projects to be financed by the \$25 million bond sale, Fiscal Year 1975. Mr. Klaboe previously submitted to the Commission a list of projects with the recommendation for approval of financing from the initial sale of bonds authorized by the 1973 Legislature. He mentioned that the listings of projects and priorities have been submitted by all Council of Government Districts, except Districts 1 and 2. The proposed projects have been selected from these lists, utilizing the priorities assigned by the Districts after projects were analyzed for validity by the Highway Division Location Section. The second listing is referred to as alternate projects. These projects are proposed to be contracted if listings and priorities are not received from Districts 1 and 2 in time for incorporation into the first-year program. The projects submitted by COG were selected through various public input processes. The higher priorities submitted have been evaluated by the Highway Division as to project validity and the ability of the Division staff to complete the survey, design, and right-of-way in time for fiscal year 1975 contracting. Mr. Klaboe indicated that the Emergency Board at its last meeting authorized the sale of bonds totaling \$25 million but requested that the projects be presented to them at a later meeting to obtain authority for expenditures. The Commission approved the list of projects and authorized the Highway Division to present this program to the Legislative Emergency Board for its concurrence. (List of projects in the Commission files, Salem.)

The Commission considered an amendment to the Oregon Transportation Commission Directive No. 1 authorizing an increase in truck weight limits (triple trailers) to expand the approved route system. Mr. Klaboe stated that the expansion includes a section of the McKenzie Highway in the City of Springfield between Second and 28th Streets, a distance of 1.87 miles. A test run has been performed to determine the movement over this section and it can be made in compliance with the special provisions covering triple-trailer permits. Following his favorable recommendation, the Commission approved Amendment No. 3 to Oregon Transportation Commission Directive No. 1. (Copy of Amendment No. 3 on file in Commission files.)

Upon Mr. Klaboe's recommendation, the Commission adopted the following proposed rules as permanent rules if no hearing is necessitated following publication of the rules in the Secretary of State's Administrative Rule Bulletin.

- (1) Rescinded Speed Zone Resolution No. 244 dated February 28, 1957, to allow the 55 MPH speed limit (established by the Commission on March 1, 1974) to prevail on the Florence-Eugene Highway No. 62 from 0.30 mile west of Divide Creek (M.P. 9.06) to 350 feet east of Divide Creek (M.P. 9.43) through the community of Tiernan in Lane County. (This section of highway will then revert to Basic Rule 55 MPH operation when the 55 MPH maximum speed limit established because of the fuel shortage is rescinded.)
- (2) Established a 45 MPH speed zone on the Cape Arago Highway from a point 0.46 mile north of Lighthouse Road (M.P. 10.60) to a point 50 feet south of Lighthouse Road (M.P. 11.07) in Coos County.
- (3) Amended "Through Highways and Stop Signs Resolution No. 13" dated September 21, 1949, insofar as it pertains to the Hillsboro-Silverton Highway No. 140 in Silverton, Marion County, to include the following exceptions to be effective upon posting of the proper signing:

All traffic southbound on the Hillsboro-Silverton Highway shall stop at its intersection with "C" Street.

All traffic southbound on the Hillsboro-Silverton Highway shall stop at its intersection with Main Street.

All traffic northbound on the Hillsboro-Silverton Highway shall stop at its intersection with Oak Street.

(Proposed rules published in the June 15, 1974, issue of the Secretary of State's Administrative Rule Bulletin. If no hearing is necessitated, the effective dates of adoption will be July 5, 1974. The permanent rules will be published on July 15, 1974, to be effective on July 25, 1974.)

The Commission considered approving a revised agreement with the State of Washington covering the design and construction of the I-205 Bridge across the Columbia River in Portland. Mr. Klaboe stated since the original agreement of October 21, 1969, the airport fill on the Oregon side of the river has been abandoned necessitating an approximate 4,000 foot extension of the project which will be 1,200 feet of fill and 2,800 feet of structure. The feasibility study and design of the extension are additions to the

original work. The State of Washington has requested that they award a contract and supervise construction for the first ten spans of the structure which are on the Washington shore. All other work such as design, plans, specifications, etc., remains prorated on the basis of actual cost of the construction within each state except that Oregon will pay for the feasibility study for the extension which is entirely in Oregon. Mr. Klaboe indicated that this agreement cancels the original agreement. Following his favorable recommendation, the Commission approved the agreement.

Attention was given to an agreement with the University of Oregon Museum of Natural History to provide archeological consultant services in conjunction with the I-82 Project in Umatilla County. Mr. Klaboe mentioned that the Division does not have an archeologist on its staff. The Department of the Interior requires that a professionally trained archeologist investigate the highway corridor to determine if significant archeological resources exist within the project boundaries. The cost of the preliminary survey will be \$900, which is eligible for Federal Aid Interstate participation. The Commission approved the agreement.

Mr. Klaboe stated that the Division is required by the 1973 Federal-aid Highway Act to make a complete study of the State's and local highway systems in Oregon, which is entitled a reclassification study. Mr. Klaboe called on Mr. Larry Rulien, Project Management Engineer, to explain the problems and decisions that the Division and Commission will face in the next year and one-half.

Mr. Rulien pointed out that the 1973 Federal-aid Highway Act primarily requires that after June 30, 1976, the Federal-aid primary system shall consist of an adequate system of connected main roads important to interstate, statewide and regional travel consisting of rural arterial roads and their extensions into or through urban areas. Also by this same date, the Federal-aid secondary system shall consist of rural major collector routes. He mentioned the Federal Highway Administration has not given the Division definitive guidelines for the 1980 functional classification study. The Division believes it will be much the same as was required in a study previously made for a 1990 classification study.

Mr. Rulien submitted booklets to the Commission entitled "Functional Classification of Highways and Federal-Aid Realignment." (Copy in Commission Files, Salem.) He explained the report in considerable detail.

It was indicated that some facilities now on the secondary systems may be reclassified as primaries and that some of these facilities are not presently under state jurisdiction.

In reply to Chairman Jackson's inquiry, Mr. Rulien indicated the study is required by law.

Mr. Klaboe stated that he envisions at the completion of the study that the State will have approximately 1,000 miles

more of primary highways than it has now on its system. This will give the State approximately 8,500 miles on the primary system. He stated the big decision is going to have to be made as to jurisdiction of the primary and secondary systems and who is going to be involved in the maintenance.

Commissioner Fisher asked if outside help would be needed for this study. Mr. Rulien indicated that the study would be done by State forces and no outside help was anticipated.

AERONAUTICS DIVISION

Mr. Burket introduced Mr. Jim Cox, Chief of the Airport's Engineering Branch, and Mr. George Buley, Chief of the Planning Branch, of the Northwest Regional Office, Federal Aviation Administration.

Upon the recommendation of Mr. Burket, the Commission accepted a Grant Offer from the Federal Aviation Administration for financial assistance in the amount of \$249,900 for the current development project at the Lebanon State Airport in Linn County. The Commission authorized the Administrator to sign the grant agreement and adopted "Aeronautics Miscellaneous Resolution No. 1," which resolution by this reference is made a part hereof and filed in the Commission's files.

Consideration was given to the approval of an order by the hearing officer in the case of an airport proposed by James C. Murphy approximately three miles north of Coburg in Lane County. Following Mr. Burket's recommendation, the Commission approved the airport location and authorized the Administrator to sign the order.

The Commission adopted as a temporary rule the regulations providing for certification of Forest Spray Pilots under ORS 527.530. Mr. Burket stated this is the result of a recent decision by the Federal Environmental Protection Agency to permit the use of DDT in an attempt to control the tussock moth infestation in the Pacific Northwest. (The temporary rule was filed in the Secretary of State's Administrative Rule Bulletin by the Aeronautics Division which will be in effect for 120 days.)

Following Mr. Burket's recommendation, the Commission approved options on eight parcels of land taken by the Highway Right-of-Way Division on behalf of the Aeronautics Division for land and easements for aviation rights in connection with the Siletz Bay State Airport in Lincoln County. The aggregate total price is \$21,550. The Commission also authorized the Highway Right-of-Way Division to exercise these options. (List of options on file in the Commission's files.) (See File Nos. A-1, A-5, A-9, A-10, A-11, A-12, A-13 and A-15)

MASS TRANSIT DIVISION

No report.

MOTOR VEHICLES DIVISION

Mr. Ott reported that April car registration is up approximately 4% over April 1973. The registration revenue has increased due to the doubling of the registration period for passenger and recreational vehicles. Gas tax revenue for March was down approximately 16% over 1973.

DEPARTMENT OF TRANSPORTATION

Director's Report

The Commission set Wednesday, June 26, 1974, as the date for the next meeting.

Mr. Baldwin reported that the 1973-75 Legislature authorized the construction of a new Transportation - Highway Building in Salem. An expenditure limitation of \$1 was established pending completion of the final building plans and specifications. He indicated during the past two years \$15,925 has been appropriated and spent for preliminary engineering funds on site and concept work, which was an additional service not covered in the original agreement with the architects. Preliminary planning funds are needed to arrive at a firm budget. These funds would be used to have the architect proceed with preliminary plans and design development and to arrive at an appraised value of the present Highway Building and land. Mr. Baldwin estimated that \$250,000 will be required for this phase of planning. When this phase of work is completed, the Department will have arrived at a good working budget which will be presented to the Commission with the request for final design funds to complete the project. Following Mr. Baldwin's favorable recommendation, the Commission approved the expenditure and authorized him to go to the Emergency Board for approval to expend these funds.

The Commission adopted Delegation Order No. 6 as recommended by Mr. Baldwin as follows:

(continued on page 410)

May 29, 1974

- 409 -

OREGON TRANSPORTATION COMMISSION DELEGATION ORDER NO. 6

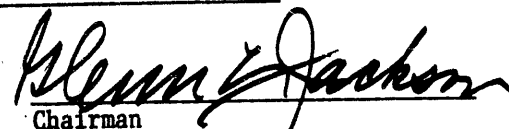
Pursuant to the provisions of ORS 184.635 and in order to provide for a more efficient and expeditious administration of the Aeronautics Division, the following power of the Commission is hereby delegated to the following officer or his designated representative within the Commission and the Department of Transportation:

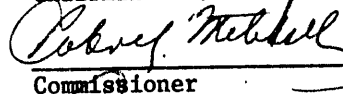
To the Director of the Department of Transportation

- (1) Authority to secure approval of the Emergency Board to allow Director of Transportation to approve direct requests under \$1,000 for aid to municipalities for airport improvement projects.

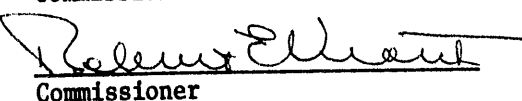
Mr. Baldwin mentioned that a meeting was held recently in San Francisco, California, by representatives of the Western States to discuss problems with the reduction in air services by Air West. He called on Mr. Haley to give a brief report of the meeting which Mr. Haley and a member of the Aeronautics staff attended. Mr. Haley pointed out that the meeting was initiated by the Oregon Public Utility Commissioner. The concern of the Western States is to maintain an adequate air service for the smaller less accessible communities that are served by Air West. The larger air carriers are not able economically with the type of equipment they have to serve these types of markets. Papers are being prepared and will be circulated to the states and agencies interested to see whether they want to join together to initiate some formal proceedings before the CAB. This would in a sense elicit the plans of Air West with regard to their whole system, not just case by case.


The Chairman adjourned the meeting at 10:02 a.m.


Chairman


Commissioner


Commissioner


Commissioner


Commissioner

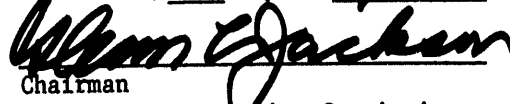

Commission Services

- 410 -

May 29, 1974

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachment reports this action for your official records.

Dated this 23 day of apr, 1974

Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options Accepted (18) Report of April 19, 1974
- 2) Approved a Modification of Access Rights (File 20042)

1. On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of April 19, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>	<u>Page</u>
42331	Price, Warren C. & Jeanne M.	\$ 2,100.00	
45450	Jackson, Elizabeth	31,500.00	
45655	Clark, L.&McCoy, Wm.	23,500.00	
46565	Roloff, W. & G.	400.00	
48002	Carter, F.J. & Elaine	75.00	
48015	Peterson, R.T. & P.M.	100.00	
48017	Kirchner, F.H.	300.00	
3 signs	Lucky Sign Co.	13,270.00	
2 signs	Lucky Sign Co.	485.00	
1-194.64	Swinford, Bill G.	600.00	
1-194.64	Garden Villa Motel	2,620.00	
4-134.09	Russell, C.J.	120.00	
4-268.91	Shill & Sons Inc.	1,485.00	
4-277.86	Reams Golf-Country Club	210.00	
9-275.84	Joe Kats Signs	1,570.00	
18-69.71	Cornelius, G.L.	120.00	
37-2.56	Robinson, H.L. & Co.	4,185.00	
3 SR	Foster & Kleiser	900.00	
<u>18 Transactions</u>		<u>\$83,540.00</u>	

2. Modification of Access Rights to Marcus I. and Minnie A.
 Dale. File 20042. Mt. Vernon - John Day Section,
 John Day Highway, Grant County.

Approved: *John R. Oaker* Date: 4-18-74
 Right of Way Engineer

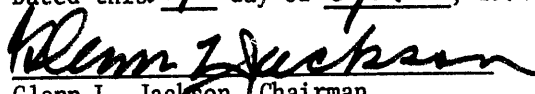
Approved: *Glenn L. Jackson* Date: 4/18/74
 Assistant State Highway Engineer

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 4-23-74

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachment hereto reports this action for your official records.

Dated this 29 day of Apr, 1974.

Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (12) Report of April 26, 1974
- 2) Authorized public sale (Files 39526 and others)
- 3) Approved an agreement with U. S. of America
Dept. of Transportation

1. On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of April 26, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
17107		
17108		
22762	Minnie Bansch et al	\$ 1,045.00
45685	Olney, Lucille	00.00
47136	Poole, L.R. & S.L.	2,250.00
47848	Biggins, Gene & Carolyn	16,680.00
48111	Hildebrand, J.O. et al	6,300.00
48196	White, Wm. E. & Arliss	500.00
5-170.90	Coombs, John W.	210.00
6-209.51	Sussman, Robert	900.00
9-212.14	Lillebo, Wm.	360.00
9-212.14	Lillebo, Wm.	360.00
9-230.30	Joe Kats Signs	190.00
66-53.60		
66-53.71	Ebell, Charles	360.00
	<u>12 Transactions</u>	<u>\$29,155.00</u>

2. Public sale of 6,001 square feet of land on the South Pendleton Interchange - Court Place Section of the Oregon - Washington Highway in Umatilla County for a minimum consideration of \$8,000. Files 39526, 39527, 40970 & 43715. (Real Property Resolution No. 638)
3. Agreement with United States of America Department of Transportation for carrying out national policy relative to control of outdoor advertising in areas adjacent to the national system of Interstate and defense highways and the Federal-aid primary system.

Approved: Joe Boyd

Right of Way Engineer

Date: 4/25/74

Approved: A. L. Shroeder

Assistant State Highway Engineer

Date: 4/25/74

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 4-29-74

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Garden Valley Rd.-Fairgrounds Intchge.
 Type of Work Grading, Paving & Structures F.A. Proj. No. I-5-3(95)124
 County Douglas Highway Pacific
 No. of Bidders 8 Low Bidder S. D. Spencer & Son, Vancouver, Wash.
 Low Bid \$ 11,222,770.50

Engineer's Recommendation:

Award to low bidder as soon as approval of the FHWA is received.

No. 2 Project Tualatin River (Golf Course Rd.) Br.
 Type of Work Structure F.A. Proj. No. BRS-372(2)
 County Washington Highway FAS 631
 No. of Bidders 8 Low Bidder Hamilton Construction Co., Springfield
 Low Bid \$ 468,745.00

Engineer's Recommendations:

Award to low bidder as soon as approval of Washington County is received and the sum of \$133,500.00 is deposited by the County.

No. _____ Project _____
 Type of Work _____ F.A. Proj. No. _____
 County _____ Highway _____
 No. of Bidders _____ Low Bidder _____
 Low Bid \$ _____ Engineer's Est. \$ _____ % Above Eng. Est. _____

Engineer's Recommendations:

On April 22, 1974, I accepted by telephone the above two bids received on April 11, 1974, and authorized the Administrator and State Highway Engineer to award and sign the contracts when certain conditions were fulfilled.

Dated this 29 day of Apr, 1974.

Glenn L. Jackson
 Glenn L. Jackson, Chairman
 OREGON TRANSPORTATION COMMISSION

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project McKay Creek Bridge
 Type of Work Structure F.A. Proj. No. RS-550(1)
 County Crook Highway FAS 401
 No. of Bidders 8 Low Bidder Workman Contractors Inc., Canby
 Low Bid \$ 58,678.50

Engineer's Recommendation: Award to low bidder as soon as approval of Crook County is received and the sum of \$8,500 is deposited by the County.

No. 2 Project Condon Rock Production
 Type of Work Rock Production F.A. Proj. No. --
 County Gilliam Highway John Day
 No. of Bidders 4 Low Bidder E. D. Blumer Crushing Co., Inc., Wash. Kennewick,
 Low Bid \$ 40,832.00

Engineer's Recommendations: Award to low bidder

No. 3 Project Long Creek Rock Production
 Type of Work Rock Production F.A. Proj. No. --
 County Grant Highway Pendleton-John Day
 No. of Bidders 5 Low Bidder E. H. Itschner Co., Molalla
 Low Bid \$ 63,850.00
 2nd low bid 68,600.00

Engineer's Recommendations: Award to second low bidder because of contractor's qualifications. (Low bidder will not accept award of more than two contracts at this letting.)

APPROVED BY CHAIRMAN
 GLENN B. JACKSON
 DATE 4/29/74

No. 4 Project Klamath Falls
 Type of Work Roadside Improvement F.A. Proj. No. LSF-4(1)
 County Klamath Highway Klamath Falls-Malin
 No. of Bidders 2 Low Bidder Aichele Landscaping Inc., Portland
 Low Bid \$ 78,755.00

Engineer's Recommendation:

Award to low bidder as soon as approval of the FHWA is received.

No. 5 Project Odell Lake Rock Production
 Type of Work Rock Production F.A. Proj. No. --
 County Klamath Highway Willamette
 No. of Bidders 4 Low Bidder Hall International, Inc., Madras
 Low Bid \$ 56,200.00

Engineer's Recommendations:

Award to low bidder.

No. 6 Project N. Albany Intchge.-Lebanon Rd. Intchge.
Grading, Paving, Guardrail,
 Type of Work Signing, and Traffic Signals F.A. Proj. No. I-5-4(78)228
 County Linn Highway Pacific
 No. of Bidders 4 Low Bidder Morse Bros., Inc., Lebanon
 Low Bid \$ 1,392,266.80

Engineer's Recommendations:

Award to low bidder as soon as approval of the FHWA is received.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 4/29/74

No. 7 Project Lebanon Rd. Intchge.-Halsey Intchge.
Type of Work Grading, Aggregate Production & Signing F.A. Proj. No. I-5-4(79)216
County Linn Highway Pacific
No. of Bidders 5 Low Bidder F. H. McEwen Constr. Co., Eugene
Low Bid \$ 2,280,758.00

Engineer's Recommendation: Award to low bidder as soon as approval of the FHWA is received.

No. 8 Project Foothill Drive
Type of Work Grading, Culvert and Structure F.A. Proj. No. S-23-108(2)
County Malheur Highway FAS 23-108
No. of Bidders 4 Low Bidder Ross Bros. Construction, Inc., Salem
Low Bid \$ 76,094.80

Engineer's Recommendations: Reject all bids as being too high. ✓

No. 9 Project Shaniko Rock Production
Type of Work Rock Production F.A. Proj. No. --
County Wasco Highway Sherman
No. of Bidders 7 Low Bidder E. D. Blumer Crushing Co., Kennewick, Wash.
Low Bid \$ 106,490.00

Engineer's Recommendations: Award to low bidder.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 4/29/74

No. 7 Project Lebanon Rd. Intchge.-Halsey Intchge.
 Type of Work Grading, Aggregate Production & Signing F.A. Proj. No. I-5-4(79)216
 County Linn Highway Pacific
 No. of Bidders 5 Low Bidder F. H. McEwen Constr. Co., Eugene
 Low Bid \$ 2,280,758.00

Engineer's Recommendation: Award to low bidder as soon as approval of the FHWA is received.

No. 8 Project Foothill Drive
 Type of Work Grading, Culvert and Structure F.A. Proj. No. S-23-108(2)
 County Malheur Highway FAS 23-108
 No. of Bidders 4 Low Bidder Ross Bros. Construction, Inc., Salem
 Low Bid \$ 76,094.80

Engineer's Recommendations: Reject all bids as being too high. ✓

No. 9 Project Shaniko Rock Production
 Type of Work Rock Production F.A. Proj. No. --
 County Wasco Highway Sherman
 No. of Bidders 7 Low Bidder E. D. Blumer Crushing Co., Kennewick, Wash.
 Low Bid \$ 106,490.00

Engineer's Recommendations: Award to low bidder.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 4/29/74

No. 10 Project Greenburg Road Intchge.
 Type of Work Roadside Improvement F.A. Proj. No. LSS-628(3)
 County Washington Highway Beaverton-Tigard
 No. of Bidders 3 Low Bidder Aichele Landscaping, Inc., Portland
 Low Bid \$ 55,151.70
 Engineer's Recommendation:

Award to low bidder as soon as approval of
 the FHWA is received.

No. 11 Project Divide-Comstock
 Type of Work Concrete Median Barrier F.A. Proj. No. I-5-3(96)164
 County Lane and Douglas Highway Pacific
 No. of Bidders 6 Low Bidder Stillwell-Gerard Constr. Co., Bellevue, Wash.
 Low Bid \$ 226,410.00

Engineer's Recommendations: Award to low bidder as soon as approval of
 the FHWA is received.

On April 29, 1974, I accepted by telephone the above 11 bids
 received on April 25, 1974, and authorized the Administrator
 and State Highway Engineer to award and sign the contracts
 when certain conditions were fulfilled.

Dated this 6 day of May, 1974.

Glenn L. Jackson
 Glenn L. Jackson, Chairman
 OREGON TRANSPORTATION COMMISSION


APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 5/29/74

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachment hereto reports this action for your official records.

Dated this 6 day of May, 1974.


Glenn L. Jackson, Chairman
OREGON TRANSPORTATION COMMISSION

Attachment List:

- 1) Options accepted (11) Report of May 3, 1974
- 2) Authorized public sale (File 23963)
- 3) Approved an agreement with City of Klamath Falls
- 4) Supplemental agreement with Washington County approved
- 5) Approved an extension of lease with Kenneth L. Pruitt

1. On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of May 3, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
43401	Ross, Wm. & P.A.	\$ 3,376.00
45127		
L-6678	Kenyon, D.E.	5,000.00
48001	Gardner, Leota	100.00
48004	Barna, Geza & A.K.	75.00
48007	Zabel, F. & V.	250.00
48019	McMillen, E.K.	200.00
48041	Farrell, F.J. & D.J.	200.00
48117	Boresek, F.J.	36,750.00
26-27.73	Fitzgerald, R. & Shivers, D.	120.00
39-25.89SW	Wymore, Clyde	1,680.00
6 SR	Foster & Kleiser	1,800.00
<u>11</u> Transactions		\$49,551.00

2. Public sale of a 1.1 acre parcel of land on the Olds Ferry - Ontario Section of the Old Oregon Trail Highway in Malheur County. Minimum consideration \$2,420. File 23963. (Real Property Resolution No. 639)

Approved: 

Right of Way Engineer

Date: 5/2/74

Approved: 5/2/74


Asst. State Hwy. Engr

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 5-6-74

- 3) Cooperative agreement with City of Klamath Falls dealing with a landscaping project along the Klamath Falls Section of the Klamath Falls-Malin Highway. The State will perform all work required to establish plantings. Upon completion, the city is to furnish water to the irrigation system at no cost to State.
- 4) Supplemental Throughway Agreement with Washington County concerning the jurisdiction of certain segments of the frontage road system lying within the access control area of the Lower Boones Ferry Road Interchange. The original agreement, dated October 19, 1971, covering the So. Tigard Interchange-E. Portland Freeway Interchange Section, remains in full force and effect.
- 5) Extension of a one-year lease agreement with Kenneth L. Pruitt for the hotel concession at the Frenchglen State Wayside from June 1, 1974, to June 1, 1975. When the State assumed ownership of this property, it was agreed to honor Mr. Pruitt's existing concession agreement for a one-year trial period. (Harney County)

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
DATE: 4/30/74

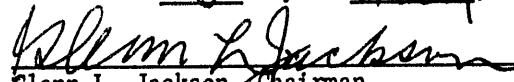
APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 5-6-74

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the attachment hereto reports this action for your official records.

Dated this 13 day of May, 1974.


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (12) Report of May 10, 1974
- 2) Authorized public sale (Files 40336 and 40337)
- 3) Authorized public sale (File 40347)
- 4) Authorized public sale (Files 39171, etc.)
- 5) Approved an agreement with City of Portland
- 6) Approved an agreement with City of La Grande

1. On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of May 10, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47671	McCurry, C.R. & D.L.	\$ 330.00
47794	The Hanna Mining Co.	800.00
48013	Safford, E.E. & S.J.	4,065.00
48109	E. Binney Estate	4,380.00
48191	Jaska, G.E. & E.A.	220.00
48192	Favell-Utley Corp.	150.00
1-34.38	The Salem Trapshooters Club	25.00
6-403.06	Thayer Cattle Company	120.00
9-241.69	Joe Kats Signs	2,260.00
37-2.56		
37-2.78	Andy Vandermolen	300.00
10 SR	Casey & Stone Co.	2,408.00
37 SR	Honald, Inc.	9,557.00
<u>12 Transactions Total</u>		<u>\$24,615.00</u>

2. Public sale of a 0.41 acre parcel of land on the Oro Dell - Union Junction Section of the Old Oregon Trail Highway in Union County for a minimum consideration of \$1,450. Files 40336 and 40337. (Real Property Resolution No. 640)

3. Public sale of a 0.36 acre parcel of land on the Oro Dell - Union Junction Section of the Old Oregon Trail Highway in Union County for a minimum consideration of \$1,264. File 40347. (Real Property Resolution No. 641)

4. Public sale of a 10,304 square-foot parcel of land on the Pendleton Section of the Old Oregon Trail Highway in Umatilla County for a minimum consideration of \$7,000. Files 39171, 39172, 39173, and 39191. (Real Property Resolution No. 642)

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 5-13-74

APPROVED
John Klabe
STATE HIGHWAY ENGINEER
DATE: 5/16/74

Approved: 5/10/74
H. L. Moulton
Utah State Hwy. Engr

5. Agreement between the State of Oregon and the City of Portland to acquire approximately 15.25 acres of land and 530 feet of Willamette River frontage at the east end of the St. Johns Bridge on both sides of the right-of-way to be used as a park. Multnomah County. State's share of funding \$150,250.

6. Letter-form agreement with the City of La Grande pertaining to improvement of the Chas. H. Reynolds Safety Rest Area on the Old Oregon Trail in Union County. Normally for rural installations such as this, the State would install septic tanks and drain fields; however, the proximity of the rest areas to Ladd Creek presents the problem of possible stream pollution. The State's interest in preserving the environment and the nearness of the City of La Grande sewage lagoon system has led to the design of a closed system for carrying septic effluents from the rest areas to the lagoon system. The State will install the system and pay for the service in accordance with the City's established rate schedule.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 5-13-74

EXHIBIT

EXHIBIT B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
VICE CHAIRMAN OF TRANSPORTATION COMMISSION

NO REPORT

May 23, 1974

Oregon Transportation Commission

Reports of Actions Taken Under Delegated Authority

On behalf of the Commission and under its authority delegated to me to approve and execute indentures of access, I approved and signed the following:

File 46265 - Summit Investment Co.
Park St.-Tolman Creek Road Section
Green Springs Highway, Jackson County
Approved 4-22-74

File 20563 - Leonard
Rickreall-Orr Corner Section
Pacific West Highway, Polk County
Approved 4-30-74

File 47151- Royer
File 46729- Williams
Milton-Freewater-Wash. State Line Section
Oregon-Washington Highway, Umatilla County
Approved 4-30-74



(Signature)

Administrator & State Highway Engineer
(Title)

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when certain conditions have been fulfilled, I awarded the following contracts:

- (1) Garden Valley Road-Fairgrounds Interchange Section of the Pacific Highway in Douglas County. Bids received April 11, 1974. Contract No. 8003 awarded April 22, 1974, to S. D. Spencer & Son, Vancouver, at \$11,222,770.50.
- (2) Tualatin River (Golf Course Rd.) Bridge Section of FAS 631 in Washington County. Bids received April 11, 1974. Contract No. 8004 awarded May 8, 1974, to Hamilton Construction Co., Springfield, at \$468,745.
- (3) McKay Creek Bridge on FAS 401 in Crook County. Bids received April 25, 1974. Contract No. 8005 awarded May 1, 1974, to Workman Contractors, Inc., Canby, at \$58,678.50.
- (4) Roadside improvement on the Klamath Falls Section of the Klamath Falls-Malin Highway in Klamath County. Bids received April 25, 1974. Contract No. 8008 awarded April 29, 1974, to Aichele Landscaping, Inc., Portland, at \$78,755.
- (5) North Albany Interchange-Lebanon Road Interchange Section of the Pacific Highway in Linn County. Bids received April 25, 1974. Contract No. 8010 awarded April 29, 1974, to Morse Bros., Inc., Lebanon, at \$1,392,266.80.
- (6) Lebanon Road Interchange-Halsey Interchange Section of Pacific Highway in Linn County. Bids received April 25, 1974. Contract No. 8011 awarded April 29, 1974, to F. H. McEwen Construction Co., Eugene, at \$2,280,758.
- (7) Greenburg Road Interchange Section of Beaverton-Tigard Highway in Washington County. Bids received April 25, 1974. Contract No. 8014 awarded May 3, 1974, to Aichele Landscaping, Inc., Portland, at \$55,151.70.

Award of contracts by Mr. Klaboe cont.:

- (8) Divide-Comstock Section of the Pacific Highway in Lane and Douglas Counties. Bids received April 25, 1974. Contract No. 8015 awarded April 29, 1974, to Stillwell-Gerard Construction Co., Bellevue, at \$226,410.



F. B. Klaboe
Administrator and State Highway Engineer

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to
me to accept contracts completed according to specifications,
I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
Hamilton Construction Company No. 7968	Owyhee River (Overstreet Rd.) Bridge FAS 23-125 Malheur County	April 25, 1974
Hamilton Electric, Inc. No. 7899	E. Main St.-Homedale Rd. (Klamath Falls) Klamath Falls-Lakeview Klamath County	May 1, 1974
Aichele Improvement No. 7802	Willamette River (Albany) Bridge Albany-Corvallis Hwy. Linn & Benton Counties	May 8, 1974
Redwood Empire Aggregates No. 7615	Brookings Safety Rest Area Oregon Coast Highway Curry County	May 15, 1974
B & A Pump Service No. 7914	Charles H. Reynolds Safety Rest Area Old Oregon Trail Union County	May 22, 1974



F. B. Klaboe, Administrator
And State Highway Engineer

EXHIBIT

EXHIBIT D

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
DIRECTOR OF PERMITS

NO REPORT

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

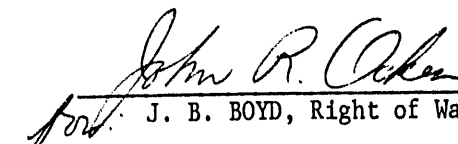
MYRTLE CREEK-CANYONVILLE SECTION OF THE PACIFIC HIGHWAY - DOUGLAS COUNTY

R-47663 - Bess W. Briggs. 0.14 acre for right of way purposes. Offer \$425.00.

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

R-48150 - Rudy F. Calaba et al. 0.16 acre for right of way purposes. Offer \$675.00.

Dated this 15th day of May, 1974


for J. B. BOYD, Right of Way Engineer

RE: Report of Offers Tendered -- 2

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

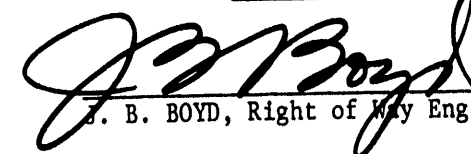
On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

SILVER POINT SLIDE SECTION OF THE OREGON COAST HIGHWAY -
CLATSOP COUNTY

R-48171 - Louis R. Stafford et ux. 3.4 acres for right of way purposes. Offer \$7,500.00.

R-48172 - Walter Kenneth Downing et ux. 0.63 acre for right of way purposes. Offer \$2,500.00.

Dated this 22nd day of May, 1974.


J. B. BOYD, Right of Way Engineer

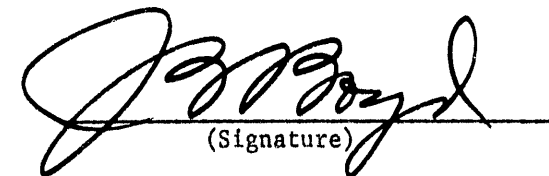
May 22, 1974

Oregon Transportation Commission

Reports of Actions Taken under Delegated Authority
Lease

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the following reports this action for your official records.

1. A 10-year lease to the United States of America, Corps of Engineers, for installing and maintaining their communication facilities at the Highway Mt. Scott site in Clackamas County. No fee is charged. Approved May 21, 1974. File 15667
2. An addendum to an existing lease with the Division of State Lands for the Burns Butte Transmitter Site in Harney County, which increases Highway's rent by \$945 for the balance of the term. Approved May 20, 1974. File 41443


(Signature)Right of Way Engineer
(Title)



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 14, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Oregon Transportation Commission

Report of Actions Taken Under Delegated Authority Disposal of Personal Property

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the following and the attachment hereto reports this action for your official records.

Disposal of Personal Property:

Miscellaneous Sales	14	\$ 2,997.30
Land Sales	4	21,510.00
Timber Sales	1	135.00
Rent Revenues - April 1974		61,938.16
		<hr/>
Total		\$86,580.46

John R. Cole
(Signature)

Alan Right of Way Engineer

Attachment (On File in Right of Way Files)
(Gives details of disposition of personal property, etc.)
- 435 -

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
STATE PARKS SUPERINTENDENT

NO REPORT

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Mary Thomas L-6974 R-47732	\$ 9,600	\$16,300 plus \$ 3,500 for timber	\$22,800
Section: White Bridge Highway: Powers Approved by: Walter L. Barrie		County: Coos Date: May 8, 1974	
Nicholas Marsh L-6875 R-44656	\$ 5,450	\$ 8,125	\$10,000
Section: Elk River-Port Orford Highway: Oregon Coast Approved by: Walter L. Barrie		County: Curry Date: May 1, 1974	
Claude D. Funk L-6960 R-42582	\$ 2,750	\$ 6,700	\$10,000
Section: Elk River-Port Orford Highway: Oregon Coast Approved by: Walter L. Barrie		County: Curry Date: May 10, 1974	
Harold Kruse L-6642 R-43493	\$ 9,900	\$10,300	\$12,500
Section: Garden Valley Road-Fairgrounds Highway: Pacific Approved by: Walter L. Barrie		County: Douglas Date: April 30, 1974	

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Frances Wardrope L-7025 R-45239	\$ 7,250	\$ 7,250	\$ 8,500
Section: Winston-Shady Interchange Highway: Coos Bay-Roseburg Approved by: Walter L. Barrie			
County: Douglas Date: May 10, 1974			
Harold Kruse L-7035 R-47772	\$ 1,450	\$ 1,450	\$ 1,800
Section: Garden Valley Road-Fairgrounds Highway: Pacific Approved by: Walter L. Barrie			
County: Douglas Date: May 10, 1974			
Phillips Petroleum L-7021 R-47103	\$ 725		Dismissed
Section: Milton Freewater-Washington State Line Highway: Oregon-Washington Settled by option by Right of Way Department.			
County: Umatilla			

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

Plaintiff	Defendant	Cause of Action	Demand of Plaintiff
Lord Bros. L-6808	State of Oregon	Contract #7128	\$389,000
Section: Wilsonville Interchange-Hubbard Interchange Highway: Pacific County: Marion Disposed of by: Settlement \$65,000.			
State of Oregon L-6592	D. McD. Logging Co.	Property Damage	\$ 4,390.15
Highway: Weston-Elgin County: Union Disposed of by: Settlement \$2,500.			
Patrick Bigge L-6991	Lois Emerson	Personal Injury	\$40,280.67
U. S. District Court Disposed of by: Dismissal by stipulation of parties of defendant R. L. Porter.			
State of Oregon L-7026	Obie Outdoor Advertising Co. and Foster & Kleiser	Billboards - Arbitration Award	* See Remarks

County: Multnomah

*REMARKS - This is the settlement of the judgment entered on the arbitration award with Obie Sign Company and Foster & Kleiser. The original judgment in favor of Obie was for \$1,011,800. Through negotiation the amount was reduced to \$717,650 plus \$30,000 damages.

The award for Foster and Kleiser was \$275,000 and was reduced to the sum of \$208,150 plus \$1,687.18 damages.

Damages were awarded the two sign companies because of costs incurred because some signs were submitted to arbitration that should not have been.

353 signs were submitted for purchase from Obie and only 244 were bought. 51 signs were submitted for purchase from Foster and Kleiser and only 39 were actually purchased.

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Offer Before Filing Complaint	Defend- ants' Lowest Demand	Verdict	Attorney Fees
Frank Garrett L-7022 R-46719	\$ 1,300	\$10,000	\$ 5,000	\$ 1,250

Section: Milton Freewater-Washington State Line

Highway: Oregon-Washington

Approved by: Walter L. Barrie

County: Umatilla

Date: May 22, 1974

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Terry Hanson L-7017	Property Damage	\$ 391.80	\$ 391.80
Attorney Fees: \$130.00 Highway: Warrenton-Astoria		Court Costs: \$12.00 County: Clatsop	
Scott Allen L-7014	Property Damage	\$ 107.16	\$ 107.16
Attorney Fees: \$100.00 Highway: I-5 at milepost 140.34		Court Costs: \$16.10 County: Douglas	
Dale Breland L-6941	Property Damage	\$ 863.48	\$ 863.48
Attorney Fees: \$250.00 Highway: Klamath Falls-Malin #50		Court Costs: \$10.50 County: Klamath	
Robert Williams L-7038	Property Damage	\$ 694.30	\$ 694.30
Attorney Fees: \$350.00 Highway: I-5 at milepost 193		Court Costs: \$31.50 County: Lane	
Margaret Williams L-6856	Property Damage	\$ 937.96	\$ 937.96
Attorney Fees: \$100.00 Highway: Oregon 228		Court Costs: \$41.60 County: Linn	
Malana Ugelstad L-6927 R-44071	Forcible Entry and Detainer	Possession of premises	Case abandoned as rent was paid
Highway: Mt. Hood		County: Multnomah	

REPORT OF TRIAL OF OTHER CASES - State Defendant

Plaintiff	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Marguerite Keller L-6876 R-37039	Contract Action- Breach of option agreement	\$19,500	\$ 8,000
Attorney Fees: None Highway: Clackamas		Court Costs: \$125.08 County: Clackamas	
Alde E. Vickstrom L-6805	Property Damage	\$52,090.74	Tender of defense accepted by contractor
Siletz River Project at Kernville, Oregon		County: Lincoln	
Andrew Turrini L-6878	Personal Injury	\$129,475.75	For Defen- dant State of Oregon
Highway: Oregon 58		County: Marion	
Nancy Turrini L-6994	Personal Injury	\$129,475.75	For Defen- dant State of Oregon
Highway: Oregon 58		County: Marion	
Stephen Turrini L-6995	Personal Injury	\$129,475.75	For Defen- dant State of Oregon
Highway: Oregon 58		County: Marion	
Richard Ghilotti L-6993	Property Damage	\$ 3,000	For Defen- dant State of Oregon
Highway: Oregon 58		County: Marion	

INSTITUTION OF LEGAL PROCEEDINGS FILED AGAINST THE DEPT. OF TRANSPORTATION

L-7082 - Carol Stewart v. State of Oregon, by and through the Department of Transportation, Highway Division, George M. Baldwin, Director: This accident occurred on November 21, 1973, on Highway 58 approximately 20 miles east of Oakridge, in Lane County, and the damage to the plaintiff's car resulted when a State snowplow attempted to pull it out of a snowbank. Her car was damaged in the amount of \$301.91 and this matter has been referred to our insurance carrier for the defense of the State.

L-7089 - United States Steel Corporation v. Claude Brinegar, et al.: This is a lawsuit filed in the U. S. District Court in Portland for an injunction. The lawsuit is brought by U. S. Steel Corporation which would be affected should alternative No. 4 (short Yeon) in the I-505 corridor route be selected. Defendants are the U. S. Secretary of Transportation, the Federal Highway Administration and the Oregon Transportation Commission. Plaintiff seeks to enjoin defendants from proceeding with alternative No. 4.

June 26, 1974
Salem, Oregon

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

Glenn L. Jackson, Chairman
Carl O. Fisher, Vice Chairman
Robert L. Mitchell, Secretary
Robert E. Veatch, Member
George M. Baldwin, Director of Transportation
Sam Haley, Deputy Director of Transportation
Jack Sollis, Assistant Attorney General and Assistant Counsel
F. B. Klaboe, Administrator and State Highway Engineer
A. E. Johnson, Deputy State Highway Engineer
David Talbot, State Parks Superintendent
John R. Oakes, Assistant Right of Way Engineer
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles
C. W. Head, Supervisor, Commission Services

The Commission approved the minutes of the regular Transportation Commission meeting held on May 29, 1974.

HIGHWAY DIVISION

A list of properties needed for highway and other uses was presented by Mr. Oakes. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him 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. 2621," which resolution by this reference is made a part hereof and filed in the Commission's files.

Attention was given to the vacation of a portion of Sheridan Avenue in the City of North Bend in Coos County. Mr. Oakes mentioned that the property is adjacent to the Oregon Coast Highway and abuts an excess parcel of right of way. Following his favorable recommendation, the Commission approved the vacation and authorized the Administrator and State Highway Engineer to sign the consent form in their behalf.

Chairman Jackson inquired as to the status of the sign removal program. Mr. Oakes stated that 750 signs have been removed and it is anticipated that the removal of signs will be completed by January 1, 1975.

Mr. Sollis asked if there were any questions in reference to the informational reports previously submitted to the Commission on cases tried, cases settled, and institution of legal proceedings filed against the Department of Transportation since the last Commission meeting. The Commission replied in the negative. (See Exhibit G on file in the Commission's files in Salem.)

Attention was given to a notification of intent filed by Lawrence L. Holt to construct a single family residence on Government Lot 9, Section 32, Township 35 South, Range 13 West, in Curry County. Mr. Talbot pointed out that this site is located in river mile 9 on the left bank of the river 1-1/2 mile upstream from Lobster Creek within the Rogue River Scenic Waterway. The existing density on the left bank of the river on mile 9 is seven, exceeding the established standard of four per river mile. The proposal is located above the Gold Beach-Agness road and is well screened from view from the river by vegetation. Upon the recommendation of Mr. Talbot, the Commission approved the construction insofar as their authority under the Scenic Waterways Act is concerned.

Consideration was given to an agreement with John H. Atherton, Professor of Anthropology at Portland State University, covering direction of archeological investigations in Champoeg State Park in Marion County. Mr. Talbot mentioned that the agreement conforms to the Executive Department regulations and requirements relating to contracting for personal and professional services. The investigation covers the period from July 1 through September 30, 1974. The objective is to recover data concerning daily life of inhabitants of the settlement for purposes of interpretation to park visitors. The services of the contractor under this agreement are \$4,000. Following his favorable recommendation, the Commission approved the agreement and authorized Mr. Klaboe to sign it in their behalf.

Mr. Talbot reported that park usage is starting to increase. Reservations and the information center calls are also increasing. The non-resident camping for the month of May was down approximately 41%.

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission files, Salem.)

(continued on page 446)

Chairman of the Oregon Transportation Commission
Vice Chairman of Oregon Transportation Commission
Administrator and Highway Engineer
Director of Permits
Right of Way Engineer
State Parks Superintendent
Chief Counsel

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G

The Commission approved increases in project authorizations on the following contracts as recommended by Mr. Klaboe:

- (1) W. H. Gregory, Contract No. 7942, The Dalles-California Highway in Klamath County, for \$114,843.20 (22.4%). The overrun was due to the cutting of slopes and adjustments of a powerline.
- (2) White-Palos, Contract No. 7938, Powers Highway in Coos County, for \$93,336 (13.8%). The overrun was due to extensive slide problems that developed during the past winter.

The Commission considered the continuation of their membership in the Pacific Northwest Travel Association. Mr. Klaboe mentioned that the Highway Division has been participating with the Association in a variety of travel shows, travel writer tours, and other professional efforts in the Pacific Northwest area. He recommended approval for continued participation in the amount of \$4,000 for the fiscal year beginning July 1, 1974. The Commission approved the membership.

Consideration was given to two Highway Beautification Projects as follows:

- (1) Walker Road Interchange Section, Beaverton-Tigard Highway, Washington County. Estimated cost \$52,171.
- (2) Beaverton Interchange Section, Beaverton-Tigard Highway, Washington County. Estimated cost \$118,866.

Following Mr. Klaboe's favorable recommendation, the Commission approved the projects (funds available under Section 319b of Title 23, U.S. Code, with no State match moneys required).

Attention was given to a request from the City of Portland covering the widening of a 0.5-mile section of N.E. Halsey Street. Mr. Klaboe stated that Urban System funds (FAUS) for this preliminary engineering project are estimated at \$11,700 with the State and City each paying approximately \$1,650. The project has been investigated and is eligible for Federal aid. It has been approved by the Columbia Region Association of Governments. Upon Mr. Klaboe's recommendation, the Commission approved the following project and authorized the Administrator and State Highway Engineer to sign the agreement when prepared.

(continued on page 447)

JURISDICTION	SECTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Portland	N.E. 70th Ave.-N.E. 80th Ave., N.E. Halsey St. (FAUS 5026)	\$15,000	\$11,700	\$1,650
	TOTAL NEW PROJECT	\$15,000	\$11,700	\$1,650

SUMMARY BY FISCAL YEAR (Federal FAU Funds)	1974	1975	TOTAL
Allocated Funds (Federal)	\$6,405,362	\$6,552,246	\$12,957,608
Approved Projects (corrected to date)	2,573,808	---	2,573,808
Unprogramed Balance	\$3,831,554	\$6,552,246	\$10,383,800
New Project (6-26-74)	11,700	---	11,700
Unprogramed Balance	\$3,819,854	\$6,552,246	\$10,372,100

Consideration was given to approving two Emergency Relief Projects in Josephine County (at no cost to the State) as a result of the January 1974 storm damage. Upon Mr. Klaboe's recommendation, the Commission approved the following Emergency Relief Projects and authorized the Administrator and State Highway Engineer to sign the agreements when prepared.

JOSEPHINE COUNTY

FAS NO.	DESCRIPTION	AMOUNT
17-100	Lower Grave Creek Road, M.P. 0.4 to M.P. 2.3. Place riprap and restore roadway.	\$157,000
17-102	Merlin-Galice Road, M.P. 12.75. (Henderson Slide) Corrective measures for slide and roadway restoration.	\$ 50,000

The Commission considered requests from the Cities of North Bend and Woodburn for approval of TOPICS Projects (traffic operational procedures to increase capacity and safety) and a request from the City of Medford for an increase in a previously approved TOPICS Project. Following Mr. Klaboe's favorable recommendation, the Commission approved the request and authorized the Administrator and State Highway Engineer to sign the agreements when prepared.

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
North Bend	Broadway St. @ Virginia Ave.	\$40,000	\$31,000	\$4,500
Woodburn	Pacific Highway East @ Lincoln St.	30,000	23,000	3,500
	TOTAL NEW PROJECTS	\$70,000	\$54,000	\$8,000

(continued on page 448)

INCREASE IN PREVIOUSLY APPROVED PROJECT

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
Medford	Birch Ave.-Crater Lake Hwy., Rogue Valley Hwy.	\$115,000	\$90,000	\$12,500
	Amt. approved by the Oregon Transportation Commission on Sept. 19, 1973	45,000	35,000	5,000
	TOTAL INCREASE	\$ 70,000	\$55,000	\$ 7,500
	TOTAL	\$140,000	\$109,000	\$15,500

SUMMARY BY FISCAL YEAR (Federal TOPICS Funds)	1970, 71 & 72	1973	TOTAL
Allocated Funds (Federal)	\$4,153,000	\$870,000	\$5,023,000
Approved Projects (Corrected to date)	4,153,000	585,000	4,738,000
Balance	---	285,000	285,000
New Projects (6-26-74)	---	109,000	109,000
Unprogramed Balance	\$ ---	\$176,000	\$ 176,000

(Traffic signal installations in North Bend and Woodburn were adopted as proposed rules to become permanent rules if no hearing is necessitated following publication of the notice in the Secretary of State's Administrative Rule Bulletin on July 15, 1974. If no hearing is necessitated, the effective dates of adoption will be August 4, 1974. The permanent rules will be published on August 15, 1974, to be effective on August 25, 1974.)

Mr. Klaboe presented the following construction projects on which bids are to be received June 20 and June 27, 1974. He indicated that the projects contain an explanation of plans concerning the establishment of footpaths and bicycle trails:

JUNE 20, 1974 BID LETTING

- (1) Fremont Bridge, Stadium Freeway, Multnomah County. Ladders and Grab Bars Project. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (2) North Ontario Interchange-Idaho State Line, Old Oregon Trail, Malheur County. Grade, Pave and Structure Project. Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The primary purpose of this project is a safety update to eliminate hazard conditions.
- (3) Boring Road Interchange, Mt. Hood Highway, Clackamas County. Roadside Improvement Project. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

(continued on page 449)

- (4) Silver Point Slide, Oregon Coast Highway, Clatsop County. Grade and Pave Project.
Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is slide correction.
- (5) State Street and Broadway N.E. (Salem), FAS 159 and North Santiam Highway, Marion County. Signals Project.
Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (6) New Idaho Loop, FAS 19-106 and 107, Lake County. Structures Project.
Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established ... if the cost of establishing such paths and trails would be disproportionate to the need or probable use."
- (7) Troutdale (S.E. 8th Street), Multnomah 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(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."
(Due to the anticipated lack of use and the City's inability to provide funds, the construction of footpaths and bicycle trails would not be practical.)
- (8) Cannon Beach (Spruce and 1st Streets), Clatsop 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(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."
(Due to the anticipated lack of use, the construction of footpaths and bicycle trails would not be practical.)

(continued on page 450)

- (9) Waldport (Mill Street), Lincoln 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(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."
(Due to the anticipated lack of use, the construction of footpaths and bicycle trails would not be practical.)
- (10) Creswell (1st Street), Lane 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 sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails." The proposed project includes construction of sidewalks which can be utilized by bicycle and foot traffic.
- (11) Jacksonville ("E" Street), Jackson 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 sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails." Sidewalks are existing adjacent to the proposed project which can be utilized by bicycle and foot traffic.
- (12) Shady Cove (Schoolhouse Lane), Jackson 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(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."
Due to the anticipated lack of use and the City's inability to provide funds, the construction of footpaths and bicycle trails is not included as part of the project.

(continued on page 451)

- (13) Tryon Creek State Park, Multnomah County. Utilities Project. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

- (14) Silver Falls State Park, Marion County. Bikeway Project. A bicycle facility will be provided within the State Park.

JUNE 27, 1974 BID LETTING

- (1) Beaverton Interchange, Beaverton-Tigard Highway, Washington County. Roadside Improvement Project. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.
- (2) Walker Road Interchange, Beaverton-Tigard Highway, Washington County. Roadside Improvement Project. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.
- (3) Foothill Drive, FAS 23-108, Malheur County. Grade, Culvert and Structure Project. Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike 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."

The Commission considered an amendment to the Oregon Transportation Commission Directive No. 1 authorizing an increase in truck weight limits (triple trailers) to expand the approved route system. Mr. Klaboe stated that the expansion includes a section of the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County. A test run has been performed to determine the movement over this section, and it can be made in compliance with the special provisions covering triple-trailer permits. Following his favorable recommendation, the Commission approved Amendment No. 4 to Oregon Transportation Commission Directive No. 1. (Copy of Amendment No. 4 on file in the Commission's files.)

A Forest Highway Program for the 1975 Fiscal Year was presented by Mr. Klaboe. He said the program has been agreed upon by officials representing the U.S. Forest Service, the Federal Highway Administration, and the Highway Division. Following his favorable recommendation, the Commission approved the 1975 Fiscal Year Forest Highway Program.

(continued on page 452)

O R E G O N

1975 Fiscal Year Forest Highway Program

SUMMARY OF APPORTIONMENT AVAILABLE

F. Y. 1975 and prior years apportionment available for programming	\$14,727,122
F. Y. 1972 apportionment subject to lapse June 30, 1974	1,859,859
Adjusted apportionment available for programming	\$12,867,263
Amount of apportionment previously programmed for projects (excluding those projects in proposed F. Y. 1975 programs)	3,600,000
Amount of apportionment available for proposed F. Y. 1975 program and future years program	9,267,263

PROPOSED FISCAL YEAR 1975 PROGRAM

Resulting From

Tri-Agency Meetings of April 29 and May 13, 1974

Project No.	Name and Termini	Type	Program Amt.
7-1(4)	Siuslaw Hwy. Vic. of U.S. Plywood at Sta. 308 to end of current improvement at Sta. 515 (3.9 miles)	Grade, base bin wall, re-locate rail-road & pave	\$4,500,000
46-1(3) & 46-4(7)	Cascade Lakes Hwy. From Deschutes/Klamath Co. line southerly 2.9 miles and northerly 1.1 (4.0 miles)	Grade, base & pave	\$1,550,000
25-1(3), 42-1(5) & 49-1(9)	Warm Springs Intchge. Signing & illumination at Jct. of FH Rts. 25, 42, & 49 (2.1 miles)	Traffic signing & illumination	\$ 200,000
53-2(4)	Lake of the Woods Hwy. Vic. of Lake of the Woods (1.0 mile)	Safety Improve Grade, Base, Pave	\$ 100,000
Lump Funds	Contingent fund (claims & contract overruns)		\$ 250,000
	Preliminary Engineering, all Oregon FH Routes		\$ 400,000
Total Proposed F. Y. 1975 program amount			\$7,000,000
Balance of apportionment available for further programming			\$2,267,263

Consideration was given to contracting the Main Avenue (Oregon Coast Highway) and 3rd Street (Wilson River Highway) in Tillamook County. Mr. Klaboe stated that a public hearing or clearinghouse review was not required for this improvement and the Highway Division has met all requirements for environmental concern. The project is covered by a construction-finance agreement with the City of Tillamook and provides for the State and City to share the cost of the project. The total estimated cost for construction is \$325,600 utilizing Federal-aid funds. Mr. Klaboe recommended that this project be added to Program XII-A and to finance the State's share from Federal-aid funds. The Commission approved the project.

Upon the recommendation of Mr. Klaboe, the Commission adopted the following proposed rules as permanent rules if no hearing is necessitated following publication of the rules in the Secretary of State's Administrative Rule Bulletin.

- (1) Established a 50 mile per hour speed zone on the Mapleton-Junction City Highway from a point 0.37 mile east of Deadwood Creek (M.P. 12.72) to Deadwood Creek (M.P. 13.09) in Lane County.
- (2) Established two speed zones on the McKenzie Highway in Deschutes County as follows:
 - 30 MPH from the east city limits of Sisters (M.P. 92.85) to 500 feet east of East City Limits of Sisters (M.P. 92.94).
 - 40 MPH from 500 feet east of East City Limits of Sisters (M.P. 92.94) to 400 feet east of Highway No. 17 (M.P. 93.15).
- (3) Established a 25 mile per hour speed zone on the Lexington-Echo Highway from 0.19 mile west of the east city limits of Echo (M.P. 35.19) to the east city limits of Echo (M.P. 35.38) in Umatilla County.
- (4) Rescinded Speed Zone Resolution No. 588 dated July 27, 1971, and established the following speed zones on the Pacific Highway West in Benton County:
 - 35 MPH from the south city limits of Corvallis (M.P. 85.60) to 0.19 mile south of Goodnight Lane (M.P. 85.71).
 - 50 MPH from 0.19 mile south of Goodnight Lane (M.P. 85.71) to 0.10 mile south of Airport Road (M.P. 87.63).

(Proposed rules published in the July 15, 1974, issue of the Secretary of State's Administrative Rule Bulletin. If no hearing is necessitated, the effective dates of adoption will be August 4, 1974. The permanent rules will be published on August 15, 1974, to be effective on August 25, 1974.)

The Commission considered a request from the City of Salem for the installation of pedestrian signals on Capitol Street and on Fairgrounds Road at the south end of the Hollywood Island in the Urban Renewal Area. Mr. Klaboe indicated that the State would have no financial participation in the installation or future maintenance and operational costs. Following his favorable recommendation, the Commission approved the installation of the signals. (Installation to be published as a proposed rule in the July 15, 1974, issue of the Secretary of State's Administrative Rule Bulletin. If no hearing is necessitated, the effective date of adoption will be August 4, 1974. The permanent rule will be published on August 15, 1974, to be effective on August 25, 1974.)

Consideration was given to adoption as a temporary rule the installation of temporary stop signs on the Hillsboro-Silverton Highway and on the Yamhill-Newberg Highway at the Pacific Highway West (Hancock Street and First Street) in Newberg, Yamhill County. Mr. Klaboe stated that the contractor will complete the Newberg couplet in mid-summer 1974, and he indicated that the traffic signals will not be in operation until approximately three months later. It has been proposed that the couplet be put into operation when the road work is complete providing stop signs are installed on all side streets. Upon his recommendation, the Commission approved the installation of temporary stop signs. (Temporary rule published in the July 15, 1974, issue of the Secretary of State's Administrative Rule Bulletin to be effective August 1, 1974.)

The Commission considered the abandonment of five units of old highway on the Thornberry-Lamborn Road Section of the Sherman Highway in Sherman County. Mr. Klaboe mentioned that approximately 1.2 miles would be transferred to the County, 2.0 miles to be retained and added to the Wasco-Heppner Highway, and the remaining 1.8 miles abandoned to the abutting property owners. Following his favorable recommendation, the Commission approved the abandonment and thereupon adopted "Abandonment Resolution No. 520," which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

Consideration was given to the approval of an agreement with the U.S. Geological Survey for stream gaging and flood runoff data for small drainage basins of ten square miles or less throughout the State. Mr. Klaboe said that the Geological Survey establishes and maintains gaging stations on selected basins which are reviewed annually. A report is also made each year cataloging the stream flow data. The estimated cost for the fiscal year 1974-75 is \$30,000 to be financed by Highway Planning & Research Funds. The Commission approved the agreement as recommended by Mr. Klaboe and authorized him to sign it in their behalf.

Consideration was given to an agreement with the City of Albany covering the installation of a fire signal on Lyons Street (Albany-Corvallis Highway) near the intersection of 7th Street in Linn County. Mr. Klaboe said that the agreement provides that the State prepare the plans and specifications and perform the work. After completion of the project, the State will maintain the traffic signals and the City will pay for all power consumed. The estimated cost is \$7,000 to be shared equally by the State and the City. The State's share will be charged to Minor Betterment Funds. Following his favorable recommendation, the Commission approved the agreement.

The Commission considered adoption of a resolution redesignating a section of the Lower Columbia River Highway and the Sandy Boulevard Highway in the City of Portland, Multnomah County. Mr. Klaboe mentioned that the completion of the Stadium Freeway and the opening of the Fremont Bridge makes possible the redesignation of the Lower Columbia River Highway entering the area to downtown Portland. The former highway route of the Lower Columbia River Highway utilizing the N.W. 18th-N.W. 19th Avenue Couplet and the portion of Burnside Street between 14th Avenue and Union Avenue were recently eliminated from the highway system and returned to the jurisdiction of the City of Portland. The resolution terminates the Lower Columbia River Highway from the west at the southwesterly Stadium Freeway ramp of the Fremont Bridge and from the east at the Pacific Highway East on Burnside Street at Union Avenue. It will also include the extension of the Sandy Boulevard Highway for one block on East Burnside Street to replace this connection formerly a part of the Lower Columbia River Highway between the paralleling routes of the Union-Grand Avenue Couplet. Following his recommendation, the Commission adopted "Primary Highway Designation Resolution No. 49," which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

Attention was given to renewing a contract with Oregon Welcome, Inc., to provide special services in the field of tourist promotion. Mr. Klaboe recommended the renewal of this contract in the amount of \$50,000 for the 1974-75 fiscal year, which funds will come from the Travel Information Section budget. The Commission approved the renewal of the contract.

The Commission approved issuing permits for vehicles or combinations of vehicles operating on any State Highway, including the Interstate System, for gross weights not to exceed 20,000 pounds for single axles and 34,000 pounds for tandem axles. Mr. Klaboe stated the issuance of these permits will bring the Highway Division into compliance with Federal Statutes. The Commission adopted Amendment No. 5 to Oregon Transportation Commission Directive No. 1, which is on file in the Commission files.

Upon the recommendation of Mr. Klaboe, the Commission approved the following \$2,260,000 pavement overlay program and added the projects to the State Construction Program. With this approval, the Commission authorized the Administrator and State Highway Engineer to increase the program if additional funds become available.

HIGHWAY AND SECTION	WORK	AMOUNT
John Day, Shutler Sta.-Olex. 4.0 miles	Asph. Conc. O'lay	\$ 267,500
John Day, Willow Cr.-Vale. 10.2 miles	Asph. Conc. O'lay	699,200
Willamette, Odell Butte-The Dalles Plant Mix Seal Calif. Hwy. 10.9 miles		419,400
Crater Lake, Ft. Klamath-Lobert Jct. 14.0 miles	Plant Mix Seal	635,800
Cascade, Oregon City-Carus Sec. 4.7 miles	Asph. Conc. O'lay	238,100
	TOTAL	\$2,260,000

The Commission considered an agreement for the construction of sign plazas in rest areas. Mr. Klaboe mentioned that the agreement is with the Travel Information Council, Highway Division, and Travel Infocentres of Oregon, Inc. He called on Mr. Jack Sollis to explain the proposal.

Mr. Sollis stated that the Travel Information Council has been working to secure a private contractor, who will construct the information plazas in the rest areas that will advertise the travel-related commercial facilities available in the vicinity of the rest area or 50 to 100 miles off the highway. Two basic structures will be used. One has a peaked roof and the other a shed design. (Two small scale design models were shown to the Commission.) He said it is anticipated that one of each of these will be installed in the north and southbound Baldock Rest Areas on Interstate 5 this summer. These structures will contain 60 percent commercial advertising and 40 percent public service.

Mr. Alfred Hampson, Chairman of the Travel Information Council was present and explained the financial aspects. He stated this is an entirely untried system and has never been done any place in the United States before. Infocentres have undertaken the design, construction, and the maintenance. It will be their obligation to sell them and make it work. Infocentres will pay a percentage return to the State for the use of the land; the first part of it they will pay Travel Information Council 2 percent. The rent will then go up to 5 percent and eventually to 10 percent. This is on their gross return. Infocentres made an estimate of how this might work out over a five-year period with the State. On a five-year projection of sales of \$500,000 on the fifth year, the State would get \$110,300

and they would get \$121,100. The Chairman asked about policing and vandalism of these areas. Mr. Hampson said the Highway Division will clean up the litter and all other obligations are the Information centres. These structures will be designed nearly vandal proof. The State Police will cooperate as much as possible.

The Commission approved the agreement and authorized the Administrator and State Highway Engineer to sign the contract in their behalf.

Mr. Klaboe introduced Mr. Eldon Green, Deputy Regional Engineer, Federal Highway Administration. Mr. Green presented two plaques to the Highway Division in the "Sixth Annual Awards 1973, The Highway and Its Environment" contest sponsored by the U. S. Department of Transportation and the Federal Highway Administration. A second-place award was for Interstate 205 near Tualatin as an "Outstanding Section of Highway in its Rural Environment" and a third-place award for the Bear Creek Bikepath in Medford as an "Outstanding Example of Multiple Use of Highway Right of Way in Urban or Rural Areas". Chairman Jackson accepted the awards and thanked Mr. Green on behalf of the Commission and the Highway Division.

Mr. Klaboe reported to the Commission that the Federal Highway Administration has hired firms to make a nation-wide study to see if there is an easier way to produce the environmental impact statements and Oregon has been one of the three States chosen to participate.

Chairman Jackson inquired about the bicycle program. Mr. Klaboe reported that the Division is selecting worthwhile projects that are useful, valuable and that the funds are well spent.

The Chairman asked for a report on the tourist business. Mr. Victor Fryer stated that visitors at the information centers for the month of May was down approximately 15% over last year. He estimated that the tourist expenditures at \$550,000 for 1974 which will be about equal to 1973 due to the inflation. The attendance at Oregon Caves is down approximately 20%. However, on the north Oregon coast, business is good. Eastern Oregon is getting an increase due to people enroute to Expo '74 at Spokane using US 97 and 395.

AERONAUTICS DIVISION

The Commission considered a Grant Offer from the Federal Aviation Administration for financial assistance in the amount of \$55,941 for a follow-on study of the Oregon air transportation system (third-level airline service). Mr. Burket stated the study is to develop a plan to provide Oregon with a type of air service for its smaller communities. The study is to take approximately 10 months to complete which will be done jointly by the Oregon Department

of Transportation and the consultant firm of The Aerospace Corporation of Los Angeles. Following his favorable recommendation, the Commission adopted Aeronautics Miscellaneous Resolution No. 2 accepting the Grant and authorized the Administrator to sign the Agreement.

The Commission authorized Mr. Burket to accept a Grant from the Pacific Northwest Regional Commission in the amount of \$23,000 for assistance in completing a follow-on study of the Oregon air transportation system (third-level airline service).

The Commission gave approval for Mr. Burket to request the Emergency Board approval of an increase of budget limitation for Federal Funds in the amount of \$78,941 to accommodate the above two items.

MASS TRANSIT DIVISION

Upon the recommendation of Mr. Moore, the Commission approved a professional services agreement with Lawrence Grupp for one year to assist in the Willamette Valley Transportation Study in the amount of \$1,200 per month and authorized him to sign the agreement in their behalf.

The Commission gave Mr. Moore authority to request from the State Emergency Board a Federal fund limitation increase of \$20,500 and the establishment of two new staff positions (a Planner 3 and a part-time Secretary 4) to implement a Technical Resource Program. No additional State funding will be required. This program would assist local governments (cities, counties and transportation districts serving populations greater than 5,000) in receiving Federal transit grants.

Mr. Moore presented to the Commission copies of the final report of the Klamath Falls Community School Bus Project. He mentioned that this was an 18-month program designed to test the feasibility of utilizing school buses for public transportation. The report has been approved by the Federal Government and was the first experimental project in the United States. Mr. Moore commented that the report reveals that idle school buses can be used as a means to test the community needs without a huge capital investment. School buses can be used on occasion as a supplement to a regular transit system and the project demonstrated a great potential for tax savings if school and transit vehicles were standardized. (Copy of the Community School Bus Project Report on file in the Commission Files, Salem.)

MOTOR VEHICLES DIVISION

Mr. Ott reported that the May registrations of vehicles were up approximately 1% above May 1973.

DEPARTMENT OF TRANSPORTATION

Director's Report

The Commission set Tuesday, July 30, 1974, as the date for their next regular meeting.

Consideration was given to extending the Portland Metropolitan Area Carpool Project from July 21, 1974 to December 31, 1974. No additional funds are required. Mr. Baldwin stated that results of the project and the continuing growth of participation in the project's matching systems suggest that continuation would be worthwhile. The uncertainty of gasoline supplies in the coming months makes it important that this kind of program be available for immediate response to a sudden recurrence of gasoline lines. Following his recommendation, the Commission approved the extension of the carpool project.

Attention was given to a request of the Aeronautics Division for an increase in Federal fund limitation of \$15,303 for the State Aviation System Plan. Mr. Baldwin stated that there would be no increase in State Funds. Upon his recommendation, the Commission approved the request.

The Commission considered the request of the Aeronautics Division for approval to allocate a maximum of \$7,000 to the City of Burns from the Aeronautics Fund. Mr. Baldwin indicated that these funds will be used for part of the match for airport improvements under the Airport Development Aid Program. The Commission approved the allocation of funds as recommended by Mr. Baldwin.

In accordance with ORS 184.633, the Commission authorized the Director of Transportation to intervene in the following entitled proceeding before the Public Utility Commissioner: In the Matter of the Investigation on the Commissioner's Own Motion of the Need for Air Service Within Western Oregon (PUC Order No. 74-400 in ACF-12).

Mayor Donnell J. Smith of The Dalles did not appear as scheduled to discuss the bond program.

Mr. Eric Parker, Salem, appeared before the Commission requesting a statement of support from the Commission for a concept of log and debris removal from the Oregon coastal beaches. He also stated that he is associated with Mr. Eli Bangs of Salem. (A packet of correspondence pertaining to this request was previously submitted to the Commission; a copy of which is on file in the Commission's files.)

The proposal involves winching logs and debris to a Landing Ship Tank where they will be reduced to chips. These will be off-loaded at the nearest suitable port and sold to paper mills. This revenue will support the operation while amortizing the capital advanced to initiate the project.

(continued on page 460)

June 26, 1974

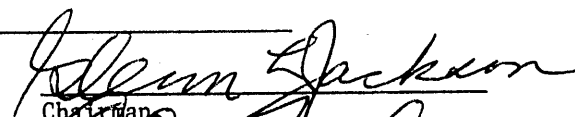
- 459 -

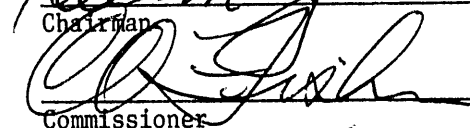
Mr. Parker indicated that they had anticipated having a test run of a sample of logs to be tested by a paper mill to see if the chips are a suitable product for conversion for use in the process. This has not been done as Lincoln County requires a public hearing before using the ramp at Depoe Bay. This test should be completed by the end of the third week in July.

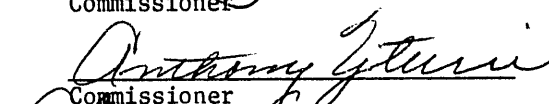
Mr. Parker mentioned that they intend to form a non-profit corporation, which would serve as an intermediary between the publicly owned logs and the private paper mill and lumbering companies that would use these logs for commercial purposes.

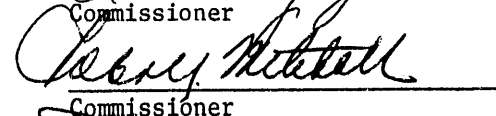
Chairman Jackson pointed out that a lot of people using the beach use the driftwood. Also the coastal residents use the wood for firewood. The Chairman indicated that this would have to be done on a selected basis. The staff has not had an opportunity yet to investigate this matter and to make a recommendation to the Commission. The Commission instructed the staff to study the proposals and locations and to prepare a report.

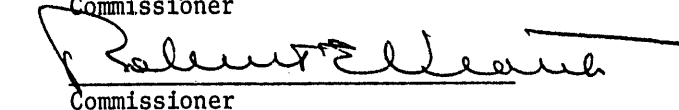
The Chairman adjourned the meeting at 10:29 a.m.


Chairman


Commissioner


Commissioner


Commissioner


Commissioner


Commission Services

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June 26, 1974

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the attached items and report this action for your official records.

Dated this 20 day of May, 1974
William E. Jackson
Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (17) Report of May 17, 1974
- 2) Permit of Entry approved
- 3) Indenture with Southern Pacific Transportation Co. approved (File 38351)
- 4) Agreement with Deschutes County approved.
- 5) Relinquishment to Deschutes County approved

EXHIBIT A

- 1) On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of May 17, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
23508	Donaldson, J.W. & M.J.	\$ 2,300.00
46956	Kienzle, K. & H.S.	45,500.00
47440	Waterhouse, E.F., et al	900.00
47664	Weaver, W.P. & M.H.	2,100.00
47665	Weaver, W.P. & M.H. & Weaver, C.R.	1,600.00
47826	McD.Roe, C.&B.	22,680.00
47838	Blaylock, Rose	2,960.00
48008	Anderson, A.E. & G.L.	600.00
48029	Ricen, S.J.	250.00
48083	Elliott, H.L.	9,000.00
48089	Boiler Bay Properties, Inc.	140,000.00
48213	Morgan, J.D.	1,775.00
4-249.09	Stanley, Bert	300.00
7-237.06	Maudie's Cafe	2,110.00
15-18.54	Pepiot, Howard	120.00
26-26.93	H.L. Robinson Co.	1,855.00
10 signs	National Advertising Co.	24,070.00
<u>17 Transactions Total</u>		<u>\$258,120.00</u>

- 2) Permit of Entry from the Union Pacific Railroad Co. for the purpose of making exploratory foundation drillings in the vicinity of the North and South Banfield Interchanges of the East Portland Freeway in Multnomah County. No cost.
- 3) Indenture with the Southern Pacific Transportation Company granting the State an easement for the Hess Cr.-Chehalem Creek (Newberg) Section of the Pacific Highway West in Yamhill County. No cost. File 38351.
- 4) Letter-form agreement with Deschutes County which permits the County to construct a new road connection to the McKenzie Highway, opposite Cline Falls Secondary Highway connection. Work to be performed by county at no expense to State.
- 5) Relinquishment to Deschutes County of a small strip of land approximately 130 feet long (190 square feet) in Sawyer State Park for purposes of widening the adjacent O. B. Riley County Road. This parcel is no longer needed for park purposes and will provide better sight distance at the entrances to the park.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 5-20-74

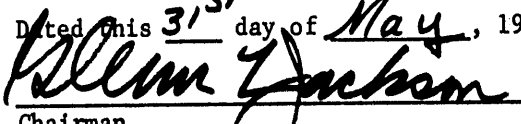
APPROVED
[Signature]
STATE HIGHWAY ENGINEER
DATE: 5/17/74

Approved 5/17/74
[Signature]
Asst. State Hwy. Engr.

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the attached items and report this action for your official records.

Dated this 31st day of May, 1974.

Chairman
Oregon Transportation Commission

Attachment List

- 1) Options accepted (21) Report of May 24, 1974
- 2) Approved an agreement with State of Idaho
- 3) Approved an agreement with City of Prineville
- 4) Approved an agreement with City of Silverton
- 5) Approved an agreement with Umatilla County and City of Milton-Freewater

EXHIBIT A

On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of May 24, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
23509	Leuthold, D.J. & D.	\$ 2,810.00
37564	Boise Cascade Corp.	110,000.00
47663	Briggs, E. & B.W.	500.00
47802	Fortune, E.D.	5,500.00
47829	Bardeen, Ned & Jane	12,500.00
47999	Somers, Stellabeth	165.00
48016	Oppenlander, J.H. & R.M.	1,300.00
	D&L Oil Co.	1,200.00
48108	Kleyne, Bill & Sharon	6,350.00
48130	Smith, K.B. & B.C.	7,500.00
4-3.16	Kuck, E.A.	90.00
4-160.42	Whispering Pines, Inc.	875.00
4-242.78	Knight, Hugh	72.00
4-253.91	Knight, Hugh	72.00
7-43.60	Brothers Store	415.00
9-172.96	Shelley, R.L.	10.00
42-1.23	Dormaier, Fred	90.00
12 signs	National Adv. Co	29,840.00
16 signs	Harolds Club, Inc.	26,625.00
16 signs	Obie Communications Corp.	35,220.00
15 signs	Lucky Sign Co.	4,260.00
7 signs	Lucky Sign Co.	1,635.00
21 Transactions Total		\$247,029.00

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE May 31, 1974

Approved 5/24/74

[Signature]
Asst. State Hwy. Engr.

EXHIBIT A

Construction-maintenance agreement with the State of Idaho covering replacement of the westbound Snake River Bridge on the Olds Ferry-Ontario (Spur) Highway in Malheur County. The agreement provides for Oregon and Idaho to share equally in costs of the bridge, with each State being responsible for their own approaches. Oregon will perform maintenance operations with Idaho paying one-half the cost of this service. Two plans have been presented; however, the State of Idaho has not indicated which plan they prefer. Cost of replacing the westbound bridge is estimated at \$1,440,000 and widening the eastbound bridge to four lanes at \$1,750,000. Oregon has stated a preference for widening the eastbound bridge and removal of the westbound bridge.

Cooperative-construction agreement with the City of Prineville for construction of a bicycle-pedestrian facility along Ochoco Creek and lying between the Madras-Prineville Highway and the Ochoco Highway in Crook County. The City has agreed to furnish all right of way, build a bridge over Ochoco Creek and maintain the bikeway after completion of construction by the State. The project has been advertised for contract at the May 23, 1974, bid opening with an estimated cost of \$110,400.

Agreement with City of Silverton in Marion County will implement a one-way couplet, extending the Cascade Highway South and adding the paralleling and connecting streets necessary for the grid operation to the system. Approximately .5 of a mile will be added to the Secondary Highway System by this agreement.

Cooperative construction-finance agreement with Umatilla County and the City of Milton-Freewater providing a detour for highway traffic during construction of the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway. Elizabeth Street, under County and City jurisdiction, is to be improved to standards acceptable for use of highway traffic. The City has acquired the necessary right of way and is participating in the amount of approximately \$30,000. This method of handling traffic will greatly facilitate the removal and reconstruction of two structures crossing the highway in the vicinity of 8th Avenue and the City will have gained an improved street.

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
DATE 5/24/74

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE May 31, 1974
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REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Molalla R. (Wrights) Bridge
 Type of Work Grading, Paving & Structure F.A. Proj. No. RS-226(8)
 County Clackamas Highway Cascade
 No. of Bidders 9 Low Bidder Workman Contractors, Inc., Canby
 Low Bid \$ 1,238,390.00

Engineer's Recommendation:

Award to low bidder.

No. 2 Project Ochoco Creek (Prineville) Bikeway
 Type of Work Grading, Paving & Structure F.A. Proj. No. --
 County Crook Highway --
 No. of Bidders 3 Low Bidder Central Ore. Pavers, Inc., Redmond
 Low Bid \$ 73,160.00

Engineer's Recommendations:

Award to low bidder.

No. 3 Project Lausmann-Wygant State Park
 Type of Work Grading F.A. Proj. No. BOR
 County Hood River Highway Footpath
 No. of Bidders 6 Low Bidder T. C. Daeuble, Jr., Redmond
 Low Bid \$ 7,821.11

Engineer's Recommendations: Award to low bidder as soon as
 approval of the Bureau of Outdoor Recreation
 is received.

(Continued)

APPROVED BY CHAIRMAN
 GLENN L. JACKSON

DATE May 28, 1974

EXHIBIT A

No. 4 Project Mill St.-Walnut St. (Eugene)

Type of Work Traffic Signals F.A. Proj. No. T-5010(6)

County Lane Highway Pacific West

No. of Bidders 4 Low Bidder Hamilton Electric, Inc., Eugene

Low Bid \$ 333,258.50

Engineer's Recommendation:

REJECT ALL BIDS AS BEING TOO HIGH

No. 5 Project Silver Creek (Silverton) Bridge

Type of Work Grade, Pave & Structure F.A. Proj. No. BRS-40(5)

County Marion Highway FAS 147

No. of Bidders 5 Low Bidder Marion Construction Co., Inc., Salem

Low Bid \$ 187,137.00

Engineer's Recommendations: Award to low bidder as soon as approval of the City of Silverton is received and the sum of \$48,000 is deposited by the City.

No. 6 Project Oak Knoll Bicycle U'xing

Type of Work Grade, Pave & Structure F.A. Proj. No. --

County Polk Highway Willamina-Salem

No. of Bidders 4 Low Bidder Marion Construction Co., Inc., Salem

Low Bid \$ 96,856.00

Engineer's Recommendations:

REJECT ALL BIDS AS BEING TOO HIGH.

(Continued)

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE May 28, 1974

No. 7 Project Railroad Ave. at Harmony Dr. (Milwaukie)
Type of Work Signals F.A. Proj. No. County
County Clackamas Highway Co. Rd. No. 96
No. of Bidders 4 Low Bidder Olson Elec. Co., Inc. Vancouver, WA.
Low Bid \$ 40,000.00

Engineer's Recommendation:

Refer to Clackamas Co. for award.

No. 8 Project Fox Bridge
Type of Work Structure F.A. Proj. No. County
County Coos Highway Co. Rd.
No. of Bidders 2 Low Bidder Hamilton Constr. Co., Springfield
Low Bid \$ 100,948.00

Engineer's Recommendations:

Refer to Coos Co. for award.

On May 28, 1974, I accepted by telephone the Engineer's recommendations as shown on the above eight bids received on May 23, 1974. Concerning Jobs Nos. 3 and 5 I authorized the Administrator and State Highway Engineer to award the contracts when certain conditions were fulfilled.

Dated this 4th day of June, 1974
Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Action Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records.

Approved on May 23, 1974, by telephone an agreement with the City of The Dalles to provide for the annexation of Highway Division facilities in The Dalles to the East-side Sanitary Sewer District. Estimated cost to State for installation of trunk line is approximately \$7,000 to \$8,000 with a monthly service charge of \$25.

Dated this 4th day of June, 1974.

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following supplemental agreement and report this action for your official records.

Supplemental agreement with Wasteco, Inc., and Chem-Pure West, Inc., covering the design and construction of an incinerator-type sewage disposal facility for the Manzanita Safety Rest Area on the Pacific Highway in Josephine County. Since the original agreement dated November 30, 1972, and during the progress of the work, certain changes, additions, and modifications to the incinerator and appurtenances have been found to be necessary. Some of these changes are requested by the Highway Division while others are necessary to meet requirements of DEQ. The major additional items are an emergency storage tank, additional pumping equipment, smoke detector and recorder, flow monitoring equipment, foundation changes, chlorinating equipment and many miscellaneous items. Cost of supplemental agreement is \$78,000 and is on a cost plus fixed fee basis.

Dated this 5 day of June 1974

Bleum Jackson
Chairman
Oregon Transportation Commission

APPROVED

For Kluge
STATE HIGHWAY ENGINEER

DATE: 6-3-74

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of May 31, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
44150	Federal Sign & Signal Corp.	\$ 800.00
47108	So. Pacific Transportation Co.	1,220.00
47666	Mauck, D.L. & H.M.	635.00
47822	3 J's Truck Stop Corp.	18,700.00
48005	Guy, Robert J. & A.V.	175.00
48036	Homestead West Ltd.	100.00
48175	Nelson, L.H. & V.	3,500.00
48193	Sundborg, C.M.	175.00
4-104.18	Millard Co.	250.00
4-117.31	Hub Motel	765.00
4-118.94	Stockton's Cafe	360.00
4-135.22	Riverview Trlr. Park	330.00
	Pereira, A. & J.	180.00
4-245.59	Mary S. Wright Estate	100.00
5-174.61	Grant Co. Service Bureau	200.00
	Herburger, G.L. & E.C.	60.00
7-3.16	Ensworth, John A.	150.00
7-3.16	A&W Drive In	415.00
8-0.69	Comrie, Roy L.	785.00
15-109.66	City Center Motel	205.00
3 SR	H.L. Robinson Co.	900.00
	<u>19 Transactions Total</u>	<u>\$30,005.00</u>

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I accept the above options to purchase property (19 transactions) and report this action for your official records.

Dated this 4th day of June, 1974

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

Approved 5/30/74
[Signature]
Asst. State Hwy. Engr

TO: Oregon Transportation Commission

SUBJECT: Confirmation of Telephone Action Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following letter agreement by telephone on June 6, 1974, and report this action for your official records:

Letter agreement with Ward Cook regarding installation of a sewer line at Tryon Creek State Park to serve park facilities and the Cook property lying easterly of the S. W. Terwilliger Boulevard Extension and northerly of S. W. Coronado Street in Multnomah County. The estimated cost to the State to provide sewer service to park facilities is \$31,600. The additional costs of the extended public line to serve the Cook property are estimated at \$19,000. Upon satisfactory installation of the sewer line, Mr. Cook is to pay all costs in excess of \$31,600 up to a maximum of \$19,000. If for any reason the State does not proceed with the installation of a sewer line, this agreement is void.

Dated this 17 day of June 1974.


Chairman
Oregon Transportation Commission

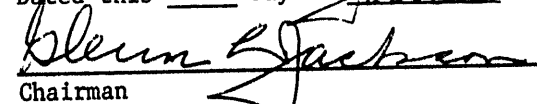
EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed on the attachment hereto and report this action for your official records.

Dated this 17 day of June, 1974.


Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted - Report of June 14, 1974
(70 transactions)
- 2) Approved an agreement and indenture with
Southern Pacific Transportation Co. File 38351
- 3) Approved an agreement with Burlington Northern
(File 47542)
- 4) Approved an agreement with Morrow County
- 5) Authorized direct sale (File 4791)
- 6) Authorized 3 public sales (Files 12393, 32750
and 32431, etc.)
- 7) Approved an agreement with City of Gresham

EXHIBIT

A

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE June 17, 1974

1. On behalf of the Commission and under its authority delegated to me to accept options to purchase real property, I accept the following:

Right of Way Report of June 14, 1974

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47418	Moore, D.L. & G.G.	\$ 225.00
48059	Gregory, E. & E.	8,680.00
48038	Fediuk, R. & Neuman R.F.	530.00
48038	Neuman, R.F. & E.A.	750.00
48081	Hardman, Alice	4,250.00
48168	Clatsop County	1,225.00
48184	McCready, S.W. & E.	5,500.00
48174	Finch, R.D. & A.G.	450.00
1-15.59	Elligsen, R.H. & S.L.	1,200.00
1-38.19	Smith, B.L. & Ryan, L.	720.00
1-69.49	Starker, T.J.	900.00
1-135.17	Hoagland, E.W.	210.00
1-143.06	K.C. Properties	600.00
1-167.16	Schosso, J.H.	300.00
1-173.12	Rice, W.K.	415.00
1-179.33	Stearns, J.E. Jr.	750.00
1-200.42	Sarver, Louis D.	450.00
1-276.03	Davis, B.E.	540.00
1-259.00	Mozley, C.E.	500.00
1-279.65	Anderson, Wm.	300.00
1-296.92	Olson, I.E.	420.00
1-302.46	Flagg, Mildred	900.00
1-302.79	Flagg, Mildred	450.00
1E-27.89	Monroe, C.L.	60.00
1E-36.53	Wavra, J.T.	120.00
1W-19.38	Jones, M.S.	60.00
1W-26.51	Baker, C.O.	60.00
1W-27.17	Schueler, T.	60.00
1W-28.44	Ehry, A.J.	60.00
1W-33.74	Bogh, J.E.	50.00
4-44.96	Diamond Fruit Growers, Inc.	440.00
4-47.93	Connolly, Ann	72.00
4-89.64	Lee, C.H. & M.L.	72.00
4-89.64	Mt. View Motel	735.00
4-100.24	Gibson, W.I.	225.00
4-101.03	Belter, C.R.	90.00
4-102.48	Gibson, W.I.	84.00
4-119.46	Redmond Sign & Neon	400.00
4-129.89	Copley, Ivan	120.00
4-141.86	Romaine Village	240.00
4-240.97	Hall, Marilyn	72.00
4-249.40	Woodfill, Lester	120.00
5-57.60	Steimer, J.P.	130.00
5-276.95	Westerner Trailer Park	
7-235.43	Westerner Trailer Park	300.00
7-276.95	Valley View Cemetery	50.00

7-235.43	Girvin Russel W.	\$ 75.00
7-238.49	Williamson's Motel	
7-245.46	Williamson's Motel	965.00
7-245.46	Barlow, Truman	300.00
7-257.58	Malheur Insurance Co.	220.00
	Winegar, E. & A.	100.00
9-227.66	The Dune Scooters	3,655.00
9-229.26	The Dune Scooters	1,560.00
9-247.10	The Dune Scooters	3,360.00
9-230.30	Woodworth, Milo	30.00
9-239.53	Brandon, W.J.	886.50
9-239.53	Brandon, W.J.	886.50
9-239.53	Brandon, W.J.	886.50
9-239.55	Brandon, W.J.	886.50
18-36.58	Baker, F. & B.L.	300.00
18-0.55	Mather, N.C.	480.00
18-36.82	Spatz, M.A.	300.00
35-12.51	Moss, Conley	216.00
39-4.89	H.L. Robinson Co.	1,900.00
39-39.21	Christensen, Stanley	150.00
41-21.32	Carolina Motel	220.00
47-8.18	Bradburn, D.M. & L.V.	60.00
47-9.59	Dempsey, Ruth M.	60.00
3 Signs	H.L. Robinson Co.	7,535.00
21 Signs	National Advertising Co..	35,260.00
11 Signs	National Advertising Co.	31,700.00
23 Signs	National Advertising Co.	12,720.00
3 SR	Foster & Kleiser	900.00
	<u>70 Transactions</u> Total	<u>\$139,497.00</u>

2. On behalf of the Commission and under its authority delegated to me to approve agreements, I accept the following:

(a) Construction Agreement and Easement Indenture with the Southern Pacific Transportation Co. on the Forest Grove Sec. of Tualatin Valley Hwy. in Washington County. File 38351

(b) Agreement letter from Burlington Northern on the Woodson Slide Sec., Lower Columbia River Hwy., Columbia Co., for extension of a Permit of Entry. \$500. for 2 years. File 47542

(c) Agreement with Morrow County for joint use of radio transmission facilities on Black Mountain in Morrow County.

3. On behalf of the Commission and under its authority delegated to me to approve sales of excess property, I approve the following:

(a) Direct sale of 4.3± acres to V.A. & P.C. Mobley on Wilcox-Shaniko Sec. of the Sherman Hwy. in Wasco County for \$100.00. File 4791

(b) Public sale of 1.25 acres on the Corner-Eagle Creek Sec. of the Woodburn-Sandy Hwy. in Clackamas County for a minimum consideration of \$2,000.00. File 12393. (Real Property Resolution No. 643)

APPROVED BY CHAIRMAN

GLENN L. JACKSON

DATE June 17, 1974.

(c) Public sale of 0.21 acres on the Denny Rd.-Pacific Hwy. W. Sec., Beaverton-Tigard Hwy., Washington Co. for \$2,900.00 minimum consideration. File 32750 (Real Property Resol. No. 644)

(d) Public sale of 0.47 acre on the Denny Rd.-Pacific Hwy. W. Sec., Beaverton-Tigard Hwy., Washington Co., for \$7,000.00 minimum consideration. Files 32431 and 33686 (Real Property Resolution No. 645)

4. On behalf of the Commission and under its authority delegated to me to approve agreements, I approve the following:

(a) Property payment agreement with the City of Gresham concerning property acquired for city park purposes, which was acquired by State during right-of-way negotiations for the Ava Avenue-E. Burnside Section of the Mt. Hood Highway. The State paid a total of \$101,321 for this property and the City has agreed to reimburse the State for the full amount of three installments. The initial payment of \$31,321 is due upon execution and return of this agreement, the second payment of \$35,000 is due prior to August 10, 1974, and the third payment of \$35,000 is due prior to August 10, 1975. The City of Gresham requests approval to immediately occupy this land so that the property may be developed as a part of the Gresham City Park in Multnomah County.

APPROVED

M. Klabe
STATE HIGHWAY ENGINEER

DATE: *June 14, 1974*

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE: *June 17, 1974*

- 476 -

Approved *6/14/74*
[Signature]
Asst. State Hwy. Eng.

EXHIBIT B

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
VICE CHAIRMAN

No Report

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
Salem Road and Driveway Company No. 7847	Independence Jct.-West Salem Bikeway Willamina-Salem Hwy. Polk County	June 3, 1974
Cascadian Landscapers, Inc. No. 7743	Ross Island Br.-SE Reed- way Street Pacific Highway East Multnomah County	June 7, 1974
Landscape Services, Inc. and L & R Nursery No. 7805	Beaverton-Progress Beaverton-Progress Hwy. Washington County	June 7, 1974
Ross Bros. Construction Inc. No. 7826	Table Rock Road- Barnett Rd. (Medford) Bikeway Pacific Highway Jackson County	June 10, 1974
James A. Seiwald No. 7935	Nehalem Bay State Park Tillamook County	June 20, 1974
Hamilton Electric, Inc. No. 7946	Pine St. @ 3rd St. (Rogue River) FAS 15-100 Jackson County	May 31, 1974


F. B. Klaboe, Administrator
and State Highway Engineer

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when certain conditions have been fulfilled, I awarded the following contracts:

- (1) Lausmann-Wygant State Park on the Columbia River Highway in Hood River County. Bids received May 23, 1974. Contract No. 8018 awarded June 18, 1974, to T. C. Daeuble, Jr., Redmond, at \$7,821.11.
- (2) Silver Creek (Silverton) Bridge Section on FAS 147 in Marion County. Bids received May 23, 1974. Contract No. 8020 awarded June 6, 1974, to Marion Construction Co., Inc., Salem, at \$187,137.



F. B. Klaboe
Administrator and State Highway Engineer

EXHIBIT C

June 18, 1974

Oregon Transportation Commission

Reports of Actions Taken Under Delegated Authority

On behalf of the Commission and under its authority delegated to me to approve and execute indentures of access, I approved and signed the following:

File 37682, L-4884 - Ashpole
Biddle Road-Camp White Section
Crater Lake Highway, Jackson County
Approved 5-22-74

Files 46726 & 46727 - Seventh Day Adventists
Milton-Freewater-Washington State Line Section
Oregon-Washington Highway, Umatilla County
Approved 5-28-74

File 35949 - Eli Luria
File 35951, L-4591 - Thompson
KID Canal-Madison Street Section
Klamath Falls-Lakeview Highway, Klamath County
Approved 5-29-74

File 46862 - Sanderson
File 46864 - Evans
La Grande-Interstate 80N Section
Wallowa Lake Highway, Union County
Approved 6-18-74


(Signature)

Administrator & State Highway Engineer
(Title)

THREE

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
DIRECTOR OF PERMITS

No Report

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNORF. B. KLABOE
Administrator of Highways

June 21, 1974



Oregon Transportation Commission

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the following hereto reports this action for your official records.

Disposal of Personal Property:

Miscellaneous Sales	16	\$ 9,628.00
Transfers of Property	3	155.00
Land Sales	6	13,675.00
Timber Sales	2	1,445.67
Rent Revenues - May 1974		57,690.71

TOTAL \$82,594.38


(Signature) Right of Way Engineer

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
STATE PARKS SUPERINTENDENT

No Report

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest Testimony or offer before filing Complaint	Defend- ants' lowest demand	Verdict	Attorney Fees
Winton J. Hunt	\$74,000	\$105,000	\$78,500	Not yet known

L-6888

R-47322

Section: Hubbard Interchange-Hayesville Interchange

Highway: Pacific

County: Marion

Approved by: Walter L. Barrie

Date: June 21, 1974

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Dennis Kinzer	Sign Damage	\$259.70	\$259.70
L-6457			
Attorney Fees: \$75.00		Court Costs: \$29.60	
County: Marion			
Highway: Silver Creek Falls State Park			
U-Haul Co. and Austin Bernham	Guardrail Damage	\$230.79	Dismissed
L-6704			
County: Multnomah			
Highway: Pacific			

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Mildred Barker L-6944 R-46036 Section: N. Tigard Interchange-Hubbard Interchange Highway: Pacific County: Washington Approved by: Walter L. Barrie	\$65,400	\$92,300	\$81,500
John M. Owens L-6601 R-44990 Section: Patterson Street-Klamath Falls-Malin Junction Highway: Klamath Falls-Lakeview County: Klamath Settled by option by Right of Way Department	\$ 2,675		Dismissed
Atlantic Richfield Co. L-7031 R-46624 Section: N.E. Glisan Street-S.E. Division Street Highway: East Portland Freeway County: Multnomah Settled by option by Right of Way Department.	\$47,500		Dismissed

REPORT OF SETTLEMENT OR DISPOSITION
OF CASES OTHER THAN CONDEMNATION

Plaintiff	Defendant	Cause of Action	Demand of Plaintiff
State of Oregon L-7005 Marion County - CAO 73-220 Disposed of by: Dictating machine satisfactorily replaced.	R. W. Melendy	Value of Dicta- tion Machine	\$330.00

REPORT OF CASES FILED AGAINST THE DEPARTMENT OF TRANSPORTATION

L-7087 Lorene P. Early v. Laboratory for Electronics, and State of Oregon, by and through its Department of Transportation, et al.: This is a personal injury case that arose out of an accident that occurred on August 26, 1973 at the intersection of Silverton Road and Lancaster Drive. The accident involved a collision between the plaintiff and a Mr. Mendenhall, and was allegedly caused by the malfunction of the traffic signal. The Highway Division had been involved in the maintenance of the traffic signal, and is therefore involved as a party defendant along with Marion County and the City of Salem. The plaintiff is asking for \$11,090 in damages. This matter has been referred to the insurance carrier for the defense of the State.

L-7088 Florence L. Ballard v. Laboratory for Electronics, and State of Oregon, by and through its Department of Transportation, et al.: This case arose out of an accident that occurred on August 26, 1973, which was the same accident reported under L-7087. The plaintiff in this case was a passenger in a car driven by Lorene P. Early and is suing for the amount of \$26,250. The same defendants are named as are named in L-7087, and this matter also has been referred to the insurance carrier for the defense of the State.

L-7091 William R. Lewis and Patricia Lewis v. State of Oregon: This is a lawsuit in the amount of \$25,000 against the Highway Division and the State Wildlife Commission for allegedly damaging plaintiffs' property through the changing in the size and water supply to a pond which flooded over on the plaintiffs' land in Baker County, resulting in erosion and crop loss. This matter has been referred to the State's insurance carrier for the defense of the State.

L-7092 Joyce Compton and Richard Compton v. State Highway Commission, et al: This is an action filed in the United States District Court of Oregon on the basis that the plaintiffs' Civil Rights were violated by various defendants, including the Oregon State Highway Commission, the Attorney General and Assistant Attorney General, The American Institute of Real Estate Appraisers, the National Association of Real Estate Boards, The American Institute of Real Estate Appraisers, three real estate appraisers and a service station operator. The claimed discrimination relates to the alleged conspiracy on behalf of the lawyers and appraisers to not present proper property value evaluations in condemnation cases in the Portland area and specifically in one in which Mr. Compton was the defendant. The matter has been referred to the State's insurance carrier for the defense of all the State's agencies and employees. The lawsuit is in the amount of \$300,000 together with punitive damages in the amount of \$1,000,000. The lawsuit also requests a

temporary restraining order and preliminary injunction and permanent injunction against further continuation of the unlawful practices allegedly in the complaint and a permanent injunction enjoining the State from receiving federal highway funds. Any of the matters pertaining to the State have been referred to our trial section for the defense of the State.

L-7100 Paul Jackson v. Claude S. Brinegar, et al: This is a lawsuit filed in the Federal District Court in Portland against the Federal and State Departments of Transportation and S. O. Spencer & Son, Contractor. The purpose of the lawsuit is to enjoin the removal of rock from Mt. Nebo (Garden Valley Road-Fairgrounds Interchange project - Roseburg) to a particular rock disposal area on the grounds that the environmental impact statement did not adequately deal with (a) goats on Mt. Nebo; (b) noise of trucks hauling the disposal material through the community; (c) environmental effect upon the disposal area; (d) environmental effect of removing gravel from South Umpqua River.

A motion on behalf of plaintiff for a temporary restraining order pending final disposition of the issues will probably be heard by the court the latter part of July.