

Oregon Department of Transportation

History of State Highways in Oregon

Engineering Automation Section | Engineering and Technical Services

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Oregon Department of Transportation

Statewide Project Delivery Branch – Engineering & Technical Services Branch

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Map Index

Table of Contents

Acknowledgement:

I would like to thank Mike Fallert, PLS and Paul Morin, PLS for their continuous dedication in keeping this manual updated.

Their efforts are very much appreciated.

Joseph R. Thomas, PLS

State Surveyor
Engineering Automation Manager

Purpose

The purpose of this Guide is to help the researcher locate documents pertaining to the creation, relocation and abandonment of State Highways in Oregon.

How To Use This Guide

This manual has two indexes. The first one is the table of contents. Each highway is linked to its entry in this table of contents. The second index is a clickable map of the State of Oregon. You may reach it by clicking on the link-buttons on the front cover page. You should always be able to return to the front cover, by hitting the "Home" key on your keyboard.

To research the documents referenced in this Guide (which historically were kept by the STLS Building's Director, Commission and History Center Files (DCHC)), contact the ODOT Library at 503-986-3280.

However, the Road Establishment Files and some of the most current Jurisdictional Transfer Files are scanned and available via the FileNet (for RW) system. Contact the Right of Way Files Coordinator at 503-986-3632 to request copies of these files.

How To Contact Us

You may contact the creators of this Guide by email or by phone through the information on the cover. We can help you decipher the contents of the manual, but to obtain the actual documents held by the Director, Commission and History Center Files (DCHC), contact the ODOT Librarian at 503-986-3280.

Updates

We plan on updating this document annually. This will primarily be to include newly created documents, but also to fix any typos, errors and omissions. Please use the contact information on the cover of this Guide to notify us of any discovered typos, errors and omissions, as well as other ideas for research or any other comments.

Types Of Files Listed

This table lists the different document types you will find in this Guide. Most of these references were researched at the Director, Commission and History Center Files (DCHC) in the STLS Building, Salem, Oregon. DCHC is where the documents of the Transportation Commission were stored at the time. Numbers in Parentheses are the file numbers used for each type of document.

For help obtaining these reference documents contact the ODOT Librarian at 503-986-3280.

Commission Minutes	Highway Commission Minutes	Early in ODOT history, all types of actions were documented in the Minutes of the Highway Commission meetings.
Highway Designation Files	Secondary Highway Designation *	Designation of Secondary Highways. (File No. 0-1 to 0-30, 1 to 92)
	Primary Highway Designation*	Designation of Primary Highways. As of 1-22-2003 Primary Designation numbers are no longer assigned, starting with No. 93, which coincides with the listing for Secondary Highway Designation numbers. (File No. 0 to 60)
	Highway Designation	Current designations stating with No. 93 are filed under the Highway Designation. (File No. 93 to present)
Corridor Resolution Files	Resolutions Adopting Surveys *	Documenting that the location of the highway has moved. Replaced by Highway Corridor Resolution files. (File No. 00-1, 0-1 to 0-7, 1 to 363)
	Highway Corridor Resolution *	Documenting that the location of the highway has moved. Replaced Resolutions Adopting Surveys files. (File No. 364 to 412)
	Highway Corridor and Design Resolution	Same as Highway Corridor Resolution. (File No. 413 to present)

Jurisdictional Transfer Files	Abandonment and Retention *	Portion of, or the entire, highway abandoned or transferred. Replaced by the Jurisdictional Transfer designation in 2003. (File No. 1 to 704)
	Jurisdictional Transfer	As of 2003 the A&R designations will no longer be assigned. The JT designation takes its place, starting with No. 705. (File No. 705 to present)
Other Document Types	Commemorative Resolutions	Memorials and Honorary Designations (including naming of Highways)
	General Law of Oregon	Compilation of Oregon Laws
	Miscellaneous Resolutions	Many of these files have since been moved to more specific categories of resolutions.
	Miscellaneous Contracts & Agreements	Self-explanatory. There are thousands of these files, only rarely are they referenced in this Guide.
	Road Establishment Files *	Research Files available through the Right of Way Section's FileNet system
	Throughway Resolutions & Maps	Access Control Scheme adopted by the Highway Commission. Maps and Documents located in the DCHC.

Typical Document Entry

The entries in the History section of each chapter are arranged, based on the following table. This information is generally based on the various indexes that were kept in DCHC, in the STLS Building, Salem, Oregon.

Date	The date of the file.
Highway Name	Only used if the name of the highway changed through time.
Section Name	The part of the highway that is affected.
County Name	The county the section is in.
What Happened	A brief description, often verbatim from the indexes, or from the actual document.
See File No. XX	Type of file and the number of file, under which the actual file folder is stored in DCHC (Available through FileNet).
See also File No. Z	Often other references are listed.
Part of the Resolution	Some listings contain portions of the text from the source document.

Revision History

As new documents are created regularly, this document will need to be updated regularly. The Right of Way Engineering Group plans to update this Guide on an annual basis.

January 2007 – Original Publication

January 2008 – All highway chapters updated. January 2009 – All highway chapters updated.

February 2010 – All highway chapters updated.

February 2011 - Update chapters for Highway 001, 046, 061, 091, 144, 162, 220, 227, 240, 250, 270, 272 & 342. Also update addresses and names for work groups that moved this year throughout the document.

January 2017 – All highway chapters updated.

August 2017 – Fixed broken links caused by move to new website.

March 2020 – Updating full document to current ODOT Brand & Publication Guideline standards. Updated information in highway chapters, etc.

Figure i: Example of how Highway Chapter information is displayed.

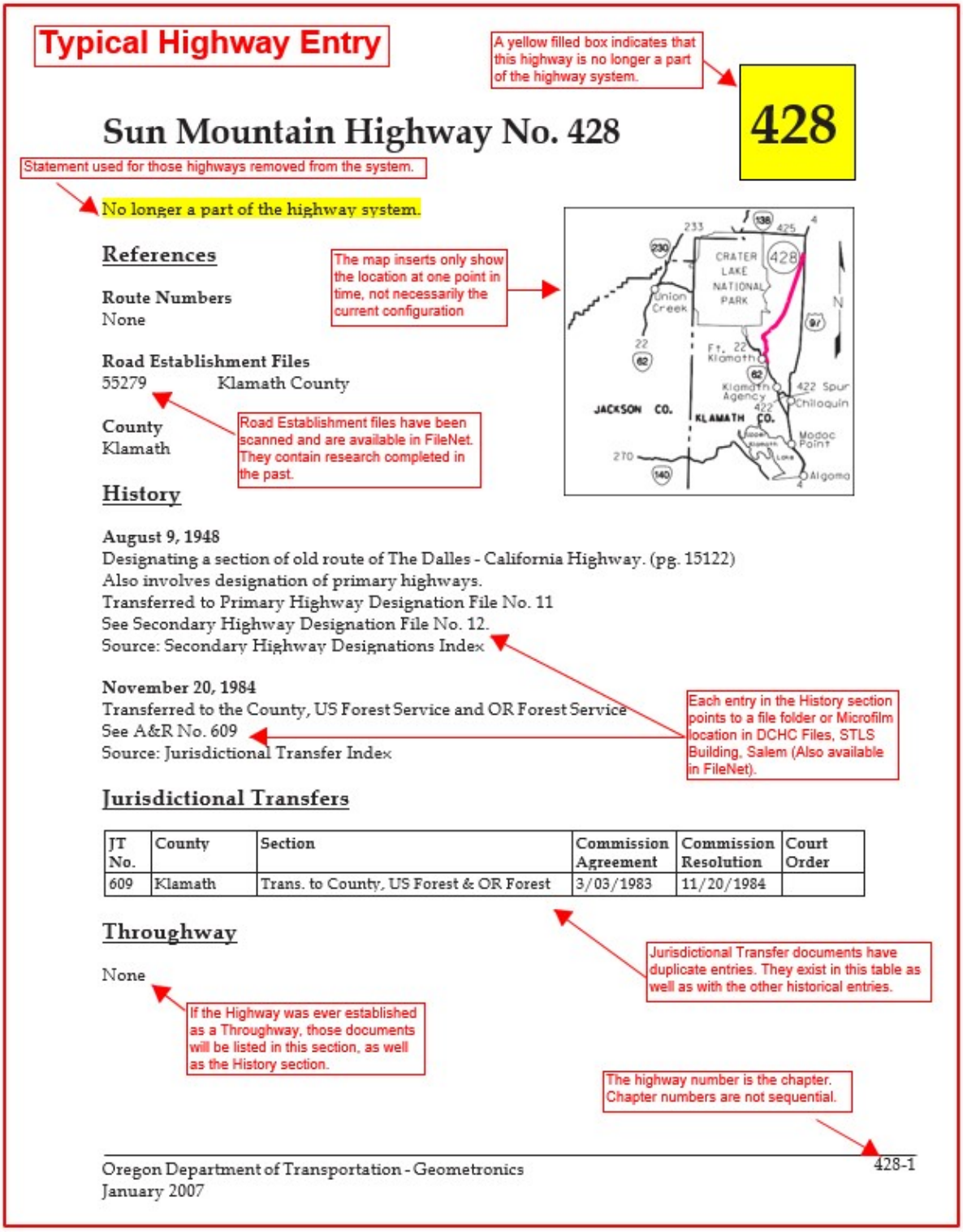


Table of Contents - Numerical

(A) Highway has been abandoned

Introduction

Clickable State Map

History of Early Roads in Oregon

Primary Highways

Pacific (I-5) 01
Pacific Highway East 01E
Pacific Highway West 01W
Columbia River 02
Columbia River (Lower) 02W
Oswego 03
The Dalles-California 04
John Day 05
Old Oregon Trail 06
Central Oregon 07
Oregon-Washington 08
Oregon Coast 09
Wallowa Lake 10
Enterprise-Lewiston 11
Baker-Copperfield 12
Baker-Unity (A) 13
Shaniko-Mitchell (A) 14
Crooked River 14
McKenzie 15
Santiam 16
McKenzie-Bend 17
Lakeview-Burns (A) 18
Willamette 18
Fremont 19
Klamath Falls-Lakeview 20
Green Springs 21
Crater Lake 22
Klamath-Crater Lake (A) 23
Dairy-Bonanza 23
The Rim (A) 24
Burns-Crane (A) 24
Redwood 25
Mt. Hood 26
Clackamas (A) 27
Alsea 27
Pendleton-John Day 28
Tualatin Valley 29
Willamina-Salem 30
Mt. Hood-Clear Lake (A) 31
Albany-Corvallis 31
Three Rivers 32
Corvallis-Newport 33
Siuslaw (A) 34
Coos Bay-Roseburg 35
Pendleton-Cold Springs 36
Crooked River (A) 37
Umatilla Cutoff (A) 37
Wilson River 37
Tiller Summit Forest Rd (A) 38
Oregon Caves 38
Deschutes (A) 39
Salmon River 39
Beaverton-Hillsdale 40
Ochoco 41
Sherman 42
Monmouth-Independence 43
Wapinitia 44
Umpqua 45
E.Portland-Oregon City (A) 46
Necanicum 46
Sunset 47
John Day-Burns 48
Lakeview-Burns 49
Klamath Falls-Weed (A) 50
Klamath Falls-Malin 50
Wilsonville-Hubbard 51
Heppner 52
Warm Springs 53
Boardman-Stanfield (A) 54
Umatilla-Stanfield 54
Halfway (A) 55
T. H. Banfield Freeway (A) 56
PTLD - Salem EXPY (A) 57
Albany-Junction City 58
Sandy Boulevard (A) 59
Rogue River 60
Stadium Freeway 61
Florence-Eugene 62
Rogue Valley 63
E.Portland Freeway (I-205) 64
Salem Freeway (A) 65
La Grande-Baker 66
Pendleton 67
Cascade Highway North 68
Beltline 69
McNary (I-82) 70
Whitney 71
Salem 72
North Umpqua (A) 73

Secondary Highways

Historic Columbia River 100
Nehalem 102
Fishhawk Falls 103
Fort Stevens 104
Warrenton-Astoria 105
Mist-Clatskanie 110
Swift 120
Lombard Street (A) 121
Vancouver (A) 122
Northeast Portland 123
Sun Dial (A) 124
Crown Point (A) 125
Little Nestucca 130

Netarts 131
North Umpqua 138
Hillsboro-Silverton 140
Beaverton-Tualatin 141
Farmington 142
Scholls 143
Beaverton-Tigard 144
Salem-Dayton 150
Yamhill-Newberg 151
Three Mile Lane (A) 152
Bellevue-Hopewell 153
Lafayette 154
Amity-Dayton 155
McMinnville (A) 156
Willamina-Sheridan 157
Cascade Highway South 160
Woodburn-Estacada 161
North Santiam 162
Silver Creek Falls 163
Butteville Rd.-Hubbard (A) 164
Jefferson 164
Aumsville-Mehama (A) 165
Canby-Marquam (A) 170
Clackamas 171
Eagle Creek-Sandy 172
Timberline 173
Clackamas-Boring 174
Eddyville-Blodgett 180
Siletz 181
Otter Rock (A) 182
Dallas-Rickreall 189
Kings Valley (A) 190
Kings Valley 191
Dallas-Dolph Corner (A) 192
Independence 193
Monmouth 194
Territorial 200
Alsea-Deadwood 201
Tampico-Lewisville (A) 202
Corvallis – East Side (A) 210
Corvallis-Lebanon 210
Albany-Lyons 211
Halsey-Sweet Home 212
Mehama-Mill City (A) 213
Albany Airport (A) 214
Clear Lk.-Belknap Springs 215
Mapleton-Eugene (A) 220
Fox Hollow (A) 221
Springfield-Creswell 222
Junction City-Eugene (A) 223
W.7th St.-W. 11th St. (A) 224
McVay 225
Goshen-Divide 226
Eugene-Springfield 227
Springfield 228
Mapleton-Junction City 229
Tiller-Trail 230
Elkton-Sutherlin 231
Crater Lake North (A) 232
West Diamond Lake 233
Oakland-Shady (A) 234
Dillard (A) 235
Drain-Yoncalla (A) 236
Myrtle Creek (A) 237
Cape Arago 240
Coos River 241
Powers 242
Empire-Coos Bay (A) 243
Coquille-Bandon 244
Cape Blanco 250
Port Orford 251
Carpenterville 255
Rogue River Loop 260
Williams (A) 261
Lake of the Woods 270
Sams Valley 271
Jacksonville 272
Siskiyou 273
Interstate Bridge (A) 280
Hood River 281
Odell 282
Cascade Locks (A) 283
Old Columbia River Dr (A) 284
Sherars Bridge 290
Shaniko-Fossil 291
Mosier-The Dalles 292
Antelope 293
Wasco-Heppner 300
Celilo-Wasco 301
Lexington-Echo 320
Heppner-Spray 321
Weston-Elgin 330
Bingham Springs (A) 331
Umatilla Mission 331
Sunnyside-Umapine 332
Hermiston 333
Athena-Holdman 334
Havana-Helix 335
Pendleton Airport (A) 336
Stanfield-Pendleton (A) 337
Ordnance Depot (A) 338
Freewater 339
Medical Springs 340
Ukiah-Hilgard 341
Cove 342
La Grande-N. Powder (A) 343
Little Sheep Creek 350
Joseph-Wallowa Lake 351
Madras-Prineville 360
Culver 361
O'Neil 370
Powell Butte (A) 371
Century Drive 372
Cline Falls (A) 373
Tumalo-Deschutes (A) 374
Redmond-Bend (A) 375
Paulina 380
Service Creek-Mitchell 390
Canyon City-Burns (A) 400
Beech Creek (A) 401

Kimberly-Long Creek 402
Sumpter..... 410
Haines-Anthony (A)..... 411
Robinette-Homestead (A)..... 412
Halfway-Cornucopia 413
Pine Creek..... 414
Dooley Mountain..... 415
Midland..... 420
Klamath Lake (A) 421
Chiloquin 422
Lower Klamath (A)..... 423
Sand Creek (A)..... 424
South Klamath Falls 424
East Diamond Lake (A) 425
Hatfield 426
Modoc Point (A) 427
Sun Mountain (A)..... 428
Crescent Lake 429
Yellowstone Cutoff (A)..... 430
Warner..... 431
Frenchglen 440
Diamond (A) 441
Steens..... 442
Huntington 449
Succor Creek..... 450
Vale West 451
Adrian-Parma (A)..... 452
Adrian-Arena Valley..... 453
Adrian-Caldwell 454
Homedale Spur (A) 455
Olds Ferry-Ontario..... 455
I.O.N. (Idaho-OR-Nevada)..... 456
Malloy Ranch-ID Line (A)..... 457
Jordon Valley (A)..... 458

Appendix

1 - Highway Numbers
2 - Route Conversion
3 - Throughway Maps
4 - Road Establishment Files
5 - Widths of County Roads
6 – State Highway Maps
7 - Market Road Drawings
8 - Straightline Charts

Table of Contents – Alphabetical

(A) Highway has been abandoned
(Prior) An older name for the Highway

Adrian-Arena Valley 453
Adrian-Caldwell 454
Adrian-Parma (A) 452
Albany Airport (A) 214
Albany-Corvallis 31
Albany-Junction City 58
Albany-Lyons 211
Albany – Sisters (Prior) 16
Alsea 27
Alsea-Deadwood 201
Alsea River Forest Road (P) 27
Amity-Dayton 155
Antelope 293
Antelope – Mitchell (Prior) 14
Ashland – Klamath Falls (P) 21
Athena – Cold Springs (P) 334
Athena-Holdman 334
Aumsville-Mehama (A) 165
Baker-Copperfield 12
Baker – Cornucopia (Prior) 12
Baker – Homestead (Prior) 12
Baker-Unity (A) 13
Beaverton – Aurora (P) 141
Beaverton-Hillsdale 40
Beaverton-Tigard 144
Beaverton-Tualatin 141
Beech Creek (A) 401
Bellevue-Hopewell 153
Beltline 69
Bertha – Beaverton (Prior) 40
Bend – Sisters (Prior) 17
Bingham Springs (A) 331
Boardman-Stanfield (A) 54
Brunk's Cor–Independence (P) 193
Burns-Crane (A) 24
Butteville Rd-Hubbard (A) 164
Canby-Marquam (A) 170
Canyon City-Burns (A) 400
Canyon Road (Prior) 40
Cape Arago 240
Cape Blanco 250
Carpenterville 255
Cascade (Prior) 160
Cascade Highway North 68
Cascade Highway South 160
Cascade Locks (A) 283
Celilo-Wasco 301
Central Oregon 07
Century Drive 372
Chiloquin 422
Clackamas (A) 27
Clackamas 171
Clackamas-Boring 174
Clear Lk.-Belknap Springs 215
Cline Falls (A) 373
Coast (Prior) 09
Columbia River (Lower) 02W
Columbia River 02
Coos Bay-Roseburg 35
Coos River 241
Coquille-Bandon 244
Corvallis-Lebanon 210
Corvallis-Newport 33
Cove 342
Cranes – Scotts Butte (P) 442
Crater Lake North (A) 232
Crater Lake 22
Crescent Lake 429
Crooked River (A) 37
Crooked River 14
Crooked River (Prior) 380
Crooked River – Paulina (P) 380
Crown Point (A) 125
Culver 361
Dairy-Bonanza 23
Dallas – Coast (Prior) 192
Dallas-Dolph Corner (A) 192
Dallas – Kings Valley (P) 191
Dallas-Rickreall 189
Deschutes (A) 39
Deschutes River (Prior) 39
Diamond (A) 441
Diamond Valley (Prior) 441
Dillard (A) 235
Dooley Mountain 415
Drain-Yoncalla (A) 236
Eagle Creek-Sandy 172
East Diamond Lake (A) 425
E.Portland Freeway (I-205) 64
East Portland - OR City (A) 46
Eddyville-Blodgett 180
Elkton-Sutherlin 231
Empire-Coos Bay (A) 243
Empire – Marshfield (P) 243
Enterprise – Flora (Prior) 11
Enterprise-Lewiston 11
Eugene – Florence (Prior) 34
Eugene-Springfield 227
Eugene – Swisshome (P) 220
Farmington 142
Fishhawk Falls 103
Florence-Eugene 62
Forest Grov - McMinnville (P) 29
Fort Stevens 104
Fox Hollow (A) 221
Freewater 339
Fremont 19
Frenchglen 440
Fulton Canyon – Wasco (P) 301
Goshen-Divide 226

Green Springs..... 21
Grants Pass – Crescent Cty (P) . 25
Haines-Anthony (A)..... 411
Halfway (A)..... 55
Halfway-Cornucopia 413
Halsey - Sweet Home..... 212
Hatfield 426
Havana - Helix 335
Heppner 52
Heppner - Spray 321
Hermiston..... 333
Hillsboro - Silverton 140
Hillsboro – Woodburn (P) 140
Historic Columbia River..... 100
Homedale Spur (A) 455
Hooker Ck – Jordan Vlly (P) ... 458
Hood River 281
Huntington 449
I.O.N. (Idaho-OR-Nevada)..... 456
Independence..... 193
Interstate Bridge (A)..... 280
Jacksonville..... 272
Jefferson 164
John Day 05
John Day River (Prior) 05
John Day-Burns..... 48
Jordan Valley (A)..... 458
Jordan Valley (Prior) 450
Joseph-Wallowa Lake 351
Junction City-Eugene (A) 223
Kimberly-Long Creek 402
Kings Valley (A) 190
Kings Valley 191
Klamath Agncy–Modoc Pt (P) 427
Klamath Falls-Lakeview..... 20
Klamath Falls-Malin..... 50
Klamath Falls-Weed (A)..... 50
Klamath Lake (A) 421
Klamath-Crater Lake (A)..... 23
La Grande-Baker 66
Lafayette 154
La Grande – Enterprise (P)..... 10
La Grande – Joseph (Prior)..... 10
La Grande – Wallowa Lk (P) 10
La Grande-N. Powder (A)..... 343
Lake of the Woods..... 270
Lakeview-Burns (A)..... 18
Lakeview-Burns..... 49
Lapine – Lakeview (Prior)..... 19
Lexington-Echo..... 320
Little Butte (Prior)..... 270
Little Nestucca 130
Little Sheep Creek 350
Lombard Street (A) 121
Lower Klamath (A) 423
Madras-Prineville..... 360
Malloy Ranch-ID Line (A)..... 457
Mapleton-Eugene (A) 220
Mapleton-Junction City..... 229
McDermitt North (Prior) 456
McKenzie.....15
McKenzie-Bend 17
McKenzie River (Prior).....15
McMinnville (A) 156
McMinnville – Tillamook (P).....32
McNary (I-82) 70
McVay.....225
Medford – Crater Lake (P) 22
Medford – Provolt (Prior) 272
Medical Springs.....340
Mehama-Mill City (A) 213
Merrill – Hatfield (Prior) 426
Midland 420
Mist - Clatskanie.....110
Modoc Point (A) 427
Monmouth 194
Monmouth - Independence 43
Monument (Prior) 402
Mosier-The Dalles 292
Mt. Hood - Clear Lake (A) 31
Mt. Hood 26
Mt. Hood Loop (Prior).....26
Myrtle Creek (A) 237
Necanicum 46
Nehalem 102
Netarts 131
North Santiam 162
North Umpqua (A) 73
North Umpqua 138
Northeast Portland 123
Nyssa – Adrian (Prior) 450
O'Neil 370
Oakland-Shady (A).....234
Ochoco.....41
Odell 282
Old Columbia River Dr (A) 284
Old Oregon Trail.....06
Olds Ferry-Ontario 455
Ordnance Depot (A) 338
Oregon Caves 38
Oregon Coast.....09
Oregon-Washington 08
Oswego.....03
Otter Rock (A) 182
Pacific (I-5) 01
Pacific Highway East..... 01E
Pacific Highway West 01W
Paulina.....380
Pendleton Airport (A) 336
Pendleton 67
Pendleton-Cold Springs.....36
Pendleton-John Day 28
Pine Creek.....414
Port Orford.....251
PTLD - Salem EXPY (A).....57
Powell Butte (A).....371
Powers 242
Prineville – Bear Creek (P).....14
Prineville – Lakeview (P).....19
Redmond-Bend (A).....375

Redwood 25
Richardson – Eugene (P) 220
Robinette-Homestead (A) 412
Rogue River Loop 260
Rogue River 60
Rogue Valley 63
Rome – Princeton (Prior) 442
Roosevelt Coast (Prior) 09
Salem Freeway (A) 65
Salem 72
Salem – Dallas (Prior) 30
Salem-Dayton 150
Salem – Independence (P) 30
Salmon River 39
Sams Valley 271
Sand Creek (A) 424
Sandy Boulevard (A) 59
Santiam 16
Scholls 143
Service Creek-Mitchell 390
Shaniko-Fossil 291
Shaniko-Mitchell (A) 14
Sherars Bridge 290
Sherman 42
Siletz 181
Silver Creek Falls 163
Siskiyou 273
Siuslaw (A) 34
South Klamath Falls 424
Springfield 228
Springfield–Cottage Grove (P) 222
Springfield-Creswell 222
Stadium Freeway 61
Stanfield-Pendleton (A) 337
Starkey (Prior) 341
Steens 442
Succor Creek 450
Sullivan Gulch (Prior) 56
Sumpter 410
Sumpter Valley (Prior) 410
Sun Dial (A) 124
Sun Mountain (A) 428
Sunnyside-Umapine 332
Sunset 47
Swift 120
T. H. Banfield Freeway (A) 56
Tampico-Lewisville (A) 202
Territorial 200
The Dalles-California 04
The Rim (A) 24
Three Rivers 32
Three Mile Lane (A) 152
Tiller Summit Forest Rd. (A) 38
Tiller-Trail 230
Timberline 173
Tualatin Valley 29
Tumalo-Deschutes (A) 374
Ukiah-Hilgard 341
Umatilla Cutoff (A) 37
Umatilla Mission 331
Umatilla-Stanfield 54
Umpqua 45
Vale West 451
Vancouver (A) 122
Wallowa Lake 10
Wapinitia 44
Warrenton (Prior) 105
Warm Springs 53
Warm Springs (Prior) 360
Warner 431
Warrenton-Astoria 105
Wasco-Heppner 300
W.7th St.-W. 11th St. (A) 224
West Diamond Lake 233
W.Portland – Hubbard (P) 51
West Side (Prior) 1W
West Side Pacific (Prior) 1W
Weston-Elgin 330
Whitney 71
Willamette 18
Willamette Val – Florence (P) 34
Willamina-Salem 30
Willamina-Sheridan 157
Williams (A) 261
Wilson River 37
Wilsonville-Hubbard 51
Wolf Creek (Prior) 47
Woodburn-Estacada 161
Woodburn–Mt Hood Loop (P) 161
Wood Burn – Sandy (P) 161
Yamhill-Newberg 151
Yamhill – Nestucca (Prior) 32
Yellowstone Cutoff (A) 430

STATE OF OREGON
STATE HIGHWAY SYSTEM

PREPARED BY THE

OREGON DEPARTMENT OF TRANSPORTATION

TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

DECEMBER 2008

Click to go to Portland Map

LEGEND

- 332 State Highway Number
- Interstate Route
- U.S. Route
- OR Route

N W E S

PACIFIC OCEAN

COUNTIES: CLATSOP, COLUMBIA, TILLAMOOK, WASHINGTON, CLACKAMAS, HOOD RIVER, WASCO, SHERMAN, GILLIAM, MORROW, UMATILLA, UNION, WALLOWA, MARION, POLK, YAMHILL, LINCOLN, BENTON, LINN, JEFFERSON, CROOK, WHEELER, GRANT, BAKER, LANE, DESCHUTES, COOS, DOUGLAS, JACKSON, CURRY, JOSEPHINE, KLAMATH, LAKE, HARNEY, MALHEUR

CITIES: Astoria, Warrenton, Seaside, Cannon Beach, Manzanita, Rockaway Beach, Garibaldi, Bay City, Oceanside, Netarts, Tillamook, Hebo, Neskowin, Lincoln City, Otis, Kernville, Depoe Bay, Otter Rock, Newport, Toledo, Siletz, Eddyville, Waldport, Yachats, Florence, Dunes City, Gardiner, Reedsport, Winchester Bay, Lakeside, North Bend, Charleston, Cape Arago, Coos Bay, Bandon, Cape Blanco, Sixes, Port Orford, Gold Beach, Brookings, Myrtle Point, Coquille, Powers, Riddle, Canyonville, Winston, Roseburg, Dillard, Myrtle Creek, Oakland, Sutherlin, Wilbur, Drain, Yoncalla, Elkton, Scottsburg, Oregon Caves, Cave Junction, Grants Pass, Glendale, Wolf Creek, Gold Hill, Rogue River, Jacksonville, Medford, Central Point, Eagle Point, Butte Falls, Prospect, Shady Cove, Trail, Ashland, Talent, Phoenix, Provolt, Ruch, Applegate, Williams, Takilma, Agness, Illahe, Siskiyou, Ft. Klamath, Klamath Agency, Chiloquin, Modoc Point, Algoma, Klamath Falls, Keno, Midland, Malin, Merrill, Dairy, Bonanza, Beatty, Silver Lake, Paisley, Valley Falls, Lakeview, Adel, Plush, Hart Mountain, Frenchglen, Roaring Springs, Riley, Burns, Hines, Crane, New Princeton, Narrows, Juntura, Brothers, La Pine, Crescent, Crescent Lake, Chemult, Gilchrist, Sprague River, Beaver Marsh, Bly, Sycan, Summer Lake, Fort Rock, Christmas Valley, Silver Lake, Bend, Redmond, Sisters, Prineville, Powell Butte, Post, Paulina, Brothers, Madras, Metolius, Culver, Warm Springs, Simnasho, Grass Valley, Tygh Valley, Wapinitia, Maupin, Shaniko, Antelope, Fossil, Condon, Lonerock, Arlington, Blalock, Rufus, Biggs Junction, Celilo Village, The Dalles, Dufur, Wasco, Parkdale, Odell, Hood River, Mosier, Cascade Locks, Zigzag, Government Camp, Rhododendron, Welches, Sandy, Boring, Damascus, Gresham, Troutdale, Corbett, Portland, Vancouver, Ridgefield, Woodland, Kalama, Longview, Kelso, Cathlamet, Skamokawa, Naselle, Ilwaco, Long Beach, Seaview, Ocean Park, Nahcotta, Oysterville, Tokeland, Raymond, South Bend, Willapa, Menlo, Pacific City, Cloverdale, Neskowin, Hebo, Grand Ronde, Willamina, Sheridan, Dayton, Lafayette, Dundee, Newberg, Yamhill, Carlton, McMinnville, Amity, Sheridan, Dallas, Rickreall, Independence, Monmouth, Falls City, Valley Junction, Dolph, Grand Ronde, Salem, Turner, Marion, Aumsville, Stayton, Sublimity, Silverton, Scotts Mills, Mt. Angel, Gervais, Monitor, Brooks, Woodburn, Hubbard, Molalla, Canby, Aurora, Donald, Wilsonville, Tualatin, Sherwood, Tigard, Lake Oswego, Beaverton, Hillsboro, Forest Grove, Cornelius, North Plains, Banks, Vernonia, Clatskanie, Westport, Mayger, Svensen, Olney, Rainier, Prescott, Goble, Mist, Jewell, Necanicum Jct, Elsie, Pittsburg, Saint Helens, Columbia City, Scappoose, Vernonia, Jewell, Nehalem, Wheeler, Manzanita, Rockaway Beach, Garibaldi, Bay City, Tillamook, Oceanside, Netarts, Hebo, Neskowin, Pacific City, Cloverdale, Otis, Lincoln City

Click here to go to the State Map Index

STATE OF OREGON
STATE HIGHWAY SYSTEM
PORTLAND AREA ENLARGEMENT

PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DECEMBER 2008

N W E S

LEGEND

- 100 State Highway Number
- 5 Interstate Route
- 101 U.S. Route
- 213 OR Route

WASHINGTON
YAMHILL
MARION
MULTNOMAH
CLACKAMAS

Scappoose
Buxton
Banks
North Plains
Forest Grove
Cornelius
Hillsboro
Beaverton
Gaston
Yamhill
Carlton
Dundee
Newberg
Lafayette
McMinnville
Dayton
Amity
Sheridan
Willamina
Tigard
King City
Durham
Tualatin
Sherwood
Wilsonville
Lake Oswego
Portland
Maywood Park
Wood Village
Troutdale
Fairview
Gresham
Multnomah Falls
Milwaukie
Happy Valley
Johnson City
Damascus
Sandy
Gladstone
West Linn
Oregon City
Eagle Creek
Estacada
Zigzag
Canby
Barlow
Aurora
Donald
Saint Paul
Hubbard
Woodburn
Gervais
Mount Angel
Brooks
Marquam
Scotts Mills
Molalla

0 2 4 8 Miles

DISCLAIMER:
This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

History of Early Roads in Oregon

History and Background

All ODOT highways in Oregon were adopted and brought into the State Highway system in one of three possible ways:

1. By Legislative Act – Statutes
2. Transfer of title by resolution from Oregon Counties to the State Highway Commission - the Commission was empowered by the Legislature to accept these transfers.
3. By the Oregon Transportation Commission by Resolution and by the Legislature.

All three of these authorities, have on occasion, adopted, established, changed and even removed highways from the State Highway System. In 1977 the Oregon Legislature repealed all statutory highways, and left sole authority for the State Highway System with the Oregon Transportation Commission (ORS 366.225 and ORS 184.616).

Note: You will find a copy of the designations formally in resolutions or as entries in the State Highway Commission or Oregon Transportation Commission meeting minutes. Records of the State Highway Designations are kept in the Oregon Transportation Commission and State Highway Commission records located at ODOT's Director, Commission and History Center Files (DCHC), STLS Building, Salem. For help with researching these records contact the ODOT Library at 503-986-3280.

Right of Way Widths:

Current right of way width for ODOT Highways is set by the Transportation Commission via adoption of a survey resolution.

Original right of way widths were designated via resolution by the county(s) through which the road traversed, by the Oregon State Highway Commission via resolution, or by description in a deed if acquired in fee.

The Oregon Legislature, by law, established a statutory width for county road right of way. If a resolution or establishment document did not specify a width, then the right of way width is whatever the statutory width was at the time the highway or road was established. This width is valid until such time as the road is relocated, widened, straightened, or otherwise altered causing a "stated" change in the width. Refer to Dr. William Fry's Chart on Statutory Widths for County Roads (See Appendix 5).

In the early years of the State Highway Commission, counties acquired right of way for ODOT. The rights acquired were usually an easement, and an occasional fee simple interest. (ORS 366.320).

For highways across federal public lands, a right of way easement was acquired from the Bureau of Public Roads, or whatever government agency that was responsible for the land at the time of transfer.

Current ODOT practice is to acquire fee simple title for right of way whenever possible. ORS

366.360 gives ODOT the authority to acquire real property in fee simple title. (Some States only have the power to acquire easements for roads, Oregon is an exception due to written statutes.).

The task of acquiring right of way is the responsibility of the Right of Way Section, a part of ODOT's Technical Services Branch.

Additional right of way may have been acquired in conjunction with construction or other improvement projects. You need to check the Right of Way Drawings in the Maps and Plans Center, ODOT TLC Building, Salem, to see if there has been any change to a highway, affecting right of way width, or ODOT's rights and responsibilities.

Previous Status of Roads:

At the time a given highway was brought into ODOT's Highway System, it may have been in existence as:

- an immigration trail
- a territorial road
- a military wagon road
- a military road
- a toll road
- a county market road
- a forest road
- an originally platted city street
- a county road
- a completely new route where no road existed before

It is important to identify what the nature of the road was prior to and at the time it was placed on the ODOT System. Knowing this and having the documentation to support it will help to determine who has the jurisdiction, control, maintenance responsibility and who owns which property rights. It also helps to identify regulations governing the road and its width.

Immigration Trails of Oregon

In 1840 the non-indigenous population of Oregon was 137 Americans and 63 French – Canadians. In 1843 the settlers of the Willamette Valley by a vote of 52 to 50 drafted a constitution that organized the land claim process in the state. Married couples were allowed to claim up to 640 acres (a section) at no cost and singles could claim 320 acres (a half section). This opportunity for free land gave many farmers from the East motivation to make the arduous journey. From 1842 to 1852, about 18,000 emigrants traveled to Oregon. Many starting at Independence, Missouri, headed west over the Oregon Trail. This route is the most celebrated, but there were several others. Explorers were always looking for the shortest and most easily traveled routes to the various end destinations. Immigration over these trails continued through the civil war, but traffic declined after 1869 when the transcontinental railroad was completed. Settlers to Oregon generally flowed in the path of those before them, creating established trails. Some of these trails later evolved into "Official Roads".

Some of the known Immigration Trails of Oregon

- Abiqua Trail
- Applegate Trail
- California - Oregon Trail
- Fremont Trail (see The Dalles - California Highway)
- Harris Trail
- Jacksonville - Crescent City Trail
- Oregon Trail
- Randolph Trail
- Sauvies Island - Tualatin Plains Trail
- Scott Trail (see McKenzie Highway)
- Scott - Applegate Trail
- Sheep Trail, Oregon – Wyoming
- The Dalles - Sandy River Trail
- Umatilla Trail
- Walla Walla Trail

See Right of Way No. 6010104 for copies Early Trails and Wagon Roads

Territorial Roads

Before 1851 the few traveled roads in Oregon were simply those, wagons had created passing one after the other in the same path. But better roads were needed. Legislation by the Oregon house, June 31, 1851 created the Territorial Road Act. These roads were to be clearly marked, be 60 feet wide and be platted. Survey costs were to be paid by counties. By 1859 about 100 separate roads, each individually authorized, had been established in Territorial Oregon. Before the coming of statehood the Willamette Valley, then two-thirds of settled Oregon, was crisscrossed by Territorial Roads, and a route had been established to the California border, Puget Sound, The Dalles, and the mouth of the Columbia River. Some of these routes were only partly finished and some existed only on paper. Of the several toll roads authorized during this period only a few, particularly the Portland and Valley Plank Road, and the Barlow Road, begun in Provisional days, were actual realities. It must be remembered the legislature merely authorized the road project; high costs and lack of aid by the settlers themselves, particularly in sparsely settled sections, often delayed or prevented construction for years. The first Federal aid came in 1856.

Territorial Roads were given to the Counties through which they traversed by ORS 368.420, (also see General Laws of Oregon 1903, page 272). Territorial roads, state roads, and county roads established by the Oregon Territorial Legislature or the County Commissioners were declared legal roads by the State of Oregon when Oregon entered the Union, (approved June 4, 1859).

Legislative Widths of Territorial Roads

July 1849 –May 1850

"The established width of all Territorial roads shall be seventy feet."

Twenty Acts, July 1849 –May 1850, P.170

February 4, 1851

"The established width of all territorial roads shall be sixty feet."

- Act, Feb. 4, 1851

1855

"The width of all territorial roads shall be sixty feet." Statutes of Oregon, 1855, p. 491.

Military Wagon Roads of Oregon

In accordance with General Laws of Oregon 1872, p 99, wagon roads were to be surveyed and maps filed, then the roads were to become county roads in each of the counties through which they traversed. Five Military Wagon Roads were created in Oregon. The idea was that a private organization would take on the construction of the road and in return would receive sections of land along its path, typically the odd numbered sections 3 miles on each side of the road. This land was transferred to the state from the federal government, who would in turn transfer it to the construction company. There were many complaints voiced that portions of these roads were substandard and a good value was not received for the compensation.

Oregon Central Military Wagon Road

From Eugene to the eastern boundary of Oregon via the Middle Fork of the Willamette River, the Klamath Indian Reservation and Goose Lake Valley. Construction began in 1865. The Oregon Central Military Wagon Road Company formed in 1864.

Authorized July 2, 1864.

(See Highway 18)

Willamette Valley & Cascade Mountain Military Wagon Road

A 448 mile road from Albany, Easterly across an existing county road for 30 miles; thence to the Deschutes River, to Camp Harney, then to Crane Creek use an existing military road, thence to the eastern boundary.

Built by the Willamette Valley & Cascade Mountain Wagon Road Company in 1866. Authorized July 5, 1866.

(See Highway 16)

The Dalles Military Wagon Road

357 miles from The Dalles to the Snake River opposite Fort Boise, via the John Day, Willow Creek, Burnt River and Malheur valleys. Only developed as far as Canyon City.

Authorized February 22, 1867.

See Right of Way No. 6010103 for copies The Dalles Military Wagon Road Documents.

Corvallis and Yaquina Bay Military Wagon Road

From Corvallis though the Coast Range to Yaquina Bay. Authorized July 4, 1866.

(See Highway 33)

Coos Bay Military Wagon Road

A 60 mile road between Roseburg, and Coos Bay. Built by the Coos Bay Wagon Road Company. Authorized March 3, 1869.

(See Highway 35)

Figure 1: Vicinity Map of Military Wagon Roads in Oregon

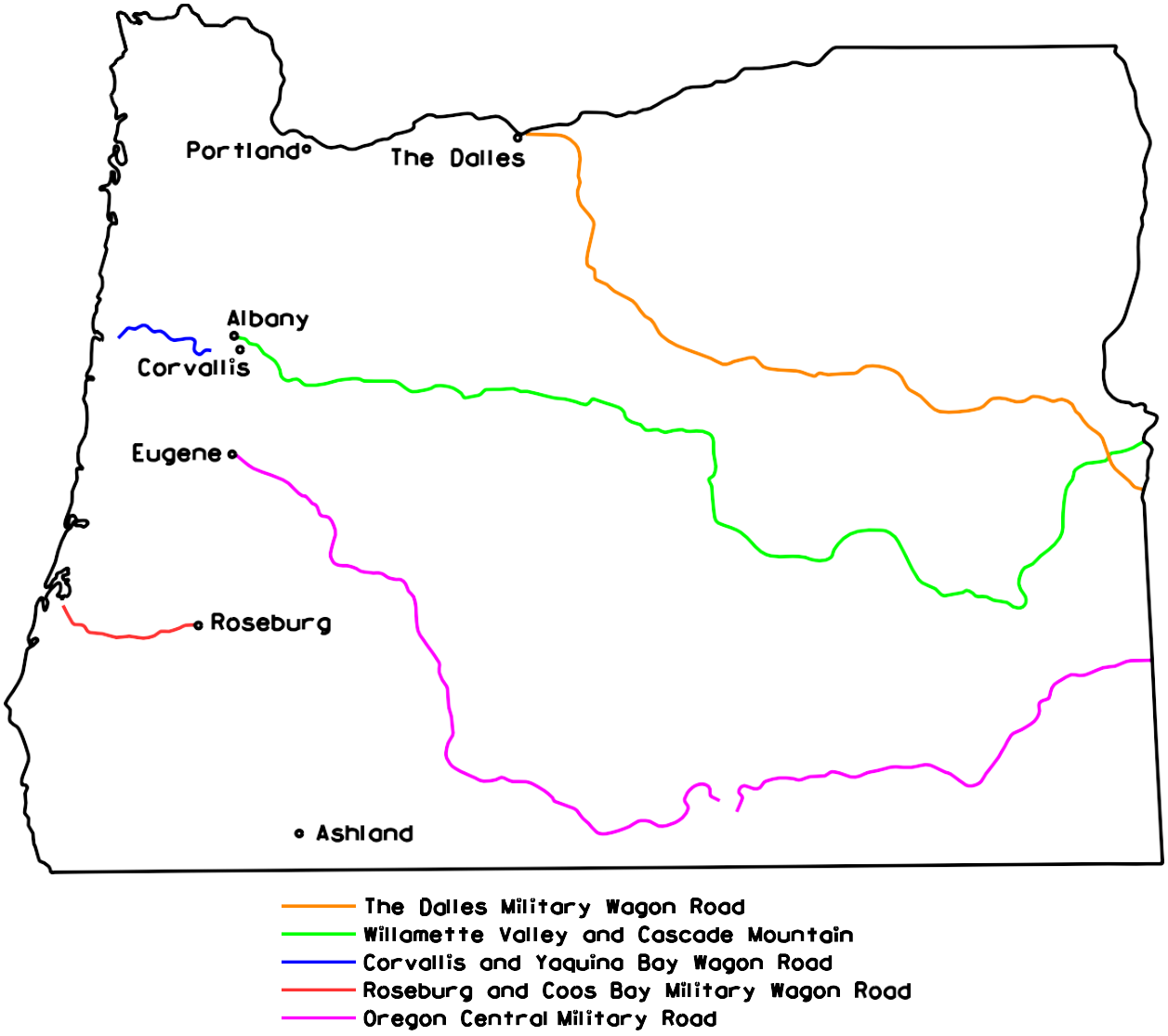


Figure 2: Oregon Wagon Roads

Wagon Road Maps, Oregon Oregon State Archives Control Number	**Description**
RGC9 NPIP No. 36	Eastern Oregon and Winnemucca, from Canyon City ca. 1880, 18″ x 13¼″
RGC9 NPIP No. 37	Southern Oregon, from Ashland East to T39S, R42E…, 1873, 95½″ x 20¼″
RGC9 NPIP No. 35	The Dalles and Sandy, 1873, 71½′ x 15″
RGC9 NPIP No. 70	Union Basin, East Eagle, and Cornucopia, ca. 1890 - 1900, 21½″ x 18″ for township - 29½″ x 24½″ for general plat
RGC9 NPIP No. 31	Washington County, Nehalem Valley, and Astoria, from Cornelius to Astoria, Nov. 1873, 3 sections each 24″ x 19″
RGC9 NPIP No. 215	Corvallis and Yaquina Bay, from Corvallis to Elk Creek on Yaquina River, 1867, 26 x 43 cm. OSL 386.03795 B44 (photocopy in Archives Division)
RGC9 NPIP No. 216	The Dalles Military Road, from Dalles City on Colombia River to Fort Boise on Snake River, ca. 1869, 40 x 57 cm. In 4 sheets Photostatted. OSL 386.03795 T34M (photocopy in Archives Division)
RGC9 NPIP No. 217	Willamette Valley and Cascade Mt. Military Road, from Albany across Linn County and Crook County, 44½ x 95 cm. OLS 386.03795 W661 (photo copy in Archives Division)
RGC9 NPIP No. 217	Ibid., but parts of Cook and Harney Counties, ca. 1870, 37½ x 65½ cm. OSL 386.03795 W663 (photo copy in Archives Division)
RGC9 NPIP No. 217	Ibid., but parts of Harney and Malheur Counties, ca. 1871, 37½ x 65½ cm. OSL 386.03795 W663 (photo copy in Archives Division)
RGC9 NPIP No. 217	Ibid., but parts of Malheur County, ca. 1871, 49 x 70 cm. OSL 386.03795 W664 (photo copy in Archives Division)
RGC9 NPIP No. 218	Oregon Central Military Road, ca. 1869, 56½″ x 26½″ OSL 386.03795 O66 (photocopy in Archives Division)
Note:	OLS: Oregon State Library

Wagon Road Maps, Oregon Oregon State Archives Control Number	Description
	cm. (centimeter) = 0.3937 inch. Ibid, Latin ibidem (in the same place)

See Right of Way No. 6010104 for copies Early Trails and Wagon Roads Documents.

Ruts from the Oregon Trail between Pendleton & LaGrande in northeast Oregon, 1935.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD0167.



Question and Response on Width of Wagon Roads

Copied

Salem, Oregon

May 23, 1975

Adele L. Egan

Right of Way Office Manager Legal Opinion

Walter L. Barrie

Chief Counsel

Attn: Jack L. Sollis

Asst. Counsel

Please give us an opinion on what we can consider as the width of a wagon road of an incorporated wagon road company where the width is not specified in the survey.

AE:mp

DEPARTMENT OF JUSTICE

Memorandum

TO: Adele Egan DATE: June3, 1975
Right of Way Offices Manager

FROM: Jack Sollis

SUBJECT: Width of Wagon Roads

According to General Laws 1892 p. 99 after a wagon road has been surveyed and the maps filed it "Shall become a county road in each of the counties through which it passes and Road Supervisors through whose districts the road passes are authorized and required to expend road labor on the same as upon other county roads". If there is no specific width mentioned in the session law establishing the wagon road then the same procedure which applies to county roads where the width is not specified should be followed as outlined in "Determining Widths of Existing Right of Way for County Roads", By William Frye.

JLS:kw

Military Roads

Besides the Military Wagon Roads created under individual authorization, there were roads constructed by the military. There is often not much documentation of these roads. Some say that merely having the military travel along a route made it a military road. Many of the Military Roads also became county roads, though no specific regulation governing them is known.

A few of the Military Roads:

- Scottsburg Military Wagon Road

  Constructed during the years 1853 – 1854, this road ran from the head of Umpqua River at Scottsburg to Fort Lane in the Upper Rogue River Valley. It later became part of the Oregon - California State Road.

- Astoria – Salem Military Road

  Surveyed in 1855, when the civil war broke out construction still was not completed.

Scottsburg, Oregon – Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6827



Toll Roads

Toll roads were generally privately owned roads which may have been given, or sold, to the County or to ODOT for use as a highway. These private road were supposedly cleared and maintained, thus worthy of the toll price. Travelers complained that many operators were simply opportunists. Toll roads were a difficult business to operate profitably, make the toll to high and travelers will simply find a way around your collection site.

A few of the early private toll roads:

- **The Barlow Road**
  Around Mt. Hood opened 1845 - 1846 by Samuel K. Barlow. A toll road in 1852, traffic was wagons 673, male immigrants 2448, female immigrants 825, toll for each wagon $5.00. Discontinued as a toll road in 1912. Later deeded to ODOT.
- **The Boyer Toll Road**
  In the vicinity of Dolph in southern Tillamook County, was under private operation from 1908 to 1920.
- **Trask River Toll Road (1871)**
  Tillamook County over the Coast Range to the Willamette Valley, near McMinnville.
- **Tollgate Road**
  Sometime in the 1870's, a toll road over the Blue Mountains was established.
- **East Portland - Silverton Plank Road (1858)**
  Plank roads were at the time thought to be the ideal fusion of plentiful lumber, sawmills and the solution to muddy roads. They worked well at first. Only later, was it discovered that wood rots quickly when placed on bare earth.
- **Dooley Mountain Toll Road (1862 –early 1890s)**
  From Baker to the Malheur and Eldorado mines.
- **Siskiyou Toll Road (1857)**
  Seven miles below the summit on the North side, climbed over the Siskiyou's close to the Pacific Highway route to come, south to Hilts.

Toll Ferries

Toll ferries should also be mention here. They to, were often run by private individuals. Ferries were a cheaper alternative to bridges. In early Oregon history, there was not a lot of capitol to construct bridges, so ferries were the best alternative. Some are running to this day.

Stage Lines

There were several stage companies operating in Oregon in the 1850s. Stage coaches were a more sophisticated means of travel and as such, they required more than a trail to navigate. Their increasing use was a sign of an improving road system. They needed a robust infrastructure to operate. Horses could only pull the coach so long before they needed to be replaced by fresh horses. So there had to be many stops along the way, stables to keep the horses, people to tend them, Rooms for travelers to spend nights.

Some of the Stage Companies who operated in Oregon:

- **California Stage Company**

  In the late 1800's there were many short line stage coaches operating in Oregon. The first unbroken line between Portland and California began in 1860. The California Stage Company built their stage line northward from Sacramento. First to Shasta in 1854, then Yreka in 1855. At this time they had over 14 routes and more than 170 stations. Continuing northward, the line reached Jacksonville in 1860. A road had been built from Jacksonville to Portland in 1859, and now the California Stage line using this road, finally reached northward to Portland. It was now possible to travel between Portland and Sacramento using one Stagecoach Company, relatively quickly and in relative comfort. The trip covered 700 miles and took seven days. At that time it was the second longest continuous route in the United States. The company continued to operate this line until 1865, not long after their mail contract expired. Other shorter lines continued to operate between Oregon and California until 1887, when the railroad was completed.

- **Wells Fargo Company**
  The Wells Fargo Company ran a stage company between 1866 and 1869. They had offices in many cities and gold rush towns. They used their stage coaches and any other mode of transportation available to move gold and other valuables wherever their customers needed. In harmony with their transportation of valuables, they provided banking services.

Photo by Mr. Ben Maxwell Collection, Salem Public Library, photo



County Market Roads

The State Market Road Act was to provide State Aid for the construction of a system of main county roads from the producing centers to the market centers. These Market Roads were constructed and maintained by the Counties. Sometimes surveys, plans and estimates were prepared by the State Highway Department. Active from the year 1919 to 1932, there was by the end of 1930, 6,030 total miles; 266 miles of bituminous pavement, 125 miles concrete pavement, 254 miles oiled, 3,033 miles graveled and 1,826 miles unimproved. By 1932 the County Market Roads funds were exhausted. Many of the Market Roads became Secondary ODOT Highways, while others remained county roads. (See Oregon State Highway Commission Journal of Minutes pages 3126 through 3140 for November 13, 1931 designation and adoption of many of the secondary ODOT highways.)

Here is a link to a statewide map of 1930 showing market roads:

StateWideMarketRoads1930.pdf

Here is a link to Market Road Maps for each county:

MarketRoadsColor.pdf

Oregon State Archives, Oregon Department of Transportation, OHDG220



Forest Highways

The Rural Post Roads Act of 1916 was the original legislation which provided for Federal – Aid roads and Forest Roads. Forest Roads were roads that partially passed through a national forest and were built with Federal Forest Roads Funds. (These roads may belong to the County, ODOT or the Federal Government.) The roads were built with matching funds, but generally the Bureau of Public Roads surveyed, designed and constructed the road. As of 1932 there were 49 forest highways with 1,372 miles. When one of these routes became an ODOT highway, the Bureau of Public Roads was supposed to send a copy of the maps, plans and right of way descriptions to ODOT. There are Forest Road Files for each of these roads in the DCHC, STLS Building, Salem, listed under the Forest Road Number.

In some cases an Application for a Road may be found, along with cooperative agreements, correspondence and contract plans and specifications for roads through the forest. These, if available, are found in the Forest Road File.

A formal application for right of way through public land was not acquired for every highway. This was not consistently done, as each National Forest tended to be autonomous. To provide some standardization of the right of way through national forests a Memorandum of - Understanding was established and agreed to between ODOT and the US Forest Service. A copy of this Memorandum is on file in the DCHC, STLS Building, Salem, under Misc. C & A No. 7703

Link below to the U.S. Forest Service Interactive Visitor Map for Forest Highway Route numbers for highways through the forests.

http://www.fs.fed.us/ivm/index.html

Other Federal Roads

Right-of-Way Across Federal Lands

There are two types of government lands, Reserved Lands and Unreserved or unappropriated Lands.

Federal lands are each administered by different agencies with their own policies regarding granting right of way easements for roads across the Reserves. Old right of way files usually contain letters from these agencies specifying the conditions under which the right of way was granted. Generally, these right of ways are to be returned to the Federal Government when ODOT no longer requires them for a highway related use.

Reserved Lands were set aside by various Congressional Acts such as the Taylor Grazing Act, US Reclamation projects, power site reserves, and Indian Reservations.

Unreserved or Unappropriated Lands are generally governed by the Bureau of Land Management or the US Forest Service. Both these agencies give easements for the right of way.

Right of Way through Cities

City streets may have been platted when the town was originally platted and incorporated, or an addition or subdivision was added to the city limits. These streets were usually dedicated. The plat established the road, but did not necessarily pass fee title. The plat usually has the information about the dedication, and a book and page reference to check to see if fee title was given to the city. Generally, properties along platted city streets include the underlying fee title to the center of the street. In some subdivisions it depends on how the subdivision is laid out and the specific wording in the deeds and the dedication.

For ODOT Highways that are routed over **existing** city streets, ODOT only has curb - to curb (or to the outside of the ditch line if there is no curb) surface jurisdiction and maintenance responsibility (ORS 373.020).

In the case of **unincorporated** towns or cities, the County Courts had complete jurisdiction and control over any and all streets and alleys in the same manner as any other public road. These streets and alleys were declared by Legislative Act to be public highways known as county roads (see General Laws of Oregon 1903, page 279).

For roads and highways routed through cities which were placed on the State Highway System prior to the city's incorporation or annexation, the Oregon Transportation Commission has right of way line to right of way line jurisdiction and maintenance responsibility. The laws applying in this case are the same as for ODOT highways that were county roads (ORS 366.320).

Refer to the following page for a discussion on County Roads in existence prior to a city's incorporation that are still under the county jurisdiction.

ODOT highways located within the city limits, over a route where no prior city street existed, have been treated as ODOT highways. ODOT has right of way line to right of way line jurisdiction provided ODOT or the County acquired fee title for the right of way.

For the above reasons, it is important to determine if a route through a town was in existence prior to the town being platted and incorporated, or if it came into being with the platting of the town.

There may be miscellaneous contracts and agreements (Misc. C&A's) between cities, counties and/or ODOT altering the terms and limits of jurisdiction. If ODOT was involved, these agreements will be on file in ODOT's DCHC, STLS Building, Salem.

It should be noted however, that cities and counties **did not** have the authority to enter into any agreement with each other to transfer or relinquish to the city any county road until after 1939. (ORS 373.270 authorized the transfer of jurisdiction of county roads within the corporate city limits upon request from the city. See the procedure given in the statutes.)

Right of Way through Counties

The county roads were to be established in accordance with the procedure set by the Oregon State Legislature (General Laws of Oregon, 1903, pages 262 - 285) by the county court or by the County Commissioners. These roads were usually resoluted, though the right of way may have been acquired by an easement, by fee, by dedication or by condemnation with eminent domain rights.

The process a County Road was established is:

1. By petition signed by 12 land holders to establish a road;
2. Petitioners bond set aside to pay for the survey and Road Viewers expenses;
3. A County Resolution declaring its intent to locate and establish a road;
4. Posting of the notices in three - key public locations;
5. Appointment of Road Viewers, and the assignment of the County Surveyor to survey, locate, layout, view, and assess whose property will be affected and assess the damages;
6. Surveyor's report;
7. Road Viewer's report;
8. First reading of the Road Viewer's report;
9. Second Reading of the Road Viewer's report;
10. Third or Final Reading of the Road Viewers report.
11. Final Surveyor's report, along with notice of where the filed notes and plat are recorded;
12. An assessment of damages or list of persons asking for compensation; any remonstrances;
13. Final Order Establishing the Road, this is one of the most important documents;
14. Finally there should also be a separate listing where the property owners are actually awarded damages, in this case the right of way is an easement across their property.

Occasionally some of the steps (i.e., the final reading, the surveyor's report, the assessment of damages and the Final Order) will be combined in the same documents. All of the documents listed in these steps should be filed in the County Court journals or the County Commissioner's journals.

In some cases after the County road was established by the formal process, the county acquired fee title to all or parts of the right of way along the route. This information is located in the Book of Deeds, the Record Book of Deeds, or possibly in the Miscellaneous Deeds books. Usually there is an Index book for each of these books in the county. The Deed Book Index is listed by Grantor - Grantee. (Lake and Clatsop Counties did this).

You may need to go through the indexes looking for any possible land owners in the area to do a Chain of Title search to find any deeds or easements granted, or sold to the County, the City, the State of Oregon, State Highway Commission, or OSHD, or the USA government. You may also want

to check for deeds from the persons awarded damages.

These Journals, or at least the Indexes, are located in the County Clerk's Office. Some Counties have a Recorder/Archives Office where they store the older Journals. Some Counties also have these Journals on micro film, if this is the case, the search for documents may take longer.

County Road records; surveys; field notes; plats of towns, subdivisions, property boundaries, etc; and GLO information are among some of the information available in most of the County Surveyor's office or the Road Officials' office. These documents do not establish the roads; but do provide essential descriptions and references that may be used to locate the formal establishment documents in the County Commissioner's journals. They also provide valuable information for re - establishing a survey.

For ODOT Highways which were previously county roads, ODOT has whatever rights the county had. ORS 366.320, vested in ODOT all the right of way owned or held by the County over and along any roads adopted by ODOT as a Highway. (i.e. if the county had an easement, then ODOT acquired an easement; if the county had fee ownership, then ODOT has fee ownership.), (also see ORS 366.290).

From 1914 - 1940 Counties also acquired on behalf of ODOT, right of way for new Highways being constructed. In these cases, often, the county purchased fee title or an easement from the private property owners, though the County may have no record of it being a county road or ever existing. In these cases it is not a county road, it is an ODOT Highway. Usually the highway was a completely new route traversing across a new frontier.

Santiam Highway through Jefferson County is an example where the county acquired the right of way for ODOT. Since the County acquired the right of way, the road records did not contain any record of the highway. This information had to be obtained by checking ODOT's right of way drawing for the adjacent property owners, then going through the County Record of Deeds for the deeds conveying title.

Remember, boundaries and names of the counties have changed and shifted from time to time. While a road may not have been established under one county, though it existed, you may need to check with the county records it was previously in.

Legislative Widths of County Roads Enacted before 1859

- June 22, 1844

  "That public roads shall be opened twelve feet wide, clear of trees, logs, and other obstruction, the stumps cut low, and sufficient bridges and causeways; and the space of ten feet on each side of the road shall be considered as appropriated to the use of said road." – Act, June 22, 1844

- July 1849 – May 1850

  "All county roads shall be sixty feet wide, unless the Commissioners of the County, upon petition should determine on a less number of feet in point of width.

- Twenty Acts July 1849 – May 1850, P. 175.
- February 7, 1851; same in statutes 1854 P. 450

  "And all roads shall be sixty feet wide, unless the Commissioners of the county, upon petition, should determine on a less number of feet in point of width on any road so petitioned for." February 7, 1851; same in Statutes 1854 P. 450

Changes to ODOT Highways

ODOT highway right of way can be changed when projects are relocated, widened, signalized, etc. For previous construction projects that changed or might have changed the right of way, the maps in ODOT's Map and Plans Center, TLC Building, Salem provide useful information and clues to the widths, relevant right of way files or other Oregon State Highway Commission actions to check.

Additions to and deletions of portions of ODOT Highways can be effected by the Oregon Transportation Commission.

The method for removing an area from the ODOT highway system when the right of way is no longer needed depends on the type of interest ODOT holds and whether the property will continue to be used for roadway purposes. The area remains a part of the ODOT highway system until it is formally removed.

Resoluted highways, those obtained by way of an easement, are always subject to removal from ODOT's highway system by way of the Jurisdictional Transfer process (used to be named the Abandonment and Retention process), whether being transferred to another government jurisdiction.

Fee holdings, on the other hand, may only be abandoned to another government jurisdiction and then only with the stipulation that they continue to be used as public roads. In these instances a written abandonment agreement between the state and either the county or city is executed, addressing jurisdictional and maintenance responsibilities and including the reversionary clause stating that the property automatically reverts to ODOT in the event it is no longer used as a public roadway.

If a "fee owned holding" is no longer needed, the abandonment process is <u>not an option.</u> In such cases, the disposition of the property must then be handled by ODOT's Property Management Unit, The Right of Way Sections, Property Management Unit, will market and sell the parcel per applicable statutes and regulations, returning the sale proceeds to the Highway Trust fund for future allowed uses.

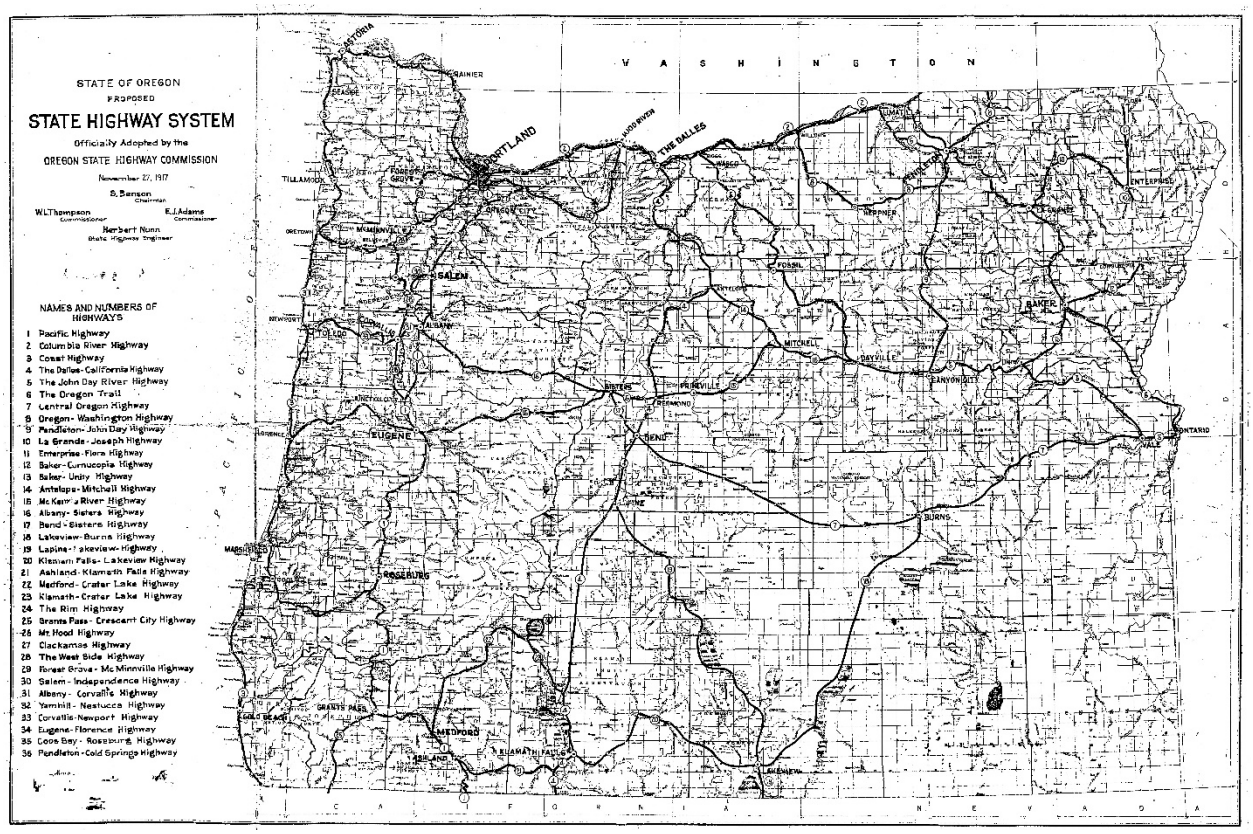
ODOT's Right of Way Section processes proposals for any highway or portion thereof to be removed from the ODOT Highway System. The Right of Way Section develops a draft Jurisdictional Transfer Agreement which is distributed to Region Management, Property Management and Transportation Development for approval. Once approved, the agreement is forwarded to the appropriate county officials for approval. The final step in the process is submitting both the signed agreement and the resolution document to ODOT's Right of Way Manager for signature and subsequent recording in the appropriate county records and filing with ODOT's DCHC, STLS Building, Salem.

Documentation is important if the status of highways is to be known, understood and usable to the ODOT personnel as well as the general public.

At present, research that has been done is available from ODOT's FileNet System. These files are referred to as the "Road Establishment Files".

This chapter is an abridgment of work originally written by Teresa Elliott between 1987 and 1988.

Figure 2: Example of State Highway System map.



Miscellaneous Highway Legislation

Oregon Statute	Description
ORS 271.330	Relinquishment of ODOT property to other governmental bodies for public use, with reversionary clause.
ORS 366.225	Repealed all statutory highways, sole authority to the Oregon Transportation Commission.
ORS 366.285	Procedures for establishing or re-establishing highways when the location is in doubt.
ORS 366.290	Adding to, or removing roads from the ODOT Highway system.
ORS 366.300	Treatment of portions of highways eliminated from the highway when relocated 1)if for public use, goes to county; 2) otherwise reverts to abutting owners; Covered in an Abandonment and Retention Resolution
ORS 366.320	ODOT has whatever the rights were vested in the County at the time ODOT took over a county road as an ODOT Highway. ODOT has right of way line to right of way line jurisdiction.
ORS 366.360	ODOT may acquire fee simple title to real property by donation, agreement, or exercise of the power of eminent domain.
ORS 368.420	All territorial Roads in the State were declared to be county roads at the time the State entered the Union.
ORS 373.020	For ODOT Highways routed over city streets ODOT has curb - to curb jurisdiction.
ORS 373.260.	Since 1939 a County may enter into an agreement with any city for construction, improvement, or repair of, and for the acquisition of right of way for any county road or city street within the city limits
ORS 373.270	Allows for the transfer of jurisdiction of county roads within city limits to the city upon request, procedure given in the statute.
ORS 374.005 through ORS 374.095	Oregon "Throughway Laws"

Highway System

Although a crude pattern of primary roads had developed in Oregon over the years, out of sheer need of transportation and communication, there was little conscious aim in their construction. Following a "good roads" convention at Portland in 1896, action was taken toward establishing a road pattern, aided by state and federal funds. However, little resulted until the state legislature of 1913 created the State Highway Commission. Members were the governor, secretary of state and state treasurer. This commission, with an initial sum of

$1,735,000 for road building, soon progressed in the development of a pattern of highways that was eventually to make all sections of Oregon available to vehicular traffic. The law of 1917 amended the commission's personnel to three persons, one from each congressional district appointed by the governor to serve without salary and to have full authority for highway construction and expenditure of funds. (This number was later raised to four with the increase of districts to four.) By 1939 the total expenditure for roads (including bridges) for the entire system totaled $292,977,360.

The State Highway System was officially adopted by the Oregon State Highway Commission November 27, 1917.

Here is a link to the 1917 map of the State:

Link to 1917 map

Names and Numbers of Highways Adopted in 1917Pacific Highway

1	Pacific Highway	19	Lapine - Lakeview Highway
2	Columbia River Highway	20	Klamath Falls - Lakeview Hwy.
3	Coast Highway	21	Ashland - Klamath Falls Highway
4	The Dalles - California Highway	22	Medford - Crater Lake Highway
5	The John Day River Highway	23	Klamath - Crater Lake Highway
6	The Oregon Trail	24	The Rim Highway
7	Central Oregon Highway	25	Grants Pass - Crescent City Hwy.
8	Oregon - Washington Highway	26	Mt Hood Highway
9	Pendleton - John Day Highway	27	Clackamas Highway
10	La Grande - Joseph Highway	28	The West Side Highway
11	Enterprise - Flora Highway	29	Forest Grove - McMinnville Hwy.
12	Baker - Cornucopia Highway	30	Salem - Independence Highway
13	Baker - Unity Highway	31	Albany - Corvallis Highway
14	Antelope - Mitchell Highway	32	Yamhill - Nestucca Highway
15	McKenzie River Highway	33	Corvallis - Newport Highway
16	Albany - Sisters Highway	34	Eugene - Florence Highway
17	Bend - Sisters Highway	35	Coos Bay - Roseburg Highway
18	Lakeview - Burns Highway	36	Pendleton - Cold Springs Highway

Throughways

Legal Characteristics and Effects

Historically roads developed for the purpose of serving the abutting land. Of course, to achieve this purpose the land had to have a means of getting to the road. The concept of access arose and was given legal status as an easement belonging to the abutting land.

Into this setting the Highway Commission was created by statute to handle state highways. The Statutes giving the Commission its authority up to about 1940 were adequate for land service highways as they existed in that era.

Changes in the concepts of highways did show up in the late 1930's. Access rights of abutting lands were purchased on parts of the Wolf Creek Highway and the West Portland - Hubbard Highway for example. The relative differences in land service highways vs. traffic oriented highways began to emerge for various reasons - safety to the traveling public undoubtedly being one. However, being a creature of statute and only having authority given by statute, the Commission needed Legislative action to authorize this conceptual change.

In 1939 the Legislature authorized the acquisition of the right of access from the abutting land. This now appears in ORS 366.320(2). For the first time access acquisition authority existed in the Commission for uses on the highway system, which then consisted entirely of land service highways.

In furthering its concept to develop "non" land service highways at that time, the Commission proceeded beyond its authority on access (affecting abutting private land only) to close off intersecting public streets. Needless to say, the Supreme Court found no statutory authority to close public streets. A statute relating to street closures then had to be enacted by the Legislature to advance the new highway concept another notch in 1943. This particular statute is now ORS 373.050.

Aware of the development of the new type of highway and acting to give legal basis for the concept, the Legislature in 1947 adopted what is called the Throughway Act. It gave the required statutory authority to build a "non" land service highway therein designated as a throughway. Note that the Act did not replace the old statutes on land service highways, but gave authority to create an additional, but new, type of highway. Possibly the distinction has been so lost or confused in practice that the differences are not recognized or even known. The freeway epoch of history leaves only a tunnel vision perspective.

A throughway is defined as a highway or street especially designed for through traffic. The Act states that it is providing "...a type and class of service not possible under existing law." The Act served as the vehicle used to carry out construction of the interstate freeway system. Access was a major element and it had to be either completely restricted or limited to specified locations. A throughway is not a throughway when there is no access control.

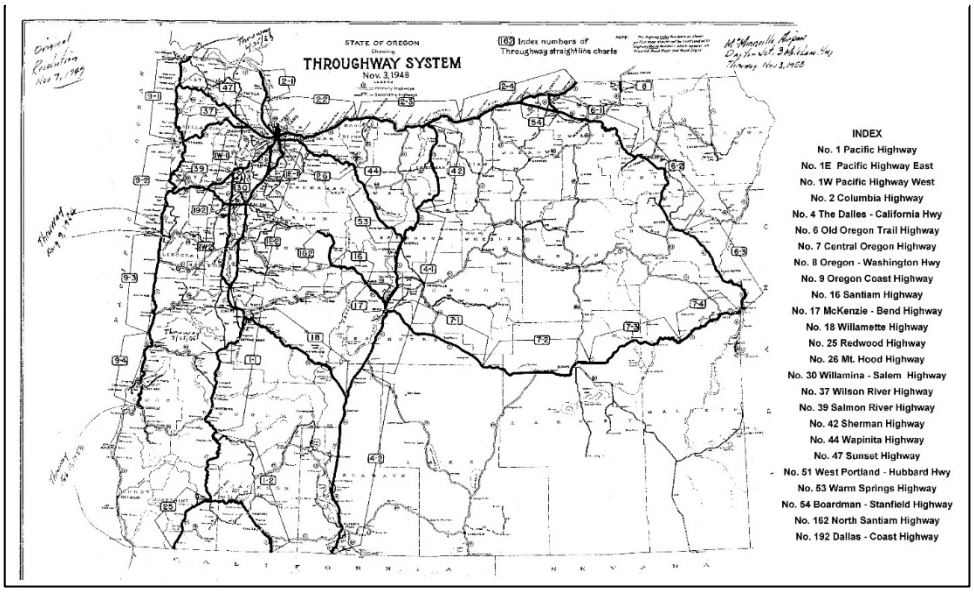
Besides access control, other aspects of the new type of highway were cast in concrete. Authorized by the Act are these features, which the Commission could thereafter legally implement through the design and construction of throughways:

1. Divide and separate throughways into separate roadways or lanes by curbing, central dividing section, striping or other means.
2. Close intersecting streets with consent of city.
3. Close intersecting roads with consent of county.
4. Provide for carrying the street or road over or under the throughway.
5. Provide a throughway connection with a utility or service road to a suitable connecting point.
6. Approve any future intersecting street or road connection to the throughway.

As a result of the Act the Commission designated many highway or portions thereof as throughways in 1948. Changes to and from the system are provided for by statute. Additions have been made; few withdrawals have occurred. No portion of a highway having 10 or more businesses per mile can become a throughway. Relocation to a new alignment would be needed to avoid such portions with businesses.

Whether a highway or section thereof is to be added to the throughway system today depends on the proposed features for that highway. If, to accomplish that plan, any unique feature of the Throughway Act is to be utilized, the legal authority to implement the planned development comes from that Act. If the proposed highway utilizes none of the exclusive throughway features, the highway need not be a throughway.

Figure 3: Cover sheet of Throughway Map of Straight-Line Charts



Legal Characteristics

Statutes Authorizing Characteristics of a Throughway:

Characteristic	Non Throughway	Throughway
Access Control	ORS 366.320(2) Optional	ORS 374.035 - Mandatory - Either: 1. Completely Restricted or 2. Limited Access See also ORS 374.005 ORS 374.010 ORS 374.030
Close streets	ORS 373.050 by City procedures	ORS 374.060(1) with City approval
Close roads		ORS 374.060(1) approval with County
Divide and separate with raised curbs, median strips, barriers, signs, etc.		ORS 374.030(1)
Grade separations with streets and roads		ORS 374.060(2) with approval of City or County
Provide road and street connections (Interchanges)		ORS 374.060(3) with ORS 374.070(1) approval of City or County
Provide service or utility roads		
Limit future intersections		ORS 374.065(3) County ORS 374.070(2) City
Designate throughways		ORS 374 015(1) new highways ORS 374.015(2) relocated highways & existing highways with less than 10 businesses per mile.

WHERE TO FIND INFORMATION:

A brief description of some of the more important and frequently used resources follows.

Oregon Department of Transportation Sources

Director, Commission and History Center Files (DCHC)
Contact the ODOT Library at 503-986-3280.
Miscellaneous Contracts & Agreements
Book of contractors (alphabetical. to look up contract numbers), contracts
Construction Contract correspondence (old ones on microfilm)
Forest Highway Files
Historic Photographs
Historical Highway Files
Jurisdictional Transfers (Abandonment & Retention Resolutions)
Metzger Maps
Minutes of State Highway Commission (on Microfilm)
Primary & Secondary Highway Designation Resolutions
Survey Resolutions (Index in card files)
Thruway maps and Resolutions are ordered through this office

Right of Way Headquarters, TLC Building, Salem, 503-986-3600
Right of Way Files
Road Establishment Files (via FileNet)

Maps and Plans Center, Materials Lab Building, Salem, 503-986-3541
Construction field notes (older ones in storage)
Construction maps (Indexed in Database. Old ones are on Microfiche.)
Forest highway construction maps (FV maps)
Mile Point notebooks (not updated)
Right of Way Drawings (Indexed in RIAS) & Card Catalog
Mosaics
Aerial photography

Bridge Engineering Section, TLC Building, Salem, 503-986-4200
Bridge Log - search on-line for State of Oregon: Bridge Engineering
File of information on buildings, bridge culverts, and cattle passes
Highway & county files on bridge maintenance
Maintenance files by bridge number (older in archives)
Several photo albums of old bridges in Bridge library

Right of Way Engineering – Materials Lab Building, Salem

Mapping & Mileage Control - Mill Creek Office, Salem
City / County Maps
http://www.oregon.gov/ODOT/Data/Pages/Maps.aspx
GLO Plats
State Highway Inventory Reports
http://www.oregon.gov/ODOT/Data/Pages/Road-Assets- Mileage.aspx
Quad Maps
Straight Line Charts
http://www.oregon.gov/ODOT/Data/Pages/Road-Assets- Mileage.aspx

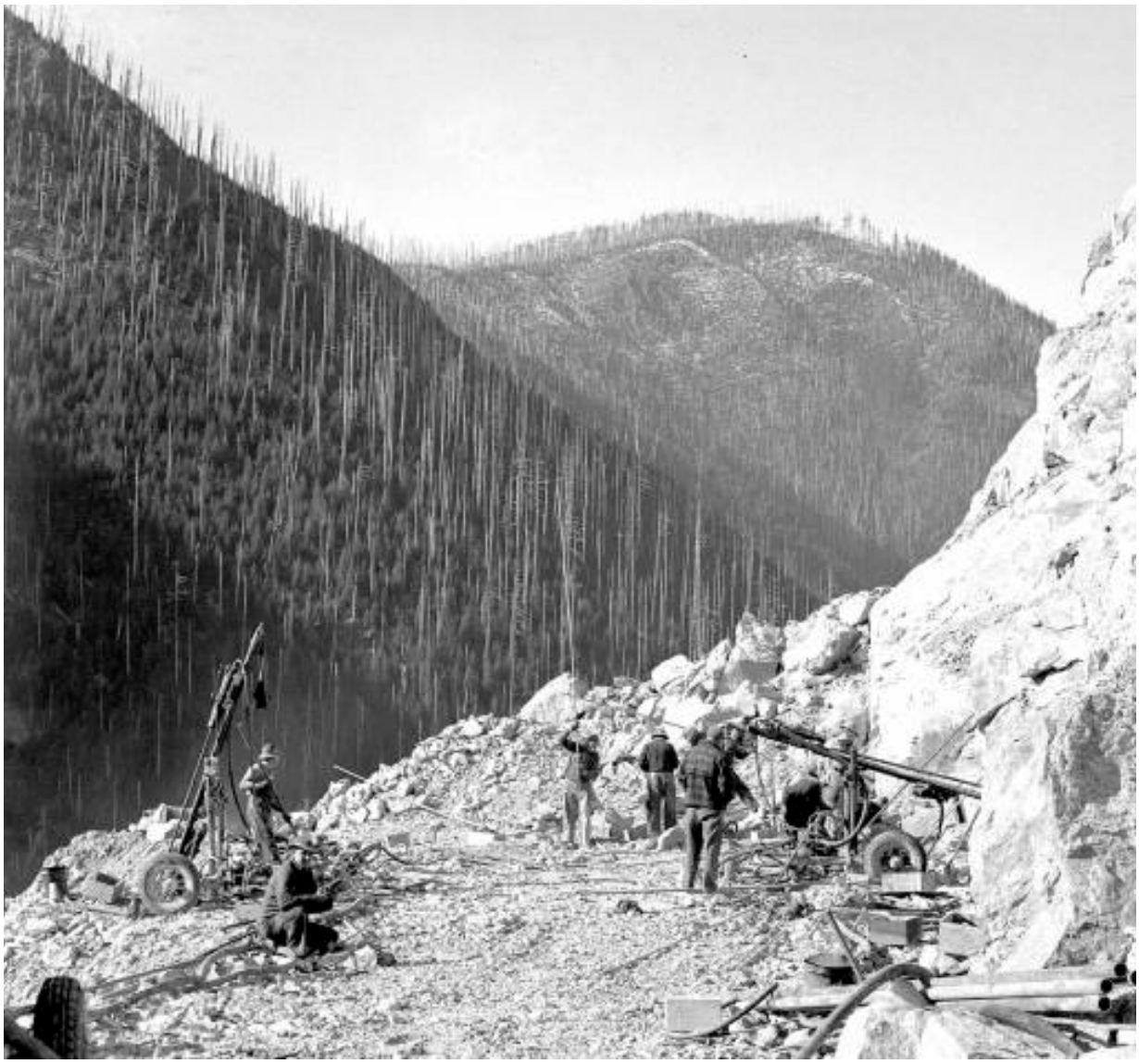
ODOT Library – STLS Building, Salem, 503-986-3280
Complete Set of Biennial Reports
Complete set of Oregon Historical Society Journal with Index
Oregon Laws
Oregon Revised Statutes
Some history books

Non Oregon Department of Transportation Sources

Assessor's Maps
Maps for all counties can be obtained from the ORMap Web Site. - www.OrMap.org

GLO (Government Land Office Plats)
U.S. Department of the Interior
Bureau of Land Management
General Land Office Records
http://www.glorecords.blm.gov/reference/default.aspx

Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #7510



Primary State Highways



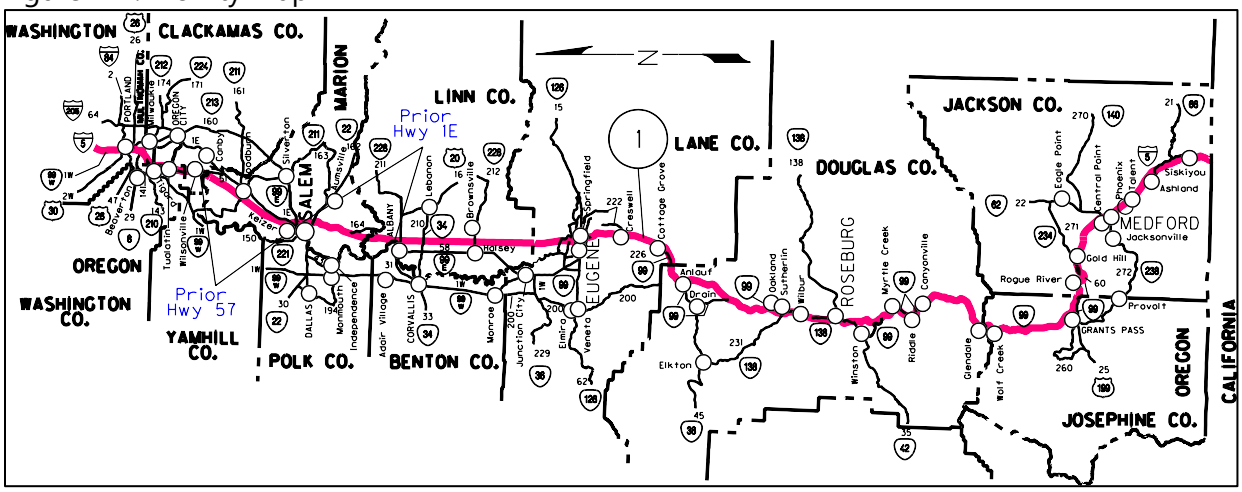
History of Highways in Oregon



March 2020

Pacific Highway No. 1 001

Figure 1-1: Vicinity Map



Route Numbers

Highway Routes that run along the Pacific Highway are as follows:

- I-5
- US30
- OR 99
- OR 99E
- OR 138

Road Establishment Files

The following table lists the road establishment files for Pacific Highway specified by county.

Table 1-1: Pacific Highway Road Establishment Files

File Number	County
6010039	Douglas County
6010040	Josephine County
6010041	Jackson County
6010042	Marion County
6010043	Lane County
6010044	Multnomah County
6010045	Washington

File Number	County
6010046	Clackamas
50603	Linn

Former Names

There are no former names of the Pacific Highway.

History

The following entries are changes to the Pacific Highway listed by date.

1917

Multnomah County Line – North Line of Douglas County Section
Multnomah County Line – Junction City Section
Jackson County Section
Douglas County Section
North Line of Douglas County to the Jackson County Line Section
The highways listed in this Act are determined to be of first importance to the general public of the State of Oregon and should be permanently constructed and finished with a hard surface.
See Primary Highway Designation File No. 1.
See also General Laws of Oregon of 1917, Chapter 423.

Part of the Act

2. The Pacific Highway … and through Eugene to the North line of Douglas County.

3. The Pacific Highway from the Multnomah County line through Oswego, Oregon City and Canby in Clackamas County, thence through Marion and Linn Counties, to a junction with the Highway at Junction City.

...

5. The Pacific Highway through Jackson County, where the same has not already been paved, along the route heretofore adopted by the State Highway Commission.

…

1. *The road running from the north line of Douglas County to the Jackson County line over the line of the Pacific Highway as adopted by the State Highway Commission;*

November 6, 1917

Riddle Section
Douglas County
Designation of the section passing through Riddle as the main route of the highway.
See Highway Commission Minutes, page 335.

November 27, 1917

Portland – Oregon/California State Line Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

February 4, 1920

Grants Pass Section Josephine Section
The Commission favored the direct route as proposed through Grants Pass.
See Highway Commission Minutes, page 662.

September 28, 1920

Halsey – Harrisburg Section
Linn County
Route adopted from Halsey to Harrisburg by the Highway Commission.
See Highway Commission Minutes, page 802.
Cottage Grove Section
Lane County
The route through the Cottage Grove was adopted by the Highway Commission.
See Highway Commission Minutes, page 805.

The Route as Described:

From the bridge across the Coast Fork of the Willamette River to the north city limits, thence west along the city boundary to Ninth Street, thence south on Ninth Street to Main Street, thence west on Main Street to Fifth Street, thence south on Fifth Street to the Southern Pacific tracks and parallel to the railroad tracks to future bridge over the Coast Fork and thence to a connection with the present road.

January 16, 1931

SCL Portland – Multnomah/Clackamas County Line Section
Multnomah County
Adoption of the section to be added to the Highway System.
See Highway Commission Minutes, page 2886.

March 1, 1931

Denver & Union Avenues Junction – NCL Portland Section
Multnomah County
Several county roads adopted and designated as State Highways.
See Primary Highway Designation File No. 8.

Part of the Resolution:

Pacific Highway from the junction of Denver and Union Avenues south of the Oregon Slough Bridge by way of Union Avenue to the north city limits of Portland, a distance of 1.95 miles;

Pacific Highway between the south city limits of Portland and the Multnomah - Clackamas County line, a distance of 2.28 miles;

September 27, 1932

Aurora Section
Marion County
Relocation of the highway by the Highway Commission.
See Highway Commission Minutes, page 3680.

October 24, 1932

Central Point - Medford Section
Jackson County
Rerouting of the highway within Central Point and between Central Point and Medford.
See Highway Commission Minutes, page 3743.

Aurora Section
Marion County
Permanent location of the highway adopted by the Highway Commission.
See Highway Commission Minutes, page 3748 - 3750.

November 2, 1932

Central Point Section
Jackson County
Resolution adopted by the Highway Commission.
See Highway Commission Minutes, page 3797.

November 10, 1932

Portland Section
Multnomah County
The location of the highway through Portland was approved by the Highway Commission.
See Highway Commission Minutes, page 3816 - 3817.

February 8, 1933

North entrance Pacific Highway (Ashland) Section
Jackson County
The Highway Commission proposed a plan to reroute the entrance of the highway into Ashland from the north.
See Highway Commission Minutes, page 3952

March 23, 1933

Canemah Section
Clackamas County
The route through Canemah was revised by the Highway Commission.
See Highway Commission Minutes, page 4036.

March 6, 1934

Milwaukie Section
Clackamas County
The Highway Commission adopted the route of the highway through Milwaukie.
See Highway Commission Minutes, page 4722.

Canby – New Era Section
Clackamas County
Adoption of a permanent route between Canby & New Era by the Highway Commission.
See Highway Commission Minutes, page 4725.

March 28, 1935

Ashland Section
Jackson County
Abandonment of a portion of the highway from the NCL of Ashland northerly 1.6835 miles.
See Abandonment and Retention Resolution No. 1.

April 25, 1935

Medford - Central Point Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 23.

May 2, 1935

M.P. 205.6 – M.P. 206.4 (Winston Bridge) Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway, from a point approximately six miles south of Roseburg, southerly approximately 0.8 mile.
See Abandonment and Retention Resolution No. 6.

June 5, 1935

West Linn, Oregon City, Salem, Albany, Eugene, Cottage Grove, Roseburg, Grants Pass, Medford and Ashland Sections
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, pages 5617 - 5619.

Part of the resolution:

West Linn and Oregon City:

Beginning at the north city limits of West Linn where the same is intersected by the Pacific Highway as now constructed; thence southeasterly along the Pacific Highway as now constructed to the west city limits of Oregon City; thence along the pacific Highway to an intersection with Main Street in Oregon City; thence Southwesterly along Main Street to the intersection of Main Street and Fifth Street; thence along Fifth Street to the east side of the Southern Pacific Railroad; thence southwesterly along the Pacific Highway as now constructed to the south city limits of Oregon City.

Salem:

Beginning at the north city limits of Salem where the same is intersected by the Pacific Highway as now constructed; thence southwesterly along the Pacific Highway as now constructed and the Fairgrounds Road to where the Fairgrounds Road is intersected by North Capitol Street, thence southerly along north Capitol Street to the intersection of North Capital Street and Court Street; thence westerly along Court Street to the intersection of Court Street and Commercial Street; thence southerly along Commercial Street to the south city limits of Salem.

Albany:

Beginning at the east city limits of Albany where the same is intersected by the road or street known as Salem Road; thence Westerly along Salem Road to the Intersection of Salem Road and Main Street; thence Northerly along Main Street to the intersection of Main and First Street; thence westerly along First Street to the intersection of First Street and Washington Street; thence south along Washington Street to the intersection of Washington and 6th Street; thence westerly along 6th street to the intersection of 6th Street and Elm Street; thence south along Elm Street to the south city limits of Albany.

Eugene:

Beginning at the north city limits of Eugene where the same is intersected by the Pacific Highway as now constructed; thence southeasterly along the Pacific Highway as now constructed to an intersection with Van Burin Street; thence southerly along Van Burin Street to the intersection of Van Burin Street and Blare Street; thence southeasterly along Blare Street to the intersection of Blare Street and West Sixth Street; thence easterly along West Sixth Street to the intersection of the West Sixth Street and Willamette Street; thence south along Willamette Street to the intersection of Willamette Street and East Broadway; thence east along East Broadway to the intersection of East Broadway and Franklin Street; thence southeasterly along Franklin Street to the east city limits of Eugene.

Cottage Grove:

Beginning at the north city limits of Cottage Grove where the same is intersected by ninth Street; thence southerly along Ninth Street to the intersection of Ninth Street and Main Street; thence westerly along Main Street to the intersection of Main Street and Fifth Street; thence southerly along Fifth Street to the intersection of Fifth Street and Lane Street; thence southwesterly along Lane Street to the south city limits of Cottage Grove.

Roseburg:

Beginning at the north city limits of Roseburg where the same is intersected by Winchester Street or an extension thereof; thence southerly along Winchester Street to the intersection of Winchester street and Jackson Street; thence southerly along Jackson Street to the intersection of Jackson of Ass Street and Stephen's Street; thence southerly along Stephen's Streets to the south city limits of Roseburg.

Grants Pass:

Beginning at the north city limits of Grants Pass where the same is interested by the Pacific Highway as now constructed; thence south along the Pacific highway as now constructed and Orchard Avenue to the intersection of Orchard Avenue and North Sixth Street; thence southwesterly along North Sixth Street and South Sixth Street; thence southwesterly along North Sixth Street to the south city limits of Grants Pass,

Medford:

Beginning at the north city limits of Medford where the same is intersected by north Riverside Avenue or an extension thereof; thence southeasterly along North Riverside Avenue and South Riverside Avenue to the South city limits of Medford.

Ashland:

Beginning at the North city limits of Ashland where the same is intersected by Main Street or an extension thereof; thence south and east along Main Street and Main Street Boulevard to the east city limits of Ashland.

January 23, 1936

Talent Section
Jackson County
Rerouting of the highway through Talent.
See Highway Commission Minutes, page 6691.

April 23, 1936

Roseburg Section
Douglas County
The Highway Commission adopted a resolution rerouting the highway through Roseburg from the north.
See Highway Commission Minutes, pages 6469 - 6470.

September 15, 1936

Oregon City Section
Clackamas County
The Oregon City Section was placed on the Highway System by the Highway Commission.
See Highway Commission Minutes, pages 6804 - 6805.

September 30, 1936

Junction City – Eugene Section
Lane County
The Highway Commission adopted resolutions for rerouting the highway. It was decided that the Junction City - Eugene Highway No. 223 (Prairie Road) should be designated as a primary highway over which to route all Pacific Highway travel and that the present Pacific Highway (River Road) should be designated as a secondary highway.
See Highway Commission Minutes, pages 6841 - 6843.

February 17, 1937

Cottage Grove Section
Lane County
Designation of a new route through Cottage Grove by the Highway Commission.
See Highway Commission Minutes, page 7103.

May 17, 1937

Denver Avenue – NCL Portland Section
Multnomah County
Re-adoption of the highway from the junction of Denver and Union Avenues south of the Oregon Slough Bridge by way of Union Avenue to the NCL of Portland (1.95 miles).
See Highway Commission Minutes, page 7354

May 17, 1937

SCL Portland to the Multnomah – Clackamas County Line Section
Multnomah County
Re-adoption of the highway (2.28 miles) by the Highway Commission.
See Highway Commission Minutes, page 7355

June 17, 1937

Albany Section
Linn County
Reroute of the highway in Albany was determined by the Highway Commission.
See Highway Commission Minutes, page 7443.

November 17, 1937

Shady Point - Kelly Corner Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 46.

December 21, 1937

Roseburg Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 51.

Green Creek Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 52.

Green Springs Junction - Siskiyou Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 53.

February 16, 1938

Ashland – California State Line Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 0 - 1.
See also Highway Commission Minutes, pages 7879 - 7880.

The route and termini described in resolution as:
Beginning at the intersection of Boulevard Street (being the present Pacific Highway) and Ashland Street in South Ashland, thence southeasterly to a point in the Northwest quarter of the Northwest quarter of Section 24, Township 39 South, Range 1 East, W.M., which is approximately opposite and westerly from the S.P. Railroad Station named "Clausen", thence continuing in a southeasterly direction to a point near the west one - quarter section corner of Section 25, Township 39 South, Range 1 East; thence continuing southerly and southeasterly to a point of crossing with the S.P. Railway Company's line in the Southwest quarter of the Northeast quarter of the Northeast quarter of Section 17, Township 40 South, Range 2 East; thence continuing southerly and southwesterly to a junction with the present constructed Pacific Highway at Siskiyou Station, said point being in the southeast one - quarter of Section 20, Township 40 South, Range 2 East, W.M.; thence continuing southerly, crossing the summit of the Siskiyou Mountains near the northeast corner of Section 32, Township 40 South, Range 2 East, W.M., to a point on the Oregon – California state line in the Northwest quarter of Section 17, Township 41 South, Range 2 East, W.M.

February 16, 1938

Pringle Creek – Illahe School Section
Marion County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 55.

March 25, 1938

Bear Creek - Talent Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 56.
See also Highway Commission Minutes, pages 8013 - 8015.

June 15, 1938

South of Grants Pass Section
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 0 - 2.
See also Highway Commission Minutes, pages 8197 - 8198.

The route and termini described in resolution as:
Beginning at a point on the present Pacific Highway, said point being approximately 100 feet south of the southerly end of the bridge over the Rogue River at the southerly entrance to the city of Grants Pass, and thence running in a southeasterly and easterly direction through Sections 19, 20 and 21, T.36S., R.5W., W.M., to a connection with present located Pacific Highway in the S.E.¼ of Section 21, T.36S., R.5W., W.M.

1939

Junction City – California State Line Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939, Chapter 529, Section 15, 1, pages 1123 - 1124.

Part of the Act:

Pacific Highway. From a junction with the Pacific Highway east and Pacific Highway west at or near the north city limits of Junction City, southerly via Junction City, Eugene, Roseburg, Grants Pass, Medford and Ashland to the Oregon - California state line.

June 13, 1940

Eugene Section
Lane County
A new route through Eugene Designated, including the 6th - 7th Avenue one way couplet.
See Primary Highway Designation File No. 10 - 4.

Front Avenue (Portland) Section
Multnomah County
City Streets designated as the highway by the Highway Commission. See Primary Highway Designation File No. 10 - 5.
(Confirmed in 10/18/40 minutes, page 9855)
See also Commission Minutes of 4/9/40, page 9451, for designation

Part of the Resolution:

Beginning at the intersection of Barbur Boulevard and Southwest Front Avenue at or near Southwest Lane Street…to an intersection with Interstate Avenue at or near its junction with North Tillamook Street.

June 20, 1940

Eugene Section
Lane County
A request for designation and construction as a secondary highway of connecting road between the Pacific Highway & Route "F" Highway approved by the Highway Commission. The Engineer advised that the proposed roadway will be a section of the Pacific Highway at some future time.
See Highway Commission Minutes, page 9630.

October 10, 1940

Williams Highway - Fruitdale Road Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 78.
Amended by Abandonment and Retention Resolution No. 115.

January 10, 1941

Cottage Grove Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 88.

February 28, 1941

Glendale Junction - Canyonville Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission. See Highway Commission Minutes, page 10163.

May 9, 1941

Cottage Grove Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
Main Street from its intersection with Ninth Street to its intersection with Fifth Street and Fifth Street from its intersection with Main Street to its intersection with Quincy Avenue.
See Abandonment and Retention Resolution No. 93.

November 6, 1941

Gold Hill Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 97.

November 17, 1941

Roseburg - Grants Pass Section
Douglas and Josephine Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10721.

February 13, 1942

Medford Section (including Riverside Avenue - Court Street one - way couplet)
Jackson County
Streets in Medford designated as part of the highway by the Highway Commission. See Primary Highway Designation File No. 10 - 12.

June 25, 1942

Walker - Rice Hill Section
Lane County
Green Station - Canyonville Section - Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11121.

Canyonville - Glendale Junction Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11127.

December 17, 1942

Roseburg - Shady Point Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 110.

Rice Hill Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 111.

December 18, 1942

Wolf Creek - Jump Off Joe Creek Section
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10784.

February 18, 1943

Lane County Line - Rice Hill Section - Douglas County Walker - Douglas County Line Section
Lane County
Surveys adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11413.

March 17, 1943

Green Station - Myrtle Creek Section
Douglas County
Eugene - Spencer Butte Section
Harney County
Surveys adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11447.

June 6, 1943

Glendale Junction - Canyonville Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11588.

June 16, 1943

Williams Highway - Fruitdale Road Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 115.
Amends Abandonment and Retention Resolution No. 78.

July 6, 1943

Glendale Junction - Canyonville Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11609.

August 23, 1943

Myrtle Creek - Canyonville Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11713.

Eugene Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11714.

February 17, 1944

Glendale Junction - Wolf Creek Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11943.

May 9, 1944

Canyonville - Wolf Creek Section
Douglas and Josephine Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 2.

Canyonville - Josephine County Line Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 12014.

Sexton Mountain Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 119

December 18, 1944

Medford, Front Avenue (Truck Route) Section
Jackson County
Designated as a part of the Pacific Highway by the Highway Commission.
See Primary Highway Designation File No. 10 - 14.
Rescinded by Through Highways & Stop Signs File No. 8a.

Part of the Resolution:

1. That Fourth street in the City of Medford from its junction with Central Avenue, thence to its junction with Front Avenue, and Front Avenue, from Fourth Street to Eleventh Street, and Eleventh Street from Front Avenue to Central Avenue…

August 30, 1945

Medford, Front Avenue (Truck Route) Section
Jackson County
Rescinds Primary Highway Designation File No. 10-14. Designates a truck route through Medford.
See Through Highways & Stop Signs File No. 8a.

April 3, 1946

Canyonville - Wolf Creek Section
Douglas County
An agreement between the Commission and the County, for abandoning portions of the highway.
See Abandonment and Retention Resolution No. 137
See also Abandonment and Retention Resolution No. 183

February 5, 1947

Wolf Creek - Sexton Mountain Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 120.
See also RW Drawing 2B-4-14.

Johns - Wolf Creek Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 136.
See also RW Drawing 6B-11-15.

April 23, 1947

Mill Creek Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 27.
See also RW Drawing 1H-5-7.
See also Highway Commission Minutes, page 13834.

July 21, 1947

Canby Section
Clackamas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment & Retention File No. 159

November 24, 1947

Junction City – California State Line Section
Correction to October 29, 1945 resolution adopted by the Commission designating certain highways as through highways to include the Pacific Highway.
See Throughways and Rights of Access Resolution File No. 2a

April 29, 1948

Azalea – Glendale (Jct. of Federal Aid Sec. #245 to Douglas - Josephine County Line) Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See also Abandonment and Retention Resolution No. 183

June 28, 1948

Judkins Point - Goshen Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 38.
See also RW Drawing 5B - 32 - 9.
See also Highway Commission Minutes, pages 14990 and 14998.

June 29, 1948

Central Point Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 187.
See also RW Drawing 3B-22-8.

February 26, 1951

Goshen - Creswell Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 54.
See also RW Drawings 5B - 35 - 9 & 7B - 10 - 15.

July 16, 1951

Winchester - Shady Point Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 56.
See also RW Drawings 7B - 7 - 10 & 11.

August 3, 1951

Turkey Hill - Chenoweth Park Section
Douglas County
An agreement between the Commission and the County to eliminate a portion of the highway.
See Abandonment and Retention Resolution No. 239.
See also RW Drawing 7B-7-7.

October 12, 1951

Divide - Anlauf Section
Douglas and Lane Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 61.
See also RW Drawing 7B-7-8 & 7B-8-3.

December 20, 1951

Creswell - Divide Section
Lane County
RW Drawing 7B-13-8

Anlauf - Rice Hill Section
Douglas County
RW Drawing 1A-12-6

Oakland - Deady Section
Douglas County
RW Drawing 1A-12-7

Gold Hill Section
Jackson County
RW Drawing 1A-12-5
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 63.

April 22, 1952

Chenoweth Park - Oakland Junction Section
Douglas County
An agreement between the Highway Commission and County to abandon a portion of the highway.
See Abandonment and Retention Resolution No. 257.

May 6, 1952

Salem Bypass Section
Marion County
File transferred to Miscellaneous Contracts & Agreements No. 1410.
See Abandonment and Retention Resolution No. 260

May 26, 1952

Siskiyou - California Line Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 142.
See also RW Drawing 5B-30-8.

May 27, 1952

Oakland Junction – Deady Section
Douglas County
Contents of this file were transferred to MC&A File 1408.
See Abandonment and Retention Resolution No. 258

August 18, 1952

North - Bound Lane (Phoenix) Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 70.
See RW Drawing 7B-10-13.

September 22, 1952

Elkhead Road - Rice Hill Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 73.
See RW Drawings 7B-14-15 & 16.

September 22, 1952

Goshen - Creswell Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 74.
See RW Drawings 5B-35-9 & 7B-10-15.
Corrects RW Drawing given in Resolutions Adopting Surveys File No. 54.

April 8, 1953

Judkins Point - Goshen Section
Lane County
The Highway Commission approved a resolution eliminating three units from the highway.
Unit "A" re-designated as a part of the McKenzie Highway No. 15.
Unit "B" to be re-designated as the McVay Highway No. 225. Unit "C" to be transferred to Lane County as a county road.
See Abandonment and Retention Resolution No. 238.
See also RW Drawing 6B-13-6.

May 18, 1953

Goshen - Divide Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 87.
See also RW Drawing 7B-21-10.

August 6, 1953

Blackwell Hill - Medford Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 91.
See also RW Drawing 7B-22-9 & 17.

September 24, 1953

Lane County Line - Anlauf Section
Douglas County
The Highway Commission approved a resolution to abandon a portion of highway to the County. Another portion re-designated as an extension of the Territorial Highway No. 200.
See Abandonment and Retention Resolution No. 280.

October 29, 1953

Shady Point - Booth Ranch Section
Douglas County
RW Drawing 7B-24-12

Myrtle Creek - Canyonville Section
Douglas County
RW Drawing 7B-22-19 A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 94.

April 1, 1954

Booth Ranch - Myrtle Creek Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 100.
See also RW Drawings 7B-27-4 & 5.

January 21, 1954

Rock Point - Blackwell Hill Section
Jackson County
The Highway Commission approved a resolution to abandon a portion of highway to the County. Another portion was re-designated as an extension of the Sam's Valley Highway No. 271. Another portion to be retained as a road connection between the Sam's Valley Highway and the relocated Pacific Highway.
See Abandonment and Retention Resolution No. 284.

October 28, 1954

Canyonville Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 290.

December 7, 1954

Ashland Section (North Bound)
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 118.

January 18, 1955

Blackwell Hill - Seven Oaks Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 282.

April 13, 1955

Jumpoff Joe Creek - Grants Pass Section
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 116.
See also RW Drawing 1R-5-661.

May 25, 1955

Gold Hill Section
Jackson County
Re-designation of a portion of the highway as a portion of the Sams Valley Highway No. 271.
See Secondary Highway Designation File No. 30.

November 3, 1955

Deady – Winchester Unit of Deady – Shady Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 131.
See also RW Drawings 1R-5-817 & 7B-14-4.

January 26, 1956

Anlauf – Shady Point Section
Douglas County
Portions of the old route re-designated as the Oakland – Shady Highway No. 234, the Drain – Yoncalla Highway No. 236 and as the Umpqua Highway No. 45.
See Secondary Highway Designation Resolution No. 35

November 8, 1956

Elkhead Road - Rice Hill Unit, Divide - Rice Hill Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 321.

November 8, 1956

Ashland Under crossing – Helman Street (Ashland) Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 146.
See also RW Drawings 1R-5-936 & 8B-3-17.

December 17, 1956

Booth Ranch - Myrtle Creek Unit of the Shady - Canyonville Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 323.

1957

Portland – California State Line Section Amending the route of the highway.
See Oregon Law of 1957, Chapter 123, pages 155 and 156

Part of the Act

Section 3. ORS 366.227 is amended to read as follows:

The Pacific Highway runs from the Oregon - Washington state line north of Portland, southerly through or near Portland, Salem, Albany, Eugene, Roseburg, Grants Pass, Medford and Ashland to the Oregon - California state line.

January 22, 1957

Seven Oaks – Neil Creek Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 149.
Amended by Resolutions Adopting Surveys File No. 149a. See also RW Drawing 10C-29-1.

March 28, 1957

Grants Pass (6th & 7th Streets) Section
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 150.
See also RW Drawings 1R-5-973 & 8B-4-13.

September 12, 1957

Roseburg – Myrtle Creek Section
Douglas County
A portion of the old route is re-designated as an extension of the Coos Bay - Roseburg Highway No. 35. Another portion is re-designated as the Dillard Highway No. 235.
See Primary Designation File No. 24.

Goshen – Divide Section
Lane County
Re-designation of a portion of the highway as the Goshen – Divide Highway No. 226.
See Secondary Highway Designation File No. 41

January 16, 1958

Grants Pass – Rock Point Section
Josephine & Jackson Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 167.
See also RW Drawings 1R-5-1049, 8B-6-1, 2, 3, 4 & 5.

January 16, 1958

Redwood Interchange Section
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 172.
See also RW Drawings 1R-5-1108 & 1A-13-10.

March 27, 1958

Southwest Capitol Highway – Tigard Interchange Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 159.
See also RW Drawings 1R-5-1124, 1A-8-6A & 8B-3-21.

January 16, 1958

East Bank Freeway Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 174.
See also RW Drawings 8B-9-13.

October 23, 1958

Albany Section
Linn County
Re-designating the Albany Airport Highway No. 214 as part of the right of way.
See Secondary Highway Designation File No. 48.

January 22, 1959

Myrtle Creek - Canyonville Section
Douglas County
Re-designating a portion of the former route as the Myrtle Creek Highway No. 237.
See Secondary Highway Designation File No. 49.

Myrtle Creek – Missouri Bottom & Missouri Bottom – Fords Bridge Units of the Myrtle Creek - Canyonville Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 351

March 5, 1959

Grants Pass – Gold Hill Section
Josephine & Jackson County
A portion of the highway re-designated as the Rogue River Highway No. 60 and as an extension of the Redwood Highway No. 25.
See Primary Highway Designation File No. 27

April 16, 1959

North Portland Harbor – North Russell Street Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 196
See also RW Drawing 1R-5-1269.

August 13, 1959

Fords Bridge – Canyonville Section
Douglas County
Re-designated a portion as an extension of the Tiller - Trail Highway No. 230.
See Secondary Highway Designation File No. 52

September 24, 1959

Jumpoff Joe Creek - Louse Creek Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 330.

March 10, 1960

Harbor Drive – Ash Street Connection Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 209.
See also RW Drawings 5N-13 & 1A-8-30

July 7, 1960

Rice Hill – North Oakland Junction Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 218.
See also RW Drawings 1R-5-1419, 5B-29-4, 2B-3-18 & 7B-10-20.

January 27, 1961

Seven Oaks – Neil Creek Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission. Amends Resolutions Adopting Surveys File No. 149.
See Resolutions Adopting Surveys File No. 149a.
See also RW Drawings 10C-29-1A, 8B-8-18, 23, 8B-12-15, 8B-15-22, 8B-10-20 & 21.

January 27, 1961

Rock Point – Seven Oaks Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 227.
See also RW Drawings 10C-39-7, 7B-8-8 & 7B-22-9.

March 10, 1961

Cottage Grove – Divide Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 229.
See also RW Drawings 1R-3-1290, 7B-24-15 & 16.

June 9, 1961

Boeckman Road – Boones Ferry Road Section
Access controls and restrictions imposed on the frontage road are removed.
See Throughways & Right of Access File No. 16

September 15, 1961

Yoncalla – Rice Hill Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 242.
See also RW Drawings 10C-25-21, 4B-6-12 & 7B-14-16.

November 20, 1962

Anlauf – Yoncalla Junction Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 260.
See also RW Drawings 1R-3-1343, 8B-24-1, 8B-25-9 & 8B-26-16.

December 20, 1962

Sutherlin – Shady Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 263.
See also RW Drawings 10C-41-18, 8B-23-19, 8B-26-6 & 7.

December 20, 1962

South Ashland – Wall Creek Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 264.
See also RW Drawings 1R-5-1616 & 8B-26-17.

June 10, 1963

Wall Creek – California Line Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 270.
See also RW Drawing 10C-42-16.

July 18, 1963

Roberts Mt. – Myrtle Creek Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 273.
See also RW Drawing 1R-5-1690.

December 18, 1963

Coyote Creek – Sexton Mountain Section
RW Drawing 1R-3-1361
Sexton Mountain – Jumpoff Joe Creek Section
RW Drawing 1R-3-1318
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 277.

March 12, 1964

Douglas County Line – Coyote Creek Section
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 280.
See also RW Drawings 10C-43-10 & 8B-30-1

May 28, 1964

Canyonville – Josephine County Line Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 284.
See also RW Drawing 10C-43-14.

October 9, 1964

Goshen Interchange Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 289.
See also RW Drawings 1R-3-1375 & 1A-18-4.

September 28, 1965

Salem By-pass (Frontage Road) Section
Marion County
An agreement between the Commission and the County for disposition of a frontage road.
See Abandonment and Retention Resolution No. 437.

August 25, 1966

Yoncalla Junction – Rice Hill Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 457.

October 6, 1966

Fargo Road Interchange Section
Marion County
An agreement between the Commission and the County. See Abandonment and Retention Resolution No. 458

December 14, 1966

Ashland Section
Jackson County
Minute entry re old Pacific Highway (US99) from Ashland city limits to southerly interchange with I - 5 named "Siskiyou Boulevard"
See Miscellaneous Resolutions No. 244.

March 14, 1967

North Tigard Interchange – Hubbard Interchange Section
Multnomah, Clackamas & Washington Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 334.
See also RW Drawing 1R-3-1424.

March 14, 1967

Canyonville – Glendale Junction Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 452.

June 8, 1967

Douglas County Line – Jumpoff Joe Creek Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 420.

June 8, 1967

Roberts Mountain – Myrtle Creek Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 465.
See also Miscellaneous Contracts & Agreements No. 1544 & 1592.

June 8, 1967

Grave Creek – Jump Off Joe Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 466.

January 23, 1968

Jantzen Beach Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 343.
See also RW Drawings 1R-4-313 & 9B-4-1.

April 22, 1969

East Portland Freeway – Wilsonville Interchange Section
Washington County
A throughway agreement between the Commission and the County.
See Abandonment and Retention Resolution No. 490.

June 2, 1970

Hayesville Interchange – Battle Creek Section
Marion County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 375.
See also RW Drawing 1R-4-444.

August 18, 1970

Garden Valley Road – Fairgrounds Section
Douglas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 383.
See also RW Drawings 1R-4-378 & 9B-6-16.

September 30, 1970

Hubbard Interchange – Hayesville Interchange Section
Clackamas & Marion Counties
RW Drawing 1R-4-461

Interstate 5 – Pacific Highway East Interchange Section
Multnomah County
RW Drawings 1R-4-460 & 9B-4-1.
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 385.

February 16, 1971

South Medford – South Ashland Section
Jackson County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 388.
See also RW Drawing 1R-4-473.

June 22, 1971

Rice Hill – North Oakland Junction Section
Douglas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 398.
See also RW Drawing 1R-4-490.

October 24, 1973

Myrtle Creek – Canyonville Section
Douglas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 408.
See also RW Drawings 1R-4-547, 6B-34-18, 7B-22-19 & 7B-32-14.

July 30, 1974

Battle Creek – Talbot Road Section
Marion County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 414.
See also RW Drawing 1R-4-560, 6B-10-17, 7B-9-8 & 9B-10-22.

November 23, 1976

Comstock – Anlauf Section
Douglas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 424.
See also RW Drawings 1R-3-1459, 7B-8-3, 8B-24-1, 9B-2-28 & 1A-13-2.

September 22, 1977

Portland – California State Line Section
The Highway Commission adopted a resolution that re-designates highways covered by statutes which were repealed by action of 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:

The Pacific Highway is hereby classified as a state primary highway and is assigned the state primary highway number 1. The Pacific Highway runs from the Oregon - California state line south of Ashland northerly to the Oregon - Washington state line north of Portland.

February 22, 1978

Martin Creek – Comstock Section
Douglas & Lane Counties
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 426.
See also RW Drawings 1R-3-1463, 9B-14-22 & 23.

December 19, 1978

North Tigard Interchange – South Tigard Interchange Section
Multnomah, Clackamas & Washington Counties.
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 430.
See also RW Drawings 1R-4-664, 9B-11-17 & 8B-3-21.

June 19, 1979

Winchester – South Umpqua Road (Newton Creek Frontage Road) Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 580.

November 20, 1979

Parkway Avenue Frontage Roads (Wilsonville) Section
Clackamas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 589.

April 20, 1981

SW 66th Avenue Frontage Road (Tigard) Section
Washington County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 600.

December 20, 1983

Parkway Avenue Frontage Roads (Wilsonville) Section
Clackamas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 589a.

January 18, 1984

Wilsonville Int. – Hubbard Int. (Wilsonville) Section
Clackamas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
Corrected by Abandonment and Retention Resolution No. 674.
See Abandonment and Retention Resolution No. 614.

November 18, 1985

Rodgers Frontage Road, Cox Creek Frontage Road Section Douglas County
The Commission adopted a resolution abandoning a portion of the highway.
See Primary Highway Designation File No. 60.

Part of the Resolution:

g. All the land within the right - of - way boundaries of the Rodgers Frontage Road (M.P. F 132.95 to M.P. F 133.68) of the Pacific Highway, State Primary Highway No. 1, from its junction with Rodgers Road; thence southerly a distance of approximately 0.73 miles.

h. All the land within the right - of - way boundaries of the Cox Creek Frontage Road (M.P. F 156.65 to M.P. F 157.72) of the Pacific Highway No. 1, from its junction with Cox Creek Road; thence southerly a distance of approximately 1.07 miles.

September 20, 1988

Engineer Station 1804+00 to 1838+80 (Frontage Road) Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 632.

June 20, 1997

Stafford Road Interchange Section
Clackamas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
Correction to Abandonment and Retention Resolution No. 614.
See Abandonment and Retention Resolution No. 674.

January 27, 1998

Grave Creek – Jumpoff Joe Creek Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 679.

August 18, 1998

Central Point Interchange Section
Jackson County
The Highway Commission adopted a resolution relinquishing a portion of the highway.
See Abandonment and Retention Resolution No. 684.

March 8, 2000

Siskiyou Summit Frontage Road Section
Re-designation of the Siskiyou Summit Frontage Road of Pacific Highway as a part of the Old Siskiyou Highway No. 273, by the Transportation Commission.
See Secondary Highway Designation File No. 92.

May 14, 2002

Luman Road & Pear Tree Lane (Fern Valley Interchange) Sections
Jackson County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 711.

March 18, 2003

SW Bonita Road – Kruse Way (SW Bangy Road) Section
Clackamas County
The Commission adopted a resolution transferring a portion of the highway to the City.
See Jurisdictional Transfer Resolution No. 706

November 7, 2006

Stewart Parkway Section (M.P. 125.96 – M.P. 125.74)
Douglas County
The Commission adopted a resolution transferring a portion of the highway to the City.
See Jurisdictional Transfer Resolution No. 722 recorded August 26, 2004 in Instrument No. 2004-020954 and re-recorded July 25, 2007 in Instrument No. 2007-016182, both of Douglas County Official Records.

December 20, 2007

Diamond Hill Frontage Road No. 001MK (MP F209.08 to MP F210.34) Section
Linn County
The Commission adopted a resolution transferring a portion of the highway to the County.
See Jurisdictional Transfer Resolution No. 778 recorded October 3, 2008 as Instrument No. 2008-19053 of Linn County Records.

June 17, 2008

Pacific Highway Scenic Drive Section City of Grants Pass
Josephine County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment No. 003 recorded July 22, 2008 as Instrument No. 2008-011615, Josephine County Official Records.
See also RW Drawing 5B-32-20.

June 17, 2008

Pacific Highway Scenic Drive Section City of Grants Pass
Josephine County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment No. 004 recorded June 25, 2008 as Instrument No. 2008-010316, Josephine County Official Records.
See also RW Drawing 5B-32-20.

December 12, 2008

Fern Valley Road (I-5) Interchange Section
Jackson County
A portion of Fern Valley Road re-designated as a portion of the Highway.
See State Highway Designation Resolution No. 101.

March 8, 2010

Pruner Road, County Road No. 20 Section
Douglas County
A portion of Pruner Road, County Road No. 20, re-designated as an extension of Riddle Road Connection No. 3, State Connection 001FU.
See State Highway Designation Resolution No. 111.

July 20, 2018

Old Winchester Bridge aka Robert A. Booth Bridge #00839 Section;
Winchester – Del Rio Road, County Road #115 Section;
Old Highway 99 North, Oakland-Shady Highway, State Highway No. 234.
Douglas County
Several segments eliminated from the highway and sold, transferred and relinquished to Douglas County; Portions to be deeded to ODOT; portions to be retained by ODOT.
See Jurisdictional Transfer Resolution No. 798 recorded April 9, 2019 in Instrument No. 2019-005793 of Douglas County Official Records.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for Pacific Highway.

Table 1-2: Pacific Highway Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
1	Jackson	NCL Ashland to approx. 1.6835 mile	-	03/28/1935	06/01/1935
6	Douglas	Winston Bridge MP 205.6-MP 206.4	-	05/02/1935	06/05/1935
23	Jackson	Medford - Central Point	-	4/25/1935	10/02/1935
46	Douglas	Shady Point - Kelly Corner	-	11/17/1937	12/15/1937
51	Douglas	Roseburg	-	12/21/1937	-
52	Josephine	Green Creek	-	12/21/1937	-
53	Jackson	Green Springs Junction - Siskiyou	-	12/21/1937	-
55	Marion	Pringle Creek - Illahe School	-	02/16/1938	03/10/1938
56	Jackson	Bear Creek - Talent	-	03/25/1938	01/12/1943
78	Josephine	Williams Highway - Fruitdale Road	-	10/10/1940	-
88	Lane	Cottage Grove	-	01/10/1941	-
93	Lane	Cottage Grove	-	05/09/1941	-
97	Jackson	Gold Hill	-	11/06/1941	-
110	Douglas	Roseburg - Shady Point	-	12/17/1942	-
111	Douglas	Rice Hill	-	12/17/1942	03/10/1943
115	Josephine	Williams Highway - Fruitdale Road	-	06/16/1943	10/09/1943

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
119	Josephine	Sexton Mountain	-	05/09/1944	06/02/1944
120	Josephine	Wolf Creek - Sexton Mountain	06/14/1944	02/05/1947	05/12/1947
136	Josephine	Johns - Wolf Creek	04/23/1946	02/05/1947 12/20/1948	05/12/1947 04/06/1949
137	Douglas	Canyonville - Wolf Creek	04/03/1946		
142	Jackson	Siskiyou - California Line	05/11/1946	05/26/1952	09/27/1952
183	Douglas	Azalea – Glendale	04/03/1946	04/29/1948	-
187	Jackson	Near Central Point	-	06/29/1948	-
238	Lane	Judkins Point - Goshen	09/12/1951	04/08/1953	07/14/1953
239	Douglas	Turkey Hill - Chenoweth Park	08/03/1951	-	
257	Douglas	Chenoweth Park - Oakland Junction	04/22/1952	-	05/31/1956
258	Douglas	Oakland Junction - Deady Transferred to MC&A File 1408	05/27/1952	-	-
260	Marion	Salem Bypass - To MC&A File 1410	05/06/1952	-	-
280	Douglas	Lane County Line - Anlauf	08/16/1953	09/24/1953	10/20/1053
282	Jackson	Blackwell Hill - Seven Oaks	10/30/1953	01/18/1955	01/26/1955
284	Jackson	Rock Point - Blackwell Hill	01/15/1954	01/21/1954	07/08/1954
290	Douglas	Canyonville	04/30/1954	10/28/1954	06/30/1954
321	Douglas	Divide - Rice Hill, Elkhead Rd - Rice Hill Unit	10/22/1956	11/08/1956	12/11/1956
323	Douglas	Shady - Canyonville	-	12/17/1956	03/26/1957
330	Josephine	Jumpoff Joe Creek - Louse Creek	03/28/1957	09/24/1959	
351	Douglas	Myrtle Creek - Canyonville	03/27/1958	01/22/1959	02/27/1959
420	Josephine	Douglas County Line - Jumpoff Joe Cr	05/28/1964 07/13/1965	06/08/1967	-
437	Marion	Frontage Road Salem By - Pass	09/28/1965	-	-
452	Douglas	Canyonville - Glendale Junction	04/21/1966	03/14/1967	-
457	Douglas	Yoncalla Junction - Rice Hill	-	08/25/1966	-
458	Marion	Fargo Road Interchange	10/6/1966	08/29/1967	-
465	Douglas	Roberts Mountain - Myrtle Creek	07/14/1964 06/08/1967	06/08/1967	-

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
466	Josephine	Grave Creek - Jump Off Joe	-	06/08/1967	-
490	Washington	E Portland Freeway - Wilsonville Int.	04/22/1969	-	-
580	Douglas	Winchester - South Umpqua Road	05/15/1979	06/19/1979	-
589	Clackamas	Parkway Avenue Frontage Roads	10/18/1979	11/20/1979	-
589a	Clackamas	Wilsonville Int. - Hubbard Int.	10/18/1979	12/20/1983	-
600	Washington	SW 66th Ave Frontage Rd (Tigard)	03/12/1981	04/20/1981	-
614	Clackamas	Wilsonville Int. - Hubbard Int. (Wilsonville)	12/27/1983	01/18/1984 06/20/1997	-
632	Douglas	Eng. Sta. 1804+00 to 1838+80	06/17/1988	09/20/1988	-
674	Clackamas	Stafford Rd Intchge. (Wilsonville)	-	06/20/1997	-
679	Josephine	Grave Creek - Jump Off Joe Creek	01/27/1998	01/27/1998	-
684	Jackson	Central Point Interchange	06/05/1992	08/18/1998	-
706	Clackamas	SW Bonita Rd - Kruse Way, SW Bangy Rd	06/28/2001	03/18/2003	-
711	Jackson	Luman Road and Pear Tree Lane, Fern Valley Interchange	01/31/2002	05/14/2002 03/14/2003 03/20/2003	-
722	Douglas	Stewart Parkway (M.P. 125.96 to M.P. 125.74)	05/24/2004	07/15/2004 11/07/2006	-
778	Linn	Diamond Hill Frontage Road No. 001MK (M.P. F209.08 to M.P. F210.34)	12/05/2007	12/20/2007	-
798	Douglas	Old Winchester Bridge aka Robert A. Booth Bridge #00839; Winchester-Del Rio Road, CR#115; Old Hwy. 99 North, Oakland-Shady Hwy., State Hwy. No. 234	09/23/2015 06/01/2010 01/24/2011 05/31/2016	06/22/2018	-

Throughway

November 24, 1947

Junction City – California State Line Section
Correction to October 29, 1945 resolution adopted by the Commission designating certain highways as through highways to include the Pacific Highway.
See Throughways and Rights of Access Resolution File No. 2a

November 3, 1948

Pacific Highway Section Designated as a throughway.
Contains thirteen (13) maps identified as Group 3.
See Throughways and Rights of Access Resolution File No. 5

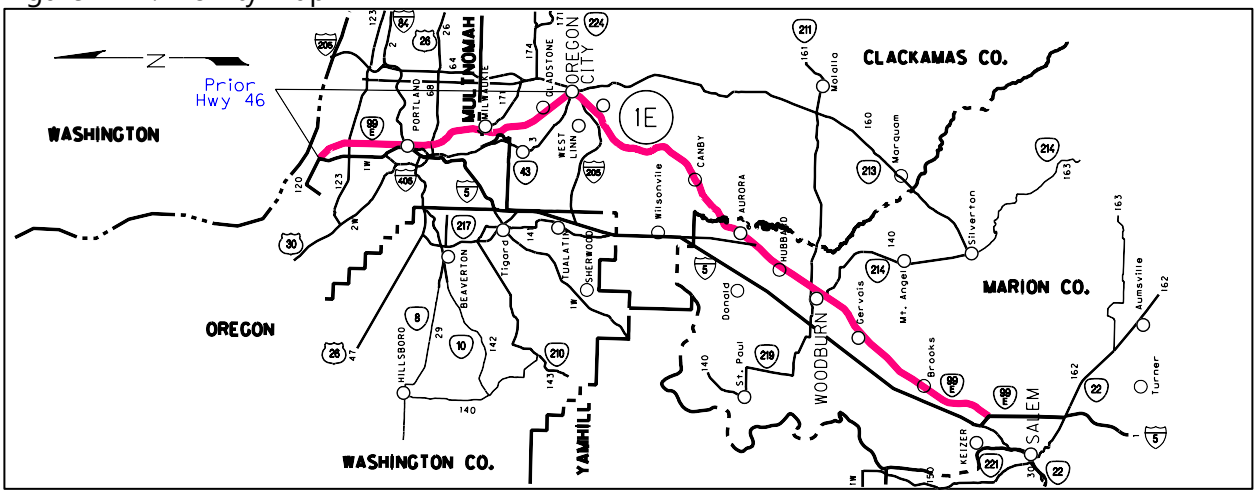
June 9, 1961

Boeckman Road – Boones Ferry Road Section
Access controls and restrictions imposed on the frontage road are removed.
See Throughways & Right of Access File No. 16

Pacific Highway East No. 1E (81)

1E

Figure 1E-1: Vicinity Map



Route Numbers

Highway Routes that run along the Pacific Highway West are as follows:

- OR 99E
- OR 214

Road Establishment Files

The following table lists the road establishment files for Pacific Highway West specified by county.

Table 1E-1: Highway 1E Road Establishment Files

File No.	County
6010037	Clackamas County
6010038	Multnomah County
51700	Marion County

Former Names

There are no former names of the Pacific Highway East.

History

The following entries are changes to the Pacific Highway East listed by date.

March 10, 1937

Portland – Junction City Section
Pacific Highway East re-designated from a portion of the Pacific Highway No. 1.
See Highway Commission Minutes, page 7171.

1939

Portland – Junction City Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939, Chapter 529, Section 15, 1.

> **Part of** the **Act:**
> *Pacific Highway East. From the Oregon - Washington state line at the Columbia River interstate bridge north of Portland, southerly via Portland, Milwaukie, Oregon City, Salem, Albany and Harrisburg to a Junction the Pacific Highway and Pacific Highway West at or near the north city limit of Junction City.*

December 5, 1940

Albany Section
Linn County
Rerouting of the highway route through Albany approved by the Highway Commission.
See Primary Highway Designation File No. 10 - 7.

Albany Section
Linn County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 85.

July 23, 1941

Illahe - Albany Section
Linn County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10491.

June 21, 1942

Pudding River Bridge Approaches Section
Clackamas County
A Survey Resolution was adopted and approved by the Highway Commission.

See Highway Commission Minutes, page 10850.

June 25, 1942

Illahe School - Steiwer Hill Section
Marion County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11128.

February 18, 1943

Union and Denver Avenues Grade Operation Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11414.

August 23, 1943

Steiwer Hill - Albany Section
Marion and Linn Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See also Highway Commission Minutes, page 11671.

Illahe School (south of Salem) - Albany Section
Marion and Linn Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 0 - 7.
See also Highway Commission Minutes, page 11709.

May 9, 1944

Salem - Albany Section Albany - Junction City Section
Linn & Marion County
Authorization by the Highway Commission for relocation of the highway.
See Primary Highway Designation File No. 10 - 13.

June 19, 1945

Salem - Albany Section or Steiwer Hill -Albany
Marion and Linn Counties
The Highway Commission adopted a resolution abandoning a portion of the highway (re-designated as Jefferson Highway No. 164).
See Abandonment and Retention Resolution No. 124.

Jefferson Section
Linn & Marion Counties
A portion of the highway re-designated as the Jefferson Highway No. 164.
See Secondary Highway Designation File No. 1.

July 9, 1945

Steiwer Hill – Albany Section
Linn & Marion County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 126.

October 30, 1945

Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

March 24, 1947

Canemah - New Era Section
Clackamas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 24.
See also RW Drawing 6B - 23 - 3.
See also Highway Commission Minutes, page 13734.

July 21, 1947

Canby Section
Clackamas County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 159
See also RW Drawing 2B-23-23.

December 29, 1947

Halsey - Harrisburg Section
Linn County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 167.
See also RW Drawing 6B-2-3.

August 9, 1948

Illahe - Steiwer Hill Section
Marion County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 181.
See also RW Drawing 6B-11-17.

April 12, 1951

Salem Bypass Section
Marion County
A Survey Resolution was adopted and approved by the Highway Commission. Declared a throughway by the Highway Commission.
See Resolutions Adopting Surveys File No. 55. See also RW Drawing 7B - 6 - 13.
Amended – August 18, 1952

August 3, 1951

State Street - South Unit of Salem Bypass Section
Marion County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 72.
Originally filed in Resolutions Adopting Surveys File No. 59.
See also RW Drawing 7B - 6 - 13.

September 12, 1951

Salem Section
Marion County
Designation of routing over city streets in Salem.
See Primary Highway Designation File No. 14 - 1.

Part of the Resolution:

1. *Fairgrounds Road from Tile Road to Summer Street.*
2. *Summer Street from Fairgrounds Road to Center Street.*
3. *Marion Street from Capitol Street to Water Street…*
4. *Liberty Street from Marion Street to Superior Street…*
5. *North Commercial Street from Marion Street to Court Street.*

May 11, 1954

Salem Bypass - Jefferson Junction Section
Marion County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 102.
See also RW Drawing 4B-28-4.

April 26, 1956

North Jefferson Junction – Albany Section
Linn & Marion Counties
RW Drawings 1R-5-874, 6B-10-17 & 6B-11-7
South River Road Junction (Milwaukie) Section
Clackamas County
RW Drawings 1R-5-877 & 5B-3-15
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 138.

June 4, 1956

Albany – Judkins Point Section
Linn & Lane Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 141.
See also RW Drawings 10C-27-9, 8B-2-3 through 8, 14 & 15.

1957

Portland – Salem Section
Amending the route of the highway of the highway. See Oregon Law of 1957, Chapter 123, pages 155 and 156

Part of the Act
Section 1. ORS 366.225 is amended to read as follows:

The Pacific Highway East runs from a junction with the Pacific Highway near the south end of the Columbia River Bridge near Portland southerly via Oregon City and Salem to a junction with the Pacific Highway south of Salem.

June 27, 1957

Willamina – Salem Highway to Silver Creek Falls Highway Section
Routing of Route ORE 22 designated by the Commission.
See Primary Highway Designation File No. 22

> A portion of the Route described in the Resolution as:
> *…thence over the Pacific Highway East, US 99, in Salem to its junction with the Silver Creek Falls Highway…*

August 8, 1957

Grand Avenue – Union Avenue One – Way Couplet Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 168.
See also RW Drawings 1R-5-1042 & 8B-5-22.

June 19, 1958

Albany – Junction City Section
Lane & Linn County
Re-designated a portion of the highway as the Albany - Junction City Highway No. 58.
See Primary Highway Designation File No. 26.

December 16, 1959

Salem Section
Marion County
The highway from Liberty Road to a junction with the Pacific Highway No. 1 designated as Commercial Street, S.E.
See Primary Highway Designation File No. 29.

April 21, 1960

New Era – Canby Section
Clackamas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 212.
See also RW Drawings 1R-3-1266, 4B-9-5, 1B-25-22 & 2B-23-23.

September 15, 1961

Grand Avenue Overcrossing of the SP Railroad & Division Street, Grand Avenue Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 243.
See also RW Drawings 1R-3-1314 & 1A-16-18.

November 20, 1962

Canby – Aurora Section
Clackamas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 259.
See also RW Drawings 1R-5-1614 & 8B-26-13.

October 6, 1966

Ross Island Bridge – Reedway Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 324.
See also RW Drawing 1R-4-243.

December 17, 1968

Chemawa Road – Hayesville Section
Marion County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 357.
See also RW Drawings 1R-4-369 & 9B-5-7.

February 3, 1970

Brooks – Hayesville Interchange Section
Marion County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 371.
See also RW Drawing 1R-4-411.

April 30, 1974

North Vancouver Way (Union Avenue) Section
Multnomah County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 542.

April 7, 1977

Salem Section
Marion County
Re-designate the route of the highway along portions of Pine, Liberty, Commercial, Front, Trade and Ferry Streets.
See Primary Highway Designation File No. 52.

September 22, 1977

Portland – Eugene Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Pacific Highway East is hereby classified as a state primary highway and is assigned the state primary highway number 1E. The Pacific Highway East runs from a junction with the Pacific Highway near the south end of the Columbia River Bridge near Portland southerly to a junction with the Pacific Highway south of Salem.*

April 17, 1985

Salem Section
Marion County
Re-designates a portion of the existing highway as Salem Highway No. 72 and as North Santiam Highway No. 162 and transfers to Salem other portions of the highway.
See Primary Highway Designation File No. 59.

May 20, 1986

Schmeer Road Connection Section
Multnomah County
The Commission adopted a resolution re-designating Vancouver Avenue Highway No. 122 as a portion of the Pacific Highway East.
See Jurisdictional Transfer Resolution No. 617

December 10, 2002

Martin Luther King Blvd & Grand Avenue Section
Multnomah County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 708.

November 11, 2003

MLK/Grand Viaduct Section
Multnomah County
An Agreement between ODOT & Portland for transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 733.

May 21, 2008

Salem Section
Marion County
Release of Right of Access Control to the City of Salem, Oregon over portions of the highway. See Primary Highway Designation File No. 59; Reel 2957, Page 375, Multnomah County deed records.

Part of the Designation File:
Portland Road N.E. and Fairground Road N.E. from the southerly terminus of the Hayesville Interchange (Engineer Station 68+05) at Interstate 5, southerly to the beginning of the Summer Street, N.E./Capitol Street N.E. couplet; thence continuing on said couplet to its intersection with the Marion Street N.E./Center Street N.E. couplet; together with Commercial Street N.E. and S.E./Liberty Street N.E. and S.E. couplet from its intersection with the Marion Street N.E./Center Street N.E. couplet; thence southerly to its intersection with the Ferry Street S.E./Trade Street S.E. couplet.

June 16, 2009

S.E. Stephens Street – S.E. Lincoln Street Section; Martin Luther King Jr. Blvd/Grand (O'xing UPRR #02115 & #08905) Viaducts; S.E. Martin Luther King Jr. Blvd. and S.E. McLoughlin Blvd.
City of Portland
Multnomah County
An Agreement between ODOT & Portland for transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 733a recorded August 11, 2009 as Document No. 2009-114871 of Multnomah County Records.

August 23, 2013

Martin Luther King Blvd/Grand (O'xing UPRR #02115 & #08905) Viaducts Project
S.E. Martin Luther King Blvd, S.E. Grand Avenue, and S.E. McLoughlin Blvd.
City of Portland
Multnomah County
An Agreement between ODOT & Portland for transferring portions of the highway.
See Jurisdictional Transfer Resolution No. 733b recorded February 11, 2014 as Document No. 2014-012727 of Multnomah County Records.

December 05, 2017

OR99E: Westside Frontage Road, between Ochoco Street and Milport Road, O81AH Section
City of Milwaukie
Clackamas County
A jurisdictional transfer between ODOT & City of Milwaukie for eliminating a portions of the highway and transferring them to the City.
See Jurisdictional Transfer Resolution No. 817 recorded May 17, 2018 as Recorder's Fee No. 2018-030413 Film Records of Clackamas County.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for Pacific Highway East No. 1E (81).

Table 1E-2: Highway 1E Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
84	Marion	Salem - Pringle Creek	-	12/18/1940	02/26/1941
85	Linn	Albany	-	12/05/1940	
87	Linn	Albany	-	12/18/1940	
124	Linn/Marion	Salem - Albany, Steiwer Hill - Albany	06/19/1945		06/19/1945
126	Linn/Marion	Salem - Albany, Steiwer Hill - Albany	-	07/09/1945	-
159	Clackamas	Canby	-	07/21/1947	
167	Linn	Halsey - Harrisburg	11/05/1947	12/29/1947	05/03/1949
181	Marion	Illahe - Steiwer Hill	02/03/1948	08/09/1948	03/10/1949
542	Multnomah	N Vancouver Way (Union Ave)	04/01/1974	04/30/1974	-
617	Multnomah	Schmeer Rd Connection Vancouver Ave Hwy	04/11/1986	05/20/1986	-
708	Multnomah	MLK Blvd & Grand Ave	06/26/2002	12/10/2002	-
733	Multnomah	MLK/Grand Viaduct	11/30/2003 10/27/2005 10/09/2006 10/22/2008 06/11/2009	-	-
733a	Multnomah	S.E. Stephens Street – S.E. Lincoln St.;		06/16/2009	-
733b	Multnomah	Martin Luther King Blvd/Grand (O'xing UPRR #02115 & #08905) Viaducts Project		08/23/2013	-
817	Clackamas	OR99E: Westside Frontage Road, btwn. Ochoco St. Milport Road, 081AH	12/01/2016	12/05/2017	-

Throughway

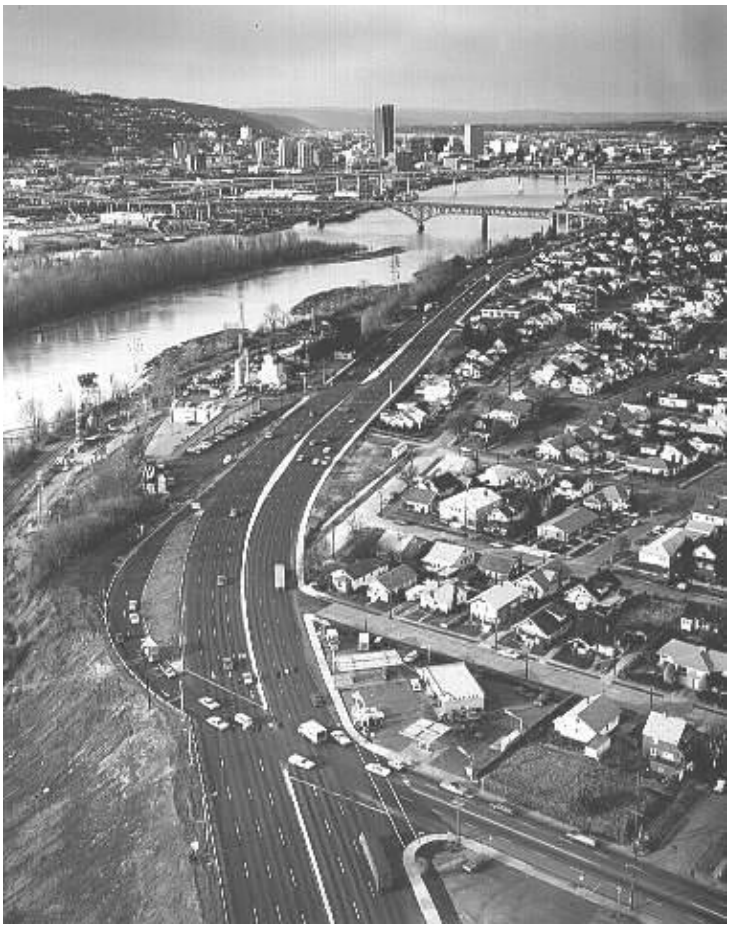
October 30, 1945

Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

November 3, 1948

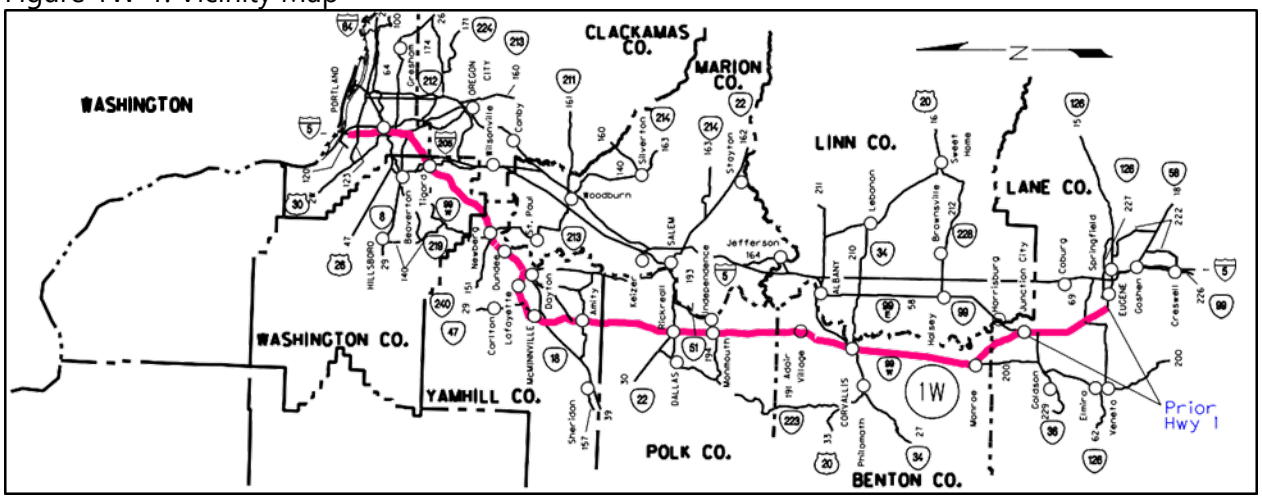
Junction City – Portland Section
Designated as a throughway.
Contains nine (9) maps identified as Group 1.
See Throughways and Rights of Access Resolution File No. 5

Aerial photo looking north to the downtown Portland along McLoughlin Blvd./Highway 99E. Photo by the Oregon State Archives, Oregon Department of Transportation, OHDBR001.



Pacific Highway West No. 1W (91) 1W

Figure 1W-1: Vicinity Map



Route Numbers

Highway Routes that run along the Pacific Highway West are as follows:

- US 20
- OR 10
- OR 3
- OR 99
- OR 99W
- OR 126
- OR 126B
- OR 219.

Road Establishment Files

The following table lists the road establishment files for Pacific Highway West specified by county.

Table 1W-1: Highway 1W Road Establishment Files

File No.	County
49504	Lane County
49621	Polk County
51701	Yamhill County

File No.	County
52377	Washington County
53714	Multnomah County
58722	Benton County

Former Names

The following entries are former names of the Pacific Highway West:

- West Side Highway (1917 – 1922)
- West Side Pacific Highway (1922 - 1937) Pacific Highway West (1937 – Present)

History

The following entries are changes to the Pacific Highway West listed by date.

1917

West Side Highway No. 28
Multnomah County line – north line of Douglas County Section Originally designated as Westside Highway No. 28
The highways listed in this Act are determined to be of first importance to the general public of the State of Oregon and should be permanently constructed and finished with a hard surface.
See Primary Highway Designation File No. 1.
See also General Laws of Oregon of 1917, Chapter 423.

> Part of the Act:
>
> *2. The Pacific Highway from the Multnomah County line through Washington County and Yamhill County by way of Hillsboro, Forest Grove, McMinnville to Dallas, Monmouth and Independence in Polk County; to Corvallis and Monroe in Benton County and through Eugene to the north line of Douglas County.*
> …
> *8. A road from the Multnomah County line by Tigard, Rex and Newberg to McMinnville.*
> …

November 27, 1917

West Side Highway No. 28
Multnomah County Line – Junction City Section
From the Multnomah County Line - Newberg - McMinnville - Amity - Rickreall - Corvallis - Monroe - Junction City.
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.

Named on the map as the West Side Highway No. 28.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

July 20, 1917

West Side Highway No. 28
Corvallis – Independence Section
Benton & Polk County
Adoption of a portion of road between Corvallis and Independence that is now rocked on the condition that the counties rock the same amount.
See Highway Commission Minutes, page 276.

West Side Highway No. 28 McMinnville – Independence Section Polk & Yamhill County
Designated as a State Highway on the condition that the counties take out kinks and properly grade the route.
See Highway Commission Minutes, page 276.

May 7, 1920

West Side Highway No. 28
Monmouth – Corvallis Section
Benton & Polk County
Adoption of the definite location of this section of highway.
See Highway Commission Minutes, page 707.

September 1, 1920

West Side Highway No. 28
Holms Gap – Dallas Section
Route adopted to and from Dallas in the event ongoing litigation requires the highway to be built though the city.
See Highway Commission Minutes, page 795.

A portion of the Minutes:

…from a point approximately one and one - half miles south of Holmes Gap thence in a general southwesterly direction to a point on the north line of the corporate limits of Dallas and leaving Dallas from a point on the East boundary of Dallas on the Salem – Dallas road and then to Rickreall.

May 28, 1921

West Side Highway No. 3
Yamhill – Polk County Line to Benton – Polk County Line Section
Polk County
Adoption of a route beginning at the Yamhill – Polk County line, three miles south of Amity and running thence southerly through McCoy and Holmes Gap, thence in a southerly direction to

Rickreall, thence west to Dallas, and south from Rickreall to Monmouth, thence to Independence and south from Monmouth crossing the Luckiamute River at Helmick Bridge, thence southerly to the Benton - Polk County line.
See Highway Commission Minutes, pages 975 - 976.

March 23, 1922

West Side Pacific Highway No. 3
Corvallis Section
Benton County
The route through Corvallis definitely located as follows: Entering from the north on Ninth Street to Monroe, thence east on Monroe Street to Third Street and thence south on Third Street through the city.
See Highway Commission Minutes, page 1194.

May 28, 1924

West Side Pacific Highway No. 3
Corvallis Section
Benton County
The route of the highway through Corvallis was approved by the Highway Commission.
See Highway Commission Minutes, page 1686 – 1687.

The Route Described as:

Going north crossing Marys River, thence north on Third Street to Van Buren, thence west on Van Buren to Ninth Street, thence north on Ninth Street to city limits…

January 16, 1931

West Side Pacific Highway (Capitol Highway) No. 3
Washington / Multnomah County Line - WCL Portland Section
Multnomah County
Several county roads adopted and designated as State Highways. See Primary Highway Designation File No. 8.

Part of the resolution:

West Side Pacific Highway (Capital Highway) from the Washington - Multnomah County Line through Multnomah and Bertha, to the west city limits of Portland, a distance of 4.24 miles;

March 1, 1931

West Side Pacific Highway (Capitol Highway) No. 3
Washington / Multnomah County Line - WCL Portland Section
Multnomah County
The Highway Commission designated the route as a state highway (4.24 miles). See Highway Commission Minutes, page 2887 - 2889.

October 12, 1931

West Side Pacific Highway No. 3
McMinnville Section
Yamhill County
Rerouting adopted at the north entrance into McMinnville.
See Highway Commission Minutes, page 3079.

February 5, 1932

West Side Pacific Highway No. 3
SW 4th Street (Portland) Section
Multnomah County
Placed on the system by resolution.
See Highway Commission Minutes, pages 3210 - 3213.

October 5, 1932

West Side Pacific Highway No. 3
Monroe Section
Benton County
Relocation of the West Side Pacific Highway.
See Highway Commission Minutes, page 3721.

West Side Pacific Highway No. 3
Junction City Section
Lane County
Relocation of the West Side Pacific Highway.
See Highway Commission Minutes, page 3724.

October 24, 1932

West Side Pacific Highway No. 3
Junction City Section
Lane County
Change in route and point of entrance into Junction City from the north.
See Highway Commission Minutes, page 3751.

West Side Pacific Highway No. 3
Junction City Section
Lane County
Change in route at entrance to Junction City adopted by the Highway Commission.
See Highway Commission Minutes, page 3751.

November 10, 1932

West Side Pacific Highway No. 3
Portland Section
Multnomah County
Resolution designating streets over which to route traffic entering Portland from the south.
See Highway Commission Minutes, page 3816.

May 16, 1934

West Side Pacific Highway No. 3
Monmouth Section
Polk County
Permanent route for the West Side Pacific Highway.
See Highway Commission Minutes, page 4873.

September 22, 1934

West Side Pacific Highway No. 3
Newburg Section
Yamhill County
Improvement of west entrance of the West Side Pacific Highway.
See Highway Commission Minutes, page 5174.

October 1, 1934

West Side Pacific Highway No. 3
Newberg Section
Yamhill County
Resolution designating the route of the highway through Newberg.
See Highway Commission Minutes, page 5197 - 8.

May 2, 1935

West Side Pacific Highway No. 3
Newberg - McMinnville Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 5

June 5, 1935

West Side Pacific Highway No. 3
Corvallis, Newberg & McMinnville Section
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, page 5620.

Part of the resolution:

The route of the Pacific Highway (West Side) (State Highway No. 3) shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected and designated as the streets of the cities or towns over which there shall be and hereby is routed the Pacific Highway (West Side); and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Newberg:
Beginning at the east city limits of Newberg where the same is intersected by First Street or an extension thereof; thence west along an extension of First Street and First Street and the West Side Pacific Highway as now constructed to the west city limits of Newberg.

McMinnville:
Beginning at the north city limits of McMinnville where the same is intersected by Lafayette Avenue; thence southwesterly along Lafayette Avenue to the intersection of Lafayette Avenue and "J" Street; thence south along "J" Street to the intersection of "J" Street and Third Street; thence west along Third Street to the intersection of Third Street and "B" Street; thence south along "B" Street to the south city limits of McMinnville.

Corvallis:
Beginning at the north city limits of Corvallis where the same is intersected by an extension of North Ninth Street; thence south along an extension of North Ninth Street and North Ninth Street to the intersection of North Ninth Street and Van Buren Street; Thence southeasterly along Van Buren Street to the intersection of Van Buren Street and Third Street; thence southwesterly along Third Street and an extension thereof to the south city limits of Corvallis.

September 6, 1935

West Side Pacific Highway No. 3
Multnomah - Washington County Line Section
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 30.

November 8, 1935

West Side Pacific Highway No. 3
Multnomah County Line - Middleton Section
Washington County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 10
See also Abandonment and Retention Resolution No. 11

December 27, 1935

West Side Pacific Highway No. 3
West Dayton – St. Joseph Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 25

West Side Pacific Highway No. 3
Newberg - West Dayton Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 27

West Side Pacific Highway No. 3
South City Limits of Newberg Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 28

September 6, 1935

West Side Pacific Highway No. 3
Bertha – Multnomah/Washington County Line Section
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 30

January 9, 1936

West Side Pacific Highway No. 3
Tualatin Junction - McMinnville Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 12

June 27, 1936

West Side Pacific Highway No. 3
McMinnville Section
Yamhill County
Designating "B" Street in McMinnville as the route of the West Side Pacific Highway.
See Highway Commission Minutes, page 6622.

March 10, 1937

Pacific Highway West
Portland – Junction City Section
Pacific Highway West renamed from West Side Pacific Highway.
See Highway Commission Minutes, page 7171.

March 26, 1937

Pacific Highway West
Interstate Avenue - Denver Avenue approach to Interstate Bridge Section
Multnomah County
This section designated a state highway and a Federal Aid Highway.
See Highway Commission Minutes, pages 7237 - 7239.

May 17, 1937

Pacific Highway West
Washington – Multnomah County Line to WCL Portland Section
Multnomah County
Re-adoption of the highway from the Washington / Multnomah County Line, through Multnomah and Bertha to the WCL of Portland (4.24 miles).
See Highway Commission Minutes, page 7355.

July 29, 1937

Pacific Highway West near Rex Hill Section
Washington County
The Highway Commission adopted a resolution abandoning a portion of the highway
See Abandonment and Retention Resolution No. 43.

Pacific Highway West near Rex Hill Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 44.

December 1, 1937

Pacific Highway West McMinnville Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
The County Court did not respond to this resolution, however on July 23, 1941, this section was designated as the McMinnville Highway No. 156.
See Abandonment and Retention Resolution No. 48.
See also Highway Commission Minutes, pages 7767 - 7769.

1939

Pacific Highway West
Portland – Junction City Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939, Chapter 529, Section 15 1.

Part of the Act:

Pacific Highway West. From a junction with Pacific Highway East, north of Portland, southerly via Portland, Newberg, McMinnville, Monmouth and Corvallis to a junction with the Pacific Highway and Pacific Highway East at or near Junction City.

April 24, 1939

Pacific Highway West
Middleton - Newberg Section
Washington County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 63.
See also RW Drawing 5B-19-9.

May 19, 1939

Pacific Highway West
Tigard Section
Washington County
A permanent route was selected through Tigard.
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 0 - 3.

April 9, 1940

Pacific Highway West
Front Avenue (Portland) Section
Multnomah County
Designation of the Front Avenue Project in Portland.
See Highway Commission Minutes, page 9451.

June, 1940

Pacific Highway West
Front Avenue (Portland) Section
Multnomah County
Placed on the system by the Highway Commission.
See Primary Highway Designation File No. 10 - 5.

June 13, 1940

Pacific Highway West
Eugene Section
Lane County
A new route designated through Eugene, including 6th - 7th Couplet. See Primary Highway Designation File No. 10 - 4.

October 18, 1940

Pacific Highway West
Portland Section
Multnomah County
The Front Avenue Project in Portland confirmed.
A new route through Eugene, including 6th - 7th Couplet.
See Highway Commission Minutes, page 9855.

February 14, 1941

Pacific Highway West
McMinnville Section
Yamhill County
Main Street in McMinnville declared to be a connection between Pacific Highway West and Three Mile Lane.
See Highway Commission Minutes, page 10102.

July 23, 1941

Pacific Highway West
McMinnville Section
Yamhill County
A portion re-designated as the McMinnville Highway No. 156.
See Secondary Highway Designation File No. 0 - 22.

January 21, 1942

Pacific Highway West
Tigard Section
Washington County
The Highway Commission adopted a resolution abandoning a portion of the highway. Also contains an agreement with Tigard and Washington County dated May 9, 1967.
See Abandonment and Retention Resolution No. 99.
See also RW Drawing 5B-17-19.

March 20, 1942

Rickreall - Corvallis Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10942.

April 30, 1942

Pacific Highway West
Monmouth - Corvallis Section
Benton & Polk County
A Survey Resolution was adopted and approved by the Highway Commission. New route as a result of the establishment of Camp Adair.
See Resolutions Adopting Surveys File No. 0 - 6.
See also Primary Highway Designation File No. 10 - 12.

June 25, 1942

Pacific Highway West
Monmouth - Suver Section
Polk County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11128.

February 18, 1943

Pacific Highway West
Union and Denver Avenues Grade Operation Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11414.

October 30, 1945

Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

March 24, 1947

Pacific Highway West
Pringle Corner - McMinnville Section
Yamhill County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 24.
See also RW Drawings 6B - 15 - 15 & 5B - 8 - 19.
See also Highway Commission Minutes, page 13734.

April 23, 1947

Pacific Highway West
South approach to Corvallis Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 26.
See also RW Drawing 5B - 25 - 11.

February 11, 1948

Pacific Highway West
McMinnville - Newberg Section
Yamhill County
Agreement defining four units to be abandoned as part of the right of way of the highway.
See Abandonment and Retention Resolution No. 179.
See also RW Drawing 5B-8-15.

May 24, 1948

Pacific Highway West
McMinnville - Newberg Section
Yamhill County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 36.
See also RW Drawings 3B - 24 - 22, 5B - 8 - 23 & 6B - 15 - 1.
See also Highway Commission Minutes, page 14975.

April 21, 1952

Pacific Highway West
Union Avenue - Swift Road Junction Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 67.
See also RW Drawing 7B-11-13.

August 18, 1952

Pacific Highway West
North Corvallis Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 70.
See also RW Drawing 6B-30-13.

October 20, 1952

Pacific Highway West
Orrs Corner - Monmouth Section
Polk County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 75.
See also RW Drawing 7B-13-16.

January 21, 1953

Pacific Highway West
Tualatin River - Middleton Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 81.
See also RW Drawing 7B-15-19.

April 8, 1953

Pacific Highway West
Rickreall - Orrs Corner Section
Polk County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 86 and RW Drawing 7B-21-3.

May 18, 1953

Pacific Highway West
Monroe Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 87.
See also RW Drawing 7B-21-6.

September 24, 1953

Pacific Highway West
Monroe Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 93.
See also RW Drawing 7B-24-4.

October 28, 1954

Pacific Highway West
McMinnville (Adams Street) Section
Yamhill County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 119.
See also RW Drawing 1R-5-564.

October 28, 1954

Pacific Highway West
Barbur Boulevard – Newberg Section
The section named the "Herbert Hoover" Section. See Commemorative Resolution No. 8.

Pacific Highway West
Tualatin River - Middleton Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission. Declared portions of the section as a Throughway.
See Resolutions Adopting Surveys File No. 81a.

January 18, 1955

Pacific Highway West
Orrs Corner - Monmouth Section
Polk County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 281.

January 18, 1955

Pacific Highway West
Hess Creek (Newberg) Section
Yamhill County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 114.
See also RW Drawing 1R-5-608.

May 25, 1955

Pacific Highway West
North Corvallis Section
Benton County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 302.

July 12, 1956

Whiteson Unit of the South Yamhill River – Amity Section
Yamhill County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 143.
See also RW Drawings 1R-5-902 & 8B-2-21.

1957

Pacific Highway West
Portland – Eugene Section
Amending the route of the highway.
See Oregon Law of 1957, Chapter 123, pages 155 and 156.

> Part of the Act
>
> *Section 2. ORS 366.226 is amended to read as follows:*
> *The Pacific Highway West runs from a junction with the Pacific Highway in Portland Highway in Portland, southerly via Newberg, Corvallis and Junction City to a junction with the Pacific Highway near Eugene..*

April 19, 1957

Pacific Highway West
Multnomah County Line - Tualatin River Bridge & Tualatin River Bridge - Newburg Section
Multnomah County Line - Tualatin River Bridge section, designated as the “Barbur Boulevard” Section
The Tualatin River Bridge - Newburg section designated as the “Herbert Hoover” Section.
See Commemorative Resolution No. 8 - a.

May 16, 1957

Pacific Highway West
35th Street (WCL Portland) to Washington - Yamhill County Line Section
Washington County

Washington - Yamhill County Line to Newberg Section
Yamhill County
The section from 35th Street (WCL Portland) to the Washington - Yamhill County line was designated as the Southwest Pacific Highway and the section from Washington - Yamhill County Line to Newberg will continue to be the "Herbert Hoover" Section.
See Commemorative Resolution No. 8 - b.

February 27, 1958

Pacific Highway West
Middleton – Rex Hill Section
Washington & Yamhill Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 162.
See also RW Drawings 1R-5-1109, 4B-21-25 & 26.

March 27, 1958

Pacific Highway West
Whiteson Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 350.

September 11, 1958

Pacific Highway West
North Yamhill River Section
Yamhill County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 183.
See also RW Drawings 1R-5-1192 & 5B-8-15.

September 11, 1958

Pacific Highway West
Hamilton Street – Slavin Road Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 185.
See also RW Drawings 1R-3-1204, 6B-10-12 & 7B-32-11.

July 2, 1959

Pacific Highway West
Camp Adair – Lewisburg Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 199.
See also RW Drawings 1R-5-1309 & 8B-14-13.

September 24, 1959

Pacific Highway West
Ferry Street Southbound Off-ramp Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 200.
See also RW Drawings 1R-5-1322 & 6B-22-3

December 12, 1960

Pacific Highway West
Camp Adair - Lewisburg Section
Benton County
The Highway Commission adopted a resolution abandoning a portion of the highway. Amended December 15, 1981.
See Abandonment and Retention Resolution No. 361.

March 10, 1961

Pacific Highway West
Harbor Drive – Ash Street Connection
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 229
See also RW Drawings 1R-5-1465 & 1A-8-30.

May 26, 1961

S.W. Hamilton Street – S.W. Slavin Road Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 233.
See also RW Drawings 1R-3-1300 & 6B-10-12.

March 2, 1962

Pacific Highway West
Rex Hill – Newberg Section
Yamhill County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 247.
See also RW Drawings 1R-5-1536 & 4B-21-26.

April 3, 1962

Pacific Highway West
North Yamhill River – McMinnville Section
Yamhill County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 250.
See also RW Drawings 1R-3-1326 & 8B-24-2.

July 14, 1966

Pacific Highway West
West Newberg – Chehalem Creek Section
Yamhill County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 316.
See also RW Drawings 1R-4-221 & 8B-35-23.

October 6, 1966

Pacific Highway West
Holmes Gap – Baskett Slough Section
Polk County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 324.
See also RW Drawings 1R-4-242 & 8B-27-20.

March 11, 1969

Pacific Highway West
South Yamhill River Bridge Unit, McMinnville – Rickreall Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 485.

July 7, 1970

Pacific Highway West
Miller Creek – Lake Slough Section
Benton County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 509.

September 19, 1973

Pacific Highway West
Monmouth – Suver Section
Polk County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 539.

October 24, 1973

Pacific Highway West
Hess Creek – Chehalem Creek (Newberg) Section
Yamhill County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 409.
See also RW Drawings 1R-4-546, 7B-29-12 & 8B-35-23.

December 18, 1974

Pacific Highway West
Newberg Section
Yamhill County
Designating westbound lanes of one - way couplet as part of the Pacific Highway West.
See Primary Highway Designation File No. 51.

Part of the Resolution:

Hancock Street
From River Street, westerly to Harrison Street… River Street
From First Street, northerly to Hancock street…

June 30, 1975

Pacific Highway West
SW Harbor Way (Frontage Road) Section
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 552.
See also Miscellaneous Contract and Agreements No. 4372.

January 18, 1977

Pacific Highway West
Park Street – Watkins Avenue (Frontage Road) Section
Washington County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 560.

September 22, 1977

Pacific Highway West Portland – Eugene Section
The Highway Commission Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:

The Pacific Highway West is hereby classified as a state primary highway and is assigned the state primary highway number 1W. The Pacific Highway West runs from a junction with the Pacific Highway in Portland southerly to a junction with the Pacific Highway near Eugene.

December 15, 1981

Pacific Highway West
Camp Adair - Lewisburg Section
Benton County
The Commission amended a resolution revising at the southerly end of the relinquishment.
See Abandonment and Retention Resolution No. 361.

February 22, 1982

Pacific Highway West Dundee Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 605.
See also Miscellaneous Contract and Agreements No. 7180.

December 17, 1985

Pacific Highway West MP 105 Section
Lane County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 458.
See also RW Drawings 1R-4-871 & 10C-53-11.

April 23, 1992

Pacific Highway West
Junction City "Y" Intersection Section
Lane County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 502.
See also RW Drawings 1R-4-933 & 10B-2-25.

April 22, 1993

Pacific Highway West Interstate Avenue Section
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 654.

November 16, 1994

Pacific Highway West
Willamette River (Steel Bridge and Ramps) Section
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 643.

November 8, 1995

Pacific Highway West
72nd and 99W Section
Washington County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 664.

October 13, 1999

Pacific Highway West
Edmunston Street – Salmon River Highway (McMinnville) Section
Yamhill County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 521.
See also RW Drawings 1R-3-1690 & 10B-4-8.

March 20, 2003

Pacific Highway West
Cedar Creek Frontage Road Section
Washington County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 726.

January 10, 2005

Pacific Highway West
SW Market Street, SW Clay Street & SW Front Avenue Section
Multnomah County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 698.

August 15, 2006

Pacific Highway West
OR 126BUS: Washington Street – Walnut Street Section
Lane County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 777 recorded September 22, 2006 as Instrument No. 2006-069108, Lane County Official Records.

September 5, 2010

Pacific Highway West
Market St. – Br. No. 9153 Section
Multnomah County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 710 recorded October 8, 2010 as Document No. 2010-127188 of Multnomah County Records.

June 19, 2017

Pacific Highway West
Canterbury Lane Section
Washington County
City of Tigard
The Commission adopted a resolution transferring a portion of the highway to City of Tigard. See Jurisdictional Transfer Resolution No. 819 recorded July 25, 2019 as Document No. 2019-048159 of Washington County Book of Records.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for Pacific Highway West No. 1W (91).

Table 1W-2: Highway 1W Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
5	Yamhill	Newberg - McMinnville	-	05/02/1935	
10	Washington	Multnomah County Line - Middleton	-	11/08/1935	12/10/1935
11	Washington	Multnomah County Line - Middleton	-	11/08/1935	-
12	Yamhill	Tualatin Junction - McMinnville	-	01/09/1936	-
25	Yamhill	West Dayton – St. Joseph	-	12/27/1935	09/27/1972
27	Yamhill	Newberg - West Dayton	-	12/27/1935	-
28	Yamhill	South City Limits Newberg	-	12/27/1935	-
30	Multnomah	Bertha - Washington County Line	-	09/06/1935	-
43	Washington	Near Rex Hill	-	07/29/1937	08/06/1937
44	Yamhill	Near Rex Hill	-	07/29/1937	02/28/1942
48	Yamhill	McMinnville	-	12/01/1937	-
63	Washington	Middleton - Newberg	-	04/24/1939	-
99	Washington	Tigard		01/21/1942	02/04/1942
179	Yamhill	McMinnville - Newberg	02/11/1948	-	-
281	Polk	Orrs Corner - Monmouth	09/25/1953	01/18/1955	09/18/1953 01/23/1955
302	Benton	North Corvallis	04/22/1955	05/25/1955	05/12/1955
350	Yamhill	Whiteson	09/28/1956	03/27/1958	-
361	Benton	Camp Adair - Lewisburg	07/22/1959	12/12/1960	-

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
			10/19/1981	12/15/1981	
485	Yamhill	McMinnville – Rickreall S Yamhill River Bridge	-	03/11/1969	-
509	Benton	Miller Creek - Lake Slough	07/07/1970	07/07/1970	-
539	Polk	Monmouth - Suver	09/19/1973	09/19/1973	-
552	Multnomah	SW Harbor Way	C&A4372	06/30/1975	-
560	Washington	Park Street - Watkins Ave (frontage Road)	01/06/1977	01/18/1977	-
605	Yamhill	Dundee	01/27/1982	02/22/1982	-
643	Multnomah	Willamette River (Steel) Bridge & Ramps	10/02/1989	11/16/1994	-
654	Multnomah	Interstate Avenue	01/20/1993	04/22/1993	-
664	Washington	72nd and 99W	11/08/1995	11/08/1995	-
698	Multnomah	SW Market St, SW Clay St & SW Front Ave	01/24/2002 06/26/2003	01/10/2005	-
726	Washington	Cedar Creek Frontage Road	05/28/2002 06/27/2003	05/14/2002 03/20/2003	-
710	Multnomah	Market St. – Br. No. 9153		09/05/2010	-
777	Lane	OR 126 BUS: Washington St - Walnut St	07/27/2006	08/15/2006	-
819	Washington	S.W. Canterbury Lane and S.W. 112th	-	-	-

Throughway

October 30, 1945

Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

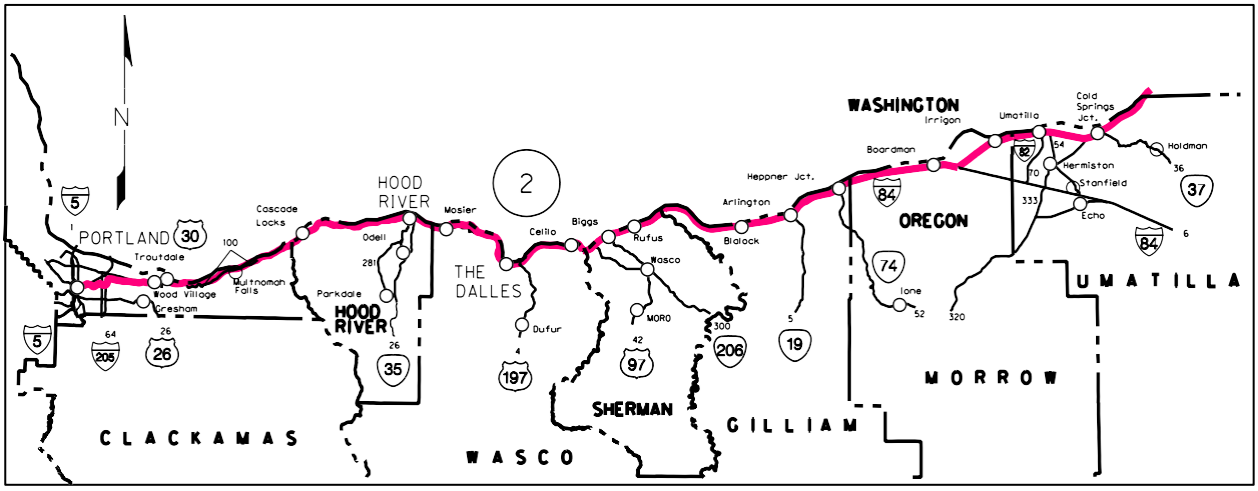
November 3, 1948

Pacific Highway West
Junction City – Portland Section Designated as a throughway.
Contains seven (7) maps identified as Group 2.
See Throughways and Rights of Access Resolution File N-o. 5.

Columbia River Highway Number 2

2

Figure 1E-1: Vicinity Map



Route Numbers

Highway Routes that run along the Columbia River Highway are as follows:

- I-84
- US 30
- US 395
- US 730

Road Establishment Files

The following table lists the road establishment files for Columbia River Highway specified by county.

Table 2-1: Columbia River Highway Road Establishment Files

File No.	County
6010049	Multnomah County
6010050	Gilliam County
6010051	Hood River County
6010052	Wasco County

Former Names

There are no former names of the Columbia River Highway.

History

The following entries are changes to the Columbia River Highway listed by date.

1917

Multnomah County line - Astoria Section
Multnomah County line – Idaho State Line Section
The highways listed in this Act are determined to be of first importance to the general public of the State of Oregon and should be permanently constructed and finished with a hard surface.
See Primary Highway Designation File No. 1.
See also General Laws of Oregon of 1917, Chapter 423.

> Part of the Act
> *1. The Columbia River Highway from the Multnomah County line to Astoria, Seaside, and south in Clatsop County to the Tillamook County line.*
>
> …
>
> *4. Such portions of the Columbia River Highway between the Multnomah County line easterly through the City of Hood River and Hood River County and through The Dalles and Wasco County, through Sherman County, through Gilliam County, by way of the town of Arlington and up the Columbia River to the confluence of the Umatilla River with the Columbia River; thence up the Umatilla River through Hermiston, Stanfield, Echo and Pendleton and thence by such route as shall be determined by the State Highway Commission to La Grande, Baker, and to the Idaho line.*

September 4, 1917

Hood River – Mosier Section
Hood River & Wasco County
Adoption of the route between Hood River and Mosier.
See Highway Commission Minutes, page 301.

September 12, 1917

McBride's Crossing – Scappoose Section
Columbia County
Designation of the route as part of the highway.
See Highway Commission Minutes, page 313.

John Day River – Arlington Section
Gilliam County
Locating the highway from the John Day River via Quinton, Blalock to Arlington.
See Highway Commission Minutes, page 313.

November 27, 1917

Astoria – Umatilla Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

February 5, 1918

Hood River – Mosier Section
Hood River & Wasco County
The location survey from Hood River to Mosier, "Middle Route," was adopted by the Highway Commission.
See Highway Commission Minutes, page 356.

February 4, 1920

Seufert – Deschutes River Section
Wasco County
The location of the highway for this section was approved by the Highway Commission.
See Highway Commission Minutes, page 660.

March 24, 1922

Multnomah County Line – Idaho State Line Section
Routing of the highway between the Multnomah County Line easterly through Hood River and Hood River County, and through The Dalles and Wasco County; through Sherman County; through Gilliam County by way of Arlington, and up the Columbia River to the confluence of the Umatilla River with the Columbia River; thence up the Umatilla River through Hermiston, Stanfield, Echo and Pendleton, thence to La Grande, Baker and to the Idaho State Line.
See Highway Commission Minutes, page 1212.

February 3, 1927

Hood River Section
Hood River County
Routing in Hood River approved by the Highway Commission. Routed West on Oak from Front Street to the intersection with Cascade Avenue between 14th and 15th Streets.
See Highway Commission Minutes, page 2107.

January 16, 1930

Portland – Hood River County Line Section
Multnomah County
The highway was adopted and designated as a State Highway.
See Primary Highway Designation File No. 6.
See Highway Commission Minutes, pages 2632 - 2634.

> Part of the Resolution:
> *…the Columbia River Highway from the east city limits of the City of Portland by way of Sandy Boulevard through Troutdale to the Hood River county line, a distance of 39.4 miles…*

January 16, 1931

Portland – Hood River County Line Section
Multnomah County
Several county roads adopted and designated as State Highways.
See Primary Highway Designation File No. 8.

> Part of the Resolution:
> *Lower Columbia River Highway between the Columbia - Multnomah County Line and the north city Limits of Portland, a distance of 8.78 miles;*

October 22, 1931

Astoria Section
Clatsop County
The Highway Commission approved a change of the highway route at the east entrance into Astoria.
See Highway Commission Minutes, page 3101.

November 1, 1934 The Dalles Section
Wasco County
Route through The Dalles approved.
See Highway Commission Minutes, page 5249.

May 2, 1935

Troutdale – Cascade Locks Section
Hood River & Multnomah Counties
Relocation between Troutdale and Cascade Locks to provide a more perfect alignment, easier grades and safer curves.
See Highway Commission Minutes, page 5677.
Also see Abandonment and Retention Resolution File No. 2.

June 5, 1935

Astoria, Saint Helens, The Dalles Sections
Temporarily designation of the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, pages 5619 - 5620.

Part of the Resolution:
Astoria:

Beginning at the intersection of Bond Avenue and 8th Street in the City of Astoria; thence south to the intersection of Commercial Street and 8th Street; thence easterly along Commercial Street to the intersection of Commercial Street and 23rd Street; thence south along 23rd Street to the intersection of 23rd Street and 26th Street; thence southeasterly along 26th Street to the intersection of 26th Street and Franklin Avenue; thence northeasterly along Franklin Avenue and an extension thereof to an intersection with Commercial Street; thence easterly along Commercial Street and a relocation of the Columbia River Highway between Commercial Street and Bond Street to an intersection with Bond Street; thence easterly along Bond Street and Date Street to a point on Date Street between 51st Street and 52nd Street; thence northeasterly along the relocation of the Columbia River Highway to the east city limits of Astoria at or near 54th Street and Birch Street.

St. Helens:

Beginning at the north city limits of St. Helens where the same is intersected by the Columbia River Highway as now constructed; thence southerly along the Columbia River Highway as now constructed through St. Helens to the south city limits of St. Helens.

Hood River:

Beginning at the west city limits of Hood River where the same is intersected by the Columbia River Highway as now constructed; thence easterly along the Columbia River Highway as now constructed and Oak Street to the intersection of Oak Street and Front Street; Thence south along Front Street to the intersection of Front Street and State Street; thence east along State Street and the Columbia River Highway as now constructed to the east city limits of Hood River.

The Dalles:

Beginning at the west city limits of The Dalles where the same is intersected by the Columbia River Highway as reconstructed; thence southeasterly along the Columbia River Highway as reconstructed and along Second Street and the Columbia River Highway as reconstructed at the east entrance to The Dalles to the east city limits of The Dalles.

September 26, 1935

Astoria - Svensen Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution File No. 8.

January 9, 1936

Astoria Section
Clatsop County
Change in the point of entrance to Astoria from the easterly boundary and the change of a portion of the highway in Astoria.
See Highway Commission Minutes, page 6195

August 4, 1936

The Dalles Section
Wasco County
The Commission adopted a resolution transferring a portion of the highway.
See Abandonment and Retention Resolution No. 35
See also Highway Commission Minutes, pages 6731 - 6735.

March 3, 1937

Eagle Creek – Cascade Locks Section
Hood River County
Alignment of the highway between Eagle Creek and Cascade Locks, in the vicinity of Bonneville Dam.
See Highway Commission Minutes, page 7234.

March 26, 1937

Bonneville Dam Section
Multnomah County
Placed on the system by Designation.
See Highway Commission Minutes, page 7234.

May 17, 1937

Columbia – Multnomah County Line to the NCL Portland Section
Multnomah County
Re-adoption of the highway (8.78 miles).
See Highway Commission Minutes, page 7354.

December 1, 1937

WCL Portland – Columbia County Line Section
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Jurisdictional Transfer Resolution No. 50.
See also Highway Commission Minutes, pages 7771 - 7773.
See also RW Drawing 1B-22-24.

1939

Astoria – Wallula Section
Included in the State Highway System by the Legislature. See Oregon Laws 1939, Chapter 529, Section 15, 1.

> Part of the Act:
> *Columbia River Highway. From a junction with the Oregon Coast Highway in Astoria, easterly via Rainier, Portland, Hood River, The Dalles, Arlington and Umatilla to the Oregon - Washington state line near Wallula, Washington.*

February 27, 1940

Moody Toll Bridge State Highway Section
Wasco County
Moody Toll Bridge State Highway, which extends a distance of about one - half mile south from Columbia River Highway just west of Deschutes River Bridge and connects with a county road. As this highway was designated simply as a convenience to the public pending construction of the Columbia River Highway between The Dalles and the Deschutes River, and is no longer of value, recommendation is to turn it over to the County. Legislation is needed to take it off the State Highway System, the Attorney was advised to prepare appropriate legislation for presentation to the 1941 Legislature.
See Highway Commission Minutes, page 9402.

January 21, 1941

Cedar Street Revision, Astoria Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10078.

April 3, 1941

Grant - Rufus Section
Sherman County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 91.

November 17, 1941

Troutdale - The Dalles Section
Multnomah, Hood River and Wasco Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10721.

December 18, 1941

Dodson - Bonneville Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10783.

June 25, 1942

Columbia River Crossing Section
Morrow County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11125.

Cascade Locks - Hood River Section – Hood River County Mosier - Rowena Section
Wasco County
Rowena - The Dalles Section
Wasco County
Arlington - Boardman Section
Gilliam and Morrow Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11121.

July 23, 1942

Columbia River Crossing near Knappa Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11175.

Scappoose - Multnomah County Line Section
Columbia County
The Commission adopted a resolution transferring a portion of the highway.
See Abandonment and Retention Resolution No. 106.

December 18, 1942

Astoria - Tongue Point Section
Clatsop County
Blalock - Arlington Section
Columbia & Gilliam County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10784.

March 17, 1943

Rainer - Goble Section
Columbia County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11449.

April 7, 1943

John Day River - Quinton Section
Gilliam County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11481.

May 11, 1943

Cascade Locks - Viento Section
Hood River County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11532.

June 6, 1943

John Day - Blalock Section
Gilliam County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11588.

October 12, 1943

Bonneville – Cascade Locks Section
Hood River – Multnomah County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 117.

November 8, 1943

Portland - Bonneville Section
Multnomah County
A Relocation Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11823.

January 12, 1944

Bonneville – Cascade Locks Section
Hood River and Multnomah Counties
The Highway Commission adopted an Amendatory Resolution to relinquish a portion of the highway.
See Abandonment and Retention Resolution No. 117.

April 16, 1945

Troutdale Section
Multnomah County
The Troutdale Bypass placed on the highway system.
See Primary Highway Designation File No. 10 - 15.

> Part of the Resolution:
> *Beginning near the Arata County Road, which point is at Highway Engineer's Station 433 and is further identified as a point approximately one and one - half miles west of Troutdale; thence northeasterly to the crossing of the Union Pacific Railroad Company's freight line; thence easterly approximately parallel to the said railroad line to the easterly terminus which is at approximately Highway Engineer's Station 573+02 in Section 30, Township 1 North, Range 4 East, Multnomah County, Oregon.*

October 30, 1945

Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

June 16, 1947

Cascade Locks - Mosier Section
Hood River & Wasco Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 31.
See also RW Drawing 6B - 24 - 12.
See Highway Commission Minutes, page 13994.

October 21, 1947

Columbia County Line - Portland Section
Multnomah County
The Commission adopted a resolution transferring a portion of the highway.
See Abandonment and Retention Resolution No. 50-1.

December 20, 1948

Tongue Point Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 199.
See also RW Drawing 5B-31-20.

June 5, 1950

Troutdale – Dodson Section
Multnomah County
Designation of a portion (19.14 miles) of the highway by the Commission. Re-designated of a portion of the old highway as the Crown Point Highway No. 125.
See Primary Highway Designation File No. 14.
(Originally in Secondary Highway Designation File No. 16)

July 11, 1950

Heppner Junction - Boardman Section
Morrow County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 51.
See also Highway Commission Minutes, page 17031.

Rainier - Goble Section
Columbia County
The Commission adopted a resolution transferring a portion of the highway.
See Abandonment and Retention Resolution No. 184
See also RW Drawing 6B-7-4.

April 12, 1951

Mosier - The Dalles Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 55.
See also RW Drawing 7B - 7 - 4. Amended – August 18, 1952
Declared a throughway by the Highway Commission.

Dodson - Bonneville Section
Multnomah County
The Commission adopted a resolution transferring a portion of the highway.
See Abandonment and Retention Resolution No. 231

January 31, 1952

Hood River and Mosier – Spur Connections
Hood River & Wasco County
Spurs connecting the relocated highway to the Old Columbia River Highway at Mosier and Hood River, are designated as part of the highway.
See Primary Highway Designation File No. 15.

March 13, 1952

Willow Creek - Boardman Section
Gilliam County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 223

March 13, 1952

Willow Creek - Boardman Section
Morrow County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 224

April 21, 1952

Arlington - Heppner Junction Section
Gilliam County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 65.
See also RW Drawings 7B-5-14, 15 & 7B-11-11.

Gnat Creek - Wauna Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 66.
See also RW Drawing 7B-12-14.

October 20, 1952

Cascade Locks - Herman Creek Section
Hood River County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 228

April 8, 1953

Big Creek Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 236.

May 18, 1953

Clatskanie - Delena Section
Columbia County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 87.
See also RW Drawings 7B-20-8 & 18.

June 25, 1953

Rainier - Astoria Section
Clatsop & Columbia County
Designated as a throughway.
See Throughways and Rights of Access Resolution File No. 7.

August 6, 1953

Hood River – Mosier Section
Hood River County
The Highway Commission adopted a resolution abandoning a portion of the highway. Amended by Abandonment and Retention Resolution No. 256A.
See Abandonment and Retention Resolution No. 256. See also RW Drawing 1R-1-695.

December 10, 1953

Hood River - Mosier Section
Wasco County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 262.

December 19, 1953

Goble - St. Helens Section
Columbia County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 96.
See also RW Drawings 7B-24-8 & 9.

January 18, 1955

Gnat Creek - Bradley Park Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway. Adjustments were made to units by a supplemental agreement between the State and Clatsop County on January 19, 1955.
See Abandonment and Retention Resolution No. 266.

May 25, 1955

Mosier – The Dalles Section
Wasco County
The former route between Mosier & The Dalles re-designated as the Mosier – The Dalles Highway No. 292
See Secondary Highway Designation Resolution No. 31

May 25, 1955

The Dalles Bridge Section
Wasco County
The Dalles Bridge, extending over and across the Columbia River, designated as a part of the Oregon State Highway system.
See Primary Highway Designation File No. 19.
Also see Primary Highway Designation File No. 19a.

Part of Resolution
The Dalles Bridge Highway runs from a junction with the Columbia River Highway one mile east of The Dalles, Oregon, to the Oregon - Washington State line on The Dalles Bridge.

June 30, 1955

Bradley Park – Columbia County Line Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 125.
See also RW Drawing 1R-3-1085.

January 26, 1956

Clatskanie - Delena Section
Columbia County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 275.

July 12, 1956

Hood River - Mosier Section
Hood River County
The Highway Commission adopted a resolution abandoning a portion of the highway. Amends Abandonment and Retention Resolution No. 256.
See Abandonment and Retention Resolution No. 256A.

1957

Astoria – Wallula Section
Amending the route of the highway.
See Oregon Law of 1957, Chapter 123, pages 155 and 156

> Part of the Act
> *Section 4. ORS 366.228 is amended to read as follows:*
>
> *The Columbia River Highway runs from a junction with the Oregon Coast Highway in Astoria, easterly through or near Rainier, Portland, Hood River, The Dalles, Arlington and Umatilla to the Oregon - Washington state line near Wallula, Washington.*

June 19, 1958

Willamette River – Parkrose Section
Re-designated a portion of the highway as the Sandy Boulevard Highway No. 59.
See Primary Highway Designation File No. 25.

> Portion described in Resolution as:
> *Extending from junctions with the Pacific Highway East at the intersection of E. Burnside Street and Grand Avenue, continuing via E. Burnside Street and N.E. Sandy Boulevard to a junction with the N.E. Portland Highway, State Secondary Highway No. 123 near N.E. 99th Avenue at Highway Engineer's Centerline Station 263+73 of Sandy Boulevard. Total length – 5.51 miles.*

June 19, 1958

Wauna – Westport Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 178.
See also RW Drawings 1R-5-1160, 7B-32-20 & 8B-9-8.

March 27, 1958

Bradley Park - Wauna Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 318.

June 19, 1958

Willamette River – Parkrose Section
Multnomah County
Abandon a portion and re-designated another portion as the Sandy Boulevard Hwy. No. 59.
See Primary Highway Designation File No. 25.

June 19, 1958

Parkrose – Fairview Junction Section
Multnomah County
Re-designation of a portion of the highway as an extension of the Northeast Portland Hwy. No. 123.
See Secondary Highway Designation File No. 45.

September 11, 1958

Cascade Locks – Viento Section
Hood River County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 184.
See also RW Drawings 1R-5-1197, 6B-35-5, 6 & 7.

October 23, 1958

Rowena – Chenoweth Creek Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 186.
See also RW Drawings 1R-5-1198 & 5B-35-15.

December 11, 1958

Goble Section
Columbia County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 188.
See also RW Drawings 1R-3-1164, 6B-7-4 & 7B-24-8.

March 5, 1959

Dodson – Cascade Locks Section
Multnomah & Hood River Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 192
See also RW Drawings 1R-5-1255, 5B-8-21 & 6B-14-11.

December 16, 1959

Columbia City Section
Columbia County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 202.
See also RW Drawings 10C-38-4 & 8B-16-11.

January 28, 1960

Biggs Rapids Bridge Section
Sherman County
Construction of a connection between the Biggs Rapids Bridge and the highway is approved by the Highway Commission.
See Primary Highway Designation File No. 30.

January 28, 1960

The Dalles – Big Eddy Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 205
See also RW Drawings 10C-33-6, 8B-10-19 & 8B-11-18.

March 10, 1960

The Dalles Bypass Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 206.
See also RW Drawings 1R-5-1372 & 8B-10-19.

April 21, 1960

Sauvie Island Bridge – St. Johns Bridge Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 212.
See also RW Drawings 1R-3-1268 & 8B-17-15.

July 7, 1960

Westport – Clatskanie Section
Columbia & Clatsop Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 216.
See also RW Drawings 1R-3-1277 & 8B-18-18.

August 18, 1960

Boardman Junction – Umatilla Section
Morrow & Umatilla Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 221.
See also RW Drawings 1R-3-1283, 8B-18-20, 21, 8B-19-1 & 2.

August 18, 1960

Big Eddy – Biggs Section
Wasco & Sherman Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 223.
See also RW Drawings 1R-3-1285, 8B-20-14, 15, 8B-17-23 & 24.

November 3, 1960

Viento – Hood River Section
Hood River County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 225.
See also RW Drawings 1R-3-1240, 6B-24-4, 6B-32-8 & 7B-4-9.

January 27, 1961

Biggs – Rufus Section
Sherman County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 227.
See also RW Drawings 1R-3-1289, 8B-20-18 & 19.

May 26, 1961

Arlington – Boardman Junction Section
Gilliam & Morrow Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 234.
See also RW Drawing 1R-3-1311.

June 9, 1961

Rufus – Arlington Section
Sherman & Gilliam Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 235.
See also RW Drawing 10C-40-4.

April 13, 1962

Cascade Locks By-pass Section
Hood River County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 187.
See also RW Drawings 1R-5-1082 & 8B-7-6.

November 20, 1962

Rifle Club Road – Rock Creek Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 261.
See also RW Drawings 1R-5-1615 & 8B-26-22.

December 20, 1962

Burlington – Sauvie Island Bridge section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 265.
See also RW Drawing 1R-5-1625.

March 14, 1963

The Dalles Section
Wasco County
A portion re-designated as an extension of the Mosier - The Dalles Highway No. 292.
See Primary Highway Designation File No. 37.

January 30, 1964

Cascade Locks Section
Hood River County
Re-designated an old section as the Cascade Locks Highway No. 283.
See Secondary Highway Designation Resolution No. 66.

November 24, 1964

The Dalles - The Dalles Dam Section
Wasco County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 368.

November 24, 1964

Boardman Junction – Irrigon Section
Morrow County
The Highway Commission adopted a resolution abandoning a portion of the highway. Amended July 9, 1968.
See Abandonment and Retention Resolution No. 427.

January 27, 1965

St. Helens Road – N.W. 21st Avenue (Upshur – Thurman Couplet) Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 294.
See also RW Drawing 1R-4-25.

June 1, 1965

Delena – Rainier Section
Columbia County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 298.
See also RW Drawings 1R-3-1387, 8B-27-9 & 10.

August 23, 1965

Burnside – Big Creek Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 301.
See also RW Drawing 1R-4-146.

September 28, 1965

Airport Road – Irrigon Junction Section
Morrow County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 429.

September 28, 1965

Sundial Road – Troutdale Interchange & Blue Lake – Sundial Sections
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 435.

October 6, 1966

Celilo - Wasco Highway
Celilo – Fulton Canyon Section
Sherman & Wasco County
Re-designation of a portion of the highway as the Celilo - Wasco Highway No. 301, including a spur easterly to Biggs by the Highway Commission.
See Secondary Highway Designation File No. 70.

December 19, 1966

Rock Creek – Gnat Creek Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 331.
See also RW Drawings 1R-4-261 & 8B-36-16.

June 8, 1967

Big Creek – Rock Creek Section
Clatsop County
Several units eliminated as part of highway.
See Abandonment and Retention Resolution No. 446 recorded July 13, 1967 in Book 293, Page 526 of Clatsop County Deed Records.

July 24, 1967

Fern Hill – Burnside Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 340.
See also RW Drawings 1R-4-291 & 9B-2-24.

August 29, 1967

Kittridge Avenue Channelization Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 341.
See also RW Drawings 1R-4-292 & 9B-2-14.

January 23, 1968

Burnside – Big Creek Section
Clatsop County
The Highway Commission adopted a resolution eliminating a portion of the highway.
See Abandonment and Retention Resolution No. 449.

July 9, 1968

Boardman Junction – Irrigon Section
Morrow County
The Highway Commission adopted a resolution abandoning a portion of the highway. Amends November 24, 1964 Resolution.
See Abandonment and Retention Resolution No. 427.

August 20, 1968

Columbia County Line – Burlington Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 350.
See also RW Drawing 1R-4-341.

December 17, 1968

Tongue Point – Fern Hill Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 359.
See also RW Drawing 1R-4-368.

Delena – Rainier Section
Columbia County
Unit to be transferred to County and stockpile site to be conveyed to County. Also a portion to be retained by State.
See Abandonment and Retention Resolution No. 448.

June 27, 1972

Morrow County Line – Umatilla River Section
See Former Ordnance Depot Highway No. 338
Umatilla County
The Highway Commission adopted a resolution abandoning a portions of the highway to County and retaining real property acquired by State.
See Abandonment & Retention File No. 454.

September 25, 1974

UPRR Overcrossing – Hood River (Button) Bridge (Button Road) Section
Hood River County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment & Retention File No. 546.

October 30, 1974

Umatilla Bridge Spur Section
Umatilla County
Designating the Umatilla Bridge Spur as part of the Columbia River Highway.
See Primary Highway Designation File No. 50.

> Part of the resolution:
> *Beginning at MP 183.04 of the Columbia River Highway; thence northwesterly along the present connecting road to the Oregon – Washington State Line on the Umatilla Bridge, a distance of 0.86 mile.*

July 27, 1976

Warren – Scappoose Section
Columbia County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 421.
See also RW Drawings 1R-4-622, 9B-13-16 & 17.

September 22, 1977

Astoria – Wallula Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> Part of the resolution:
> *The Columbia River Highway is hereby classified as a state primary highway and is assigned the state primary highway number 2. The Columbia River Highway runs from a junction with the Oregon*

Coast Highway in Astoria, easterly to the Oregon - Washington state line near Wallula, Washington, with a spur at Umatilla, to the Oregon - Washington state line.

December 15, 1981

N.W. Nicolai Street – West Fremont Interchange Section
Multnomah County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 439
Also designated as a throughway.
See also RW Drawings 1R-3-1478 & 1A-18-12.

July 16, 1985

John Day River Bridge Section
Clatsop County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 453.
See also RW Drawings 1R-3-1505 & 9B-24-9.

August 20, 1991

N.E. 181st Avenue – Troutdale Section
Multnomah County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 500.
See also RW Drawings 1R-3-1613, 1A-22-5 & 6.

December 12, 2002

UPRR (Graham Road) Bridge Section
Multnomah County
The Director approves a resolution transferring a portion of the highway.
See Abandonment and Retention Resolution No. 653A.
See also RW Drawing 1R-3-1598

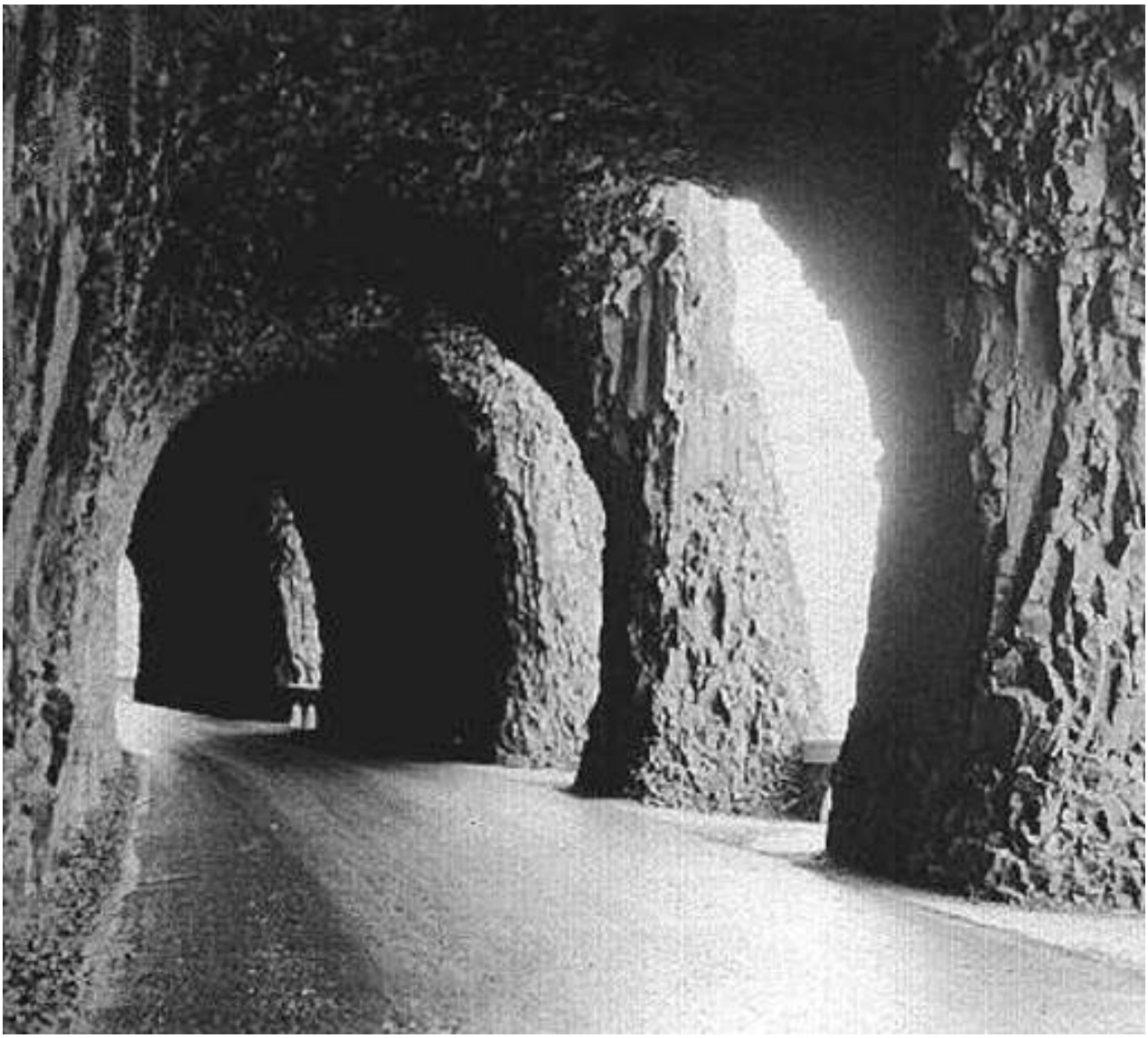
September 11, 2006

Heppner Junction Frontage Road Section
Gilliam County
The Director approves a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 775.
See also RW Drawing 7B-5-15.

December 11, 2012

Old Kendall Frontage Road Section
Multnomah County
City of Troutdale
Unit of highway eliminated from state highway system and passes to and vests in the City of Troutdale.
See Jurisdictional Transfer Resolution No. 653b recorded February 19, 2013 as Document No. 2013-023469 of Multnomah County Records.

Mitchell Point Tunnel on the old Columbia River Gorge Highway in Hood Co., OR, 1927.
Photo by Oregon State Archives, Oregon Private Donation, OPD0017.



Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for Columbia River Highway No. 2.

Table 2-2: Highway 2 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
2	Hood River	Troutdale – Cascade Locks	-	05/02/1935	
8	Clatsop	Astoria - Svensen	-	09/26/1935	03/21/1940
35	Wasco	The Dalles	-	08/04/1936	12/03/1936
50	Multnomah	WCL Portland – Columbia County Line	-	12/01/1937	-
50 - 1	Multnomah	Columbia County Line – Portland		10/21/1947	-
91	Sherman	Grant - Rufus	-	04/03/1941	05/07/1941
106	Columbia	Scappoose - Multnomah County Line	-	07/23/1942	11/02/1944
117	Hood River /Multnomah	Bonneville - Cascade Locks	-	10/12/1943 01/12/1944	11/06/1943
184	Columbia	Rainer - Goble	04/19/1948	07/11/1950	08/16/1950
199	Clatsop	Tongue Point		12/20/1948	05/08/1950
223	Gilliam	Willow Creek - Boardman	12/19/1950	03/13/1952	07/02/1952
224	Morrow	Willow Creek - Boardman	12/07/1950 02/16/1951	03/13/1952	06/30/1952
228	Hood River	Cascade Locks - Herman Creek		10/20/1952	-
231	Multnomah	Dodson - Bonneville		04/12/1951	-
236	Clatsop	Big Creek	06/18/1951	04/08/1953	07/22/1953
256	Hood River	Hood River - Mosier	04/16/1952	08/06/1953	08/22/1956
256 - A	Hood River	Hood River - Mosier		07/12/1956	-
262	Wasco	Hood River - Mosier	07/11/1952	12/10/1953	-
266	Clatsop	Gnat Creek - Bradley Park	07/11/1952	01/18/1955	02/02/1955
275	Columbia	Clatskanie - Delena	05/13/1953	01/26/1956	-
318	Clatsop	Bradley Park - Wauna	04/27/1956	03/27/1958	04/09/1958
368	Wasco	The Dalles - The Dalles Dam	12/16/1959	11/24/1964	-
427	Morrow	Boardman Junction - Irrigon	11/24/1964 07/09/1968	11/24/1964 07/09/1968	-
429	Morrow	Airport Road - Irrigon Junction	11/24/1964	09/28/1965	-
435	Multnomah	Sundial Road - Rooster Rock	08/27/1964	09/28/1965	-
546	Hood River	Button Bridge, Button Road	06/22/1971 03/15/1972	09/25/1974	-
653a	Multnomah	UPRR (Graham Road) Bridge		12/12/2002	-
653b	Multnomah	Old Kendall Frontage Road	07/25/2012	08/21/2012	-
775	Gilliam	Heppner Junction Frontage Road	08/22/2006	09/11/2006	-

Throughway

October 30, 1945

Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

November 3, 1948

Rainier to Washington Line Section Designated as a throughway.
Contains eighteen (18) maps identified as Group 4.
See Throughways and Rights of Access Resolution File No. 5

June 25, 1953

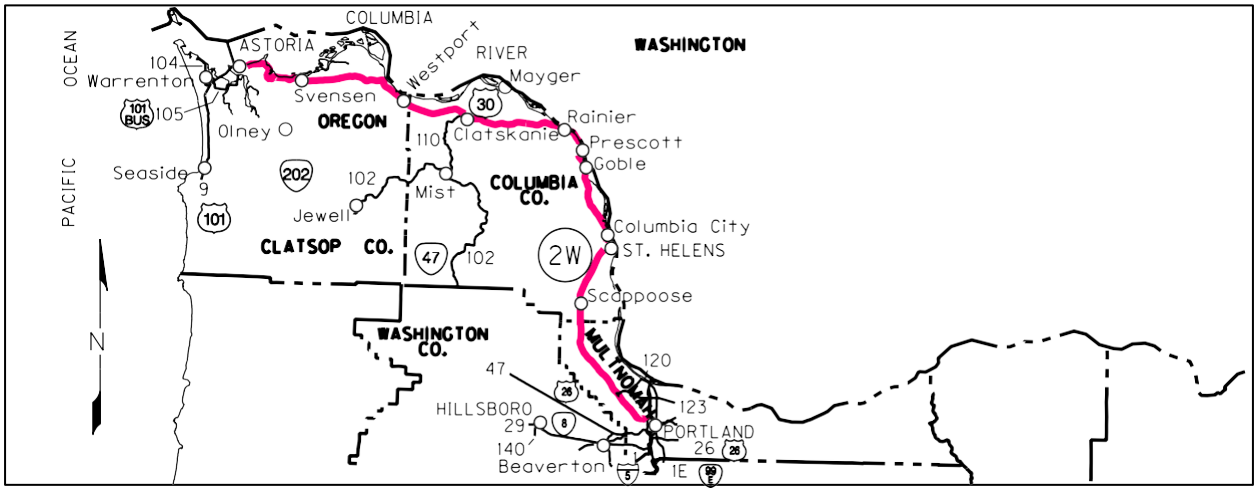
Rainier to Astoria Section Designated as a throughway.
See Throughways and Rights of Access Resolution File No. 7.

December 15, 1981

N.W. Nicolai Street – West Fremont Interchange Section Multnomah County
A Highway Corridor and Design Resolution was adopted and approved by the Commission. See Highway Corridor and Design Resolution File No. 439
Also designated as a throughway.
See also RW Drawings 1R-3-1478 & 1A-18-12.

Lower Columbia River Highway (92) 2W

Figure 2W-1: Vicinity Map



Route Numbers

Highway Routes that run along the Lower Columbia River Highway are as follows:

- US 30

Road Establishment Files

The following table lists the road establishment files for Lower Columbia River Highway specified by county.

Table 2-1: Lower Columbia River Highway Road Establishment Files

File No.	County
52045	Multnomah County
6010047	Clatsop County
6010048	Columbia County

Former Names

The former names of the Lower Columbia River Highway were as follows:

- Columbia River West (1958 – 1961)
- (Lower) Columbia River West (1961 -

History

The following entries are changes to the Lower Columbia River Highway listed by date.

Unknown (circa 1958)

This highway used to be a part of the Columbia River Highway No. 2. No document has been found other than maps and lists of highway names renaming this highway from Columbia Highway No. 2.

November 5, 1959

Wauna – Westport Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 353.

March 10, 1960

Goble – Tide Creek Section
Columbia County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 336.

July 13, 1965

Westport – Clatskanie Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 397.

July 13, 1965

Westport – Clatskanie Section
Columbia County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 398

July 13, 1965

Westport – Clatskanie (Palm Hill Detour) Section
Columbia County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 432.
See also RW Drawing 10C-41-11.

June 8, 1967

Big Creek – Rock Creek Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 446.

January 23, 1968

Burnside – Big Creek Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 449.

December 17, 1968

Delena – Rainier Section
Columbia County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 448.

September 30, 1969

Delena – Rainier Section
Columbia County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 451.

February 3, 1970

Westport – Clatskanie Section
Columbia County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 499.

October 19, 1971

Fern Hill – Burnside Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 488.

June 26, 1974

Stadium Freeway – Grand Avenue Section
Multnomah County
Abandonment of a portion from a junction with the Stadium Freeway Highway No. 61, to Union Avenue. A portion of highway lying on E. Burnside Street between Union and Grand Avenues was re-designated as part of the Sandy Boulevard Highway No. 59.
See Primary Highway Designation File No. 49.

December 18, 1974

Columbia County Line – Burlington Section
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 503

September 22, 1977

Tongue Point – Fern Hill Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 567.

September 19, 1989

NW St. Helens Road - West Fremont Interchange Section
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 639.

February 28, 1993

John Day River Bridge - Youngs Bay Bridge Section
Clatsop County
Property jurisdictional changes surrounding the pending relocation of the John Day River Bridge - Youngs Bay Bridge Section of the Lower Columbia River Highway. Astoria
See Miscellaneous Contracts and Agreements No. 11388

July 22, 1999

Columbia City North City Limits – Warren Section
Columbia County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 522.
See also RW Drawings 1R-3-1689, 10B-3-6 & 7.

March 10, 2003

Kavanaugh Street Section
Columbia County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 721 recorded April 2, 2003, Fee No. 03-4740 of Columbia County Clerk's Office.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for Lower Columbia River Highway No. 2W.

Table 2W-2: Highway 2W Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
336	Columbia	Goble - Tide Creek	08/08/1957	03/10/1960	-
353	Clatsop	Wauna - Westport	06/20/1958	11/05/1959	-
397	Clatsop	Westport - Clatskanie	04/13/1962	07/13/1965	-
398	Columbia	Westport - Clatskanie	04/13/1962	07/13/1965	-
432	Columbia	Westport Clatskanie (Palm Hill Detour)	07/13/1965	07/13/1965	-
446	Clatsop	Big Creek - Rock Creek	06/02/1966 06/08/1967	06/08/1967	-
448	Columbia	Delena - Rainier	03/08/1966	12/17/1968	-
449	Clatsop	Burnside - Big Creek	03/08/1966	01/23/1968	-
451	Columbia	Delena - Rainier	04/21/1966	09/30/1969	-
488	Clatsop	Fern Hill - Burnside	04/22/1969	10/19/1971	-
499	Columbia	Westport - Clatskanie (Fall Creek)	02/03/1970	02/03/1970	-
503	Multnomah	Columbia County Line - Burlington	02/03/1970 11/27/1985	12/18/1974	-
567	Clatsop	Tongue Point - Fern Hill		09/22/1977	-
639	Multnomah	NW St Helens Rd - W Fremont Intch.		09/19/1989	-
721	Columbia	Kavanaugh Street	09/23/2002	03/10/2003	-

Throughway

June 25, 1953

Rainier - Astoria Section
Designated as a throughway.
See Throughways and Rights of Access Resolution File No. 7.

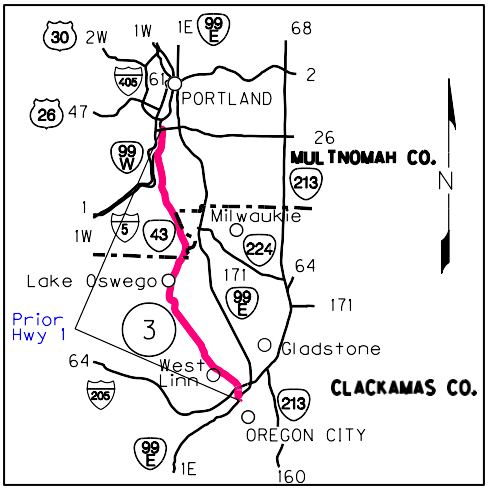
Widby Loop climbing Clatsop Crest near Astoria, 1955
Photo by Oregon State Archives, ODOT, OHD5955



Oswego Highway No. 3

3

Figure 3-1: Vicinity Map



Route Numbers

Highway Routes that run along the Oswego Highway are as follows:

- OR 43

Road Establishment Files

The following table lists the road establishment files for the Oswego Highway specified by county.

Table 2-1: Lower Columbia River Highway Road Establishment Files

File No.	County
6010053	Clackamas and Multnomah Counties

Former Names

There were not any former names of the Oswego Highway.

History

The following entries are changes to the Oswego Highway listed by date.

1939

Portland – Oregon City Section
Clackamas & Multnomah County
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> Part of the Act:
> *Oswego Highway. From a junction with the Mt. Hood Highway in Portland, southerly via Oswego to a junction with the Pacific Highway East in Oregon City.*

December 5, 1940

5th St – 8th St (Oregon City) Section
Clackamas County
Designation of an extension to connect with the Pacific Highway East No. 1E.
See Primary Highway Designation File No. 10 - 9.

> Part of the Resolution:
> *Beginning at the intersection of Main and 7th Streets, thence southerly along Main Street to a connection with the route of the Pacific Highway East at Main and 5th Streets;*
> *Beginning at the intersection of Main and 7th Streets, thence northerly along Main Street to 8th Street, thence westerly on 8th Street to Water Street, the new route of the Pacific Highway East.*

October 9, 1964

Lowell Street – South City Limits (Portland) Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 290.
See also RW Drawings 1R-3-1376 & 8B-28-17.

March 11, 1969

Cedar Oak Drive – West Linn Section
Clackamas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 363.
See also RW Drawing 1R-4-374.

September 22, 1977

Portland – Oregon City Section
Clackamas & Multnomah County
The Highway Commission adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Oswego Highway is hereby classified as a state primary highway and is assigned the state primary highway number 3. The Oswego Highway runs from a junction with the Mt. Hood Highway in Portland, southerly to a junction with the Pacific Highway East in Oregon City.

November 5, 2012

Main Street (5th St. – 8th St.) and 8th Street (Main St. – McLoughlin Blvd.) Sections
Clackamas County
The Commission adopted a resolution eliminating as a portion of the Oswego Highway and conveying right of way to the City of Oregon City.
See Jurisdictional Transfer Resolution No. 800 recorded February 8, 2013 as Recorder's Fee No. 2013-009275, Film Records of Clackamas County.

Eliminated portion described in Resolution as:

Unit A

… ; the said highway route beginning at the connection with the Pacific Highway East at Main Street and 5th Street; thence Northerly along Main Street to 8th Street; thence Westerly along 8th Street to the Pacific Highway East (McLoughlin Boulevard) formerly known as Water Street.

EXCEPT therefrom any portion of said highway route lying within the jurisdiction boundaries of the Pacific Highway East.

Said highway route lying in Section 31, Township 2 South, Range 2 East, Willamette Meridian, Oregon City, Clackamas County, Oregon.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Oswego Highway No. 3.

Table 3-2: Oswego Highway No. 3 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
800	Clackamas	Main Street (5th St. – 8th St.) and 8th Street (Main St. – McLoughlin Blvd.)	04/04/2012	11/05/2012	-

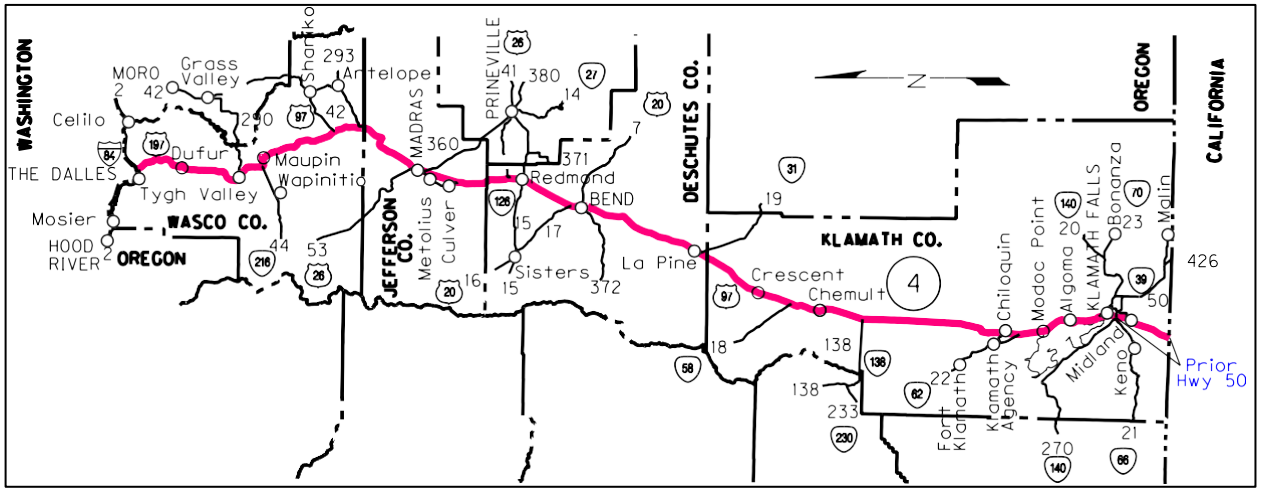
Throughway

None.

The Dalles – California Highway Number 4

4

Figure 4-1: Vicinity Map



Route Numbers

Highway Routes that run along The Dalles – California Highway are as follows:

- OR 216
- US 26
- US 30
- US 97
- US 197

Road Establishment Files

The following table lists the road establishment files for The Dalles - California Highway specified by county.

Table 4-1: The Dalles - California Highway Road Establishment Files

File No.	County
30794	US Forest
49620	Klamath County
50101	Deschutes County
6010054	Jefferson County
6010055	Wasco County

Former Names

There are no former names for The Dalles - California Highway.

History

The following entries are changes to The Dalles - California Highway listed by date.

1917

The Dalles – Klamath Falls Section
The highways listed in this Act are determined to be of first importance to the general public of the State of Oregon and should be permanently constructed and finished with a hard surface.
See Primary Highway Designation File No. 1.
See also General Laws of Oregon of 1917, Chapter 423.

> Part of the Act
> *A road from The Dalles by way of Dufur, Maupin and Shaniko to Redmond Bend and from thence to Klamath Falls;*
>
> *A road from Bend to Lakeview.*

November 27, 1917

The Dalles – California Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

April 16, 1919

Klamath Falls – Merrill Section
Klamath County
Resolution designating and adopting the section as a State Highway. Omitted from minutes. Added on August 30, 1920 to correct minutes.
See State Highway Commission Minutes, page 793.

April 30, 1920

Klamath Falls – Merrill Section
Klamath County
Resolution designating and adopting the section as a State Highway added to correct minutes.
See State Highway Commission Minutes, page 793.

August 30, 1920

Klamath Falls – California State Line Section
Klamath County
Adoption of the highway from Klamath Falls by way of Merrill and Malin, thence to the California State Line.
See State Highway Commission Minutes, page 793.

April 6, 1921

The Dalles – Jefferson County Line Section Wasco County
Location adopted by the Highway Commission. See State Highway Commission Minutes, page 921.

> Part of the Minutes
> *Beginning at The Dalles, going south by way of Dufur, Tygh Valley, Maupin, Criterion, through Cow Canyon to the Jefferson County Line, with a leg of it branching off from such point as the engineer may designate between Criterion and the head of Cow Canyon, extending north through Shaniko, thence through Sherman County to the Columbia River Highway at Biggs, the name this branch of the highway to be the Sherman Highway.*

March 24, 1922

Dufur – The Dalles Section
Wasco County
Resolution approved, relocating the route of the highway between Dufur and The Dalles.
See State Highway Commission Minutes, pages 1198 - 1199.

> A portion of the minutes.
> *Beginning at the Columbia River Highway near the west line of the Seufert property thence along the route of the present graded county highway to the junction of Fifteenmile Creek and Eightmile Creek, thence on a new location southerly following the general course of Eightmile Creek to an intersection with the existing road in S.32 T.1N., R.14E., thence following the general course of the present road to Dufur.*

October 21, 1922

Dufur - Maupin Section
Wasco County
Adoption of the definite location of highway between Dufur and Maupin.
See State Highway Commission Minutes, pages 1386.

December 15, 1922

Benham Falls Reservoir Section
Deschutes County
Adoption of the route through the Benham Falls Reservoir site.
See Highway Commission Minutes, page 1434.

March 12, 1923

Benham Falls Reservoir Section
Deschutes County
The engineer to make a survey of alternate routes around the Benham Falls Reservoir site.
See Highway Commission Minutes, page 1490.

August 27, 1923

Maupin Section
Wasco County
The location of the highway passing through the main street of Maupin was adopted.
See Highway Commission Minutes, page 1563.

October 25, 1927

Bend – Terrebonne Section
Deschutes County
The Highway Commission designated this section as the main traveled or through highway.
See Highway Commission Minutes, page 2244.

Bend Section
Deschutes County
The Highway Commission changed the routing of the highway in the south part of Bend by continuing north on Third Street to Franklin Street, thence west on Franklin to an intersection with Hill Street.
See Highway Commission Minutes, page 2244.

October 30, 1929

Klamath Falls Section
Klamath County
The Highway Commission approved the route change through Klamath Falls. See Highway Commission Minutes, page 2593.

October 1, 1934

Redmond Section
Deschutes County
The Highway Commission designates routes of state highways through Redmond.
See Highway Commission Minutes, page 5193 - 4.

June 5, 1935

Bend & Klamath Falls Section
Deschutes & Klamath County
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, pages 5620 - 5621.

Part of the Resolution:
Bend:
Beginning at the north city limits of Bend where the same is intersected by The Dalles - California Highway as now constructed; thence southerly along The Dalles - California Highway as now constructed, known as the Tumalo Road, to an intersection of Tumalo Road and First Street; thence south along First Street to the intersection of First Street and Penn Avenue; thence southwesterly along Penn Avenue to the intersection of Penn Avenue and Hill Street; thence southerly along Hill Street to the intersection of Hill Street and Wall Street; thence southwesterly along Wall Street to the intersection of Wall Street and Franklin Avenue; thence easterly along Franklin Avenue to the intersection of Franklin Avenue and Third Street; thence southerly along Third Street and The Dalles - California Highway as now constructed to the south city limits of Bend.

Klamath Falls:
Beginning at the north city limits of Klamath Falls where the same is intersected by Biehn Street; thence south along Biehn Street to the intersection of Biehn Street and Oregon Avenue; thence southeasterly and south along Oregon Avenue and White Avenue to the intersection of White Avenue and Upham Street; thence easterly along Upham Street to the intersection of Upham Street and Prospect Street; thence south along Prospect Street to the intersection of Prospect Street and Ninth Street; thence southeasterly along Ninth Street to the intersection of Ninth Street and Main Street; thence southwesterly along Main Street to the intersection of Main Street and Sixth Street; thence southeasterly along Sixth Street and an extension thereof to the south city limits of Klamath Falls.

August 4, 1936

Terrebonne - Redmond Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 34.
See also Highway Commission Minutes, pages 6731 - 6735.

July 29, 1937

Redmond - Bend Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 45.

1939

The Dalles – California State Line Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> Part of the Act:
> *The Dalles – California Highway. From a junction with the Columbia River Highway east of The Dalles southerly via Maupin, Madras, Redmond, Bend, Klamath Falls and Midland to the Oregon - California state line.*

Klamath Falls - Malin Section
Klamath County
A section re-designated to the Klamath Falls - Malin Highway No. 50 and included in the State Highway System by the Legislature.
See Oregon Laws 1939, Chapter 529, Section 15, 1., page 1128.

> Part of the Act:
> *From a junction with the Klamath Falls - Lakeview Highway about 5 miles east of Klamath Falls, southeasterly via Merrill and Malin to the Oregon - California State line.*

May 3, 1940

Klamath Indian Agency Section
Klamath County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 71.

November 13, 1940

Klamath Agency – Modoc Point Section
Klamath County
A portion of the highway re-designated as the Klamath Agency – Modoc Point Highway No. 427.
See Secondary Highway Designation File No. 0 - 8.

February 28, 1941

Barclay Springs - Terminal City Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10163.

November 6, 1941

Barclay Springs - Terminal City Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10693.

Modoc Point-Barclay Springs Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 19693.

March 20, 1942

Modoc Point - Barclay Springs Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10942.

December 18, 1942

Barclay Springs - Terminal City Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10784.

Terminal City - Algoma Section
Klamath County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 112.

February 18, 1943

Crescent Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11414.

April 7, 1943

Barclay Springs - City Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11481.

June 6, 1943

Beaver Marsh - Lobert Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11588.

July 6, 1943

Chemult - Chiloquin Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11608.

February 17, 1944

Klamath Falls - Midland Junction Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11944.

July 9, 1945

Chemult - Chiloquin Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 4.

August 30, 1945

Tumalo - The Dalles California Highway Section
Deschutes County
A Survey Resolution was adopted and approved by the Highway Commission. See Highway Commission Minutes, page 12605.

October 30, 1945

Willamette Highway – Klamath Falls Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

November 25, 1947

Modoc Point - Barclay Springs Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 33.
See also RW Drawing 6B - 9 - 7.
See also Highway Commission Minutes, page 14353.

August 9, 1948

Mazama Junction - Lobert Section
Klamath County
The section between stations 1223+00 and 3280+65.5 is designated as a part of the highway. A portion of the highway (Unit "A") is re-designated as the Sun Mountain Highway No. 428. A portion of the old route (Unit "B") is re-designated as Crater Lake Highway No. 22.
See Primary Highway Designation File No. 11.
(Originally filed in Secondary Highway Designation File No. 12, transferred to PHD No. 11.)
See also Abandonment and Retention Resolution No. 133.
A&R No. 133 transferred to PHR 11.
See also RW Drawing 6B - 13 - 25.

Crescent - Chemult Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 40.
See also RW Drawing 6B - 28 - 11.
See also Highway Commission Minutes, 15176.

September 13, 1948

Madras - Crooked River Section
Jefferson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 168.

January 24, 1949

Main and Esplanade Streets (Klamath Falls) Section
Klamath County
Designated by the Highway Commission as streets over which state highway traffic routed to pass from The Dalles - California Highway to the Klamath Falls - Malin Highway No. 50.
See Primary Highway Designation File No. 12.

May 26, 1950

Columbia River Highway Junction to Sherman Highway Junction Section
Wasco County
Route No. ORE 23 assigned to route over The Dalles - California Highway No. 4.
See Primary Highway Designation File No. 13 - 1.

> ORE23 described in Resolution as:
> *Over The Dalles - California Highway from its junction with the Columbia River Highway, US30, approximately 2 miles east of The Dalles, southerly via Dufur, Tygh Valley and Maupin to its junction with the Sherman Highway, US97, at the head of Cow Canyon.*

August 3, 1951

La Pine - Willamette Highway Junction Section
Deschutes & Klamath Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 72.
Originally filed in Resolutions Adopting Surveys File No. 59.
See also RW Drawings 7B - 8 - 11, 13, 14, 15, 19, 20 & 7B - 9 - 1.

October 11, 1951

Barclay Springs - Algoma Section
Klamath County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 214.

June 25, 1953

Crooked River - Terrebonne Section
Jefferson & Deschutes Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 90.
See also RW Drawing 7B-22-1.

August 6, 1953

Bend - La Pine Section
Deschutes County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 91.
See also RW Drawings 7B-15-7, 8, 10, 11, 12 & 13.

April 1, 1954

Sherman Junction - Willowdale Section
Wasco & Jefferson Counties
RW Drawings 7B-27-1 & 2

Willamette Junction - Diamond Lake Junction Section
Klamath County
RW Drawings 7B-26-17, 18 19, 6B-14-3 & 4
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 100.

June 23, 1954

Crooked River - Terrebonne Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 279.

January 18, 1955

Klamath Falls, West Side By-pass Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 113.
See also RW Drawing 1R-5-617.

June 23, 1955

Sherman Junction - Willowdale Section
Wasco & Jefferson Counties
The Highway Commission approves a Resolution to abandon a portion of old right of way.
See Abandonment and Retention Resolution No. 292.

June 23, 1955

Lyle Gap - Madras Section
Jefferson County
The Highway Commission approves a resolution to eliminate two portions of old right of way.
See Abandonment and Retention Resolution No. 358.

November 3, 1955

Sherman Junction – Willowdale Section
Jefferson & Wasco County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 292.

June 4, 1956

Klamath Falls - Green Springs Highway Junction Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 140.
See also RW Drawings 1R-5-888 & 7B-36-16.

July 12, 1956

Willowdale – Lyle Gap Unit of the Willowdale – Madras Section
Jefferson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 143.
See also RW Drawings 1R-5-906 & 8B-2-24.

April 19, 1957

The Dalles – Eightmile Creek Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 165.
See also RW Drawings 1R-5-567, 7B-21-1 & 2.

December 11, 1958

Lyle Gap – Madras Unit, Willowdale – Madras Section
Jefferson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 188.
See also RW Drawings 1R-5-1052, 8B-5-29, 30 & 31.

January 22, 1959

Willowdale - Lyle Gap Section
Jefferson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 343.

September 24, 1958

South Unit, Lyle Gap – Madras Section
Jefferson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 358

December 16, 1959

The Dalles – California State Line Section
The highway in its entirety is designated as the "Blue Star Memorial Highway".
See Commemorative Resolution No. 16.

March 10, 1960

The Dalles - Eightmile Section
Wasco County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 334.

June 2, 1960

Klamath Falls Section
Klamath County
Re-designation of a portion of the old highway to become a part of the Klamath Falls – Lakeview Highway No. 20, and the Klamath Falls – Malin Highway No. 50. Other portions deleted from the highway system.
See Primary Highway Designation File No. 32.

August 18, 1960

Bend - La Pine Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 373.

September 29, 1960

Swalley Canal – East Franklin Avenue Section
Deschutes County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 224.
See also RW Drawings 1R-5-1425 & 8B-19-11.

May 26, 1961

La Pine Section
Deschutes County
The Highway Commission approved a connection of 7th Street to the highway.
See Miscellaneous Resolution No. 232.

July 28, 1961

Bend Section
Deschutes County
Elimination of certain city streets in Bend.
A portion re-designated as an extension of Central Oregon Highway No. 7. A portion re-designated as an extension of Century Drive Highway No. 372
See Primary Highway Designation File No. 34.
See also Abandonment and Retention Resolution No. 377.

July 28, 1961

Lapine – Diamond Lake Junction Section
Klamath County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 381

September 15, 1961

North Unit, Lyle Gap - Madras Section
Jefferson County
The Highway Commission approves a resolution to eliminate a portion of old right of way.
See Abandonment and Retention Resolution No. 358A.

September 15, 1961

Butler Canyon – White River Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 240.
See also RW Drawings 10C-40-7 & 8B-22-16.

March 2, 1962

The Dalles Bridge Section
Wasco County
Amends Primary Designation Resolution No. 19, dated 5/25/55, so as to bring such resolution into conformity with present agreement with Wasco County.
See Primary Highway Designation File No. 19a.

March 2, 1962

Eightmile Creek – Dufur Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 248
See also RW Drawings 1R-5-1556 & 8B-25-13.

April 3, 1962

Tygh Grade Summit – Butler Canyon Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 251.
See also RW Drawings 1R-5-1561, 8B-25-7 & 8.

August 9, 1962

White River – Oak Springs Road Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 257
See also RW Drawings 10C-41-14 & 8B-26-11.

September 20, 1962

Dufur – Gap Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 258.
See also RW Drawing 10C-41-17.

November 11, 1962

Dufur - Gap Section
Wasco County
Designated as a throughway.
See Throughways and Rights of Access Resolution File No. 18.
See also Resolutions Adopting Surveys No. 308.

November 20, 1962

Swalley Canal – Revere Avenue (Bend) Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 377.

March 14, 1963

The Dalles Bridge Highway – Washington State Line Section
Wasco County
A portion of the Dalles Bridge Highway is re-designated as an extension of the highway.
See Primary Highway Designation File No. 37.

April 21, 1966

Gap - Tygh Grade Summit Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
Also Designated as a Throughway.
See Resolutions Adopting Surveys File No. 308.
See also RW Drawing 1R-5-1613.

October 1, 1968

Tygh Valley – Oak Springs Road Section
Wasco County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 479.

July 8, 1969

Klamath Falls – Green Springs Interchange Section
Klamath County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 467.

September 8, 1971

Eightmile Creek – Tygh Valley Section
Wasco County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 412.

October 28, 1975

The Dalles Bridge Section
Wasco County
Transferring to the State from Wasco County, The Dalles Bridge and connecting road.
See Abandonment and Retention Resolution No. 555.
See also Miscellaneous Contract & Agreement File 4752.

September 22, 1977

The Dalles – California State Line Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> Part of the resolution:
> *The Dalles - California Highway is hereby classified as a state primary highway and is assigned the state primary highway number 4. The Dalles - California Highway runs from the Oregon - Washington state line north of The Dalles, southerly to the Oregon - California state line south of Klamath Falls.*

April 16, 1980

Eightmile Creek – Dufur Section
Wasco County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 593.

March 18, 1999

Bend Parkway Section
Deschutes County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 507
See also RW Drawings 1R-3-1676 & 1A-22-17, 18 & 22.

June 9, 1999

Crooked River Gorge Bridge Section
Jefferson & Deschutes County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 513.
See also RW Drawings 1R-3-1684 & 10B-9-4.

June 10, 2002

Bend Parkway, Phase 2 Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Jurisdictional Transfer Resolution No. 723.

July 3, 2003

Bend Section
Deschutes County
The north portion of 3rd Street, re-designated as a part of the McKenzie - Bend Highway No. 17.
See State Highway Designation File No. 93.

July 15, 2003

Greenwood Avenue – Romaine Village Way Section
Deschutes County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 712.

December 16, 2009

US97 Reroute, Phase 1 (Redmond) Section
Deschutes County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 552
See also RW Drawings 1R-4-1107

January 4, 2013

U.S. 97 Reroute, Phase 1 (Redmond) Project
5th and 6th Street Couplet Section
Quince Avenue (M.P. 119.52) to the Point 262 Feet Southerly of the intersection of the 5th and 6th Street Couplet with Juniper Ave. (M.P. 121.62)
The Dalles - California Highway, State Highway No. 4
Canal Blvd. (M.P. 0.18) to The Dalles – California Hwy. (M.P. 0.22) Section
Ochoco Highway, State Highway No. 41
City of Redmond
Deschutes County
The Commission resolution eliminating and transfer to the City of Redmond portions of the highway.
See Jurisdictional Transfer Resolution No. 789 recorded February 19, 2013 in Instrument No. 2013-07204, Deschutes County Official Records.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for The Dalles – California Highway No. 4.

Table 4-2: The Dalles – California Highway No. 4 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
34	Deschutes	Terrebonne - Redmond	-	08/04/1936	-
45	Deschutes	Redmond - Bend	-	07/29/1937	-
71	Klamath	Klamath Indian Agency	-	05/03/1940	-
112	Klamath	Terminal City - Algoma	-	12/18/1942	01/08/1943
133	Klamath	Mazama Jct. – Lobert	02/08/1946	08/09/1948	
168	Jefferson	Madras - Crooked River	11/05/1947	09/13/1948	10/06/1948
214	Klamath	Barclay Springs - Algoma	01/26/1950	10/11/1951	-
279	Deschutes	Crooked River - Terrebonne	09/14/1953	06/23/1954	-
292	Jefferson	Sherman Junction - Willowdale	05/12/1954	11/3/1955	12/07/1955
292	Wasco	Sherman Junction - Willowdale	05/12/1954	11/3/1955	12/12/1955
334	Wasco	The Dalles - Eightmile	06/27/1957	03/10/1960	-
343	Jefferson	Willowdale - Lyle Gap	12/17/57	01/22/1959	-
358	Jefferson	Lyle - Gap Madras, "A" & "B"	04/13/1959	09/24/1959	-
358-a	Jefferson	Lyle - Gap Madras, "C"	-	09/15/1961	-
373	Deschutes	Bend - La Pine	-	08/18/1960	-
377	Deschutes	Bend	12/12/1960	07/28/1961	-
377	Deschutes	Swalley Canal - Franklin Ave. (Bend)	-	11/20/1962	-
381	Klamath	LaPine - Diamond Lake Junction	-	07/28/1961	-
412	Wasco	Eightmile Creek - Tygh Valley	10/10/1963	09/08/1971	-
467	Klamath	Klamath Falls –Green Springs Interchange	06/08/1967 03/05/1968	07/08/1969	-
479	Wasco	Tygh Valley - Oak Springs Road	-	10/01/1968	-
555	Wasco	The Dalles Bridge & connection to Hwy	-	10/28/1975	-
593	Wasco	Eightmile Creek - Dufur	-	04/16/1980	-
712	Deschutes	Greenwood Ave - Romaine Village Way	06/24/2003	07/15/2003	-
723	Deschutes	Bend Parkway, Phase 2	-	06/10/02	-
789	Deschutes	5th and 6th Street Couplet; Quince Ave. to int. of Couplet with Juniper Ave.; Canal Blvd. (M.P. 0.18) to The Dalles-California Hwy. (M.P. 0.22)		12/19/2012	

Throughway

October 30, 1945

Willamette Highway – Klamath Falls Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

November 3, 1948

Sherman Highway. Junction. - California Line Section
Designated as a throughway.
Contains twenty (20) maps identified as Group 5.
See Throughways and Rights of Access Resolution File No. 5

November 20, 1962

Dufur - Gap Section
Wasco County
Designated as a throughway.
See Throughways and Rights of Access Resolution File No. 18.

April 21, 1966

Gap - Tygh Grade Summit Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
Also declared a Throughway.
See Resolutions Adopting Surveys File No. 308.
See also RW Drawing 1R-5-1613

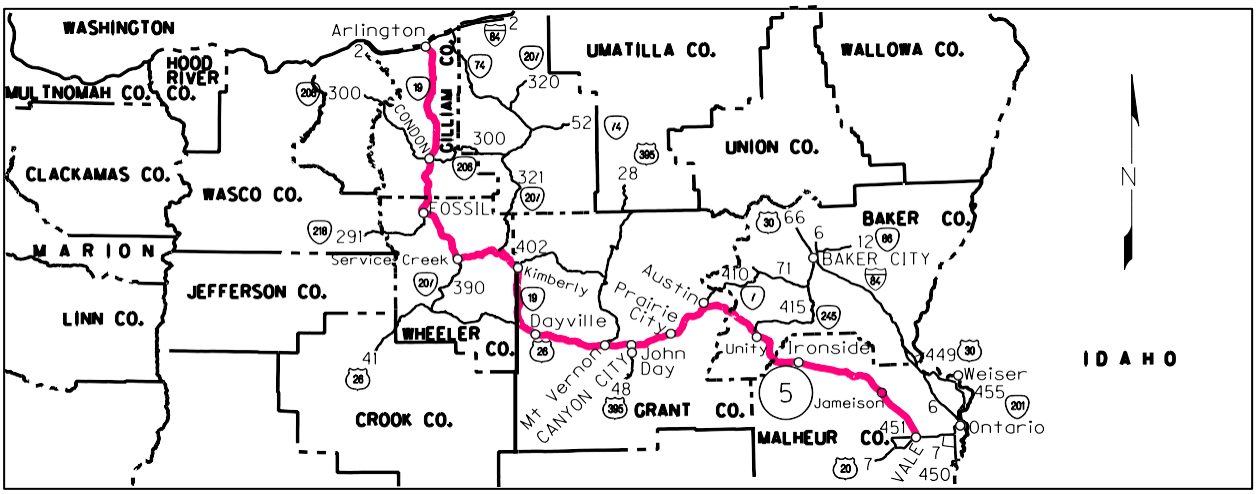
The U.S. 97 (The Dalles – California Hwy) bridge over the Crooked River Gorge at Peter Skene Ogden Park - Photo by Salem Public Library Historic Photograph Collections, Salem, Oregon; Photo ID 1926



John Day Highway Number 5

5

Figure 5-1: Vicinity Map



Route Numbers

Highway Routes that run along the John Day Highway are as follows:

- US 26
- US 395
- OR 19
- OR 206
- OR 207

Road Establishment Files

The following table lists the road establishment files for the John Day Highway specified by county.

Table 5-1: John Day Highway Road Establishment Files

File No.	County
6010056	Gilliam County
6010057	Malheur County
6010058	Baker County / Grant County

Former Names

Former names for the John Day Highway are:

- John Day River (1917 – 1921)

History

The following entries are changes to the John Day Highway listed by date.

1917

John Day River Highway
Arlington – Vale Section
The highways listed in this Act are determined to be of first importance to the general public of the State of Oregon and should be permanently constructed and finished with a hard surface.
Note: The 1917 law routed by, beginning some place in either Sherman or Gilliam County; thence to Condon. The November 27, 1917 map shows route from Biggs via Wasco and Cottonwood Canyon to Condon, no resolution authorizing change to Arlington and Condon.
See Primary Highway Designation File No. 1.
See also General Laws of Oregon of 1917, Chapter 423.

> **Part of the Act:**
> *7. A road from an intersection with the Columbia River Highway at a point either in Sherman or Gilliam County, by way of Condon, Fossil and Spray and thence up the John Day Valley to such point and the Highway Commission shall elect and from thence to Vale and the Idaho line;*

November 27, 1917

John Day River Highway
John Day – Ontario Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

May 7, 1919

John Day River Highway
Nyssa Section
Malheur County
The highway is extended by the Highway Commission. See Primary Highway Designation File No. 10.
See also Highway Commission Minutes, page 529.

Part of Designation:
. . . this highway be extended and the terminus at the Idaho line be at Nyssa.

November 5, 1920

John Day River Highway
Condon – Arlington Section
Gilliam County
The route adopted from Condon in a northerly direction to a terminus at the junction of the Columbia River Highway No. 2 at Arlington.
See Highway Commission Minutes, page 820.

June 30, 1921

John Day Highway
Prairie City – Unity Section
Baker & Grant County
The route from between Prairie City and Unity which follows the north side of the John Day River by way of Davis Creek, Dixie Creek, Bridge Creek, Clear Creek and thence to Unity was adopted by the Highway Commission.
See Highway Commission Minutes, page 1010.

Dayville Section
Grant County
Adoption of a route as an extension from Main Street in Dayville eastward connecting with the present road at the angle by the Ford residence, thence following the south side of the John Day River to a point one - half mile east of the McRae Ranch House.
See Highway Commission Minutes, page 1010.

December 9, 1924

John Day Highway
Cairo Section
Malheur County
The terminus of the highway is designated at Cairo at the intersection with the Old Oregon Trail Highway No. 6.
See Highway Commission Minutes, page 1769.

1939

John Day Highway
Arlington – Vale Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
From a junction with the Columbia River Highway at or near Arlington, southeasterly via Condon, Fossil, Dayville and Prairie City to a junction with the Central Oregon Highway at Vale, including a connection to Austin.

September 23, 1946

John Day Highway
Tutuilla Creek Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 13275.

October 29, 1946

John Day Highway
Grant County Line - Forest Boundary Section
Harney County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 18.
See also RW Drawing 6B - 20 - 20 & 21.
See also Highway Commission Minutes, page 13437.

March 21, 1950

John Day Highway
Prairie City - Dixie Summit Section
Grant County
The Highway Commission approves a resolution to eliminate a portion of old right of way.
See Resolutions Adopting Surveys File No. 215.

June 24, 1953

John Day Highway
Fields Creek - John Day Section
Grant County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 89.
See also RW Drawings 7B-16-21, 7B-20-5 & 6.

December 7, 1954

John Day Highway
Mt Vernon - John Day Section
Grant County
The Highway Commission approves a resolution to abandon three portions of old right of way.
See Abandonment and Retention Resolution No. 277.

March 28, 1957

John Day Highway
Butte Creek Summit Section
Wheeler County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 151.
See also RW Drawings 1R-5-968 & 8B-4-11.

February 27, 1958

John Day Highway
Butte Creek – Service Creek Section
Wheeler County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 161.
See also RW Drawings 1R-5-1110, 8B-5-26 & 27.

February 27, 1958

John Day Highway
Service Creek – Burton Canyon Section
Wheeler County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 164.
See also RW Drawings 1R-5-1123, 5B-21-13 & 14.

March 10, 1960

John Day Highway
Cummings Pass – Fossil Section
Wheeler County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 208.
See also 1R - 3 - 1262

March 10, 1960

John Day Highway
Cummings Pass – Fossil Section
Wheeler County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 208.
See also RW Drawings 1R-3-1262 & 8B-16-12.

June 2, 1960

John Day Highway
Cummings Pass - Fossil Section
Designation as a Throughway by the Highway Commission.
See Survey Resolution No. 208a.

November 15, 1961

John Day Highway
Cummings Pass – Fossil Section
Wheeler County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 386.

April 13, 1962

John Day Highway
John Day River - Ochoco Junction Section
Grant County
A Survey Resolution was adopted and approved by the Highway Commission. Designated as a throughway.
See Resolutions Adopting Surveys File No. 252.
See also RW Drawings 1R-5-1566 & 1R - 5 – 1578.

June 29, 1962

John Day Highway
Thirtymile Creek – Patill Creek Section
Gilliam County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 255
See also RW Drawings 1R-3-1334 & 8B-24-21.

September 20, 1962

John Day Highway
Cummings Pass – Fossil Section
Wheeler County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 388.

March 14, 1963

John Day Highway
Flat Creek – Fields Creek Section
Grant County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 267.
See also RW Drawings 1R-5-1653 & 8B-28-3.

July 13, 1965

John Day Highway
John Day River – Ochoco Junction Section
Grant County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 431.

December 14, 1965

John Day Highway
Dayville Section
Grant County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 305.
See also RW Drawings 1R-4-173 & 8B-34-7.

March 14, 1967

John Day Highway
Alkali Canyon – Eightmile Road Section
Gilliam County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 332.
See also RW Drawings 1R-4-281, 9B-1-22 & 23.

August 29, 1967

John Day Highway
Dayville Section
Grant County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 455.

December 17, 1968

John Day Highway
Arlington Section
Gilliam County
Designation of certain city streets in Arlington as the route of the highway.
See Abandonment & Retention File No. 482.

March 11, 1969

John Day Highway
Arlington Spur Section
Gilliam County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 482.

May, 4, 1971

John Day Highway
Condon - Thirtymile Creek Section
Gilliam County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
Designation as a Throughway.
See Highway Corridor & Design Resolution No. 394.
(Superseded by Highway Corridor & Design Resolution No. 394A.)
See also RW Drawings 1R-4-486 & 9B-8-7.

February 22, 1972

John Day Highway
John Day Section
Grant County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 527.

April 30, 1974

John Day Highway
John Day Section
Grant County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 527.

March 30, 1976

John Day Highway
South Unit – Condon Thirtymile Creek Section
Gilliam County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 557.

July 27, 1976

John Day Highway
Clem Road – Speece Section
Gilliam County
RW Drawings 1R-4-621 & 9B-14-5. Spray Kimberly Section (MP 93.3 – MP 95.5)

Wheeler County
RW Drawings 1R-4-623 & 9B-14-7.

Spray Kimberly Section (MP 99.7 – MP 101.3)
Wheeler County
RW Drawings 1R-4-624 & 9B-14-4.

A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 420.

September 22, 1977

John Day Highway Arlington – Vale Section
The Highway Commission adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The John Day Highway is hereby classified as a state primary highway and is assigned the state primary highway number 5. The John Day Highway runs from a junction with the Columbia River Highway at or near Arlington, southeasterly to a junction with the Central Oregon Highway at Vale, including a spur to Austin.*

February 22, 1978

John Day Highway
North Unit, Condon - Thirtymile Creek Section
Gilliam County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
Designation as a Throughway.
Supersedes Highway Corridor & Design Resolution No. 394 See Highway Corridor & Design Resolution No. 394A.
See also 1R - 3 - 1464
(Superseded by Highway Corridor & Design Resolution No. 394B.)
See also RW Drawings

March 28, 1978

John Day Highway
Brogan Hill – Brogan Section
Malheur County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 427.
See also RW Drawings 1R-3-1465, 9B-15-22 & 23.

April 25, 1978

John Day Highway
Clem Road – Speece Section
Gilliam County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 571.

May 30, 1978

John Day Highway
North Unit, Condon - Thirtymile Creek Section
Gilliam County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
Designation as a Throughway.
Supersedes Highway Corridor & Design Resolution No. 394A See Highway Corridor & Design Resolution No. 394B.
See also RW Drawings 1R - 3 – 1464 & 9B-8-7.

May 20, 1980

John Day Highway
Austin Spur Section
Grant County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 587.

October 21, 1980

John Day Highway
Brogan Hill – Brogan Section
Malheur County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 597.

July 21, 1981

John Day Highway
John Day – Oliver Ranch Section
Grant County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 602.

March 15, 1988

John Day Highway
Dixie Summit – Austin Junction Section
Grant County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 473.
See also RW Drawing 1R-3-1559.

April 18, 1989

John Day Highway
Spray – John Day River (Holmes Creek Unit) Section
Grant County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 485.
See also RW Drawings 1R-3-1577 & 9B-33-9.

August 20, 1991

John Day Highway
Unity Forest Wayside – Ironside Section
Baker & Malheur Counties
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 501.
See also RW Drawings 1R-3-1615, 9B-36-21, 22 & 23.

December 14, 1994

John Day Highway
John Day – Prairie City Section
Grant County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 666.

July 22, 1999

John Day Highway
Arlington – Cedar Springs Road (North Unit) Section
Gilliam County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 519.
See also RW Drawings 1R-4-956 & 10B-2-4.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the John Day Highway No. 5.

Table 5-2: The John Day Highway No. 5 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
34	Deschutes	Terrebonne - Redmond	-	08/04/1936	-
215	Grant	Prairie City - Dixie Summit	01/25/1950	03/21/1950	04/05/1950
277	Grant	Mount Vernon - John Day	06/26/1953	12/07/1954	01/06/1955
386	Wheeler	Cummings Pass - Fossil	10/20/1961	11/15/1961	-
388	Wheeler	Cummings Pass - Fossil	11/15/1961	09/20/1962	-
431	Grant	John Day River - Ochoco Junction	-	07/13/1965	-
455	Grant	Dayville	08/25/1966	08/29/1967	-
482	Gilliam	Arlington Spur (Arlington)	12/17/1968	03/11/1969	-
527	Grant	John Day	-	02/22/1972 04/30/1974	-
557	Gilliam	South Unit, Condon - Thirtymile Creek	-	03/30/1976	-
571	Gilliam	Clem Road - Speece		04/25/1978	-
587	Grant	Austin Spur	09/26/1979	05/20/1980	-
597	Malheur	Brogan Hill - Brogan	-	10/21/1980	-
602	Grant	John Day - Oliver Ranch	-	07/21/1981	-
666	Grant	John Day - Prairie City	11/15/1994	12/14/1994	-

Throughway

June 2, 1960

John Day Highway
Cummings Pass - Fossil Section
Designation as a Throughway.
See Survey Resolution No. 208a.

April 13, 1962

John Day Highway
John Day River - Ochoco Junction Section
Grant County
A Survey Resolution was adopted and approved by the Highway Commission. Designated as a throughway.
See Resolutions Adopting Surveys File No. 252.
See also 1R - 5 - 1578

May, 4, 1971

John Day Highway
Condon - Thirtymile Creek Section
Gilliam County
A Survey Resolution was adopted and approved by the Highway Commission. Designation as a Throughway.
See Highway Corridor & Design Resolution No. 394.

February 22, 1978

John Day Highway
North Unit, Condon - Thirtymile Creek Section
Gilliam County
A Survey Resolution was adopted and approved by the Highway Commission. Designation as a Throughway.
Supersedes Highway Corridor & Design Resolution No. 394 See Highway Corridor & Design Resolution No. 394A.
See also 1R - 3 - 1464
(Superseded by Highway Corridor & Design Resolution No. 394B.)

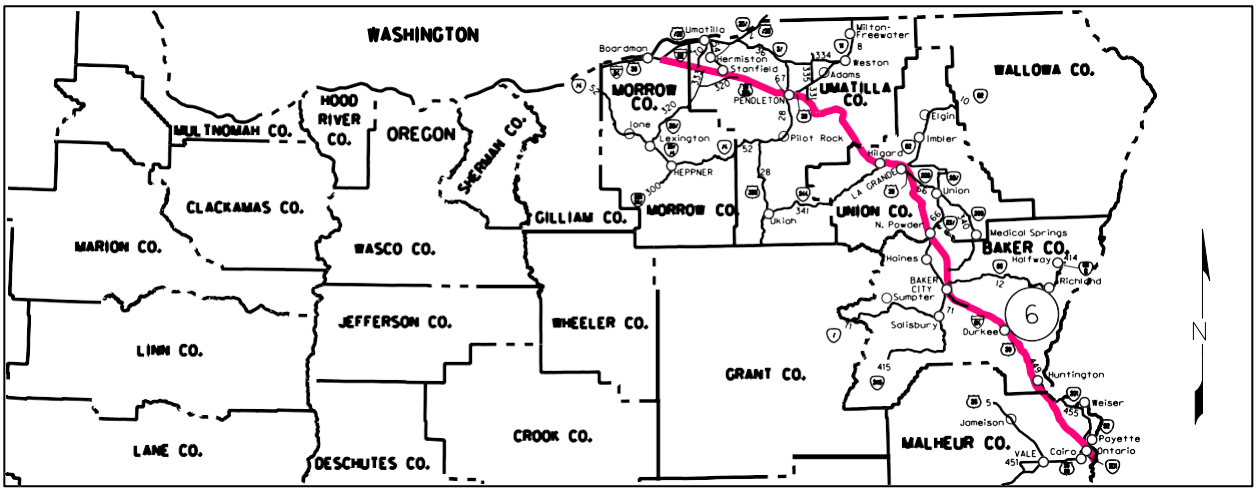
May 30, 1978

John Day Highway
North Unit, Condon - Thirtymile Creek Section
Gilliam County
A Survey Resolution was adopted and approved by the Highway Commission. Designation as a Throughway.
Supersedes Highway Corridor & Design Resolution No. 394A See Highway Corridor & Design Resolution No. 394B.
See also 1R - 3 - 1464

Old Oregon Trail Highway Number 6

6

Figure 6-1: Vicinity Map



Route Numbers

Highway Routes that run along the Old Oregon Trail Highway are as follows:

- I-84
- US 30
- US 395
- OR 203

Road Establishment Files

The following table lists the road establishment files for the Old Oregon Trail Highway specified by county.

Table 6-1: Old Oregon Trail Highway Road Establishment Files

File No.	County
49511	Umatilla County
6010059	Various Counties

Former Names

There are no former names for the Old Oregon Trail Highway.

History

The following entries are changes to the Old Oregon Trail Highway listed by date.

November 27, 1917

Umatilla – Ontario Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
The associated map adopted names this highway as The Oregon Trail.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

March 24, 1920

Haines - North Powder Section
Baker County
"East location" adopted as a State Highway route by the Highway Commission.
See Highway Commission Minutes, page 687.

August 10, 1920

Baker – Idaho State Line Section
Malheur County
Locating the highway from Baker in a southeasterly direction by way of Huntington, thence to Ontario, and thence due east to the Idaho State Line.
See Highway Commission Minutes, page 764 - 5.

June 30, 1921

Ontario Section
Malheur County
The Highway Commission approved location of the route entering Ontario from the north.
See Highway Commission Minutes, pages 1012 - 1013.

June 12, 1924

Weiser and Payette Spurs Section Malheur County
The Old Oregon Trail Highway Weiser and Payette Spurs adopted by Resolution.
See Highway Commission Minutes, page 1695.

Baker Section
Adoption of the routing of the highway through Baker.
See Highway Commission Minutes, page 1698.

December 9, 1924

Idaho Border Section
Malheur County
Order clarifying the termini of the highways near the Idaho boundary.
The Old Oregon Trail was carried through Ontario and Cairo to Nyssa ending at the center of the Snake River. A stub extending eastward to the center of the Snake River from Ontario would also be designated as the Old Oregon Trail.
See Highway Commission Minutes, page 1769.

March 27, 1930

Pleasant Valley - Durkee Section
Baker County
The Highway Commission adopts a resolution for property acquisitions for right of way purposes on this section of the highway.
See Highway Commission Minutes, pages 2710 - 2717.

September 12, 1932

Baker Section

Baker County
Rerouting the Old Oregon Trail Highway at the North entrance of Baker.
See Highway Commission Minutes, page 3667.

September 27, 1932

Baker Section
Baker County
The route is adopted by the Highway Commission.
See Highway Commission Minutes, page 3690.

December 31, 1934

City Pendleton Section
Umatilla County
Rerouting of the highway at the west entrance to Pendleton.
Date of Hearing 9 - 17 - 34 Highway Commission Minutes, page 5154 Final action: Route adopted by the Highway Commission.
See Highway Commission Minutes, page 5336.

June 5, 1935

Baker, La Grande & Pendleton Section
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, pages 5621 - 5622.

Part of the resolution:
Pendleton:
Beginning at the west city limits of Pendleton where the same is intersected by the Old Oregon Trail as reconstructed; thence southeasterly along the Old Oregon Trail as reconstructed to an intersection with Court Street; thence easterly along Court Street to the intersection of Court Street and Franklin Street; thence southeasterly along the Old Oregon Trail as the same is to be reconstructed to an intersection with Turner Street; thence easterly along Turner Street and an extension thereof to the east city limits of Pendleton.

La Grande:
Beginning at the west city limits of La Grande where the same is intersected by the Old Oregon Trail as now constructed; thence southeasterly along the Old Oregon Trail as now constructed to an intersection with Adams Avenue; thence easterly and southeasterly along Adams Avenue to the east city limits of La Grande.

Baker:
Beginning at the north city limits of Baker where the same is intersected by the Old Oregon Trail; thence southeasterly along the Old Oregon Trail as now constructed to an intersection with 10th Street at "I" Street; thence south along 10th Street to the intersection of 10th Street and Broadway Avenue; thence east along Broadway Avenue to the intersection of Broadway Avenue and Main Street; thence south along Main Street to the intersection of Main Street and Bridge Street; thence southeasterly along Bridge Street to the intersection of Bridge Street and Elm Street; thence south along Elm Street to the intersection of Elm Street and Occidental Avenue; thence southeasterly along Occidental Avenue to the south city limits of Baker.

September 26, 1935

City Pendleton Section
Umatilla County
Rerouting the highway at the east entrance to Pendleton.
See Highway Commission Minutes, page 5869.
Final action: Route adopted by the Highway Commission.
See Highway Commission Minutes, page 5892 - 4.

December 17, 1936

Ontario Spur (Ontario) Section
Malheur County
Adoption of a new route in Ontario by the Highway Commission.
See Highway Commission Minutes, page 7049.

March 25, 1938

Nelson - Malheur County Line Section
Baker County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 57.
See also Highway Commission Minutes, pages 8015 - 8018.
See also RW Drawing 2B-5-13.

1939

Umatilla – Nyssa Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
A section of the Old Oregon Trail. From a junction with the Columbia River Highway east of Umatilla, southeasterly via Pendleton, La Grande, Baker, Huntington and Ontario to the Oregon - Idaho state line at Nyssa, including connecting routes to the Oregon - Idaho state line from Weiser, Payette and Ontario; provided, however, that nothing herein shall be deemed to in any way repeal, amend or change the provisions of sections 44 - 1202 and 44 - 1203, Oregon Code 1930, but said sections shall remain in full force and effect.

May 9, 1941

Baker County Line - Ontario Section
Malheur County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10353.

March 24, 1941

1st Street W., Ontario as Alternate Route Section
Malheur County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10181.

October 12, 1943

Hermiston Section
Umatilla County
The Highway Commission adopted a resolution to relocate the highway through Hermiston.
See Abandonment and Retention Resolution No. 116.

New Route Described in Resolution as:
Beginning at the intersection of First Street and Main Street in the town of Hermiston, thence in a southeasterly direction of a connection with the old route at the intersection of Fourth Street and the southerly city limits.

October 30, 1945

Portland – Idaho State Line Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

November 25, 1946

Umatilla - Hermiston Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 19.
See also RW Drawing 6B - 2 - 1.
See also Highway Commission Minutes, page 13466.

March 12, 1948

Umatilla - Hermiston Section
Umatilla County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 145.

November 3, 1948

Stanfield to Idaho Line Section
Designated as a throughway.
Contains fifteen (15) maps identified as Group 6.
Amended by Throughways and Rights of Access Resolution File No. 5c.
See Throughways and Rights of Access Resolution File No. 5.

September 21, 1949

La Grande - North Powder Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 45.
See also RW Drawings 6B - 35 - 9, 10, 11, 12, 13 & 14.
See also Highway Commission Minutes, page 16225.

February 6, 1950

La Grande – North Powder (MP 291.17 - MP 318.78) Section
Union & Baker County
Re-designation of a section of the highway as the La Grande – North Powder Highway No. 343.
See Secondary Highway Designation File No. 15.

April 8, 1953

Pendleton - Deadmans Pass Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 85.
See also RW Drawings 7B-17-8, 9, 10 & 11.

May 11, 1954

Olds Ferry - Ontario Section
Malheur County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 102.
See also RW Drawings 6B-7-16, 17, 18 & 19.

December 7, 1954

Blackhawk Trial – Adams Avenue (La Grande) Section
Union County
This section was named “Oro Dell Boulevard”.
See Commemorative Resolution No. 9.

January 18, 1955

Meacham – Hilgard Section
Umatilla & Union Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 114.
See also RW Drawing 1R-5-630.

April 13, 1955

Ontario – Snake River Section
Malheur County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 116.
See also RW Drawing 1R-5-647.

November 3, 1955

Emigrant Hill Section
Umatilla County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 285

December 17, 1956

Weiser and Payette Spurs Section
Malheur County
Re-designates the old portion (MP 390.80 – MP 409.40) and Weiser and Payette Spurs as the Olds Ferry – Ontario Highway No. 455.
See Secondary Highway Designation File No. 37.

April 26, 1956

Boardman – Pendleton Section
Morrow & Umatilla Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 138.
See also RW Drawing 10C-27-7.

1957

Boardman – Ontario Section
Amending the route of the highway.
See Oregon Law of 1957, Chapter 123, pages 155 and 156

Part of the Act
Section 5. ORS 366.232 is amended to read as follows:
A section of the Old Oregon Trail runs from a junction with the Columbia River Highway at or near Boardman, southeasterly via Pendleton, La Grande, Baker and Huntington to the Oregon - Idaho state line at or near Nyssa, including connecting routes to the Oregon - Idaho state line from points near Ontario. Nothing in this section shall in any way repeal, amend or change ORS 366.905.

March 28, 1957

Ontario – Snake River Section
RW Drawings 1R-5-980 & 7B-33-7
Huntington South Junction – Old Ferry Section
RW Drawings 1R-5-997 & 8B-4-20
Malheur County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 152.

March 28, 1957

Huntington – Dead Ox Flat Section
Baker & Malheur Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 157.
See also RW Drawings 1R-5-998, 3B-3-5 & 4B-13-2.

August 8, 1957

Hilgard – La Grande Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 169.
See also RW Drawings 1R-3-1171, 8B-6-10 & 11

September 12, 1957

Oro Dell – La Grande Unit of the Hilgard – La Grande Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 158.
See also RW Drawings 1R-3-1171, 8B-6-10, 11 & 8B-7-1.

July 31, 1958

Deadmans Pass – Meacham Section – Umatilla County
RW Drawings 1R-5-1134, 8B-8-6 & 7
Baker – Pleasant Valley Section
Baker County
RW Drawings 1R-3-1207, 8B-9-4, 5 & 6
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 179.

December 11, 1958

Pleasant Valley – Oxman Section
Baker County
A Survey Resolution was adopted and approved by the Highway Commission. Superseded by Resolutions Adopting Surveys File No 187a
See Resolutions Adopting Surveys File No. 187
See also RW Drawing 1R-3-1227 & 8B-11-14.

September 29, 1960

Ontario Section
Malheur County
Re-designation of portions of the highway near Ontario as follows: (1) portion from Ontario to Cairo Junction, including the Ontario Spur from Ontario to Idaho line on the old route US 30, to be designated as an extension of the Olds Ferry - Ontario Highway No. 455; and (2) a portion from Cairo Junction to Nyssa to be re-designated as an extension of the Central Oregon Highway No. 7.
See Primary Highway Designation File No. 33.

September 15, 1961

Perry - Oro Dell Section

Union County
Eliminated from the Highway system, but retained by the State for public use.
See Abandonment and Retention Resolution No. 383.

April 13, 1962

Hill Creek – Oxman Section
Baker County
A Survey Resolution was adopted and approved by the Highway Commission. Supersedes Resolutions Adopting Surveys File No 187.
See Resolutions Adopting Surveys File No. 187a.
See also RW Drawings 1R-5-1539, 8B-11-14 & 8B-21-19.

May 25, 1962

Oro Dell – La Grande Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 254
Rescinded by Resolutions Adopting Surveys File No. 254a.
See also RW Drawings 1R-3-1328 & 8B-23-18.

June 10, 1963

Oxman – Benson Creek Section
Baker & Malheur Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 270.
See also RW Drawings 10C-12-10, 8B-28-14 & 8B-21-19.

April 23, 1964

Pendleton Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 281
See also RW Drawing 1R-3-1369.

June 1, 1965

Morrow County Line – Stanfield Junction Section
Umatilla County
RW Drawings 1R-3-1389, 5B-29-12 & 13.
Irrigon Junction – Umatilla County Line Section
Morrow County
RW Drawings 1R-4-116, 5B-28-20 & 21.
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 299

November 4, 1965

West Extension, Pendleton Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 303.
See also RW Drawing 1R-4-156.

April 21, 1966

La Grande Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 310.
See also RW Drawing 10C-45-16.

October 6, 1966

La Grande – North Powder Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 321.
See also RW Drawing 10C-46-2.

November 22, 1966

Mission Junction – Emigrant Hill Section
Umatilla County
RW Drawing 1R-4-254
Stanfield Junction – Pendleton Section
Umatilla County
RW Drawing 1R-4-195
North Powder – Baker Section
Baker County
RW Drawing 1R-3-1417
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 327.

March 14, 1967

Olds Ferry – Ontario Interchange Section
Malheur County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 334.
See also RW Drawings 1R-4-277, 8B-36-15, 18, 19, 20 & 21.

August 29, 1967

Oxman – Bubbs Ranch Section
Baker County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 436.

March 5, 1968

Lime - Malheur County Line Section
Baker & Malheur County
Re-designate a portion of the highway (11.24 mi.) as the Huntington Highway No. 449.
See Secondary Highway Designation Resolution No. 71.

La Grande – North Powder Section
Baker & Union County
Re-designate portions of the highway as the La Grande - Baker Highway No. 66.
See Primary Highway Designation File No. 43.

August 19, 1969

Pendleton Section
Umatilla County
Re-designate a portion of the highway, as the Pendleton Highway No. 67.
See Primary Highway Designation File No. 44.

November 18, 1969

La Grande bypass Section
Union County
Designated the La Grande bypass as the "Charles H. Reynolds" section of the highway.
See Commemorative Resolution No. 20.

December 18, 1974

Oro Dell – La Grande Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission. Rescinds Resolutions Adopting Survey File No. 254.
See Resolutions Adopting Surveys File No. 254a

September 22, 1977

Boardman – Ontario Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Old Oregon Trail Highway is hereby classified as a state primary highway and is assigned the state primary highway number 6. The Old Oregon Trail Highway runs from a junction with the Columbia River Highway at or near Boardman, southeasterly to the Oregon - Idaho state line at or near Ontario.

August 18, 1981

Park Boulevard – WCL Ontario (MP 27.86 – MP 29.27) Section Rescinding the throughway designation for the section.
Amends Throughways and Rights of Access Resolution File No. 5.
See Throughways and Rights of Access Resolution File No. 5c.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Old Oregon Trail Highway No. 6.

Table 6-2: The Old Oregon Trail Highway No. 6 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
57	Baker	Nelson - Malheur County Line	-	03/25/1938	-
116	Umatilla	Hermiston	-	10/12/1943	-
145	Umatilla	Umatilla - Hermiston	08/30/1946	03/12/1948	-
285	Umatilla	Emigrant Hill	01/18/1954	11/03/1955	-
383	Union	Perry - Oro Dell	-	09/15/1961	-
436	Baker	Oxman - Bubbs Ranch	08/23/1965	08/29/1967	-

Throughway

October 30, 1945

Portland – Idaho State Line Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

November 3, 1948

Stanfield to Idaho Line Section
Designated as a throughway.
Contains fifteen (15) maps identified as Group 6.
Amended by Throughways and Rights of Access Resolution File No. 5c.
See Throughways and Rights of Access Resolution File No. 5.

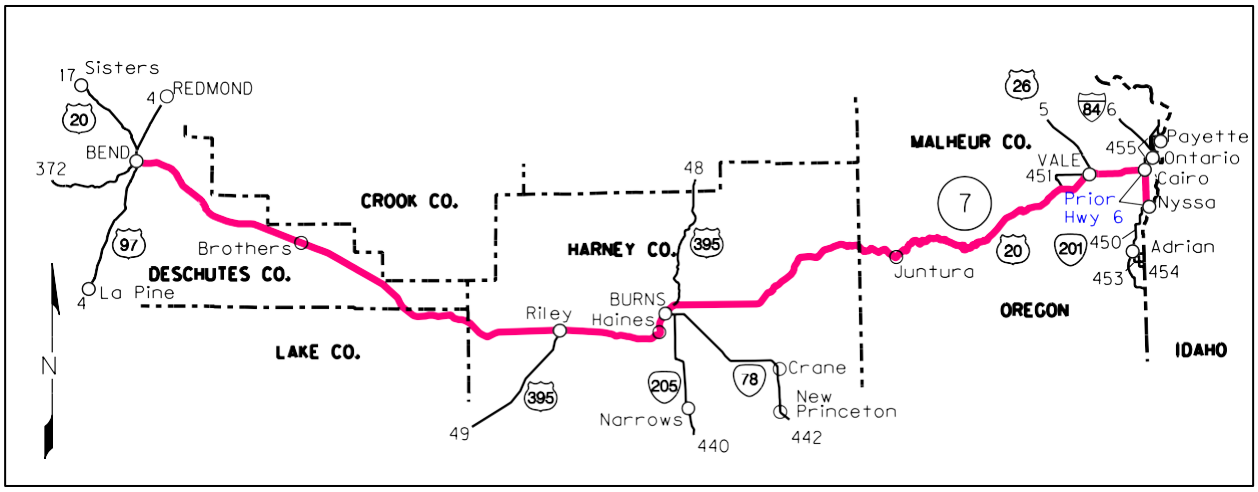
August 18, 1981

Park Boulevard – WCL Ontario (MP 27.86 – MP 29.27) Section
Rescinding the throughway designation for the section.
Amends Throughways and Rights of Access Resolution File No. 5.
See Throughways and Rights of Access Resolution File No. 5c.

Central Oregon Highway Number 7

7

Figure 7-1: Vicinity Map



Route Numbers

Highway Routes that run along the Central Oregon Highway are as follows:

- US 20
- US 26
- US 395
- OR 201

Road Establishment Files

The following table lists the road establishment files for the Central Oregon Highway specified by county.

Table 7-1: Central Oregon Highway Road Establishment Files

File No.	County
50397	Various Counties

Former Names

There are no former names for the Central Oregon Highway.

History

The following entries are changes to the Central Oregon Highway listed by date.

1917

Bend – Vale Section
The highways listed in this Act are determined to be of first importance to the general public of the State of Oregon and should be permanently constructed and finished with a hard surface.
See Primary Highway Designation File No. 1.
See also General Laws of Oregon of 1917, Chapter 423.

> **Part of the Act:**
> *9. A road from Bend through Burns and Harney to Vale shall be known as post roads and shall be constructed along routes between said certain points to be agreed upon by the representatives of the Federal Government, and said State Highway Commission.*

November 27, 1917

Bend – Vale Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

December 9, 1924

Idaho Border Section
Malheur County
The end of the highway is designated at Vale at the intersection with the John Day Highway No. 5.
See Highway Commission Minutes, page 1769.

April 29, 1926

Burns – Sage Hen Hill Section
Harney County
Adoption of the Burns – Sage Hen Hill section.
See Highway Commission Minutes, page 1991.

July 29, 1926

Burns – Vale Section
Harney & Malheur County
The Highway Commission voted to route the highway east from Burns through Drewsey, thence to the Malheur River over the best route, thence eastward to Vale.
See Highway Commission Minutes, page 2026.

July 28, 1927

Burrell Ranch – Harper Section
Malheur County
The survey of the highway between Burrell Ranch and a point opposite Harper was adopted as the definite location.
See Highway Commission Minutes, page 2195.

March 27, 1930

Gap Ranch and Sage Hen Hill Section
Harney County
The Highway Commission adopted the location of the highway on the south of the valley between Gap Ranch and Sage Hen Hill on the direct line recommended by the Engineer.
See Highway Commission Minutes, pages 2707 - 2708.

March 17, 1932

Juntura – Burns Section
Harney & Malheur County
Designation of the route between Juntura and Burns as a State Highway.
See Highway Commission Minutes, page 3318.

August 23 and 26, 1932

Burns – Juntura Section
Harney & Malheur Country
The Drewsey route was adopted between Burns and Juntura.
See Highway Commission Minutes, pages 3613 & 3628.

April 4, 1934

Drewsey Section
Harney County
Official designation changed in the vicinity of Drewsey.
See Highway Commission Minutes, page 4788.

June 5, 1935

Bend & Burns Section
Deschutes & Harney County
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, page 5622.

Part of the Resolution:
Bend:
Beginning at the intersection of Wall Street and Greenwood Avenue in the City of Bend; thence easterly along Greenwood Avenue and East Greenwood Avenue to the east city limits of Bend.

Burns:
Beginning at the south city limits of Burns where the same is intersected by South Oregon Avenue and the Central Oregon Highway as now constructed to an intersection with Monroe Street at North Grand Avenue; thence east along Monroe Street to the intersection of Monroe Street and North Broadway Avenue; thence north along North Broadway Avenue and the Central Oregon Highway to the east city limits of Burns at Silvies River.

1939

Bend – Ontario Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Central Oregon Highway. From a junction with The Dalles - California Highway at Bend easterly via Burns, Juntura, Harper and Vale to a junction with the Old Oregon Trail south and west of Ontario.

November 3, 1948

Bend – Cairo Jct. Section
Designated as a throughway.
Contains seventeen (17) maps identified as Group 7.
See Throughways and Rights of Access Resolution File No. 5

September 24, 1953

Vale - Cairo Junction Section
Malheur County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 93.
See also RW Drawings 7B-20-9, 10 & 11.

December 7, 1954

Vale - Cairo Junction Section
Malheur County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 287.

January 21, 1954

Sage Hen Hill - Hines Section
Harney County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 98.
See also RW Drawings 7B-7-9, 7B-25-13 & 14.

November 3, 1955

South Unit, Forest Boundary – Burns Section
Harney County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 132.
See also RW Drawings 1R-5-760, 7B-33-11, 12 & 13.

August 16, 1956

Horseshoe Bend – Peach Section
Malheur County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 144.
See also RW Drawings 1R-3-1122 & 8B-3-6.

September 27, 1956

Peach – Jonesboro Section
Malheur County
RW Drawings 1R-5-933 & 8B-3-7

Tunnel – Namorf Section
Malheur County
RW Drawings 1R-5-934 & 8B-3-15
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 145.

March 27, 1958

Jonesboro – Tunnel Section
Malheur County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 160.
See also RW Drawing 1R-3-1197, 8B-8-19 & 20.

March 5, 1959

Namorf – Harper Junction Section
Malheur County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 191
See also RW Drawings 1R-5-1251, 8B-12-20 & 21.

April 16, 1959

Juntura – Horseshoe Bend Section
Malheur County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 193
See also RW Drawings 1R-5-1257 & 8B-13-14.

September 29, 1960

Cairo Junction – Nyssa Section
Malheur County
Re-designation of a portion of the Old Oregon Trail Highway No. 6 as part of the highway.
See Primary Highway Designation File No. 33.

March 10, 1961

Harper Junction – Burrell Ranch Unit, Juntura – Vale Section
Malheur County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 230.
See also RW Drawings 1R-5-1468, 8B-20-1, 2 & 3.

July 28, 1961

Bend Section
Deschutes County
Re-designation of a portion of The Dalles – California Highway No. 4 as part of the highway.
See Primary Highway Designation File No. 34.

A portion of the Resolution:
…on Wall Street from Greenwood Avenue to Franklin Avenue…

November 15, 1961

Namorf - Harper Section

Malheur County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 365.

June 10, 1963

Arnold Ice Cave Road – Horse Ridge Section
Deschutes County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 272.
See also RW Drawing 1R-5-1677.

June 10, 1963

Sage Hen Hill – Hines Section
Harney County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 406.

June 10, 1963

Harper Junction – Burrell Section
Malheur County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 407.

March 8, 1966

Horse Ridge Summit Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 441.

March 14, 1967

Bend Section
Deschutes County
Designating a portion of Bond Street in Bend as a part of the highway.
See Primary Highway Designation File No. 42.

September 30, 1970

Bend East City Limits - Arnold Ice Cave Road Section
Deschutes County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 386.
See also RW Drawing 1R-4-458.

September 22, 1977

Bend – Nyssa Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Central Oregon Highway is hereby classified as a state primary highway and is assigned the state primary highway number 7. The Central Oregon Highway runs from a junction with The Dalles - California Highway in Bend easterly to the Oregon - Idaho state line east of Nyssa.*

September 20, 1983

Bend Section
Deschutes County
Re-designates the Central Oregon Highway and the Century Drive Highway No. 372 in Bend.
See Abandonment and Retention Resolution No. 611.

August 21, 1986

John Logan Lane – Pine Creek Section
Harney County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 463.
See also RW Drawings 1R-4-892 & 9B-27-13.

May 20, 1987

Greenwood Avenue (Bend) Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 611a.

June 23, 1987

Malheur River (Vale) Bridge Section
Malheur County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 465.
See also RW Drawings 1R-4-906 & 9B-28-12.

Section of U.S. 20 (Central Oregon Hwy) between Juntura and Vale in Malheur County. Photo by the Oregon State Archives, Oregon Highway Division, OHD7245



Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Central Oregon Highway No. 7.

Table 7-2: The Central Oregon Highway No. 7 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
287	Malheur	Vale - Cairo Junction	02/25/1954	12/07/1954	-
365	Malheur	Namorf - Harper	10/07/1959	11/15/1961	-
406	Harney	Sage Hen Hill - Hines	-	06/10/1963	-
407	Malheur	Harper Junction - Burrell	-	06/10/1963	-
441	Deschutes	Horse Ridge Summit	-	03/08/1966	-
611	Deschutes	Bend	08/24/1983	09/20/1983	-
611a	Deschutes	Greenwood Avenue (Bend)	08/24/1983	05/20/1987	-

Throughway

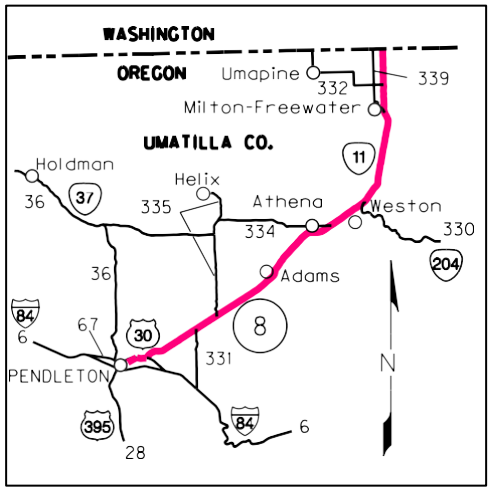
November 3, 1948

Bend – Cairo Jct. Section
Designated as a throughway.
Contains seventeen (17) maps identified as Group 7.
See Throughways and Rights of Access Resolution File No. 5

Oregon – Washington Highway Number 8

8

Figure 8-1: Vicinity Map



Route Numbers

Highway Routes that run along the Oregon – Washington Highway are as follows:

- US 30
- OR 11

Road Establishment Files

The following table lists the road establishment files for the Oregon –Washington Highway specified by county.

Table 8-1: Oregon – Washington Highway Road Establishment Files

File No.	County
50404	Umatilla County

Former Names

There are no former names for the Oregon – Washington Highway.

History

The following entries are changes to the Oregon – Washington Highway listed by date

1917

Pendleton – Washington State Line Section
The highways listed in this Act are determined to be of first importance to the general public of the State of Oregon and should be permanently constructed and finished with a hard surface.
See Primary Highway Designation File No. 1.
See also General Laws of Oregon of 1917, Chapter 423.

> **Part of the Act**
> *6. …Commencing on the Columbia River Highway at or near Arlington in Gilliam County, thence up Willow Creek in Morrow County, through the Cities of Ione, Lexington and Heppner in Morrow County and through Pilot Rock, Pendleton, Adams, Athena, Weston, Milton and Freewater in Umatilla County to the Oregon and Washington State Line.*

November 27, 1917

Pendleton – Washington State Line Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

February 4, 1920

Weston Section
The location of the highway through Weston was approved by the Highway Commission.
See Highway Commission Minutes, page 660.

June 3, 1920

Ione Section
The location of the highway though Ione was approved by the Highway Commission (the north or east side of the railroad track and eliminated two railroad crossings within the town).
See Highway Commission Minutes, page 725.

May 25, 1921

Heppner Section
The location of the highway through Heppner was approved by the Highway Commission (between Cohn's Warehouse and the foot of Main Street Bridge (the intersection of Main and Baltimore Streets)).
See Highway Commission Minutes, page 947.

April 20, 1922

Morrow County Line – Heppner Junction Section
The Willow Creek route from the Morrow County Line to Heppner Junction adopted by the Highway Commission.
See also Highway Commission Minutes, page 1248.

February 7, 1923

Vinson – Lena Section
Approval of the definite location of the highway between Vinson and Lena.
See Highway Commission Minutes, page 1472.

April 15, 1924

Pendleton Section
Routing through Pendleton adopted as follows: Entering the city near the ECL, at the junction with the Old Oregon Trail No. 6, thence west on Court Street to Webb Street, thence southwesterly on Webb Street to the WCL, thence westerly in a general direction to Pilot Rock.
See Highway Commission Minutes, page 1720.

August 30, 1927

Pendleton – Washington State Line Section
The Highway Commission designated the section as a Throughway.
See Highway Commission Minutes, page 2211.

June 5, 1935

Milton – Freewater & Pendleton Section
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, page 5623.

Part of the Resolution:
Milton - Freewater:
Beginning at the north city limits of Freewater where the same is intersected by the Oregon - Washington Highway as now constructed; thence south along the Oregon - Washington Highway as now constructed to the intersection of said highway and Washington Street; thence

east along Washington Street to the intersection of Washington Street and Depot Street; thence south along Depot Street to a point near the north line of the Oregon - Washington Railroad & Navigation Company right of way; thence along the Oregon - Washington Highway as now constructed to an intersection with Ward Street; thence south along Ward Street to the intersection of Ward Street and Broadway Street; thence east along Broadway Street to the intersection of Broadway Street and Main Street; thence southeasterly along Main Street and the Oregon - Washington Highway as now constructed through Milton to the south city limits of Milton.

Pendleton:
Beginning at the intersection of Webb Street and Court Street in the City of Pendleton; thence southwesterly along Webb Street to the west city limits of Pendleton.

September 28, 1938

Pilot Rock Section
Resolution adopted by the Commission for the realignment of the highway in Pilot Rock.
See Primary Highway Designation File No. 10 - 1.
See also Highway Commission Minutes, pages 8388 - 8390.

Part of the Resolution:
Beginning at a point on the present Oregon - Washington Highway on Main Street at the intersection with Willow Street in the town of Pilot Rock, Umatilla County, Oregon; thence in a northerly direction along Main Street to Alma Street; thence in an easterly direction along Alma Street to a point near Bluff Street; thence in a northeasterly direction to a connection with the present above mentioned highway approximately 1000 feet northeasterly of the easterly city limits of said town of Pilot Rock.

1939

Pendleton – Washington State Line Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1, page 1128.

Part of the Act:
Oregon – Washington Highway. From a junction with the Old Oregon Trail in Pendleton, northeasterly via Adams, Athena, Weston, Milton and Freewater to the Oregon - Washington state line.

November 13, 1940

Pendleton - Adams Section
Umatilla County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 81.

December 18, 1940 and December 20, 1948

Milton to Oregon - Washington Line Section
Adoption of the permanent route and location of the highway.
See Primary Highway Designation File No. 10 - 10.
See also Commission Minutes of 11/13/40, page 9913.

> **Part of the Resolution:**
> *Beginning at the intersection of the north and south center line of the West one - half of Section 12, Township 5 North, Range 35 East, W.M., and the center line of Main Street in the Town of Milton; thence north along the north and south center line of the West one - half of Sections 12 and 1 of Township 5 North, Range 35 East and Sections 36, 25, 24 and 13 of Township 6 North, Range 35 East to the boundary line between the State of Oregon and the State of Washington.*

Reconstructed portion of The Oregon - Washington Highway from Milton - Oregon - Washington Line. Also involves designation of old route as the Freewater Highway No. 339.
See Abandonment & Retention Resolution No. 132

October 17, 1941

Milton - Washington State Line Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10643.

December 18, 1941

Milton - Washington State Line Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10783.

Adams - Pendleton Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10784.

July 23, 1942

Milton - Washington State Line Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11175.

August 14, 1942

Milton - Washington State Line Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11195.

December 20, 1948

Milton - Washington State Line Section
A section of relocated and reconstructed highway designated as a portion of the highway. The old route of the highway was re-designated as the Freewater Highway No. 339.
See Abandonment and Retention Resolution No. 132.
See also RW Drawing 6B-11-14.

December 11, 1958

Blue Mountain Station – Milton – Freewater Unit, Weston – Milton – Freewater Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 189
See also RW Drawing 1R-5-1223 & 8B-11-21.

June 3, 1960

Athena – Blue Mountain Station Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 213.
See also RW Drawings 1R-3-1270 & 8B-10-25

September 29, 1960

North Unit, Weston - Milton - Freewater Section
Umatilla County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 359.

April 14, 1961

Athena & Weston Sections
Portions of the highway are re-designated as extensions to the Athena – Holdman Highway No. 334 and the Weston – Elgin Highway No. 330.
See Secondary Highway Designation File No. 59.

November 22, 1963

Athena – Blue Mountain Station Section
Umatilla County
The Highway Commission approves a resolution to eliminate portions of the highway in the Cities of Athena and Weston.
See Abandonment and Retention Resolution No. 378.

April 21, 1966

South Pendleton Interchange - Court Place Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission.
Also designated as a Throughway.
See Resolutions Adopting Surveys File No. 309.
See also RW Drawings 1R-4-213 & 1R-4-165.

February 16, 1971

Milton – Freewater – Washington State Line Section
Umatilla County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 389.
See also RW Drawings 1R-4-472, 9B-8-18 & 19.

September 22, 1977

Pendleton to Milton – Freewater Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Oregon - Washington Highway is hereby classified as a state primary highway and is assigned the state primary highway number 8. The Oregon - Washington Highway runs from a junction with the Old Oregon Trail Highway in Pendleton, northeasterly to the Oregon - Washington state line north of Milton - Freewater.*

April 17, 1985

Adams – Athena Section
Umatilla County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 443.
See also RW Drawings 1R-3-1495 & 9B-25-9.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Oregon – Washington Highway No. 8.

Table 8-2: The Oregon – Washington Highway No. 8 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
81	Umatilla	Pendleton - Adams	-	11/13/1940	11/30/1940
132	Umatilla	Milton - Washington State Line	02/04/1946	12/20/1948	-
359	Umatilla	N Unit, Weston - Milton - Freewater	05/04/1959	09/29/1960	-
378	Umatilla	Athena - Blue Mountain Station	12/12/1960	11/22/1963	-

Throughway

August 30, 1927

Pendleton – Washington State Line Section
The Highway Commission designated as a Throughway.
See Highway Commission Minutes, page 2211.

November 3, 1948

Milton - Washington Line Section
Designated as a throughway.
One map identified as Map 8.
See Throughways and Rights of Access Resolution No. 5

May 26, 1961

Pendleton - Milton Freewater Section
Designated as a throughway.
Throughways and Rights of Access Resolution No. 15.

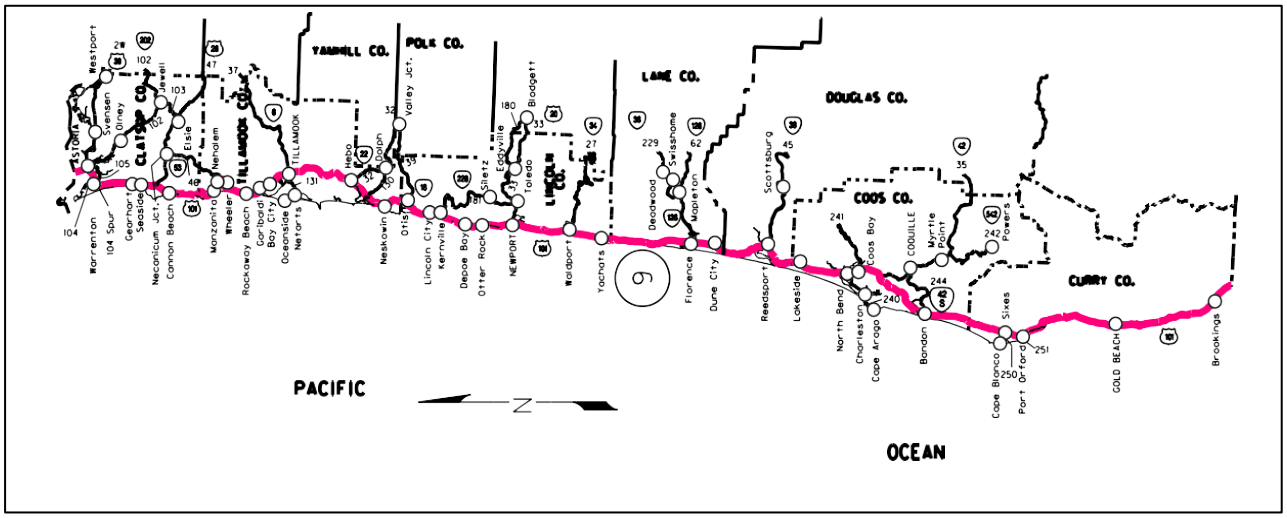
April 21, 1966

South Pendleton Interchange - Court Place Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission. Also designated as a Throughway.
See Resolutions Adopting Surveys File No. 309.
See also RW Drawings 1R-4-213 & 1R-4-165

Oregon Coast Highway Number 9

9

Figure 9-1: Vicinity Map



Route Numbers

Highway Routes that run along the Oregon Coast Highway are as follows:

- US 101

Road Establishment Files

The following table lists the road establishment files for the Oregon Coast Highway specified by county.

Table 9-1: Oregon Coast Highway Road Establishment Files

File No.	County
49506	Lane County
49510	Douglas County
49731	Tillamook County
53201	Clatsop County
56361	Clatsop County
57170	Lincoln County
6060060	Curry County
6010061	Coos County

Former Names

Former names for the Oregon Coast Highway were:

- Coast Highway (1917 – 1921)
- Roosevelt Coast Highway (1921 – 1932)

History

The following entries are changes to the Oregon Coast Highway listed by date.

1917

Coast Highway
Clatsop County Line – Garibaldi Section
Tillamook County
Designation as the Coast Highway No. 3.
The highways listed in this Act are determined to be of first importance to the general public of the State of Oregon and should be permanently constructed and finished with a hard surface.
See Primary Highway Designation File No. 1.
See also General Laws of Oregon of 1917, Chapter 423, pages 897 - 900.

> **Part of the Act:**
> *1. The Columbia River Highway from Multnomah County line to Astoria, Seaside, and south in Clatsop County . . . [later a portion was re-designated part of the Oregon Coast Highway.]*
>
> *7. A road from the south line of Clatsop County, at the end of the highway described in paragraph 1 (Columbia River Highway No. 1W) hereof, south by Wheeler to Garibaldi.*
>
> *4. A road from the Pacific Highway, from a point at or near McMinnville by Willamina to Tillamook City;*

November 27, 1917

Coast Highway No. 3
Astoria – California State Line Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
Named on the map as the Coast Highway No. 3.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

1919

Roosevelt Coast Military Highway
Astoria – California State Line Section
An Act to provide for the construction of a highway to be owned, constructed and maintained by the United States.
See General Laws of Oregon, 1919, Chapter 345.

February 28, 1921

Roosevelt Coast Military Highway
Astoria – California State Line Section
Designation as a State Highway.
See General Laws of Oregon 1921, Chapter 395, Section 1, pages 777 - 778.
[H.B. 398]
See also Primary Highway Designation File No. 2.

Part of the Act:
Section 1. That the Roosevelt Coast Military highway, beginning at Astoria and running thence through Seaside and south into Clatsop county to the Tillamook county line; thence through Tillamook, Lincoln, Lane, Douglas, Coos and Curry counties in the state of Oregon to the California state line be, and the same is hereby, declared and designated a state highway; provided, wherever the state highway can locate said road over the route of any of the other roads designated in chapter 423, Laws of Oregon for 1917, said commission is hereby authorized to so locate said road over said other route, but the entire road from the California state line to Astoria shall be known, and the same is hereby designated, as Roosevelt Coast Military highway.

May 11, 1922

Coast Highway
Coquille - Bandon Section
Coos County
The Highway Commission adopted the route of the Coquille - Bandon Section.
See Highway Commission Minutes, page 1264.

A portion of the Minutes
Crossing the Coquille River at Coquille to the south bank, thence following the south bank of the river in a general direction to the crossing of Bear Creek, thence in an approximately direct line to Bandon.

July 26, 1922

Coast Highway
Euchre Creek – John Greisel Monument Section
Curry County
Adoption of the route in Curry County.
See Highway Commission Minutes, page 1333.

October 5, 1922

Oregon Coast Highway
Coquille – Bandon Section
Coos County
Adoption of the dike route of the Coquille – Bandon section.
See Highway Commission Minutes, page 1368.

July 31, 1923

Roosevelt Highway
Bandon Section
Coos County
The location of the highway through Bandon was adopted by the Highway Commission.
See Highway Commission Minutes, page 1554.

October 29, 1924

Roosevelt Highway
Wheeler Section
Tillamook County
The Front Street route of the highway through Wheeler adopted as the definite location.
See Highway Commission Minutes, page 1751.

June 26, 1925

Roosevelt Highway
Pistol River - Chetco River Section
Curry County
The Highway Commission adopted the route passing through Brookings and adjacent to the ocean at Harris Beach.
See Highway Commission Minutes, page 1856.

January 27, 1927

Roosevelt Highway
Rockaway Section
Tillamook County
The Highway Commission voted to accept the front route through Rockaway.
See Highway Commission Minutes, page 2099.

August 30, 1927

Roosevelt Highway
Astoria – Seaside Section
Clatsop County

Bay City – Neskowin Section
Tillamook County

Marshfield – Bandon Section
Coos County

The Highway Commission designated as a Throughway these sections of highway.
See Highway Commission Minutes, page 2211.

September 27, 1927

Roosevelt Highway
WCL Reedsport – West Railroad Avenue (Reedsport) Section
Douglas County
The Highway Commission voted to extend the highway from the WCL of Reedsport easterly on Winchester Avenue to the junction with West Railroad Avenue.
See Highway Commission Minutes, page 2225.

May 23, 1929

Roosevelt Coast Highway
Glenada South Section
Lane County
Approval of grading of 1½ miles of road south of Glenada for a connection to the ferry.
See Highway Commission Minutes, page 2516.

June 27, 1929

Roosevelt Coast Highway
Reedsport Section
Douglas County
The connection with the Umpqua Highway No. 45 at Reedsport determined.

See Highway Commission Minutes, page 2537.

March 27, 1930

Roosevelt Coast Highway
North Bend Section
Coos County
A county road north of North Bend, between the RR overhead crossing and the Roosevelt Highway ferry slip, taken over as part of the highway.
See Highway Commission Minutes, page 2709.

April 24, 1930

Roosevelt Coast Highway
Seaside – Newport Section
The Commission designated as the main traveled or through highway this section of highway.
See Highway Commission Minutes, page 2734.

October 30, 1930

Roosevelt Coast Highway
Cannon Beach Junction - Canon Beach - Neahkahnie Mountain Unit Section
Clatsop & Tillamook County
Designated a state highway by the Highway Commission (proposal to take over as a substitute for the existing route via Necanicum River, Hamlet Junction and Mohler, accepted).
See Highway Commission Minutes, page 2820.

February 27, 1931

Oregon Coast Highway
Astoria – California Section
The name of the highway was changed to the Oregon Coast highway by Act. See 1931 Oregon Laws, Chapter 90.

December 19, 1933

Oregon Coast Highway
Newport Section
Lincoln County
Rerouting of the highway in Newport.
See Highway Commission Minutes, page 4551.

Oregon Coast Highway
Waldport Section
Lincoln County
Rerouting of the highway in Waldport.
See Highway Commission Minutes, page 4552.

Oregon Coast Highway
Florence Section
Lane County
Rerouting of the highway in Florence.
See Highway Commission Minutes, page 4554.

December 29, 1933

Oregon Coast Highway
Newport Section
Lincoln County

Waldport Section
Lincoln County

Florence Section
Lane County

Gardiner Section
Douglas County

North Bend Section
Coos County

The route of the highway though these cities was adopted by the Highway Commission.
See Highway Commission Minutes, page 4589 - 4591.

April 27, 1934

Oregon Coast Highway
Seaside Section
Clatsop County
Rerouting of the highway through Seaside.
Date of Hearing 4 - 27 - 34 Highway Commission Minutes, page 4868 Final action: 7th Street route adopted 4 - 27 - 34
See Highway Commission Minutes, page 4871.

March 21, 1934.

Oregon Coast Highway
Wilson River – Kilchis River Section
Tillamook County
Designation of the highway between Wilson River and Kilchis River.
See Highway Commission Minutes, pages 4751 - 4752.

June 5, 1935

Oregon Coast Highway
Astoria, Seaside, Tillamook, North Bend, Marshfield, Coquille Sections
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, pages 5623 - 5624.

Part of the Resolution:
Astoria:
Beginning at the intersection of Bond Avenue and 8th Street in the City of Astoria; thence west along Bond Avenue to the intersection of Bond Avenue and Taylor Avenue; thence westerly, southwesterly, southerly and southeasterly along Taylor Avenue to an intersection of Taylor Avenue and 5th Street; thence south along 5th Street and an extension thereof to the south city limits of Astoria.

Seaside:
Beginning at the north city limits of Seaside where the said city limits are intersected by 24th Street; thence westerly along 24th Street to the intersection of 24th Street and 7th Street; thence southerly along Second Avenue East to the south city limits of Seaside.

Tillamook:
Beginning at the north city limits of Tillamook where the same is intersected by Second Avenue East; thence southerly along Second Avenue East to the south city limits of Tillamook.

North Bend:
Beginning at the north city limits of North Bend where the same is intersected by the Oregon Coast Highway as now constructed or being constructed; thence southerly along the Oregon Coast Highway as now constructed or being constructed and Sherman Avenue to the intersection of Sherman Avenue and Washington Avenue; thence east along Washington Avenue to the intersection of Washington Avenue and Stanton Street; thence southerly along Stanton Street, Railroad Avenue and Fremont Street and the Oregon Coast Highway as now constructed to the south city limits of North Bend.

Marshfield:

Beginning at the north city limits of Marshfield where the same is intersected by North Front Street or an extension of North Front Street; thence southeasterly along North Front Street to the intersection of North Front Street and North Broadway; thence south along North Broadway and South Broadway to the intersection of South Broadway and East Kruse Avenue; thence easterly along East Kruse Avenue and an extension thereof to the east city limits of Marshfield.

Coquille:
Beginning at the west city limits of Coquille where the same is intersected by the Oregon Coast Highway as now constructed; thence easterly along the Oregon Coast Highway as now constructed through Coquille to an intersection with Taylor Street; thence south along Taylor Street to the intersection of Taylor Street and 2nd Street; thence west along 2nd Street to the intersection of 2nd Street and "B" Street; thence southwesterly along "B" Street to the intersection of "B" Street and Front Street; thence westerly along Front Street or an extension thereof to the south city limits of Coquille.

January 9, 1936

Oregon Coast Highway
Otis – Siletz River Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 13.
Amended by Abandonment and Retention Resolution No. 13-B.
See also RW Drawing 4B-3-7.

July 17, 1936

Oregon Coast Highway
Florence Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 33.
See also Highway Commission Minutes, pages 6660 - 6661.

August 4, 1936

Oregon Coast Highway
Glenada Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 36.

January 7, 1937

Oregon Coast Highway
Reedsport Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 39.

January 7, 1937

Oregon Coast Highway
Waldport (Broadway Street) Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 40.

April 26, 1937

Oregon Coast Highway
Gleneden Beach District Section
Lincoln County
Permanent realignment of the highway.
See Highway Commission Minutes, page 7304

June 18, 1937

Oregon Coast Highway
North Fork Nehalem River Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 42.

November 17, 1937

Oregon Coast Highway
Cunningham Creek Bridge Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 47.

December 21, 1937

Oregon Coast Highway
Astoria Section
Clatsop County
Rerouting of the highway in Astoria.
See Highway Commission Minutes, page 7586.
Final action: Route of Columbia River Highway adopted.
See Highway Commission Minutes, page 7789.

October 20, 1938

Oregon Coast Highway
Otis – Siletz River Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
Amends Abandonment and Retention Resolution No. 13.
See Abandonment and Retention Resolution No. 13-B.

1939

Oregon Coast Highway
Astoria – California State Line Section
Included in the State Highway System by the Legislature. See Oregon Laws 1939 Chapter 529, Section 15, 1.

> **Part of the Act:**
> *Oregon Coast Highway. From a junction with the Columbia River Highway in Astoria, southerly via Seaside, Cannon Beach, Rockaway, Tillamook, Otis, Newport, Florence, Marshfield, Bandon and Gold Beach to the Oregon - California state line.*

February 20, 1939

Oregon Coast Highway
Marshfield (Coos Bay) Section
Coos County
Rerouting of the highway in Marshfield.
See Highway Commission Minutes, page 7158.

September 1, 1939

Oregon Coast Highway
West Lake Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 65.
See also RW Drawing 4B-4-6.

April 3, 1941

Oregon Coast Highway
Oceanlake District Section
Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10236.

July 17, 1941

Oregon Coast Highway
Brookings Section
Curry County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 94.

July 17, 1941

Oregon Coast Highway
Nelscott Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 95.

December 18, 1941

Oregon Coast Highway

South De lake Section

Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10782.

Oregon Coast Highway
Tillamook - Pleasant Valley Section
Tillamook County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10783.

January 21, 1942

Oregon Coast Highway
Otis - Kernville Section
Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10850.

July 23, 1942

Oregon Coast Highway
Tillamook - Blimp Base Section
Tillamook County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11134.

December 18, 1942

Oregon Coast Highway
Necanicum River - Hub Point Section
Clatsop County

Gold Beach Section
Douglas and Curry County

Surveys adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10784.

March 17, 1943

Oregon Coast Highway
Lewis and Clark Bridge - Skipanon Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11448.

May 11, 1943

Oregon Coast Highway
Cannon Beach Junction - Cannon Beach Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11519.

January 12, 1944

Oregon Coast Highway
Lewis & Clark River Bridge - Warrenton Park Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment & Retention Resolution No. 118

April 16, 1945

Oregon Coast Highway
Gold Beach Section
Curry County
Permanent location of the highway through Gold Beach adopted by the Commission.
See Primary Highway Designation File 10 - 16.

February 25, 1946

Oregon Coast Highway
Tillamook - Pleasant Valley Section
Tillamook County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 14.
See also RW Drawing 6B - 15 - 5.
See also Highway Commission Minutes, page 12898.
See also Abandonment & Retention File No. 13 - B

February 4, 1947

Oregon Coast Highway
Lewis & Clark River - Youngs Bay Bridge Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 23.
See also RW Drawing 6B - 21 - 12.
See also Highway Commission Minutes, page 13642.

February 4, 1947

Oregon Coast Highway
Ingersoll Avenue - Johnson Avenue Section and Bunker Hill (Coos Bay) Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment & Retention File No. 153

June 16, 1947

Oregon Coast Highway
Otter Crest Section
Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 29.
See RW Drawing 5B - 8 - 3 and Highway Commission Minutes, page 13982.

November 25, 1947

Oregon Coast Highway
Delmar - China Camp Creek Section
Front Street (Fir Avenue – Ferry Street) Section
Coos County.
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 33.
See also RW Drawing 6B - 25 - 12 & 5B - 13 - 12.
See also Highway Commission Minutes, page 14353.

December 30, 1947

Oregon Coast Highway
Gold Beach Section
Curry County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 34.
See also RW Drawing 5B - 19 - 6.
See also Highway Commission Minutes, page 14492.

June 29, 1948

Oregon Coast Highway
Bunker Hill - Delmar Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 38.
See also RW Drawings 5B - 12 - 2, 5B - 23 - 19 & 5B - 23 - 20.
See also Highway Commission Minutes, page 15028.

September 13, 1948

Oregon Coast Highway
Miner Creek - Agate Beach Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment & Retention File No. 134
See also RW Drawing 5B-8-5.

September 13, 1948

Oregon Coast Highway
Circle Bridge - Summit Section (Necanicum River - Hug Point)
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 144.
See also RW Drawing 5B-33-13.

November 3, 1948

Oregon Coast Highway
Glasgow - Hauser Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment & Retention File No. 194

July 5, 1949

Oregon Coast Highway
Newport Bridge Section
Lincoln County
Agreement between the Commission and the County defining units of the highway to be eliminated.
See Abandonment and Retention Resolution No. 207.
See also RW Drawing 4B-26-19.

September 21, 1949

Oregon Coast Highway
Gardiner Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 209.
See also RW Drawing 5B-31-5.

March 20, 1950

Oregon Coast Highway
Chrome Plant - Cedar Point Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 48.
See also Highway Commission Minutes, page 16690.

September 28, 1950

Oregon Coast Highway
Delmar - Coaledo & Coaledo - Chrome Plant Sections
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 188.
See Abandonment and Retention Resolution No. 191.
See also RW Drawing 6B-25-12.

December 19, 1950

Oregon Coast Highway
Tillamook - Pleasant Valley Section
Tillamook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 200 and RW Drawing 1A-6-19.

April 13, 1951

Oregon Coast Highway
Port of Newport Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 230.

May 24, 1951

Oregon Coast Highway
Summit - Hug Point Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 233.
See also RW Drawing 5B-33-13.

July 16, 1951

Oregon Coast Highway
Reedsport - Hauser Section
Coos & Douglas Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 57.
See also RW Drawings 7B - 7 - 12, 13, 14 & 15.

August 3, 1951

Oregon Coast Highway
Bay City - Kilchis River Section
Tillamook County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 72.
Originally filed in Resolutions Adopting Surveys File No. 59.
See also RW Drawing 7B - 8 - 12

April 21, 1952

Oregon Coast Highway
Hauser - North Bend Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 65.
See also RW Drawing 7B-12-15.

July 10, 1952

Oregon Coast Highway
Brushes Creek - Rinehart Creek Section
Curry County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 69.
See also RW Drawing 5B-1-19.
Amended by Resolution Adopting Surveys File No. 82, February 17, 1953.

August 18, 1952

Oregon Coast Highway
Coquille Section
Coos County
Designation of city streets through Coquille as part of the highway.
See Primary Highway Designation File No. 16.

> **Streets described in Resolution as:**
> *Taylor Street and the extension thereof from the West boundary of the City to Front Street. Second Street from Taylor Street to Willard Street.*
> *Willard Street from Second Street to Front Street. Front Street from the Coquille River to Taylor Street.*

Oregon Coast Highway
Siletz River - Newport Section
Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 71.
See RW Drawings 5B-8-3 & 6B-35-17.

October 20, 1952

Oregon Coast Highway
Agate Beach - Newport Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment & Retention File No. 156
See also RW Drawing 5B-8-5.

February 17, 1953

Oregon Coast Highway
Brushes Creek - Rinehart Creek Section
Curry County
A Survey Resolution was adopted and approved by the Highway Commission. Designates the section as a Throughway.
Amends Resolutions Adopting Surveys File No. 69.
See Resolutions Adopting Surveys File No. 82.

February 17, 1953

Oregon Coast Highway
Coquille - California Border Section
Coos & Curry County
Designated as a throughway by the Highway Commission. See Throughways and Rights of Access Resolution File No. 6.

April 8, 1953

Oregon Coast Highway
Rinehart Creek - Frankport Section
Curry County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 85.
See also RW Drawing 7B-20-7.

May 18, 1953

Oregon Coast Highway
Elbow Lake - Gardiner Section
Douglas County
RW Drawing 7B-15-6

Frankport - Euchre Creek Section
Curry County
RW Drawing 7B-23-7
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 87.

August 6, 1953

Oregon Coast Highway
Rocky Point - Brush Creek Section
Curry County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 91.
See also RW Drawing 7B-23-8.

September 24, 1953

Oregon Coast Highway
Port Orford - Rocky Point Section
Curry County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 206.

October 29, 1953

Oregon Coast Highway
Euchre Creek - Wedderburn Section
Curry County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 94.
See also RW Drawings 7B-25-8 & 7B-24-21.

January 21, 1954

Oregon Coast Highway
Reedsport - Winchester Bay Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 244.

January 21, 1954

Oregon Coast Highway
Bay City - Kilchis River Section
Tillamook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 246.

October 28, 1954

Oregon Coast Highway
Siletz Bay - Miner Creek Unit of the Siletz Bay - Newport Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 295.

December 7, 1954

Oregon Coast Highway
Seaside (Roosevelt Drive) Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 112.
See also RW Drawing 1R-5-618.

January 18, 1955

Oregon Coast Highway
Douglas County Line - Glasgow Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 273.

July 13, 1955

Oregon Coast Highway
Smith Point – Glenwood Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 128.
See also RW Drawing 1R-5-751.

December 19, 1955

Oregon Coast Highway
Neskowin – Salmon River Section
Tillamook County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 133.
See also RW Drawings 1R-5-839 & 7B-35-1.

January 26, 1956

Oregon Coast Highway
Harris Beach – Brookings Section
Curry County
RW Drawings 1R-5-859 & 7B-36-20

Davis Creek – Bethel Creek Section
Coos County
RW Drawings 1R-5-856 & 7B-36-15
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 136.

April 26, 1956

Oregon Coast Highway
Elbow Lake - Gardiner Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 317.

July 12, 1956

Oregon Coast Highway
Gold Beach – Cape Sebastian Section
Curry County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 143.
See also RW Drawings 1R-5-911, 8B-2-28 & 29.

August 16, 1956

Oregon Coast Highway
Davis Slough – Bandon Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 144.
See also RW Drawings 1R-5-929, 8B-3-9, 10, 11 & 12.

1957

Oregon Coast Highway
Astoria – California State Line Section
Amending the route.
See Oregon Law of 1957, Chapter 123, pages 155 and 156

> **Part of the Act**
> *Section 6. ORS 366.235 is amended to read as follows:*
> *The Oregon Coast Highway runs from a junction with the Columbia River Highway in Astoria, southerly via Seaside, Cannon Beach, Rockaway, Tillamook, Newport, Florence, Coos Bay, Bandon and Gold Beach to the Oregon - California state line.*

March 28, 1957

Oregon Coast Highway
Davis Slough – Bandon Section
Coos County
Portions of the highway, re-designated as part of the Coquille - Bandon Highway No. 244 and as part of the Coos Bay – Roseburg Highway No. 35.
See Primary Highway Designation File No. 21.

March 28, 1957

Conner Creek Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 150.
See also RW Drawings 1R-5-995 & 8B-4-25

August 8, 1957

Oregon Coast Highway
Siletz Bay - Depoe Bay Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 297.

December 5, 1957

Oregon Coast Highway
Myers Creek – Brookings Section
Curry County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 155.
See also RW Drawings 1R-3-1173, 8B-6-16, 17, 18, 19, 20 & 21.

February 27, 1958

Old Oregon Coast Highway
Beverly Beach State Park Section
Lincoln County
Acceptance from Lincoln County and placing under the jurisdiction of the State. (Transferred to Real Property Resolution 169)
See Miscellaneous Resolutions No. 213.

July 31, 1958

Oregon Coast Highway
Hunter Creek – Myers Creek Section
Curry County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 180.
See also RW Drawings 1R-3-1209, 8B-2-28, 8B-14-2 & 8B-15-9.

August 13, 1959

Oregon Coast Highway
Roosevelt Drive (Seaside) Section
Clatsop County
Relocation of the highway in Seaside approved by the Highway Commission.
See Primary Highway Designation File No. 28.

December 16, 1959

Oregon Coast Highway
Smith Point – Camp Rilea Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 202.
See also RW Drawings 1R-5-1336 & 8B-17-4.

March 10, 1960

Oregon Coast Highway
Hunter Creek - Buena Vista Wayside Section
Curry County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 367.

August 18, 1960

Oregon Coast Highway
Hobsonville – Bay City Section
Tillamook County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 221.
See also RW Drawings 1R-3-1275 & 8B-19-12.

March 2, 1962

Oregon Coast Highway
Astoria Bridge - South Approach Ramp Spur Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
Also designated as a throughway.
See Resolutions Adopting Surveys File No. 249a.
See also RW Drawings 10C-41-6 & 8B-24-17.

March 2, 1962

Oregon Coast Highway
Columbia Avenue – Hamburg Avenue Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 249b
See also RW Drawings 10C-41-6, 5B-22-15 & 8B-24-17.

March 14, 1963

Oregon Coast Highway
Astoria Airport Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 405.

July 18, 1963

Oregon Coast Highway
Davis Creek – Bethel Creek Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 408.

March 12, 1964

Oregon Coast Highway
Bay City - Garibaldi Section
Tillamook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 372.

March 12, 1964

Oregon Coast Highway
Winchuck River Section
Curry County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 279.
See also RW Drawings 1R-4-29 & 8B-24-8.

July 14, 1964

Oregon Coast Highway
Pacific City - Neskowin Section
Tillamook County
An agreement to eliminate certain portions of the highway. Re-designation of a portion to become Highway – Little Nestucca No. 130.
See Abandonment and Retention Resolution No. 424.

August 27, 1964

Oregon Coast Highway
Floras Creek Unit
Curry County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 287,
See also RW Drawings 1R-4-77 & 8B-31-7.

October 9, 1964

Oregon Coast Highway
Astoria – Camp Rilea Section
Clatsop County
Re-designating portions of the Oregon Coast Highway as the following: Nehalem Highway No. 102
Warrenton - Astoria Highway No. 105
See Secondary Highway Designation File No. 67.

November 24, 1964

Oregon Coast Highway
Astoria – Warrenton Section
Clatsop County
New alignment of the Oregon Coast Highway to be designated US101 and old alignment via Miles Crossing to be designated as US101 Alternate.
See Highway Commission Minutes, page 34170.

December 15, 1964

Oregon Coast Highway
Neskowin - Salmon River Section
Lincoln & Tillamook Counties
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 338.

July 13, 1965

Oregon Coast Highway
Cape Kiwanda – Neskowin Section
Tillamook County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 300
Rescinded by Highway Corridor Resolution No. 406.
See also RW Drawing 1R-3-1394.

July 13, 1965

Oregon Coast Highway
Brush Creek – Wedderburn Section
Curry County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 433.

August 25, 1966

Oregon Coast Highway
Winchuck River Section
Curry County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 428.

October 6, 1966

Oregon Coast Highway
Sixes River – Elk River Section
Curry County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 322.
See also RW Drawings 1R-4-223 & 8B-35-9.

March 14, 1967

Oregon Coast Highway
Otis Interchange – Lincoln City Section
Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 335.
See also RW Drawings 1R-4-274 & 9B-1-13.

November 12, 1968

Oregon Coast Highway
Otis Interchange - Drift Creek Section
Lincoln County
A Corridor Route Survey Resolution was adopted and approved by the Highway Commission.
See Highway Corridor Resolution File No. 364.
See also RW Drawings 1R-4-359.

December 17, 1968

Oregon Coast Highway
Floras Creek Section
Curry County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 483.

August 19, 1969

Oregon Coast Highway
Brooking - Winchuck River Section
Curry County
A Corridor Route Survey Resolution was adopted and approved by the Highway Commission.
See Highway Corridor Resolution File No. 369.
See also RW Drawing 1R-4-404.

September 30, 1969

Oregon Coast Highway
Nestucca Bay – Neskowin Section
Tillamook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 495.

March 17, 1970

Oregon Coast Highway
Brookings – Winchuck River Section
Curry County
A Corridor Route Survey Resolution was adopted and approved by the Highway Commission.
See Highway Corridor Resolution File No. 369a
See also RW Drawings 1R-4-419 & 9B-6-23.

March 17, 1970

Oregon Coast Highway
Siletz River (Kernville) Bridge Section
Lincoln County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 373.
See also RW Drawings 1R-4-424 & 3B-24-19

March 17, 1970

Oregon Coast Highway
Sixes River – Elk River Section
Curry County
The Highway Commission adopted a resolution abandoning a portion of the highway.
Supplemental Resolution on January 11, 1972
See Abandonment and Retention Resolution No. 462.

June 2, 1970

Oregon Coast Highway
Elk River – Port Orford Section
Curry County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 376.
See also RW Drawings 1R-4-445 & 9B-4-20.

July 7, 1970

Oregon Coast Highway
Meyers Creek – Burnt Hill Section
Curry County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 510.

September 8, 1971

Oregon Coast Highway
Pleasant Valley – Green Timber Road Section
Tillamook County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 402.
See also RW Drawing 1R-4-492.

May 16, 1972

Oregon Coast Highway
Green Timber Road – Neskowin Section
Tillamook County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
Rescinds Resolutions Adopting Surveys File No. 300.
See Highway Corridor and Design Resolution File No. 406.
See also RW Drawing 1R-4-525.

October 31, 1972

Oregon Coast Highway
Brookings – Winchuck River Section
Curry County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 514.

October 31, 1972

Oregon Coast Highway
Little Nestucca River – Neskowin Section
Tillamook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 532.
See also RW Drawing 8B-33-22.

April 17, 1973

Oregon Coast Highway
Fishery Point - Manzanita Section
Tillamook County
Re-designation of a portion of the Necanicum Highway No. 46 and a county road as a portion of the highway.
See Primary Highway Designation File No. 48.

> **Part of the Resolution:**
> *That the portion of the existing Necanicum Highway, State Primary Highway No. 46, lying between Fishery Point and Nehalem Junction, shall be re-designated a portion of the Oregon Coast Highway, now a county road and lying between Nehalem Junction and Manzanita.*

September 25, 1974

Oregon Coast Highway
Siletz River (Kernville) Bridge Section
Lincoln County
Abandons this section of the highway. A portion re-designated as an extension of the Siletz Highway No. 181.
See Abandonment and Retention Resolution No. 522.

October 20, 1974

Oregon Coast Highway
Otis - Siletz River Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment & Retention File No. 13

June 29, 1976

Oregon Coast Highway
Silver Point Slide Section
Clatsop County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 418.
See also RW Drawings 1R-4-615 & 7B-5-16.

September 22, 1977

Oregon Coast Highway
Astoria – California State Line Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Oregon Coast Highway is hereby classified as a state primary highway and is assigned the state primary highway number 9. The Oregon Coast Highway runs from the Oregon - Washington state line north of Astoria, southerly to the Oregon - California state line south of Brookings.

March 28, 1978

Oregon Coast Highway
Little Nestucca River – Neskowin Section
Tillamook County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 428.
See also RW Drawings 1R-4-656, 9B-15-1 & 2.

April 25, 1978

Oregon Coast Highway
Bandon Section
Coos County
Re-designates a segment of the Coquille - Bandon Highway No. 244 as part of the highway.
See Primary Highway Designation File No. 55.

Re-designated portion described in the Resolution as follows:
Beginning at a junction with the existing Oregon Coast Highway No. 9 at MP 261.60Bk=MP 273.37Ah in the City of Bandon, thence westerly and southerly to a junction of the Oregon Coast Highway No. 9, south of Bandon at MP 278.33, a distance of 4.96 miles.

February 19, 1980

Oregon Coast Highway
Nehalem River Bridge Section
Tillamook County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 432.
See also RW Drawings 1R-4-719 & 9B-16-17.

February 19, 1981

Oregon Coast Highway
North Bend Section
Coos County
Designating a portion of Sheridan Avenue in North Bend as a portion of the highway.
See Primary Highway Designation File No. 57.

Oregon Coast Highway
Astoria – Camp Rilea (South Unit) Section
Clatsop County
A portion of the highway is re-designated as part of the Fort Stevens Highway No. 104.
See Secondary Highway Designation File No. 82.

March 15, 1984

Oregon Coast Highway
Siletz River (Kernville) Bridge Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 522a.

January 18, 1977

Oregon Coast Highway
Elk River – Port Orford Section
Curry County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 543.

May 30, 1978

Oregon Coast Highway
Hunters Creek – Myers Creek Section
Curry County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 572.

February 14, 1983

Oregon Coast Highway
Little Nestucca River Section
Tillamook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 581.

June 20, 1985

Oregon Coast Highway
Cannon Beach Junction Section
Clatsop County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 449.
See also RW Drawings 1R-3-1500, 9B-21-15 & 9B-25-16.

November 18, 1985

Oregon Coast Highway
Wildwood Drive Frontage Road Section
Douglas County
The Commission adopted a resolution abandoning a portion of the highway.
See Primary Highway Designation File No. 60.

Part of the resolution:
i. All the land within the right - of - way boundaries of the Wildwood Drive Frontage Road (M.P. F 219.17 to M.P. F 220.82) of the Oregon Coast Highway, State Primary Highway No. 9, from its junction with the Oregon Coast Highway; thence southerly to the Douglas - Coos County line, a distance of approximately 1.65 miles.

August 21, 1986

Oregon Coast Highway
Nehalem River Bridge Section
Tillamook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 618.

October 20, 1987

Oregon Coast Highway
Alsea River (Waldport) Bridge Section
Lincoln County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 469.
See also RW Drawings 1R-3-1550 & 1A-13-11.

November 17, 1987

Oregon Coast Highway
Nehalem River Bridge Section
Tillamook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 626.

August 16, 1988

Oregon Coast Highway
Davis Creek – Bethel Creek Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 629.

September 20, 1988

Oregon Coast Highway
Engineer Station 236+80 to 251+40 (Frontage Road) Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 632.

December 20, 1988

Oregon Coast Highway
Little Nestucca River – Neskowin Section
Tillamook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 635.
See also RW Drawings 9B-15-1 and 2.

February 21, 1989

Oregon Coast Highway
Curtis Avenue – Coalbank Slough (Coos Bay) Section
Coos County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 483.
See also RW Drawings 1R-3-1578 & 10C-54-11.

February 21, 1989

Oregon Coast Highway
Miami River Bridge Section
Tillamook County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 484.
See also RW Drawings 1R-3-1582 & 9B-33-15.

July 25, 1989

Oregon Coast Highway
Rogue River Bridge – Gold Beach Section
Curry County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 487.
See also RW Drawings 1R-3-1585 & 9B-34-4.

April 17, 1991

Oregon Coast Highway
Greenwood Avenue – Elm Avenue (Coos Bay) Section
Coos County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 497.
See also RW Drawings 1R-3-1610 & 1R-3-1608.

April 6, 1994

Oregon Coast Highway
Cannon Beach Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 656.

November 28, 1997

Oregon Coast Highway
Winchester Bay – Clear Lake Section
Douglas County
The Right of Way Manager approved a resolution transferring a portion of the highway.
See Abandonment and Retention Resolution No. 677.

March 18, 1999

Oregon Coast Highway
Carpenterville and Cape Sebastian frontage roads Section
Designation of frontage roads as the Carpenterville Highway No. 255 by the Commission.
See Secondary Highway Designation File No. 91.

September 26, 2005

Oregon Coast Highway
Otter Rock Junction Section
Lincoln County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 758.

February 6, 2006

Oregon Coast Highway
Otter Point Surplus Property adjacent to Oregon Coast Highway Section
Coos, Curry and Crook County
The Transportation Director approved a Jurisdictional Transfer.
See Jurisdictional Transfer No. 764.

September 15, 2006

Oregon Coast Highway
Winchuck River Section
Curry County
The Transportation Director approved a Jurisdictional Transfer.
See Jurisdictional Transfer No. 760.

June 20, 2017

Oregon Coast Highway
US101: SE 23rd to SW 35th Street (Lincoln City) Section
Lincoln County
City of Lincoln City
Portion of the highway no longer needed and duly eliminated from highway system and all right, title, and interest passes to and vests in the City of Lincoln City as a portion of its city street system.
See Jurisdictional Transfer No. 826 recorded August 1, 2017 in Lincoln County Book of Records as Instrument No. 2017-07315.

Alsea Bay Bridge, Waldport in 1947. Photo by Oregon State Archives, Oregon State Highway Division, OHD 3103



Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Oregon Coast Highway No. 9.

Table 9-2: The Oregon Coast Highway No. 9 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
13	Lincoln	Otis - Siletz River	-	01/09/1936	-
13 - B	Lincoln	Otis - Siletz River	-	10/20/1938	-
33	Lane	Florence	-	07/17/1936	-
36	Lane	Glenada	-	08/04/1936	-
39	Douglas	Reedsport	-	01/07/1937	-
40	Lincoln	Waldport (Broadway Street)	-	01/07/1937	-
42	Clatsop	North Fork Nehalem River	-	06/18/1937	03/21/1940
47	Coos	Cunningham Creek Bridge	-	11/17/1937	-
65	Clatsop	West Lake	-	09/01/1939	03/21/1940
94	Curry	Brookings	-	07/17/1941	07/02/1941
95	Lincoln	Nelscott	-	07/17/1941	-
118	Clatsop	Lewis & Clark River Br - Warrenton Park	-	01/12/1944	-
134	Lincoln	Miner Creek - Agate Beach	02/20/1946	09/13/1948	12/28/1948
144	Clatsop	Circle Br - Summit	07/22/1946	09/13/1948	11/30/1948
153	Coos	Ingersoll Ave - Johnson Ave & Bunker Hill	12/30/1946	02/04/1947	04/11/1949
156	Lincoln	Agate Beach - Newport	05/15/1947	10/20/1952	-
188	Coos	Delmar - Coaledo, Coaledo - Chrome Plant	06/29/1948	09/28/1950	-
191	Coos	Coaledo - Chrome Plant	08/10/48	09/28/1950	-
194	Coos	Glasgow - Hauser	-	11/03/1948	-
200	Tillamook	Tillamook - Pleasant Valley	01/25/1949	12/19/1950	-
206	Curry	Port Orford - Rocky Point	06/28/1949	09/24/1953	-
207	Lincoln	Newport Bridge	07/05/1949	-	-
209	Douglas	Gardiner	-	09/21/1949	11/22/1949
230	Lincoln	Port of Newport	-	04/13/1951	08/28/1951
233	Clatsop	Summit - Hug Point	-	05/24/1951	-
244	Douglas	Reedsport - Winchester Bay	11/08/1951	01/21/1954	02/17/1954
246	Tillamook	Bay City - Kilchis River	10/12/1951	01/21/1954	10/10/1951
273	Coos	Douglas County Line - Glasgow	03/10/1953	01/18/1955	-
295	Lincoln	Siletz Bay - Miner Creek	-	10/28/1954	-
297	Lincoln	Siletz Bay - Depoe Bay	01/19/1955 08/08/1957	08/08/1957	-

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
317	Douglas	Elbow Lake - Gardiner	04/27/1956	04/26/1956	05/15/1956
338	Lincoln/Till	Neskowin - Salmon River	09/12/1957	12/15/1964	-
367	Curry	Hunter Creek - Buena Vista Wayside	12/16/1959	03/10/1960	-
372	Tillamook	Bay City - Garibaldi	06/02/1960	03/12/1964	-
405	Clatsop	Astoria Airport	01/22/1963	03/14/1963	-
408	Coos	Davis Creek - Bethel Creek	-	07/18/1963	-
424	Tillamook	Pacific City - Neskowin	07/14/1964		-
428	Curry	Winchuck River	11/24/1964	08/25/1966	-
462	Curry	Sixes River - Elk River	03/14/1967 03/17/1970	03/17/1970 01/11/1972	-
483	Curry	Floras Creek	12/17/1968	12/17/1968	-
495	Tillamook	Nestucca Bay - Neskowin	-	09/30/1969	-
510	Curry	Meyers Cr - Burnt Hill (Pistol River Loop)	09/30/1969	07/07/1970	-
514	Curry	Brookings - Winchuck River	09/30/1970 11/24/1970 12/19/1973	10/31/1972	-
522	Lincoln	Siletz River (Kernville) Bridge	04/21/1970	09/25/1974	-
522a	Lincoln	Siletz River (Kernville) Bridge	-	03/15/1983	-
532	Tillamook	Little Nestucca River - Neskowin	10/31/1972	10/31/1972	-
543	Curry	Elk River - Port Orford	08/19/1974 08/26/1974	01/18/1977	-
572	Curry	Hunter Creek - Meyers Creek	-	05/30/1978	-
581	Tillamook	Little Nestucca River	05/15/1979	02/14/1983	-
618	Tillamook	Nehalem River Bridge	06/18/1986	08/21/1986	-
626	Tillamook	Nehalem River Bridge	-	11/17/1987	-
629	Coos	Davis Creek - Bethel Creek	05/09/1988	08/16/1988	-
632	Douglas	Engineer's Sta. 236+80 to 251+40	06/17/1988	09/20/1988	-
635	Tillamook	Little Nestucca River - Neskowin	06/30/1988	12/20/1988	-
656	Clatsop	Cannon Beach	10/20/1993	03/16/1994	-
677	Douglas	Winchester Bay - Clear Lake	11/28/1997	11/28/1997	-
758	Lincoln	Otter Rock Junction	06/07/2005	09/26/2005	-
760	Curry	Winchuck River Section	-	09/15/2006	-
764	Curry	Otter Point Surplus Property	10/19/2005	02/06/2006	-
826	Lincoln	US101: S.E. 23rd to S.W. 35th Street	07/08/2013 06/05/2014	06/20/2017	-

Throughway

August 30, 1927

Roosevelt Highway
Astoria – Seaside Section
Clatsop County

Bay City – Neskowin Section – Tillamook County Marshfield – Bandon Section
Coos County

The Highway Commission designated these section as Throughways.
See Highway Commission Minutes, page 2211.

April 24, 1930

Roosevelt Coast Highway
Seaside – Newport Section
The Commission designated this section as a through highway.
See Highway Commission Minutes, page 2734.

November 3, 1948

Oregon Coast Highway
Astoria - Coquille Section
Designated as a throughway by the Highway Commission. Contains twenty - two (22) maps identified as Group 9.
See Throughways and Rights of Access Resolution File No. 5

February 17, 1953

Oregon Coast Highway
Coquille - California Border Section
Coos & Curry County
Designated as a throughway by the Highway Commission.
See Throughways and Rights of Access Resolution File No. 6.

March 2, 1962

Oregon Coast Highway
Astoria Bridge - South Approach Ramp Spur
Clatsop County
Designated as a throughway by the Highway Commission.
See Resolutions Adopting Surveys File No. 249a.

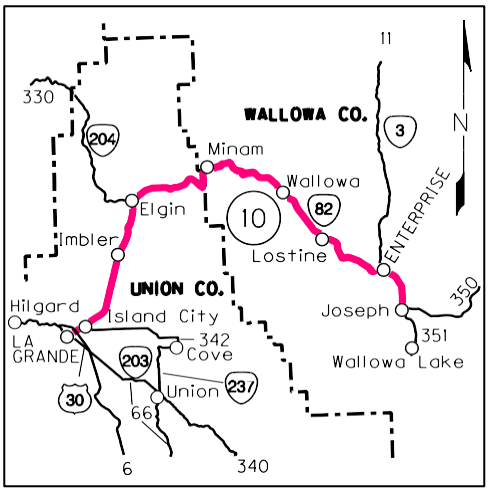
Cape Creek Bridge, US 101 in 1937.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD0408



Wallowa Lake Highway Number 10

10

Figure 10-1: Vicinity Map



Route Numbers

Highway Routes that run along the Wallowa Lake Highway are as follows:

- OR 82

Road Establishment Files

The following table lists the road establishment files for the Wallowa Lake Highway specified by county.

Table 10-1: Wallowa Lake Highway Road Establishment Files

File No.	County
6010062	Union County

Former Names

Former names for the Wallowa Lake Highway were:

- La Grande – Enterprise (1917 – 1922) as shown in Biennial Reports
- La Grande – Joseph (1917 – 1923)
- La Grande – Wallowa Lake (1923 – 1930)

History

The following entries are changes to the Wallowa Lake Highway listed by date.

1917

La Grande - Joseph Highway La Grande – Joseph Section
Union & Wallowa County
The highways listed in this Act are determined to be of first importance to the general public of the State of Oregon and should be permanently constructed and finished with a hard surface.
See Primary Highway Designation File No. 1.
See also General Laws of Oregon of 1917, Chapter 423.

Part of the Act:
8. A road from La Grande through Union and Wallowa Counties to Joseph;

November 27, 1917

La Grande - Joseph Highway
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

August 28, 1923

La Grande - Joseph Highway Elgin Section
Union County
Adopted the following route through Elgin:

> "North on Front Street to B Street, thence east on B Street to Balm Street, thence diagonally across the block to the bridge across the Grande Ronde River as surveyed by the engineer and designated as Route 2."

See Highway Commission Minutes, page 1572.

October 23, 1923

La Grande - Wallowa Lake Highway La Grande – Wallowa Lake Section
Union & Wallowa County
La Grande Joseph Highway was changed to the La Grande - Wallowa Lake Highway.
See Highway Commission Minutes page 1603.

August 29, 1924

La Grande - Wallowa Lake Highway Enterprise Section
Wallowa County
The location of the highway through Enterprise adopted.
See Highway Commission Minutes page 1724.

April 19, 1929

Wallowa Lake Highway Entire Highway Section
The Commission approved changing the name of the highway to Wallowa Lake Highway.
See Highway Commission Minutes page 2508.

October 19, 1933

Wallowa Lake Highway Enterprise & Wallowa Section
Wallowa County
Date of Hearing on adoptions of rerouting the highway in the cities of Enterprise and Wallowa.
See Highway Commission Minutes, Enterprise page 4399, Wallowa page 4389.

October 25, 1933

Wallowa Lake Highway Enterprise & Wallowa Section
Wallowa County
Rerouting of the highway in Enterprise and Wallowa adopted.
See Highway Commission Minutes, page 4428.

September 18, 1934

Wallowa Lake Highway La Grande Section
Union County
Adoption of change in the routing of the highway in La Grande.
See Highway Commission Minutes, page 5156.

Wallowa Lake Highway Elgin Section
Union County
Adoption of change in the route of the highway at the ECL of Elgin.
See Highway Commission Minutes, page 5159.

October 1, 1934

Wallowa Lake Highway Elgin Section
Union County
Routing the Wallowa Lake Highway at the ECL of Elgin adopted.
See Highway Commission Minutes, page 5192.

October 6, 1934

Wallowa Lake Highway La Grande Section
Union County
Project adoption of change of routing of the highway in La Grande abandoned.
See Highway Commission Minutes, page 5304.

June 5, 1935

Wallowa Lake Highway
La Grande & Enterprise Section
Union & Wallowa County
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, pages 5624 - 5625.

Part of the Resolution:
La Grande
Beginning at the intersection of Spruce Street and Adams Avenue in the City of La Grande; thence northeast along Spruce Street and Island City Road to the east city limits of La Grande.

Enterprise
Beginning at the west city limits of Enterprise where the same is intersected by the Wallowa Lake Highway as now constructed; thence northeasterly along the Wallowa Lake Highway as now constructed to an intersection with North Street; thence easterly along North Street to the intersection of North Street and West 2nd Street; thence south along West 2nd Street to the intersection of West 2nd Street and Main Street; thence east along Main Street to the intersection of Main Street and River Street; thence south along River Street to a point near Residence Street; thence easterly from a point on River Street near Residence Street along the Wallowa Lake Highway which is to be constructed to the east city limits of Enterprise.

September 10, 1935

Wallowa Lake Highway Enterprise Section

Wallowa County
Adoption of rerouting of the highway in Enterprise.
See Highway Commission Minutes, page 5873.

September 26, 1935

Wallowa Lake Highway Enterprise Section
Wallowa County
Resolution designating the route and location through Enterprise.
See State Highway Commission Minutes, page 5895 - 6.

May 12, 1938

Wallowa Lake Highway
Rock Creek - Wallowa Section Enterprise Section
Wallowa Section
Wallowa County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 58.
See also RW Drawing 3B-11-10.

1939

Wallowa Lake Highway La Grande – Joseph Section
Union & Wallowa
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Wallowa Lake Highway. From a junction with the Old Oregon Trail in La Grande, easterly via Elgin and Enterprise into Joseph.

December 18, 1941

Wallowa Lake Highway Cricket Flat - Niman Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10784.

May 9, 1944

Wallowa Lake Highway Elgin - Boswell Ranch Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 3.
See also Highway Commission Minutes, page 12014.

April 4, 1946

Wallowa Lake Highway
Boswell Ranch - Cold Canyon Section
Union County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 138.

February 28, 1949

Wallowa Lake Highway Elgin - Boswell Ranch Section
Union County
The Highway Commission adopted a resolution abandoning a portion of the highway. Contents of Abandonment and Retention Resolution No. 203 transferred to No. 180.
See Abandonment and Retention Resolution No. 180.
See also RW Drawing 6B-25-16.

January 31, 1952

Wallowa Lake Highway Lostine Section
Wallowa County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 64.
See also RW Drawing 7B-12-12.

May 11, 1954

Wallowa Lake Highway Lostine Section
Wallowa County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 255.

August 8, 1957

Wallowa Lake County
Union County Line – Rock Creek Section
Wallowa County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 170.
See also RW Drawings 1R-3-1170, 8B-6-12 & 13.

March 10, 1960

Wallowa Lake Highway Rhinehart – Elgin Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 208
See also RW Drawings 1R-3-1258 & 8B-16-17.

May 25, 1962

Wallowa Lake Highway
Island City – Janson Road Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 253
See also RW Drawings 1R-5-1575, 8B-24-9 & 10.

September 20, 1962

Wallowa Lake Highway Minam Section
Wallowa County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 258.
See also RW Drawings 1R-5-1602 & 8B-6-12.

March 14, 1963

Wallowa Lake Highway Rhinehart – Elgin Section
Union County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 363.

December 15, 1964

Wallowa Lake Highway Grande Ronde River Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 291.
See also RW Drawings 1R-4-88 & 8B-21-25.

December 14, 1965

Wallowa Lake Highway
Lostine – Wallowa River Section
Wallowa County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 305.
See also RW Drawings1R-4-181.

October 1, 1968

Wallowa Lake Highway
Wallowa River (MP 60) Bridge Section
Wallowa County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 480.

February 16, 1971

Wallowa Lake Highway
La Grande – Interstate 80N Section
Union County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 393.
See also RW Drawing 1R-4-475.

July 23, 1974

Wallowa Lake Highway Enterprise Section
Wallowa County
Rerouting of the highway in Enterprise.
See Miscellaneous Contracts & Agreements File No. 5024.
See also Abandonment & Retention File No. 545.

September 25, 1974

Wallowa Lake Highway Enterprise Section
Wallowa County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment & Retention File No. 545.
See also Miscellaneous Contracts & Agreements File No. 5024.

September 22, 1977

Wallowa Lake Highway La Grande – Joseph Section
Union & Wallowa County
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Wallowa Lake Highway is hereby classified as a state primary highway and is assigned the state primary highway number 10. The Wallowa Lake Highway runs from a junction with the Old Oregon Trail Highway in La Grande, easterly to Joseph.*

August 17, 1982

Wallowa Lake Highway Minam Section

Wallowa County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 606.

October 19, 1982

Wallowa Lake Highway
Elgin – Minam River Bridge Section
Union County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 608.

March 20, 1990

Wallowa Lake Highway
Trout Creek – Enterprise Section
Wallowa County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 644.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Wallowa Lake Highway No. 10.

Table 10-2: The Wallowa Lake Highway No. 10 Jurisdictional Transfers

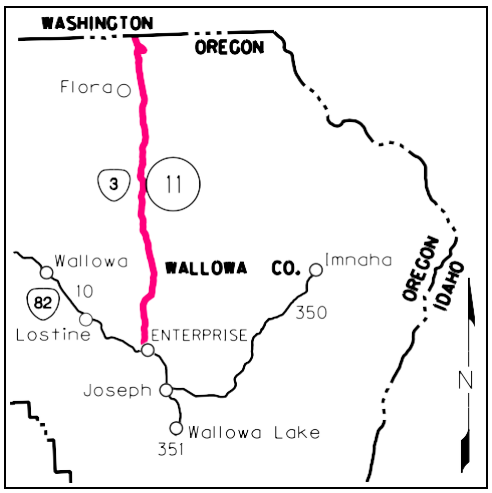
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
58	Wallowa	Rock Creek - Wallowa	-	05/12/1938	-
138	Union	Boswell Ranch - Cold Canyon	-	04/04/1946	05/22/1946
180	Union	Elgin - Boswell Ranch	02/11/1948	02/28/1949	-
203	Union	Elgin - Boswell Ranch (transfer to 180)	-	-	-
255	Wallowa	Lostine	05/20/1952	05/11/1954	-
363	Union	Rhinehart - Elgin	09/24/1959 06/02/1960	03/14/1963	-
480	Wallowa	Wallowa River (MP 60) Bridge	-	10/01/1968	-
545	Wallowa	Enterprise	-	09/25/1974	-
606	Wallowa	Minam	-	08/17/1982	-
608	Wallowa	Elgin - Minam River Bridge	-	10/19/1982	-
644	Wallowa	Trout Creek - Enterprise	-	03/20/1990	-

Throughway

None.

Enterprise – Lewiston Highway Number 11 11

Figure 11-1: Vicinity Map



Route Numbers

Highway Routes that run along the Enterprise - Lewiston Highway are as follows:

- OR 3

Road Establishment Files

The following table lists the road establishment files for the Enterprise - Lewiston Highway specified by county.

Table 11-1: Enterprise – Lewiston Highway Road Establishment Files

File No.	County
6010063	Wallowa County

Former Names

Former names for the Enterprise - Lewiston Highway were:

- Enterprise – Flora (1917 – 1936)

History

The following entries are changes to the Enterprise – Lewiston Highway listed by date.

November 27, 1917

Enterprise - Flora Highway
Enterprise - Flora Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1. See also Highway Commission Minutes, page 337

June 5, 1935

Enterprise - Flora Highway
Enterprise Section
Temporarily designated the route of the highway over city streets by the Commission. See Primary Highway Designation File No. 3a.
See Highway Commission Minutes, page 5625.

> **Part of the Resolution:**
> *Enterprise*
> *Beginning at the North city limits of Enterprise where the same 18 intersected by the Enterprise - Flore Highway as now constructed; thence south along the Enterprise - Flora Highway as now constructed and West 1st Street to the intersection of West 1st Street and Main Street.*

February 19, 1936

Enterprise – Flora Highway
Flora – Washington State Line Section
An extension from the present terminus near the town of Flora to the Washington State Line. See Highway Commission Minutes, page 6305.

1936

Enterprise - Lewiston Highway
The only record found of this highway name change being adopted is on the Twelfth Biennial Report of 1936.

1939

Enterprise - Lewiston Highway
Enterprise – Washington State Line Section
Included in the State Highway System by the Legislature. See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Enterprise – Lewiston Highway. From a junction with the Wallowa Lake Highway in Enterprise, north via the vicinity of Flora to the Oregon - Washington state line, including a connection to Flora.

November 6, 1941

Enterprise - Lewiston Highway
Enterprise - Forest Boundary Section
A Survey Resolution was adopted and approved by the Highway Commission. See Highway Commission Minutes, page 10694.

June 25, 1942

Enterprise - Lewiston Highway
Enterprise - Forest Boundary (South Unit) Section
A Survey Resolution was adopted and approved by the Highway Commission. See Highway Commission Minutes, page 11128.

November 25, 1947

Enterprise - Lewiston Highway
South Unit, Enterprise - Forest Boundary Section
The Highway Commission adopted a resolution abandoning a portion of the highway. See Abandonment and Retention Resolution No. 172.
See also RW Drawing 6B-3-4.

May 24, 1951

Enterprise - Lewiston Highway
South Unit, U.S. Forest Section
The Highway Commission adopted a resolution abandoning a portion of the highway. See Abandonment and Retention Resolution No. 232.
See also RW Drawing 6B-36-6.

April 21, 1952

Enterprise - Lewiston Highway
North Unit, Enterprise - Forest Boundary Section
The Highway Commission adopted a resolution abandoning a portion of the highway. See Abandonment and Retention Resolution No. 254.
See also RW Drawing 6B-14-22.

August 6, 1953

Enterprise - Lewiston Highway
Forest Boundary - Flora Junction Section
A Survey Resolution was adopted and approved by the Highway Commission. See Resolutions Adopting Surveys File No. 92.
See also RW Drawings 7B-23-4 & 5.

July 23, 1974

Enterprise - Lewiston Highway
Enterprise Section
Re-designating the Enterprise - Lewiston Highway one block in Enterprise. See Miscellaneous Contracts & Agreements File No. 5024.

September 25, 1974

Enterprise - Lewiston Highway
Enterprise Section
Wallowa County
The Highway Commission adopted a resolution abandoning a portion of the highway. See Abandonment and Retention Resolution No. 545.
See also Miscellaneous Contract and Agreement No. 5024.

September 22, 1977

Enterprise - Lewiston Highway
Enterprise – Washington State Line Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Enterprise - Lewiston Highway is hereby classified as a state primary highway and is assigned the state primary highway number 11. The Enterprise - Lewiston Highway runs from a junction with the Wallowa Lake Highway in Enterprise, north to the Oregon - Washington state line.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Enterprise – Lewiston Highway No. 11.

Table 11-2: The Enterprise – Lewiston Highway No. 11 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
172	Wallowa	S Unit, Enterprise - Forest Boundary	-	11/25/1947	-
232	Wallowa	South Unit, U.S. Forest	-	05/24/1951	-
254	Wallowa	N Unit, Enterprise - Forest Boundary	-	04/21/1952	-
545	Wallowa	Enterprise	-	09/25/1974	-

Throughway

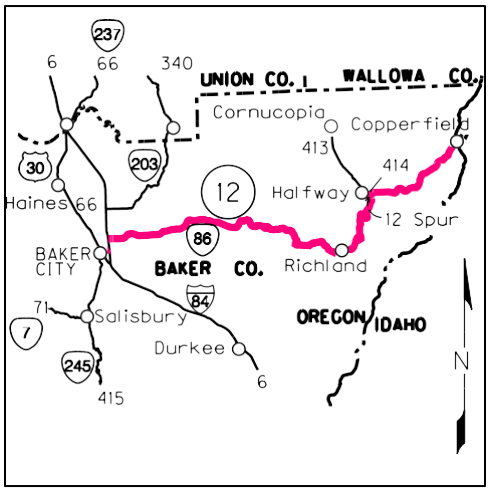
None.

Chief Joseph Wallowa Lake, 1945. Photo by Oregon State Archives, Oregon Department of Transportation, OHD23321



Baker – Copperfield Highway Number 12 12

Figure 12-1: Vicinity Map



Route Numbers

Highway Routes that run along the Baker - Copperfield Highway are as follows:

- I-84
- OR 7
- OR 86
- OR86S

Road Establishment Files

The following table lists the road establishment files for the Baker - Copperfield Highway specified by county.

Table 12-1: Baker - Copperfield Highway Road Establishment Files

File No.	County
6010064	Baker County

Former Names

Former names for the Baker - Copperfield Highway were:

- Baker – Cornucopia (1917 – 1934)
- Baker – Homestead (1934 – 1977)

History

The following entries are changes to the Baker - Copperfield Highway listed by date.

November 27, 1917

Baker - Cornucopia Highway
Baker – Cornucopia Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

June 12, 1924

Baker – Cornucopia Highway
Baker Section
Adoption of the route through Baker by the Commission.
See Highway Commission Minutes, page 1698.

1929

Baker - Cornucopia Highway
Halfway – Cornucopia Section
The State Highway Commission authorized to relocate a portion of a certain state highway.
See Primary Highway Designation File No. 3
See also General Laws of Oregon of 1929, Chapter 298.

> **Part of the Act:**
> *Section 1. That the Oregon State Highway Commission be and it hereby is authorized and empowered to relocate a portion of that state highway known and designated as the Baker - Cornucopia highway and otherwise designated in the state records as state highway No. 12; the section of said highway which the highway commission hereby is authorized to relocate being that section extending from Halfway by way of the town of Carson to the town of Cornucopia, and the said commission hereby is authorized to locate said highway from a point at or near the town of Halfway northeasterly over the most direct and feasible route to the Ballard interstate bridge in Baker county,*

and said highway commission hereby is authorized an empowered to survey, improve and maintain as a state highway said road as relocated, and the Commission further is authorized by resolution to abandon as a part of said state highway that section thereof extending from the town of Halfway by way of the town of Carson to the town of Cornucopia in Baker county.

1934

Baker - Homestead Highway
The only record found of this highway name change being adopted is on the Eleventh Biennial Report of 1934 and the 1934 map of the State Highway System.

June 5, 1935

Baker - Homestead Highway
Baker Section
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, pages 5625 - 5626.

Part of the Resolution:
Baker
Beginning at the intersection of Main Street and Broadway Avenue in the City of Baker: thence north along Main Street to the intersection of Main Street and Campbell Avenue; thence east along Campbell Avenue to the intersection of Campbell Avenue and Cornucopia Road or Street; thence northeasterly and north along the Cornucopia road or Street to the north city limits of Baker near the center of Section 9, Township 9 South, Range 40 East, W.M.

1939

Baker - Homestead Highway
Baker – Idaho State Line Section
Included in the State Highway System by the Legislature. See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Baker - Homestead Highway. From a junction with the Old Oregon Trail in Baker, easterly via Richland and Homestead to the Oregon - Idaho state line.

February 14, 1941

Baker - Homestead Highway
Timber Canyon Grade – Homestead Section
Rerouting from the foot of Timber Canyon Grade to Homestead authorized. Timber Canyon Grade - Halfway Section to be retained on the Highway System.
See Highway Commission Minutes of, page 10125.

April 4, 1941

Baker - Homestead Highway
Timber Canyon Grade – Ballards Bridge Section
Rerouting between Timber Canyon Grade, east of Richland, and Ballards Bridge, via Robinette and Brownlee.
Also involves abandonment of a section between Halfway and a point 6.4 miles southerly from Ballards Bridge. The section beginning at the foot of Timber Canyon Grade east of Richland, thence northerly to Halfway, is re-designated as the Halfway Highway No. 55.
See Primary Highway Designation File No. 10 - 11.

July 23, 1942

Baker - Homestead Highway
Flagstaff Hill - Ruckles Creek Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 107.

October 29, 1945

Baker - Homestead Highway
Love Bridge – Black Bridge Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 10.
See also RW Drawings 6B - 17 - 23 & 24

February 4, 1947

Baker Homestead Highway
Ruckles Creek - Middle Bridge Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 129.

November 25, 1947

Baker - Homestead Highway
West Unit, Love Bridge - Black Bridge Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 174.
See also RW Drawing 6B-16-10.

June 25, 1953

Baker – Homestead Highway
East Unit of Love Bridge – Black Bridge Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 89.
See also RW Drawing 7B-4-10.

November 3, 1955

Baker – Homestead Highway
Black Bridge – Richland Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 132.
See also RW Drawings 1R-5-779, 7B-34-8 & 7B-34-15.

June 5, 1956

Baker - Homestead Highway
Brownlee Dam Section
Rerouted the highway around the end of Brownlee Dam.
See Primary Highway Designation File No. 23.

1957

Baker - Homestead Highway
Baker – Idaho State Line Section
Amending the route of the highway.
See Oregon Law of 1957, Chapter 123, pages 155 and 156

Part of the Act
Section 7. ORS 366.238 is amended to read as follows:
The Baker - Homestead Highway runs from a junction with the Old Oregon Trail in Baker, easterly via Richland, Pine Valley, Copperfield and Homestead to the Oregon - Idaho state line..

February 27, 1958

Baker - Homestead Highway
East Unit, Black Bridge - Richland Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 329.

May 8, 1958

Baker – Homestead Highway
Richland – Copperfield Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 175.
See also RW Drawing 1R-3-1202.

March 5, 1959

Baker – Homestead Highway
Richland - Copperfield Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 357.

October 20, 1961

Baker – Homestead Highway
Middle Bridge Road – Love Bridge Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 244.
See also RW Drawings 1R-5-1529 & 8B-23-11.

February 16, 1971

Baker – Copperfield Highway
Murry Gulch – New Bridge Road Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 519.

August 14, 1973

Baker – Homestead (Baker – Copperfield) Highway
North City Limits Baker – Campbell Street Section
The Highway Commission adopted a resolution abandoning a portion of the highway. The route of the highway in Baker is re-designated over city streets.
See Abandonment and Retention Resolution No. 474.

August 14, 1973

Baker – Copperfield Highway
North Powder – South Baker Interchange Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 496.

July 27, 1976

Baker – Copperfield Highway
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 420.
See also RW Drawings 1R-4-619 & 8B-23-11.

July 19, 1977

Baker – Copperfield Highway
Middle Bridge Road – Ritter Creek Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 564.

September 22, 1977

Baker - Copperfield Highway
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Baker - Copperfield Highway is hereby classified as a state primary highway and is assigned the state primary highway number 12. The Baker - Copperfield Highway runs from a junction with the Old Oregon Trail Highway in Baker, easterly to the Oregon - Idaho state line east of Copperfield, with a spur to Halfway.*

September 17, 1985

Baker – Copperfield Highway Hole in the Wall Slide Section
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 454.
See also RW Drawings 1R-3-1506 & 9B-25-26.

October 17, 1989

Baker – Copperfield Highway
East Unit, Love Bridge – Black Bridge Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 642.

February 17, 1993

Baker – Copperfield Highway
Flagstaff Hill Section
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 505.
See also RW Drawings 1R-3-1629 & 10B-4-4.

July 26, 2010

Baker – Copperfield Spur M.P. 53.55 to M.P. 54.70
Baker – Copperfield 12 Spur assigned new highway tracking number of 481.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Baker - Copperfield Highway No. 12.

Table 12-2: The Baker - Copperfield Highway No. 12 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
107	Baker	Flagstaff Hill - Ruckles Creek	-	07/23/1942	08/05/1942
129	Baker	Ruckles Creek - Middle Bridge	12/27/1945	02/04/1947	04/02/1947
174	Baker	West Unit, Love Bridge – Black Bridge	-	11/25/1947	-
329	Baker	East Unit, Black Bridge - Richland	04/16/1957	02/27/1958	-
357	Baker	Richland - Copperfield	01/19/1959	03/05/1959	-
474	Baker	NCL - Campbell St (Baker)	04/23/1968	08/14/1973	-
496	Baker	North Powder – South Baker Intch	09/30/1969	08/14/1973	-
519	Baker	Murry Gulch - New Bridge Road	-	02/16/1971	-
564	Baker	Middle Bridge Road - Ritter Creek	-	07/19/1977	-
642	Baker	East Unit, Love Bridge - Black Bridge	-	10/17/1989	-

Throughway

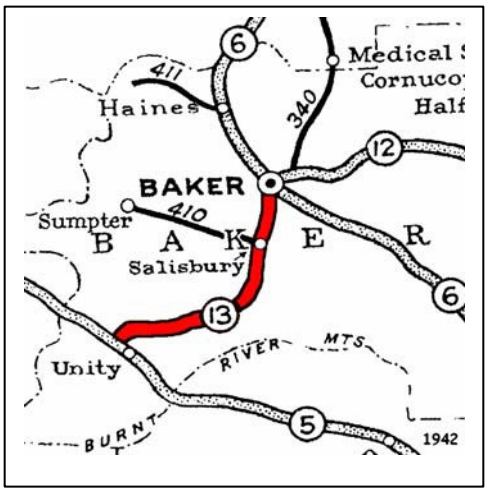
None.

Baker – Unity Highway Number 13

13

This highway is no longer a part of the highway system.

Figure 13-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Baker - Unity Highway.

Road Establishment Files

There are no road establishment files for the Baker - Unity Highway.

Former Names

There are no former names for the Baker - Unity Highway.

History

The following entries are changes to the former Baker - Unity Highway listed by date.

November 27, 1917

Baker – Unity Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

June 12, 1924

Baker Section
Adoption of the route through Baker by the Commission.
See Highway Commission Minutes, page 1698.

June 5, 1935

Baker Section
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, page 5626.

> **Part of the Resolution:**
> *Baker*
> *Beginning at the intersection of Main Street, Bridge Street and Dewey Avenue in the City of Baker: thence southeasterly along Dewey Avenue and the Baker - Unity Highway as now constructed to the south city limits of Baker.*

1939

Baker – Unity Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> **Part of the Act:**
> *Baker - Unity Highway. From a junction with the Old Oregon Trail in Baker, southwesterly via Salisbury and Hereford to a junction with the John Day Highway west of Unity.*

July 18, 1963

Salisbury - Baker Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 240.

September 22, 1977

Baker – Unity Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Baker - Unity Highway is hereby classified as a state primary highway and is assigned the state primary highway number 13. The Baker - Unity Highway runs from a junction with the Old Oregon Trail Highway in Baker, southwesterly to a junction with the John Day Highway near Unity.*

May 20, 1980

Baker – Unity Section
Re-designation of the Baker - Unity Highway as the Dooley Mountain Highway No. 415 & the Whitney Highway No. 71.
See Abandonment and Retention Resolution No. 587.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the former Baker – Unity Highway No. 13.

Table 13-2: The former Baker - Unity Highway No. 13 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
240	Baker	Salisbury - Baker Section	07/16/1951	07/18/1963	-

Throughway

None.

Baker City, Oregon in 1890, on Main St. looking north from Court St.
Photo by Oregon Historical Society, Photo ID NOMS49



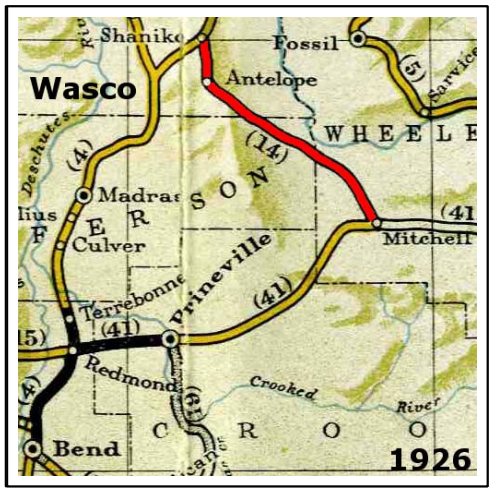
Shaniko – Mitchell Highway Number 14

14

This highway is no longer a part of the highway system.

Highway No. 14 is currently the Crooked River Highway.
See the next chapter for information on that highway.

Figure 14-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Shaniko - Mitchell Highway.

Road Establishment Files

There are no road establishment files for the Shaniko – Mitchell Highway.

Former Names

There former names for the Shaniko - Mitchell Highway were:

- Antelope – Mitchell Highway (1917 – 1922)

History

The following entries are changes to the former Shaniko - Mitchell Highway listed by date.

November 27, 1917

Antelope - Mitchell Highway
Antelope – Mitchell Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

November 1922

Shaniko - Mitchell Highway
The only record found of this highway change being adopted is in the Fifth Biennial Report of 1922 and the 1922 map of the State Highway System.

August 30, 1927

Shaniko - Mitchell Highway
Shaniko – Mitchell Section
Highway eliminated from the State Highway System.
See Highway Commission Minutes, page 2213.

Jurisdictional Transfers

There were no Jurisdictional Transfers for the former Shaniko – Mitchell Highway No. 14.

Table 14-2: The former Shaniko - Mitchell Highway No. 14 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Crooked River Highway Number 14

14

Highway No. 14 was formerly the Baker - Unity Highway.
See the previous chapter for information on that highway.

Figure 14-1: Vicinity Map



Route Numbers

Highway Routes that run along the Crooked River Highway are as follows:

- OR 27

Road Establishment Files

There are no road establishment files for the Crooked River Highway.

Former Names

Former names for the Crooked River Highway were:

- Prineville – Bear Creek (1928 – 1930)

History

The following entries are changes to the Crooked River Highway listed by date.

1928

Prineville - Bear Creek Highway
The only record found of this highway change being adopted is in the Eighth Biennial Report of 1928 and the 1928 map of the State Highway System.

May 22, 1930

Crooked River Highway
Prineville – Central Oregon Highway Section
Crook & Deschutes County
Name definitely adopted for the state highway.
See Highway Commission Minutes, page 2747.

1939

Crooked River Highway
Prineville – Central Oregon Highway Section
Crook & Deschutes County
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> **Part of the Act:**
> *Crooked River Highway. From a junction with the Ochoco Highway in Prineville, southerly via Crooked River and Bear Creek canyons to a junction with the Central Oregon Highway west of Brothers.*

April 23, 1968

Crooked River Highway
Swartz Canyon Road – Rocky Canyon Section
Crook County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 347.
See also RW Drawing 1R-4-324.

July 8, 1969

Crooked River Highway
Swartz Canyon Road – Rocky Canyon Section
Crook County
The Highway Commission adopted a resolution abandoning a portion of the highway.

See Abandonment and Retention Resolution No. 492.

September 22, 1977

Crooked River Highway
Prineville – Central Oregon Highway Section
Crook & Deschutes County
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Crooked River Highway is hereby classified as a state primary highway and is assigned the state primary highway number 14. The Crooked River Highway runs from a junction with the Ochoco Highway in Prineville, southerly to a junction with the Central Oregon Highway west of Brothers.*

February 18, 1986

Crooked River Highway
Dry Creek Bridge Section
Crook County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 459.
See also RW Drawings 1R-3-1519 & 1R-3-1517.

November 7, 2006

Crooked River Highway
Ochoco Highway – Prineville City Limits Section
Crook County
The Transportation Director approved a resolution transferring a portion of the highway.
See Abandonment and Retention Resolution No. 765 recorded December 7, 2006 on Document No. 2006-217154, Crook County Official Records.
See also RW Drawing 1B-7-9.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Crooked River Highway No. 14.

Table 14-2: The Crooked River Highway No. 14 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
492	Crook	Swartz Canyon Road – Rocky Canyon	-	07/08/1969	-
765	Crook	Ochoco Hwy - Prineville City Limits	10/18/2006	11/07/2006	-

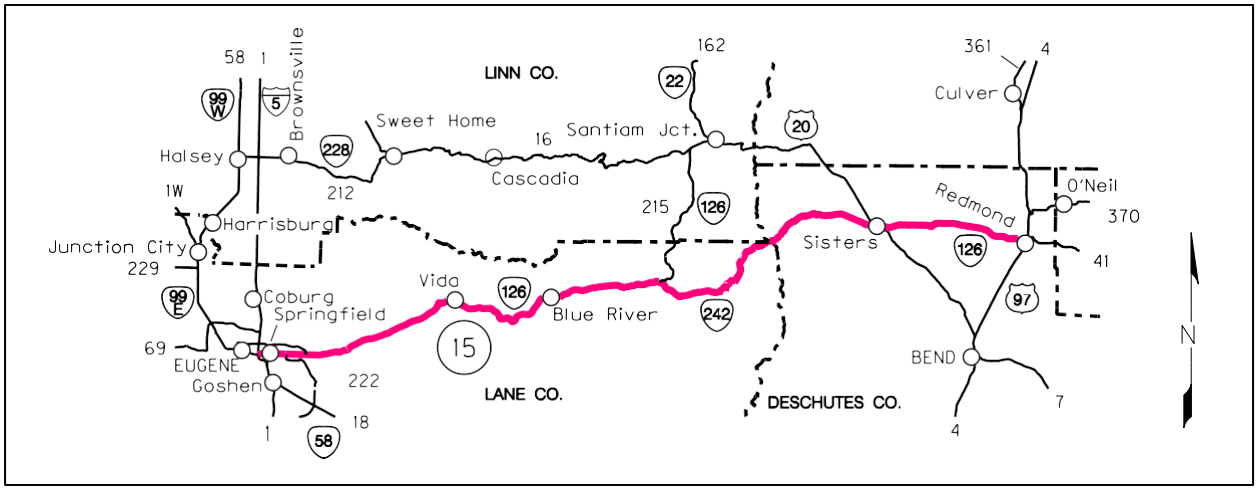
Throughway

None.

McKenzie Highway Number 15

15

Figure 15-1: Vicinity Map



Route Numbers

Highway Routes that run along the McKenzie Highway are as follows:

- US 20
- OR 126
- OR 126B
- OR242

Road Establishment Files

The following table lists the road establishment files for the McKenzie Highway specified by county.

Table 15-1: McKenzie Highway Road Establishment Files

File No.	County
49216	Lane County
6010065	Lane County

Former Names

Former names for the McKenzie Highway were:

- McKenzie River (1917 – 1922)

History

The following entries are changes to the McKenzie Highway listed by date.

November 27, 1917

McKenzie River Highway
Eugene – Dayville Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

1922

McKenzie Highway
The only record found of this highway name change being adopted is in the Fifth Biennial Report of 1922.

February 26, 1926

McKenzie Highway
Springfield – Thurston Section
Lane County
The Highway Commission approved the location of the Highway between Springfield and Thurston as located and staked on the ground as shown by a map dated January 10, 1926.
See Highway Commission Minutes, pages 1961 - 1962.

May 25, 1926

McKenzie Highway
Power Plant - Shell Rock and Shell Rock - Nimrod Section
Lane County
The Highway Commission approved the location of the highway as located by the engineer.
See Highway Commission Minutes, page 2010.

June 5, 1935

McKenzie Highway
Springfield Section
Lane County
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, page 5626.

Part of the Resolution:
Springfield:
Beginning at the west city limits of Springfield where the same is intersected by an extension of Main Street; Thence easterly along Main Street and the McKenzie Highway as now constructed to the east city limits of Springfield.

1939

McKenzie Highway
Eugene – Redmond Section
Deschutes & Lane County
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
McKenzie Highway. From a junction with the Pacific Highway between Eugene and Goshen, easterly via Springfield and McKenzie Pass to a junction with The Dalles - California Highway in Redmond.

November 24, 1952

McKenzie Highway
Springfield Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 77.
See also RW Drawing 5B-36-8

April 8, 1953

McKenzie Highway
Judkins Point - Goshen Section
Lane County
The Highway Commission approved a resolution eliminating three units from the Pacific highway. Unit "A" re-designated as a part of the McKenzie Highway No. 15. Unit "B" to be re-designated as the McVay Highway No. 225.
Unit "C" to be transferred to Lane County as a county road.

See Abandonment and Retention Resolution No. 238.
See also RW Drawing 6B-13-6.

Unit "A" described as"

Beginning at Highway Engineer's Station 181+96.94 of the new route of the Pacific Highway No. 1 in the Southwest quarter of the Southeast quarter of Section 33, Township 17 South, Range 3 West, W.M., and running thence easterly along the old highway to the intersection of the old highway and the McKenzie Highway No. 15 at Springfield at Highway Engineer's Station 240+71.26 in the Northwest quarter of the Southeast quarter of Section 34, Township 17 South, Range 3 West, W.M.

May 25, 1955

McKenzie Highway
Deschutes River Section
Deschutes County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 121.
See also RW Drawings 1R-5-649 & 7B-31-3.

November 3, 1955

McKenzie Highway
Deep Canyon – Deschutes River Unit of the Sisters – Deschutes River Section
Deschutes County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 132.
See also RW Drawing 7B-35-3.

December 19, 1955

McKenzie Highway
Willamette River (Springfield) Bridge Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 134.
See also RW Drawings 1R-5-829, 5B-36-8 & 6B-3-15.

July 12, 1956

McKenzie Highway
Finn Rock– Elk Creek Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 142.
See also RW Drawings 1R-5-894 & 8B-2-17.

October 31, 1957

McKenzie Highway
Deep Canyon Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 340.

February 27, 1958

McKenzie Highway
Deschutes River Section
Deschutes County
The Highway Commission approves a resolution to eliminate a part of the highway.
See Abandonment and Retention Resolution No. 347.

March 10, 1960

McKenzie Highway
Deep Canyon - Deschutes River Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 370.

October 20, 1961

McKenzie Highway
Deschutes River Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 384.

March 2, 1962

McKenzie Highway
Deschutes River – Redmond Section
Deschutes County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 248.
See also RW Drawings 1R-5-1466 & 8B-19-9.

April 25, 1963

McKenzie Highway
Blue River – Mill Creek Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 268.
See also RW Drawings 1R-5-1660 & 8B-28-8.

June 10, 1963

McKenzie Highway
Hendricks Bridge Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 271.
See also RW Drawings 1R-5-1661 & 8B-28-9.

March 12, 1964

McKenzie Highway
Mill Creek – Belknap Springs Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 278.
See also RW Drawings 1R-4-7, 8B-29-16 & 17.

August 27, 1964

McKenzie Highway
Deschutes River – Redmond Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 425.

January 27, 1965

McKenzie Highway
28th Street Connection (Springfield) Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 293.
See also RW Drawing 1R-4-100.

April 21, 1966

McKenzie Highway
19th Street – City Limits Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 15.
See also RW Drawings 1R-3-1408, 8B-35-10, 8B-34-24 & 25.

April 21, 1966

McKenzie Highway
Blue River – Mill Creek Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 444.

April 25, 1967

McKenzie Highway
Hendricks Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 463.

July 9, 1968

McKenzie Highway
Elk Creek – Blue River Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 348.
See also RW Drawing 1R-4-335.

August 20, 1968

McKenzie Highway
Blue River – Belknap Junction Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 475.
See also RW Drawing 4B-26-20.

July 10, 1973

McKenzie Highway
Elk Creek – Blue River Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 516.
See also RW Drawing 9B-5-9.

September 22, 1977

McKenzie Highway
Eugene – Redmond Section
Deschutes & Lane County
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The McKenzie Highway is hereby classified as a state primary highway and is assigned the state primary highway number 15. The McKenzie Highway runs from a junction with the Pacific Highway at or near Eugene, easterly to a junction with The Dalles - California Highway in Redmond.*

February 19, 1980

McKenzie Highway
Hendricks Bridge Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 463A.

June 23, 1987

McKenzie Highway
McKenzie Highway at MP 14.5 Section
Lane County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 466.
See also RW Drawings 1R-4-905 & 9B-28-14.

October 18, 1988

McKenzie Highway
Elk Creek – Blue River Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 516a.
See also RW Drawing 9B-5-9.

November 15, 1988

McKenzie Highway
Elk Creek – Blue River Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 516b.
See also RW Drawing 9B-5-9.

July 20, 1994

McKenzie Highway
Finn Rock – Elk Creek Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 662.

December 14, 1994

McKenzie Highway
10th & Main (Springfield) Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 663.

October 13, 1999

McKenzie Highway
Greenwood Drive – Vida Section
Lane County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 531.
See also RW Drawings 1R-3-1696 & 10B-8-25.

July 30, 2001

McKenzie Highway
28th Street– 69th Street (Springfield) Section
Lane County
The Right of Way Manager signed a Deed of Relinquishment for a portion of the highway.
See Abandonment and Retention Resolution No. 704

November 13, 2008

McKenzie Highway
OR126: Glacier – Highland Couplet Section
Deschutes County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 551.
See also RW Drawings 1R-4-1092 & 10B-18-19.

September 17, 2014

McKenzie Highway
OR 126 Business: Eugene ECL – McVay Highway No. 225 Section
Lane County
The Right of Way Manager signed a Deed of Relinquishment for a portion of the highway to the City of Springfield.
See Jurisdictional Transfer Resolution No. 792 recorded September 23, 2014 as Instrument No. 2014-037657, Lane County Official Records

Unit "A" described as"
All that portion of the right of way boundaries of the McKenzie Highway No. 15, the McKenzie Highway No. 15AA (Connection No. 1 to the McVay Highway No. 225), the McKenzie Highway No. 15AB (Connection No. 2 to the McVay Highway No. 225) and the McVay Highway No. 225AA (Connection No. 1 to the McKenzie Highway No. 15) lying Easterly of the East City Limits of the City of Eugene at mile point 0.24 on said highway; Northwesterly of a line parallel with and 206.67 feet Southeasterly of the existing right of way center line of said highway, which center line is shown on County Survey No. 39717, filed March 6, 2006, Lane County Oregon; and Westerly of the intersection of a line at right angles to said center line with the Southwesterly corner of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded March 14, 1949 in Book 392, page 26 of Lane County Record of Deeds, said intersection being opposite Engineer's Station 246+93.90 on said center line.
Said right of way boundaries are situated in Sections 33 and 34, Township 17 South, Range 3 West, W.M., Lane County, Oregon.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the McKenzie Highway No. 15.

Table 15-2: The McKenzie Highway No. 15 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
238	Lane	Judkins Point - Goshen	09/12/1951	04/08/1953	07/14/1953
340	Deschutes	Deep Canyon	-	10/31/1957	-
347	Deschutes	Deschutes River	01/27/1958	02/27/1958	-
370	Deschutes	Deep Canyon - Deschutes River	-	03/10/1960	-
384	Deschutes	Deschutes River	-	10/20/1961	-
425	Deschutes	Deschutes River - Redmond	-	08/27/1964	-
444	Lane	Blue River - Mill Creek	-	04/21/1966	-
463	Lane	Hendricks Bridge	-	04/25/1967	-
463A	Lane	Hendricks Bridge	-	02/19/1980	-
475	Lane	Blue River - Belknap Junction	05/29/1968	08/20/1968	-
516	Lane	Elk Creek - Blue River	01/07/1971	07/10/1973	-
516a	Lane	Elk Creek - Blue River	-	10/18/1988	-
516b	Lane	Elk Creek - Blue River	-	11/15/1988	-
662	Lane	Finn Rock - Elk Creek	-	07/20/1994	-
663	Lane	10th & Main (Springfield)	10/03/1994	12/14/1994	-
704	Lane	28th Street - 69th Street (Springfield)	-	07/30/2001	-
792	Lane	OR 126 Business: Eugene ECL – McVay Highway No. 225	07/25/2014	09/17/2014	-

Throughway

None.

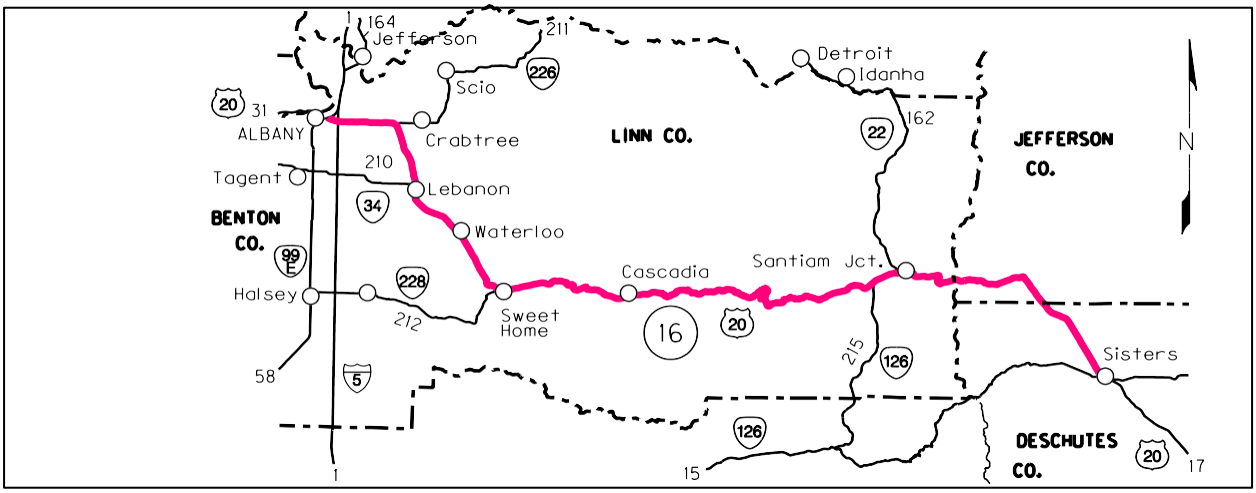
Three Sisters Mountains on the Cascade Range in Oregon, ca 1941.
Photo by Oregon State Archives, Oregon State Highway Division, OHD1426



Santiam Highway Number 16

16

Figure 16-1: Vicinity Map



Route Numbers

Highway Routes that run along the Santiam Highway are as follows:

- US 20
- OR 126

Road Establishment Files

The following table lists the road establishment files for the Santiam Highway specified by county.

Table 16-1: Santiam Highway Road Establishment Files

File No.	County
36310	Various County
50173	Linn County
6010066	Deschutes County

Former Names

Former names for the Santiam Highway were:

- Albany - Sisters (1917 – 1921)

History

The following entries are changes to the Santiam Highway listed by date.

November 27, 1917

Albany - Sisters Highway
Albany – Sisters Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

April 7, 1921

Santiam Highway
Albany – Sister Section
Designated as the Santiam Highway the road extending from Albany by way of Lebanon, Cascadia and Fish Lake to Sisters, which was formerly called the Albany - Sisters Highway.
See Highway Commission Minutes, page 927.

March 10, 1925

Santiam Highway
Albany - Lebanon Section
Linn County
The Albany - Lebanon unit of the highway was adopted, provided that the county secure sufficient right of way to eliminate the present jogs and sharp corners on this route.
See Highway Commission Minutes, page 1798.

July 28, 1925

Santiam Highway
Lebanon Section
Linn County
Adoption of the location of the highway at Lebanon.
See Highway Commission Minutes, page 1862.

March 24, 1927

Santiam Highway
Lebanon - Sheas Hill Section
Linn County
The Highway Commission adopted the Lebanon - Sheas Hill Section of the Highway.
See Highway Commission Minutes, page 2170.
See also RW Drawing 1A - 09 - 02

July 10, 1928

Santiam Highway
Metolius River Market Road Unit
Deschutes County
The Highway Commission adopted the Jct. of McKenzie Highway at Sisters to the Jefferson County Line Section as part of the Highway.
See Highway Commission Minutes, page 2361.

June 5, 1935

Santiam Highway Albany Section
Linn County
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, pages 5626 - 5627.

Part of the Resolution:
Albany:
Beginning at the intersection of Main Street and the street or road known as Salem Road in Albany; thence south and east along Main Street to the intersection of Main Street and a road or street known as Santiam Road; thence Southeasterly along Santiam Road to the east city limits of Albany.

1939

Santiam Highway
Albany – Sisters Section
Included in the State Highway System by the Legislature. See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Santiam Highway. From a junction with the Pacific Highway east in Albany, easterly via Lebanon and Cascadia to a junction with the McKenzie Highway west of Sisters.

November 21, 1939

Santiam Highway
Soda Creek - Tombstone Summit Section
Linn County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 68.

December 18, 1940

Santiam Highway Albany Section
Linn County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 86.

December 18, 1941

Santiam Highway
Foster - Bryant Hill Section
Linn County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10784.

Santiam Highway
Foster - Cascadia Section
Linn County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10782.

1957

Santiam Highway
Albany – Sisters Section
Amending the route of the highway.
See Oregon Law of 1957, Chapter 123, pages 155 and 156

Part of the Act
Section 8. ORS 366.242 is amended to read as follows:
The Santiam Highway runs from Albany, easterly via Lebanon and Cascadia to a junction with the McKenzie Highway at or near Sisters.

July 7, 1960

Santiam Highway
Albany – Pacific Highway Interchange Section
Linn County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 215.
See also RW Drawings 1R-3-1276 & 8B-17-5.

August 18, 1960

Pine Street – Market Drive (Lebanon) Section
Linn County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 220.
See also RW Drawings 1R-5-1429 & 8B-18-23.

January 25, 1966

Santiam Highway
Sweet Home – Foster Section
Linn County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 306.
See also RW Drawings 1R-4-183 & 8B-33-18.

September 8, 1971

Santiam Highway
Sodaville Road – Vail Creek Section
Linn County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 401.
See also RW Drawings 1R-4-491 & 9B-8-6.

June 27, 1972

Santiam Highway
Vail Creek - Sweet Home Section
Linn County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
Also designated as a throughway by the Commission.
See Highway Corridor and Design Resolution File No. 407.
See also RW Drawing 1R-4-515.

June 27, 1972

Santiam Highway
Foster Dam Section
Linn County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 529.

October 26, 1976

Santiam Highway
Price Road – Goldfish Farm Road Section
Linn County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 423.
See also RW Drawings 1R-4-625 & 9B-14-19.

September 22, 1977

Santiam Highway
Albany – Sisters Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Santiam Highway is hereby classified as a state primary highway and is assigned the state primary highway number 16. The Santiam Highway runs from Albany, easterly to a junction with the McKenzie Highway at or near Sisters.*

December 20, 2004

Santiam Highway
Cascade Drive MP 15.18 (Lebanon) Section
Linn County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 752 recorded January 21, 2005 in MF Volume 1669, Page 473 of Linn County Records.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Santiam Highway No. 16.

Table 16-2: The Santiam Highway No. 16 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
68	Linn	Soda Creek - Tombstone Summit	-	11/21/1939	-
86	Linn	Albany	-	12/05/1940	-
529	Linn	Foster Dam	-	06/27/1972	-
752	Linn	Cascade Drive MP 15.18 (Lebanon)	10/12/2004	12/20/22004	-

Throughway

November 3, 1948

Santiam Junction - Sisters Section
Designated as a throughway.
Contains two (2) maps identified as Group 10.
See Throughways and Rights of Access Resolution File No. 5

June 27, 1972

Santiam Highway
Vail Creek - Sweet Home Section
Linn County
A Highway Corridor and Design Resolution was adopted and approved by the Commission. Also designated as a throughway by the Commission.
See Highway Corridor and Design Resolution File No. 407.
See also RW Drawing 1R-4-515.

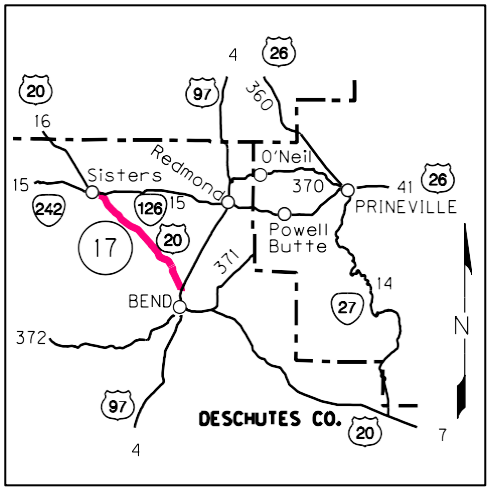
View along Santiam Hwy. on border of Linn and Deschutes County, OR, da. 1938. Photo by Oregon State Archives, Oregon Depart. of Transportation, OHD1194.



McKenzie – Bend Highway Number 17

17

Figure 17-1: Vicinity Map



Route Numbers

Highway Routes that run along the McKenzie – Bend Highway are as follows:

- US 20
- US 97B

Road Establishment Files

The following table lists the road establishment files for the McKenzie – Bend Highway specified by county.

Table 17-1: McKenzie – Bend Highway Road Establishment Files

File No.	County
6010098	Deschutes County

Former Names

Former names for the McKenzie - Bend Highway were:

- Bend - Sisters (1917 – 1921)

History

The following entries are changes to the McKenzie - Bend Highway listed by date.

November 27, 1917

Bend - Sisters Highway
Sisters – Bend Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

June 28, 1921

McKenzie - Bend Highway
Sisters – Bend Section
The Bend - Sisters Highway renamed to the McKenzie - Bend Highway.
See Highway Commission Minutes, page 995.

1939

McKenzie - Bend Highway
Sisters – Bend Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> **Part of the Act:**
> *McKenzie – Bend Highway. From a junction with the McKenzie Highway east of Sisters, southeasterly to a junction with The Dalles - California Highway north of Bend.*

November 24, 1952

McKenzie - Bend Highway
Tumalo - Bend Section
Resolution abandoning four portions of the old route, two of which shall be maintained by the County, the other two are re-designated the Cline Falls Highway No. 373.
See Abandonment and Retention Resolution No. 261.

January 28, 1969

McKenzie – Bend Highway
Cloverdale Road (M.P. 4.5) Section
Deschutes County
A Survey Resolution was adopted and approved by the Highway Commission
See Resolutions Adopting Surveys File No. 362.
See also RW Drawings 1R-4-371 & 10C-47-3.

September 22, 1977

McKenzie - Bend Highway
Sisters – Bend Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The McKenzie - Bend Highway is hereby classified as a state primary highway and is assigned the state primary highway number 17. The McKenzie - Bend Highway runs from a junction with the McKenzie Highway east of Sisters, southeasterly to a junction with The Dalles - California Highway north of Bend.*

July 3, 2003

McKenzie - Bend Highway
Bend Section
The north portion of 3rd Street, formerly designated as The Dalles - California Highway No. 4, re-designated as a part of the McKenzie - Bend Highway No. 17.
See State Highway Designation File No. 93.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Santiam Highway No. 16.

Table 17-2: The McKenzie - Bend Highway No. 17 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
261	Deschutes	Tumalo - Bend	04/13/1951	11/24/1952	04/15/1953

Throughway

November 3, 1948

McKenzie Highway
Bend Section
Contains two (2) maps identified as Group 11.
See Throughways and Rights of Access Resolution File No. 5

Lakeview – Burns Highway Number 18

18

This highway is no longer a part of the highway system.

Figure 18-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Lakeview - Burns Highway.

Road Establishment Files

There are no road establishment files for the Lakeview - Burns Highway.

Former Names

There were no former names for the Lakeview - Burns Highway.

History

The following entries are changes to the Lakeview - Burns Highway listed by date.

November 27, 1917

Lakeview - Burns Highway
Lakeview – Burns Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

November 24, 1922

Lakeview - Burns Highway
Lakeview – Burns Section
The Commission agreed unanimously to take the Burns – Lakeview Highway off the map.
See Highway Commission Minutes, page 1416.

Jurisdictional Transfers

There aren't any listings of Jurisdictional Transfers for the Lakeview - Burns Highway No. 18.

Table 18-2: The Lakeview - Burns Highway No. 18 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order

Throughway

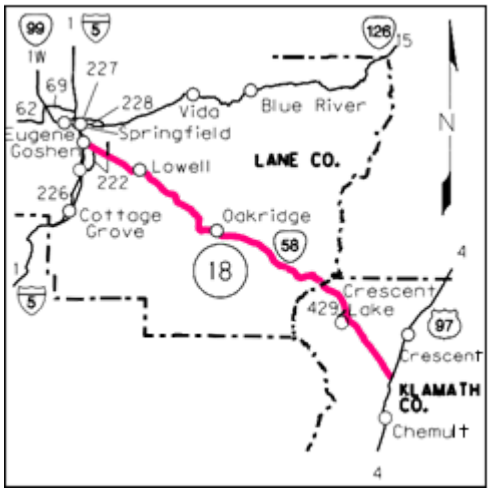
None.

Willamette Highway Number 18

18

Highway No. 18 was formerly the Lakeview - Burns Highway.
See the previous chapter for information on that highway

Figure 18-1: Vicinity Map



Route Numbers

Highway Routes that run along the Willamette Highway are as follows:

- OR 58
- OR 99

Road Establishment Files

The following table lists the road establishment files for the Willamette Highway specified by county.

Table 18-1: Willamette Highway Road Establishment Files

File No.	County
6010090	Klamath/Deschutes Counties
6010096	Various

Former Names

There are no former names for the Willamette Highway.

History

The following entries are changes to the Willamette Highway listed by date.

February 20, 1922

Lowell – Crescent Section
Lane & Klamath County
The Highway Commission agreed to join in a survey for the highway.
See Primary Highway Designation File No. 13.
See also Highway Commission Minutes, page 1167.

March 25, 1922

Lowell – Crescent Section
Lane & Klamath County
The Commission agreed to share the cost of the highway survey with the Forest Service.
See Primary Highway Designation File No. 13.
See also Highway Commission Minutes, page 1210.

November 23, 1922

Goshen - The Dalles - California Highway Section
Lane & Klamath County
Placed upon the State Highway Map by the Commission.
See Primary Highway Designation File No. 13.
See also Highway Commission Minutes, page 1412.

> **A Portion of the Minutes:**
> *In order to make a more definite record of the previous acts of the Commission, the Engineer was instructed by unanimous vote to place upon the state highway map the Willamette Highway extending from Goshen on the Pacific Highway up the Coast Fork of the Willamette River to a junction with The Dalles – California Highway at or near Crescent.*

November 24, 1922

Goshen – Crescent Section
Lane & Klamath County
The route extending from Goshen to Crescent placed on the State Highway System.
See Highway Commission Minutes, page 1412.

March 22, 1930

Oakridge Section
Lane County
Adoption of the route known as "S" "A" "D" in the vicinity of Oakridge.
See Highway Commission Minutes, page 2745.

1939

Goshen to The Dalles – California Highway Section
Lane & Klamath County
Included in the State Highway System by the Legislature.
See Oregon Laws, 1939, Chapter 529, Section 15. Pages 1123, 1125.

> **Part of the Act:**
> *Willamette Highway. From a junction with the Pacific Highway at Goshen, southeasterly via Oakridge and Odell Lake to a junction with The Dalles - California Highway south of Crescent.*

June 13, 1940

Dexter – Goshen Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission. Relocation of the highway between Dexter and Goshen.
See Resolutions Adopting Surveys File No. 0 - 4.

> **The route described in the Resolution as:**
> *Beginning at or near the town of Dexter; thence northwesterly to a junction with the Pacific Highway at or near the town of Goshen over the route heretofore surveyed by the State Highway Engineer and approved by the Commission.*

December 18, 1941

Goshen - Pleasant Valley Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10784.

November 14 1944

Pleasant Hill – Lost Creek Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 121.

October 30, 1945

Pacific Highway to The Dalles - California Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

August 9, 1948

County Road near Engineer Station 496+14.1 Section
Lane County
Release of Access restriction for construction of a county road.
See Throughways and Rights of Access Resolution File No. 3.

August 30, 1945

Pleasant Hill - Lowell Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 9.
See also Highway Commission Minutes, page 12605.

November 8, 1949

Lost Creek – Lowell Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 121a.

June 25, 1953

Deception Creek - Oakridge Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 90.
See also RW Drawing 7B-21-15.

June 27, 1957

Deception Creek - Oakridge Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 331.

February 27, 1958

Lowell - Black Canyon Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 349.

July 28, 1961

Dexter Dam Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 382.

March 17, 1970

Goshen – Immigrant Road Section
Lane County
A Highway Corridor and Design Resolution was adopted and approved by the Commission
See Highway Corridor and Design Resolution File No. 372.
See also RW Drawing 1R-4-410.

September 22, 1977

Goshen to The Dalles California Highway Section
Lane & Klamath County
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Willamette Highway is hereby classified as a state primary highway and is assigned the state primary highway number 18. The Willamette Highway runs from a junction with the Pacific Highway at or near Goshen, southeasterly to a junction with The Dalles - California Highway south of Crescent.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Willamette Highway No. 18.

Table 18-2: The Willamette Highway No. 18 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
121	Lane	Pleasant Hill – Lost Creek	12/19/1944	11/14/1944	11/22/1944
121a	Lane	Lost Creek – Lowell	-	11/08/1949	08/17/1950
331	Lane	Deception Creek - Oakridge	06/10/1957	06/27/1957	-
349	Lane	Lowell - Black Canyon	-	02/27/1958	03/25/1958
382	Lane	Dexter Dam	01/06/1953	07/28/1961	-

Throughway

October 30, 1945

Pacific Highway to The Dalles - California Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

August 9, 1948

County Road near Engineer Station 496+14.1 Section
Lane County
Release of Access restriction for construction of a county road.
See Throughways and Rights of Access Resolution File No. 3.

November 3, 1948

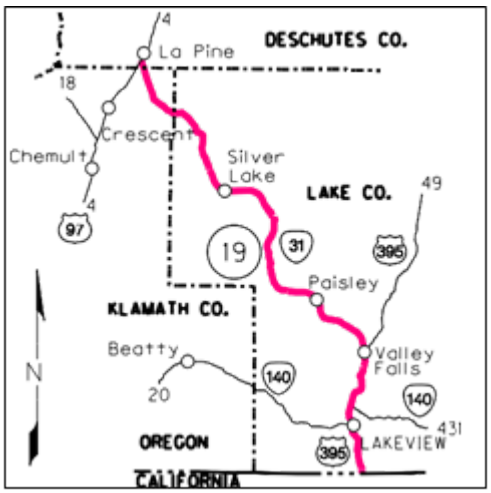
Goshen to The Dalles – California Highway Section
Designated a throughway by the Highway Commission. Contains six (6) maps identified as Group 12.
See Throughways and Rights of Access Resolution File No. 5

Fremont Highway Number 19

19

Highway 19 radically alters course in the early years. The 1920 map shows the route going from La Pine to Lakeview. The 1922 map shows the termini as Prineville and Lakeview. The 1928 map splits the route into two sections, The Prineville – Central Oregon Highway section becomes Highway No. 14 and the northern termini of the Fremont Highway moves to La Pine.

Figure 19-1: Vicinity Map



Route Numbers

Highway Routes that run along the Fremont Highway are as follows:

- US 395
- OR 31
- OR 140

Road Establishment Files

There are no road establishment files for the Fremont Highway.

Table 19-1: Fremont Highway Road Establishment Files

File No.	County

Former Names

Former names for the Fremont Highway are the following:

- La Pine – Lakeview (1917 – 1922)
- Prineville – Lakeview (1922 – 1927)

History

The following entries are changes to the Fremont Highway listed by date.

1917

La Pine - Lakeview Highway
Bend – Lakeview Section
The highways listed in this Act are determined to be of first importance to the general public of the State of Oregon and should be permanently constructed and finished with a hard surface.
See Primary Highway Designation File No. 1.
See also General Laws of Oregon of 1917, Chapter 423.

Part of the Act:
6. A road from Bend to Lakeview.

November 27, 1917

La Pine - Lakeview Highway
La Pine – Lakeview Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

June 30, 1921

Lakeview - Bend Highway
Fort Rock – Millican Section
Deschutes & Lake County
The route (extending north from Fort Rock connecting with the Central Oregon Highway No. 7 west of Millican) adopted as recommended by the engineer.
See Highway Commission Minutes, pages 1009 - 1010.

January 27, 1922

Lakeview - Bend Highway
Prineville - Paulina Section
Crook County
Location of the Crooked River Highway No. 14 modified (Biennial maps show this route as an extension of the Lakeview Bend Highway).
See Highway Commission Minutes, pages 1154 - 1155.

Part of Minutes
The location of state highway No. 37, here to fore located as beginning at Prineville and running thence southerly, thence easterly to a point designated as Paulina, be modified, altered and changed so that the said state highway No. 37 shall follow a route beginning at Prineville and running thence southerly to a point approximately fifteen miles south of Prineville, following to that point the former location, and from thence southerly to an intersection with the Central Oregon Highway, which is state highway No. 7, at or near Millican.

November 23, 1922

Lakeview - Bend Highway
Fort Rock – Millican Section
Deschutes County
Rerouted north from Fort Rock east of Pine Mountain, intersecting the Central Oregon Highway No. 7, east of Millican.
See Highway Commission Minutes, page 1412.

Lakeview – Prineville Highway
Central Oregon Highway – Prineville Section
Crook & Deschutes County
Designated as a State Highway from its junction with the Central Oregon Highway No. 7 east of Millican, north through the Bear Creek and Crooked River Valleys to Prineville. The entire highway extending from the California line through Lakeview, Paisley, Summer Lake, Bear Creek to Prineville.
See Highway Commission Minutes, page 1412.

August 30, 1927

Fremont Highway
New Pine Creek – La Pine Section
Designated the route from the California state line at New Pine Creek through Lakeview and Paisley via Silver Lake (lake) to a connection with The Dalles - California Highway No. 4 between Crescent and La Pine
Named the Fremont Highway after Fremont, the explorer, since the route he traversed in the early days coincides in a large part with the route of this highway.
See Highway Commission Minutes, page 2213.

December 20, 1927

Fremont Highway
Picture Rock Pass – La Pine Section
Location of the highway in this section was adopted.
See Highway Commission Minutes, page 2274.

March 22, 1929

Fremont Highway
New Pine Creek Unit
The Engineer was ordered to construct the highway. See Highway Commission Minutes, page 2474.

October 1, 1934

Fremont Highway
Lakeview Section
Lake County
Resolution designating the route of State Highways through Lakeview.
See Highway Commission Minutes, page 5194 - 5.

November 30, 1935

Fremont Highway
City of Lakeview, northerly, Section
Lake County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 14.

October 4, 1936

Fremont Highway
"The Narrow" Section
Lake County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 37.

1939

Fremont Highway
LaPine – California State Line Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.`

Part of the Act:
Fremont Highway. From a junction with The Dalles - California Highway south of La Pine, southeasterly via Silver Lake, Paisley and Lakeview to the Oregon - California state line.

May 3, 1940

Fremont Highway
Portions of: Hunter Hill - Lakeview Section
Lake County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 74.
See also RW Drawing 5B-2-3.

April 16, 1959

Fremont Highway
Valley Falls – White Rock Section
Lake County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 194
See also RW Drawings 1R-3-1236 & 5B-2-1

November 15, 1961

Fremont Highway
Chandler Park Section
Lake County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 385.

January 27, 1965

Fremont Highway
Lakeview – California Line Section
Lake County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 292.
See also RW Drawings 1R-4-97, 1B-13-16 & 8B-32-6.

October 1, 1968

Fremont Highway
Crane Creek Road – Cogswell Creek Section
Lake County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 355.
See also RW Drawings 1R-4-354, 9B-2-7 & 8.

October 19, 1971

Fremont Highway
Paisley Section
Lake County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 524.

June 21, 1977

Fremont Highway
Valley Falls – White Rock Section
Lake County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 563.

September 22, 1977

Fremont Highway
LaPine – California State Line Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Fremont Highway is hereby classified as a state primary highway and is assigned the state primary highway number 19. The Fremont Highway runs from a junction with the Dalles - California Highway south of La Pine, southeasterly to the Oregon - California state line south of Lakeview.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Fremont Highway No. 19.

Table 19-2: The Fremont Highway No. 19 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
14	Lake	City of Lakeview, northerly	-	11/30/1935	-
37	Lake	"The Narrows"	-	10/04/1936	01/18/1937
74	Lake	Hunter Hill - Lakeview	-	05/03/1940	08/07/1940
385	Lake	Chandler Park	-	11/15/1961	-
524	Lake	Paisley	10/19/1971	10/19/1971	-
563	Lake	Valley Falls - White Rock	-	06/21/1977	-

Throughway

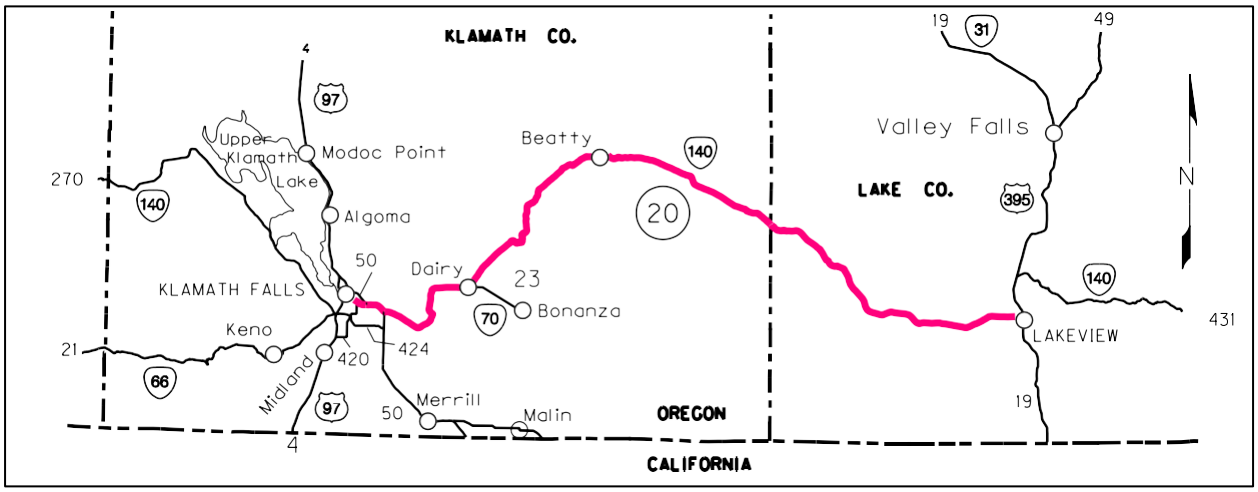
None.

A May, 1963 view of New Pine Creek on Highway US 395, near Goose Lake on the border of Lake County, Oregon and Modoc County, California.
Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, Photo ID#6528



Klamath Falls – Lakeview Highway No. 20 20

Figure 20-1: Vicinity Map



Route Numbers

Highway Routes that run along the Klamath Falls – Lakeview Highway are as follows:

- US 97B
- OR 39
- OR 140

Road Establishment Files

The road establishment files for the Klamath Falls - Lakeview Highway are listed by county below.

Table 20-1: Klamath Falls – Lakeview Highway Road Establishment Files

File No.	County
49840	Klamath County
56914	Lake County
6010067	Klamath County
6010068	Lake County

Former Names

There are no former names for the Klamath Falls - Lakeview Highway.

History

The following entries are changes to the Klamath Falls - Lakeview Highway listed by date.

November 27, 1917

Klamath Falls – Lakeview Section
Klamath & Lake County
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

November 23, 1922

Dairy – Sprague River Valley Section
Klamath County
The Highway Commission definitely located the Highway east of Dairy through Bonanza, thence north to the Sprague River Valley by most feasible route recommended by Engineer.
See Highway Commission Minutes, pages 1411 - 1412.

November 26, 1923

Klamath Falls – Bly Section
Klamath County
The Commission adopted the location of the highway by way of Dairy, Bonanza, Beatty and Bly.
See Highway Commission Minutes, page 1611.

1939

Klamath Falls – Lakeview Section
Klamath & Lake County
Included in the State Highway System by the Legislature. See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Klamath Falls – Lakeview Highway. From a junction with The Dalles - California Highway in Klamath Falls, easterly via Dairy, Beatty and Bly to a junction with the Fremont Highway in Lakeview.

May 3, 1940

Drews Valley Section (M.P. 71.62 – 73.46)
Lake County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 73.

October 10, 1940

Drews Valley Section (M.P. 85.4 – 87.5)
Lake County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 77.

April 3, 1941

Dairy Section
Klamath County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 90.

November 6, 1941

Klamath Falls - Merrill Junction Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10693.

November 6, 1941

Drews Valley Section
Lake County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 94.

April 1, 1942

Drews Gap - Cottonwood Creek Section
Lake County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 102.

July 6, 1943

Klamath Falls - Lakeview Highway
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11609.

June 18, 1951

Quartz Mountain - Drews Valley Section
Lake County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 234.
See also RW Drawing 5B-25-16.

December 19, 1955

South 6th Street (Klamath Falls) Railroad Overcrossing Section
Klamath County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 134.
See also RW Drawing 1R-5-832, 6B-1-4 & 6B-2-14.

June 2, 1960

Klamath Falls Section
Klamath County
Re-designation of an extension from a portion of The Dalles – California Highway No. 4.
See Primary Highway Designation File No. 32.

> **The extended portion described in the Resolution as:**
> *Beginning at the intersection of Main Street and the new route of the The Dalles – California Highway near the Link River Bridge; thence along Main Street to Sixth Street; thence along Sixth Street to the southerly city limits; and beginning again at the intersection of Main Street and Sixth Street; thence along Main Street to Seventh Street; along Seventh Street to Commercial Street; and thence along Commercial Street to Sixth Street.*

December 17, 1968

5th Street – 6th Street Couplet (Klamath Falls) Section
Klamath County
Certain streets in Klamath Falls designated as the Klamath Falls - Lakeview Highway.
See Abandonment & Retention File No. 456

March 17, 1970

Klamath Falls Section
Klamath County
Designation of city streets in Klamath Falls as a couplet.
See Primary Highway Designation File No. 46.

July 7, 1970

Patterson Street, Klamath Falls – Malin Junction Section
Klamath County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 382
See also RW Drawing 1R-4-453 & 9B-7-3.

August 15, 1973

Forest Boundary – Cottonwood Creek Section
Lake County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 573.

September 22, 1977

Klamath Falls – Lakeview Section
Klamath & Lake County
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Klamath Falls - Lakeview Highway is hereby classified as a state primary highway and is assigned the state primary highway number 20. The Klamath Falls - Lakeview Highway runs from a junction with The Dalles - California Highway in Klamath Falls, easterly to a junction with the Fremont Highway in Lakeview.*

April 25, 1978
Beatty Curve (MP 42.25) Section
Klamath County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 429.
See also RW Drawings 1R-4-661 & 10C-50-10.

August 18, 1981

South Side Klamath Falls Bypass Section
Klamath County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 599.

December 15, 1987

Klamath County Line – Drews Creek Road Section
Lake County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 470.
See also RW Drawings 1R-3-1554, 9B-30-7 & 8.

September 14, 2006

Broad Street – Austin Street (MP 0.95 – 2.50) & Spring Street Connections Section
Klamath County
The Transportation Director adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 749 recorded October 13, 2006 in Document No. 2006-020604 of Klamath County Record of Deeds.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Klamath Falls – Lakeview Highway No. 20.

Table 20-2: The Klamath Falls - Lakeview Highway No. 20 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
73	Lake	Drews Valley (MP 71.62 - 73.46)	-	05/03/1940	08/07/1940
77	Lake	Drews Valley (MP 85.4 - 87.5)	-	10/10/1940	03/04/1942
90	Klamath	Dairy	-	04/03/1941	
96	Lake	Drews Valley	-	11/06/1941	03/04/1942
102	Lake	Drews Gap - Cottonwood Creek	-	04/01/1942	10/07/1942
234	Lake	Quartz Mountain - Drews Valley	-	06/18/1951	-
456	Klamath	5th Street – 6th Street Couplet	08/25/1966	12/17/1968	-
573	Lake	Forest Boundary - Cottonwood Creek	-	08/15/1978	-
599	Klamath	S Side Klamath Falls Bypass	12/29/1980 07/27/1981	08/18/1981	-
749	Klamath	Broad St - Austin St	08/09/2006	09/14/2006	-

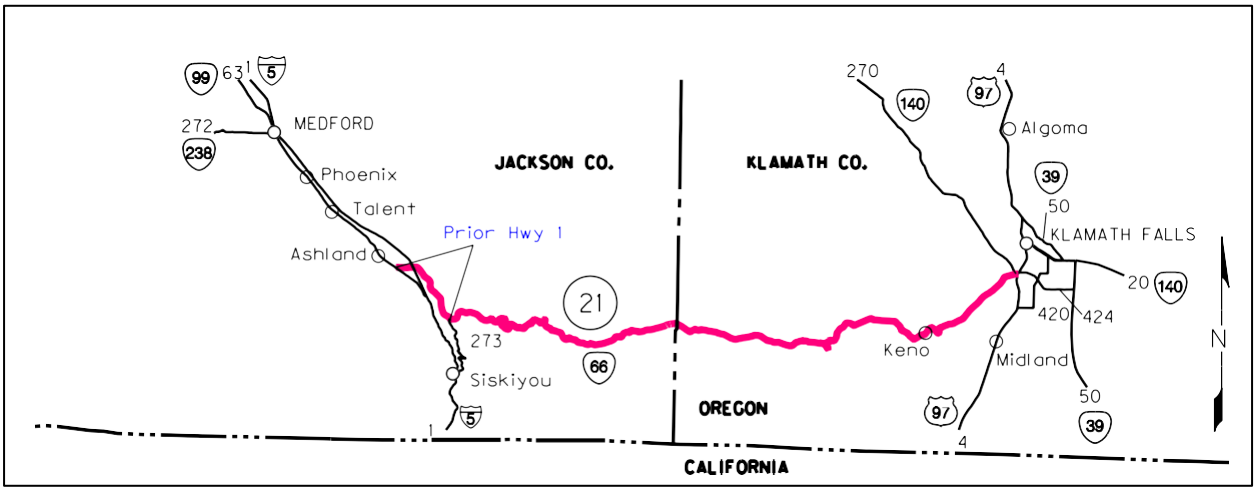
Throughway

None.

Green Springs Highway No. 21

21

Figure 21-1: Vicinity Map



Route Numbers

Highway Routes that run along the Green Springs Highway are as follows:

- OR 66
- OR 140

Road Establishment Files

The road establishment files for the Green Springs Highway are listed by county below.

Table 21-1: Green Springs Highway Road Establishment Files

File No.	County
51932	Klamath County

Former Names

Former names for the Green Springs Highway were:

- Ashland – Klamath Falls (1917 – 1929)

History

The following entries are changes to the Green Springs Highway listed by date.

November 27, 1917

Ashland - Klamath Falls Highway
Ashland – Klamath Falls Section
Jackson & Klamath County
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

July 26, 1922

Ashland - Klamath Falls Highway
Ashland – Klamath Falls Section
Jackson & Klamath County
The route was adopted by the Highway Commission See Highway Commission Minutes, page 1335.

March 22, 1929

Green Springs Highway
Ashland – Klamath Falls Section
Jackson & Klamath County
The name Ashland - Klamath Falls Highway as applied to the state highway between the junction with the Pacific Highway No. 1, six miles south of Ashland and Klamath Falls was changed to Green Springs Highway.
See Highway Commission Minutes, page 2474.

June 5, 1935

Green Springs Highway
Klamath Falls Section
Klamath County
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, page 5627.

Part of the Resolution:
Klamath Falls
Beginning at the intersection of Main Street and Sixth Street in the City of Klamath Falls; thence southwesterly along Main Street to the intersection of Main Street and South Riverside Street; thence southerly along South Riverside Street to the south city limits of Klamath Falls.

December 21, 1937

Green Springs Highway
Ashland – Green Springs Junction Section
Jackson County
The old route of the Pacific Highway No. 1 between Ashland and Green Springs Junction designated as an extension of the Green Springs Highway
See Abandonment and Retention Resolution No. 53.
See also Highway Commission Minutes, page 7800.

1939

Green Springs Highway
Ashland – Klamath Falls Section
Jackson & Klamath County
Included in the State Highway System by the Legislature. See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Green Springs Highway. From a junction with the Pacific Highway in Ashland, easterly via Pinehurst and Keno to a junction with The Dalles - California Highway in Klamath Falls.

May 3, 1940

Green Springs Highway
Pinehurst - Jenny Creek Section (M.P. 24 – 25)
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 72.

June 29, 1948

Green Springs Highway
Keene Creek - Jenny Creek Section
Jackson County
The Highway Commission adopted a resolution abandoning portions of the highway.
See Abandonment and Retention Resolution No. 186.
See also RW Drawing 2B-25-7.

December 16, 1959

Green Springs Highway
Emigrant Reservoir Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway. See Abandonment and Retention Resolution No. 366.
November 1, 1962 Green Springs Highway Ashland Section Jackson County
Re-designation of the termini of the highway. See Primary Highway Designation File No. 36.

> **Part of the resolution:**
> *Green Springs Highway, State Primary Highway No. 21, runs from a junction with the Rogue Valley Highway, State Primary Highway No. 63, at MP 20.63 in Ashland, easterly via Pinehurst and Keno to a junction with The Dalles – California Highway, State Primary Highway No. 4, at MP 277.49 at or near Klamath Falls.*

June 2, 1970

Green Springs Highway
Park Street – Tolman Creek Road Section
Jackson County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 377.
See also RW Drawing 1R-4-447.

May 4, 1971

Green Springs Highway
Tolman Creek Road – Pacific Highway Section
Jackson County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 397
See also RW Drawings 1R-4-488 & 9B-8-22.

September 8, 1971

Green Springs Highway
Weyerhaeuser – Holiday Ranch Section
Klamath County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 508.

September 22, 1977

Green Springs Highway
Ashland – Klamath Falls Section
Jackson & Klamath County
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Green Springs Highway is hereby classified as a state primary highway and is assigned the state primary highway number 21. The Green Springs Highway runs from a junction with the Rogue Valley Highway in Ashland, easterly to a junction with The Dalles - California Highway at or near Klamath Falls.*

December 29, 1997

Green Springs Highway
Oak Knoll Drive – Neil Creek Section
Jackson County
The RW Manager approved a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 675.

July 22, 1999

Green Springs Highway
Oak Knoll Drive – Neil Creek Section
Jackson County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 523.
See also RW Drawings 1R-4-958 & 10B-3-21.

August 13, 1999

Green Springs Highway
Keene Creek Bridge Section
Jackson County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 527.
See also RW Drawings 1R-4-960 & 10B-8-9.

April 9, 2003

Green Springs Highway
Rogue Valley Hwy No. 63 to UPRR Overcrossing (MP 0.00 – 0.73) Section
Jackson County
The Transportation Director approved a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 707 recorded June 18, 2003 as Document No. 03-39567 of the Official Records of Jackson County.

June 20, 2008

Green Springs Highway
OR66: Klamath River (Spencer Bridge No. 00955) Section
Klamath County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 549.
See also RW Drawings 1R-4-1086 & 10B-19-8.

Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Green Springs Highway No. 21.

Table 21-2: Green Springs Highway No. 21 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
72	Jackson	Pinehurst - Jenny Creek (M.P. 24 - 25)	-	05/03/1940	-
186	Jackson	Keene Creek - Jenny Creek	-	06/29/1948	-
366	Jackson	Emigrant Reservoir	07/31/1958	12/16/1959	-
508	Klamath	Weyerhaeuser - Holiday Ranch	06/02/1970	09/08/1971	-
675	Jackson	Oak Knoll - Neil Creek	12/29/1997	12/29/1997	-
707	Jackson	Rogue Valley Hwy. 63 to UPRR O'xing	12/13/2002	04/09/2003	-

Throughway

None.

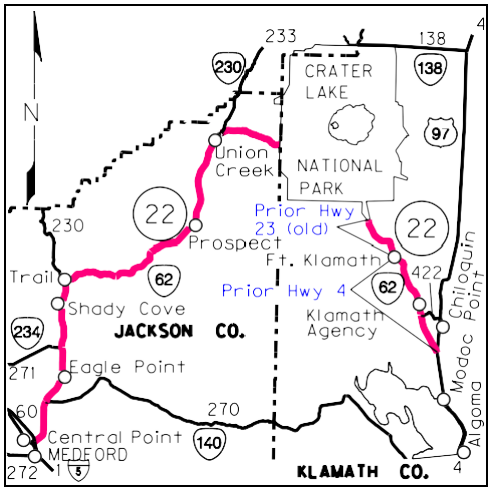
Bridge on Highway 21 over the Klamath River in south-central Oregon, 1942.
Photo by the Oregon State Archives, Oregon State Highway Division, OHD1836



Crater Lake Highway Number 22

22

Figure 22-1: Vicinity Map



Route Numbers

Highway Routes that run along the Crater Lake Highway are as follows:

- OR 62

Road Establishment Files

The road establishment files for the Crater Lake Highway are listed by county below.

Table 22-1: Crater Lake Highway Road Establishment Files

File No.	County
50172	Jackson County
RW31037	Jackson County
6010097	Klamath County

Former Names

Former names for the Crater Lake Highway were:

- Medford – Crater Lake (1917 – 1924)

History

The following entries are changes to the Crater Lake Highway listed by date.

November 27, 1917

Medford - Crater Lake Highway
Medford – Crater Lake Section
Jackson & Klamath County
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

December 9, 1924

Crater Lake Highway
Crater Lake to The Dalles – California Highway Section
Klamath County
Re-designating the Klamath – Crater Lake Highway No. 23(old) as part of Highway 22.
The Commission designated the highway as beginning at Medford, extending through Trail, Prospect, Anna Springs Camp and Fort Klamath to a junction with The Dalles - California Highway No. 4.
See Highway Commission Minutes, page 1769.

February 20, 1930

Crater Lake Highway
Prospect – Rogue River Bridge Section
Jackson County
Adoption of a new location between Prospect and the Rogue River Bridge.
See Highway Commission Minutes, page 2658.

June 5, 1935

Crater Lake Highway
Medford Section
Jackson County
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, page 5627.

Part of the Resolution:
Medford:
Beginning at the north city limits of Medford where the same is intersected by Roosevelt Avenue extended; thence south along an extension of Roosevelt Avenue and Roosevelt Avenue to the intersection of Roosevelt Avenue and East Main Street; thence west along East Main Street to the intersection of East Main Street and Riverside Avenue.

1939

Crater Lake Highway
Medford – Fort Klamath Section
Jackson & Klamath County
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Crater Lake Highway. From a junction with the Pacific Highway in Medford, northeasterly via Trail and Crater Lake National Park to a junction with The Dalles - California Highway east of Fort Klamath.

November 6, 1941

Crater Lake Highway
Agate - Medford Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10690.

June 25, 1942

Crater Lake Highway
Antelope Creek - Medford Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11128.

March 17, 1943

Crater Lake Highway
Medford Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 114.

June 4, 1946

Crater Lake Highway
Reese Creek - Antelope Section
Jackson County
Agreements between the County and the Commission eliminating the route of the Crater Lake Highway and maintained by the State as a secondary state highway and adding a new route to be retained by the Highway Commission for highway purposes
See Abandonment and Retention Resolution No. 141. (Originally in Secondary Highway Designation File No. 11)

December 29, 1947

Crater Lake Highway
Reese Creek – Antelope Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway. Re-designated at an extension of the Little Butte Highway No. 270.
See Abandonment and Retention Resolution No. 175.

August 9, 1948

Crater Lake Highway
Fort Klamath - Lobert Section
Klamath County
A portion of The Dalles – California Highway No. 4 was re-designated as a part of this highway.
See Primary Highway Designation File No. 11.

October 5, 1951

Crater Lake Highway
North Unit, Antelope Creek - Medford Section
Jackson County
An Agreement between the Commission, and the County to abandon a section of the old route.
See Abandonment and Retention Resolution No. 245.

May 8, 1958

Crater Lake Highway
Trail Creek Bridge Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 175.
See also RW Drawings 1R-5-1130 & 8B-6-29..

May 28, 1959

Crater Lake Highway
Trail Creek Bridge Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 356.

May 28, 1959

Crater Lake Highway
East Unit, Lost Creek – Cascade Gorge Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 197
See also RW Drawings 1R-5-1293 & 8B-14-12

January 27, 1961

Crater Lake Highway
Trail Creek Bridge Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway. Rescinded by Abandonment and Retention Resolution No. 356-b.
See Abandonment and Retention Resolution No. 356a.

March 10, 1961

Crater Lake Highway
Trail Creek Bridge Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway. Rescinds Abandonment and Retention Resolution No. 356-a
See Abandonment and Retention Resolution No. 356-b.

October 20, 1961

Crater Lake Highway
Cascade Gorge - Forest Boundary Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission. Also designated as a throughway.
See Resolutions Adopting Surveys File No. 245.
See also RW Drawings 1R - 5 – 1497, 1R-5-1503 & 8B-22-8.

November 1, 1962

Crater Lake Highway
Medford Section
Jackson County
Re-designation of the termini of the highway. See Primary Highway Designation File No. 36.

> **Part of the resolution:**
> *Crater Lake Highway, State Primary Highway No. 22, runs from a junction with the Rogue Valley Highway, State Primary Highway No. 63, at MP 5.53 in Medford, northeasterly via Trail and Crater Lake National Park, thence southeasterly to a junction with The Dalles – California Highway, State Primary Highway No. 4, at MP 251.86 south of Chiloquin.*

January 27, 1965

Crater Lake Highway
Bridle Road – Camp White Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 295.
See also RW Drawing 1R-3-1380.

April 21, 1966

Crater Lake Highway
Biddle Road Interchange
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 311.
See also RW Drawings 1R-3-1407 & 8B-32-13.

September 30, 1969

Crater Lake Highway
Cascade Gorge – Prospect Section
Jackson County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 493.

June 19, 1970

Crater Lake Highway
Lost Creek Dam and Reservoir Project Section
Jackson County
Relocation of the highway, with the Lost Creek Dam and Reservoir Project on the Rogue River.
See Miscellaneous Contracts and Agreements No. 4217

December 16, 1970

Crater Lake Highway
Lost Creek Dam Section
Jackson County
Relocation of the highway within the Lost Creek Dam and Reservoir Project.
See Miscellaneous Contracts and Agreements No. 4217

May 4, 1971

Crater Lake Highway
Lost Creek Dam Section
Jackson County
Miscellaneous Contracts and Agreements with Corps of Engineers Quitclaim deed, SHC to USA,
SEE: S - 1064
See Miscellaneous Contracts and Agreements No. 4217

June 1, 1972

Crater Lake Highway
Lost Creek Dam Section
Jackson County
Relocation of the highway within the Lost Creek Dam and Reservoir Project on the Rogue River.
See Miscellaneous Contracts and Agreements No. 4217.
See also RW Drawing 2B - 22 – 9.
See also Right of Way File 36379.

September 22, 1977

Crater Lake Highway
Medford – Chiloquin Section
Jackson & Klamath County
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Crater Lake Highway is hereby classified as a state primary highway and is assigned the state primary highway number 22. The Crater Lake Highway runs from a junction with the Rogue Valley Highway at or near Medford, easterly to a junction with The Dalles - California Highway, south of Chiloquin.

September 22, 1980

Crater Lake Highway
Brophy's Lane (near Shady Cove SCL) Section
Jackson County
An agreement between ODOT and Shady Cover for abandonment of old right of way.
See Abandonment and Retention Resolution No. 596.

February 28, 1984

Crater Lake Highway
Crater Lake Park Section
Klamath County
Adopted a resolution that re-designates highway to corresponding with the revised boundaries of Crater Lake National Park. Any portion of highway within the new park boundaries is eliminated and abandoned.
See Primary Highway Designation File No. 58.

The route and terminus described as:
Beginning at a junction with the Rogue Valley Highway, State Primary Highway No. 63 in the City of Medford; thence northerly, northeasterly and easterly to the westerly boundary of the Crater Lake National Park, and from the southerly boundary of the Crater Lake National Park; thence southeasterly to a junction of The Dalles - California, State Primary Highway No. 4, near Chiloquin, a distance of 83.49 miles..

August 16, 1988

Crater Lake Highway
Trail - Casey State Park Section
Jackson County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 477.
See also RW Drawings 1R-3-1569, 9B-28-2, 3 & 4.

November 13, 1990

Crater Lake Highway
Crater Lake Boundary – Fort Klamath Section
Klamath County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 494.
See also RW Drawings 1R-3-1603, 9B-36-11 & 12.

December 15, 1992

Crater Lake Highway
Sams Valley Highway Junction – Shady Cove (North Unit) Section
Jackson County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 504.
See also RW Drawings 1R-3-1628 & 10B-2-12.

March 10, 2003

Crater Lake Highway
Linn Road – Dutton Road Section
Jackson County
An agreement between ODOT and Jackson County for abandonment of a portion of old right of way.
See Abandonment and Retention Resolution No. 691.

June 29, 2006

Crater Lake Highway
Highway 62 @ Lost Creek Reservoir Section
Jackson County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 548.
See also RW Drawings 1R-4-1035, 2B-22-9 & 8B-14-12.

September 23, 2008

Crater Lake Highway
Biddle Road (Medford) Section
Jackson County
A portion of Biddle Road re-designated as a portion of the Highway.
See State Highway Designation Resolution No. 99.

June 27, 2013

Crater Lake Highway
Biddle Rd. – Camp White Section
Jackson County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment No. 012.
See also RW Drawing 8B-32-13.

Crater Lake National Park, Oregon, 1938.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD0810.



Jurisdictional Transfers

Following is a table listing Jurisdictional Transfers for the Crater Lake Highway No. 22.

Table 22-2: Crater Lake Highway No. 22 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
114	Jackson	Medford	-	03/17/1943	04/24/1943
141	Jackson	Reese Creek - Antelope	06/04/1946	-	-
175	Jackson	Reese Creek - Antelope	06/04/1946	12/29/1947	04/02/1946
245	Jackson	North Unit, Antelope Creek-Medford	10/05/1951	-	-
356	Jackson	Trail Creek Bridge	10/31/1958	05/28/1959	-
356a	Jackson	Trail Creek Bridge	-	01/27/1961	-
356b	Jackson	Trail Creek Bridge	-	03/10/1961	-
493	Jackson	Cascade Gorge - Prospect	09/30/1969	09/30/1969	-
596	Jackson	Brophy's Lane (near Shady Cove SCL)	09/22/1980	-	-
691	Jackson	Linn Road - Dutton Road	03/10/2003	-	-

Throughway

October 20, 1961

Crater Lake Highway
Cascade Gorge - Forest Boundary Section
Jackson County
A Survey Resolution was adopted and approved by the Highway Commission.
Also designated as a throughway.
See Resolutions Adopting Surveys File No. 245.
See also 1R - 5 - 1503 & 1R - 5 - 1497

Crater Lake and Wizard Island in Crater Lake National Park in Klamath County, Oregon, 1946. Photo by the Oregon State Archives, Oregon Department of Transportation, OHD2653.



Klamath - Crater Lake Highway Number 23

23

No longer a part of the highway system.

Highway No. 23 is currently the Dairy Bonanza Highway.
See the following chapter for information on that highway.

Figure 23-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Klamath - Crater Lake Highway.

Road Establishment Files

There are no road establishment files for the Klamath - Crater Lake Highway.

Table 23-1: Klamath - Crater Lake Highway Road Establishment Files

File No.	County

Former Names

There are no former names for the Klamath - Crater Lake Highway.

November 27, 1917

Klamath - Crater Lake Highway
Crater Lake Park - Ft. Klamath Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

December 9, 1924

Klamath - Crater Lake Highway
Crater Lake Park - Ft. Klamath Section
Re-designated as part of the Crater Lake Highway No. 22.
See Highway Commission Minutes, page 1769.

History

The following entries are changes to the Klamath - Crater Lake Highway listed by date.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Klamath - Crater Lake Highway No. 23.

Table 23-2: Klamath - Crater Lake Highway No. 23 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order

Throughway

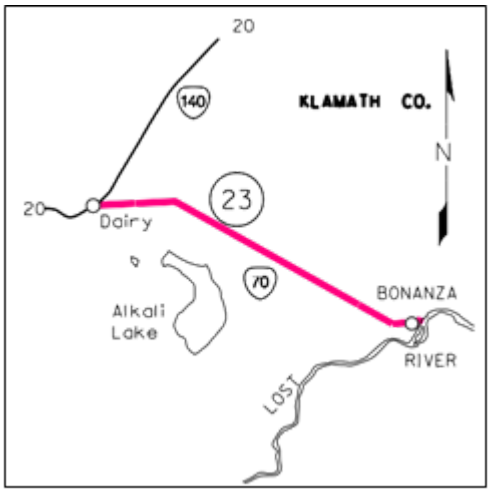
None.

Dairy - Bonanza Highway Number 23

23

Highway No. 23 formerly was the Klamath – Crater Lake Highway.
See the previous chapter for information on that highway.

Figure 23-1: Vicinity Map



Route Numbers

Highway Routes that run along the Dairy – Bonanza Highway are as follows:

- OR 70

Road Establishment Files

There are no road establishment files for the Dairy - Bonanza Highway.

Table 23-1: Dairy - Bonanza Highway Road Establishment Files

File No.	County

Former Names

There are no former names for the Dairy - Bonanza Highway.

History

The following entries are changes to the Dairy - Bonanza Highway listed by date.

1926

Dairy - Bonanza Highway
The only record found of this highway change being adopted is in the Seventh Biennial Report of 1926 and the 1926 map of the State Highway System.

1939

Dairy - Bonanza Highway Dairy – Bonanza Section
Included in the State Highway System by the Legislature. See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Dairy – Bonanza Highway. From a junction with the Klamath Falls - Lakeview Highway at Dairy, easterly into Bonanza.

September 22, 1977

Dairy - Bonanza Highway
Dairy – Bonanza Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Dairy - Bonanza Highway is hereby classified as a state primary highway and is assigned the state primary highway number 23. The Dairy - Bonanza Highway runs from a junction with the Klamath Falls - Lakeview Highway at Dairy, easterly to Bonanza.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Dairy - Bonanza Highway No. 23.

Table 23-2: Dairy – Bonanza Highway No. 23 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

The Rim Highway Number 24

24

No longer a part of the highway system.

Highway No. 24 was also designated the Burns – Crane Highway.
See the following chapter for information on that highway.

Figure 24-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along The Rim Highway.

Road Establishment Files

There are no road establishment files for The Rim Highway.

Table 24-1: The Rim Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for The Rim Highway.

History

The following entries are changes to The Rim Highway listed by date.

November 27, 1917

The Rim Highway
Crater Lake Park Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

1926

The only record found of this highway name being changed is in the Seventh Biennial Report of 1926 and the 1926 map of the State Highway System.

Jurisdictional Transfers

There are no Jurisdictional Transfers for The Rim Highway No. 24.

Table 24-2: The Rim Highway No. 24 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Crater Lake and Wizard Island, Crater Lake, Oregon, 1916.
Photo by Bush House Museum, Salem Art Association, Photo IDbhp0148



Burns – Crane Highway Number 24

24

Highway No. 24 was formerly the Rim Highway.
See the previous chapter for information on that highway.

Figure 24-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Burns - Crane Highway.

Road Establishment Files

There are no road establishment files for the Burns - Crane Highway.

Table 24-1: Burns - Crane Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Burns - Crane Highway.

History

The following entries are changes to the Burns - Crane Highway listed by date.

1926

Burns - Crane Highway,
The only record found of this highway name being adopted is in the Seventh Biennial Report of 1926 and the 1926 map of the State Highway System.

June 5, 1935

Burns - Crane Highway
Burns Section
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, pages 5627 - 5628.

> **Part of the Resolution:**
> *Burns:*
> *Beginning at the intersection of North Broadway Avenue and Monroe Street in the City of Burns; thence easterly along Monroe Street and Crane Street to the east city limits of Burns.*

1939

Burns - Crane Highway
Burns – Crane Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1. Page 1126.

> **Part of the Act:**
> *Burns - Crane Highway. From a junction with the Central Oregon Highway in Burns, southeasterly into Crane.*

November 25, 1947

Burns - Crane Highway
Burns - Lawen (Burns) Section
The Highway Commission adopted a resolution abandoning a portion of the highway
See Abandonment & Retention File No. 162.
See also RW Drawing 6B-17-16.

November 4, 1965

Burns - Crane Highway
Burns – Crane Section
Eliminates the Burns - Crane Highway. Combines the Burns - Crane Highway and the Crane - Scotts Butte Highway No. 442 and designates it as the Steens Highway No. 442.
See Secondary Highway Designation File No. 68

Jurisdictional Transfers

The Jurisdictional Transfers for the Burns - Crane Highway No. 24 are listed in the table below.

Table 24-2: Burns - Crane Highway No. 24 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
162	Harney	Burns - Lawen (Burns)	7/22/1947	11/25/1947	-

Throughway

None.

Main Street in Burns in Central Oregon, 1962. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, Photo ID 5572



Redwood Highway Number 25

25

Figure 25-1: Vicinity Map



Route Numbers

Highway Routes that run along the Redwood Highway are as follows:

- US 199
- OR 99

Road Establishment Files

The road establishment files for the Redwood Highway are listed below.

Table 25-1: Redwood Highway Road Establishment Files

File No.	County
49734	Josephine County

Former Names

Former names for the Redwood Highway are listed below.

- Grants Pass – Crescent City Highway

History

The following entries are changes to the Redwood Highway listed by date.

November 27, 1917

Grants Pass - Crescent City Highway
Grants Pass – Crescent City Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

May 28, 1924

Redwood Highway
Grants Pass to the California State Line Section
Re-designated the Grants Pass - Crescent City Highway as the Redwood Highway from Grants Pass to the California State Line.
See Highway Commission Minutes, page 1693.

January 16, 1931

Redwood Highway
Grants Pass Section
Josephine County
A ¾ mile section at the junction with Pacific Highway No. 1, south of Grants Pass, taken over by the state.
See Highway Commission Minutes, page 3009.

May 1, 1933

Redwood Highway
Grants Pass Section
Designation of Fairgrounds Road in the vicinity of Grants Pass as part of the highway.
See Highway Commission Minutes, page 4081.

1939

Redwood Highway
Grants Pass – California State Line Section
Included in the State Highway System by the Legislature. See Oregon Law, 1939, Chapter 529, Section 15.1, page 1126.

Part of the Act:
Redwood Highway. From a junction with the Pacific Highway south of Grants Pass, southeasterly via Kerby to the Oregon - California state line.

August 3, 1951

Redwood Highway
Hayes Hill Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 58.
See also RW Drawing 7B - 6 - 10.

January 21, 1953

Redwood Highway
Hayes Hill Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 270.

January 18, 1955

Redwood Highway
Wilderville – Grants Pass Section
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 114.
See also RW Drawing 1R-5-633.

December 19, 1955

Redwood Highway
West Fork & East Fork, Illinois River Bridge Section
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 133.
See also RW Drawings 1R-5-831 & 7B-35-13.

December 17, 1956

Redwood Highway
Applegate River Bridge Section
A portion re-designated as part of the Rogue River Loop Highway No. 260.
See Secondary Highway Designation Resolution File No. 36.

December 17, 1956

Redwood Highway
Applegate River Bridge Section
The Highway Commission approves a resolution to abandon a unit of old highway and to re-designate another unit as part of the Rogue River Loop Highway No. 260.
See Abandonment and Retention Resolution No. 299.

January 16, 1958

Redwood Highway
Redwood Interchange Section
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 172.
See also RW Drawings 1R-5-1108 & 1A-13-10.

February 27, 1958

Redwood Highway
East Fork Illinois River Bridge & West Fork Illinois River Bridge Sections
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 314.

June 19, 1958

Rough and Ready Creek Section
RW Drawings 1R-5-1143 & 8B-9-7
West Fork, Illinois River Bridge Section
RW Drawings 1R-5-1149 & 8B-9-12
Elk Creek Section
RW Drawings 1R-5-1159 & 8B-9-18
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 178.

March 5, 1959

Redwood Highway
Grants Pass Section
Re-designate a portion of Pacific Highway No. 1 through Grants Pass together with future "M" Street Spur.
See Primary Highway Designation File No. 27.

> **The route described in the Resolution as:**
> *From a junction with the relocated Pacific Highway at or near Grants Pass, southwesterly via Kerby to the Oregon – California state line with a spur connection to the relocated Pacific Highway via "M" Street in Grants Pass.*

January 28, 1960

Redwood Highway
Grants Pass – Wilderville Section
Designating a section of the highway as the Redwood Avenue Section.
See Primary Highway Designation File No. 31.

April 21, 1960

Redwood Highway
"E" Street & "F" Street Connection Section
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission. Amended by Resolutions Adopting Surveys File No. 211a.
See Resolutions Adopting Surveys File No. 211
See also RW Drawings 1R-3-1271 & 8B-21-2.

January 27, 1961

Redwood Highway
"E" Street & "F" Street Connection Section
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission. Amends Resolutions Adopting Surveys File No. 211.
See Resolutions Adopting Surveys File No. 211a.
See also RW Drawings 1R-3-1271A & 8B-21-2.

April 14, 1961

Redwood Highway
Grants Pass Section
Eliminates "M" Street Spur and designates "E" - "F" Street Spur as part of the highway.
See Primary Highway Designation File No. 27 - a.

January 19, 1962

Redwood Highway
Jerome Prairie - Grants Pass Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 375.

March 14, 1963

Redwood Highway
Hegan Creek – Selma Section
Josephine County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 266
See also RW Drawings 1R-5-1617 & 8B-26-24.

August 25, 1966

Redwood Highway
Hegan Creek – Selma Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 453.

September 25, 1974

Redwood Highway
Siss's Gap Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 544.

February 24, 1976

Redwood Highway
Abandoned California & Oregon Coast Railroad Company Section
Resolution declaring that a public road does exist over said property.
See Miscellaneous Resolution File No. 259.

September 22, 1977

Redwood Highway
Grants Pass – Kerby Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Redwood Highway is hereby classified as a state primary highway and is assigned the state primary highway number 25. The Redwood Highway runs from a junction with the Pacific Highway at or near Grants Pass, southwesterly to the Oregon - California state line south of Kerby, with a spur in Grants Pass.*

March 25, 1980

Redwood Highway
SE Voorhies Way (Grants Pass) Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 591.

October 22, 1981

Redwood Highway
Grants Pass Frontage Road No. 2 (Union Avenue) Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 603.

October 20, 1987

Redwood Highway
East & West Forks Illinois River Bridge Section
Josephine County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 622.

March 15, 1988

Redwood Highway
Foothill Boulevard – Rogue River/Redwood Highway Junction Section
Josephine County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 474.
See also RW Drawings 1R-3-1557, 9B-29-11 & 12.

March 21, 2003

Redwood Highway
Dowell Road (Frontage Road) Section
Josephine County
The Transportation Director approved a resolution abandoning a portion of the highway. Corrected April 15, 2003.
See Abandonment and Retention Resolution No. 685; a Correction Abandonment Resolution was recorded July 17, 2003 as Instrument No. 2003-017089, Josephine County Official Records.

Jurisdictional Transfers

The Jurisdictional Transfers for the Redwood Highway No. 25 are listed below.

Table 25-2: Redwood Highway No. 25 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
270	Josephine	Hayes Hill	01/07/1953	01/21/1953	-
299	Josephine	Applegate River Bridge	04/14/1955	12/17/1956	-
314	Josephine	E Fork Illinois R. Bridge & W Fork Ill.	01/26/1956	02/27/1958	-
375	Josephine	Jerome Prairie - Grants Pass	09/15/1960	01/19/1962	-
453	Josephine	Hegan Creek - Selma	08/25/1966	08/25/1966	-
544	Josephine	Siss's Gap	-	09/25/1974	-
591	Josephine	SE Voorhies Way (6^{th} - 7^{th}) Grants Pass	06/04/1958	03/25/1980	-
603	Josephine	Grants Pass Frontage Rd (Union Ave)	10/01/1981	10/22/1981	-
622	Josephine	East & West Forks Illinois River Bridge	-	10/20/1987	-
631	Josephine	Anderson Station - Draper Valley Road	-	06/21/1988	-
685	Josephine	Dowell Road (Frontage Road)	10/25/1999	04/15/2003	-

Throughway

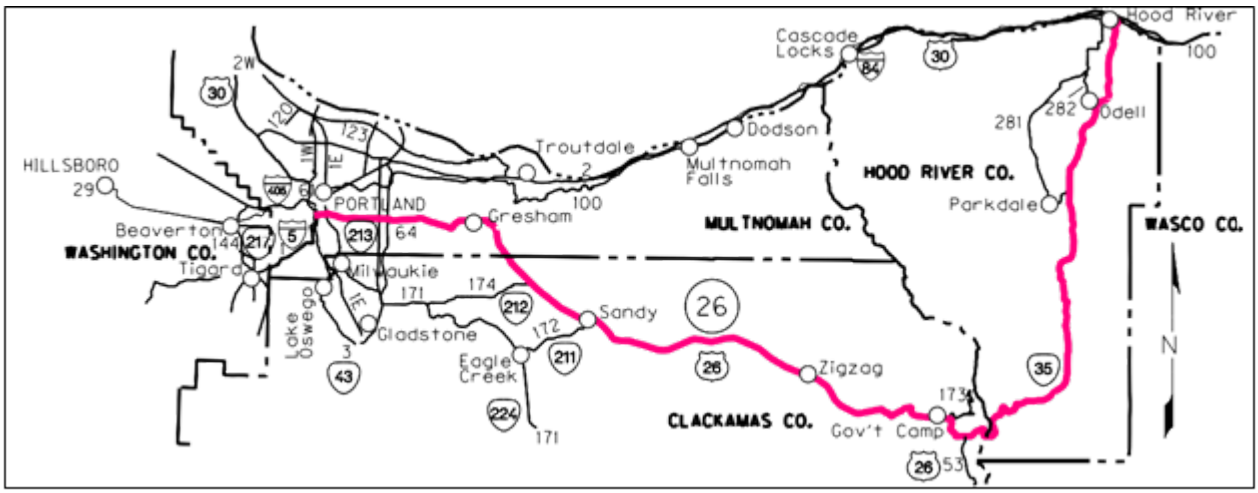
November 3, 1948

Redwood Highway
Grants Pass – California State Line Section
Designated a throughway by the Highway Commission. Contains two (2) maps identified as Group 13.
See Throughways and Rights of Access Resolution File No. 5

Mt. Hood Highway Number 26

26

Figure 26-1: Vicinity Map



Route Numbers

Highway Routes that run along the Mt. Hood Highway are as follows:

- US 26
- OR 35

Road Establishment Files

The road establishment files for the Mt. Hood Highway are listed below.

Table 26-1: Mt. Hood Highway Road Establishment Files

File No.	County
50277	Hood River County
6010069	Multnomah County
6010070	Clackamas County

Former Names

Former names for the Mt. Hood Highway are listed below.

- Mt. Hood Loop

History

The following entries are changes to the Mt. Hood Highway listed by date.

November 27, 1917

Mt. Hood Highway
Portland – Hood River Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

March 24, 1920

Sandy Section
Route through Sandy
Did not find this entry on this date or on this page. The two do not coincide.
See Highway Commission Minutes, page 4715.

August 24, 1920

Mount Hood Loop Highway
Gresham Section
Location of the highway designated through Gresham by way of Orient, Kelso, Sandy and Firwood.
See Highway Commission Minutes, page 785.

February 28, 1924

Mount Hood Loop Highway
Parkdale (½ mile), Odell (4000 feet) & Whiskey Creek (½ mile) Section
Hood River County
Designation of the lateral roads connecting the Mt. Hood Loop with Parkdale, Odell and up Whiskey Creek to the old East side road.
See Highway Commission Minutes, page 1654.

September 25, 1930

Mount Hood Loop Highway
Sandy Section
Clackamas County
The Highway Commission adopted Proctor Avenue as the highway through Sandy.
See Highway Commission Minutes, page 2799.

January 16, 1931

Mt. Hood Highway
Portland – Multnomah – Clackamas County Line Section
Multnomah County
Several county roads adopted and designated as State Highways.
See Primary Highway Designation File No. 8.

Part of the Resolution:
Mt. Hood Highway from the east city limits of Portland, by way of Powell Valley Road through Gresham, to the Multnomah - Clackamas County line, a distance of 13.12 miles;

October 12, 1931

Mt. Hood Highway
Entire Highway Section
The Highway Commission declared the Mt. Hood Highway a "stop" or "through" highway.
See Highway Commission Minutes, page 3089.

March 21, 1934

Mt. Hood Highway
Sandy Section
Clackamas County
The route through Sandy accepted.
See Highway Commission Minutes, page 4751.

April 26, 1937

Mt. Hood Highway
Fike's Corner –Diamond Springs Section
Hood River County
Elimination of excessive curvature.
See Highway Commission Minutes, page 7304

May 17, 1937

Mt. Hood Highway
ECL Portland to Multnomah – Clackamas County Line Section
Multnomah County
Re-adoption of the highway from the ECL of Portland, by way of Powell Valley Road through Gresham to the Multnomah – Clackamas County Line (13.12 miles).
See Highway Commission Minutes, page 7354

1939

Mt. Hood Highway
Portland – Hood River Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Mt. Hood Highway. From a junction with the Pacific Highway west in Portland, easterly via Gresham, Sandy and Government Camp, and thence northerly to a junction with the Columbia River Highway east of Hood River.

September 11, 1944

Mt. Hood Highway
Portland Section
Multnomah County
U.S. Forest Service Agreement (See file FR 25 in the DCHC). Routing of the highway over Portland city streets agreed to. See Miscellaneous Contracts and Agreements File No. 804

May 26, 1950

Mt. Hood Highway
Portland – Government Camp Section
Route No. ORE50 assigned by the Highway Commission.
See Primary Highway Designation File No. 13 - 1.

Route ORE50 Described in Resolution as:
Over the Mt. Hood Highway from its junction with the Pacific Highway West, US99W, in Portland, easterly via Powell Boulevard, Gresham, Sandy, and Government Camp to its junction with the Wapinitia Highway approximately 3 miles east of Government Camp; thence southeasterly over the Wapinitia Highway to its junction with the Warm Springs Highway, approximately at Bear Springs; thence southeasterly over the Warm Springs Highway via Warm Springs Agency to its junction with the The Dalles - California Highway, US97, at Madras..

September 26, 1952

Mt. Hood Highway
Portland Section
Multnomah County
Certain routes eliminated from the highway system in Portland.
See Miscellaneous Contracts and Agreements File No. 804

June 8, 1953

Mt. Hood Highway
Zigzag - Rhododendron Section
Clackamas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 88.
See also RW Drawing 6B-30-16.

October 28, 1954

Mt. Hood Highway
Sandy – Forest Boundary Section
Clackamas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 110.
See also RW Drawing 1R-3-1061.

June 30, 1955

Mt. Hood Highway
Zigzag - Rhododendron Section
Clackamas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 267.

November 3, 1955

Mt. Hood Highway
Zig Zag - Rhododendron Section
Clackamas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 306.

November 3, 1955

Mt. Hood Highway
Laurel Hill – Still Creek Section
Clackamas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 135.
See also RW Drawings 1R-5-762 & 7B-33-17.

April 26, 1956

Mt. Hood Highway
Sandy – Forest Boundary Section
Clackamas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 138.
See also RW Drawings 1R-3-1111, 8B-2-25, 26 & 27.

1957

Mt. Hood Highway
Portland – Hood River Section
Amending the route of the highway.
See Oregon Law of 1957, Chapter 123, pages 155 and 156

> **Part of the Act**
> *Section 9. ORS 366.252 is amended to read as follows:*
> *The Mt. Hood Highway runs from a junction with the Pacific Highway West in Portland, easterly via Gresham, Sandy and Government Camp, and thence northerly to a junction with Columbia River Highway west of Hood River.*

June 19, 1958

Mt. Hood Highway
Polallie Creek – Parkdale Road Section
Hood River County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 176.
See also RW Drawings 1R-5-1161, 8B-9-20 & 21.

June 3, 1960

Mt. Hood Highway
Parkdale Section
Hood River County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 213.
See also RW Drawing 1R-5-1408 & 8B-17-19.

May 26, 1961

Mt. Hood Highway
Fikes Corner - Hood River Section
Hood River County
A Survey Resolution was adopted and approved by the Highway Commission. Also designated a throughway by the Highway Commission.
Superseded by Resolutions Adopting Surveys File No. 239a.
See Resolutions Adopting Surveys File No. 239.
See also RW Drawings 1R - 5 – 1496, 7B-13-17 & 8B-22-13.

July 28, 1961

Mt. Hood Highway
Sandy - Alder Creek Section
Clackamas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 337.

July 28, 1961

Mt. Hood Highway
Anderson Road – Duncan Road Section
Multnomah & Clackamas Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 237.
See also RW Drawings 10C-25-20 & 8B-21-5.

September 15, 1961

Mt. Hood Highway
Fikes Corner - Hood River Section
Hood River County
A Survey Resolution was adopted and approved by the Highway Commission. Supersedes Resolutions Adopting Surveys File No. 239.
See Resolutions Adopting Surveys File No. 239a.
See also RW Drawings 1R - 5 – 1526, 7B-13-17 & 8B-22-13.

December 8, 1961

Mt. Hood Highway
Polallie Creek - Parkdale Road Section
Hood River County
The Highway Commission approves a resolution to abandon a section of old right of way. Also re-designation of a portion as an extension of the Hood River Highway No. 281.
See Abandonment and Retention Resolution No. 352.

August 29, 1963

Mt. Hood Highway
Gully Route Connection Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 274.
See also RW Drawing 1R-5-1694.

December 18, 1963

Mt. Hood Highway
Fikes Corner – Whiskey Creek Section
Hood River County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 394.

April 21, 1966

Mt. Hood Highway
Whiskey Creek – Hood River Section
Hood River County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 443.

April 23, 1964

Mt. Hood Highway
Duncan Road – Sandy Section
Clackamas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 282.
See also RW Drawing 1R-4-30.

August 25, 1966

Mt. Hood Highway
Powell Valley Road – Duncan Road Section
Clackamas & Multnomah Counties
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 434.

November 22, 1966

Mt. Hood Highway
Mt. Hood Post Office - Fikes Corner Section
Hood River County
A Survey Resolution was adopted and approved by the Highway Commission. Also designated a throughway by the Highway Commission.
See Resolutions Adopting Surveys File No. 326.
See also RW Drawing 1R - 4 - 263

April 23, 1968

Mt. Hood Highway
Alder Creek – Wildwood Section
Clackamas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 345.
See also RW Drawings 1R-4-275, 8B-1-14 & 15.

December 17, 1968

Mt. Hood Highway
Wildwood – Forest Boundary Section
Clackamas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 357.
See also RW Drawing 1R-4-358.

July 8, 1969

Mt. Hood Highway
Mt. Hood Freeway Section
Multnomah County
A Corridor Route Survey Resolution was adopted and approved by the Highway Commission.
Voided at January 16, 1979 Commission meeting.
See Highway Corridor Resolution File No. 368.
See also RW Drawing 1R-4-403.

July 7, 1970

Mt. Hood Highway
Ava Avenue – Burnside Street Section
Multnomah County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 381.
See also RW Drawing 1R-4-403.

June 22, 1971

Mt. Hood Highway
Boring Road Interchange Section
Clackamas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 398
See also RW Drawing 1R-4-489.

May 29, 1973

Mt. Hood Highway
Alder Creek – Wildwood Section
Clackamas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 489.

May 29, 1973

Mt. Hood Highway
Willow Flat Road – Fikes Corner Section
Hood River County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 518.

September 22, 1977

Mt. Hood Highway
Portland – Hood River Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Mt. Hood Highway is hereby classified as a state primary highway and is assigned the state primary highway number 26. The Mt. Hood Highway runs from a junction with the Pacific Highway West in Portland, easterly and northerly to a junction with the Columbia River Highway in or near Hood River.

August 24, 1976

Mt. Hood Highway
Middle Unit, Zigzag – Rhododendron Section
Clackamas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 559.

January 16, 1979

Mt. Hood Highway
Rhododendron – Government Camp Section
Clackamas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 578.

February 19, 1980

Mt. Hood Highway
Hood River Bridge Section
Hood River County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 431.
See also RW Drawings 1R-4-718 & 9B-2-19.

May 19, 1981

Mt. Hood Highway
Polallie Creek – Dog River Section
Hood River County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 436.
See also RW Drawings 1R-4-761 & 9B-19-8.

November 23, 1983

Mt. Hood Highway
Long Prairie Road – Willow Flat Road Section
Hood River County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 612.

January 22, 1985

Mt. Hood Highway
S.E. 182nd Avenue – Birdsdale (Gresham) Section
Multnomah County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 442.
See also RW Drawings 1R-4-843 & 1A-18-27.

December 15, 1987

Mt. Hood Highway
Mt. Hood – Long Prairie Road Section
Hood River County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 471.
See also RW Drawings 1R-3-1553, 9B-30-4 & 5.

May 17, 1988

Mt. Hood Highway
Timberline Highway – Snowbunny Road Section
Clackamas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 476.
See also RW Drawing 1R-3-1562.

October 18, 1988

Mt. Hood Highway
SE 182nd Avenue – NW Birdsdale Avenue (Gresham) Section
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 636.
See also RW Drawing 1A-18-27.

August 17, 1994

Mt. Hood Highway
Sandy – Forest Boundary Section
Clackamas County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 660.

May 11, 2004

Mt. Hood Highway
Gresham West City Limits – Burnside Section
Multnomah County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 735

October 30, 2007

Mt. Hood Highway
Mt. Hood Highway and SE Powell Boulevard Intersection Section
Multnomah County
The Right of Way Manager approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer No. 772 recorded December 7, 2007 as Document No. 2007-209068 of Multnomah County Records.

January 31, 2008

Mt. Hood Highway
S.E. Orient Drive Section
Multnomah County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment No. 002.
See also RW Drawing 9B-25-15.

Jurisdictional Transfers

The Jurisdictional Transfers for the Mt. Hood Highway No. 26 are listed below.

Table 26-2: Mt. Hood Highway No. 26 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
267	Clackamas	Zig Zag - Rhododendron	08/05/1952	06/30/1955	-
306	Clackamas	Zig Zag - Rhododendron	-	11/03/1955	11/22/1955
337	Clackamas	Sandy - Alder Creek	08/30/1957	07/28/1961	-
352	Hood River	Polallie Creek - Parkdale Road	06/20/1958	12/08/1961	-
394	Hood River	Fikes Corner - Whiskey Creek	11/16/1961	12/18/1963	-
434	Clackamas	Powell Valley Road - Duncan Road	06/01/1965	08/25/1966	-
434	Multnomah	Powell Valley Road - Duncan Road	06/01/1965	08/25/1966	-
443	Hood River	Whiskey Creek - Hood River	-	04/21/1966	-
489	Clackamas	Alder Creek - Wildwood	04/22/1969 03/17/1970	05/29/1973	-
518	Hood River	Willow Flat Road - Fikes Corner	01/07/1971	05/29/1973	-
559	Clackamas	Middle Unit, Zig Zag - Rhododendron	08/10/1976	08/24/1976	-
578	Clackamas	Rhododendron - Government Camp	-	01/16/1979	-
612	Hood River	Long Prairie Rd - Willow Flat Rd	-	11/23/1983	-
636	Multnomah	SE 182nd Ave - NW Birdsdale Ave (Gresham)	-	10/18/1988	-
660	Clackamas	Sandy - Forest Boundary	07/20/1994	08/17/1994	-
735	Multnomah	Gresham West City Limits - Burnside	02/25/2004	05/11/2004	-
772	Multnomah	Mt. Hood Highway & SE Powell Blvd	-	10/30/2007	-

Throughway

October 12, 1931

Mt. Hood Highway
Entire Highway Section
The Highway Commission declared the Mt. Hood Highway a “stop” or “through” highway.
See Highway Commission Minutes, page 3089.

November 3, 1948

Mt. Hood Highway
Portland - Wapinitia Junction Section
Designated a throughway by the Highway Commission. Contains four (4) maps identified as Group 14.
See Throughways and Rights of Access Resolution File No. 5

May 26, 1961

Mt. Hood Highway
Fikes Corner - Hood River Section
Hood River County
A Survey Resolution was adopted and approved by the Highway Commission. Also designated a throughway by the Highway Commission.
See Resolutions Adopting Surveys File No. 239.
See also RW Drawing 1R - 5 - 1496

November 22, 1966

Mt. Hood Highway
Mt. Hood Post Office - Fikes Corner Section
Hood River County
A Survey Resolution was adopted and approved by the Highway Commission. Also designated a throughway by the Highway Commission.
See Resolutions Adopting Surveys File No. 326.
See also RW Drawing 1R - 4 - 263

Clackamas Highway Number 27

27

No longer a part of the highway system.

Highway No. 27 is currently the Alsea Highway.
See the following chapter for information on that highway.

Figure 27-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Clackamas Highway.

Road Establishment Files

There are no road establishment files for the Clackamas Highway

Table 27-1: Clackamas Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Clackamas Highway.

History

The following entries are changes to the Clackamas Highway listed by date.

November 27, 1917

Clackamas Highway
Oregon City – Pleasant Home Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

1920

Clackamas Highway
The only record found of this highway being abandoned is in the Forth Biennial Report of 1920 and the 1920 map of the State Highway System.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Clackamas Highway No. 27.

Table 27-2: Clackamas Highway No. 27 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

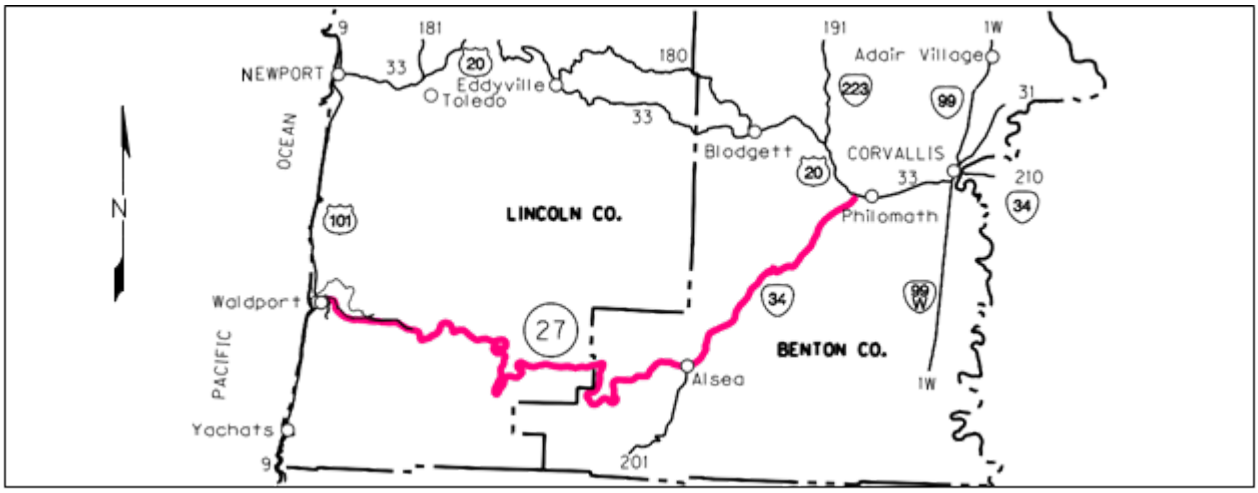
None.

Alsea Highway Number 27

27

Highway No. 27 was formerly the Clackamas Highway.
See the previous chapter for information on that highway.

Figure 27-1: Vicinity Map



Route Numbers

Highway Routes that run along the Alsea Highway are as follows:

- OR 34

Road Establishment Files

The road establishment files for the Alsea Highway are listed below.

Table 27-1: Alsea Highway Road Establishment Files

File No.	County
49114	Benton County

Former Names

Former names for the Alsea Highway are listed below.

- Alsea River Forest Road (1920)

History

The following entries are changes to the Alsea Highway listed by date.

April 7, 1921

Alsea Highway
Philomath – Waldport Section
Adopted as a State Highway by the Highway Commission.
See Highway Commission Minutes, page 927.

May 25, 1926

Alsea Highway
Philomath – Alsea Mountains Section
The Commission approved the location of the highway as surveyed and located by the Engineer.
See Highway Commission Minutes, page 2010

1939

Alsea Highway
Waldport – Philomath Section
Included in the State Highway System by the Legislature.
See Oregon Laws, 1939, Chapter 529, Section 15.1, page 1126.

> **Part of the Act:**
> *Alsea Highway. From a junction with the Oregon Coast Highway in Waldport, easterly via Alsea River valley to a junction with the Corvallis - Newport Highway west of Philomath.*

August 22, 1940

Alsea Highway
Waldport - Scott Creek Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 76.

July 7, 1960

Alsea Highway
Scott Creek – Five Rivers Section
Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 215.
See also RW Drawings 1R-5-1418 & 8B-18-9

March 14, 1963

Alsea Highway
Alsea Mountain Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 267.
See also RW Drawing 1R-5-1642.

March 14, 1963

Alsea Highway Five Rivers Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 391.

April 25, 1967

Alsea Highway
Pleasant Valley – Philomath Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 337.
See also RW Drawing 1R-4-285.

December 23, 1969

Alsea Highway
Alsea Mountain Section
Benton County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 498.

June 27, 1972

Alsea Highway Tidewater Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 528.
See also RW Drawing 6B-22-9.

September 22, 1977

Alsea Highway
Waldport – Philomath Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Alsea Highway is hereby classified as a state primary highway and is assigned the state primary highway number 27. The Alsea Highway runs from a junction with the Oregon Coast Highway in Waldport, easterly to a junction with the Corvallis - Newport Highway west of Philomath.*

August 21, 1984

Alsea Highway
Five Rivers – Benton County Line Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 615.
See also RW Drawing 5B-32-6.

July 25, 1989

Alsea Highway
Digger Creek Bridge Section
Lincoln & Benton Counties
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 488.
See also RW Drawings 1R-3-1586 & 1A-13-25.

September 15, 1992

Alsea Highway
Digger Creek Bridge Section Benton County
The Highway Commission adopted a resolution abandoning a portion of the highway. See Abandonment and Retention Resolution No. 652.
See also RW Drawing 1A-13-25.

Jurisdictional Transfers

The Jurisdictional Transfers for the Alsea Highway No. 27 are listed below.

Table 27-2: Alsea Highway No. 27 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
76	Lincoln	Waldport - Scott Creek	-	08/22/1940	01/21/1941
391	Lincoln	Five Rivers	01/19/1962	03/14/1963	-
498	Benton	Alsea Mountain	-	12/23/1969	-
528	Lincoln	Tidewater	-	06/27/1972	-
615	Lincoln	Five Rivers - Benton County Line	-	08/21/1984	-
652	Benton	Digger Creek Bridge	-	09/15/1992	-

Throughway

None.

Mill Creek Covered Bridge on the Alsea Highway in Benton County, Oregon, 1953.
Photo by Oregon State Archives, Salem Public Library, Photo ID #5040



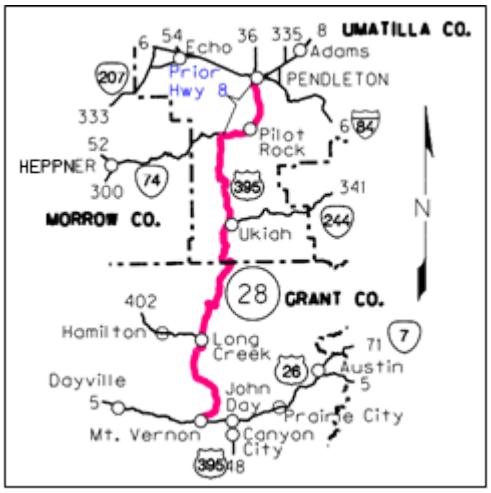
Covered bridge over the Alsea River in Lincoln County, Oregon, 1937.
Photo by the Oregon State Archives, Oregon Department of Transportation, Photo ID #OHD0504.



Pendleton – John Day Highway Number 28 28

[Note: In Primary Highway Designation File No. 1-1, Highway No. 28 was listed as The West Side Highway. See Pacific Highway No. 1W]

Figure 28-1: Vicinity Map



Route Numbers

Highway Routes that run along the Pendleton – John Day Highway are as follows:

- US 395
- OR 37

Road Establishment Files

The road establishment files for the Pendleton - John Day Highway are listed below.

Table 28-1: Pendleton – John Day Highway Road Establishment Files

File No.	County
49729	Grant County

Former Names

There are no former names for the Pendleton – John Day Highway.

History

The following entries are changes to the Pendleton – John Day Highway listed by date.

November 27, 1917

Pendleton – John Day Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
Named on this map as the Pendleton - John Day Highway No. 9.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

April 20, 1928

John Day - South Forest Boundary Unit
Grant County
The Highway Commission adopted the definite location of this section of the highway.
See Highway Commission Minutes, page 2333.

> **A portion of the Minutes:**
> *This route diverges from the John Day Highway about ¼ mile west of John Day, crosses the John Day River, ascends the ridge in a northerly direction, descends into the Little Beech Creek drainage, and follow Little Beech Creek in a westerly direction to junction with Beech Creek, then up Beech Creek in a northerly direction to the Forest Boundary.*

1939

Pendleton – John Day Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> **Part of the Act:**
> *Pendleton – John Day Highway. From a junction with the Old Oregon Trail in Pendleton, southerly via Pilot Rock, Dale and Long Creek to a junction with the John Day Highway at or near John Day.*

September 23, 1946

Tutuilla Creek Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 16.
See also RW Drawing 6B - 20 - 17.

September 13, 1948

Tutuila Creek Section
Umatilla County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 149.
See also RW Drawing 6B-20-17.

December 19, 1955

Pendleton – Pilot Rock Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 134.
See also RW Drawings 1R-5-780, 7B-36-14, 7B-35-7, 7B-35-10 & 11.

March 28, 1957

Upper Beech Creek – Forest Boundary Section
Grant County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 151.
See also RW Drawings 1R-5-983 & 8B-4-19.

February 27, 1958

North Unit, Pendleton - Pilot Rock Section
Umatilla County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 322.

August 13, 1959

Long Creek - South Forest Boundary Section
Grant County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 362.

July 7, 1960

Emigrant Avenue – Frazer Avenue Couplet (Pendleton) Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 215.
See also RW Drawing 1R-3-1281

April 21, 1966

Mt. Vernon Section
Grant County
Eliminates the unconstructed portion of the Pendleton - John Day Highway, extending from a junction with the Beech Creek Highway No. 401, southeasterly to John Day; Beech Creek Highway No. 401, is re-designated as part of the Pendleton - John Day Highway.
See Primary Highway Designation File No. 38.

July 14, 1966

Little Beech Creek – Mt. Vernon Section
Grant County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 315.
See also RW Drawings 1R-4-201, 8B-35-24 & 25.

July 7, 1970

Forest Boundary – Little Beech Creek Section
Grant County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 380.
See also RW Drawings 1R-4-452 & 9B-7-24.

May 4, 1971

Emigrant – Frazer (Pendleton) Couplet Section
Umatilla County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 396.
See also RW Drawings 1R-4-479, 1A-20-5 & 8B-19-7.

June 29, 1976

South Unit, Pendleton – Pilot Rock Section
Umatilla County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 558.

September 22, 1977

Pendleton – John Day Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Pendleton - John Day Highway is hereby classified as a state primary highway and is assigned the state primary highway number 28. The Pendleton - John Day Highway runs from a junction with the Old Oregon Trail Highway in Pendleton, southerly to a junction with the John Day Highway west of John Day.*

July 24, 1980

Forest Boundary – Little Beach Creek Section
Grant County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 594.
See also RW Drawing 9B-7-24.

October 18, 1988

Long Creek – Fox Section
Grant County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 481.
See also RW Drawings 1R-3-1566, 9B-32-5 & 6.

June 9, 1999

Cooper Creek – Ukiah/Hilgard Highway Section
Umatilla County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 515.
See also RW Drawings 1R-4-953 & 10B-3-18.

Jurisdictional Transfers

The Jurisdictional Transfers for the Pendleton – John Day Highway No. 28 are listed below.

Table 28-2: Pendleton – John Day Highway No. 28 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
149	Umatilla	Tutuila Creek	12/05/1946	09/13/1948	-
322	Umatilla	Pendleton - Pilot Rock, North Unit	11/02/1956	02/27/1958	-
362	Grant	Long Creek - South Forest Boundary	-	08/13/1959	-
558	Umatilla	South Unit, Pendleton - Pilot Rock	05/11/1976	06/29/1976	-
594	Grant	Forest Boundary - Little Beach Creek	-	07/24/1980	-
702	Grant	Long Creek – Fox Section	-	-	-

Throughway

None.

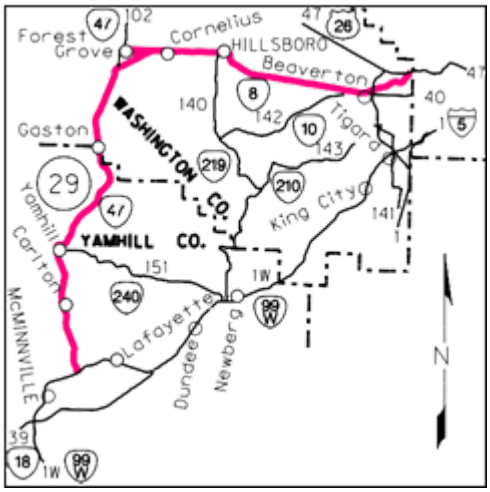
Car Traveling on the highway between Pendleton and Pilot Rock, Oregon, ca. 1937. Photo by Oregon State Archives, Oregon Department of TransportationOHDG305.



Tualatin Valley Highway Number 29

29

Figure 29-1: Vicinity Map



Route Numbers

Highway Routes that run along the Tualatin Valley Highway are as follows:

- OR 8
- OR 47

Road Establishment Files

The road establishment files for the Tualatin Valley Highway are listed below.

Table 29-1: Tualatin Valley Highway Road Establishment Files

File No.	County
6010071	Washington County

Former Names

Former names for the Tualatin Valley Highway are listed below.

- Forest Grove – McMinnville (1917 – 1920)

History

The following entries are changes to the Tualatin Valley Highway listed by date.

November 27, 1917

Forest Grove - McMinnville Highway
Forest Grove – McMinnville Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

March 24, 1920

Tualatin Valley Highway
Bertha – McMinnville Section
The name was changed to the Tualatin Valley Highway
See Highway Commission Minutes, page 688.

March 21, 1921

Tualatin Valley Highway
Portland – Beaverton Section
Washington County
Canyon Road between Portland and Beaverton designated as part of the highway.
See Highway Commission Minutes, pages 908 - 909.

August 30, 1927

Tualatin Valley Highway
Multnomah County Line – McMinnville Section
The Commission designated this section as a Throughway.
See Highway Commission Minutes, page 2211.

January 26, 1928

Tualatin Valley Highway
Beaverton Section
Washington County
The route through Beaverton, approximately one block north of Main Street was adopted.
See Highway Commission Minutes, page 2287.

March 27, 1930

Tualatin Valley Highway
Beaverton Section
Washington County
Resolution adopted for acquisition of property on the highway west of Beaverton.
See Highway Commission Minutes, pages 2717 - 2719.

January 16, 1931

Tualatin Valley Highway
Washington / Multnomah County Line – WCL Portland Section
Multnomah County
Several county roads adopted and designated as State Highways.
See Primary Highway Designation File No. 8.

Part of the Resolution:
Tualatin Valley Highway (Canyon Road) from the Washington - Multnomah County Line to the west city Limits of Portland, a distance of 1.7 miles.

June 5, 1935

Tualatin Valley Highway
Hillsboro & Forest Grove Section
Washington County
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, page 5628.

Part of the Resolution:
Hillsboro:
Beginning at the west city limits of Hillsboro where the same is intersected by Base Line Street; thence easterly along Base Line Street to the intersection of Base Line Street and Tenth Street; thence south along Tenth Street and the Tualatin Valley Highway as now constructed, to the east city limits of Hillsboro.

Forest Grove:
Beginning at the west city limits of Forest Grove where the same is intersected by Fourth Avenue; thence easterly along Fourth Avenue to the intersection of Fourth Avenue and Main Street: thence northerly along Main Street to the intersection of Main Street and Pacific Avenue; thence easterly along Pacific Avenue and an extension thereof to the east city limits of Forest Grove.

February 7, 1936

Tualatin Valley Highway
Canyon Road Section
Washington County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 20
See also Abandonment and Retention Resolution No. 21

May 17, 1937

Tualatin Valley Highway
Washington – Multnomah County Line to WCL Portland Section
Multnomah County
Re-adoption of this section highway (1.7 miles) by the Commission.
See Highway Commission Minutes, page 7355

1939

Tualatin Valley Highway
Portland – McMinnville Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> **Part of the Act:**
> *Tualatin Valley Highway. From a junction with the Wolf Creek Highway west of Portland, westerly via Beaverton, Hillsboro and Forest Grove, and thence southerly via Carlton to a junction with the Pacific Highway west north of McMinnville.*

October 10, 1940

Tualatin Valley Highway
Johnson Estate Addition - Beaverton - Reedville Acreage Section
Washington County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 79.

October 20, 1952

Tualatin Valley Highway
Forest Grove Section
Washington County
Designation of certain streets in Forest Grove as a part of the highway system. Abandonment of other streets in Forest Grove as a part of the highway system.
See Primary Highway Designation File No. 16 - 1.

Streets added:
Pacific Avenue, beginning at its intersection with Main Street and extending therefrom in a westerly direction to its intersection with "B" Street.

"B" Street, beginning at its intersection with Pacific Avenue and extending therefrom in a southerly direction to the south city limits of the said city.

January 18, 1955

Tualatin Valley Highway
Reedville – Beaverton Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 115.
See also RW Drawing 1R-5-621.

July 13, 1955

Tualatin Valley Highway
Hillsboro One-Way Streets Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 129.
Corrected by Resolutions Adopting Surveys File No. 130.
See also RW Drawing 1R-5-766.

September 22, 1955

Tualatin Valley Highway
Hillsboro One-Way Streets Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 130.
Corrects Resolutions Adopting Surveys File No. 129.
See also RW Drawing 1R-5-766.

December 19, 1955

Tualatin Valley Highway
Cornelius – Hillsboro Unit of the Forest Grove – Hillsboro Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 134.
See also RW Drawings 1R-5-826 & 6B-34-20.

May 16, 1957

Tualatin Valley Highway
Forest Grove – Cornelius Unit of the Forest Grove – Hillsboro Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 171.
See also RW Drawings 1R-5-1010, 6B-34-20 & 8B-5-6.

March 1, 1956

Tualatin Valley Highway
Forest Grove - Hillsboro Section, Cornelius - Hillsboro Unit (Cornelius) Section
Washington County
Designation of the west bound leg (First Street) as part of the highway.
See Miscellaneous Contracts & Agreements File No. 1721.

January 28, 1960

Tualatin Valley Highway
Hillsboro – Reedville Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 204.
See also RW Drawings 1R-3-1253 & 8B-15-10.

May 28, 1964

Tualatin Valley Highway
Forest Grove – Yamhill County Line Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 283.
See also RW Drawings 10C-43-14, 8B-30-7 & 8.

September 28, 1965

Tualatin Valley Highway
Forest Grove Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission. Designated as a throughway.
See Resolutions Adopting Surveys File No. 302.
See also RW Drawing 1R - 4 – 175, 1R - 4 – 161 & 8B-30-7.

August 20, 1968

Tualatin Valley Highway
Forest Grove – Gaston Section
Washington County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 460.

October 28, 1975

Tualatin Valley Highway
Forest Grove Section
Washington County
Re-designating a portion of the highway as an extension of the Nehalem Highway No. 102, as well as a portion to become the Tualatin Valley Highway Spur.
See Secondary Highway Designation Resolution File No. 77.

October 28, 1975

Tualatin Valley Highway
Forest Grove (Bypass) Section
Washington County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 468.

September 22, 1977

Tualatin Valley Highway
Portland – McMinnville Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Tualatin Valley Day Highway is hereby classified as a state primary highway and is assigned the state primary highway number 29. The Tualatin Valley Highway runs from a junction with the Sunset Highway west of Portland, westerly and southerly to a junction with the Pacific Highway West north of McMinnville, with a spur in Forest Grove.

March 18, 2003

Tualatin Valley Highway
MP Y17.18 - MP 19.19(1) & MP Y17.88 - MP 19.23(2) (Forest Grove) Section
Washington County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 734 recorded April 8, 2003 as Document No. 2003-053388 of Washington County Book of Records.

Jurisdictional Transfers

The Jurisdictional Transfers for the Tualatin Valley Highway No. 29 are listed below.

Table 29-2: Tualatin Valley Highway No. 29 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
20	Washington	(Canyon Road)	-	02/07/1936	-
21	Washington	(Canyon Road)	-	02/07/1936	-
79	Washington	Johnson Estate Addition - Beaverton Reedville Acreage	-	10/10/1940	-
460	Washington	Forest Grove - Gaston	12/19/1966 06/08/1967	08/20/1968	-
468	Washington	Forest Grove (Bypass)	10/31/1967 01/30/1974	10/28/1975	-
734	Washington	MP Y17.18 - MP 19.19(1) & MP Y17.88 - MP 19.23(2)	03/07/2003 06/18/2004	03/18/2003	-

Throughway

August 30, 1927

Tualatin Valley Highway
Multnomah County Line – McMinnville Section
The Commission designated this section as a Throughway. See Highway Commission Minutes, page 2211.

September 28, 1965

Tualatin Valley Highway
Forest Grove Section Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
Designated as a throughway.
See Resolutions Adopting Surveys File No. 302.
See also RW Drawing 1R - 4 - 175 & 1R - 4 - 161

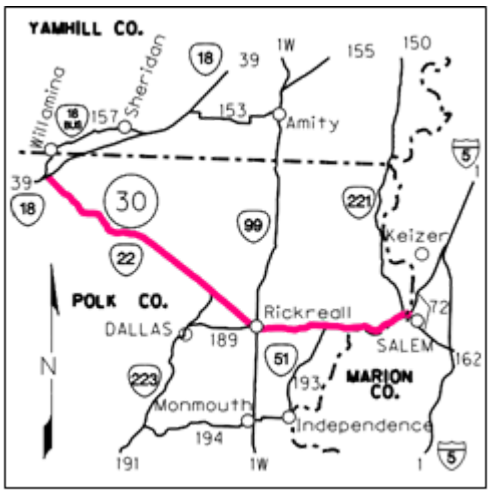
Street view in Gaston, Washington County, Oregon, 1962.
Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon
Photo ID #6064.



Willamina - Salem Highway Number 30

30

Figure 30-1: Vicinity Map



Route Numbers

Highway Routes that run along the Willamina - Salem Highway are as follows:

- OR 22

Road Establishment Files

The road establishment files for the Willamina – Salem Highway are listed below.

Table 30-1: Willamina - Salem Highway Road Establishment Files

File No.	County
50387	Polk County

Former Names

Former names for the Willamina - Salem Highway are listed below.

- Salem – Independence (1917 – 1919)
- Salem – Dallas (1919 – 1953)

History

The following entries are changes to the Willamina - Salem Highway listed by date.

November 27, 1917

Salem - Independence Highway
Salem – Independence Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

January 7, 1919

Salem - Dallas Highway
Salem – Dallas Section
The Highway Commission designated and adopted as a State Highway. Resolution omitted from minutes and corrected and added later (February 4, 1920).
See Highway Commission Minutes, pages 660 - 661.

February 4, 1920

Salem - Dallas Highway
Salem – Dallas Section
The minutes were corrected (for January 7, 1919) and added resolution to designate and adopt as a State Highway.
See Highway Commission Minutes, pages 660 - 661.

August 30, 1927

Salem - Dallas Highway
Salem – Dallas Section
The Highway Commission designated as a Throughway the Salem - Dallas Highway.
See Highway Commission Minutes, page 2212.

June 5, 1935

Salem - Dallas Highway
Dallas & Salem Sections
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, pages 5628 - 5629.

Part of the Resolution:
Dallas:
Beginning at the intersection of Court Street and Main Street in the City of Dallas; thence northerly along Main Street and along the Salem - Dallas Highway as now constructed in the City of Dallas to the east city limits of Dallas.

Salem:
Beginning at the intersection of Court Street and Commercial Street in Salem; thence northerly along Commercial Street to the intersection of Commercial Street and Center Street; thence westerly along Center Street and an extension thereof to the west city limits of Salem.

1939

Salem - Dallas Highway
Salem – Dallas Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Salem - Dallas Highway. From a junction with the Pacific Highway east in Salem, westerly via West Salem, and Rickreall into Dallas.

July 6, 1943

Salem - Dallas Highway
Center Street to Capital Streets (Salem) Section
A portion of the highway re-designated as the Pacific Highway East No. 1E.
See Through Highway & Stop Signs Resolution No. 3 - 1.

September 12, 1951

Salem - Dallas Highway
Salem Section
Designation of the Salem – Dallas Highway and the Pacific Highway East routing over the city streets of Salem.
See Primary Highway Designation File No. 14 - 1.

Part of the Resolution:
5. Fairgrounds Road from Tile Road to Summer Street.
6. Summer Street from Fairgrounds Road to Center Street.
7. Marion Street from Capitol Street to Water Street…
8. Liberty Street from Marion Street to Superior Street…
9. North Commercial Street from Marion Street to Court Street.

November 9, 1951

Willamina - Salem Highway
Dolph Corner - Rickreall Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 62.
See also RW Drawing 7B-9-15.
Superseded by Resolutions Adopting Surveys File No. 62a.

December 10, 1953.

Willamina - Salem Highway
Willamina – Salem Section
A portion of the Salem – Dallas Highway No. 30 and a portion of the Dallas – Coast Highway No. 192 re-designated as the Willamina – Salem Highway No. 30.
Another portion re-designated as the Dallas – Rickreall Highway No. 189.
See Primary Highway Designation File No. 18.

January 18, 1955

Willamina – Salem Highway
Buell Slide Section
Polk County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 114.
See also RW Drawing 1R-5-624.

May 26, 1955

Willamina - Salem Highway
Dolph Corner - Rickreall Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 62a.
Supersedes Resolutions Adopting Surveys File No. 62.
See also RW Drawing 7B-9-15.

June 27, 1957

Willamina - Salem Highway
Salmon River Highway – Pacific Highway East Section
Routing of Route ORE 22 designated by the Commission.
See Primary Highway Designation File No. 22

A portion of the Route described in the Resolution as:
…thence over the Willamina – Salem Highway from its junction with the Salmon River Highway, ORE 18, at Wallace Bridge approximately two miles west of Willamina, southeasterly via Buell, Rickreall and Eola to the Pacific Highway East, US 99, in Salem…

August 18, 1960

Willamina – Salem Highway
Bonneville Station – Patterson Avenue Section
Polk County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 221.
See also RW Drawings 1R-3-1279 & 8B-13-6.

January 19, 1962

Willamina - Salem Highway
Easterly of Redwood Drive and along Edgewater Street Re-designated as the Salem - Dayton Highway No. 150.
See Secondary Highway Designation Resolution File No. 63.

June 10, 1963

Willamina – Salem Highway
Independence Junction – Bonneville Station Section
Polk County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 272.
See also RW Drawings 1R-5-1662 & 8B-25-22.

May 28, 1969

Willamina - Salem Highway
Rickreall - Independence Junction Section
Polk County
A Corridor Route Survey Resolution was adopted and approved by the Highway Commission.
See Highway Corridor Resolution File No. 366.
See also RW Drawing 1R-4-396.

April 21, 1970

Willamina – Salem Highway
Rickreall – Independence Junction Section
Polk County
A Corridor Route Survey Resolution was adopted and approved by the Highway Commission.
See Highway Corridor Resolution File No. 366a.
See also RW Drawings 1R-4-421 & 9B-5-10.

October 30, 1974

Willamina – Salem Highway
Rickreall – Independence Junction Section
Polk County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 504.

September 22, 1977

Willamina - Salem Highway
Willamina – Salem Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Willamina - Salem Highway is hereby classified as a state primary highway and is assigned the state primary highway number 30. The Willamina - Salem Highway runs from a junction with the Salmon River Highway west of Willamina, easterly to a junction with the Pacific Highway East in Salem.*

August 12, 1997

Willamina - Salem Highway
Wallace Bridge – Perrydale (Salmon River Highway Connector) Section
Polk County
The Right of Way Manager approved a resolution transferring a portion of the highway.
See Abandonment and Retention Resolution No. 678 recorded August 25, 1997 in Book 339, Page 2090 of Polk County Book of Records.

Jurisdictional Transfers

The Jurisdictional Transfers for the Willamina – Salem Highway No. 30 are listed below.

Table 30-2: Willamina – Salem Highway No. 30 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
504	Polk	Rickreall - Independence Junction	03/17/1970	10/30/1974	-
678	Polk	Wallace - Bridge - Perrydale	11/18/1996	08/12/1997	-

Throughway

August 30, 1927

Salem - Dallas Highway
Salem – Dallas Section
The Highway Commission designated the highway as a Throughway.
See Highway Commission Minutes, page 2212.

November 3, 1948

The Salem - Dallas Highway Section
Designated as a Throughway.
Contains two (2) maps identified as Group 15.
See Throughways and Rights of Access Resolution File No. 5

Bridge over the Willamette River at Salem, Oregon, c1892.
Photo by Salem Public Library, Ben Maxwell Photo Album, #12036



Wallace Covered Bridge over the South Yamhill River in Polk County, Oregon, 1940-43. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon Photo ID #5331.



Mt. Hood – Clear Lake Highway Number 31 31

No longer a part of the highway system.

Highway No. 31 is currently the Albany – Corvallis Highway. See the following chapter for information on that highway.

The Wapinitia Highway No. 44 first appears in the Highway map of the 1924 Biennial Report and appears to be the same location as Highway No. 31.

Figure 31-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Mt. Hood – Clear Lake Highway.

Road Establishment Files

There are no road establishment files for the Mt. Hood – Clear Lake Highway

Table 31-1: Mt. Hood – Clear Lake Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Mt. Hood – Clear Lake Highway.

History

The following entries are changes to the Mt. Hood – Clear Lake Highway listed by date.

1922

Mt. Hood - Clear Lake Highway No. 31.
The only record found of this highway being adopted and abandoned is in the Fifth Biennial Report of 1922 and the 1922 map of the State Highway System.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Mt. Hood – Clear Lake Highway No. 31.

Table 31-2: Mt. Hood – Clear Lake Highway No. 31 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

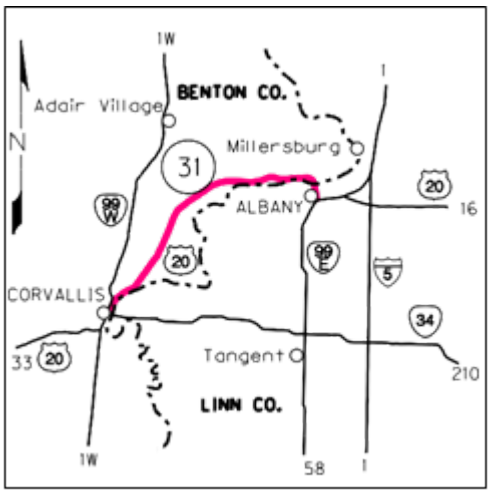
None.

Road to Timberline Lodge at Mt. Hood, Oregon, 1937.
Photo by the Oregon State Archives, ODOT, OHD0282.



Albany - Corvallis Highway Number 31 31

Figure 31-1: Vicinity Map



Route Numbers

Highway Routes that run along the Albany - Corvallis Highway are as follows:

- US 20

Road Establishment Files

The road establishment files for the Albany - Corvallis Highway are listed below.

Table 31-1: Albany - Corvallis Highway Road Establishment Files

File No.	County
50957	Benton County

Former Names

There are no former names for the Albany - Corvallis Highway.

History

The following entries are changes to the Albany - Corvallis Highway listed by date.

November 27, 1917

Albany – Corvallis Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

November 23, 1922

Albany – Corvallis Section
Designation of the Albany – Corvallis Road as a State Highway.
See Highway Commission Minutes, page 1412.

January 5, 1923

Albany – Corvallis Section
Resolution adopting the road as a State Highway.
See Highway Commission Minutes, page 1443 - 1444.

Part of the Resolution:
…beginning at the west end of the bridge at Albany over the Willamette River and running thence westerly and southwesterly to the city limits of Corvallis…

May 28, 1924

Corvallis Section
Benton County
The route of the highway through Corvallis was approved by the Highway Commission.
See Highway Commission Minutes, page 1686 – 1687.

The Route Described as:
…at intersection of Third and Van Buren turn east on Van Buren to Second Street, thence north on Second Street to north city limits. For south bound traffic from Albany, enter on Second Street, south on Second to Washington, west on Washington to Third Street, thence south on Third Street to south city limits.

August 30, 1927

Albany – Corvallis Section
The Highway Commission designated the highway as a Throughway.
See Highway Commission Minutes, page 2212.

June 5, 1935

Albany & Corvallis Sections
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, page 5629.

Part of the Resolution:

Albany:

Beginning at the north city limits of Albany where the same would be intersected by an extension of Ellsworth Street in the middle of the Willamette River; thence south along an extension of Ellsworth Street and Ellsworth Street to the intersection of First Street and Ellsworth Street.

Corvallis:

Beginning at the north city limits of Corvallis where the same is intersected by Second Street; thence southwesterly along Second Street to the intersection of Second Street and Van Buren Street; thence northwesterly along Van Buren Street to the intersection of Van Buren and Third Street.

1939

Albany – Corvallis Section
Benton & Linn County
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:

Albany – Corvallis Highway. From a junction with the Pacific Highway east in Albany, westerly, crossing the Willamette River at Albany, to a junction with the Pacific Highway west in Corvallis.

December 5, 1940

Albany Section
Linn County
The Commission adopted the extension of highway within Albany to the connection between present highway and newly relocated and constructed route of Pacific Highway East No. 1E.
See Primary Highway Designation File No. 10 - 8.

Part of the Resolution:
Beginning at the intersection of Ellsworth and First Streets; thence south on Ellsworth Street to the intersection with the newly relocated and constructed Pacific Highway East near Eleventh Street, and including that portion of Ninth Street between Ellsworth Street and Lyon Street and that portion of Lyon Street between Ninth Street and First Street and that portion of First Street between Lyon Street and Ellsworth Street.

1957

Albany – Corvallis Section
Amending the route of the highway.
See Oregon Law of 1957, Chapter 123, pages 155 and 156

Part of the Act
Section 10. ORS 366.257 is amended to read as follows:
The Albany - Corvallis Highway runs westerly from Albany, on the northerly side of the Willamette River, to a junction with the Pacific Highway West at or near Corvallis.

March 14, 1963

Bowers Slough Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 267
See also RW Drawing 1R-5-1647.

June 1, 1965

Bowers Slough Section
Benton County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 430.

October 1, 1968

Willamette River Bridge (Albany) Section
Linn & Benton Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 354.
See also RW Drawing 1R-4-348.

September 22, 1977

Corvallis – Albany Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Albany - Corvallis Highway is hereby classified as a state primary highway and is assigned the state primary highway number 31. The Albany - Corvallis Highway runs easterly from a junction with the Corvallis - Lebanon Highway in Corvallis to a junction with the Albany - Junction City Highway in Albany.*

Jurisdictional Transfers

The Jurisdictional Transfers for the Albany - Corvallis Highway No. 31 are listed below.

Table 31-2: Albany - Corvallis Highway No. 31 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
430	Benton	Bowers Slough	-	06/01/1965	-

Throughway

August 30, 1927

Albany – Corvallis Section
The Highway Commission designated the highway as a Throughway.
See Highway Commission Minutes, page 2212.

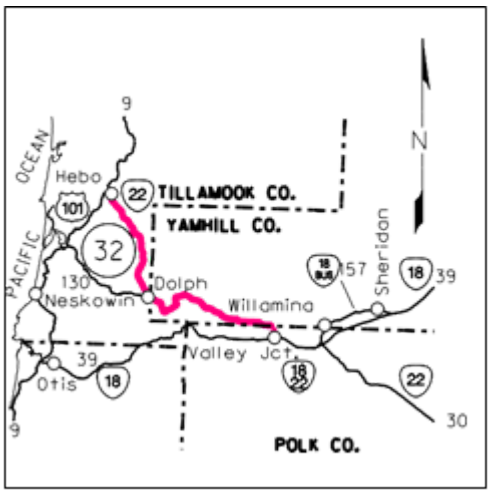
Business district in Albany, Oregon, ca. 1947.
Photo by Salem Oregon State Archives, Oregon State Highway Division, OHD3705.



Three Rivers Highway Number 32

32

Figure 32-1: Vicinity Map



Route Numbers

Highway Routes that run along the Three Rivers Highway are as follows:

- OR 22

Road Establishment Files

The road establishment files for the Three Rivers Highway are listed below.

Table 32-1: Three Rivers Highway Road Establishment Files

File No.	County
48616	Various Counties

Former Names

Former names for the Three Rivers Highway are listed below.

- Yamhill – Nestucca (1917 – 1920)
- McMinnville – Tillamook (1920 – 1939)

History

The following entries are changes to the Three Rivers Highway listed by date.

1917

Yamhill - Nestucca Highway
McMinnville – Tillamook City Section
The highways listed in this Act are determined to be of first importance to the general public of the State of Oregon and should be permanently constructed and finished with a hard surface.
See Primary Highway Designation File No. 1.
See also General Laws of Oregon of 1917, Chapter 423.

> **Part of the Act:**
> *4. A road from the Pacific Highway, from a point at or near McMinnville by Willamina to Tillamook City;*

November 27, 1917

Yamhill - Nestucca Highway
Oretown – Bellevue Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

February 5, 1918

Yamhill - Nestucca Highway
Three Rivers Section
Tillamook County
The location of the disputed section was definitely made as the "Three Rivers Route."
See Highway Commission Minutes, page 356.

March 24, 1920

McMinnville - Tillamook Highway
The Commission re-designated the highway as The McMinnville – Tillamook Highway.
See Highway Commission Minutes, page 688.

September 26, 1935

McMinnville - Tillamook Highway
Dolph - Hebo Section
Tillamook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 7.

December 1, 1937

McMinnville - Tillamook Highway
Muddy Creek - Pringle Corner Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 49.

1939

Three Rivers Highway
Hebo - Valley Junction Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Three Rivers Highway. From a junction with the Oregon Coast Highway at Hebo, southeasterly via Dolph and Grand Ronde Agency to a junction with the Salmon River Highway at Valley Junction.

June 27, 1957

Three Rivers Highway
Oregon Coast Highway – Salmon River Highway Section
Routing of Route ORE 22 designated by the Commission.
See Primary Highway Designation File No. 22

A portion of the Route described in the Resolution as:
Over the Three Rivers Highway from its junction with the Oregon Coast Highway, US 101, at Hebo southeasterly via Dolph and Grande Ronde Agency to its junction with the Salmon River Highway, ORE18, at Valley Junction…

September 22, 1977

Three Rivers Highway
Hebo – Valley Junction Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Three Rivers Highway is hereby classified as a state primary highway and is assigned the state primary highway number 32. The Three Rivers Highway runs from a junction with the Oregon Coast Highway at Hebo, southeasterly to a junction with the Salmon River Highway at Valley Junction.*

June 20, 1985

Three Rivers Highway
Castle Rock Bridge Section
Tillamook County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 452.
See also RW Drawings 1R-4-865 & 1A-18-28.

Jurisdictional Transfers

The Jurisdictional Transfers for the Three Rivers Highway No. 32 are listed below.

Table 32-2: Three Rivers Highway No. 32 Jurisdictional Transfers

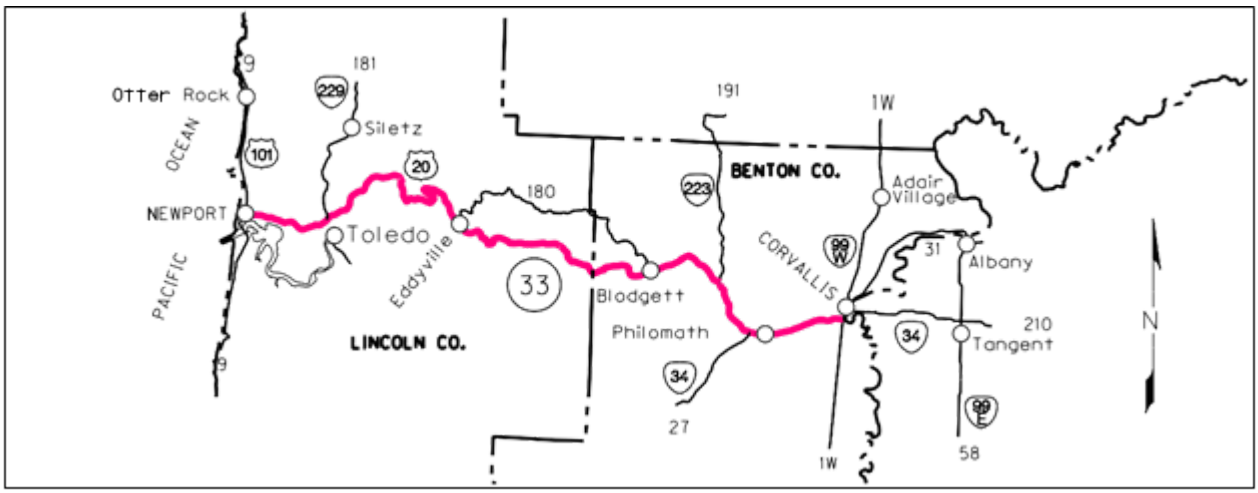
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
7	Tillamook	Dolph - Hebo	-	09/26/1935	-
49	Yamhill	Muddy Creek - Pringle Corner	-	12/01/1937	-

Throughway

None.

Corvallis - Newport Highway Number 33 33

Figure 33-1: Vicinity Map



Route Numbers

Highway Routes that run along the Corvallis - Newport Highway are as follows:

- OR 20
- OR 34

Road Establishment Files

The road establishment files for the Corvallis - Newport Highway are listed below.

Table 33-1: Corvallis - Newport Highway Road Establishment Files

File No.	County
48946	Benton County / Lincoln County

Former Names

There are no former names for the Corvallis - Newport Highway.

History

The following entries are changes to the Corvallis - Newport Highway listed by date.

November 27, 1917

Corvallis – Newport Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

May 28, 1924

Corvallis Section
Benton County
The route of the highway through Corvallis was approved by the Highway Commission.
See Highway Commission Minutes, page 1686 – 1687.

The Route Described as:
…from intersection of Second and Washington, thence west on Washington to Third, thence south on Third to A Street, thence west on A street to so - called Philomath road, crossing Oak Creek at west city limits.

September 15, 1925

Corvallis - Philomath Section
Benton County
The location of the Corvallis - Philomath Section of the highway was adopted.
See Highway Commission Minutes, page 1888.

February 26, 1926

Corvallis - Philomath Section
Benton County
The Commission affirmed the position for the adopted location of this section of the highway in response of a request from Benton County.
See Highway Commission Minutes, page 1962.

Keyes Hill and Gellatly Point Section
Benton County
The Highway Commission adopted the location as staked by the engineer.
See Highway Commission Minutes, page 1962.

October 1, 1934

Corvallis Section
Benton County
Resolution designating the route of the State Highways through Corvallis.
See Highway Commission Minutes, page 5196 - 7.

June 5, 1935

Corvallis Section
Benton County
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, page 5629.

Part of the Resolution:
Corvallis:
Beginning at the intersection of "A" Street and Third Street in the City of Corvallis; thence northwesterly along "A" Street to the intersection of "A" Street and Western Avenue; thence southwesterly along Western Avenue and the Corvallis - Newport Highway as constructed, to the west city limits of Corvallis.

1939

Newport – Corvallis Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Corvallis – Newport Highway. From a junction with the Oregon Coast Highway in Newport, easterly via Toledo, Eddyville and Philomath to a junction with the Pacific Highway west in Corvallis.

April 7, 1939

Olalla Creek - Toledo Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 62.
See also RW Drawing 5B-1-7.

December 3, 1940

Toledo Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 82.

October 12, 1951

Newport - Toledo Section
Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 60.
See also RW Drawing 7B-10-8

May 11, 1954

Depot Slough Section
Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 101.
See also RW Drawing 7B-27-13.

June 23, 1954

Philomath - Corvallis Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 103.
See also RW Drawings 10C-21-17, 8B-1-29 & 30.

August 9, 1954

Newport - Toledo Section
Designated as a throughway.
Commencing at an intersection of the Corvallis - Newport Highway with the Oregon Coast Highway No. 9, in Newport to Station 293+00.
See Throughways and Rights of Access Resolution File No. 9.

November 3, 1955

Newport - Toledo Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 307.

August 16, 1956

Blodgett Overcrossing Section
Benton County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 320.

March 28, 1957

Pioneer Summit Unit of the Toledo – Eddyville Section
Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 151.
See also RW Drawings 1R-5-988 & 8B-2-11

May 8, 1958

Corvallis City Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 175.
See also RW Drawings 1R-3-1200 & 8B-1-30.

May 29, 1959

Corvallis - Philomath Section
Designated as a throughway, except between Stations 470+00 and 395+00.
See Throughways and Rights of Access Resolution File No. 13.

December 12, 1960

Corvallis Section
Benton County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 376.

October 20, 1961

Pioneer Mountain Section
Lincoln County
The Highway Commission approves a resolution to abandon a portion of the highway.
See Abandonment and Retention Resolution No. 345.

March 14, 1963

West Unit – Coast Range Summit Section
Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 267
See also RW Drawings 1R-3-1345 & 8B-27-23.

July 14, 1964

Toledo Section
Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission. Designated as a throughway.
See Resolutions Adopting Surveys File No. 285.
See also RW Drawings 1R-4-50 & 8B-30-12.

March 14, 1967

Blodgett – Wren Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 332.
See also RW Drawings 1R-4-276, 8B-36-2 & 9B-1-8.

October 31, 1967

East Unit, Toledo – Pioneer Mountain Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 423.

December 17, 1968

Dudlee Hill – Blodgett Section
Benton County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 360.
See also RW Drawing 1R-4-370.

October 19, 1971

Newport - Toledo Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 307.

January 11, 1972

Dudlee Hill – Blodgett Section
Benton County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 502.

December 12, 1972

Gellatly Summit Section
Benton County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 513.
See also RW Drawing 9B-1-8.

August 23, 1977

Blodgett – Gellatly Summit Section
Benton County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 547.

September 22, 1977

Newport – Corvallis Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Corvallis - Newport Highway is hereby classified as a state primary highway and is assigned the state primary highway number 33. The Corvallis - Newport Highway runs from a junction with the Oregon Coast Highway in Newport, easterly to a junction with the Pacific Highway West in Corvallis.*

March 28, 1978

Newport – Toledo Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 570.

June 19, 1979

West Unit, Coast Range Summit Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 582.
See also RW Drawing 8B-27-23.

May 21, 1985

Burnt Woods – Dudlee Hill Section
Benton & Lincoln County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 444.
See also RW Drawings 1R-4-858 & 9B-23-21.

May 20, 1987

Coast Range Summit – Burnt Woods Section
Lincoln County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 465.
See also RW Drawings 1R-3-1542 & 9B-28-13.

June 23, 1987

Wren Hill Curve Section
Benton County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 468
See also RW Drawings 1R-3-1544 & 9B-28-21.

September 20, 1988

Corvallis By-pass (South Unit) Section
Benton & Linn Counties
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 479.
See also RW Drawings 1R-3-1571 & 1A-13-18.

May 22, 1996

Burnt Woods Section
Lincoln County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 657.

June 9, 1999

Eddyville – Cline Hill Section
Lincoln County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 518.
See also RW Drawings 1R-3-1685 & 10B-8-31.

October 13, 1999

Oregon Coast Highway at Corvallis – Newport Highway Section
Lincoln County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 533.
See also RW Drawings 1R-3-1698 & 1R-3-1661.

April 16, 2003

Eddyville - Cline Hill Section
Lincoln County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 669A recorded June 9, 2003 in Lincoln County Book of Records as Instrument No. 200308787.

June 20, 2003

Eddyville - Cline Hill Section
Lincoln County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 669B recorded June 27, 2003 in Lincoln County Book of Records as Instrument No. 200309843.

June 9, 2004

Eddyville - Cline Hill Section
Lincoln County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 669C recorded August 18, 2004 in Lincoln County Book of Records as Instrument No. 200412493.

July 23, 2004

Corvallis – Newport Highway to Toledo City Limits Section
Lincoln County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 756.

October 7, 2004

Toledo City Limits to Corvallis – Newport Hwy & Corvallis - Newport Hwy to Mossy Loop Sections
Lincoln County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 757.

September 9, 2005

US 20 Pioneer Mountain - Eddyville (MP 16.4 - 24.2) Section
Lincoln County
Jurisdictional Transfer agreement signed.
See Jurisdictional Transfer No. 759.

Jurisdictional Transfers

The Jurisdictional Transfers for the Corvallis - Newport Highway No. 33 are listed below.

Table 33-2: Three Rivers Highway No. 33 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
62	Lincoln	Olalla Creek - Toledo	-	04/07/1939	-
82	Lincoln	Toledo	-	12/03/1940	01/13/1942
307	Lincoln	Newport - Toledo	11/04/1955	11/03/1955 10/19/1971	-
320	Benton	Blodgett Overcrossing	08/16/1956	08/16/1956	08/24/1956
345	Lincoln	Pioneer Mountain	01/07/1958	10/20/1961	-
376	Benton	Corvallis	-	12/12/1960	-
423	Lincoln	East Unit, Toledo - Pioneer Mountain	07/14/1964	10/31/1967	-
502	Benton	Dudlee Hill - Blodgett	02/03/1970	01/11/1972	-
513	Benton	Gellatly Summit	09/30/1970	12/12/1972	-
547	Benton	Blodgett - Gellatly Summit	02/03/1975	08/23/1977	-
570	Lincoln	Newport - Toledo	-	03/28/1978	-
582	Lincoln	West Unit, Coast Range Summit	-	06/19/1979	-
657	Lincoln	Burnt Woods	05/22/1996	05/22/1996	-
669A	Lincoln	Eddyville - Cline Hill	-	04/16/2003	-
669B	Lincoln	Eddyville - Cline Hill	-	04/20/2003	-
669C	Lincoln	Eddyville - Cline Hill	-	06/09/2004	-
756	Lincoln	Corvallis - Newport Hwy to Toledo City Limits	06/10/2004	07/23/2004	-
757	Lincoln	Toledo City Limits to Corvallis - Newport Hwy & Corvallis Newport Hwy to Mossy Loop)	09/22/2004	10/07/2004	-
759	Lincoln	Pioneer Mountain – Eddyville	09/21/2005	-	-

Throughway

August 9, 1954

Newport - Toledo Section Designated as a throughway.
Commencing at intersection of Corvallis - Newport Highway with the Oregon Coast Highway No. 9, in Newport to Station 293+00.
See Throughways and Rights of Access Resolution File No. 9.

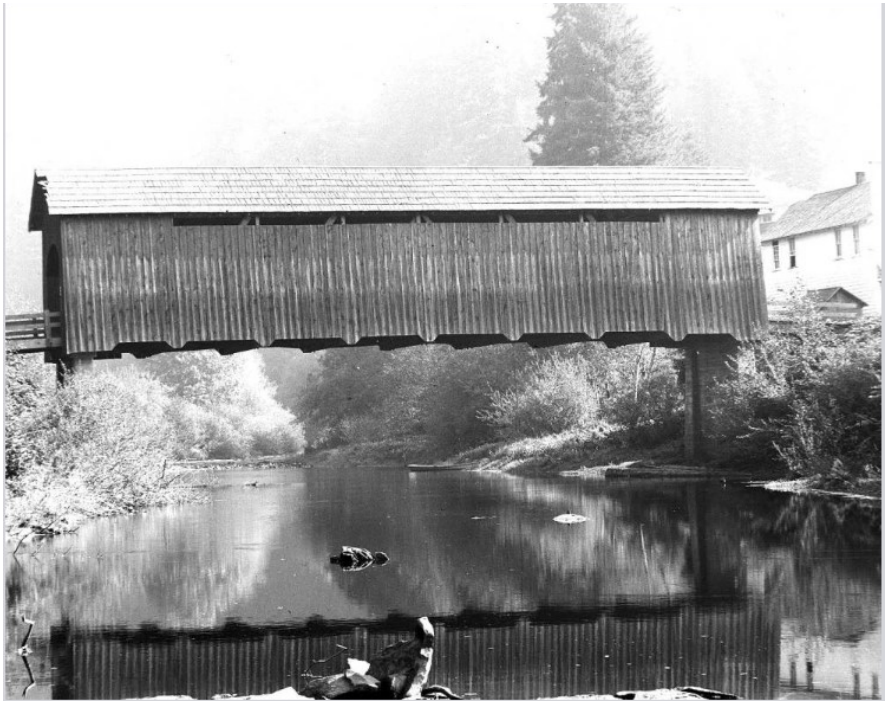
May 29, 1959

Corvallis - Philomath Section
Designated as a throughway, except between Stations 470+00 and 395+00.
See Throughways and Rights of Access Resolution File No. 13.

July 14, 1964

Toledo Section Lincoln County
A Survey Resolution was adopted and approved by the Highway Commission.
Designated as a throughway.
See Resolutions Adopting Surveys File No. 285

Chitwood Covered Bridge over the Yaquina River at Chitwood in Lincoln County. The busy Highway 20 is only a few feet from the bridge. Photo by Salem Public Library Historical Photograph Collections, Salem Public Library, Salem, Oregon, Photo ID 4973



Bridge over Yaquina Bay at Newport on the central Oregon coast, 1955.
Photo by the Oregon State Archives, Oregon Department of Transportation, OHD5715.

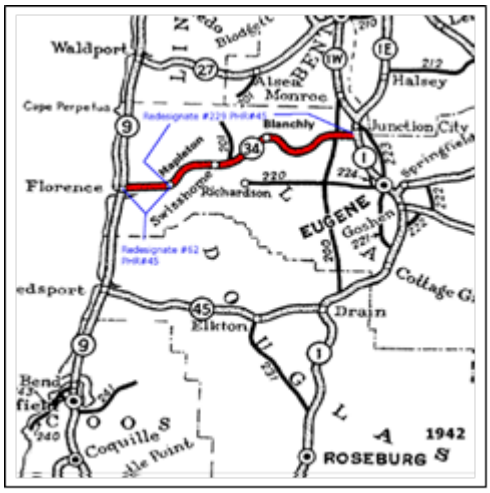


Siuslaw Highway Number 34

34

No longer a part of the highway system.

Figure 34-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Suislaw Highway.

Road Establishment Files

The road establishment files for the Suislaw Highway are listed below.

Table 34-1: Siuslaw Highway Road Establishment Files

File No.	County
49736	Lane County

Former Names

Former names for the Suislaw Highway were as follows:

- Eugene – Florence (1917 – 1920)
- Willamette Valley – Florence (1920 – 1928)

History

The following entries are changes to the Suislaw Highway listed by date.

November 27, 1917

Eugene - Florence Highway
Florence – Eugene Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

1920

Willamette Valley - Florence Highway
The only record found of this highway name change being adopted is in the Fourth Biennial Report of 1920.

October 27, 1925

Willamette Valley - Florence Highway
Rainrock – Florence Section
The North Fork route between Rainrock and Florence is adopted.
See Highway Commission Minutes, page 1908 - 1909.

January 27, 1927

Willamette Valley - Florence Highway
Florence – Rainrock Section
The Highway Commission voted to adopt the location of the highway between Florence and Rainrock via the Siuslaw River route through Mapleton and Cushman.
See Highway Commission Minutes, page 2101.

November 13, 1928

Siuslaw Highway
Entire Highway Section
The Highway Commission changed the name of the highway to the Siuslaw Highway
See Highway Commission Minutes, page 2404.

March 8, 1929

Siuslaw Highway
Florence – Rainrock Section
The Highway Commission approved substitution of the Siuslaw route from Florence to Rainrock via Mapleton in lieu of the North Fork route between the same terminal points as part of the Forest Highway System.
See Highway Commission Minutes, page 2462.

1939

Siuslaw Highway
Florence – Junction City Section
Included in the State Highway System by the Legislature. See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Siuslaw Highway. From a junction with the Oregon Coast Highway north of Florence, easterly via Mapleton and Blachly to a junction with the Pacific Highway south of Junction City.

May 26, 1952

Siuslaw Highway
Low Pass Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 68.
See also RW Drawing 7B-13-12.

August 9, 1954

Siuslaw Highway
Bear Creek Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 106.
See also RW Drawing 1R-5-577

1957

Siuslaw Highway
Florence – Junction City Section
Amending the route of the highway.
See Oregon Law of 1957, Chapter 123, pages 155 and 156

Part of the Act
Section 11. ORS 366.260 is amended to read as follows:
The Siuslaw Highway runs from a junction with the Oregon Coast Highway at or near Florence, easterly via Mapleton and Blachly to a junction with the Pacific Highway West south of Junction City.

November 5, 1959

Siuslaw Highway
Bear Creek Section
The Highway Commission approves a resolution to eliminate portions of the highway.
See Abandonment and Retention Resolution No. 364.

June 9, 1961

Siuslaw Highway
Florence – Cushman Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 236.
See also RW Drawings 1R-5-1487 & 8B-22-6.

September 15, 1961

Siuslaw Highway
North Fork, Siuslaw River Section
The Highway Commission adopted a resolution abandoning a portion of the highway. Amended August 20, 1968 (as Florence – Eugene Highway # 62).
See Abandonment and Retention Resolution No. 380.

November 22, 1966

Siuslaw Highway
Florence – Junction City Section
The highway is re-designated as portions of the Florence - Eugene Highway No. 62 and the Mapleton - Junction City Highway No. 229
See Primary Highway Designation File No. 40.
See also RW Drawing 1R - 3 - 1421.

February 3, 1970

Siuslaw Highway
Florence – Junction City Section
Re-designating old Siuslaw Highway No. 34 as the route of the Florence - Eugene Highway No. 62 (ORE Route 126).
See Primary Highway Designation File No. 45.

Jurisdictional Transfers

The Jurisdictional Transfers for the Suislaw Highway No. 34 are listed below.

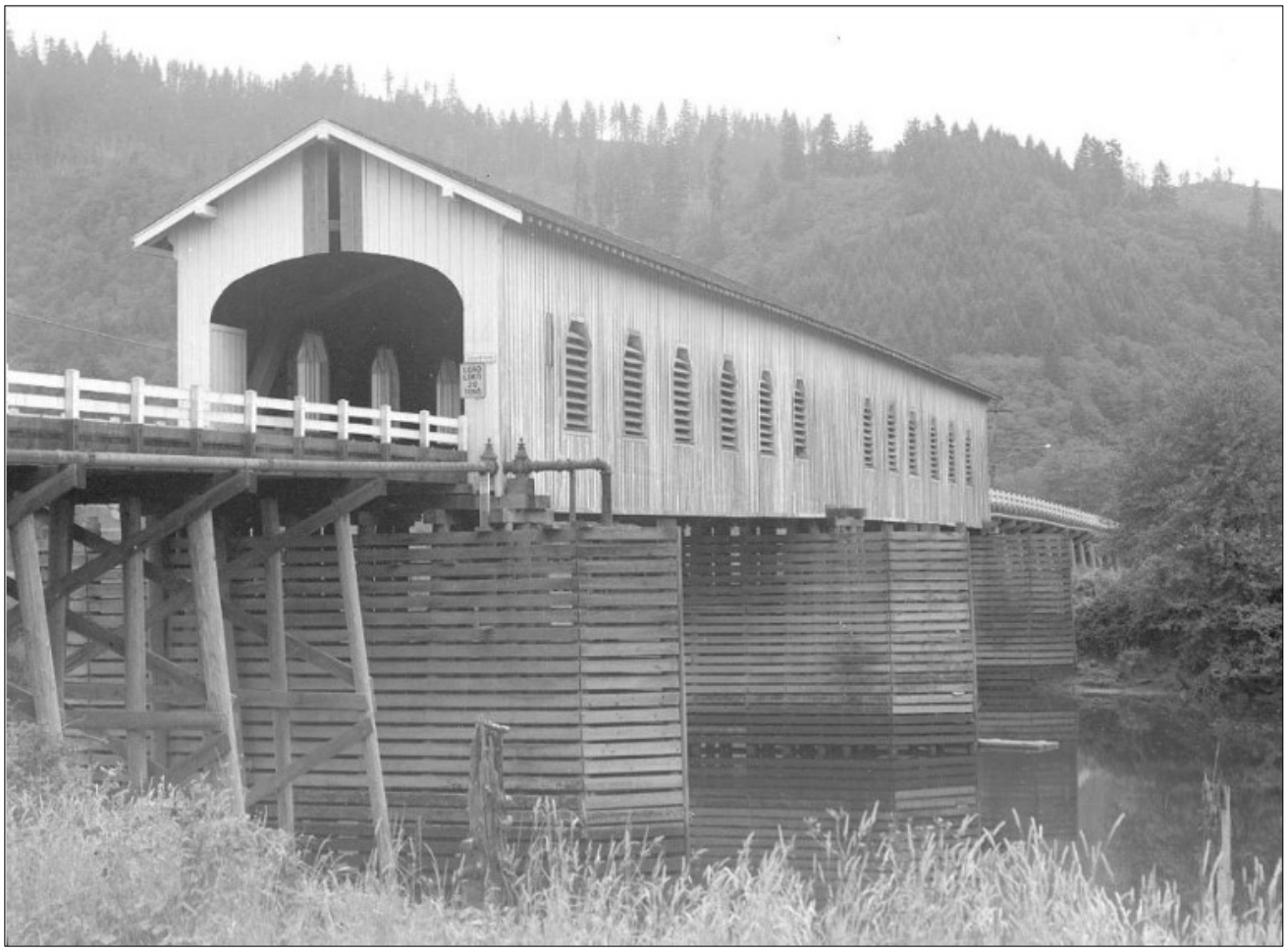
Table 34-2: Suislaw Highway No. 34 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
364	Lane	Bear Creek	-	11/05/1959	-
380	Lane	North Fork Siuslaw River	04/14/1961	09/15/1961 08/20/1968	-

Throughway

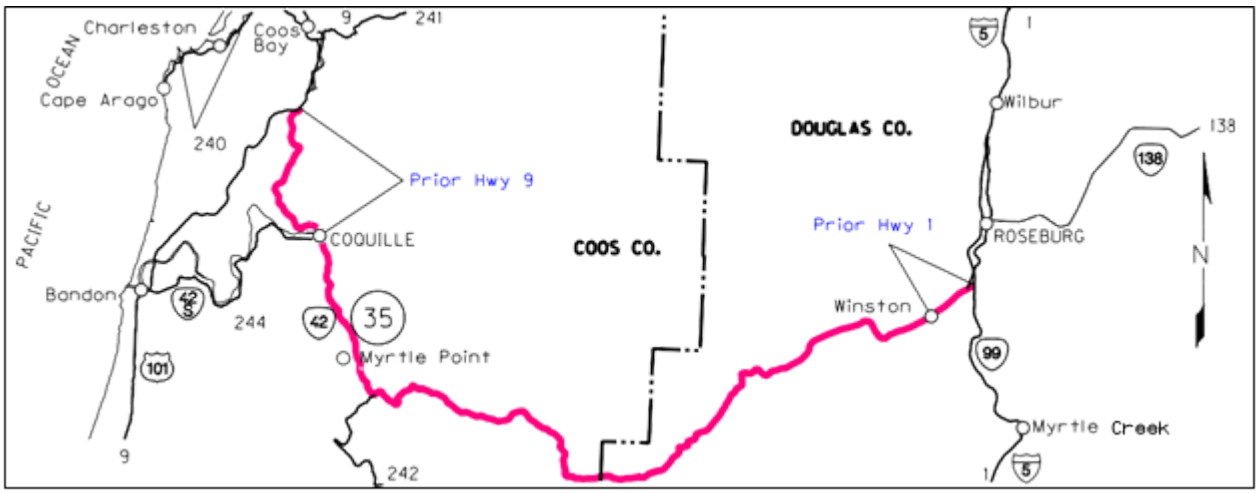
None.

Mapleton Covered Bridge over the Siuslaw River in Lane County, Oregon, 1960. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, Photo ID 4870.



Coos Bay - Roseburg Highway Number 35 35

Figure 35-1: Vicinity Map



Route Numbers

Highway Routes that run along the Coos Bay - Roseburg Highway are as follows:

- OR 42
- OR 99

Road Establishment Files

The road establishment files for the Coos Bay - Roseburg Highway are listed below.

Table 35-1: Coos Bay - Roseburg Highway Road Establishment Files

File No.	County
6010072	Douglas County

Former Names

There are no former names for the Coos Bay - Roseburg Highway.

History

The following entries are changes to the Coos Bay - Roseburg Highway listed by date.

1917

Roseburg – Marshfield Section
The highways listed in this Act are determined to be of first importance to the general public of the State of Oregon and should be permanently constructed and finished with a hard surface.
See Primary Highway Designation File No. 1.
See also General Laws of Oregon of 1917, Chapter 423.

Part of the Act:
3. A road from Roseburg, by Myrtle Point and Coquille to Marshfield;

November 27, 1917

Coquille – Roseburg Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

1917

Roseburg – Marshfield Section
Highway determined to be constructed by the Legislature.
See Primary Highway Designation File No. 1
See also General Laws of Oregon of 1917, Chapter 423,

Part of the Act:
A road from Roseburg, by Myrtle Point and Coquille to Marshfield;

July 28, 1921

Brookway – Dillard Section
Douglas County
The Highway Commission adopted a route of the revised location passing south of Brookway and intersecting the Pacific Highway No. 1, 1.9 miles north of Dillard.
See Highway Commission Minutes, page 1016.

March 23, 1922

Camas Valley Section
Douglas County
Adoption of the definite location across the Porter property in Camas Valley.
See Highway Commission Minutes, page 1206.

June 5, 1935

Coquille Section
Coos County
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, pages 5629 - 5630.

Part of the Resolution:
Coquille:
Beginning at the intersection of "B" Street and Front Street in the City of Coquille; thence southeasterly along Front Street and an extension thereof to the south city limits of Coquille.

1939

Coquille – Dillard Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Coos Bay - Roseburg Highway. From a junction with the Oregon Coast Highway in Coquille, easterly via Myrtle Point, Remote and Camas Valley to a junction with the Pacific Highway north of Dillard.

September 13, 1948

Upper and Lower Lookingglass Creek Bridges Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 41.
See also 6B - 28 - 15 & 3B - 12 - 8.
See also Highway Commission Minutes, page 15254.

August 21, 1950

Sandy Creek Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 201.

August 18, 1952

Coquille Section
Coos County
Designation of certain city in streets in Coquille as a part of the highway system.
See Primary Highway Designation File No. 16.

Streets described in Resolution as:
Hall Street and the extension thereof from Third Street to the South boundary of the City. Third Street from Taylor Street to Hall Street.
Second Street from Taylor Street to Hall Street. Front Street from Taylor Street to Hall Street.

November 3, 1955

Coquille – Rink Creek Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 132.
See also RW Drawings 1R-5-794 & 7B-34-11.

January 26, 1956

Rink Creek – Myrtle Point Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 137.
See also RW Drawings 1R-3-1106 & 7B-36-19.

March 28, 1957

Coos Bay – Coquille Section
Coos County
A portion of the Oregon Coast Highway No. 9, re-designated as a part of the highway.
See Primary Highway Designation File No. 21.

Route Described in Resolution as:
From a junction with the Oregon Coast Highway near Coos Bay, easterly via Coquille, Myrtle Point, and Camas Valley to a junction with the Pacific Highway in Winston.

September 12, 1957

Shady Point – Coos Junction Section
Douglas County
A portion of the Pacific Highway No. 1 (3.37 Miles) re-designated as an extension of the highway.
See Primary Highway Designation File No. 24.

Route Described in Resolution as:
From a junction with the Oregon Coast Highway near Coos Bay, easterly via Coquille, Myrtle Point, Camas Valley and Winston to a junction with the Pacific Highway south of Roseburg.

January 28, 1960

North Fork Coquille River - Myrtle Point Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 355.

April 21, 1960

Myrtle Point – Bridge Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 211.
See also RW Drawings 1R-3-1269 & 8B-17-13.

April 14, 1961

Bridge – Frenchie Creek Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 231.
See also RW Drawings 1R-3-1297 & 8B-22-11.

December 8, 1961

Myrtle Point Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 246.
See also RW Drawings 1R-3-1533 & 8B-18-13.

March 2, 1962

Frenchie Creek – Remote Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 248.
See also RW Drawings1R-5-1547 & 8B-24-3

November 20, 1962

Elbow Point Section
RW Drawings 1R-5-1624 & 8B-27-4 Rock Creek Section
RW Drawings 1R-5-1618 & 8B-26-23
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 262.

December 20, 1962

Myrtle Point – Bridge Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 399.

August 29, 1963

Chrome Plant – Cedar Point Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
Rescinded by Abandonment and Retention Resolution No. 416.
See Abandonment and Retention Resolution No. 410.

November 22, 1963

Bridge – Tanner Creek Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 413.

March 12, 1964

Chrome Plant – Cedar Point Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
Rescinds Abandonment and Retention Resolution No. 410.
See Abandonment and Retention Resolution No. 416.

September 28, 1965

Rock Creek Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 419.

October 6, 1966

Gray Creek – Myrtle Point Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
Also designated as a Throughway.
See Resolutions Adopting Surveys File No. 325
See also RW Drawings 1R-4-247, 1R-3-1418 & 8B-36-22.

March 5, 1968

Elbow Point Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 473.

March 11, 1969

Coquille – Gray Creek Unit, Coquille – Myrtle Point Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
Supplemental Resolution November 24, 1971.
See Abandonment and Retention Resolution No. 461.

June 2, 1970

Winston – Shady Interchange Section
Douglas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 378.
See also RW Drawings 1R-4-446 & 9B-7-5.

June 29, 1976

Slater Creek – Mystic Creek Section
Douglas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 417.
See also RW Drawings 1R-4-612, 9B-13-5 & 6.

April 19, 1977

Winston – Shady Interchange Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 562.

September 22, 1977

Coquille – Roseburg Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Coos Bay - Roseburg Highway is hereby classified as a state primary highway and is assigned the state primary highway number 35. The Coos Bay - Roseburg Highway runs from a junction with the Oregon Coast Highway north of Coquille, easterly to a junction with the Pacific Highway south of Roseburg.*

March 28, 1978

Remote Section
Coos County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 427.
See also RW Drawings 1R-4-654 & 9B-15-14.

September 19, 1979

Remote Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 585.

November 25, 1980

Mystic Creek – Muns Creek Section
Douglas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
Amended by Highway Corridor and Design Resolution File No. 434a.
See Highway Corridor and Design Resolution File No. 434.
See also RW Drawings 1R-3-1474, 9B-16-16 & 9B-17-11.

November 22, 1982

Mystic Creek – Muns Creek Section
Douglas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
Amends Highway Corridor and Design Resolution File No. 434.
See Highway Corridor and Design Resolution File No. 434a
See also RW Drawings 1R-4-776, 9B-16-16 & 9B-17-11.

December 18, 1986

Hoover Hill Road Section
Douglas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 464.
See also RW Drawings 1R-3-1534 & 10C-54-2.

February 16, 1988

Mystic Creek – Camas Valley Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 627.
See also RW Drawing 9B-16-16.

April 17, 1990

Coquille Reroute Section
Coos County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 493.
See also RW Drawings 1R-3-1596 & 1A-22-2.

July 20, 1994

Camas Valley – Camas Mountain Wayside Section
Douglas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 651.

October 19, 1994

Coquille Reroute Section
Coos County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 647.

August 26, 2004

South Adams Court (Coquille) Section
Coos County
The Transportation Director approved a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 716.

November 8, 2005

Maryland Avenue Intersection (Myrtle Point) Section
Coos County
The Transportation Director approved a resolution abandoning a portion of the highway.
See Jurisdictional Transfer No. 763.

Jurisdictional Transfers

The Jurisdictional Transfers for the Coos Bay - Roseburg Highway No. 35 are listed below.

Table 35-2: Coos Bay - Roseburg Highway No. 35 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
201	Coos	Sandy Creek	01/25/1949 03/21/1950	08/21/1950	09/12/1950
355	Coos	N Fork Coquille River - Myrtle Point	10/14/1958	01/28/1960	-
399	Coos	Myrtle Point - Bridge	04/13/1962	12/20/1962	-
410	Coos	Chrome Plant - Cedar Point	-	08/29/1963	-
413	Coos	Bridge - Tanner Creek	-	11/22/1963	-
416	Coos	Chrome Plant - Cedar Point	03/12/1964	03/12/1964	-
419	Coos	Rock Creek	05/28/1964	09/28/1965	-
461	Coos	Coquille - Myrtle Point	01/31/1967 11/12/1968	03/11/1969 11/24/1971	-
473	Coos	Elbow Point	-	03/05/1968	-
562	Douglas	Winston - Shady Interchange	-	04/19/1977	-
585	Coos	Remote	-	09/19/1979	-
627	Douglas	Mystic Creek - Camas Valley	-	02/16/1988	-
647	Coos	Coquille Reroute	05/01/1991	10/19/1994	-
651	Douglas	Camas Valley - Camas Mt Wayside	04/24/1992	07/20/1994	-
716	Coos	South Adams Court	06/28/2004	08/26/2004	-
763	Coos	Maryland Avenue Intersection	-	10/04/2005	-

Throughway

October 6, 1966

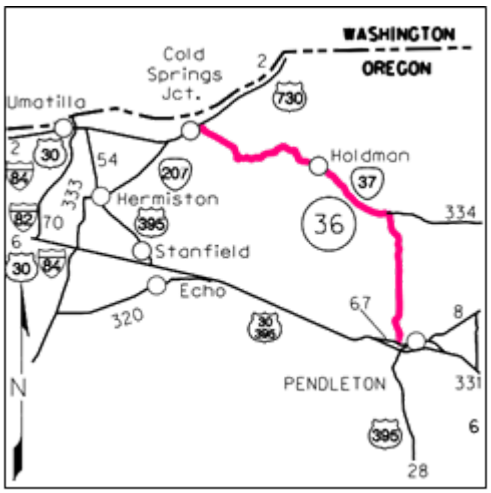
Gray Creek – Myrtle Point Section
Coos County
A Survey Resolution was adopted and approved by the Highway Commission.
Also designated as a Throughway.
See Resolutions Adopting Surveys File No. 325
See also RW Drawings 1R-4-247, 1R-3-1418 & 8B-36-22.

Coos Bay Bridge on the southern Oregon coast, ca 1935.
Photo by the Oregon State Archives, Oregon Department of Transportation, OHD0120.



Pendleton – Cold Springs Highway No. 36 36

Figure 36-1: Vicinity Map



Route Numbers

Highway Routes that run along the Pendleton – Cold Springs Highway are as follows:

- OR 37

Road Establishment Files

There are no road establishment files for the Pendleton – Cold Springs Highway.

Table 36-1: Pendleton – Cold Springs Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Pendleton – Cold Springs Highway.

History

The following entries are changes to the Pendleton – Cold Springs Highway listed by date.

November 27, 1917

Pendleton – Cold Springs Section
A map showing the state highway, together with descriptions showing their terminal points was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highway shown on the map will not be determined upon until actual location surveys have been completed.
See Primary Highway Designation File No. 1-1.
See also Highway Commission Minutes, page 337

April 19, 1922

South of Holdman Section
The Engineer was authorized to make a survey of a section the highway about five miles south of Holdman.
See Highway Commission Minutes, page 1245.

April 4, 1934

Pendleton and Cold Springs Section
The official designation changed between Pendleton and Cold Springs.
See Highway Commission Minutes, page 4788.

June 5, 1935

Pendleton Section
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, page 5630.

Part of the Resolution:
Pendleton:
Beginning at the intersection of the Old Oregon Trail as reconstructed and the Pendleton - Cold Springs Highway as reconstructed near the Eastern Oregon State Hospital; thence northerly along the Pendleton - Cold Springs Highway as reconstructed to the north city limits of Pendleton.

1939

Pendleton – Cold Springs Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Pendleton – Cold Springs Highway. From a junction with the Old Oregon Trail in Pendleton, northwesterly through an intersection with the Columbia River Highway into Cold Springs.

September 22, 1977

Pendleton – Cold Springs Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Pendleton - Cold Springs Highway is hereby classified as a state primary highway and is assigned the state primary highway number 36. The Pendleton - Cold Springs Highway runs from a junction with the Pendleton Highway in Pendleton, northwesterly to Cold Springs.

June 20, 1985

Cold Springs Creek Bridge Section
Umatilla County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 448.
See also RW Drawings 1R-4-861 & 9B-24-6.

February 20, 1990

U.P.R.R. O'xing – Pendleton Highway Section
Umatilla County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 492.
See also RW Drawings 1R-3-1593, 1R-3-1594, 1R-3-1595, 9B-35-4, 9, 10, 18 & 19.

December 14, 1994

UPRR O'xing – Pendleton (North Unit) Section
Umatilla County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 661.

October 4, 2007

Northgate Avenue (M.P. 30.68 – M.P. 2.11 of Pendleton Hwy) Section
Pendleton
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer No. 785.
See also RW Drawing 10B-16-6.

Jurisdictional Transfers

The Jurisdictional Transfers for the Pendleton – Cold Springs Highway No. 36 are listed below.

Table 36-2: Pendleton – Cold Springs Highway No. 36 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
661	Umatilla	UPRR Oxing - Pendleton (North Unit)	-	12/14/1994	-
785	Umatilla	Northgate Ave	-	10/04/2007	-

Throughway

None.

Ruts from the Oregon Trail between Pendleton & LaGrande in northeast Oregon, 1935.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD-167



Crooked River Highway Number 37

37

No longer a part of the highway system.

Highway No. 37 is currently the Wilson River Highway.
See the later chapter for information on that highway.

Currently the Paulina Highway No. 380 (Est. 1931), follows this same route.
See that chapter for more information.

Figure 37-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Crooked River Highway.

Road Establishment Files

There are no road establishment files for the Crooked River Highway.

Table 37-1: Crooked River Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Crooked River Highway.

History

The following entries are changes to the Crooked River Highway listed by date.

April 16, 1919

Crooked River Highway
Prineville – Shorty Davis Section
The Commission adopted this section as a State Highway.
See Highway Commission Minutes, pages 514.

January 27, 1922

Crooked River Highway
Prineville - Paulina Section
The location of the Crooked River Highway changed or modified.
See Highway Commission Minutes, pages 1154 - 1155.

> **Part of Minutes**
> *The location of state highway No. 37, here to fore located as beginning at Prineville and running thence southerly, thence easterly to a point designated as Paulina, be modified, altered and changed so that the said state highway No. 37 shall follow a route beginning at Prineville and running thence southerly to a point approximately fifteen miles south of Prineville, following to that point the former location, and from thence southerly to an intersection with the Central Oregon Highway, which is state highway No. 7, at or near Millican.*

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Crooked River Highway No. 37.

Table 37-2: Crooked River Highway No. 37 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Umatilla Cutoff Highway Number 37

37

No longer a part of the highway system.

Highway No. 37 is currently the Wilson River Highway.
See the later chapter for information on that highway.

Figure 37-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Umatilla Cutoff Highway.

Road Establishment Files

There are no road establishment files for the Umatilla Cutoff Highway.

Table 37-1: Umatilla Cutoff Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Umatilla Cutoff Highway.

History

The following entries are changes to the Umatilla Cutoff Highway listed by date.

November 24, 1922

Umatilla Cutoff Highway
Umatilla – Washington State Line Section
The Highway Commission designated the route as a part of the State Highway System
See Primary Highway Designation File No. 7.
See also Highway Commission Minutes, pages 1415 - 1416.

Part of Minutes

…Designate the Umatilla Cutoff following the Columbia River from Umatilla to the Washington State Line as a part of the state highway system which is demanded by the Federal authorities and requested by the State of Washington.

1930/32

During this period Umatilla Cutoff Highway became part of Columbia River Highway No. 2. The only record found of this section of highway being changed is in the Tenth Biennial Report of 1932 and the 1932 map of the Primary State Highway System.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Umatilla Cutoff Highway No. 37.

Table 37-2: Umatilla Cutoff Highway No. 37 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

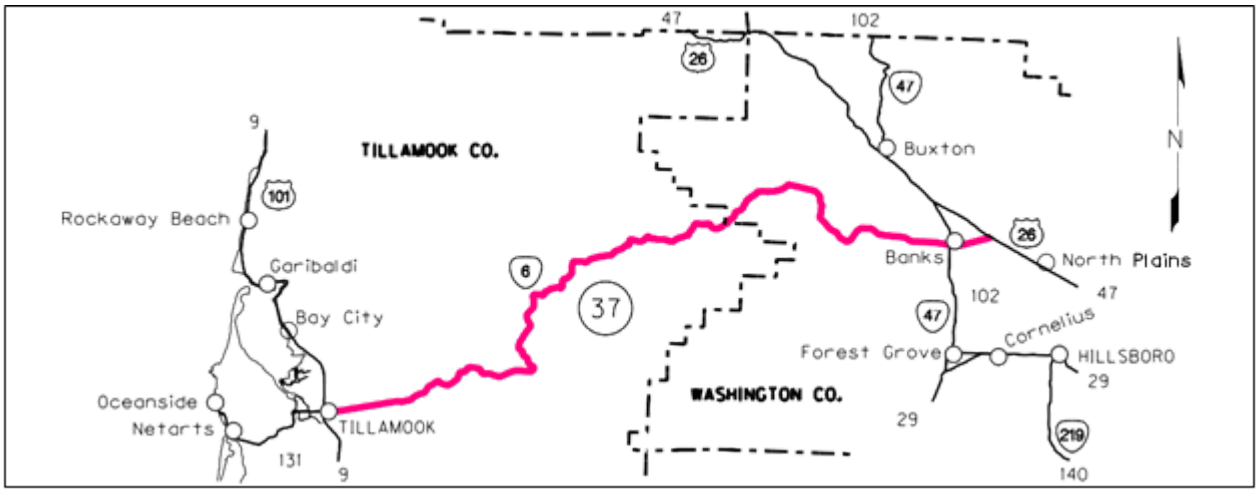
None.

Wilson River Highway No. 37

37

There have been two Highway previously designated No. 37.
See the previous chapters for information on those highways.

Figure 37-1: Vicinity Map



Route Numbers

Highway Routes that run along the Wilson River Highway are as follows:

- OR 6

Road Establishment Files

The road establishment files for the Wilson River Highway are listed below.

Table 37-1: Wilson River Highway Road Establishment Files

File No.	County
6010073	Tillamook County / Yamhill County

Former Names

There are no former names for the Wilson River Highway.

History

The following entries are changes to the Wilson River Highway listed by date.

October 8, 1931

Wilson River Highway
Tillamook - Glenwood Section
The route between Glenwood & Tillamook was designated as a State Highway.
See Highway Commission Minutes, page 3063.

1934

The Biennial Report map shows this highway extending westerly from Glenwood to the Wolf Creek Highway No. 47. No other documents we have found until the 1939 document reflect this change.

June 5, 1935

Wilson River Highway
Tillamook Section
Tillamook County
Temporarily designated the route of the highway over city streets by the Commission.
See Highway Commission Minutes, page 5630.

> **Part of the Resolution:**
> *Tillamook:*
> *Beginning at the intersection of Third Street and Second Avenue East, in the City of Tillamook; thence easterly along Third Street to the east city limits of Tillamook.*

June 3, 1938

Wilson River Highway
ECL Tillamook to the Tillamook - Washington County Line Section
Tillamook County
The Highway Commission adopted a resolution to designate this section a through highway.
See Highway Commission Minutes, page 8176.

1939

Wilson River Highway
Glenwood - Sunset Highway Section
Washington County
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> **Part of the Act:**
> *Wilson River Highway. From a junction with the Oregon Coast Highway in Tillamook, easterly via Wilson River valley and Glenwood to a junction with the Wolf Creek Highway near North Plains.*

November 17, 1941

Wilson River Highway
Washburn - North Plains Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10721.

November 17, 1941

Wilson River Highway
Tillamook - Donaldson Creek Section
Tillamook County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10783.

December 20, 1948

Wilson River Highway
Tillamook - Donaldson Creek Section
Tillamook County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 43.
See also RW Drawing 6B - 28 - 13.
See also Highway Commission Minutes, page 15431.

January 23, 1951

Wilson River Highway
Washburn - Sunset Highway Junction in North Plains Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 53.
Amended by Resolutions Adopting Surveys File No. 78.
See also RW Drawings 7B - 4 - 16, 17 & 18.

November 24, 1952

Wilson River Highway
Washburn - North Plains Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 78.
Amends Resolutions Adopting Surveys File No. 53.
See also RW Drawings 7B-16-11 & 12.

September 23, 1954

Wilson River Highway
Tillamook - Donaldson Creek Section
Tillamook County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 107
See also RW Drawing 1R-5-592.

December 17, 1956

Wilson River Highway
Glenwood - North Plains Section
Washington County
Temporary route removed from the Highway system and returned to the County.
See Primary Highway Designation File No. 20.

October 31, 1957

Wilson River Highway
Tillamook - Donaldson Creek Section
Tillamook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 315.

April 16, 1959

Wilson River Highway
Unit "D" Section
Washington County
Transfer of the temporary route of highway to Washington County.
See Primary Highway Designation File No. 20a.

August 14, 1973

Wilson River Highway
Glenwood – Washburn Section
Washington County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 538.

September 22, 1977

Wilson River Highway
Tillamook – North Plains Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Wilson River Highway is hereby classified as a state primary highway and is assigned the state primary highway number 37. The Wilson River Highway runs from a junction with the Oregon Coast Highway in Tillamook, easterly to a junction with the Sunset Highway near North Plains.*

Jurisdictional Transfers

The Jurisdictional Transfers for the Wilson River Highway No. 37 are listed below.

Table 37-2: Wilson River Highway No. 37 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
315	Tillamook	Tillamook - Donaldson Creek	03/01/1956	10/31/1957	-
538	Washington	Glenwood - Washburn	08/14/1973	08/14/1973	-

Throughway

June 3, 1938

Wilson River Highway
Tillamook to the Tillamook - Washington County Line Section
Tillamook County
The Highway Commission adopted a resolution to designate this section a through highway.
See Highway Commission Minutes, page 8176.

November 3, 1948

Tillamook – Sunset Highway Section
Designated as a Throughway.
Contains four (4) maps identified as Group 16.
See Throughways and Rights of Access Resolution File No. 5

Wilson River Highway in Tillamook County, Oregon, 1941.
Photo by Oregon State Archives, Oregon State Highway Division, OHD1605.



Tiller – Summit Forest Rd. Highway No. 38

38

No longer a part of the highway system.

Highway No. 38 is currently the Oregon Caves Highway.
See the following chapter for information on that highway.

See Highway No. 230 for the Tiller – Trail Highway.

Figure 38-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Tiller – Summit Forest Rd. Highway.

Road Establishment Files

There are no road establishment files for the Tiller – Summit Forest Rd. Highway.

Table 38-1: Tiller – Summit Forest Rd. Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Tiller – Summit Forest Rd. Highway.

History

The following entries are changes to the Tiller – Summit Forest Rd. Highway listed by date.

1920

Tiller - Summit Forest Road
The only record found of this highway being adopted is in the Fourth Biennial Report of 1920 and the 1920 map of the Tentative State Highway System.

November 24, 1922

Tiller - Summit Forest Road
Tiller – Trail Section …the Tiller – Trail project was taken off the state highway map by unanimous vote and placed upon the forest highway map.
See Highway Commission Minutes, page 1416.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Tiller – Summit Forest Rd. Highway No. 38.

Table 38-2: Tiller – Summit Forest Rd. Highway No. 38 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

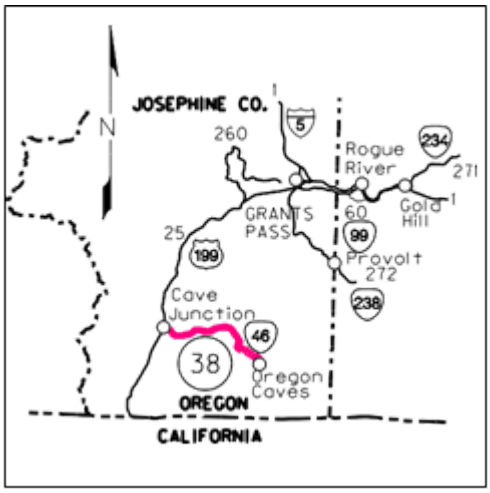
None.

Oregon Caves Highway No. 38

38

Highway No. 38 was formerly the Tiller – Summit Forest Road Highway.
See the previous chapter for information on that highway

Figure 38-1: Vicinity Map



Route Numbers

Highway Routes that run along the Oregon Caves Highway are as follows:

- OR 46

Road Establishment Files

The road establishment files for the Oregon Caves Highway are listed below.

Table 38-1: Oregon Caves Highway Road Establishment Files

File No.	County
49727	Josephine County

Former Names

There are no former names for the Oregon Caves Highway.

History

The following entries are changes to the Oregon Caves Highway listed by date.

November 23, 1922

Oregon Caves Highway
Kerby – Caves Road
Adoption of a definite location of the route on the north side of Sucker Creek beginning at the end of the present forest contract and extending almost directly west about 3 miles to a connection with the present Caves Road from Kerby.
See Highway Commission Minutes, page 1407.

1939

Oregon Caves Highway
Kerby – Oregon Caves Section
Included in the State Highway System by the Legislature. See Oregon Laws 1939 Chapter 529, Section 15, 1.

> **Part of the Act:**
> *Oregon Caves Highway. From a junction with the Redwood Highway south of Kerby, easterly to the Oregon Caves.*

September 22, 1977

Oregon Caves Highway
Kerby – Oregon Caves Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Oregon Caves Highway is hereby classified as a state primary highway and is assigned the state primary highway number 38. The Oregon Caves Highway runs from a junction with the Redwood Highway south of Kerby, easterly to the Oregon Caves.*

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Oregon Caves Highway No. 38.

Table 38-2: Oregon Caves Highway No. 38 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Interior in Oregon Caves National Monument in southwestern Oregon, 1961.
Photo by the Oregon State Archives, Oregon Highway Division, OHD6820



Lodge at Oregon Caves National Monument in southwestern Oregon, 1961. The caves are located at the terminus of Highway 46, southeast of the town of Cave Junction.
Photo by the Oregon State Archives, Oregon Highway Division, OHD6822



Deschutes Highway No. 39

39

No longer a part of the highway system.

Highway No. 39 is currently the Salmon River Highway.
See the following chapter for information on that highway.

Figure 39-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Deschutes Highway.

Road Establishment Files

There are no road establishment files for the Deschutes Highway.

Table 39-1: Deschutes Highway Road Establishment Files

File No.	County
-	-

Former Names

Former names for the Deschutes Highway are listed below.

- Deschutes River (1920 – 1922)

History

The following entries are changes to the Deschutes Highway listed by date.

August 10, 1920

Deschutes River Highway
Miller Station – Oregon Trunk Railway Section
Designation of a route beginning at the west end of the state bridge across the Deschutes River near Miller Station and running thence southeasterly a distance of approximately one - half mile; thence westerly to a point where the Oregon Trunk Railway intersects the county highway leading east from The Dalles to the Deschutes River.
See Highway Commission Minutes, pages 774 - 777.

1922

Deschutes Highway
The only record found of this highway name being changed is in the Fifth Biennial Report of 1922 and the 1922 map of the State Highway System.

1926

Deschutes Highway
The only record found of this highway being abandoned is in the Seventh Biennial Report of 1926 and the 1926 map of the State Highway System.

July 11, 1952

Toll Bridge Cut - Off (Deschutes River (Miller Bridge) Spur to Deschutes River Bridge) Section An Agreement between the Highway Commission, and Wasco County to confirm and officially make a matter of record the abandonment of the certain road known as Toll Bridge Cut - Off to continue to be maintained by the County as a county road.
See Abandonment and Retention Resolution No. 264.

Jurisdictional Transfers

The Jurisdictional Transfers for the Deschutes Highway No. 39 are listed in the table below.

Table 39-2: Deschutes Highway No. 39 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
264	Wasco	Toll Br Cut-Off (Wasco Co Rd to Deschutes River Br)	07/11/1952	-	-

Throughway

None.

Biggs Ferry in Sherman County, Oregon, on October 3, 1962. One month later the new bridge could be opened to the traffic.
Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, ID#5632



Construction of the Sam Hill Memorial (Biggs Rapids) Bridge over Columbia River at Biggs Junction, Oregon, 1961. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem Oregon, ID #1945

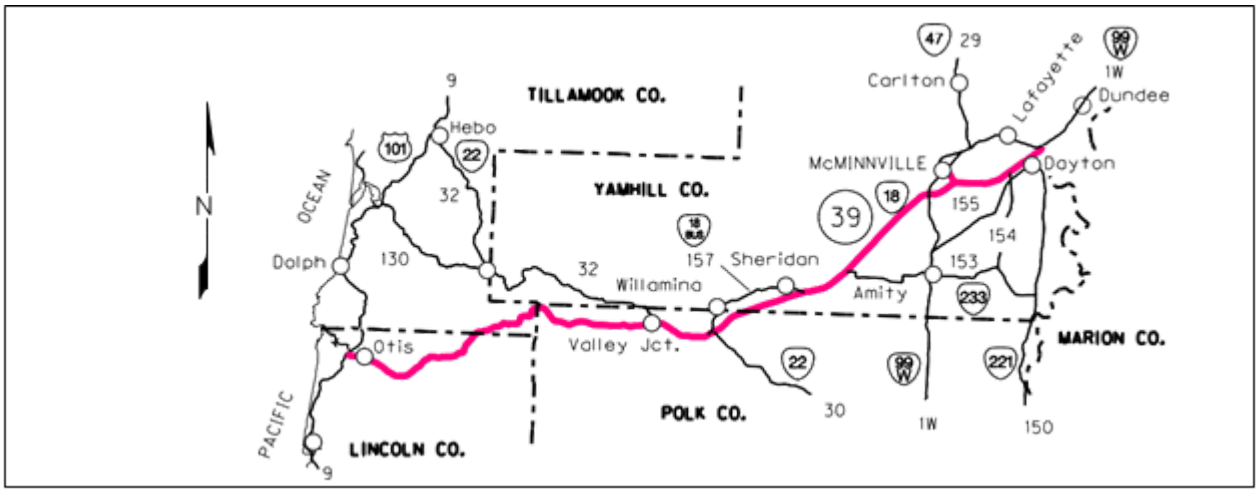


Salmon River Highway No. 39

39

Highway No. 39 was formerly the Deschutes Highway.
See the previous chapter for information on that highway.

Figure 39-1: Vicinity Map



Route Numbers

Highway Routes that run along the Salmon River Highway are as follows:

- OR 18
- OR 22
- OR 233

Road Establishment Files

The road establishment files for the Salmon River Highway are listed below.

Table 39-1: Salmon River Highway Road Establishment Files

File No.	County
50100	Polk County
6010074	Lincoln County / Yamhill County

Former Names

There are no former names for the Salmon River Highway.

History

The following entries are changes to the Salmon River Highway listed by date.

October 30, 1930

Salmon River Highway
Valley Junction – Otis Section
The Highway Commission adopted a resolution to take over as a state highway the Salmon River Road connecting the McMinnville - Tillamook Highway No. 32 at Valley Junction with the Roosevelt Coast Highway No. 9 at Otis, a distance of 21.8 miles.
See Highway Commission Minutes, pages 2823 - 2824.

1939

Salmon River Highway
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> **Part of the Act:**
> *Salmon River Highway. From a junction with the Oregon Coast Highway south of Otis, easterly via Rose Lodge, Grand Ronde, Willamina and Sheridan to a junction with the Pacific Highway west south of McMinnville.*

January 21, 1942

Salmon River Highway
Sheridan - McMinnville Section
Yamhill County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10851.

March 24, 1947

Salmon River Highway
Pringle Corner - McMinnville Section
Yamhill County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 24.
See also RW Drawings 6B - 15 - 15 & 5B - 8 - 19.
See also Highway Commission Minutes, page 13734.

Salmon River Highway
Fort Hill Bridge Section
Polk County
A Survey Resolution was adopted and approved by the Highway Commission. See Highway Commission Minutes, page 13789.

March 25, 1947

Salmon River Highway
Fort Hill Bridge Section
Polk County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 25.
See also RW Drawing 6B - 19 - 6.

September 13, 1948

Salmon River Highway
Fort Hill Section
Polk County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 140.
See also RW Drawing 6B-19-6.

November 3, 1948

Salmon River Highway
Pringle Corner - McMinnville Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 152

October 30, 1945

Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

May 26, 1955

Salmon River Highway
Valley Junction – Sheridan Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 123.
See also RW Drawing 1R-5-732

June 27, 1957

Salmon River Highway
Three Rivers Highway to Willamina - Salem Highway Section
Routing of Route ORE 22 designated by the Commission.
See Primary Highway Designation File No. 22

> **A portion of the Route described in the Resolution as:**
> *…at Valley Junction; thence easterly over the Salmon River Highway, ORE 18, to its junction with the Willamina – Salem Highway at Wallace Bridge…*

September 11, 1958

Salmon River Highway
McMinnville Junction – Three Mile Lane Section
Yamhill County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 185.
See also RW Drawings 1R-5-1206 & 8B-10-6..

January 22, 1959

Salmon River Highway
Sheridan – Wallace Bridge Section
Polk & Yamhill County
Re-designating a portion (8.5 miles) of the former route as part of the Willamina - Sheridan Highway No. 157.
See Secondary Highway Designation File No. 50.

December 16, 1959

Salmon River Highway
Valley Junction - Wallace Bridge Section
Polk County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 335.
See also RW Drawing 7B-34-18.

March 14, 1967

Salmon River Highway
McMinnville Section
Yamhill County
Re-designating a portion of the Three Mile Lane Highway No. 152 as an extension of this highway. Re-designating the remainder of the Three Mile Lane Highway as a spur of the Salmon River Highway.
See Primary Highway Designation File No. 41.

September 30, 1970

Salmon River Highway
Wallace Bridge – McMinnville Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 511.

March 31, 1975

Salmon River Highway Spur
Adams Street – Johnson Street on Third Street (McMinnville) Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 549.

September 22, 1977

Salmon River Highway
Otis – Dayton Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Salmon River Highway is hereby classified as a state primary highway and is assigned the state primary highway number 39. The Salmon River Highway runs from a junction with the Oregon Coast Highway west of Otis, easterly to a junction with the Pacific Highway West north of Dayton, with a spur into McMinnville.*

March 21, 1989

Salmon River Highway
McMinnville Airport - Dayton Junction Section
Yamhill County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 308A.

December 19, 1989

Salmon River Highway
Three Rivers Highway Section
Polk County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 491.
See also RW Drawings 1R-3-1575 & 9B-32-14.

June 7, 1999

Salmon River Highway
Salmon River Highway Spur Section
Yamhill County
The Right of Way Manager approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 690

February 27, 2008

Salmon River Highway
Cumulus Avenue Frontage Road Section
Yamhill County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 784 recorded April 1, 2008 as Instrument No. 200805663, Records of Yamhill County.
See also RW Drawing 10B-15-35.

Jurisdictional Transfers

The Jurisdictional Transfers for the Salmon River Highway No. 39 are listed below.

Table 39-2: Salmon River Highway No. 39 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
140	Polk	Fort Hill	06/01/1946	09/13/1948	12/06/1949
152	Yamhill	Pringle Corner - McMinnville	12/27/1946	11/03/1948	01/21/1949
335	Polk	Valley Junction - Wallace Bridge	07/23/1957 05/23/1959	12/16/1959	-
511	Yamhill	Wallace Bridge - McMinnville	09/30/1970	09/30/1970	-
549	Yamhill	Adams St - Johnson St on 3rd St (McMinnville)	-	03/31/1975	-
690	Yamhill	Salmon River Highway Spur	04/23/1999	06/07/1999	-
784	Yamhill	Cumulus Ave. Frontage Rd. (McMinnville)	-	02/27/2008	-

Throughway

October 30, 1945

Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

November 3, 1948

Otis – Pacific Highway West Section
Contains four (4) maps identified as Group 17.
See Throughways and Rights of Access Resolution File No. 5

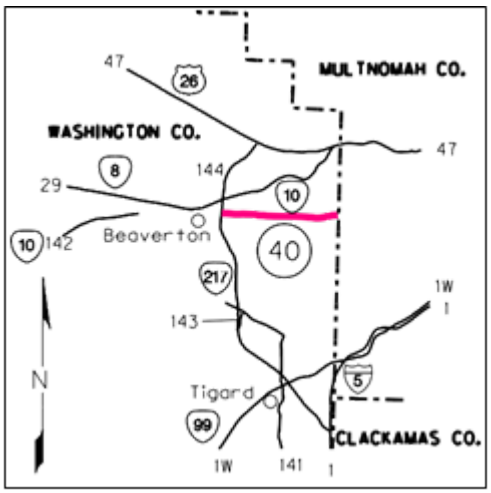
Sam Creek Covered Bridge over Siletz River in Lincoln County. The photograph was taken in 1962 when the bridge was bypassed with a new concrete bridge.
Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon,



Beaverton - Hillsdale Highway No. 40

40

Figure 40-1: Vicinity Map



Route Numbers

Highway Routes that run along the Beaverton – Hillsdale Highway are as follows:

- OR 10

Road Establishment Files

The road establishment files for the Beaverton - Hillsdale Highway are listed below.

Table 40-1: Beaverton – Hillsdale Highway Road Establishment Files

File No.	County
6010075	Washington County / Multnomah County

Former Names

Former names for the Beaverton - Hillsdale Highway are listed below.

- Canyon Road (1920)
- Bertha – Beaverton (1920 – 1937)

History

The following entries are changes to the Beaverton – Hillsdale Highway listed by date.

1920

Canyon Road Highway
The only record found of this highway being adopted is in the Fourth Biennial Report of 1920 and the 1920 map of the Tentative State Highway System.

1922

Bertha - Beaverton Highway
The only record found of this highway name being changed is in the Fifth Biennial Report of 1922.

August 30, 1927

Bertha - Beaverton Highway
Multnomah County Line and Beaverton Section
Washington County
The Commission designated this section as a Throughway.
See Highway Commission Minutes, page 2212.

January 16, 1931

Bertha - Beaverton Highway
Washington County Line – Bertha Section
Multnomah County
Several county roads adopted and designated as State Highways.
See Primary Highway Designation File No. 8.

> **Part of the resolution:**
> *Bertha – Beaverton Highway from the Washington - Multnomah County line to the junction with the West Side Pacific Highway at Bertha, a distance of 2.42 miles;*

November 30, 1935

Bertha - Beaverton Highway
Bertha - Washington County Line Section
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 15.
See Abandonment and Retention Resolution No. 18.

May 17, 1937

Bertha – Beaverton Highway
Washington – Multnomah County line to Bertha Section
Multnomah County
Re-adoption of the highway from the Washington – Multnomah County line to the West Side Pacific Highway No. 3 (now No. 1W) at Bertha (2.42 miles).
See Highway Commission Minutes, page 7355

August 12, 1937

Bertha – Beaverton Highway
Portland Section
The Commission approved an extension from the present terminus to a connection with the Pacific Highway West No. 1W.
See Highway Commission Minutes, page 7552 – 3

Part of the resolution:
From the eastern terminus of the present Bertha – Beaverton Highway, which terminus is at the intersection of said highway with S.W. Capitol Highway (formerly a part of the West Side Pacific Highway), which intersection is near the village of Bertha in Multnomah County; thence easterly to a point on S.W. Barbur Boulevard (Pacific Highway West) at or near the intersection of that boulevard with S.W. Slavin Road in the City of Portland; the distance from said eastern terminus of the present Bertha – Beaverton Highway to said point on S.W. Barbur Boulevard being 0.86 mile more or less,…

December 21, 1937

Beaverton - Hillsdale Highway
Beaverton – Hillsdale Section
Washington County
Name changed from Bertha - Beaverton to conform to change in name of the Post Office.
See Highway Commission Minutes, page 7791.

1939

Beaverton - Hillsdale Highway
Beaverton – Hillsdale Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Beaverton – Hillsdale Highway. From a junction with Tualatin Valley Highway in Beaverton, easterly via Hillsdale to a junction with the Pacific Highway west in Portland.

May 11, 1954

Beaverton - Hillsdale Highway
Beaverton - Multnomah County Line Section
Washington & Multnomah Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 101.
See also RW Drawing 7B-27-9.

April 13, 1955

Beaverton – Hillsdale Highway
Washington County Line – Hillsdale Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 117.
See also RW Drawing 1R-5-656.

September 11, 1958

Beaverton – Hillsdale Highway Hillsdale – Barbur Boulevard Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 185.
See also RW Drawings 1R-3-1204, 6B-10-12 & 7B-32-11.

July 14, 1966

Beaverton – Hillsdale Highway
Beaverton – Jamieson Road Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 313.
See also RW Drawings 1R-4-218 & 7B-27-9.

December 12, 1972

Beaverton – Hillsdale Highway
NW Broadway Street (Beaverton) Section
Washington County
An agreement between ODOT and Beaverton for relinquishment of various city streets.
See Abandonment and Retention Resolution No. 533.

September 22, 1977

Beaverton - Hillsdale Highway
Beaverton – Pacific Highway West Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Beaverton - Hillsdale Highway is hereby classified as a state primary highway and is assigned the state primary highway number 40. The Beaverton - Hillsdale Highway runs from a junction with the Tualatin Valley Highway in Beaverton, easterly to a junction with the Pacific Highway West in Portland.

March 27, 1979

Beaverton - Hillsdale Highway
Tualatin Valley Highway No. 29 to Beaverton – Tigard Highway No. 144 (Beaverton) Section
Washington County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 579.

July 21, 1992

Beaverton - Hillsdale Highway
Multnomah / Washington County Line – Pacific Highway 1W Section
Multnomah County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 649

Jurisdictional Transfers

The Jurisdictional Transfers for the Beaverton - Hillsdale Highway No. 40 are listed below.

Table 40-2: Beaverton – Hillsdale Highway No. 40 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
15	Multnomah	Bertha - Washington County Line	-	11/30/1935	12/23/1935
18	Multnomah	Bertha - Washington County line	-	11/30/1935	-
533	Washington	NW Broadway Street (Beaverton)	12/12/1972	-	-
579	Washington	Beaverton	03/27/1979	03/27/1979	-
649	Multnomah	Multnomah /Washington County Line - intersection with Pacific Hwy 1W	07/23/1991	07/21/1992	-

Throughway

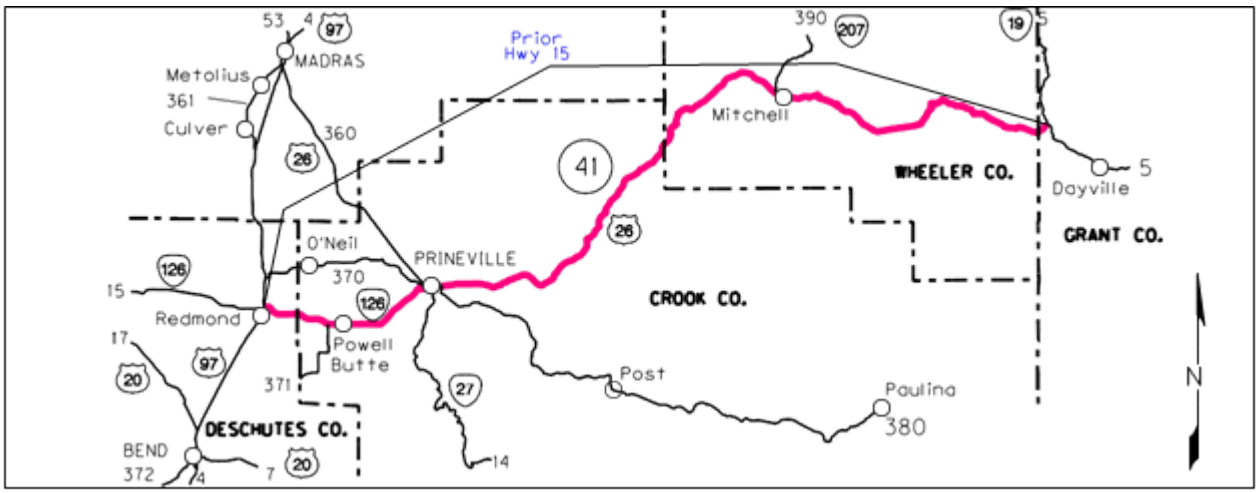
August 30, 1927

Bertha - Beaverton Highway
Multnomah County Line and Beaverton Section
The Highway Commission designated as a Throughway the highway between the Multnomah County Line and Beaverton.
See Highway Commission Minutes, page 2212.

Ochoco Highway No. 41

41

Figure 41-1: Vicinity Map



Route Numbers

Highway Routes that run along the Ochoco Highway are as follows:

- US 26
- OR 126

Road Establishment Files

The road establishment files for the Ochoco Highway are listed below.

Table 41-1: Ochoco Highway Road Establishment Files

File No.	County
51278	Crook County

Former Names

There are no former names for the Ochoco Highway.

History

The following entries are changes to the Ochoco Highway listed by date.

April 7, 1921

Redmond – Mitchell Section
The name Ochoco Highway was adopted for a road which begins at Redmond, extending through Prineville following Ochoco Creek through the Ochoco National Forest to a junction with the Antelope - Mitchell Highway No. 14 near Mitchell.
See Highway Commission Minutes, page 927.

November 24, 1922

Mitchell - Dayville Section
Grant & Wheeler County
Designation of the Mitchell - Dayville Section as a part of the Highway System.
See Primary Highway Designation File No. 7.
See Highway Commission Minutes, page 1415.

> **Part of Designation File:**
> *…designate the Mitchell - Dayville Section as a part of the highway system instead of the Mitchell - Fossil Section which has been previously considered.*

1939

Redmond – Dayville Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> **Part of the Act:**
> *Ochoco Highway. From a junction with The Dalles - California Highway in Redmond, easterly via Prineville and Mitchell to junction with the John Day Highway north of Dayville.*

June 6, 1939

Prineville Section
Crook County
The route of the highway through Prineville realigned by the Highway Commission.
See Primary Highway Designation File No. 10 - 2.

Part of the Resolution:
. . . from . . .
Beginning at the westerly city limits of Prineville at the intersection of Second and Locust Streets and thence easterly along Second Street to "A" or Main Street; thence easterly along Third Street to the easterly city limits,
. . . changed [to]
Beginning at the westerly city limits of Prineville at the intersection of Third and Locust Streets, and thence easterly along Third Street to the easterly city limits, the new route being that portion of third Street between "A:" or Main Street and Locust Street or the westerly city limits.

December 18, 1940

Prineville - Marks Creek Section
Crook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 83.

December 20, 1948

Prineville Section
Crook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
The old highway between the south line of 2nd Street in Prineville and the south line of 3rd Street in Prineville re-designated as a portion of the Crooked River Highway No. 14.
See Abandonment and Retention Resolution No. 178.
See also RW Drawing 1A-8-27.

January 24, 1949

Prineville - Marks Creek Section
Crook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 197.
See also RW Drawing 2B-13-3.

February 7, 1950

Prineville - Mitchell Section (East Mitchell to Jones Ranch)
Wheeler County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 47.

October 11, 1951

Marks Creek - Jones Ranch Section
Crook County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 148.

October 11, 1951

Marks Creek - Jones Ranch Section
Wheeler County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 182.

April 1, 1954

Jones Ranch – Mitchell Section
Wheeler County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 259.
See also RW Drawing 2B-23-18.

August 29, 1963

Bridge Creek Section
Wheeler County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 237.

September 24, 1975

Jones Ranch - Mitchell Section
Wheeler County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 259.
See also RW Drawing 2B-23-18.

September 22, 1977

Redmond – Dayville Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Ochoco Highway is hereby classified as a state primary highway and is assigned the state primary highway number 41. The Ochoco Highway runs from a junction with The Dalles - California Highway in Redmond, easterly to a junction with the John Day Highway north of Dayville.

August 21, 1986

Redmond Reroute Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 619.

October 16, 1988

Mitchell – Keyes Creek Summit Section
Wheeler County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 480.
See also RW Drawings 1R-3-1573 & 9B-32-11.

October 18, 1988

Jones Ranch – Mitchell Section
Wheeler County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 634.

March 17, 1992

Mitchell – Keyes Creek Summit (East Unit) Section
Wheeler County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 650.

February 6, 2006

Prineville Grade Section
Crook County
An Agreement between ODOT and Department of Parks for a trade of property.
See Jurisdictional Transfer No. 764.

Jurisdictional Transfers

The Jurisdictional Transfers for the Ochoco Highway No. 41 are listed below.

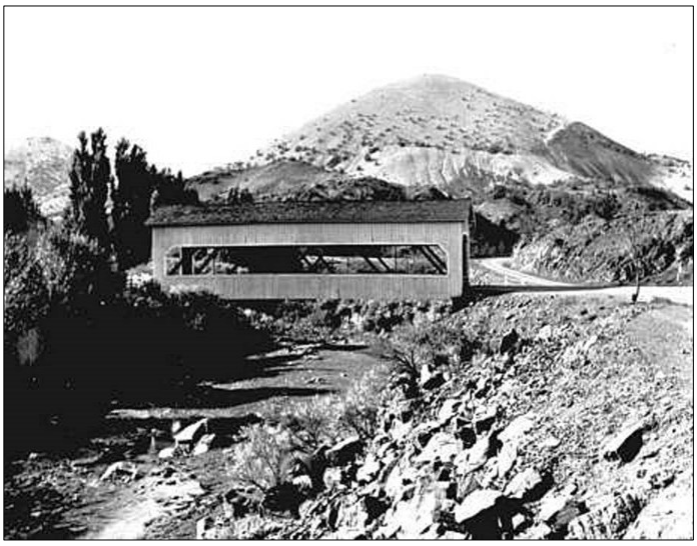
Table 41-2: Ochoco Highway No. 41 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
83	Crook	Prineville - Marks Creek	-	12/18/1940	-
148	Crook	Marks Creek - Jones Ranch	10/29/1946	10/11/1951	-
178	Crook	Prineville	12/20/1947	12/20/1948	-
182	Wheeler	Marks Creek - Jones Ranch	03/06/1948	10/11/1951	-
197	Crook	Prineville - Marks Creek	11/04/1948 08/17/1956	01/24/1949	-
237	Wheeler	Bridge Creek	07/17/1951	08/29/1963	-
259	Wheeler	Jones Ranch - Mitchell	06/04/1952 09/09/1975	04/01/1954 09/24/1975	-
619	Deschutes	Redmond Reroute (Redmond)	-	08/21/1986	-
634	Wheeler	Jones Ranch - Mitchell	08/15/1988	10/18/1988	-
650	Wheeler	Mitchell - Keyes Cr Summit (East Unit)	-	03/17/1992	-
764	Crook	Prineville Grade Property	10/19/2005	02/06/2006	-

Throughway

None.

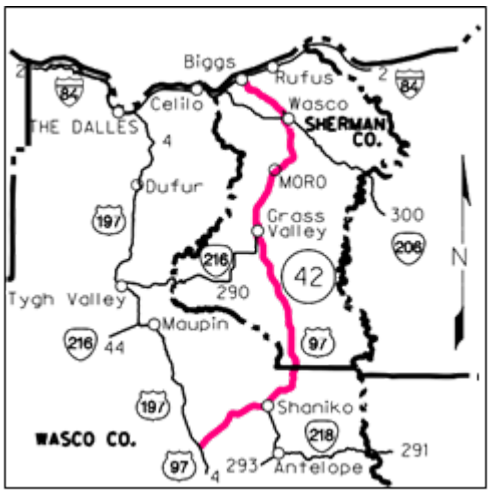
Mitchell Covered Bridge over Bridge Creek in Wheeler County, Oregon, 1938. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, ID #5353



Sherman Highway No. 42

42

Figure 42-1: Vicinity Map



Route Numbers

Highway Routes that run along the Sherman Highway are as follows:

- US 97

Road Establishment Files

There are no road establishment files for the Sherman Highway.

Table 42-1: Sherman Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Sherman Highway.

History

The following entries are changes to the Sherman Highway listed by date.

April 6, 1921

The Dalles – Shaniko - Biggs Section
Location adopted by the Highway Commission.
See State Highway Commission Minutes, page 921.

Part of the Minutes
Beginning at The Dalles, going south by way of Dufur, Tygh Valley, Maupin, Criterion, through Cow Canyon to the Jefferson County Line, with a leg of it branching off from such point as the engineer may designate between Criterion and the head of Cow Canyon, extending north through Shaniko, thence through Sherman County to the Columbia River Highway at Biggs, the name this branch of the highway to be the Sherman Highway.

December 15, 1922

Kent – Cow Canyon Section
Sherman County
Adoption of a definite location of the highway from Grass Valley south.
See Highway Commission Minutes, page 1434.

A portion of the minutes:
… the route as surveyed by the Engineer passing about one - half mile west of Kent south through Shaniko, thence southwesterly to a junction with The Dalles - California Highway near the head of Cow Canyon.

1939

Biggs – Cow Canyon Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

Part of the Act:
Sherman Highway. From a junction with the Columbia River Highway near Biggs, southerly via Moro, Grass Valley, and Shaniko to a junction with The Dalles - California Highway at the head of Cow Canyon.

January 21, 1953

Moro Underpass Section
Sherman County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 80.
See also RW Drawing 7B-16-16.

May 25, 1955

Moro – Kent Section
Sherman County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 122.
See also RW Drawing 1R-5-722.

September 27, 1956

Moro - Kent Section
Sherman County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 309.

June 3, 1960

Biggs – Thornberry Section
Sherman County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 214.
See also RW Drawings 1R-5-1416, 8B-19-4 & 10

August 9, 1962

Wasco – Moro Section
Sherman County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 256.
See also RW Drawings 10C-38-3, 8B-15-16 & 19

August 9, 1962

Grass Valley – Kent Section
Sherman County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 400.

August 29, 1963

Biggs Junction – Mud Hollow Section
Sherman County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 409.

October 10, 1963

Mud Hollow – Thornberry Section
Sherman County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 411.

April 21, 1966

South Unit, Wasco – Moro Section
Sherman County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 442.

February 16, 1971

Thornberry - Lamborn Road Section
Sherman County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 390
See also RW Drawing 1R-4-474.

June 26, 1974

Thornberry – Lamborn County Road (Wasco Bypass) Section
Sherman County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 520.

September 22, 1977

Biggs – Willowdale Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Sherman Highway is hereby classified as a state primary highway and is assigned the state primary highway number 42. The Sherman Highway runs from a junction with the Columbia River Highway near Biggs, southerly to a junction with The Dalles - California Highway north of Willowdale.*

Jurisdictional Transfers

The Jurisdictional Transfers for the Sherman Highway No. 42 are listed below.

Table 42-2: Sherman Highway No. 42 Jurisdictional Transfers

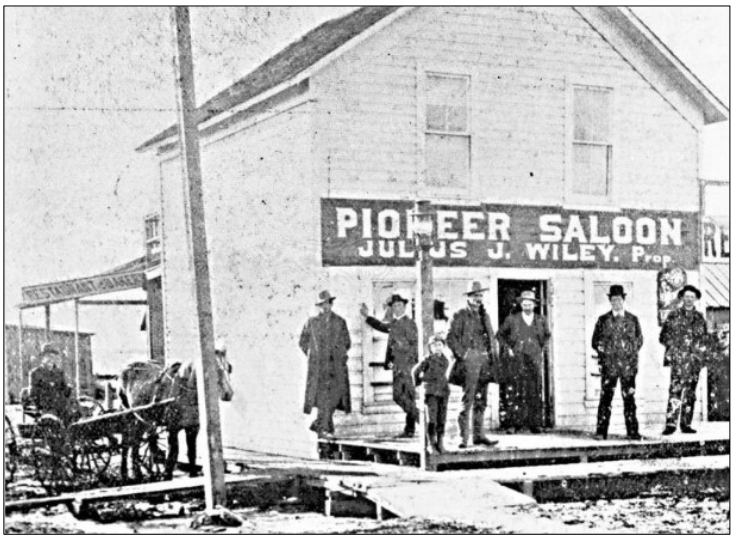
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
309	Sherman	Moro - Kent	11/04/1955	09/27/1956	-
400	Sherman	Grass Valley - Kent	-	08/09/1962	-
409	Sherman	Biggs Junction - Mud Hollow	-	08/29/1963	-
411	Sherman	Mud Hollow - Thornberry	11/22/1963	10/10/1963	-
442	Sherman	South Unit, Wasco - Moro	-	04/21/1966	-
520	Sherman	Thornberry - Lamborn Co Rd (Wasco Bypass)	05/04/1971 06/22/1971 10?31/1972	06/26/1974	-

Throughway

November 3, 1948

Columbia River Highway to The Dalles – California Highway Section
Designated as a Throughway.
Contains three (3) maps identified as Group 18.
See Throughways and Rights of Access Resolution File No. 5

Pioneer Saloon in Shaniko, Wasco County, Oregon, 1902.
Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6758

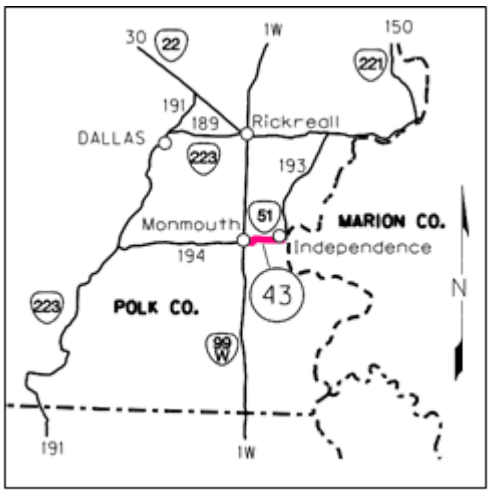


Grass Valley in Sherman County, Oregon, 1961. "… the rye grass was so high it was over a man's head – even when he was on horseback."
Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, ID #6471.



Monmouth - Independence Highway No. 43 43

Figure 43-1: Vicinity Map



Route Numbers

Highway Routes that run along the Monmouth - Independence Highway are as follows:

- OR 51

Road Establishment Files

The road establishment files for the Monmouth - Independence Highway are listed below.

Table 43-1: Monmouth - Independence Highway Road Establishment Files

File No.	County
49947	Polk County

Former Names

There are no former names for the Monmouth - Independence Highway.

History

The following entries are changes to the Monmouth - Independence Highway listed by date.

1922

The only record found of this highway being adopted is in the Fifth Biennial Report of 1922 and the 1924 map of the State Highway System.

June 5, 1935

Independence Section
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, pages 5630 - 5631.

> **Part of the Resolution:**
> *Independence:*
> *Beginning at the west city limits of Independence where the same is intersected by an extension of Monmouth Street; thence east along an extension of Monmouth Street and Monmouth Street to the intersection of Monmouth Street and Main Street.*

1939

Monmouth – Independence Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> **Part of the Act:**
> *Monmouth – Independence Highway. From a junction with the Pacific Highway west in Monmouth, easterly into Independence.*

October 23, 1958

Independence Section
Portion annexed to Independence.
See Miscellaneous Resolution No. 221.

March 5, 1959

Independence Section
Annexing a portion into the city limits of Independence.
See Miscellaneous Resolution No. 229.

September 22, 1977

Monmouth – Independence Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Monmouth - Independence Highway is hereby classified as a state primary highway and is assigned the state primary highway number 43. The Monmouth - Independence Highway runs from a junction with the Pacific Highway West in Monmouth, easterly to Independence.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Monmouth - Independence Highway No. 43.

Table 43-2: Monmouth - Independence Highway No. 43 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

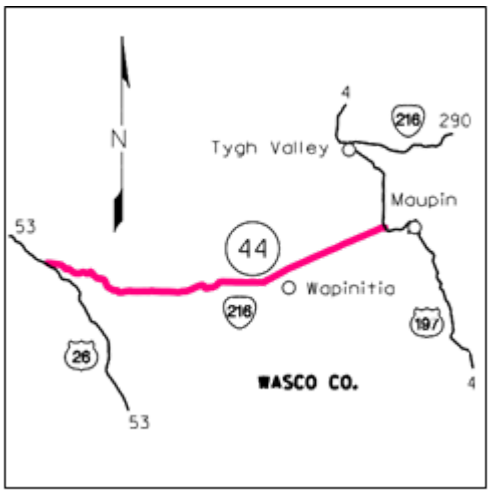
Main Street in Independence, Oregon, 1900. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, ID #6257.



Wapinitia Highway No. 44

44

Figure 44-1: Vicinity Map



Route Numbers

Highway Routes that run along the Wapinitia Highway are as follows:

- OR 216

Road Establishment Files

The road establishment files for the Wapinitia Highway are listed below.

Table 44-1: Wapinitia Highway Road Establishment Files

File No.	County
56251	Wasco County

Former Names

There are no former names for the Wapinitia Highway.

History

The following entries are changes to the Wapinitia Highway listed by date.

1922/26

The Mt. Hood - Clear Lake section of this highway shows up under Highway No. 31 in the Fifth Biennial Report of 1922 and the 1922 map of the State Highway System. It shows up under highway No. 44 on the Sixth Biennial Report of 1924 and on the 1926 map of the State Highway System it is part of Highway No. 44.

March 27, 1930

Wapinitia to The Dalles – California Highway Section
Adoption of the location of the highway between the east end of the forest project north of Wapinitia and the junction of The Dalles – California Highway No. 4, west of Maupin.
See Highway Commission Minutes, page 2706.

1939

Government Camp – Maupin Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> **Part of the Act:**
> *Wapinitia Highway. From a junction with the Mt. Hood Highway east of Government Camp, southeasterly to a junction with The Dalles - California Highway north of Maupin.*

May 26, 1950

Warm Springs Highway to The Dalles - California Highway Section
Assignment of route numbers.
See Primary Highway Designation File No. 13 - 1.

> **Route ORE 52 described in the Resolution as:**
> *Over the Wapinitia Highway from its junction with the Warm Springs Highway, ORE50, near Bear Springs, easterly to its junction with The Dalles – California Highway, ORE23, approximately 3 miles northeast of Maupin.*

1954

A portion of the highway was apparently re-designated to the Warm Springs Highway No. 53. The only documents found to date are the biennial maps of the time.

June 29, 1976

Pine Grove – Wapinitia Road Section
Wasco County

A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 416.
See also RW Drawings 1R-4-618 & 4B-11-6.

September 22, 1977

Warm Springs Highway to The Dalles - California Highway Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Wapinitia Highway is hereby classified as a state primary highway and is assigned the state primary highway number 44. The Wapinitia Highway runs from a junction with the Warm Springs Highway south of Government Camp, easterly to a junction with The Dalles - California Highway north of Maupin.*

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Wapinitia Highway No. 44.

Table 44-2: Wapinitia Highway No. 44 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

November 3, 1948

Wapinitia Junction - Bear Springs Junction Section
Designated as a throughway.
Contains one (1) map identified as Group 19.
See Throughways and Rights of Access Resolution File No. 5

Wapinitia, Wasco County, Oregon, 1934. The name is a Warm Springs Indian word suggesting a location at the edge of something. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, ID #7066.



Umpqua Highway No. 45

45

Figure 45-1: Vicinity Map



Route Numbers

Highway Routes that run along the Umpqua Highway are as follows:

- OR 38
- OR 99

Road Establishment Files

The road establishment files for the Umpqua Highway are listed below.

Table 45-1: Umpqua Highway Road Establishment Files

File No.	County
51933	Douglas County

Former Names

There are no former names for the Umpqua Highway.

History

The following entries are changes to the Umpqua Highway listed by date.

March 17, 1931

Drain – Reedsport Section
Resolution approved designating the route as a state highway.
See Highway Commission Minutes, pages 2924 - 2925.

Part of the Resolution:
Beginning at an intersection with the Pacific Highway at Drain in Douglas County, Oregon, and running thence westward through Elkton and Scottsburg to a connection with the Oregon Coast Highway, formerly the Roosevelt Coast Military Highway, at Reedsport, .

April 11, 1935

Scottsburg - Drain Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 66.

January 7, 1937

Reedsport Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 39.

1939

Reedsport – Drain Section
Included in the State Highway System by the Legislature.
See Oregon Law, 1939; Chapter 529, Section 15.1, page 1127.

Part of the Act:
Umpqua Highway. From a junction with the Oregon Coast Highway in Reedsport, easterly via Scottsburg and Elkton to a junction with Pacific Highway in Drain.

July 27, 1939

Reedsport Section
Umpqua Highway rerouted through Reedsport.
See Primary Highway Designation File No. 10 - 3.

Part of the Resolution:
Beginning at the southerly city limits of the City of Reedsport, said point of beginning being approximately 330 feet east of the south quarter corner of Section 36, Township 21 South, Range 12 West, W.M.; thence in a northwesterly direction along old route to Winchester Avenue; thence continuing in a northwesterly direction to "L" Street near 15th Street; thence westerly along "L" Street to about 12th Street; thence in a northwesterly direction to a connection with the Oregon Coast Highway near the intersection of 9th and Holliday Streets.

November 3, 1948

Charlotte Creek - Murphy's Camp Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 42.
See also RW Drawing 4B - 21 - 23 & 4B - 21 - 24.

October 28, 1954

Reedsport – Dean Creek Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 110.
See also RW Drawing 1R-5-609.

December 19, 1955

West Unit, Reedsport - Dean Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 311.
See also RW Drawing 4B-21-22.

January 26, 1956

Anlauf – Drain Section
A portion of Pacific Highway No. 1 re-designated as an extension of the Umpqua Highway.
See Secondary Highway Designation Resolution No. 35.

March 14, 1967

Drain – Anlauf Section
Douglas County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 333.
See also RW Drawing 1R-4-273.

April 4, 1972

Wells Creek – Jack Creek (Passing Bays) Section
Douglas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 405.
See also RW Drawings 1R-4-499, 1B-20-15, & 16, 1B-22-23, 2B-24-20 & 21 & 4B-16-12.

September 22, 1977

Reedsport – Anlauf Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Umpqua Highway is hereby classified as a state primary highway and is assigned the state primary highway number 45. The Umpqua Highway runs from a junction with the Oregon Coast Highway in Reedsport, easterly to a junction with the Pacific Highway at or near Anlauf.*

April 20, 1982

Anlauf Interchange Section
A portion of the highway was re-designated as the Territorial Highway No. 200.
See Secondary Highway Designation File No. 84

October 17, 1989

Hancock Hill Passing Lane Section
Douglas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 489.
See also RW Drawing 1R-3-1587.

January 13, 2000

Weatherly Creek Bridge Section
Douglas County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 535.
See also RW Drawings 1R-3-1700 & 10B-11-12.

Jurisdictional Transfers

The Jurisdictional Transfers for the Umpqua Highway No. 45 are listed below.

Table 45-2: Umpqua Highway No. 45 Jurisdictional Transfers

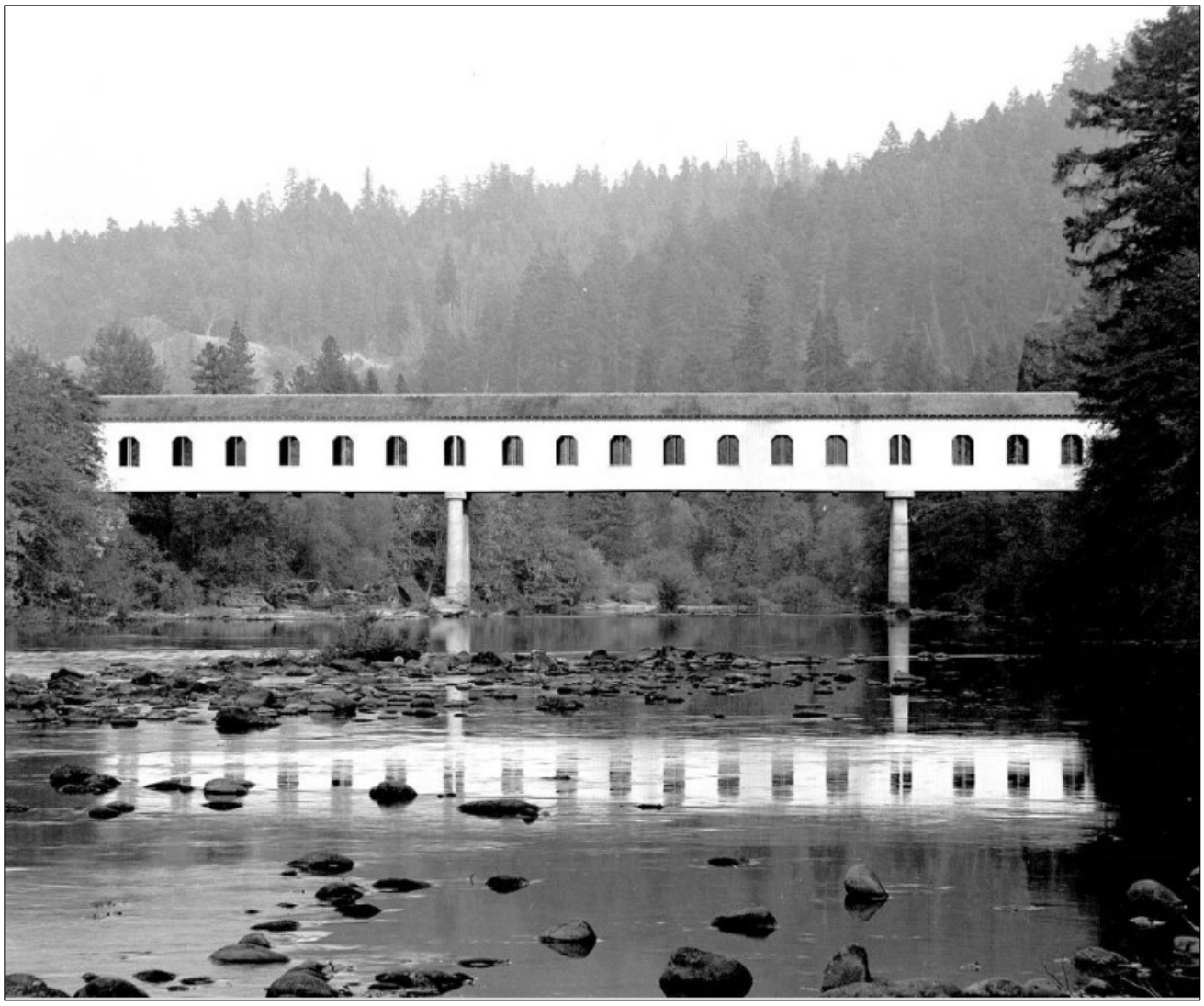
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
39	Douglas	Reedsport	-	01/07/1937	-
66	Douglas	Scottsburg - Drain	-	04/11/1935	-
311	Douglas	Reedsport - Dean Creek	-	12/19/1955	-

Throughway

October 28, 1954

Reedsport to a junction with Pacific Highway No. 1 at or near Anlauf Section
Designated as a throughway.
See Throughways and Rights of Access Resolution File No. 8.

Lone Rock Covered Bridge over North Umpqua River at Glide in Douglas County, 1945. The bridge featured improvements designed by state highway engineers. It was built in 1922, replacing a ferry. Photo by Salem Public Library Historic Photograph Collection, Salem Public Library, Salem, ID #4838.

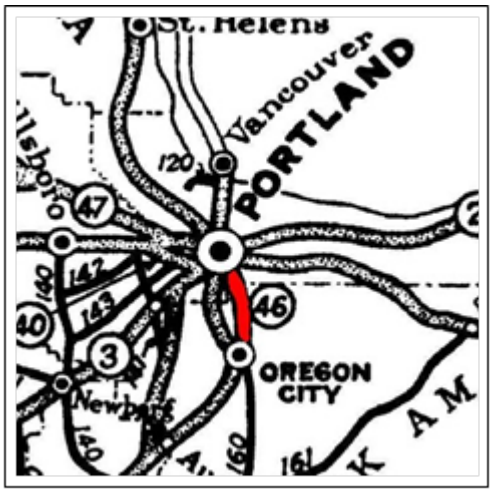


East Portland – Oregon City Highway No. 46 46

No longer a part of the highway system.

Highway No. 46 is currently the Necanicum Highway.
See the following chapter for information on that highway.

Figure 46-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the East Portland – Oregon City Highway.

Road Establishment Files

There are no road establishment files for the East Portland – Oregon City Highway.

Table 46-1: East Portland – Oregon City Highway Road Establishment Files.

File No.	County
-	-

Former Names

There are no former names for the East Portland – Oregon City Highway.

History

The following entries are changes to the East Portland – Oregon City Highway listed by date.

April 3, 1931

East Portland - Oregon City Road Section
Clackamas County
Designated as a State Highway.
See Highway Commission Minutes, page 2947.

January 30, 1934

Milwaukie Section
Clackamas County
The route of the highway is selected through Milwaukie.
See Highway Commission Minutes, page 4634.

March 6, 1934

Milwaukie Section
Clackamas County
The route of the highway through Milwaukie is selected.
See Highway Commission Minutes, page 4722.

> **Part of the Resolution describing the highway route through Milwaukie:**
> *Beginning at the south city limits of Milwaukie at the intersection of First and Front Streets, thence leaving the existing traveled pavement on Front Street and continuing northwesterly on a curve paralleling the Portland - Oregon City electric line of the Portland Traction Company and passing beneath the Southern Pacific Company Tracks, (Milwaukie Branch) to a tangency with Front Street near the intersection of Madison Street, thence northwesterly on Front Street to Scott Street, thence leaving Front Street on a curve to the right and crossing the north city limits of Milwaukie about one block north of Scott Street, thence northeasterly to the east of Johnson Creek and passing beneath the Pacific Northwest Public Service Company tracks (Estacada Line) about one block south of the south city limits of Portland, thence entering Portland at the Clackamas - Multnomah County line and about midway between 25th and 26th Avenues, thence curving to the left crossing Johnson Creek at Tenino Street and paralleling the main line tracks of the Southern Pacific Company along the east side of 26th Avenue, and passing under Bybee Boulevard and continuing on to about South Street, thence swinging to the left in a reverse curve to a tangency with 17th Avenue at Schiller Street.*

June 5, 1935

Oregon City Section
Clackamas County
Temporarily designated the route of the highway over city streets by the Commission.
See Primary Highway Designation File No. 3a.
See also Highway Commission Minutes, page 5631.

Part of the Resolution:
Oregon City:
Beginning at the north city limits of Oregon City where the same is intersected by the East Portland - Oregon City Highway as now constructed; thence southerly along the East Portland - Oregon City Highway as now construction and Main Street to an intersection with Main Street and Seventh Street in Oregon City.

September 15, 1936

Oregon City Section
Clackamas County
Routing of the highway on Water Street in Oregon City.
See Highway Commission Minutes, page 6804.

1938

The only record found of this highway being abandoned is in the Thirteenth Biennial Report of 9238 and the 1938 map of the State Highway System.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the East Portland – Oregon City Highway No. 46.

Table 46-2: East Portland – Oregon City Highway No. 46 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

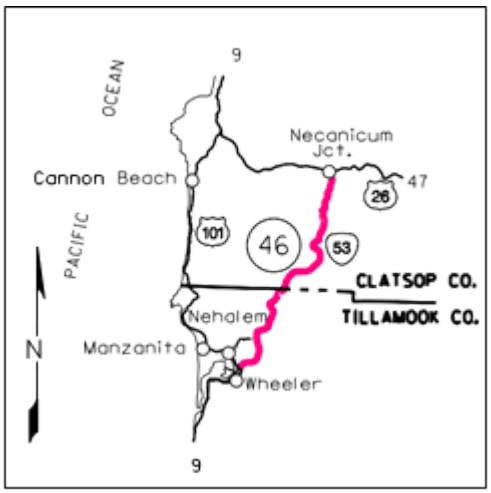
Oregon City in Clackamas County, Oregon, 1961. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6620



Necanicum Highway No. 46

46

Figure 46-1: Vicinity Map



Route Numbers

Highway Routes that run along the Necanicum Highway are as follows:

- OR 53

Road Establishment Files

The road establishment files for the Necanicum Highway are listed below.

Table 46-1: Necanicum Highway Road Establishment Files

File No.	County
49951	Clatsop County
6010076	Tillamook County

Former Names

There are no former names for the Necanicum Highway.

History

The following entries are changes to the Necanicum Highway listed by date.

1939

Necanicum Highway
Necanicum – Wheeler Section
Included in the State Highway System by the Legislature.
See Oregon Law 1939, Chapter 529, Section 15. 1, page 1127.

Part of the Act:
Necanicum Highway. From a junction with the Wolf Creek Highway near Necanicum , Southerly via Mohler to a junction with the Oregon Coast Highway south of Wheeler.

April 17, 1973

Necanicum Highway
Fishery Point - Manzanita Section
Tillamook County
A section of highway re-designated as a portion of the Oregon Coast Highway No. 9.
See Primary Highway Designation File No. 48.

Part of the Resolution:
That the portion of the existing Necanicum Highway, State Primary Highway No. 46, lying between Fishery Point and Nehalem Junction, shall be re-designated a portion of the Oregon Coast Highway, now a county road and lying between Nehalem Junction and Manzanita.

September 22, 1977

Necanicum Highway
Necanicum Junction – Nehalem Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Necanicum is hereby classified as a state primary highway and is assigned the state primary highway number 46. The Necanicum Highway runs from a junction with the Sunset Highway at Necanicum Junction, southerly to a junction with the Oregon Coast Highway east of Nehalem.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Necanicum Highway No. 46.

Table 46-2: Necanicum Highway No. 46 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

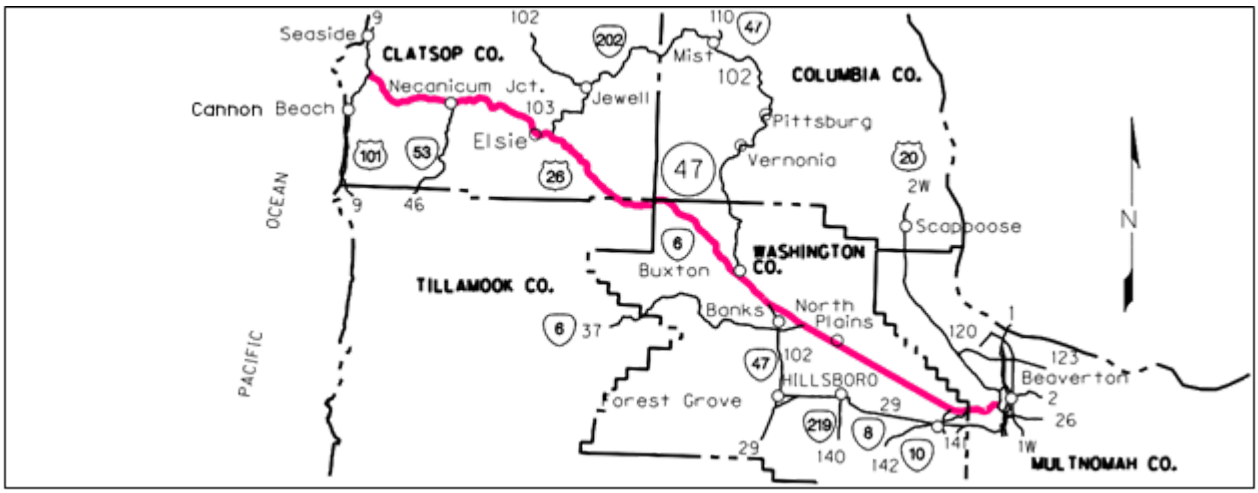
Business district on Route 1 in Wheeler, Oregon, 1961. Photo by Salem Public Library Historic Photograph Collection, Salem Public Library, Salem, ID #7064.



Sunset Highway No. 47

47

Figure 47-1: Vicinity Map



Route Numbers

Highway Routes that run along the Sunset Highway are as follows:

- US 26
- OR 47

Road Establishment Files

The road establishment files for the Sunset Highway are listed below.

Table 47-1: Sunset Highway Road Establishment Files

File No.	County
50610	Washington County
6010077	Clatsop County

Former Names

Former names for the Sunset Highway are listed below.

- Wolf Creek Highway (1932 – 1946)

History

The following entries are changes to the Sunset Highway listed by date.

August 26, 1932

Wolf Creek Highway
Multnomah/Washington County Line – Hamlet Junction Section
Multnomah & Washington County
Short route from Portland to sea.
Resolution adopting and designating as a State Highway.
See State Highway Commission Minutes, pages 3624 - 3625.

1939

Wolf Creek Highway
Cannon Beach – Portland Section
Included in the State Highway System by the Legislature.
See Oregon Laws 1939 Chapter 529, Section 15, 1.

> Part of the Act:
> *Wolf Creek Highway. From a junction with the Oregon Coast Highway at Cannon Beach Junction south of Seaside, easterly via Necanicum and vicinities of Elsie and Manning to a junction with the Pacific Highway west in Portland.*

April 4, 1941

Barnes Road – Wilson River Highway Junction Section
All rights of access from abutting properties to be acquired.
See Throughways and Rights of Access Resolution File No. 1

August 27, 1942

Wolf Creek Highway
Necanicum Junction Section
Clatsop County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 109.

October 30, 1945

Portland - Davies Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

January 17, 1946

Sunset Highway
Cannon Beach – Portland Section
The highway renamed as a tribute to the Sunset Division of the U.S. Army and because this highway leads into the setting sun.
See Highway Commission Minutes, page 12846.

February 5, 1947

Sunset Highway
SW Jefferson and SW Columbia (Portland) Section
Multnomah County
The Highway Commission approved a resolution for a one way couplet in Portland.
See Primary Highway Designation File No. 10 - 17.

June 2, 1948

Sunset Highway
Davies – North Plains Section
North Plains – Gardner Ranch Section
Gardner Ranch – Berger Ranch Section Berger Ranch – Barnes Road Section
Washington County
Agreements made between the State and the County concerning changes for 17 county roads crossing or in the vicinity of the highway.
See Abandonment and Retention Resolution No. 189

1957

Sunset Highway
Cannon Beach Junction – Portland Section
Amending the route of the highway.
See Oregon Law of 1957, Chapter 123, pages 155 and 156

Part of the Act
Section 12 ORS 366.273s amended to read as follows:
The Sunset Highway runs from a junction with the Oregon Coast Highway at Cannon Beach Junction south of Seaside, easterly via Necanicum Junction and vicinities of Elsie and Manning to a junction with the Pacific Highway in Portland.

December 12, 1960

Sunset Highway
Cornelius Pass Road – Multnomah County Line Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 226.
See also RW Drawings 10C-39-4, 5B-5-4, 20 & 6B-19-23.

April 14, 1961

Sunset Highway
Highland Interchange – Stadium Freeway Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 232.
See also RW Drawings 1R-5-1423 & 8B-22-17.

April 13, 1962

Sunset Highway
Washington County Line – Highlands Interchange Section
Multnomah County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 187.
See also RW Drawings 1R-3-1225 & 3B-24-11.

April 25, 1967

Sunset Highway
North Plains Interchange – Cornelius Pass Road Interchange Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 336.
See also RW Drawings 1R-4-282, 9B-1-20 & 21.

July 9, 1968

Sunset Highway
Wilson River Highway Junction – North Plains Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 349.
See also RW Drawing 1R-4-337.

January 28, 1969

Sunset Highway
Saddle Mountain Junction – Little North Fork, Nehalem River Bridge Section
Clatsop County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 361.
See also RW Drawings 1R-4-372 & 9B-5-8.

January 11, 1972

Sunset Highway Portland Section
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 472.

September 25, 1974

Sunset Highway
Rock Creek – Nehalem River Section
Clatsop, Columbia, Tillamook & Washington Counties
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 415.
See also RW Drawings 1R-4-563, 4B-16-2, 4B-23-22 & 5B-9-1.

September 22, 1977

Sunset Highway
Oregon Coast Highway – Portland Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Sunset Highway is hereby classified as a state primary highway and is assigned the state primary highway number 47. The Sunset Highway runs from a junction with the Oregon Coast Highway south of Seaside, easterly to a junction with the Pacific Hwy W. in Portland.*

June 20, 1985

Sunset Highway
Cannon Beach Junction Section
Clatsop County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 449.
See also RW Drawings 1R-3-1500, 9B-21-15 & 9B-25-16.

January 10, 2005

Sunset Highway
SW Market Street, SW Clay Street & SW Front Avenue Section
Multnomah County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 698 recorded June 13, 2008 as Document No. 2008-089122 of Multnomah County Records.

May 3, 2006

Sunset Highway
SW Pointer Road (SW 75th Ave – SW Camelot Court) (Beaverton) Section
Washington County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer No. 769 recorded June 19, 2006 as Document No. 2006-073038 of Washington County Book of Records.
See also RW Drawing 1A-22-20.

November 3, 2011

Sunset Highway
SW Canyon Court (MP 71.76 – MP 72.14) Section
SW Canyon Court (MP 72.14 – MP 72.19) Section Westside Corridor Project
City of Portland
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer No. 700a & 700b, both recorded October 21, 2013 as Document No. 2013-139725 of Multnomah County Records.
See MC&A 12082-1.

Jurisdictional Transfers

The Jurisdictional Transfers for the Sunset Highway No. 47 are listed below.

Table 47-2: Sunset Highway No. 47 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
109	Clatsop	Necanicum Junction	-	08/27/1942	-
189	Washington	Station 2137+57 – Station 3283+29.9	06/02/1948	-	-
472	Multnomah	Portland	01/23/1968	01/11/1972	-
698	Multnomah	SW Market St, SW Clay St, SW Front	01/24/2002	01/10/2005	-
		Ave	06/26/2003		
769	Washington	SW Pointer Rd (SW 75th Ave to SW Camelot Ct)	03/03/2006	05/03/2006	-
700a 700b	Multnomah	SW Canyon Court (MP 71.76 – MP 72.14) (MP 72.14 – MP 72.19)	10/25/1995 08/26/2011	11/03/2011	-

Throughway

April 4, 1941

Barnes Road – Wilson River Highway Junction Section
All rights of access from abutting properties to be acquired.
See Throughways and Rights of Access Resolution File No. 1

October 30, 1945

Portland - Davies Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

November 3, 1948

Cannon Beach Junction – Portland Section
Designated as a throughway.
Contains eight (8) maps identified as Group 20.
See Throughways and Rights of Access Resolution File No. 5

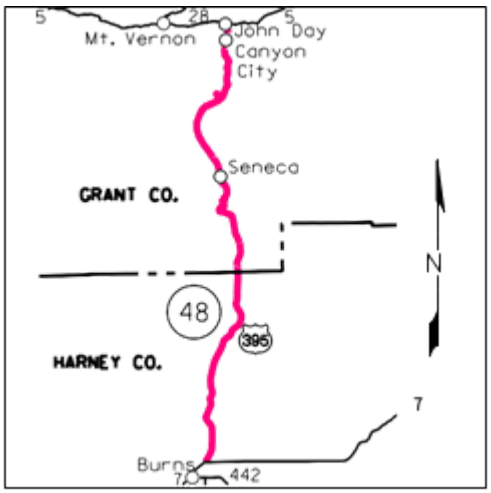
Though the picture below was taken at Big Stump Beach, south of Waldport on the Oregon Coast , a location way south of this chapters subject highway, it displays one of the reasons this highway was renamed the Sunset Highway: "… because it leads into the setting sun." Another reason the highway was renamed this was as a tribute to the Sunset Division of the U.S. Army. Photo by Salem Public Library Historic Photograph Collection, Salem Public Library, Salem, Oregon, ID #SCC293.



John Day - Burns Highway No. 48

48

Figure 48-1: Vicinity Map



Route Numbers

Highway Routes that run along the John Day - Burns Highway are as follows:

- US 395

Road Establishment Files

The road establishment files for the John Day - Burns Highway are listed below.

Table 48-1: John Day - Burns Highway Road Establishment Files

File No.	County
6010078	Grant County

Former Names

There are no former names for the John Day - Burns Highway.

History

The following entries are changes to the John Day - Burns Highway listed by date.

1933

Okerman Ranch – John Day Section
Designated and adopted as a State Highway by the Highway Commission.
See Oregon law 1933, Chapter 106
See also Primary Highway Designation File No. 5.

> **Part of the Act:**
> *That that certain highway beginning at Valley Falls in Lake county and extending thence in a northeasterly direction by way Alkali Lake and Wagontire to a junction with the Central Oregon Highway at or near the Okerman ranch in Harney county [Lakeview - Burns Highway No. 49] and extending northerly to John Day in Grant county [John Day - Burns Highway No. 48] …*

1939

John Day – Burns Section
Included in the State Highway System by the Legislature.
See Oregon Law 1939, Chapter 529, Section 15.1, page 1127.

> **Part of the Act:**
> *John Day – Burns Highway. From a junction with the John Day Highway in John Day, southerly via Canyon City and Silvies to a junction with the Central - Oregon Highway east of Burns.*

June 25, 1942

Soda Mountain - Sylvies Section
Grant County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11128.

March 17, 1943

Poison Creek Section
Harney County
Adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11447.

December 23, 1943

Soda Mountain - Harney County Line Section
Grant County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 1839.

December 20, 1948

North Unit, Grant County Line - Crow Flat Section
Harney County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 198.
See also RW Drawing 6B-20-20.

November 3, 1955

South Unit, Forest Boundary – Burns Section
Harney County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 132.
See also RW Drawings 1R-5-760, 7B-33-11, 12 & 13.

June 19, 1958

Canyon City – Sheep Gulch Unit, Canyon City – Seneca Section
Grant County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 176.
See also RW Drawings 1R-3-1213 & 8B-9-22.

March 10, 1961

Sheep Gulch – Vance Creek Unit, Canyon City – Seneca Section
Grant County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No.
See also RW Drawings 1R-5-1464 & 8B-18-25.

September 22, 1977

John Day – Burns Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> Part of the resolution:
> *The John Day - Burns Highway is hereby classified as a state primary highway and is assigned the state primary highway number 48. The John Day - Burns Highway runs from a junction with the John Day Highway in John Day, southerly to a junction with the Central Oregon Highway east of Burns.*

May 18, 1999

Silvies River – Junction 395 Section
Harney County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 511.
See also RW Drawings 1R-3-1680 & 10B-11-28.

Jurisdictional Transfers

The Jurisdictional Transfers for the John Day - Burns Highway No. 48 are listed below.

Table 48-2: John Day – Burns Highway No. 48 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
198	Harney	North Unit, Grant Co. Line - Crow Flat	-	12/20/1948	02/03/1949

Throughway

None.

Lakeview - Burns Highway No. 49

49

Figure 49-1: Vicinity Map



Route Numbers

Highway Routes that run along the Lakeview - Burns Highway are as follows:

- US 395

Road Establishment Files

The road establishment files for the Lakeview - Burns Highway are listed below.

Table 49-1: Lakeview - Burns Highway Road Establishment Files

File No.	County
50171	Harney County

Former Names

There are no former names for the Lakeview - Burns Highway.

History

The following entries are changes to the Lakeview - Burns Highway listed by date.

1933

Lakeview - Burns Highway
Valley Falls – Okerman Ranch Section
Designated and adopted as a State Highway by the Highway Commission.
See Oregon law 1933, Chapter 106
See also Primary Highway Designation File No. 5.
Note: 1933, Designation by Legislature, Formerly Yellowstone Cutoff No. 430.

> **Part of the Act:**
> *That that certain highway beginning at Valley Falls in Lake county and extending thence in a northeasterly direction by way Alkali Lake and Wagontire to a junction with the Central Oregon Highway at or near the Okerman ranch in Harney county [Lakeview - Burns Highway No. 49] and extending northerly to John Day in Grant county [John Day - Burns Highway No. 48] …*

1939

Lakeview - Burns Highway
Valley Falls – Burns Section
Included in the State Highway System by the Legislature.
See Oregon Laws of 1939, Chapter 529, Section 15.1 Page 1127.

> **Part of the Act:**
> *Lakeview – Burns Highway. From a junction with the Fremont Highway at Valley Falls, northeasterly via Alkali lake and Wagontire to a junction with the Central - Oregon Highway approximately twenty - seven (27) miles west of Burns.*

March 14, 1963

Lakeview – Burns Highway
Riley South Section
Harney County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 267.
See also RW Drawings 1R-5-1649 & 8B-27-27.

July 24, 1967

Lakeview – Burns Highway
Hogback Summit – Pike Ranch Section
Lake County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 339.
See also RW Drawing 1R-4-293.

September 22, 1977

Lakeview - Burns Highway
Valley Falls – Burns Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Lakeview - Burns Highway is hereby classified as a state primary highway and is assigned the state primary highway number 49. The Lakeview - Burns Highway runs from a junction with the Fremont Highway at Valley Falls, northeasterly to a junction with the Central Oregon Highway west of Burns.*

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Lakeview - Burns Highway No. 49.

Table 49-2: Lakeview – Burns Highway No. 49 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Albert Rim in Lake County, Oregon, 1960 - Roadside Oregon Geology marker. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, ID #7422



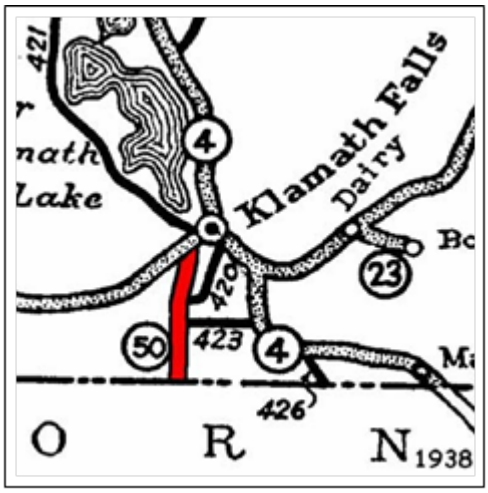
Klamath Falls - Weed Highway No. 50

50

No longer a part of the highway system.

Highway No. 50 is currently Klamath Falls – Malin Highway.
See following chapter for information on that highway.

Figure 50-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Klamath Falls - Weed Highway.

Road Establishment Files

There are no road establishment files for the Klamath Falls – Weed Highway.

Table 50-1: Klamath Falls - Weed Highway Road Establishment Files.

File No.	County
-	-

Former Names

There are no former names for the Klamath Falls – Weed Highway.

History

The following entries are changes to the Klamath Falls – Weed Highway listed by date.

July 11, 1933

Klamath Falls - Weed Highway
Klamath Falls Section
The Highway Commission adopted the highway route.
See Highway Commission Minutes, page 4209.

> **Part of the Minutes:**
> *Entering the city of Klamath Falls from the westerly side and crossing the Klamath River between the Kesterson and Weyerhaeuser booming grounds, the route passes immediately west of the golf course and joins the Green Springs Highway near Westover Terraces. From thence it follows the route of the Green Springs Highway, with curve reduction, to Main Street in the city of Klamath Falls.*

May 18, 1937

Klamath Falls - Weed Highway
Klamath Falls – California State Line Section
Designated and adopted as State Highway by the Highway Commission.
See Primary Highway Designation File No. 9.

> **Part of the Resolution:**
> *Beginning at a point in the present Green Springs Highway which is north 698 feet from the quarter section corner between Sections 7 and 8, Township 39, South, Range 9 East, W.M.; thence in a southerly direction . . .to a point on the Oregon – California Boundary Line…*

1938 – 40

No documentation has been found showing this highway being incorporated into The Dalles - California Highway No. 4.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Klamath Falls - Weed Highway No. 50.

Table 50-2: Klamath Falls - Weed Highway No. 50 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

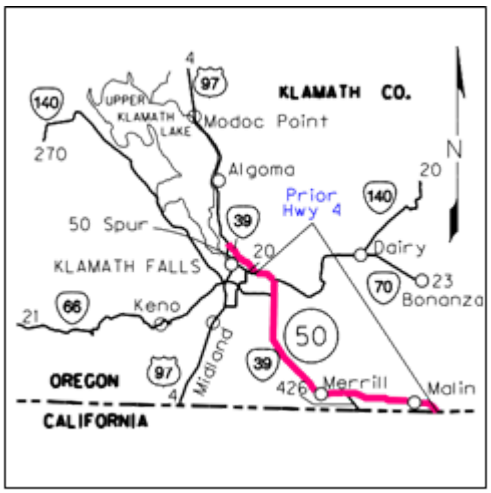
Oregon Highway Patrol officer helping a California motorist, 1936. Photo by the Oregon State Archives, Oregon Department of Transportation, ID OHD0193.



Klamath Falls - Malin Highway No. 50

50

Figure 50-1: Vicinity Map



Route Numbers

Highway Routes that run along the Klamath Falls - Malin Highway are as follows:

- US 97B
- OR 39
- OR 140

Road Establishment Files

The road establishment files for the Klamath Falls - Malin Highway are listed below.

Table 50-1: Klamath Falls – Malin Highway Road Establishment Files

File No.	County
6010079	Klamath County

Former Names

There are no former names for the Klamath Falls - Malin Highway.

History

The following entries are changes to the Klamath Falls - Malin Highway listed by date.

1939

Klamath Falls - Malin Highway
Klamath Falls – Lakeview Highway to Oregon – California State Line Section Included in the State Highway System by the Legislature.
See Oregon Laws 1939, Chapter 529, Section 15, 1., page 1128.

> **Part of the Act:**
> *Klamath Falls – Malin Highway. From a junction with the Klamath Falls - Lakeview Highway about 5 miles east of Klamath Falls, southeasterly via Merrill and Malin to the Oregon - California State line.*

May 9, 1941

Klamath Falls - Malin Highway
Pelican City - Henley Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10352.

April 30, 1942

Klamath Falls - Malin Highway
Lost River Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 103.

June 6, 1943

Klamath Falls - Malin Highway
Pelican City - Henley Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11588.

May 9, 1944

Klamath Falls - Malin Highway
Pelican City - Henley Section (Includes Klamath Falls Section)
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 1.
See also RW Drawing 6B - 10 - 6 and 6B - 10 - 7.

June 16, 1947

Klamath Falls - Malin Highway
Klamath Falls Section
Dead ending certain streets in Klamath Falls.
See Primary Highway Designation File No. 10 - 18.

May 24, 1948

Klamath Falls - Malin Highway
Great Northern Railway Crossing - Merrill Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 36.
See also RW Drawing 6B - 27 - 9.
See also Highway Commission Minutes, page 14975.

January 24, 1949

Klamath Falls - Malin Highway
Main and Esplanade Streets (Klamath Falls) Section
Portions of these street designated as connections between this highway and The Dalles – California Highway No. 4.
See Primary Highway Designation File No. 12.

November 3, 1955

Klamath Falls – Malin Highway
Lost River – Hatfield Junction Section
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 132.
See also RW Drawings 1R-5-807 & 6B-27-9.

June 2, 1960

Klamath Falls - Malin Highway
Klamath Falls Section
Re-designation of a portion of The Dalles – California Highway No. 4.
See Primary Highway Designation File No. 32.

> Route through Klamath Falls described in Resolution as:
> *Beginning at a junction with The Dalles – California Highway near the north city limits; thence along Kit Carson Way to Esplanade; along Esplanade to Main Street; and thence along Main Street to Seventh Street.*

July 28, 1961

Klamath Falls - Malin Highway
Pelican City - South Sixth Street Section
Klamath County
Amends Resolutions Adopting Surveys No. 1.
Changes the southerly point of ending from the westerly side of the U.S. Reclamation Canal to the easterly side.
Also designated as Throughway
See Resolutions Adopting Surveys File No. 1a.

September 15, 1961

Klamath Falls - Malin Highway
Pelican City – South 6th Street Section
Rescinds and supersedes Resolutions Adopting Surveys File No. 1a as is in conflict.
See Resolutions Adopting Surveys File No. 1b.
See also RW Drawing 1R - 5 - 1508 and 1R - 5 - 1511.

December 17, 1968,

Klamath Falls - Malin Highway
Klamath Falls Section
Certain streets in Klamath Falls designated as the Klamath Falls - Lakeview Highway No. 20 and Klamath Falls - Malin Highway Spur.
See Abandonment & Retention File No. 456.

March 17, 1970

Klamath Falls - Malin Highway
Klamath Falls Section
Designation of city streets in Klamath Falls as an addition to the highway spur.
See Primary Highway Designation File No. 46.

September 22, 1977

Klamath Falls - Malin Highway
Klamath Falls – Malin Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Klamath Falls - Malin Highway is hereby classified as a state primary highway and is assigned the state primary highway number 50. The Klamath Falls - Malin Highway runs from a junction with The Dalles - California Highway at or near Klamath Falls, southeasterly to the Oregon - California state line south of Malin, with a spur in Klamath Falls.

August 18, 1981

Klamath Falls - Malin Highway
Esplanade Spur (Klamath Falls) Section
Klamath County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 599.

July 26, 2010

Klamath Falls - Malin Highway
Esplanade Spur
M.P. 4.97 to M.P. 5.10
Klamath Falls - Malin Highway No. 50 Esplanade Spur assigned new highway tracking number of 484.

Jurisdictional Transfers

The Jurisdictional Transfers for the Klamath Falls – Malin Highway No. 50 are listed below.

Table 50-2: Klamath Falls – Malin Highway No. 50 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
103	Klamath	Lost River	-	04/30/1942	05/13/1942
599	Klamath	Esplanade Spur	12/29/1980 07/27/1981	08/18/1981	-

Throughway

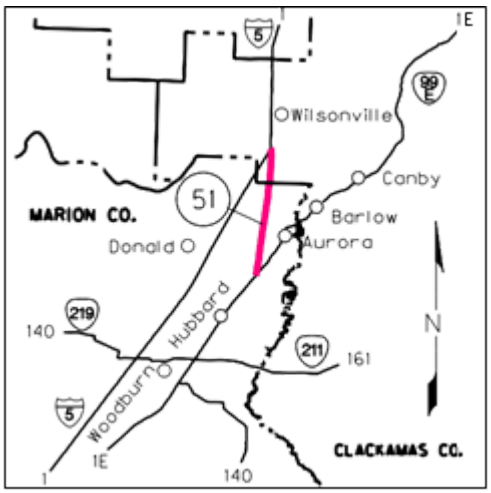
July 28, 1961

Pelican City - South Sixth Street Section
A Survey Resolution was adopted and approved by the Highway Commission.
Designated as a throughway.
See Resolutions Adopting Surveys File No. 1a.

Wilsonville - Hubbard Highway No. 51

51

Figure 51-1: Vicinity Map



Route Numbers

Highway Routes that run along the Wilsonville – Hubbard Highway are as follows:

- OR 551

Road Establishment Files

There are no road establishment files for the Wilsonville - Hubbard Highway.

Table 51-1: Wilsonville - Hubbard Highway Road Establishment Files

File No.	County
-	-

Former Names

Former names for the Wilsonville - Hubbard Highway are listed below.

- West Portland – Hubbard (1937 – 1954)

History

The following entries are changes to the Wilsonville - Hubbard Highway listed by date

January 7, 1937

West Portland - Hubbard Highway
West Side Pacific Highway – White School Section
Designating the road extending southerly from the West Side Pacific Highway No. 1W near Tigard as a Primary Highway by the Highway Commission.
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 00 - 1.
See also Highway Commission Minutes, page 7064.

1939

West Portland - Hubbard Highway
Pacific Highway West – Hubbard Section
Included in the State Highway System by the Legislature.
See Chapter 529, Oregon Laws 1939, Section 15, 1, page 1128.

> **Part of the Act:**
> *West Portland - Hubbard Highway. From a junction with the Pacific Highway west near the Multnomah - Washington County line in Multnomah - county, southerly to a junction with the Pacific Highway east near of Hubbard.*

October 30, 1945

West Portland - Hubbard Highway
Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

November 3, 1948

The West Portland - Hubbard Highway
Entire Highway Section
Designated as a throughway.
Contains one (1) map identified as Map 21.
See Throughways and Rights of Access Resolution File No. 5

1954

Wilsonville - Hubbard Highway
The only record found of this highway name being changed is in the Twenty - First Biennial Report of 1954 and the 1954 map of the State Highway System.

1957

Wilsonville - Hubbard Highway
Wilsonville – Hubbard Section Amending the route of the highway.
See Oregon Law of 1957, Chapter 123, pages 155 and 156

Part of the Act
Section 13 ORS 366.27 is amended to read as follows:
The Wilsonville - Hubbard Highway runs from a junction with the Pacific Highway south of the Willamette River near Wilsonville, southerly to a junction with the Pacific Highway East north of Hubbard.

September 22, 1977

Wilsonville - Hubbard Highway
Wilsonville – Hubbard Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:
The Wilsonville - Hubbard Highway is hereby classified as a state primary highway and is assigned the state primary highway number 51. The Wilsonville - Hubbard Highway runs from a junction with the Pacific Highway south of Wilsonville, southerly to a junction with Pacific Highway East north of Hubbard.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Wilsonville – Hubbard Highway No. 51.

Table 51-2: Wilsonville - Hubbard Highway No. 51 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

October 30, 1945

West Portland - Hubbard Highway
Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

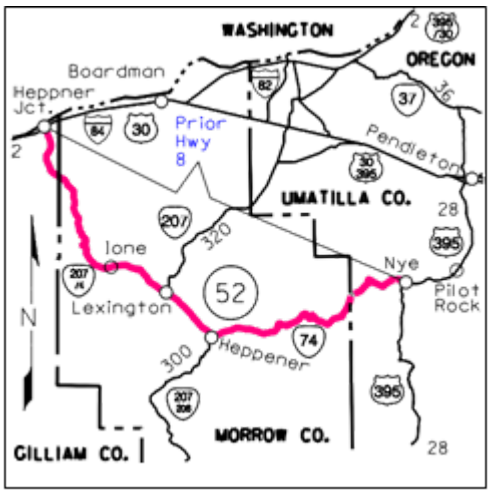
November 3, 1948

Pacific Highway West – Pacific Highway East Section
Designated as a throughway.
Contains one (1) map identified as Map 21.
See Throughways and Rights of Access Resolution File No. 5

Heppner Highway No. 52

52

Figure 52-1: Vicinity Map



Route Numbers

Highway Routes that run along the Heppner Highway are as follows:

- OR 74
- OR 207

Road Establishment Files

There are no road establishment files for the Heppner Highway.

Table 52-1: Heppner Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Heppner Highway.

History

The following entries are changes to the Heppner Highway listed by date.

1939

Heppner Junction – Pilot Rock Section
Included in the State Highway System by the Legislature.
See Chapter 529, Oregon Laws 1939, Section 15.1, page 1124.

> **Part of the Act:**
> *Heppner Highway. From a junction with the Columbia River Highway at Heppner Junction, approximately eleven (11) miles east of Arlington, southeasterly via Ione and Heppner to a junction with the Pendleton–John Day Highway west of Pilot Rock.*

April 21, 1952

Lena - Nye Section
Morrow & Gilliam Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 66.
See also RW Drawings 7B-12-9, 10, 11 & 13.

October 6, 1966

Willow Creek Bridge Section
Gilliam County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 323.
See also RW Drawings 1R-4-236 & 10C-45-18.

November 18, 1969

North Unit, Heppner Junction Interchange – Rhea Section
Gilliam County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 497.

June 22, 1971

Pieper Canyon Road – Bunker Hill Road Section
Morrow County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 399
See also RW Drawing 1R-4-493.

March 6, 1973

Pieper Canyon Road – Bunker Hill Road Section
Morrow County
The Highway Commission adopted a resolution abandoning a portion of the highway.
Rescinded by Abandonment and Retention Resolution No. 535a.
See Abandonment and Retention Resolution No. 535.

July 10, 1973

Pieper Canyon Road – Bunker Hill Road Section
Morrow County
The Highway Commission adopted a resolution abandoning a portion of the highway.
Rescinds Abandonment and Retention Resolution No. 535.
See Abandonment and Retention Resolution No. 535a.

September 22, 1977

Arlington – Pilot Rock Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Heppner Highway is hereby classified as a state primary highway and is assigned the state primary highway number 52. The Heppner Highway runs from a junction with Columbia River Highway east of Arlington, southeasterly to a junction with the Pendleton - John Day Highway west of Pilot Rock.*

August 13, 1999

Hinton Creek (East) Bridge Section
Morrow County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 528.
See also RW Drawings 1R-4-961 & 10B-7-23.

October 13, 1999

Morgan Creek Bridge Section
Morrow County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 532.
See also RW Drawings 1R-3-1697 & 10B-11-1.

Jurisdictional Transfers

The Jurisdictional Transfers for the Heppner Highway No. 52 are listed below.

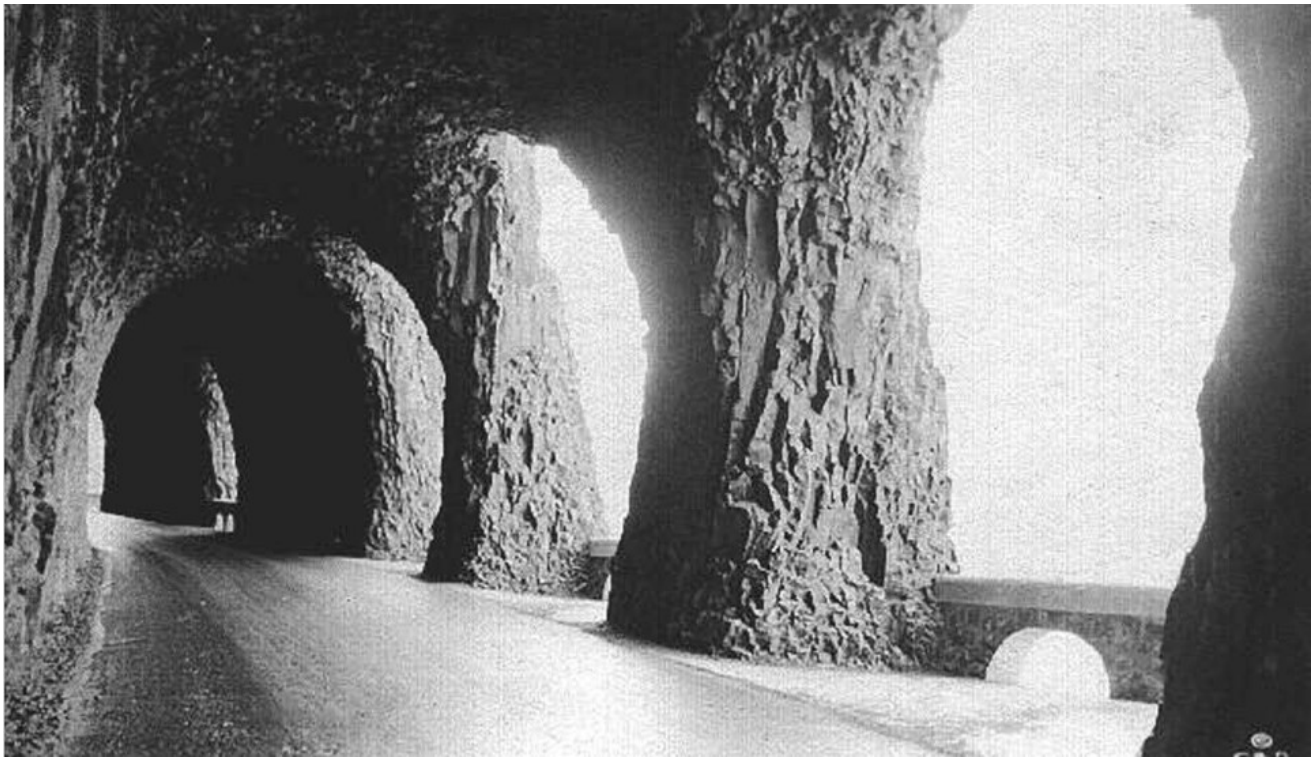
Table 52-2: Heppner Highway No. 52 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
497	Gilliam	N Unit, Heppner Jct. Interchange - Rhea	11/18/1969	11/18/1969	-
535	Morrow	Pieper Canyon Road - Bunker Hill Road	-	03/06/1973	-
535a	Morrow	Pieper Canyon Road - Bunker Hill Road	-	07/10/1973	-

Throughway

None.

Mitchell Point Tunnel on the old Columbia River Gorge Highway in Hood River County, Oregon, 1927. Photo by the Oregon State Archives, Oregon Private Donation, ID OPD0017



Warm Springs Highway No. 53

53

Figure 53-1: Vicinity Map



Route Numbers

Highway Routes that run along the Warm Springs Highway are as follows:

- US 26

Road Establishment Files

The road establishment files for the Warm Springs Highway are listed below.

Table 53-1: Warm Springs Highway Road Establishment Files

File No.	County
56251	Various Counties

Former Names

There are no former names for the Warm Springs Highway.

History

The following entries are changes to the Warm Springs Highway listed by date.

July 19, 1940

Wapinitia Highway Junction to The Dalles - California Highway No. 4 Junction Section
Re-designation of a portion of the Warm Springs Highway No. 360.
See Primary Highway Designation File No. 10 - 6.

> **Part of the Resolution:**
> *…the highway extending from a junction with the Wapinitia Highway near Bear Springs, thence in a southeasterly direction to a connection with The Dalles – California Highway near Madras…*

June 25, 1942

Forest Boundary - HeHe Butte Section
Wasco County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 11128.

December 18, 1942

Jefferson County Line - Prineville Section
Crook County Lamonta - Crook County Line Section
Jefferson County
A Survey Resolution was adopted and approved by the Highway Commission.
See Highway Commission Minutes, page 10784.

1954 ±

A portion of the highway was apparently re-designated from the Wapinitia Highway No. 44.
The only documents found to date are the biennial maps of the time.

June 22, 1971

Deschutes River – Pelton Dam Road Section
Jefferson County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 400.
See also RW Drawing 1R-4-494.

September 22, 1977

Government Camp – Madras Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

> **Part of the resolution:**
> *The Warm Springs Highway is hereby classified as a state primary highway and is assigned the state primary highway number 53. The Warm Springs Highway runs from a junction with the Mt. Hood Highway east of Government Camp, southeasterly to a junction with The Dalles - California Highway at or near Madras.*

May 16, 1989

Frog Lake – MP 83.0 Section
Wasco County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 486.
See also RW Drawing 1R-3-1583.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Warm Springs Highway No. 53.

Table 53-2: Warm Springs Highway No. 53 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

November 3, 1948

Warm Springs Junction to The Dalles – California Highway Section
Designated as a throughway.
Contains five (5) maps identified as Group 22.
See Throughways and Rights of Access Resolution File No. 5

Mount Hood from Frog Lake on U.S. Highway 26 (Warm Springs Highway) in Wasco County, Oregon, 1963. Photo by the Oregon State Archives, Oregon Highway Division, ID OHD7216.



Boardman - Stanfield Highway No. 54

54

No longer a part of the highway system.

Highway No. 54 currently is the Umatilla – Stanfield Highway.
See next chapter for information on that highway.

Figure 54-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Boardman - Stanfield Highway.

Road Establishment Files

There are no road establishment files for the Boardman – Stanfield Highway.

Table 54-1: Boardman – Stanfield Highway Road Establishment Files.

File No.	County
-	-

Former Names

There are no former names for the Boardman - Stanfield Highway.

History

The following entries are changes to the Boardman - Stanfield Highway listed by date.

December 5, 1940

Boardman - Stanfield Highway
Stanfield, on Old Oregon Trail, to Boardman, on Columbia River Highway Section
Morrow & Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission. Creation of the highway approved by the Commission.
See Resolutions Adopting Surveys File No. 0 - 5.
See also Highway Commission Minute, page 9950

February 4, 1947

Boardman - Stanfield Highway
Umatilla River Dike Section
Umatilla County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 22.
See also RW Drawing 6B - 22 - 10.

March 13, 1952

Boardman – Stanfield Highway
Willow Creek – Boardman Section
Morrow County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 224.

1954

Incorporated into Old Oregon Trail Highway No. 6.
The only record found of this section of highway being changed is in the Twenty - First Biennial Report of 1954 and the 1954 map of the State Highway System.

Jurisdictional Transfers

The Jurisdictional Transfers for the Boardman – Stanfield Highway No. 54 are listed below.

Table 54-2: Boardman - Stanfield Highway No. 54 Jurisdictional Transfers

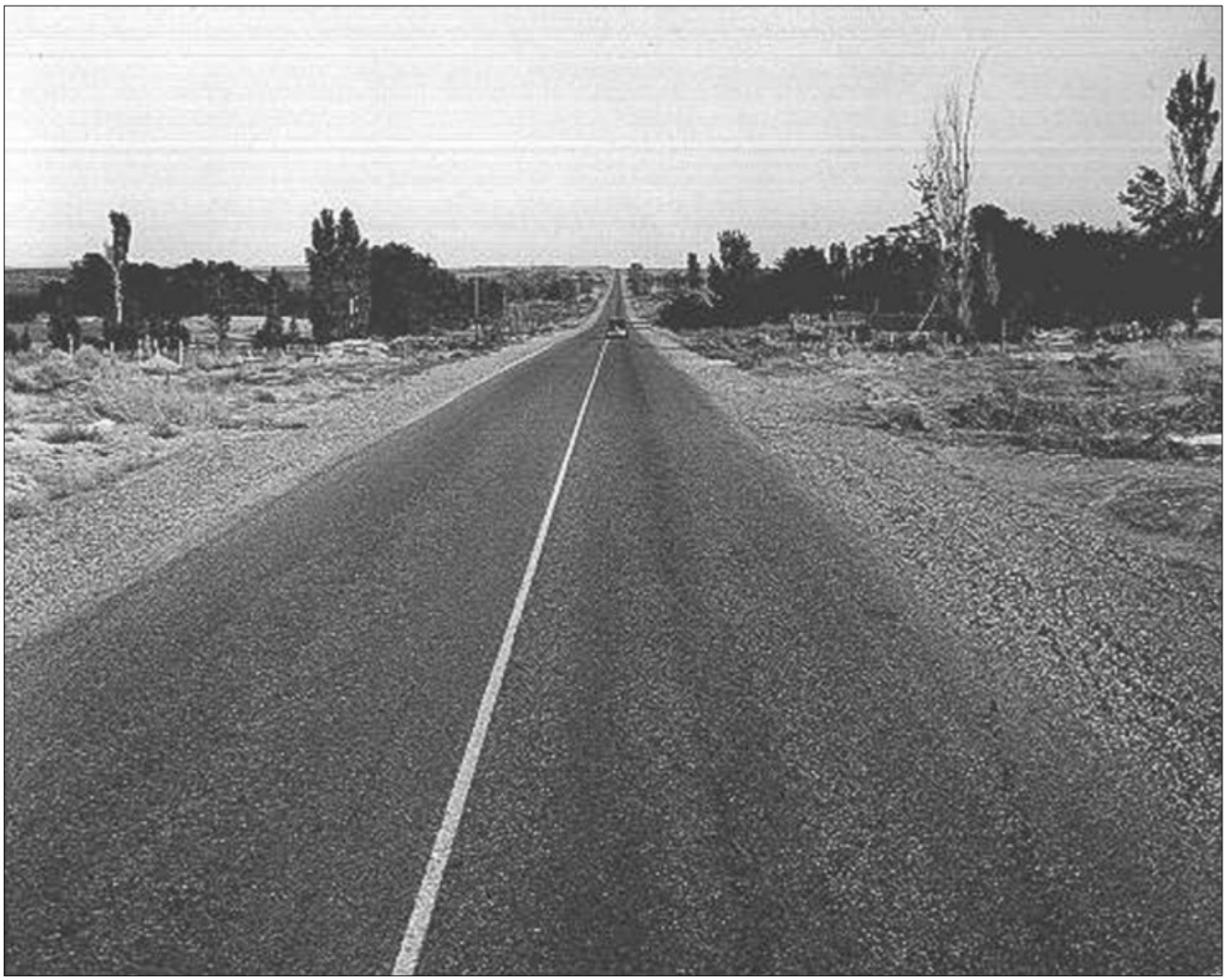
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
224	Morrow	Willow Creek - Boardman	12/07/1950	03/13/1952	06/30/1952

Throughway

November 3, 1948

The Boardman - Stanfield Section
Designated as a throughway.
Contains one (1) map identified as Map 23.
See Throughways and Rights of Access Resolution File No. 5

Centerline view of a long tangent on the Boardman/Stanfield oiling project in Marrow and Umatilla counties in north-central Oregon. Photo by the Oregon State Archives, Oregon State Highway Division, ID OHD2204.

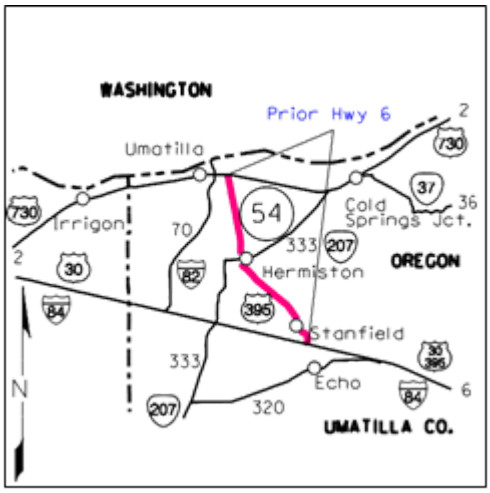


Umatilla - Stanfield Highway No. 54

54

Highway No. 54 formerly was the Boardman – Stanfield Highway.
See prior chapter for information on that highway.

Figure 54-1: Vicinity Map



Route Numbers

Highway Routes that run along the Umatilla - Stanfield Highway are as follows:

- US 395

Road Establishment Files

The road establishment files for the Umatilla – Stanfield Highway are listed below.

Table 54-1: Umatilla - Stanfield Highway Road Establishment Files

File No.	County
49507	Umatilla County

Former Names

There are no former names for the Umatilla - Stanfield Highway.

History

The following entries are changes to the Umatilla - Stanfield Highway listed by date.

1954

Umatilla - Stanfield Highway
The only record found of this section of highway being created is in the Twenty - First Biennial Report of 1954 and the 1954 map of the State Highway System. Formerly this section was part of the Old Oregon Trail Highway No. 6.

February 16, 1971

Umatilla – Stanfield Highway
Hermiston Section
Umatilla County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 391.
See also RW Drawings 1R-4-471 & 9B-8-11.

September 22, 1977

Umatilla - Stanfield Highway
Umatilla – Stanfield Section
Adopted a resolution that re-designates the highway covered by statutes which were repealed by action of the 1977 Legislature. Effective date: October 4, 1977.
See Primary Highway Designation File No. 53.

Part of the resolution:

The Umatilla - Stanfield Highway is hereby classified as a state primary highway and is assigned the state primary highway number 54. The Umatilla - Stanfield Highway runs from a junction with the Columbia River Highway east of Umatilla, southeasterly to a junction with the Old

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Umatilla - Stanfield Highway No. 54.

Table 54-2: Umatilla - Stanfield Highway No. 54 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

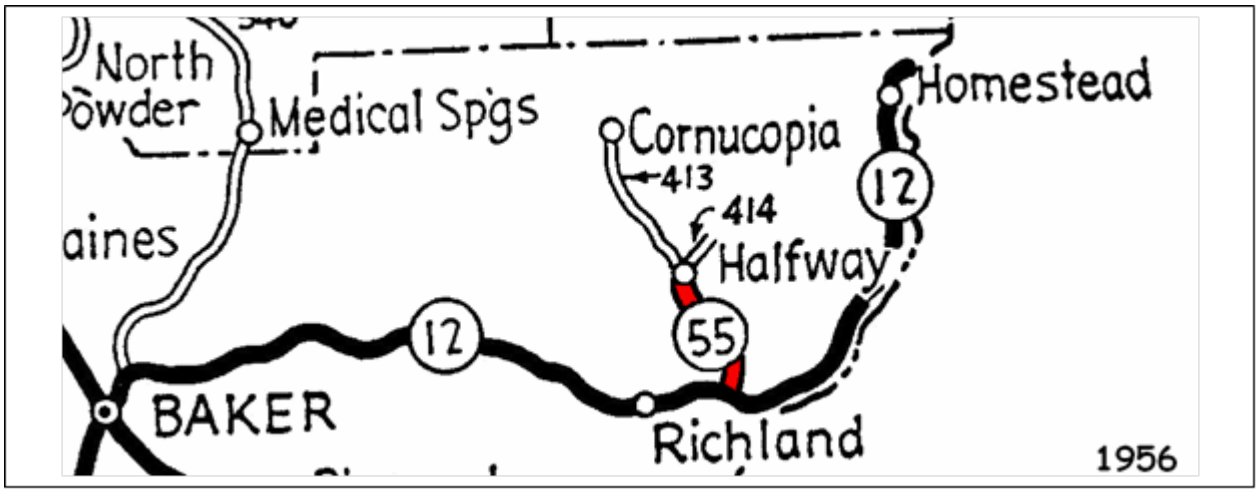
None.

Halfway Highway No. 55

55

No longer a part of the highway system.

Figure 55-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Halfway Highway.

Road Establishment Files

There are no road establishment files for the Halfway Highway.

Table 55-1: Halfway Highway Road Establishment Files.

File No.	County
-	-

Former Names

There are no former names for the Halfway Highway.

History

The following entries are changes to the Halfway Highway listed by date.

April 4, 1941

Baker - Homestead Highway
Timber Canyon Grade – Halfway Section
A section of the Baker – Homestead Highway No. 12 re-designated as the Halfway Highway.
See Primary Highway Designation File No. 10 – 11

> **Part of the Resolution:**
> *That section of the Baker - Homestead Highway as heretofore located, beginning at the foot of Timber Canyon Grade east of Richland, thence northerly to Halfway, shall continue to be a state primary highway but shall be known as the Halfway Highway.*

March 5, 1959

Richland - Copperfield Section
The Highway Commission approves a resolution to abandon the highway.
Portions are relinquished or re-designated.
See Abandonment and Retention Resolution No. 357.

Jurisdictional Transfers

The Jurisdictional Transfers for the Halfway Highway No. 55 are listed below.

Table 55-2: Halfway Highway No. 55 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
357	Baker	Richland - Copperfield	01/19/1959	03/05/1959	-

Throughway

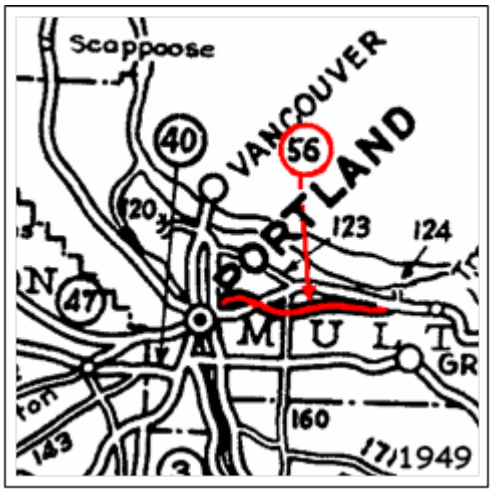
None.

T.H. Banfield Expressway Highway No. 56

56

No longer a part of the highway system.

Figure 56-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the T.H. Banfield Expressway Highway.

Road Establishment Files

There are no road establishment files for the T.H. Banfield Expressway Highway.

Table 56-1: T.H. Banfield Expressway Highway Road Establishment Files.

File No.	County
-	-

Former Names

Former names for the T.H. Banfield Expressway Highway are listed below.

- Sullivan Gulch Highway (1948 – 1952)
- The T.H. Banfield Freeway Number 56 (1952 – 1957)

History

The following entries are changes to the T.H. Banfield Expressway Highway listed by date.

May 25, 1948

Sullivan Gulch Highway
Burnside Bridge – Upper Columbia River Water Level Highway Section
Adoption of the survey of a route by the Highway Commission.
Also declared a throughway.
See Resolutions Adopting Surveys File No. 37.
See also Miscellaneous Resolutions No. 2.
See also Real Property Resolution No. 6 and No. 152.

August 22, 1950

T. H. Banfield Freeway
Burnside Bridge – Sundial Section
A section from east end of Burnside Bridge (Portland) to a connection with the by - pass near Sundial named the "T. H. Banfield Expressway".
See Commemorative Resolution No. 6

July 16, 1951

T.H. Banfield Expressway
Burnside Bridge (Portland) – Sundial Section
Designated a section of the highway as the "T.H. Banfield Expressway".
See Commemorative Resolution No. 6 - a.

1957

T.H. Banfield Expressway
Portland Sundial Section
Present route through Portland (1976) was originally the T. H. Banfield Freeway. No. 56 and changed to Columbia River Highway No. 2 in 1957.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the T.H. Banfield Expressway Highway No. 56.

Table 56-2: T.H. Banfield Expressway Highway No. 56 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

May 25, 1948

Sullivan Gulch Highway
Burnside Bridge – Upper Columbia River Water Level Highway Section
Adoption of the survey of a route by the Highway Commission.
Also declared a throughway.
See Resolutions Adopting Surveys File No. 37.

The Portland waterfront project in Multnomah County, Oregon, ca 1950. The Burnside Bridge is in the distance. Photo by the Oregon State Archives, Oregon Dept. of Transportation, OHD1447.



Portland – Salem Expressway No. 57

57

No longer a part of the highway system.

Figure 57-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Portland – Salem Expressway.

Road Establishment Files

There are no road establishment files for the Portland – Salem Expressway.

Table 56-1: Portland – Salem Expressway Road Establishment Files.

File No.	County
-	-

Former Names

There are no former names for the Portland – Salem Expressway.

History

The following entries are changes to the Portland – Salem Expressway listed by date.

November 24, 1952

Portland – Salem Expressway
Hayesville Junction - Wilsonville Junction Section
Clackamas and Marion Counties
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 76.
See also RW Drawing 7B-15-18.

January 21, 1953

Harbor Drive - Barbur Boulevard Section
Multnomah, Washington and Clackamas Counties
A Survey Resolution was adopted and approved by the Highway Commission.
(The RW Drawings label the highway as the West Portland Expressway.)
See Resolutions Adopting Surveys File No. 80.
See also RW Drawings 7B - 16 - 3 & 4.

July 26, 1956

Hayesville Interchange and Harbor Drive Section
A section renamed the "R.H. Baldock Freeway" by the Highway Commission.
See Commemorative Resolution File No. 12.

1957

Portland – Salem Section
Amending the route of the highway.
(This Act reconfigures the Pacific Highway No. 1, but does not mention Highway No. 57
See Oregon Law of 1957, Chapter 123, pages 155 and 156

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Portland – Salem Expressway Highway No. 57.

Table 57-2: Portland – Salem Expressway Highway No. 57 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Albany – Junction City Highway No. 58

58

Figure 58-1: Vicinity Map



Route Numbers

Highway Routes that run along the Albany – Junction City Highway are as follows:

- US 20
- OR 99E

Road Establishment Files

There are no road establishment files for the Albany – Junction City Highway.

Table 58-1: Albany – Junction City Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Albany – Junction City Highway.

History

The following entries are changes to the Albany – Junction City Highway listed by date.

June 19, 1958

Albany – Junction City Section
Re-designated a portion of Pacific Highway East No. 1E, as the Albany - Junction City Highway.
See Primary Highway Designation File No. 26.

October 9, 1964

Elm Street Connection (Albany) Section
Linn County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 426.

April 17, 1985

Thurston Street Ramp Connection No. 2 Section
Linn County
The Commission approved a resolution transferring a portion of the highway.
See Abandonment and Retention Resolution No. 616.

August 20, 1985

MP 4.14 – MP 6.31 Section
Linn County
Changing a portion of the highway that was formerly a part of Pacific Highway East, No. 1E from a throughway to an ordinary highway.
See Throughways & Right of Access File No. 19.

> **Part of the Resolution**
> *1. that the Albany – Junction City Highway between M.P. 4.14 and 6.31, which was designated as a throughway by resolution adopted November 3, 1948, is changed from a throughway to an ordinary highway…*

August 13, 1999

Pacific Boulevard – 9th Avenue Couplet (Albany) Section
Linn County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 529.
See also RW Drawings 1R-3-1694 & 10B-11-11.

October 9, 2002

Pacific Blvd, - 9th Avenue Couplet (Albany) Section
Linn County
The Right of Way Manager approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 730 recorded October 9, 2002 in MF Volume 1338, Page 935 of Linn County Records.
See also RW Drawing 10B-7-28.

October 9, 2002

Pacific Blvd, - 9th Avenue Couplet (Albany) Section
Linn County
The Right of Way Manager approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 730a recorded July 8, 2004 in MF Volume 1599, Page 777 of Linn County Records.
See also RW Drawing 10B-7-28.

Jurisdictional Transfers

The Jurisdictional Transfers for the Albany – Junction City Highway No. 58 are listed below.

Table 58-2: Albany – Junction City Highway No. 58 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
426	Linn	Elm Street Connection (Albany)	10/09/1964	10/09/1964	-
616	Linn	Thurston Street Ramp Connection No. 2	12/12/1984	04/17/1985	-
730	Linn	Pacific Boulevard - 9th Ave Couplet (Albany) Santiam Rd	-	10/09/2002	-
730a	Linn	Pacific Boulevard - 9th Ave Couplet (Albany) Santiam Rd	-	10/09/2002	-

Throughway

August 20, 1985

MP 4.14 – MP 6.31 Section
Linn County
Changing a portion of the highway that was formerly a part of Pacific Highway East, No. 1E from a throughway to an ordinary highway.
See Throughways & Right of Access File No. 19.

Business district in Albany, Oregon, ca. 1947.
Photo by the Oregon State Archives, Oregon State Highway Division, OHD3705.



Sandy Boulevard Highway No. 59

59

No longer a part of the highway system.

Figure 59-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Sandy Boulevard Highway.

Road Establishment Files

There are no road establishment files for the Sandy Boulevard Highway.

Table 59-1: Sandy Boulevard Highway Road Establishment Files.

File No.	County
-	-

Former Names

There are no former names for the Sandy Boulevard Highway.

History

The following entries are changes to the Sandy Boulevard Highway listed by date.

June 19, 1958

Willamette River – Parkrose Section
Re-designated a portion of the Columbia River Highway No. 2 as the Sandy Boulevard Highway.
See Primary Highway Designation File No. 25.

> **Route described in Resolution as:**
> *Extending from junctions with the Pacific Highway East at the intersection of E. Burnside Street and Grand Avenue, continuing via E. Burnside Street and N.E. Sandy Boulevard to a junction with the N.E. Portland Highway, State Secondary Highway No. 123 near N.E. 99th Avenue at Highway Engineer's Centerline Station 263+73 of Sandy Boulevard. Total length – 5.51 miles.*

June 26, 1974

Union Avenue – Grand Avenue Section
A portion of the Lower Columbia River Highway No. 2W lying on E. Burnside Street between Union and Grand Avenues re-designated as an extension of the highway.
See Primary Highway Designation File No. 49.

June 25, 2003

NE MLK Boulevard – NE 99th Avenue Section
Multnomah County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer File No. 720.

Jurisdictional Transfers

The Jurisdictional Transfers for the Sandy Boulevard Highway No. 59 are listed below.

Table 59-2: Sandy Boulevard Highway No. 59 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
720	Multnomah	NE Martin Luther King to NE 99th Ave & NE 13th to NE 47th	06/24/2003	06/25/2003	-

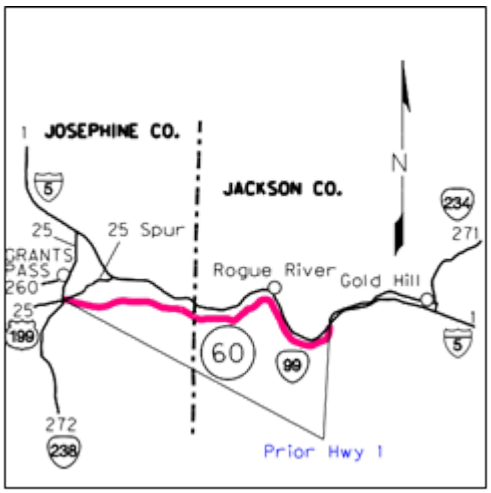
Throughway

None.

Rogue River Highway No. 60

60

Figure 60-1: Vicinity Map



Route Numbers

Highway Routes that run along the Rogue River Highway are as follows:

- OR 99

Road Establishment Files

The road establishment files for the Rogue River Highway are listed below.

Table 60-1: Rogue River Highway Road Establishment Files

File No.	County
49728	Jackson County

Former Names

There are no former names for the Rogue River Highway.

History

The following entries are changes to the Rogue River Highway listed by date.

March 5, 1959

Grants Pass – Rock Point Section
Re-designates a portion of the Pacific Highway No. 1.
See Primary Highway Designation File No. 27.

The Route described in the Resolution as:
From a junction with the Redwood Highway in or near Grants Pass easterly to a junction with the Sams Valley Secondary Highway at Rock Point, a distance of approximately 2 miles west of Gold Hill.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Rogue River Highway No. 60.

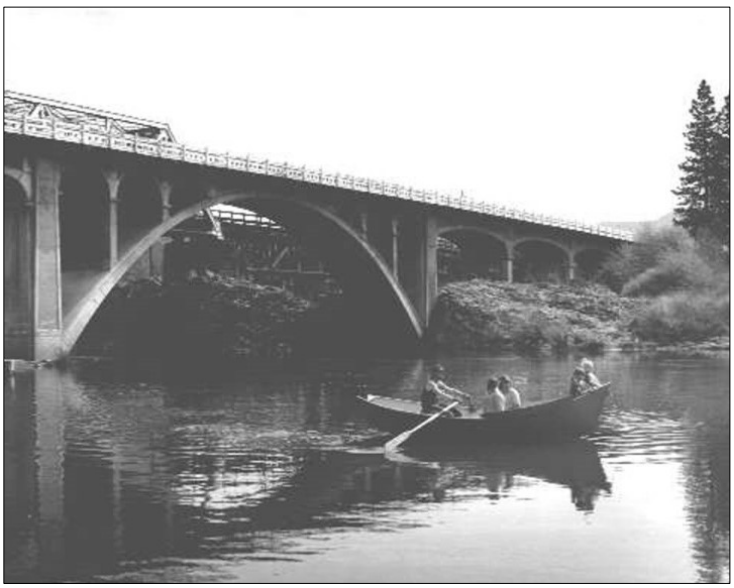
Table 60-2: Rogue River Highway No. 60 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

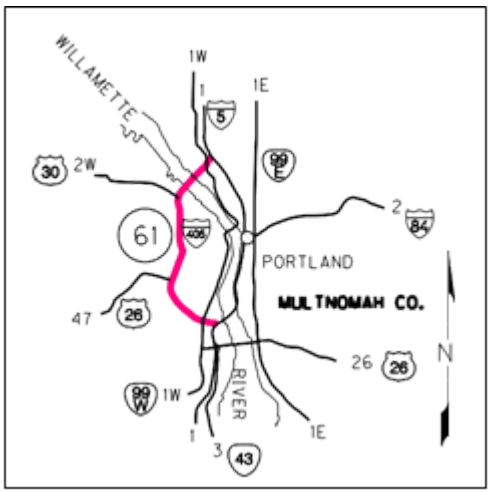
Drift boat on the Rogue River at Gold Hill, Oregon, 1973. Photo by the Oregon State Archives, Oregon Highway Division, OHD8034.



Stadium Freeway Highway No. 61

61

Figure 61-1: Vicinity Map



Route Numbers

Highway Routes that run along the Stadium Freeway are as follows:

- US 26
- US 30
- I-405

Road Establishment Files

There are no road establishment files for the Stadium Freeway.

Table 61-1: Stadium Freeway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Stadium Freeway.

History

The following entries are changes to the Stadium Freeway listed by date.

July 7, 1960

Freemont Interchange – Marquam Bridge Section
A Survey Resolution was adopted and approved by the Highway Commission.
Designated as a throughway.
See Resolutions Adopting Surveys File No. 219.
See also RW Drawings 1R-3-1280, 1A-16-22, 23 & 25.

December 8, 1961

Fremont Interchange - Marquam Bridge (Portland) Section Designation as a Primary Highway.
See Primary Highway Designation File No. 35.

July 10, 1973

NW Johnson – SW Montgomery Section Multnomah County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 536.

September 5, 2010

Clay St. – River Parkway Section Multnomah County
The Commission adopted a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 710

Jurisdictional Transfers

The Jurisdictional Transfers for the Stadium Freeway Highway No. 61.

Table 61-2: Stadium Freeway Highway No. 61 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
536	Multnomah	NW Johnson - SW Montgomery	-	07/10/1973	-
710	Multnomah	Clay St. – River Parkway	-	09/05/2010	-

Throughway

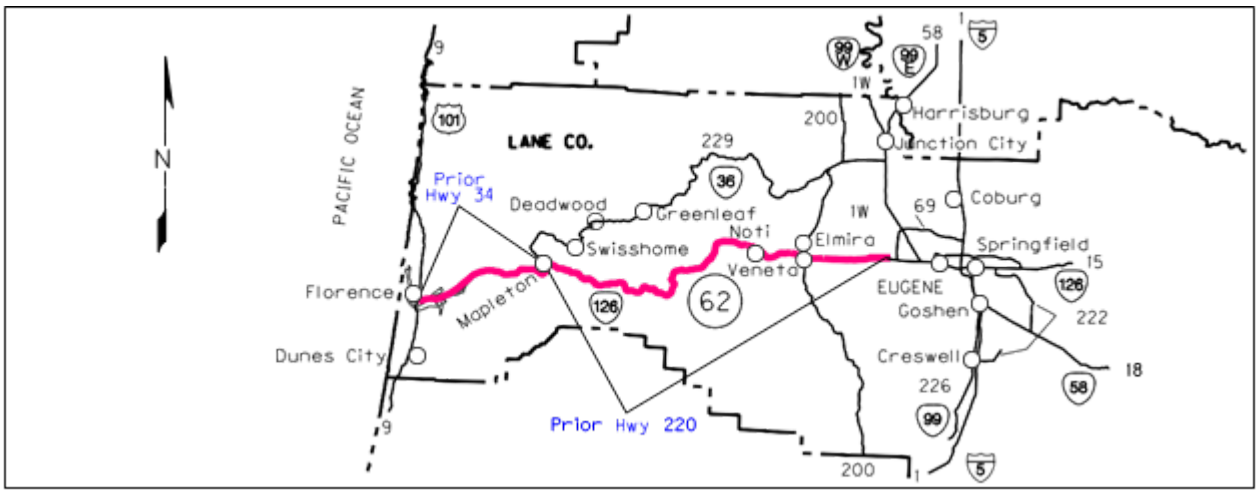
July 7, 1960

Fremont interchange - Marquam Bridge Section
A Survey Resolution was adopted and approved by the Highway Commission.
Designated as a throughway.
See Resolutions Adopting Surveys File No. 219.

Florence - Eugene Highway No. 62

62

Figure 62-1: Vicinity Map



Route Numbers

Highway Routes that run along the Florence – Eugene Highway are as follows:

- OR 126

Road Establishment Files

The road establishment files for the Florence – Eugene Highway are listed below.

Table 62-1: Florence – Eugene Highway Road Establishment Files

File No.	County
49736	Lane County

Former Names

There are no former names for the Florence – Eugene Highway.

History

The following entries are changes to the Florence – Eugene Highway are listed by date.

November 22, 1966

Florence – Eugene Section
The Mapleton - Eugene Highway No. 220 and a portion of the Siuslaw Highway No. 34 are re-designated as the Florence - Eugene Highway.
Also designates the temporary Highway No. 62 route via Territorial Highway No. 200.
See Primary Highway Designation Resolution No. 40.
See also RW Drawing 1R - 3 - 1421.

August 20, 1968

North Fork, Siuslaw River Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
Amends resolution of April 14, 1961 (as Siuslaw Highway No. 34).
See Abandonment and Retention Resolution No. 380.

April 23, 1968

Hanson Creek – Saunders Creek Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 346
See also RW Drawing 1R-4-325.

December 17, 1968

Mapleton – Knowles Creek Section
Lane County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 358.
See also RW Drawings 1R-4-367 & 9B-5-6.

February 3, 1970

Florence – Mapleton Section
Re-designating the map route numbers for the highway (ORE Route 126).
See Primary Highway Designation File No. 45.

December 19, 1973

Saunders Creek – Mapleton Section
Lane County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 410.
See also RW Drawing 1R-4-548.

October 24, 1978

East Unit, Siuslaw River – Walton Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 575.

March 27, 1979

Oak Hill - Interstate 105 Section
Amends Resolutions Adopting Surveys No. 320
Resolution disposing of a portion of the highway approved by the Transportation Commission.
See Resolutions Adopting Surveys File No. 320a
See also Resolutions Adopting Surveys No. 320
See also RW Drawing 1R - 3 - 1413

May 15, 1979

Oak Hill - Interstate 105 Section
Amends Resolutions Adopting Surveys No. 320
Resolution disposing of a portion of the highway approved by the Transportation Commission.
See Resolutions Adopting Surveys File No. 320b
See also Resolutions Adopting Surveys No. 320 and 320a.
See also RW Drawing 1R - 3 - 1413

September 19, 1979

North Fork Siuslaw River Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 586.

January 15, 1980

Oak Hill - Interstate 105 Section
Amends Resolutions Adopting Surveys No. 320
Resolution disposing of a portion of the highway approved by the Transportation Commission.
See Resolutions Adopting Surveys File No. 320c
See also Resolutions Adopting Surveys No. 320, 320a and 320b.
See also RW Drawing 1R - 3 - 1413

March 15, 1983

Noti - Veneta Section
A Survey Resolution was adopted and approved by the Highway Commission.
Amends Resolutions Adopting Surveys No. 329
Designated as a throughway.
See Resolutions Adopting Surveys File No. 329A.
See RW Drawing 1R - 4 - 795

October 18, 1988

Knowles Creek Tunnel Section
Lane County
Knowles Creek Tunnel re-designated as the "Ralph A. Peterson Tunnel".
See Commemorative Resolution No. 31

November 16, 1994

Noti – Veneta, East Unit Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 623.

November 16, 1994

Noti – Veneta, East Unit Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 646.

November 16, 1994

Noti – Veneta, West Unit Section
Lane County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 665.

Jurisdictional Transfers

The Jurisdictional Transfers for the Florence - Eugene Highway No. 62 are listed below.

Table 62-2: Florence - Eugene Highway No. 62 Jurisdictional Transfers

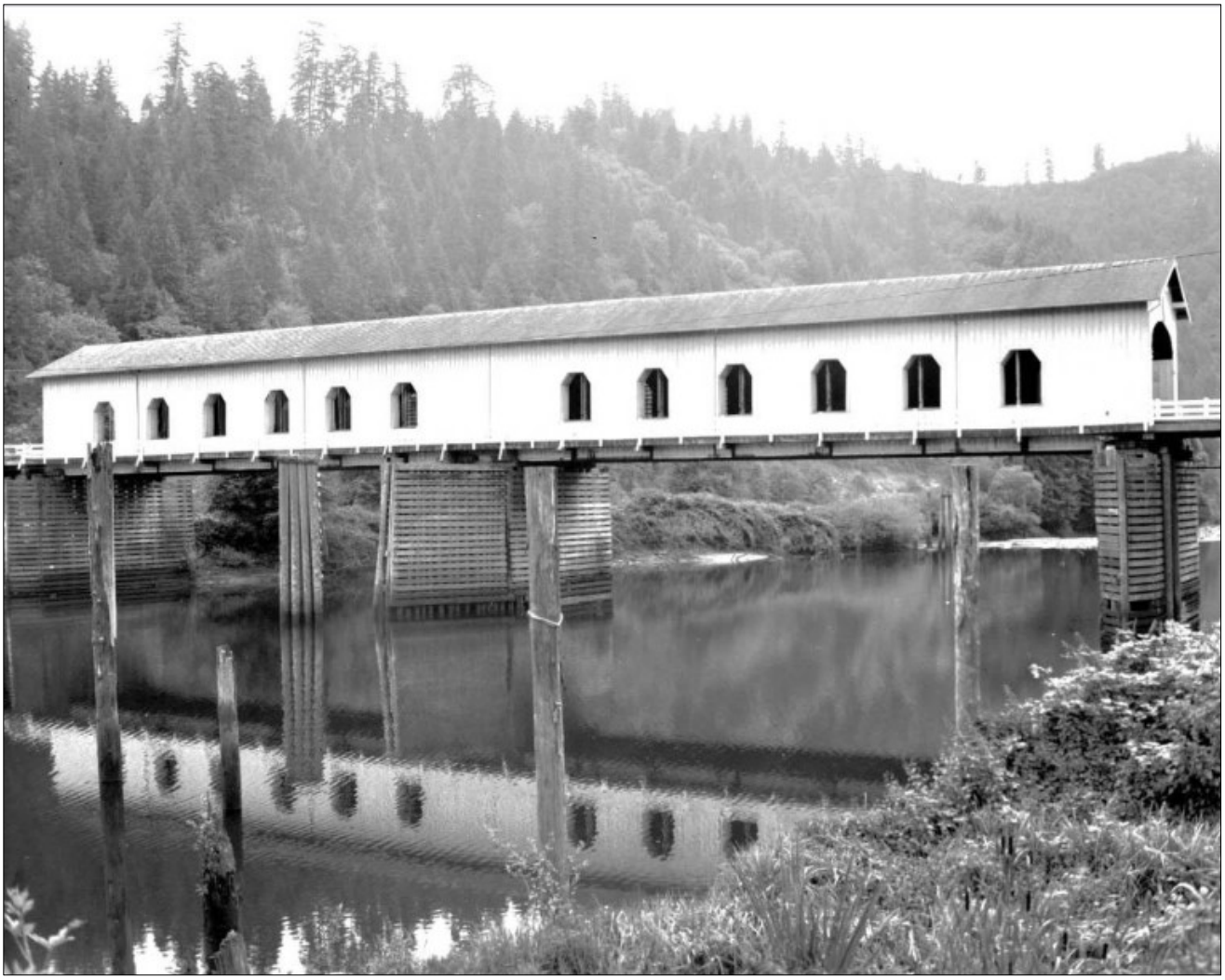
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
380	Lane	North Fork Siuslaw River	04/14/1961	09/15/1961 08/20/1968	-
575	Lane	East Unit, Siuslaw River - Walton	09/18/1978	10/24/1978	-
586	Lane	North Fork, Siuslaw River	-	09/19/1979	-
623	Lane	Noti – Veneta, East Unit (Veneta)	09/21/1987	11/16/1994	-
646	Lane	Noti – Veneta, East Unit	08/07/1990	11/16/1994	-
665	lane	Noti – Veneta, West Unit	08/11/1994	11/16/1994	-

Throughway

March 15, 1983

Noti - Veneta Section
A Survey Resolution was adopted and approved by the Highway Commission.
Amends Resolutions Adopting Surveys No. 329
Designated as a throughway.
See Resolutions Adopting Surveys File No. 329A.
See RW Drawing 1R - 4 - 795

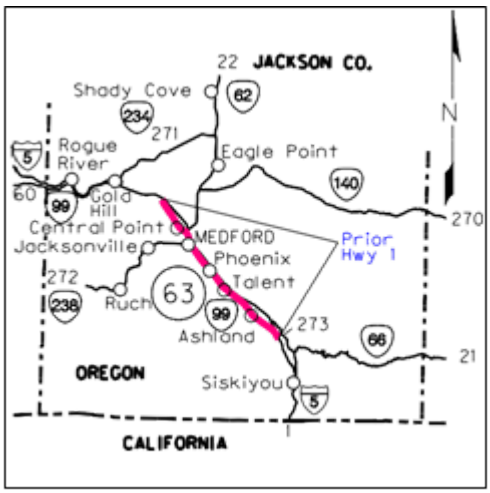
Mapleton Covered Bridge over the Siuslaw River in Lane County, Oregon, 1960 on Highway OR 126. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, ID #4876.



Rogue Valley Highway No. 63

63

Figure 63-1: Vicinity Map



Route Numbers

Highway Routes that run along the Rogue Valley Highway are as follows:

- OR 99

Road Establishment Files

The road establishment files for the Rogue Valley Highway are listed below.

Table 63-1: Florence – Eugene Highway Road Establishment Files

File No.	County
49728	Jackson County
6010080	Jackson County

Former Names

There are no former names for the Rogue Valley Highway.

History

The following entries are changes to the Rogue Valley Highway are listed by date.

November 1, 1962

Seven Oaks Interchange - South Ashland Interchange Section
Re-designated from a portion of the Pacific Highway No. 1.
See Primary Highway Designation File No. 36.

> **The route described in the Resolution as:**
> *Rogue Valley Highway, State Primary Highway No. 63, runs from a junction with the Pacific Highway, State Primary Highway No. 1, at Mile Point 283.06 of said Pacific Highway at the Seven Oaks Interchange; thence southeasterly via Central Pint, Medford, Phoenix, Talent and Ashland to a junction with said Pacific Highway at Mile Point 307.14 of said Pacific Highway at the South Ashland Interchange, a distance of approximately 24.12 miles.*

May 22, 1996

MP 5.48 – MP 7.88 (Medford) Section
Jackson County
The Transportation Commission approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 667.

May 21, 1999

Sage Road, Charles Way to Rogue Valley Highway (at Ehrman Way) Section
Jackson County
The Transportation Director approved a resolution transferring a portion of the highway.
Resolution amended December 12, 2002.
See Jurisdictional Transfer Resolution No. 680.

July 27, 2001.

4th Street – Walker Avenue (Ashland) Section
Jackson County
The Right of Way Manager approved a resolution transferring a portion of the highway.
Resolution amended February 28, 2003.
See Jurisdictional Transfer Resolution No. 699.

October 7, 2002

Siskiyou Boulevard at Lithia Way and East Main Street Section
Jackson County
The Commission adopted a resolution abandoning a portion of the highway.
Resolution amended July 18, 2003.
See Abandonment and Retention Resolution No. 725.

September 28, 2003

Highway 62 Corridor Solutions, Unit 1 & South Medford Interchange Sections
Jackson County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 731 recorded December 2, 2003 as Document No. 03-81543 of the Official Records of Jackson County.

January 6, 2005

MP 1.64 – MP 3.60 (Central Point) Section
Jackson County
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 746 recorded February 8, 2005 as Document No. 2005-007071 of the Official Records of Jackson County.

February 10, 2006

Main Street (MP 11.37 - MP 12.00), Bear Creek Dr (MP 11.37 - MP 11.96), portion of 1st and 4th Streets between Main and Bear Creek Drive (Phoenix) Sections
The Transportation Director approved a resolution transferring a portion of the highway.
See Jurisdictional Transfer Resolution No. 766.
See also RW Drawing 7B-10-13.

September 23, 2008

Belknap Road (Medford) Section
Jackson County
A portion of Belknap Road re-designated as a portion of the Highway.
See State Highway Designation Resolution No. 99.

Jurisdictional Transfers

The Jurisdictional Transfers for the Rogue Valley Highway No. 63 are listed below.

Table 63-2: Rogue Valley Highway No. 63 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
667	Jackson	MP 5.48 – MP 7.88 (Medford)	-	05-22-1996	-
680	Jackson	Sage Rd, from Charles Way to Rouge Valley Hwy (@ Ehrman Way)	11/22/1998	05/21/1999 12/12/2002	-
699	Jackson	4th Street - Walker Avenue (Ashland)	01/26/2001	07/27/2001 02/28/2003	-
725	Jackson	Siskiyou Blvd @ Lithia Way & E Main	08/28/2002	10/07/2002	-
731	Jackson	Highway 62 Corridor Solutions, Unit 1	09/15/2003	09/28/2003	-
746	Jackson	MP 1.64 to 2.18 (Central Point)	05/24/2004	01/06/2005	-
766	Jackson	Main St, Bear Creek Drive, 1st & 4th St between Main and Bear Creek Drive	01/03/2006	02/10/2006	-

Throughway

None.

East Portland Freeway Highway No. 64

64

Figure 64-1: Vicinity Map



Route Numbers

Highway Routes that run along the East Portland Freeway are as follows:

- I-205
- OR 213
- OR 224

Road Establishment Files

The road establishment files for the East Portland Freeway are listed below.

Table 64-1: East Portland Freeway Road Establishment Files

File No.	County
6010092	Multnomah County

Former Names

There are no former names for the East Portland Freeway.

History

The following entries are changes to the East Portland Freeway are listed by date.

November 19, 1965

The East Portland Freeway (Interstate - 205)
Columbia River - Pacific Highway Section
Multnomah, Clackamas & Washington Counties
A Survey Resolution was adopted and approved by the Highway Commission.
Designated as a throughway.
See Resolutions Adopting Surveys File No. 304.
See also RW Drawing 1R-4-174.

April 21, 1966

Pacific Highway – Washington State Line Section
The Highway Commission designates Interstate – 205 as a primary highway.
See Primary Highway Designation File No. 39.

> **Part of the resolution:**
> *The East Portland Freeway shall begin in Washington County at a junction with the Pacific Highway, State Primary Highway No. 1 and run easterly and northerly through or near West Linn, Gladstone and Portland to the Oregon - Washington state line northeast of Portland.*

November 15, 1977

Columbia River Bridge Section
Multnomah County
The Columbia River Bridge designated as the "Glenn L. Jackson" Bridge.
See Commemorative Resolution No. 23

March 25, 1981

Lake Road – Clackamas River Section
Clackamas County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 601.

Jurisdictional Transfers

The Jurisdictional Transfers for the East Portland Freeway Highway No. 64 are listed below.

Table 64-2: East Portland Freeway Highway No. 64 Jurisdictional Transfers

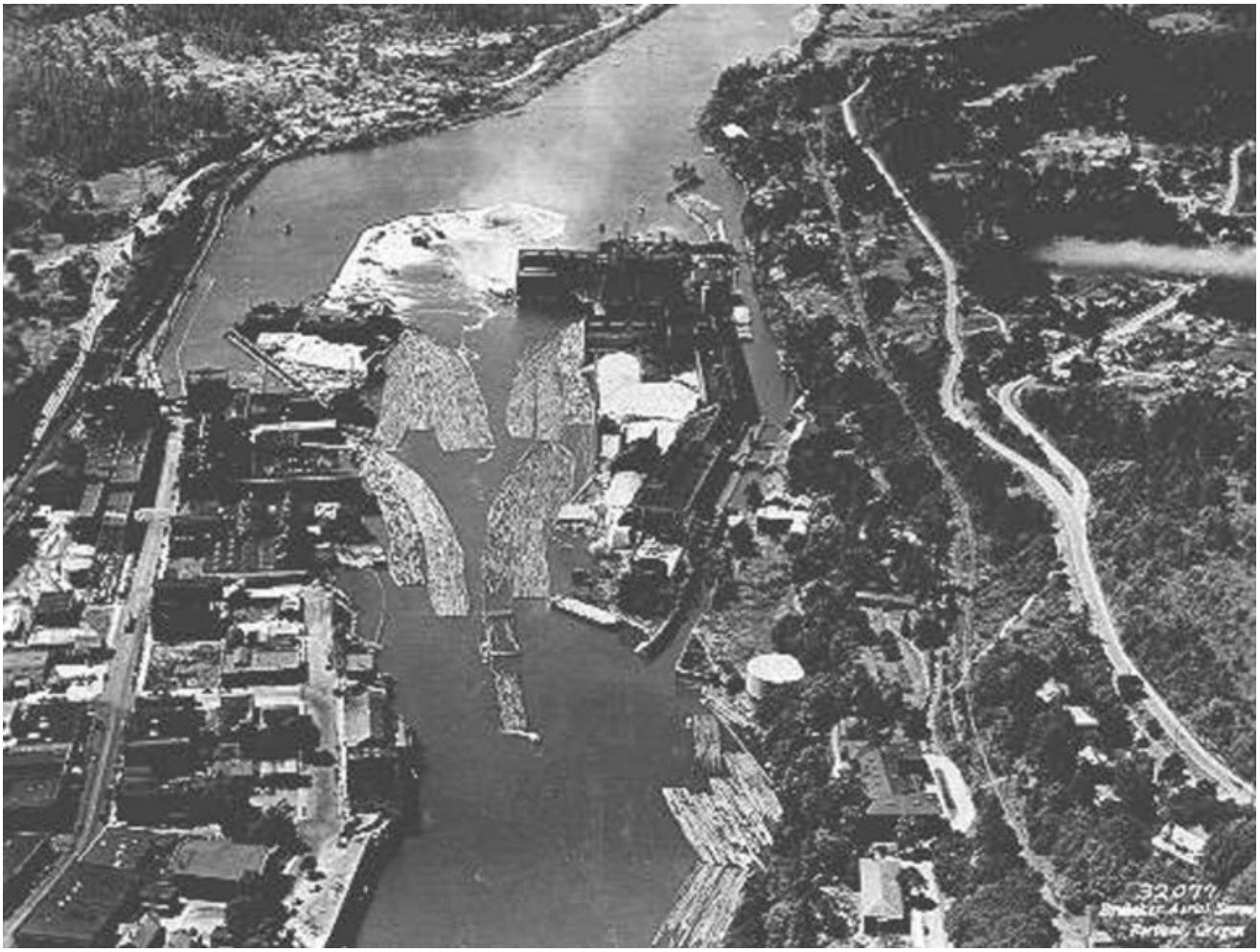
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
601	Clackamas	Lake Road - Clackamas River	-	03/25/1981	-

Throughway

November 19, 1965

The East Portland Freeway (Interstate - 205)
Columbia River - Pacific Highway Section.
A Survey Resolution was adopted and approved by the Highway Commission.
Designated as a throughway.
See Resolutions Adopting Surveys File No. 304.

Aerial view looking south of the falls, mills and locks at Oregon City, Oregon, 1932. Several decades later the East Portland Freeway would be built just to the west of Willamette Falls Drive seen on the right side of this photo. Photo by the Oregon State Archives, Oregon Water Resources Department,

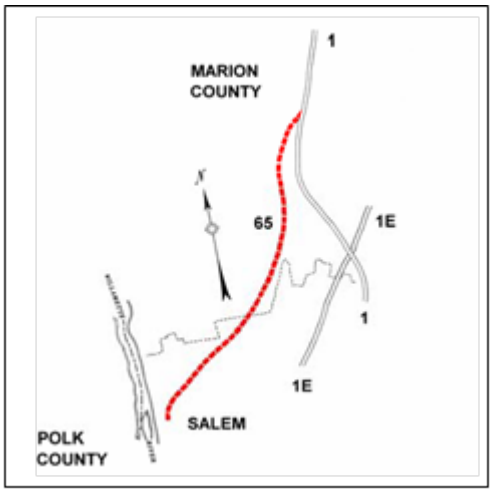


Salem Freeway Highway No. 65

65

No longer a part of the highway system.

Figure 65-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Salem Freeway Highway are listed below.

- I-305

Road Establishment Files

There are no road establishment files for the Salem Freeway Highway.

Table 65-1: Salem Freeway Highway Establishment Files.

File No.	County
-	-

Former Names

There are no former names for the Salem Freeway Highway.

History

The following entries are changes to the Salem Freeway Highway listed by date.

November 12, 1968

Chemawa - Road - Hickory Street Section
Marion County
A Corridor Route Survey Resolution was adopted and approved by the Highway Commission.
Also designated as a throughway.
See Highway Corridor Resolution File No. 365.
See also RW Drawing 1R-4-361.

July 7, 1970

Chemawa - Road - Hickory Street Section
Marion County
A Corridor Route Survey Resolution was adopted and approved by the Highway Commission.
See Highway Corridor Resolution File No. 365a.
See also: Miscellaneous Contract & Agreement 4079 for construction information, September 30, 1970 and March 30, 1971.
See also C&A 6268 for annexation information, June 20, 1977.
See also RW Drawings 1R-4-454 & 9B-7-13.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Salem Freeway Highway No. 65.

Table 65-2: Salem Freeway Highway No. 65 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

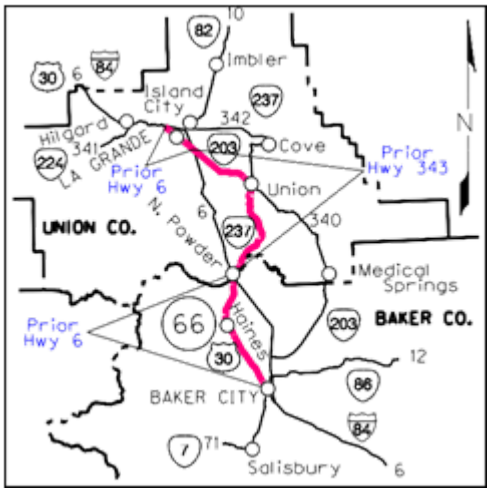
November 12, 1968

Chemawa - Road - Hickory Street Section
Marion County
A Corridor Route Survey Resolution was adopted and approved by the Highway Commission.
Also designated as a throughway.
See Highway Corridor Resolution File No. 365.
See also RW Drawing 1R-4-361.

La Grande - Baker No. 66

66

Figure 66-1: Vicinity Map



Route Numbers

Highway Routes that run along the La Grande – Baker Highway are as follows:

- US 30
- OR 7
- OR 203
- OR 237

Road Establishment Files

The road establishment files for the La Grande – Baker Highway are listed below.

Table 66-1: La Grande – Baker Highway Road Establishment Files

File No.	County
6010081	Union County

Former Names

There are no former names for the La Grande – Baker Highway.

History

The following entries are changes to the La Grande – Baker Highway are listed by date.

March 5, 1968

La Grande –Encina Section
Re-designate portions of the Old Oregon Trail Highway No. 6 and the La Grande - North Powder Highway No. 343, including North Powder Spur as the La Grande - Baker Highway No. 66.
See Primary Highway Designation File No. 43.

> **The route described in the Resolution as:**
> *Beginning at a junction with the Old Oregon Trail, State Primary Highway No. 6, at MP 257.80 of said Old Oregon Trail near the Grande Ronde River northwesterly of the City of La Grande; thence southeasterly via La Grande to the City of Union; thence southerly and westerly to the City of North Powder; thence southerly via Haines to the City of Baker; thence southeasterly to a junction with the Old Oregon Trail, State Primary Highway No. 6, at MP 311.94 at the community of Encina, a distance of 61.80 miles.*

October 1, 1968

Hot Lake Overcrossing Section
Union County
A Survey Resolution was adopted and approved by the Highway Commission.
See Resolutions Adopting Surveys File No. 353.
See also RW Drawings 1R-4-346 & 9B-4-26.

February 22, 1972

Hot Lake Overcrossing Section
Union County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 501.

August 14, 1973

North Powder Section
Union County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 471.

June 29, 1976

Catherine Creek Section
Union County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 416.
See also RW Drawings 1R-4-611 & 4B-12-3.

April 16, 1980

Hot Lake – Union Section
Union County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 592.

May 20, 1980

South Baker Interchange – Encina Section
Baker County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 587.

May 18, 1999

Overcrossing U.P.R.R. (Telocaset) Bridge Section
Union County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 508.
See also RW Drawings 1R-3-1637 & 10B-5-14.

Jurisdictional Transfers

The Jurisdictional Transfers for the La Grande - Baker Highway No. 66 are listed below.

Table 66-2: La Grande – Baker Highway No. 66 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
471	Union	North Powder	12/12/1967	08/14/1973	-
501	Union	Hot Lake Overcrossing	02/03/1970	02/22/1972	-
587	Baker	South Baker Intch - Encina	09/26/1979	05/20/1980	-
592	Union	Hot Lake - Union	-	04/16/1980	-

Throughway

None.

Baker City, Oregon in 1890, on Main Street looking north from Court St.
Photo by Oregon Historical Society, NOMS49.



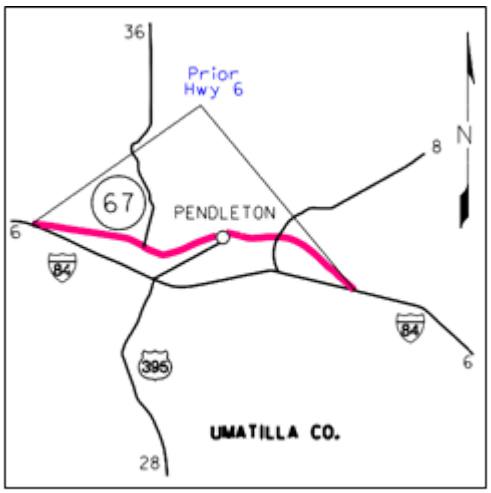
Baker City, Oregon in 1994, on Main Street looking north from Court St.
Photo by Oregon Historical Society, NOMS50.



Pendleton Highway Number 67

67

Figure 67-1: Vicinity Map



Route Numbers

Highway Routes that run along the Pendleton Highway are as follows:

- US 30
- OR 11
- OR 37

Road Establishment Files

There are no road establishment files for the Pendleton Highway.

Table 67-1: Pendleton Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Pendleton Highway.

History

The following entries are changes to the Pendleton Highway are listed by date.

August 19, 1969

Pendleton Section
Re-designated from a portion of the Old Oregon Trail Highway No. 6.
See Primary Highway Designation File No. 44.

> **The route described in the Resolution as:**
> *Beginning at a junction with the Old Oregon Trail west of Pendleton, thence easterly via Pendleton, to a junction with the Old Oregon Trail east of Pendleton a distance of approximately 6.47 miles.*

October 4, 2007

Cold Springs Hwy – SW Court Place (Pendleton) Project
Westgate Ave. (MP 2.11 – MP 2.40) Section
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Jurisdictional Transfer No. 785.

Jurisdictional Transfers

The Jurisdictional Transfers for the Pendleton Highway No. 67 are listed below.

Table 67-2: Pendleton Highway No. 67 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
785	Umatilla	Cold Springs Hwy – Court (Pendleton)	-	10/04/2007	-

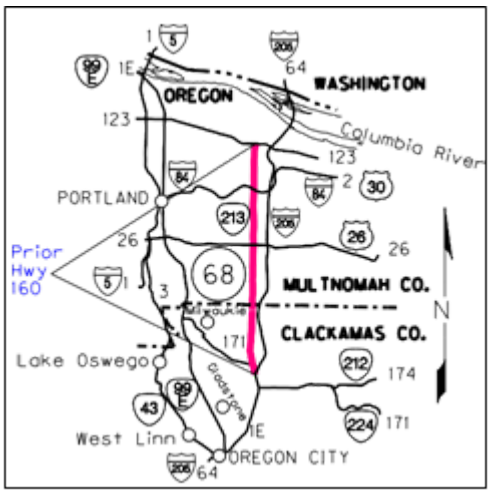
Throughway

None.

Cascade Highway North Number 68

68

Figure 68-1: Vicinity Map



Route Numbers

Highway Routes that run along the Cascade Highway North are as follows:

- OR 213

Road Establishment Files

The road establishment files for the Cascade Highway North are listed below.

Table 68-1: Cascade Highway North Road Establishment Files

File No.	County
6010082	Multnomah County

Former Names

There are no former names for the Cascade Highway North.

History

The following entries are changes to the Cascade Highway North are listed by date.

March 30, 1971
Columbia Boulevard – Lake Road Interchange (Milwaukie) Section
Re-designating a portion of Cascade Highway No. 160 as the Cascade Highway North No. 68.
See Primary Highway Designation File No. 47.

> **A portion of the Resolution:**
> *… between Columbia Blvd., along 82nd Avenue to Lake Road Interchange near Milwaukie…*

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Cascade Highway North No. 68.

Table 67-2: Cascade Highway North No. 68 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

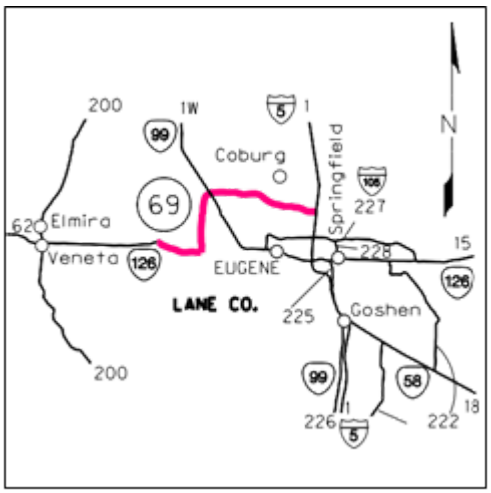
Throughway

None.

Beltline Highway Number 69

69

Figure 69-1: Vicinity Map



Route Numbers

Highway Routes that run along the Beltline Highway are as follows:

- OR 69
- OR 126

Road Establishment Files

The road establishment files for the Beltline Highway are listed below.

Table 69-1: Beltline Highway Road Establishment Files

File No.	County
49321	Lane County

Former Names

There are no former names for the Beltline Highway.

History

The following entries are changes to the Beltline Highway are listed by date.

March 28, 1978

Florence - Eugene Highway to Pacific Highway Section
Adopted a resolution that designates the highway as part of the State Primary System.
See Primary Highway Designation File No. 54.

> **Part of the Resolution:**
> *Beginning at a junction with the Florence - Eugene Highway, approximately 3 miles west of Eugene, easterly along West 11th Avenue to a junction with Belt Line Road; thence northerly and easterly along Belt Line Road to the easterly access control line of the Belt Line Road Interchange at Pacific Highway north of Eugene, a distance of 13.00 miles..*

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Beltline Highway No. 69.

Table 69-2: Beltline Highway No. 69 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

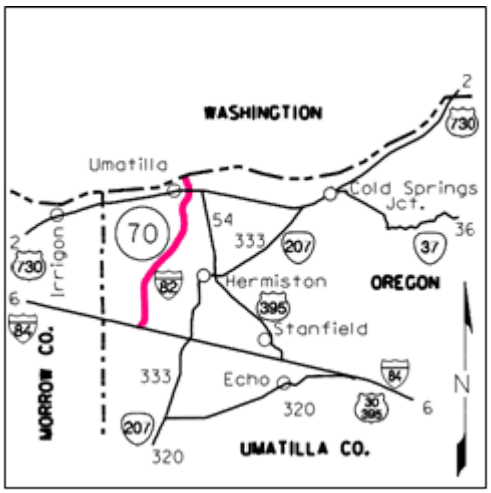
Throughway

None.

McNary Highway Number 70

70

Figure 70-1: Vicinity Map



Route Numbers

Highway Routes that run along the McNary Highway are as follows:

- I-82
- US 395

Road Establishment Files

There are no road establishment files for the McNary Highway.

Table 70-1: McNary Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the McNary Highway.

History

The following entries are changes to the McNary Highway are listed by date.

December 19, 1973

Washington State Line – Interstate 80N Section
Umatilla County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 411.
See also RW Drawing 1R-4-550.

September 19, 1979

Hermiston – Umatilla Section
The Commission adopted a resolution which designates the proposed route of Interstate 82 in Umatilla County as the McNary Highway No. 70.
See Primary Highway Designation File No. 56.

> **Part of the resolution:**
> *Beginning at a junction with the Old Oregon Trail, State Primary Highway No. 6, southwest of Hermiston; thence northerly to the Oregon - Washington State Line, north of Umatilla, a distance of approximately 10.5 miles.*

November 18, 1981

Washington State Line - Old Oregon Trail Highway Section
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
Also designated as a throughway.
Superseded by Highway Corridor and Design Resolution File No. 438a.
See Highway Corridor and Design Resolution File No. 438.
See also RW Drawings 1R-4-773, 1A-18-23, 9B-13-7, 9B-18-15, 9B-16-20 & 21.

December 20, 1983

Washington State Line - Old Oregon Trail Highway Section
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
Supersedes by Highway Corridor and Design Resolution File No. 438.
See Highway Corridor and Design Resolution File No.438a
See also RW Drawing 1R-4-773.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the McNary Highway No. 70.

Table 70-2: McNary Highway No. 70 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

November 18, 1981

Washington State Line - Old Oregon Trail Highway Section
A Survey Resolution was adopted and approved by the Commission.
Designated as a throughway.
See Highway Corridor and Design Resolution File No. 438.

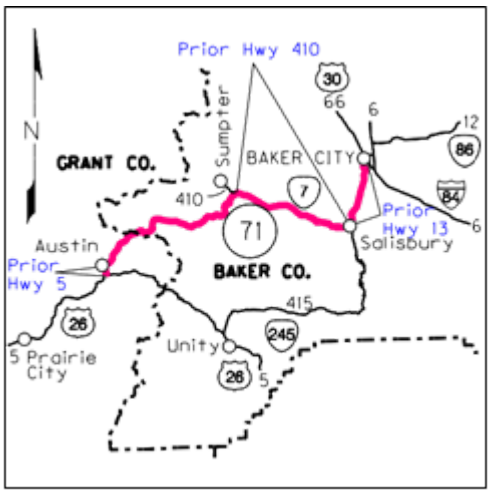
Roadside marker for the Oregon Trail on the Columbia River Highway east of Portland, 1946.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD2469.



Whitney Highway Number 71

71

Figure 71-1: Vicinity Map



Route Numbers

Highway Routes that run along the Whitney Highway are as follows:

- OR 7

Road Establishment Files

There are no road establishment files for the Whitney Highway.

Table 71-1: Whitney Highway Road Establishment Files

File No.	County
53057	Baker County

Former Names

There are no former names for the Whitney Highway.

History

The following entries are changes to the Whitney Highway are listed by date.

August 21, 1978

Tipton Road No. 10 & Austin - Sumpter Road Section
Tipton Road No. 10, Austin - Sumpter Road transferred to the Oregon Transportation Commission.
See Miscellaneous Contracts & Agreements File No. 6758.

May 20, 1980

Austin – Baker Section
Designated from John Day Highway No. 5 (Austin Spur), Austin Sumpter Road, Baker County Road # 517, Sumpter valley Highway No. 410, Baker - Unity Highway No. 13.
See Abandonment & Retention File No. 587.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Whitney Highway No. 71.

Table 71-2: Whitney Highway No. 71 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

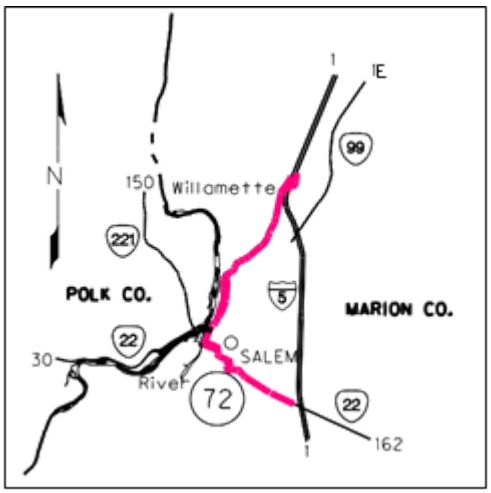
Throughway

None.

Salem Highway Number 72

72

Figure 72-1: Vicinity Map



Route Numbers

Highway Routes that run along the Salem Highway are as follows:

- OR 22
- OR 99EB

Road Establishment Files

The road establishment files for the Salem Highway are listed below.

Table 72-1: Salem Highway Road Establishment Files

File No.	County
6010083	Marion County

Former Names

There are no former names for the Salem Highway.

History

The following entries are changes to the Salem Highway are listed by date.

April 17, 1985

Chemawa Road Interchange – Battle Creek Interchange Section
Re-designates a portion of the existing Pacific Highway East No. 1E, and certain city streets as the Salem Highway.
See Primary Highway Designation File No. 59

Part of the Resolution:
The Salem Parkway, from the southwesterly terminus of the Chemawa Road Interchange (Eng. Sta. 1809+00) at Interstate 5; thence southerly to the beginning of the Commercial St. N.E./Liberty St. N.E. couplet, continuing along said couplet from the southerly end of the Salem Parkway to Mill Creek; thence on Commercial St. N.E. from Mill Creek to Division St. N.E.; thence on Division and Front Streets N.E., to the beginning of the Ferry St. S.E./Trade St. S.E. couplet near State St.; thence along said couplet to its intersection with the Commercial St. S.E./Liberty St. S.E. couplet, including a connection on Commercial St. N.E. from Division St.
N.E. to Center St. N.E.

Commercial St. S.E./Liberty St. S.E. couplet, from its intersection with the Ferry St. S.E./Trade St. S.E. couplet, southerly to Oxford St. S.E.; thence continuing southerly along Commercial St.
S.E. to the northwesterly terminus of the Battle Creek Interchange (Eng. Sta. 232+50) at Interstate 5.

December 18, 1986

SE Commercial/SE Liberty Streets One-way Couplet from SE Ferry St. to SE Oxford St. Section
Marion County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 621.

February 20, 1990

SE 12th Street – SE 24th Street (Mission Street) Section
Marion County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 641.

Jurisdictional Transfers

The Jurisdictional Transfers for the Salem Highway No. 72 are listed below.

Table 72-2: Salem Highway No. 72 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
621	Marion	SE Commercial/SE Liberty	12/05/1986	12/18/1986	-
641	Marion	12th St SE - 24th St SE (Mission St)	09/07/1989	02/20/1990	-

Throughway

None.

Looking east on Mission Street towards the Southern Pacific railroad tracks at 13th Street prior to the building of the overpass.in Salem, Oregon, 1974. Photo by Salem Public Library, Salem Oregon, SCH194.



North Umpqua Highway No. 73

73

No longer a part of the highway system.
Combined with the Prior East Diamond Lake Highway No. 425 to become the North Umpqua Highway No. 138.

Figure 73-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the North Umpqua Highway.

Road Establishment Files

There are no road establishment files for the North Umpqua Highway.

Table 73-1: North Umpqua Highway Establishment Files.

File No.	County
RW12650	Douglas County
58479	Douglas County
59178	Douglas County

Former Names

There are no former names for the North Umpqua Highway.

History

The following entries are changes to the Salem Freeway Highway listed by date.

November 18, 1985

Roseburg – Diamond Lake Section
Designates Douglas County Roads Nos. 4 and 245 as the North Umpqua Highway No. 73.
See Primary Highway Designation File No. 60.

> **Part of the Resolution:**
> *Beginning at the East City Limits of Roseburg, on Diamond Lake Boulevard, M.P. 1.61, easterly via County Road No. 4 to its junction with U.S. National Forest Development Road No. 4782; thence southerly via County Road No. 245 to its junction with the East Diamond Lake Highway, State Secondary Highway No. 425, near Diamond Lake, a distance of approximately 81.30 miles.*

August 21, 1986

Roseburg – Crater Lake Park Section
The Commission approves a resolution which extends North Umpqua Highway over a portion of E. Diamond Lake Highway No. 425.
See Primary Highway Designation File No. 60A.

> **The route and termini described as:**
> *Beginning at the East City Limits of Roseburg on Diamond Lake Boulevard, M.P. 1.61, easterly via former Douglas County Road No. 4 to its junction with U.S. National Forest Development Road No. 4782; thence southerly via former Douglas County Road No. 245 and the former E. Diamond Lake Highway, to a junction with the East Diamond Lake Highway, State Secondary Highway No. 425, M.P. x0.00, near the north entrance of Crater Lake National Park, a distance of 83.77 miles..*

September 20, 1988

Diamond Lake Boulevard Section
Douglas County
Diamond Lake Boulevard is designated as a portion of North Umpqua Highway No. 73.
See Abandonment and Retention Resolution No. 632.

June 18, 2003

Roseburg to The Dalles – California Highway Section
North Umpqua Highway No. 73 and East Diamond Lake Highway No. 425
Harvard Avenue, Oak Avenue, Washington Avenue, Pine Street, Stephens Street (Roseburg), re-designated as North Umpqua Highway No. 138.
See A&R No. 693.
See also Secondary Highway Designation File No. 94.

Jurisdictional Transfers

The Jurisdictional Transfers for the North Umpqua Highway No. 73 are listed below.

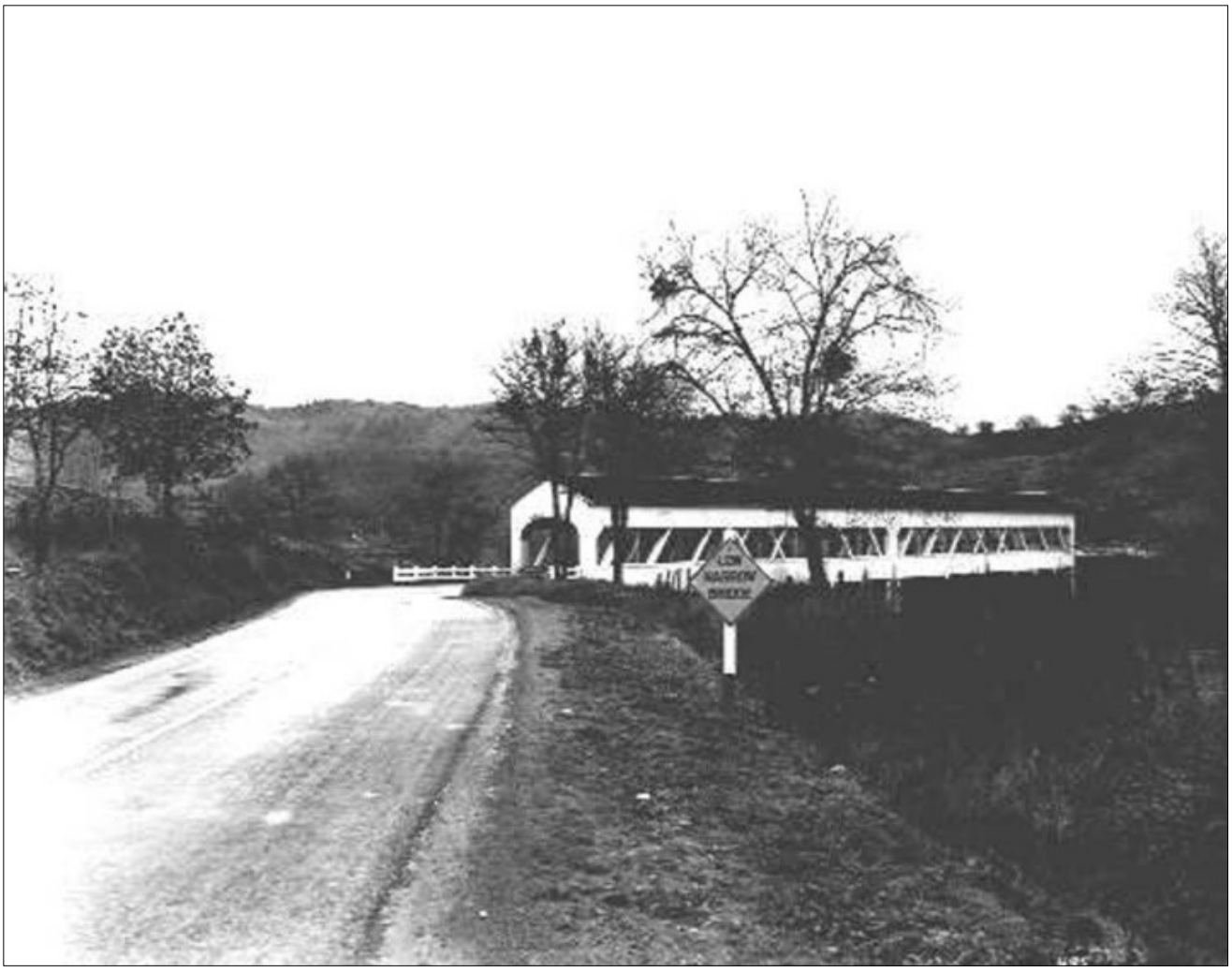
Table 73-2: North Umpqua Highway No. 73 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
632	Douglas	Diamond Lake Boulevard	06/17/1988	09/20/1988	-

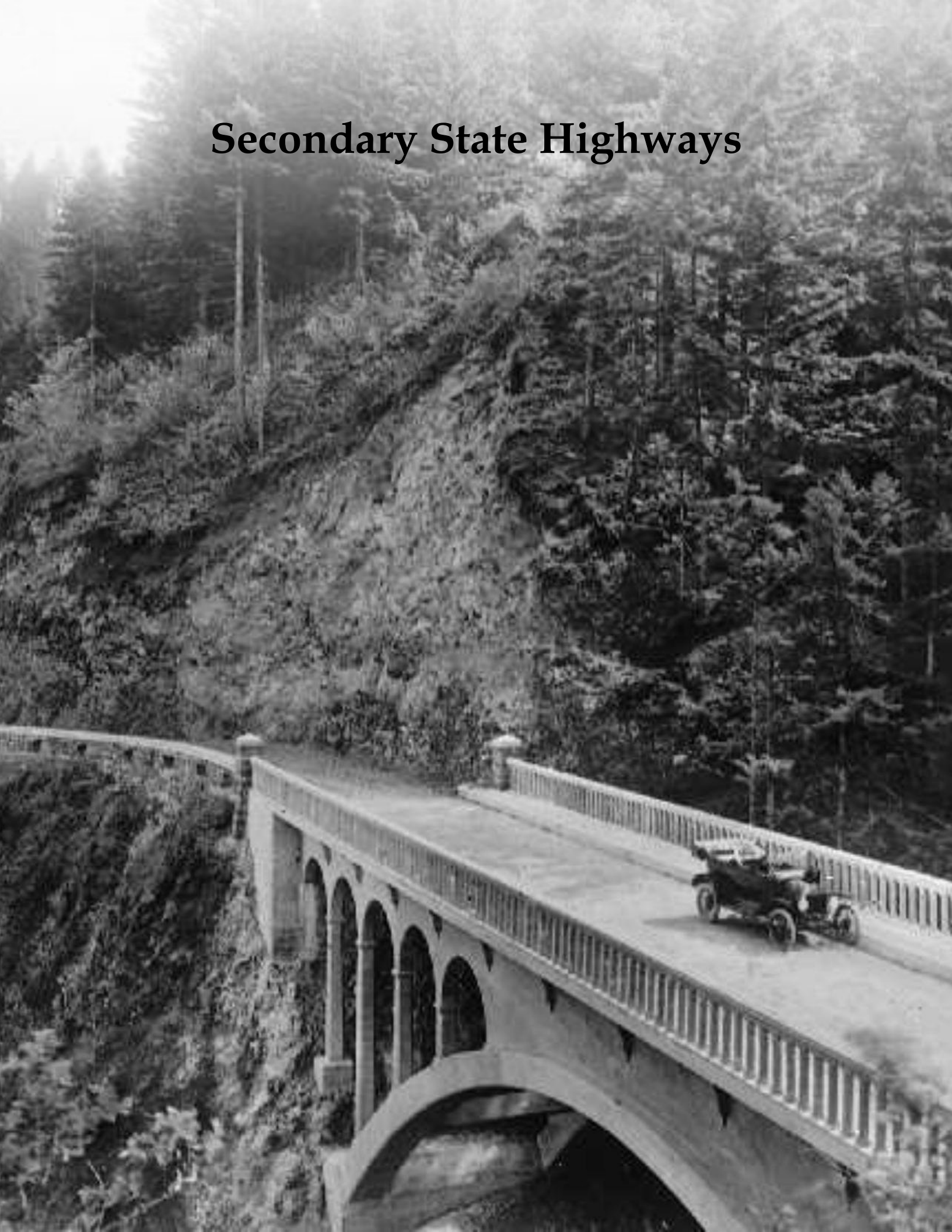
Throughway

None.

Dillard Covered Bridge over the Umpqua River in Douglas County, Oregon, 1937.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD0485.



Secondary State Highways



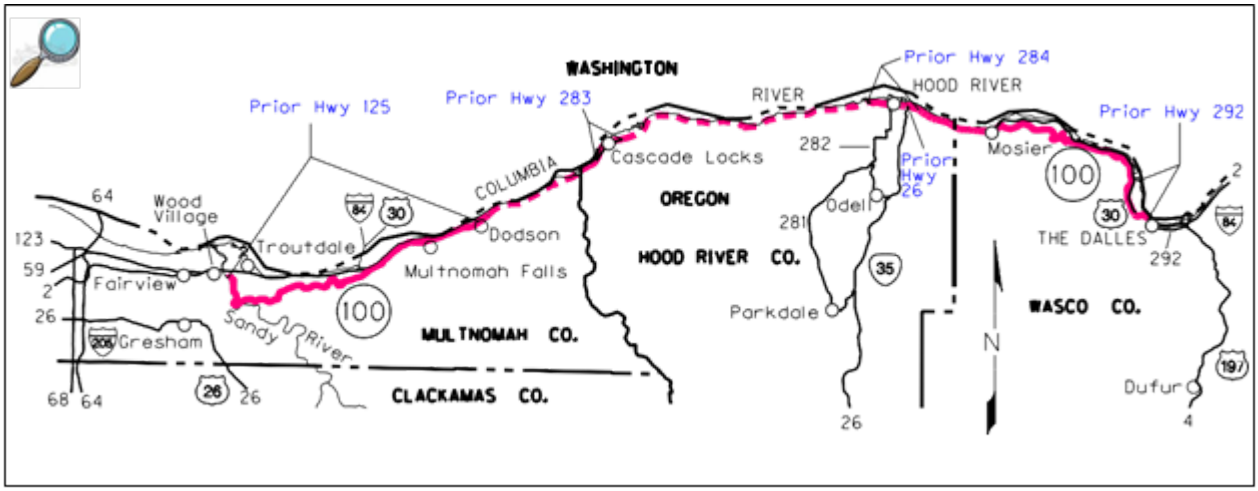
History of Highways in Oregon



March 2020

Historic Columbia River Hwy. No. 100 100

Figure 100-1: Vicinity Map



Route Numbers

Highway Routes that run along the Historic Columbia River Highway are as follows:

- I 84
- US 30
- OR 35

County

Counties that the Historic Columbia River Highway runs through:

- Hood River
- Multnomah
- Wasco

Road Establishment Files

There are no road establishment files for the Historic Columbia River Highway.

Table 100-1: Historic Columbia River Highway Road Establishment Files

File No.	County
-	-

Former Names

There are no former names for the Historic Columbia River Highway.

History

The following entries are changes to the Historic Columbia River Highway are listed by date.

August 20, 1984

Viento – Hood River Section
Exchange Agreement - Hood River County returned jurisdiction of a portion of Old Columbia River Highway, previously abandoned, to ODOT.
See Miscellaneous Contracts & Agreements File No. 8284.

July 21, 1993

Resolution declared by the Oregon Department of Transportation to change the official highway names within the Historic Columbia River Highway District.
See File No. ORG7 - Highways - HCRH -sp.

Route described in Resolution as:
The Historic Columbia River Highway includes:

Hwy 125	*Crown Point Highway - MP 1.83 - to 23.96 (all)*
Hwy 292	*Mosier - The Dalles Highway - MP 0.37 - 15.26 (and Mosier Frontage Road)*
Hwy 283	*Cascade Locks Highway - MP 0.0 - 1.27*
Hwy 284	*Old Columbia River Drive - MP 0.0 to 1.46 (all)*
Hwy 26	*Mt. Hood Highway - MP 101.82 - 104.84*

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Historic Columbia River Highway No. 100.

Table 100-2: Historic Columbia River Highway No. 100 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Nehalem Highway No. 102

102

Figure 102-1: Vicinity Map



Route Numbers

Highway Routes that run along the Nehalem Highway are as follows:

- OR 47
- OR 202
- US 26
- US 101 Bus.

Road Establishment Files

The road establishment files for the Nehalem Highway are listed below.

Table 102-1: Nehalem Highway Road Establishment Files

File No.	County
49320	Clatsop County
49839	Columbia County
6010084	Washington County

County

Counties that the Nehalem Highway runs through:

- Clatsop
- Columbia
- Washington

Former Names

There are no former names for the Nehalem Highway.

History

The following entries are changes to the Nehalem Highway are listed by date.

November 13, 1931

Astoria – Columbia County Line Section (39 miles)
Clatsop County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3129.

Route described in Resolution as:
Extending from Astoria to the Columbia County Line and being approximately 39 miles in length.

February 5, 1932

Forest Grove - Banks - Vernonia Road Section (8.0 miles)
Washington County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3216.

June 23, 1932

Clatsop County Line – Washington County Line Section
Columbia County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3521.

Route described in Resolution as:
Market Road No. 4, extending from the Clatsop County line through Mist and Vernonia to the junction with Market Road No. 5, and Market Road No. 5 from this junction point to the Washington County Line.

November 2, 1932

Forest Grove - Banks Section
Washington County
The Highway Commission approved this section as a State Highway.
See Minutes of the Highway Commission, page 3796.

November 29, 1932

Forest Grove – Wolf Creek Highway Section
Washington County
Designation as a Secondary Highway by the Highway Commission.
This resolution confirms the oral request of November 2, 1932.
See Minutes of the Highway Commission, page 3836.

Route described in Resolution as:
That portion of the Forest Grove - Banks - Vernonia Market Road No. 8, approximately eight miles in length, beginning at Forest Grove and extending in a northerly direction to a junction with the Wolf Creek Highway.

April 19, 1933

Wolf Creek Highway Junction Section
Washington County
The Highway Commission approved a one mile extension to a junction with the Wolf Creek Highway No. 47.
See Minutes of the Highway Commission, page 4055.

December 6, 1933

Astoria – Buxton Section
Clatsop, Columbia & Washington County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Clatsop County)
Market Road No. 6, beginning at the city limits of Astoria near Williamsport, and extending through Jewel to the Clatsop - Columbia County line near the one quarter section corner between section 25 in T. 6 N., R. 6 W., W.M. and section 30, T. 6 N., R. 5 W., W.M., approximately 40.8 miles.

(Columbia County)
Nehalem Highway and Vernonia - Buxton Market Roads No. 4 and 5, beginning at the Clatsop County line; thence easterly and southerly via Mist, Pittsburgh and Vernonia to the Washington County line north of Buxton, a distance of approximately 33.7 miles.

(Washington County)
That portion of Market Road No. 8, beginning at Buxton and extending in a northerly direction to the Columbia County line on Beaver Creek, approximately 8 miles. Also, that portion of Market Road No. 8 beginning at Forest Grove and extending in a northerly direction to a junction with the Wolf Creek Highway, approximately 8 miles. Also, beginning at Buxton and extending in a southerly direction to the Wolf Creek Highway, approximately one - half mile.

April 11, 1935

Beneke Creek Section
Clatsop County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 3

Eliminated portion described in Resolution as:
That part of the old highway lying northerly of the recently constructed Beneke Creek Section of the Nehalem Highway between Engineer's center line Stations 394+50 and 413+00.

June 5, 1935

Astoria & Forest Grove Section
Clatsop & Washington County
Designation of a temporary route through Astoria and Forest Grove by the Highway Commission.
See Primary Highway Designation File No. 3a (pg. 19).
See also Minutes of the Highway Commission, page 5631.

April 27, 1937

Treharne Section
Columbia County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 41

Eliminated portion described in Resolution as:
All that portion of the right of way of the Nehalem Highway which lies west of the limits of the right of way for the 1936 constructed Treharne Section of said highway from Engineer's center line Station 99+00 to Station 144+50.

November 16, 1938

Mile Bridge Section
Columbia County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 59

Eliminated portion described in Resolution as:
All that certain section of the old right of way of the Mile Bridge Section of the Nehalem Highway situated in Section 3, Township 4 North, Range 4 West, W.M., Columbia County; and lying southerly of the right of way required for the reconstructed highway, the beginning and ending points with reference to the engineer's station of the reconstructed highway being Station 4+33.2, the beginning of the southerly wye connection on the easterly end, and Station 13+95 on the westerly end.

December 18, 1941

Vandehey Section
Washington County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 98

Eliminated portion described in Resolution as:
All those certain sections of the old right of way of the Nehalem Highway in Sections 7 and 18, Township 1 North, Range 3 West, W.M., Washington County, lying on the easterly and westerly side of the right of way required for the reconstructed Nehalem Highway, the beginning and ending points with reference to the engineer's station of the said reconstructed highway being engineer's station 5+50 on the southerly end and engineer's station 33+00 on the northerly end.

July 21, 1947

Astoria Naval Hospital Section
Clatsop County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 143

Eliminated portion described in Resolution as:
1. The areas of land within the limits of the old right of way which lie between Engineer's Station 112+90 and Engineer's Station 132+75 of the reconstructed highway…

June 23, 1954

Nehalem River Bridge Section
Clatsop County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 278

Eliminated portion described in Resolution as:
Unit "A"
Beginning at State Highway Engineer's Station 76+70 of the relocated Nehalem Highway in the southwest quarter of the northwest quarter of Section 5, T. 5 N., R. 6 W., W.M.; thence easterly via the former route of the Nehalem Highway to State Highway Engineer's Station 91+25 of the relocated Nehalem Highway in the southeast quarter of the northwest quarter of Section 5, Township 5 N., R. 6 W., W.M.

June 19, 1958

Nehalem River Bridges Section
Columbia County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 177
See also RW Drawing 10C-32-5, 7 & 1R-5-186

October 9, 1964

Astoria Section
Clatsop County
Re-designation of a portion of the Oregon Coast Highway No. 9 in Astoria, by the Highway Commission.
See Secondary Highway Designation File No. 67.

Route described in Resolution as:
Beginning at a junction with the Oregon Coast Highway, State Primary Highway No. 9, at MP 1.57 of said Oregon Coast Highway in the City of Astoria; thence southeasterly via Jewel, Mist, Vernonia, and Banks to a junction with the Tualatin Valley Highway, State Primary Highway No. 29 at MP 19.19 of said Tualatin Valley Highway in Forest Grove, a distance of 90.21 miles.

October 28, 1975

Forest Grove Section
Washington County
Designation of extension through Forest Grove, by the Highway Commission.
See Secondary Highway Designation File No. 77.

Route described in Resolution as:

… be extended from its present terminus at 19th Avenue on Council Street in the City of Forest Grove, westerly over the present Tualatin Valley Highway on Pacific and 19th Avenues to "B" Street and southerly on "B" Street over a new connection to a junction with the relocated section of said Tualatin Valley Highway…

June 29, 1976

Olney Cutoff Road Junction Section
Clatsop County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 416
See also RW Drawing 1R-4-613

October 17, 1989

Grub Creek Bridge Section
Clatsop County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 490
See also RW Drawing 1R-3-1589

February 28, 1993

John Day River Bridge – Youngs Bay Bridge Section
Clatsop County
Agreement for re-designation of a portion of the Highway as an extension of the Lower Columbia River Highway No. 2W (not yet completed).
See Miscellaneous Contract & Agreement No. 11,388.

Eliminated portion described in Resolution as:

Unit A

The existing Nehalem Highway, State Secondary Highway No. 102, from its junction with the Oregon Coast Highway, State Primary Highway No. 9 thence southeasterly to its junction with the relocated Lower Columbia River Highway, approximately opposite Engineer's Station 230+00.

February 28, 2003

Council Creek – Quince Street Section
Washington County
Resolution eliminating a portion of the highway approved by the Director.
See Abandonment & Retention File No. 701A.

Eliminated portion described in Resolution as:
Unit A
All the land within ODOT's right-of-way boundaries of Nehalem Highway, State Highway No. 102, Oregon Route 47, as described as approximately MP 88.77 (UGB and approximately new bypass departure point) to MP 89.46 (Forest Grove North City Limit) and from MP 90.93 (South City Limit and UGB) which includes the Gales Creek structure (Br. #00736A) @ MP 90.93 (existing bypass departure point) lying in Sections 1, 12, 30 & 31, Townships 1N & 1S, Ranges 3W & 4W, W.M., Washington County, Oregon.

February 28, 2003

Council Creek – Quince Street Section
Washington County
Resolution eliminating a portion of the highway approved by the Director.
See Abandonment & Retention File No. 701B recorded March 27, 2002 as Document No. 2002-035851 of Washington County Book of Records.

Eliminated portion described in Resolution as:
Unit B
All the land within ODOT's right-of-way boundaries of Nehalem Highway, State Highway No. 102, Oregon Route 47, as described from MP 89.46 (North City Limit) to MP 90.93 (South City Limit and UGB) and lying in Sections 1, 6 & 31, Townships 1N &1S, Ranges 3W & 4W, W.M., Washington County, Oregon.

July 23, 2009

Council Creek – Quince (Hwy 47 Bypass) Section
Washington County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 553
See also RW Drawing 1R-4-113.

Jurisdictional Transfers

The Jurisdictional Transfers for the Nehalem Highway No. 102 are listed below.

Table 102-2: Nehalem Highway No. 102 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
3	Clatsop	Beneke Creek	-	04/11/1935	03/21/1940
41	Columbia	Treharne	-	04/27/1937	-
59	Columbia	Mile Bridge	-	11/16/1938	12/7/1938
98	Washington	Vandehey	-	12/18/1941	-
143	Clatsop	Astoria Naval Hospital	06/27/1946	07/21/1947	10/16/1946
278	Clatsop	Nehalem River Bridge	06/26/1953	06/23/1954	-
701a	Washington	Council Creek - Quince Street	10/28/1998	02/28/2003	-
701b	Washington	Council Creek - Quince Street	10/28/1998	02/28/2003	-

Throughway

None.

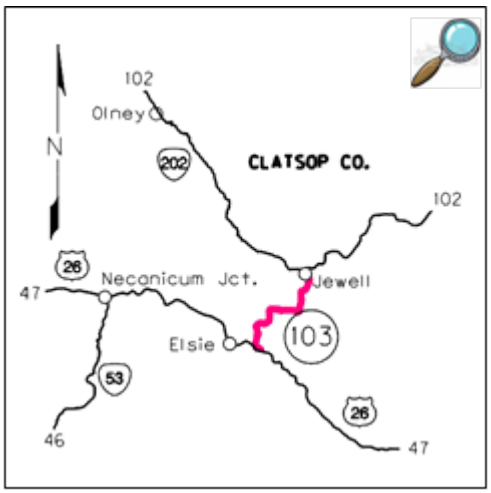
Downtown Vernonia, Oregon, 1962. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #7011.



Fishhawk Falls Highway Number 103

103

Figure 103-1: Vicinity Map



Route Numbers

Highway Routes that run along the Fishhawk Falls Highway are as follows:

- OR 103

Road Establishment Files

The road establishment files for the Fishhawk Falls Highway are listed below.

Table 103-1: Fishhawk Falls Highway Road Establishment Files

File No.	County
6010004	Clatsop County

County

Counties that the Fishhawk Falls Highway runs through:

- Clatsop

Former Names

There are no former names for the Fishhawk Falls Highway.

History

The following entries are changes to the Fishhawk Highway are listed by date.

November 17, 1941

Fishhawk Falls – Humbug Creek Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-23.
See also Minutes of the Highway Commission, page 10707.

Route described in Resolution as:
Beginning at a point on the Nehalem Secondary State Highway No. 102 near Fishhawk Falls; thence in a southerly direction to the Wolf Creek Highway west of Ranger Station and near Humbug Creek; a distance of approximately 6.0 miles.

January 26, 1956

Vine Maple Bridge Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 137
See also RW Drawing 7B-36-5 & 1R-5-846

June 17, 1986

Fishhawk Creek Bridge Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 460
See also RW Drawing 1R-4-889

June 16, 1992

Nehalem Highway – Sunset Highway Section
Permanent designation of the temporary route over the Jewell - Elsie County Road by the Transportation Commission.
See Secondary Highway Designation File No. 90.

Route described in Resolution as:
All of the land within the right-of-way boundaries of the Jewell-Elsie County Road, from its northerly junction with the Nehalem Highway, State Secondary Highway No. 102 (MP 29.20); thence southerly to its junction with the Sunset Highway, State Primary Highway No. 47 (MP 21.86) a distance of approximately 9.02 miles.

August 13, 1999

Cow Creek Bridge Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 103
See also RW Drawing 1R-3-1695

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Fishhawk Falls Highway No. 103.

Table 103-2: Fishhawk Falls Highway No. 103 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

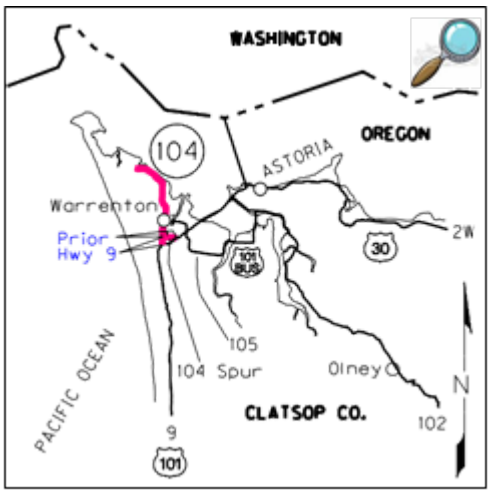
Construction of the Quartz Creek Bridge at the Wolfe Creek construction project on the Sunset Highway in Northwestern Oregon, 1938. Photo by the Oregon State Archives, Oregon Department of Transportation, OHDG507.



Fort Stevens Highway Number 104

104

Figure 104-1: Vicinity Map



Route Numbers

Highway Routes that run along the Fort Stevens Highway are as follows:

- OR 104
- OR 104S

Road Establishment Files

There are no road establishment files for the Fort Stevens Highway.

Table 104-1: Fort Stevens Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Fort Stevens Highway runs through are listed below.

- Clatsop

Former Names

There are no former names for the Fort Stevens Highway.

History

The following entries are changes to the Fort Stevens Highway are listed by date.

December 30, 1946

Warrenton – Hammond Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 4.

Route described in Resolution as:
Beginning at the junction of the Fort Stevens Road with the Oregon Coast Highway near Skipanon in Warrenton; thence northerly via Main Street, Massachusetts Avenue, Clatsop Street, East Pacific Street, and Pacific Street, to the Fort Stevens boundary in Hammond, being a distance of 4.48 miles.

September 30, 1969

MP 1.2 (Cities of Hammond and Warrenton) Section
Agreement eliminating portions of the highway approved by the Highway Commission, no resolution in file.
See Abandonment & Retention File No. 494

February 19, 1981

Camp Rilea Section
Re-designation of a portion of the Oregon Coast Highway No. 9 by the Highway Commission.
See Secondary Highway Designation File No. 82.

Route described in Resolution as:
(Extension of highway)
That the former route of the Oregon Coast Highway, State Primary Highway No. 9, from its intersection with the existing Fort Stevens Highway, State Secondary Highway No. 104, MP 4.48 of said Fort Stevens Highway, southerly to a junction with the newly constructed alignment of the Oregon Coast Highway…

(Highway Spur)
That the former route of the Oregon Coast Highway, State Primary Highway No. 9, from its intersection with the existing Fort Stevens Highway, State Secondary Highway No. 104, MP 4.48 of said Fort Stevens Highway, northeasterly to a junction with the newly constructed alignment of the Oregon Coast Highway…

Jurisdictional Transfers

The Jurisdictional Transfers for the Fort Stevens Highway No. 104 are listed below.

Table 104-2: Fort Stevens Highway No. 104 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
494	Clatsop	MP 1.2 (Hammond & Warrenton)	09/30/1969	-	-

Throughway

None.

Peter Iredale shipwreck at Fort Stevens State Park on northern Oregon coast.
Photo by Salem Public Library, Salem, Oregon, #HSTC199.

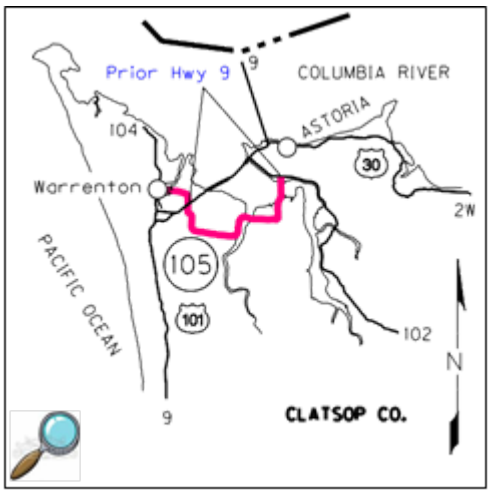


Hammond Beach road at Warrenton, Oregon, 1937.
Photo by the Oregon State Archives, Oregon Department of Transportation, OHDG507.



Warrenton - Astoria Highway Number 105 105

Figure 105-1: Vicinity Map



Route Numbers

Highway Routes that run along the Warrenton – Astoria Highway are as follows:

- US 101 Bus.

Road Establishment Files

There are no road establishment files for the Warrenton - Astoria Highway.

Table 105-1: Warrenton – Astoria Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Warrenton - Astoria Highway runs through are listed below.

- Clatsop

Former Names

Former names for the Warrenton - Astoria Highway are listed below.

- Warrenton Highway (1946 – 1964)

History

The following entries are changes to the Warrenton - Astoria Highway are listed by date.

December 30, 1946

Warrenton Highway
Warrenton Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 5.

Route described in Resolution as:

Beginning at the intersection of Chapman Street with 19th Street in the Town of Warrenton, Clatsop County, Oregon, said point also being in the Oregon Coast Highway; thence northerly and westerly via Chapman Street, Everett Avenue, Wheeler Street, Albany Avenue and 2nd Street, to the intersection of Main Street and 2nd Street in Warrenton, a distance of approximately 1.6 miles.

September 12, 1949

Warrenton Highway
Warrenton Section
Agreement eliminating portions of the highway between the City and the Highway Commission.
See Abandonment & Retention File No. 210

Eliminated portions described in Agreement as:

a) *That portion of the present Warrenton Secondary Highway (Albany Street) from the intersection with Wheeler Street to the intersection with Chapman Street.*
b) *That portion of the present Warrenton Secondary Highway (Chapman Street) from the intersection with Everett Avenue to the intersection with Albany Street.*

October 9, 1964

Warrenton - Astoria Highway
Warrenton – Astoria Section
Re-designation of a portion of the Oregon Coast Highway No. 9 between Warrenton and Astoria and renaming by the Highway Commission.
See Secondary Highway Designation File No. 67.

Route described in Resolution as:
Beginning at a junction with the Fort Stevens Highway, State Secondary Highway No. 104, at MP 3.35 of said Fort Stevens Highway in the City of Warrenton; thence easterly to a junction with the Nehalem Highway, State Secondary Highway No. 102, at MP 1.42 of said Nehalem Highway in the City of Astoria, a distance of 7.25 miles.

June 21, 1977

Warrenton - Astoria Highway
Skipanon River Bridge Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 425
See also RW Drawing 1R-4-641

April 20, 2005

Warrenton - Astoria Highway
US 101 Bus: SE 5th Street - SE 12th Street (Warrenton) Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 546
See also RW Drawing 1R-4-992

May 4, 2006

Warrenton - Astoria Highway
US 101 @ Marlin Avenue (Warrenton);
US 101 BUS: SE 5th Street – SE 12th Street (Warrenton) Section
Resolution eliminating a portion of the highway approved by the Director.
See Jurisdictional Transfer No. 761

Eliminated portion described in Resolution as:
Unit A
All land within the right of way boundaries of the Warrenton – Astoria Highway, State Highway No. 105, U.S. Route 101 Business, as formerly routed lying outside of the right of way boundaries of said Warrenton – Astoria Highway as now relocated, lying Northerly of a line at right angles to the center line of said formerly routed Warrenton – Astoria Highway at Engineer's Station "March" 0+275.641, MP 1.40 and Southerly of the southeasterly right of way line of the Oregon Coast Highway No. 9, U.S. Route 101; said southeasterly line being parallel with and 22.860 meters southeasterly of the "OCH" center line of said Oregon Coast Highway; said right of way boundaries lying in Section 22, Township 8 North, Range 10 West, W.M., Clatsop County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Warrenton - Astoria Highway No. 105 are listed below.

Table 105-2: Warrenton – Astoria Highway No. 105 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
210	Clatsop	Warrenton	09/12/1949	-	-
761	Clatsop	US 101 @ Marlin Ave (Warrenton)	04/13/2006	05/04/2006	-

Throughway

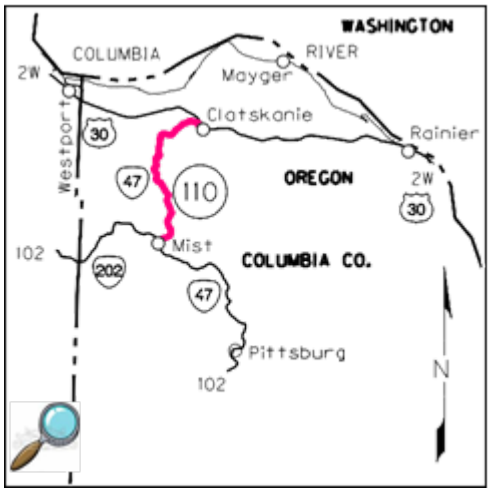
None.

Old businesses in Warrenton in northwest Oregon, 1962. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #7052..



Mist - Clatskanie Highway Number 110 110

Figure 110-1: Vicinity Map



Route Numbers

Highway Routes that run along the Mist – Clatskanie Highway are as follows:

- OR 47

Road Establishment Files

There are no road establishment files for the Mist – Clatskanie Highway.

Table 110-1: Mist – Clatskanie Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Mist – Clatskanie Highway runs through are listed below.

- Columbia

Former Names

There are no former names for the Mist – Clatskanie Highway.

History

The following entries are changes to the Mist – Clatskanie Highway are listed by date.

June 23, 1932

Mist – Clatskanie Section
Designation as a Secondary Highway, by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3521.

Route described in Minutes as:
… Market Road No. 3 between Mist and Clatskanie…

December 6, 1933

Mist – Clatskanie Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Mist - Clatskanie Market Road No. 3, beginning at the junction of Market Road No. 3 and No. 4 at Mist; thence northerly to the Columbia River Highway at Clatskanie.

January 13, 1998

Station 303+00 to 310+00 Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 676 recorded April 29, 1998, Fee No. 98-4958, Columbia County Clerk's Office.

Eliminated portion described in Resolution as:
Unit A
All the land within the State's right-of-way boundaries of the Mist-Clatskanie Highway, State Highway No. 110, as formerly routed lying outside the east right-of-way boundary of said Mist- Clatskanie Highway as now relocated from approximately opposite relocated Highway Engineer's Station 303+00 to 310+00 and lying in Section 26, Township 7 North, Range 5 West, W.M., Columbia County, Oregon.

January 13, 2000

Slide @ MP 5.7 - MP 6.1 Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 538
See also RW Drawing 1R-3-1686

Jurisdictional Transfers

The Jurisdictional Transfers for the Mist – Clatskanie Highway No. 110 are listed below.

Table 110-2: Mist – Clatskanie Highway No. 110 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
676	Columbia	Station 303+00 to 310+00	12/17/1997	01/13/1998	-

Throughway

None.

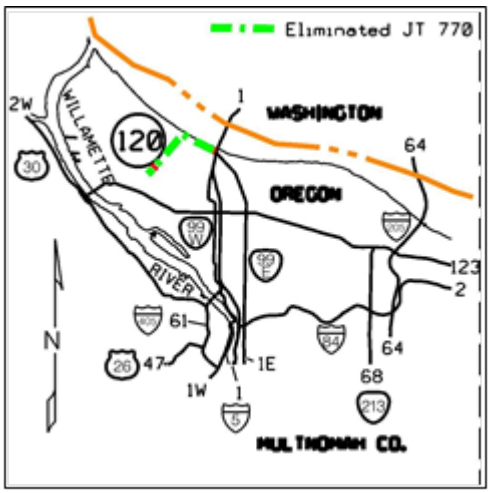
Clatskanie, Oregon in Columbia County, 1962. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #5697.



Swift Highway Number 120

120

Figure 120-1: Vicinity Map



Route Numbers

Highway Routes that run along the Swift Highway are as follows:

- OR 120

Road Establishment Files

The road establishment files for the Swift Highway are listed below.

Table 120-1: Swift Highway Road Establishment Files

File No.	County
6010093	Multnomah County

County

Counties that the Swift Highway runs through are listed below.

- Multnomah

Former Names

There are no former names for the Swift Highway.

History

The following entries are changes to the Swift Highway listed by date.

December 3, 1931

Union – Columbia Boulevard Section
Designation as a Secondary Highway, by the Highway Commission.
See Minutes of the Highway Commission, page 3166.

Route described in Resolution as:
Beginning near the intersection of the Union Avenue and Denver Avenue approaches to the Interstate Bridge, thence in a westerly direction to the S. P. and S. tracks, thence southerly on the westerly side of said railway tracks to the intersection with Columbia Boulevard near the city limits of Portland, a total distance of approximately 3.1 miles.

December 6, 1933

Union – Columbia Boulevard Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Beginning near the intersection of the Union and Denver Avenue approaches to the Interstate Bridge; and thence in a westerly direction to the S. P. and S. Railway tracks and on the westerly side of said tracks to an intersection with Columbia Boulevard near the city limit of Portland, approximately 3.2 miles.

November 22, 1966

North Portland Road Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 459

Eliminated portion described in Resolution as:
That portion of the Swift Highway, State Secondary Highway No. 120, from the northerly right- of-way boundary line of the O.W.R.&N. Company (4th Subdivision) Overcrossing, thence southerly along said highway to its junction with North Swift Boulevard – North Columbia Boulevard intersection, said portion of Swift Highway being North Portland Road and approximately 0.15 mile in length…

July 22, 2008

North Portland Road and North Marine Drive Sections
Resolution eliminating portions of the highway approved by the State Right of Way Manager.
See Jurisdictional Transfer File No. 770 recorded August 27, 2008 as Document No. 2008-123880 of Multnomah County Records.

Eliminated portions described in the Resolution as:
UNIT A
...beginning at the edge of the City's jurisdiction of North Portland Road at MP 0.00; thence running northeasterly to the southwesterly end of the Columbia Slough Bridge No. 01726 at MP 0.35…

UNIT B
…beginning at the northeasterly end of the Columbia Slough Bridge No. 01726 at MP 0.41 and running northeasterly and southeasterly to the end of the concrete pavement at MP 2.49…

Jurisdictional Transfers

The Jurisdictional Transfers for the Swift Highway No. 120 are listed below.

Table 120-2: Swift Highway No. 120 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
459	Multnomah	North Portland Road	10/06/1966	11/22/1966	-
770	Multnomah	N. Portland Road & N. Marine Drive	03/04/2008	07/22/2008	-

Throughway

None.

Intersection at Union Road and Swift Road, Portland, Oregon, 1943.
Photo by the Oregon State Archives, Oregon State Highway Division, OHD2038.



Lombard Street Highway No. 121

121

No longer a part of the highway system.

Figure 121-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Lombard Street Highway.

Road Establishment Files

The road establishment files for the Lombard Street Highway are listed below.

Table 121-1: Lombard Street Highway Establishment Files.

File No.	County
50620	Multnomah County

County

Counties that the Lombard Street Highway runs through are listed below.

- Multnomah

Former Names

There are no former names for the Lombard Street Highway.

History

The following entries are changes to the Lombard Street Highway listed by date.

April 4, 1934

Portland - Lombard Street
Union Avenue – Columbia Boulevard Section
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Commissioners.
See Minutes of the Highway Commission, page 4789.

Route described in Resolution as:
Beginning at the intersection of N.E. Union Avenue and N.E. Lombard Street in the City of Portland, thence east and southeast via Lombard Street to an intersection with Columbia Boulevard, a distance of 0.71 mile.

May 16, 1934

Portland - Lombard Street
Union Avenue – Columbia Boulevard Section
The Highway Commission confirmed action taken on April 4, 1934. See Minutes of the Highway Commission, page 4878.

February 13, 1942

Lombard Street Highway
NE 10th Avenue – Columbia Boulevard Section
Intersection with NE 10th Avenue to Intersection with Columbia Boulevard Section (Portland)
Eliminated from the Highway System by the Highway Commission
See Abandonment & Retention File No. 101
See also Minutes of the Highway Commission, page 10878.

Eliminated portion described in Resolution as:
Beginning at the intersection of Northeast Lombard Street with Northeast 10th Avenue; thence east to the intersection of Northeast Lombard Street with Columbia Boulevard; a distance of 0.397 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Lombard Street Highway No. 121 are listed below.

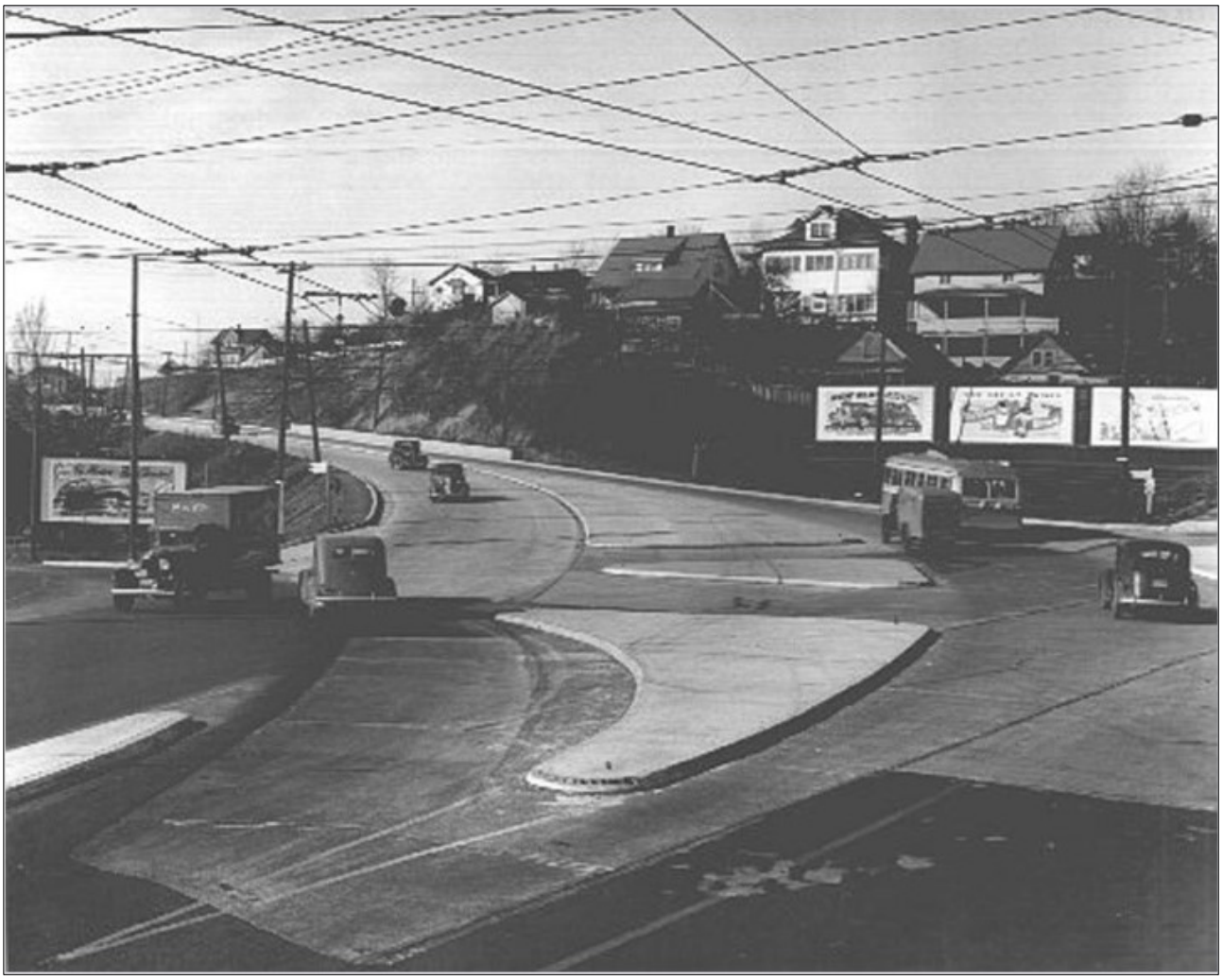
Table 121-2: Lombard Street Highway No. 121 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
101	Multnomah	NE 10th to Columbia Boulevard	-	02/13/1942	3/04/1942

Throughway

None.

Interstate Avenue intersection in Portland, Oregon, 1939.
Photo by Oregon State Archives, Oregon Department of Transportation, OHDG781.



Vancouver Highway No. 122

122

No longer a part of the highway system.

Figure 122-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Vancouver Highway.

Road Establishment Files

There are no road establishment files for the Vancouver Highway.

Table 122-1: Vancouver Highway Establishment Files.

File No.	County
-	-

County

Counties that the Vancouver Highway runs through are listed below.

- Multnomah

Former Names

There are no former names for the Vancouver Highway.

History

The following entries are changes to the Vancouver Highway listed by date.

July 1, 1932

4th Street – West Side Pacific Highway Section
Report submitted, showing comparison of alternate routes, outside city limits of Portland connecting Fourth Street with the West Side Pacific Highway near the Multnomah-Washington county line.
"S" line route adopted by the Highway Commission.
See Minutes of the Highway Commission, page 3530.

September 26, 1935

Vancouver Avenue Extension
Columbia Boulevard – Union Avenue Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 5890.

October 28, 1935

Columbia Blvd. – Union Ave. Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 5989.

Route described in Resolution as:
Beginning at the intersection of Columbia Boulevard and Vancouver Avenue in the City of Portland; thence north to an intersection of Union Avenue, a distance of 0.56 mile.

May 20, 1986

Pacific Highway East – N. Columbia Blvd. Section
Resolution eliminating the highway and re-designation the Schmeer Road Connection as part of the Pacific Highway East No. 1E approved by the Transportation Commission.
See Abandonment & Retention File No. 617

Eliminated portion described in Resolution as:
All the land within the right-of-way boundaries of the Vancouver Avenue Highway, State Secondary Highway No. 122 (MP 0.00) from the westerly curve line of the Pacific Highway East, State Primary Highway No. 1E (Union Avenue) MP 4.68 of said Pacific Highway East; thence southerly to the northerly right-of-way boundary of N. Columbia Blvd., (MP 0.59), and lying in Section 10, Township 1 North, Range 1 East, W.M., Multnomah County, Oregon.

Portion re-designated as part of the Pacific Highway East No. 1E described as:
… The Schmeer Road Connection of the Vancouver Avenue Highway, State Secondary Highway No. 122 (MP C0.32 – C0.35)…

Jurisdictional Transfers

The Jurisdictional Transfers for the Vancouver Highway No. 122 are listed below.

Table 122-2: Vancouver Highway No. 122 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
617	Multnomah	Entire Highway	04/11/1986	05/20/1986	-

Throughway

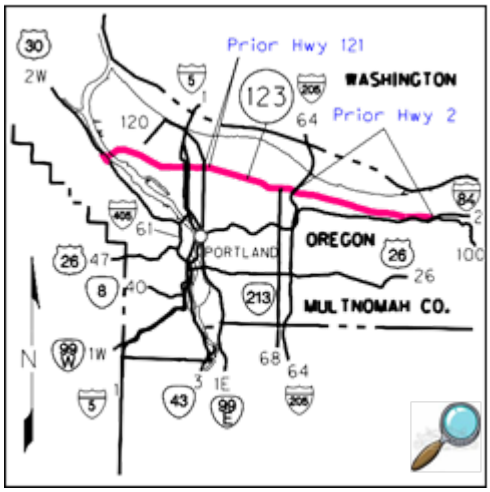
None.

Portland, Oregon in 1857. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6719.



Northeast Portland Highway Number 123 123

Figure 123-1: Vicinity Map



Route Numbers

Highway Routes that run along the Northeast Portland Highway are as follows:

- US 30 Bypass

Road Establishment Files

The road establishment files for the Northeast Portland Highway are listed below.

Table 123-1: Northeast Portland Highway Road Establishment Files

File No.	County
50620	Multnomah County

County

Counties that the Northeast Portland Highway runs through are listed below.

- Multnomah

Former Names

There are no former names for the Northeast Portland Highway.

History

The following entries are changes to the Northeast Portland Highway listed by date.

July 29, 1937

NE 10th Ave. – NE 99th Ave. Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-1.
See also Minutes of the Highway Commission, page 7517.

Route described in Resolution as:

Beginning at a point on N.E. Lombard Street near N.E. 10th Ave.; thence in a southeasterly direction to a point on N.E. Sandy Blvd. (Columbia River Highway) at or near N.E. 99th Ave. in Park Rose, being a distance of approximately 4.0 miles.

January 21, 1954

NE Union – St. Johns Bridge Section
Designation of certain streets in Portland as an extension, by the Highway Commission.
See Secondary Highway Designation File No. 24.

Route described in Resolution as:

NE and N Lombard Street from NE Union Avenue to N. Columbia Boulevard, N. Columbia Boulevard from N. Lombard Street to N. Jersey Street, N. Jersey Street from N. Columbia Boulevard to N. Philadelphia Street, N. Philadelphia Street from North Jersey Street to the St. Johns Bridge, the north and south connections of the west approach to the St. Johns Bridge from the St. Johns Bridge to the Columbia River Highway as a part of the Northeast Portland Secondary Highway #123.

June 19, 1958

Sandy Blvd. – Columbia River Highway Section
Re-designation of a portion of the Columbia River Highway No. 2 in Portland by the Highway Commission.
See Secondary Highway Designation File No. 45.

Extension of route described in Resolution as:
Extending easterly from the present east terminus of the N.E. Portland Highway, State Secondary Highway No. 123 at its junction with N.E. Sandy Boulevard to a junction with the Columbia River Highway, State Primary Highway No. 2 east of Fairview at Highway Engineer's Centerline Station 445+50 of the said relocated Columbia River Highway. Total length of said extended highway, 18.74 miles.

June 2, 1970

NE 60th Avenue - NE Sandy Boulevard Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Highway Corridor & Design Resolution No. 377
See also RW Drawing 1R-4-449

March 25, 1980

North Philadelphia Avenue and North Lombard Street Section
Resolution eliminating a portion of the highway and re-designation of a new route approved by the Transportation Commission.
See Abandonment & Retention File No. 590
See also MC&A 6324 dated 5-23-1978

Eliminated portion described in Resolution as:
That portion of the Northeast Portland Highway as formerly routed on N. Philadelphia Avenue between N. Ivanhoe Street and N. Lombard Street, and on N. Lombard Street between N. Philadelphia Avenue and N. Richmond Avenue…

Re-designated portion described in Resolution as:
… easterly on N. Ivanhoe Street from N. Philadelphia Avenue to N. Richmond Avenue and northerly on N. Richmond Avenue from N. Ivanhoe Street to N. Lombard Street…

February 28, 2003

207th Ave. to I84 (Sandy Blvd.) Section
Resolution eliminating a portion of the highway approved by the Director.
See Abandonment & Retention File No. 694

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Northeast Portland Highway (N.E. Sandy Blvd.), State Highway No. 123 both as formerly routed lying outside the present right-of-way boundaries of said Northeast Portland Highway (N.E. Sandy Blvd.) and as now relocated from approximately opposite relocated Highway Engineer's Station MP 16.83 to MP 18.75 and lying in Sections 28 and 29, Township 1N, Range 3E, W.M., Multnomah County, Oregon.

September 16, 2005

Sandy Boulevard (MP 14.75) to NE 207th Avenue (MP 16.83) Section
Resolution eliminating a portion of the highway approved by the Director.
See Jurisdictional Transfer No. 736 recorded September 27, 2005 as Document No. 2005-184544 of Multnomah County Records;

Eliminated portion described in Resolution as:
Unit A
All the land within the right of way boundaries of Northeast Portland Highway/Sandy Boulevard (No. 123), also known as US30B, from the easterly City of Portland boundary east of NE 162nd Avenue approximately MP 14.75 easterly to the easterly curbline of NE 207th Avenue, approximately MP 16.83; and NE 207th Avenue from its southerly curbline with NE Portland Highway/Sandy Boulevard, approximately MP 14.43 thence southerly to the northerly curbline of the I-84 westbound off ramp, approximately MP 14.69; all lying in Sections 18, 19, 28, 29 and 30, Township 1 N, Range 3 E, W.M., County of Multnomah, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Northeast Portland Highway No. 123 are listed below.

Table 123-2: Northeast Portland Highway No. 123 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
590	Multnomah	N Philadelphia Ave & N Lombard St	-	03/25/1980	-
694	Multnomah	207th Ave. to I - 84 (Sandy Blvd)	02/03/2000	02/28/2003	-
736	Multnomah	NE Sandy Blvd - NE 207th Avenue	09/02/2005 10/20/2008	09/16/2005	-

Throughway

None.

Sun Dial Highway No. 124

124

No longer a part of the highway system.

Figure 124-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Sun Dial Highway.

Road Establishment Files

The road establishment files for the Sun Dial Highway are listed below.

Table 124-1: Sun Dial Highway Establishment Files.

File No.	County
50620	Multnomah (Straightline Chart)

County

Counties that the Sun Dial Highway runs through are listed below.

- Multnomah

Former Names

There are no former names for the Sun Dial Highway.

History

The following entries are changes to the Sun Dial Highway listed by date.

December 18, 1941

Sun Dial County Road – Dike Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-24.

Route described in Resolution as:
Beginning at a point on the Columbia River Highway approximately one mile west of Troutdale where the Columbia River Highway is intersected by the Sun Dial County Road; thence northerly to the Dike; a distance of approximately 1.3 miles.

April 11, 1949

Troutdale Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 202

Eliminated portion described in Resolution as:
… which begins at the southerly boundary of the Troutdale Airport area and extends northerly to the existing dike…

September 28, 1965

Sundial Road - Rooster Rock Section
(Also Blue Lake - Sundial Section)
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 435.
Sun Dial Highway No. 124

Eliminated portions described in Resolution as:
Unit "A"
Beginning at a junction with the Sundial County Road at the southerly boundary of the Troutdale Airport; thence southerly and easterly to the northwesterly right-of-way boundary line of the Columbia River Highway, State Primary Highway No. 2 at Highway Engineer's Station BS 69+50 a distance of approximately 0.54 mile and lying in Section 26, Township 1 North, Range 3 East, W.M., in Multnomah County.

Unit "B"
Beginning at a junction with the Sundial Highway at MP 0.22; thence southerly to the northerly right-of-way line of the Columbia River Highway, State Primary Highway No. 2, a distance of 0.10 mile and lying in Section 26, Township 1 North, Range 3 East, W.M., in Multnomah County.

November 4, 1965

Portion lying southerly of Columbia River Highway No. 2
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 438.

Eliminated portion described in Resolution as:
That portion of the Sun Dial Highway, State Secondary Highway No. 124, as described in the resolution of this commission dated December 18, 1941, in the NW¼ of Section 26, Township 1 North, Range 3 East, W.M., in Multnomah County, Oregon, lying Northerly of the former Columbia River Highway, as said former Columbia River Highway was routed on December 18, 1941, and Southerly of a line 80 feet Southerly from and parallel to the center line of the present Columbia River Highway.

Jurisdictional Transfers

The Jurisdictional Transfers for the Sun Dial Highway No. 124 are listed below.

Table 124-2: Sun Dial Highway No. 124 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
202	Multnomah	Troutdale Airport	01/25/1949	04/11/1949	-
202	Multnomah	Troutdale Airport (amended)	11/01/1957	-	-
435	Multnomah	Sundial Road - Rooster Rock	08/27/1964	09/28/1965	-
438	Multnomah	Portion Sly of Columbia River Hwy	-	11/04/1965	-

Throughway

None.

Vista House on Crown Point on the Columbia River Highway in Multnomah County, Oregon, 1975. Photo by Oregon State Archives, Oregon Department of Transportation, OHD8621.

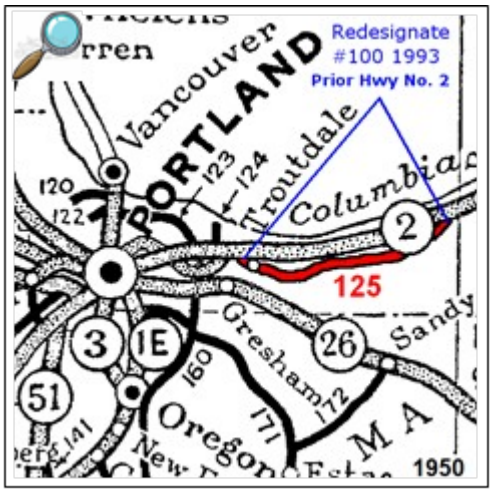


Crown Point Highway No. 125

125

No longer a part of the highway system.

Figure 125-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Crown Point Highway.

Road Establishment Files

The road establishment files for the Crown Point Highway are listed below.

Table 125-1: Crown Point Highway Establishment Files.

File No.	County
6010085	Multnomah County
53955	Multnomah County

County

Counties that the Crown Point Highway runs through are listed below.

- Multnomah

Former Names

There are no former names for the Crown Point Highway.

History

The following entries are changes to the Crown Point Highway listed by date.

September 6, 1949

MP 0.00 – Dodson Section
Re-designation of a portion of the Columbia River Highway No. 2 as a Secondary State Highway by the Highway Commission.
See Primary Highway Designation File No. 14.

Route described in Resolution as:
Beginning at the intersection of the formerly located, constructed and traveled Columbia River Highway with the relocated and reconstructed Columbia River Highway near Troutdale' thence in a easterly direction via the formerly located, constructed and traveled Columbia River Highway to an intersection of the formerly located, constructed and traveled Columbia River Highway with the relocated and reconstructed Columbia River Highway near Dodson, a distance of 23.98 miles.

June 5, 1950

MP 0.00 – Dodson Section
Re-designation of a portion of the Columbia River Highway No. 2 as a Secondary State Highway by the Highway Commission.
Filed originally, in Secondary Highway Designation File No. 16.
Transferred to Primary Highway Designation File No. 14

February 17, 1993

Troutdale Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 653

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of that portion of Crown Point Highway, State Secondary Highway No. 125 from its intersection with N.E. 244th Avenue (appx. MP X0.04) near its intersection with I-84, eastward to the west end of the Sandy River Bridge (appx. MP 1.85). All land within Unit A lies in Sections 25 and 26, Township 1N, Range 3E, W.M., and Multnomah County, Oregon.

July 21, 1993

Resolution declared by the Oregon Department of Transportation to change the official highway names within the Historic Columbia River Highway District.
See DCHC File No. ORG7 - Highways - HCRH -sp.

Route described in Resolution as:
The Historic Columbia River Highway includes:

Hwy 125 Crown Point Highway - MP 1.83 - to 23.96 (all)
Hwy 292 Mosier - The Dalles Highway - MP 0.37 - 15.26 (and Mosier Frontage Road) Hwy 283 Cascade Locks Highway - MP 0.0 - 1.27
Hwy 284 Old Columbia River Drive - MP 0.0 to 1.46 (all) Hwy 26 Mt. Hood Highway - MP 101.82 - 104.84

Jurisdictional Transfers

The Jurisdictional Transfers for the Crown Point Highway No. 125 are listed below.

Table 125-2: Crown Point Highway No. 125 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
653	Multnomah	Troutdale	12/21/1992	02/17/1993	-

Throughway

None.

Vista House on Crown Point on the Columbia River Gorge east of Portland, Oregon, 1938.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD0692.



Little Nestucca Highway Number 130

130

Figure 130-1: Vicinity Map



Route Numbers

Highway Routes that run along the Little Nestucca Highway are as follows:

- OR 130

Road Establishment Files

The road establishment files for the Little Nestucca Highway are listed below.

Table 130-1: Little Nestucca Highway Road Establishment Files

File No.	County
48615	Tillamook County

County

Counties that the Little Nestucca Highway runs through are listed below.

- Tillamook

Former Names

There are no former names for the Little Nestucca Highway.

History

The following entries are changes to the Little Nestucca Highway listed by date.

June 23, 1932

Dolph – Meda Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3522.

Route described in Minutes as:
… the market road extending down the Little Nestucca River from Dolph to Meda…

August 5, 1932

Little Nestucca River Road Section
Designation as a Secondary Highway by the Highway Commission.
Confirms the oral request of June 23, 1932 made by the Tillamook County Court.
See Minutes of the Highway Commission, page 3574.

Route described in Resolution as:
Market road No. 17, beginning at Dolph on the McMinnville – Tillamook Highway; thence westerly to the Oregon Coast Highway at a point near the bridge across the Little Nestucca River, a distance of approximately 8.5 miles.

December 6, 1933

Dolph – Little Nestucca River Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Market Road No. 17, beginning at Dolph on the McMinnville - Tillamook Highway; thence westerly to the Oregon Coast Highway, near the bridge across the Little Nestucca River, approximately 8.5 miles.

December 19, 1955

Meda Bridge Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 134
See also RW Drawing 10C-26-4 & 1R-5-830

December 11, 1958

Meda Loop Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 189
See also RW Drawing 8B-11-8 & 1R-5-1216

January 27, 1961

Meda Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 379

Eliminated portion described in Resolution as:
Unit "A"
All the land situated within the right of way boundaries of the Little Nestucca Highway as formerly routed, beginning at the southerly right of way line opposite relocated Highway Engineer's Center Line Station 95+10 of said highway as relocated in the southwest quarter of the southeast quarter (SW¼SE¼), Section 9, Township 5 South, Range 10 West, W.M.; thence southerly and southeasterly along said highway as formerly routed to the southerly right of way line opposite relocated Highway Engineer's Center Line Station 116+27.93 of said highway as relocated in the northeast quarter of the northeast quarter (NE¼NE¼), Section 16, Township 5 South, Range 10 West, W.M.

July 14, 1964

Yach Bridge – Weed Bridge Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 421

July 14, 1964

Pacific City - Neskowin Section
Agreement to extend highway over a portion of the Oregon Coast Highway No. 9 and county roads approved by the Highway Commission. No resolution in file.
See Abandonment & Retention File No. 424.

December 19, 1973

Little Nestucca (Meader) Bridge Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 541

Eliminated portion described in Resolution as:
Unit A:
All the land within the right-of-way boundaries of the Little Nestucca Highway, State Secondary Highway No. 130, as formerly routed lying outside the northerly right-of-way of said Little Nestucca Highway as now relocated from the northeasterly bank of the Little Nestucca River easterly to the northerly right-of-way line of said relocated highway approximately opposite relocated Highway Engineer's Station 464+35 and located in Section 29, Township 5 South, Range 9 West, W.M., Tillamook County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Little Nestucca Highway No. 130 are listed below.

Table 130-2: Little Nestucca Highway No. 130 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
379	Tillamook	Meda	-	01/27/1961	-
421	Tillamook	Yach Bridge - Weed Bridge	-	07/14/1964	-
424	Tillamook	Pacific City - Neskowin	07/14/1964	-	-
541	Tillamook	Little Nestucca (Meader) Bridge	-	12/19/1973	-

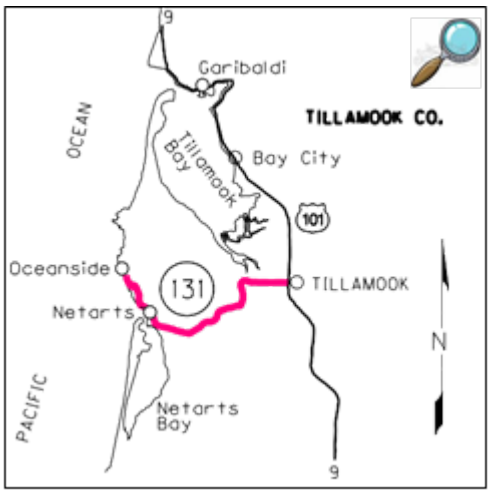
Throughway

None.

Netarts Highway Number 131

131

Figure 131-1: Vicinity Map



Route Numbers

Highway Routes that run along the Netarts Highway are as follows:

- OR 131

Road Establishment Files

The road establishment files for the Netarts Highway are listed below.

Table 131-1: Netarts Highway Road Establishment Files

File No.	County
50276	Tillamook County

County

Counties that the Netarts Highway runs through are listed below.

- Tillamook

Former Names

There are no former names for the Netarts Highway.

History

The following entries are changes to the Netarts Highway listed by date.

November 13, 1940

Tillamook – Oceanside Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-10.

Route described in Resolution as:
Beginning at a point on the Oregon Coast Highway in the City of Tillamook; thence westerly via Netarts to Oceanside, a distance of approximately 9.8 miles.

June 19, 1958

McKinley Moorage - Radio Station Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 177
See also RW Drawing 10C-32-8 & 1R-3-1185

April 16, 1959

Tillamook River Bridge Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 194
See also RW Drawing 8B-7-20 & 1R-5-1266

January 19, 1962

Tillamook River Bridge Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 390

Eliminated portion described in Resolution as:
Unit "A"
All the area situated within the right of way boundaries of the Netarts Highway as formerly routed lying outside the southerly right of way boundary line of the said Netarts Highway as now relocated from relocated Highway Engineer's Centerline Survey Station 42+50 to the mean high- water line on the southeasterly bank of the Tillamook River and lying in Section 26, Township 1 South, Range 10 West, W.M.

Jurisdictional Transfers

The Jurisdictional Transfers for the Netarts Highway No. 131 are listed below.

Table 131-2: Netarts Highway No. 131 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
390	Tillamook	Tillamook River Bridge	01/19/1962	01/19/1962	-

Throughway

None.

Cabins at Netarts in Tillamook County, Oregon, 1963. Photo by Oregon Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6530



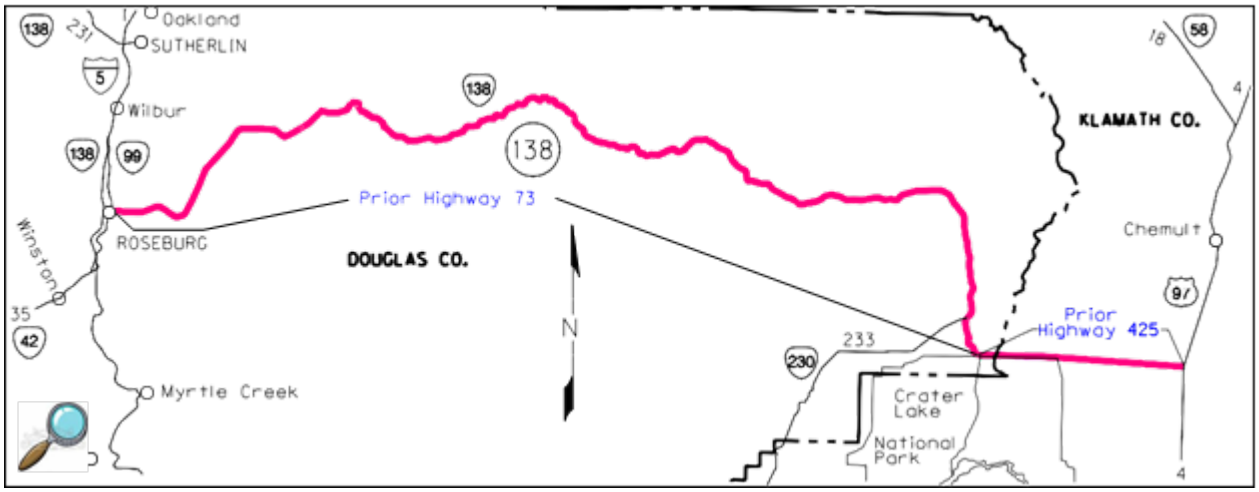
Coastal boating access site in Tillamook County, 1939. Photo by Oregon Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6971



North Umpqua Highway Number 138

138

Figure 138-1: Vicinity Map



Route Numbers

Highway Routes that run along the Netarts Highway are as follows:

- OR 138
- OR 99

Prior Highways

Prior Highways that were re-designated to be North Umpqua Highway are as follows:

- Highway Number 73
- Highway Number 425

Road Establishment Files

There are no road establishment files for the North Umpqua Highway.

Table 138-1: North Umpqua Highway Road Establishment Files

File No.	County
-	-

County

Counties that the North Umpqua Highway runs through are listed below.

- Douglas
- Klamath

Former Names

There are no former names for the North Umpqua Highway.

History

The following entries are changes to the North Umpqua Highway listed by date.

June 18, 2003

Roseburg to The Dalles – California Highway Section
Re-designation of North Umpqua Highway No. 73 and East Diamond Lake Highway No. 425, Harvard Avenue, Oak Avenue, Washington Avenue, Pine Street, Stephens Street (Roseburg) as the North Umpqua Highway by the Oregon Transportation Commission.
See Highway Designation File No. 94.

February 28, 2007

Kester Quarry Frontage Road Section
Douglas County
Resolution eliminating a portion of the highway approved by the Director.
See Jurisdictional Transfer No. 780 recorded April 10, 2007 in Instrument No. 2007-008405 of Douglas County Official Records.

Eliminated portion described in Resolution as:

Unit 1

All land within the right of way boundaries of the North Umpqua Highway, State Highway No. 138 East lying between lines at right angles to the center line of said highway at Engineer's Station 148+00.00 and 167+10.00 and Northerly of a line parallel with and 65.00 feet Northerly of said center line, which center line is shown on Oregon Department of Transportation drawing 10B-6-28, titled Roseburg E.C.L. – Dixonville Section, dated February 1994; said right of way boundaries lying in Sections 15 and 16, Township 27S, Range 5W, W.M., Douglas County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the North Umpqua Highway No. 138 are listed below.

Table 138-2: North Umpqua Highway No. 138 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
780	Douglas	Kester – Quarry Frontage Road	12/19/2006	02/28/2007	-

Throughway

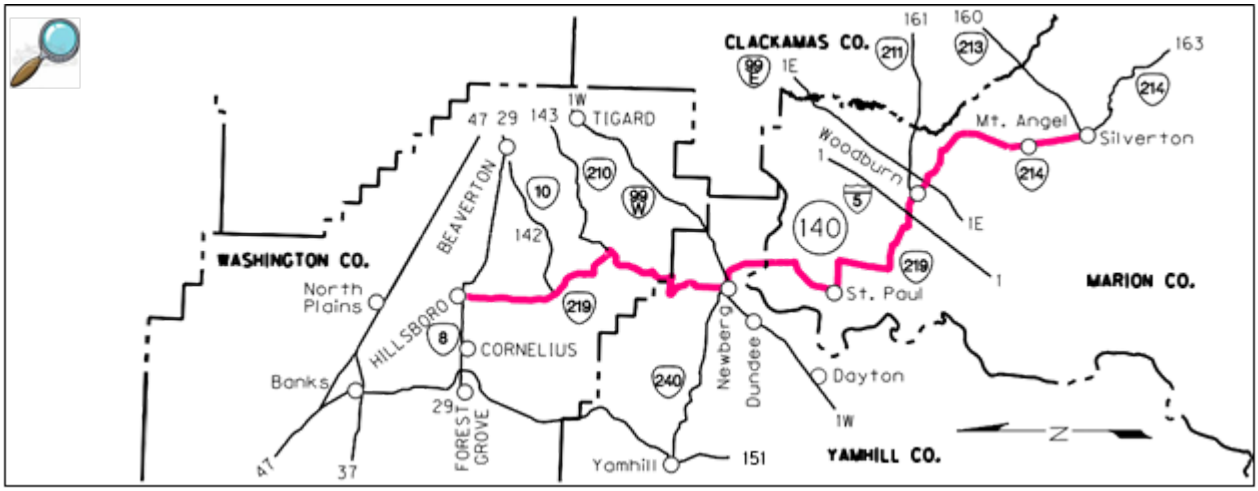
None.

Lone Rock Covered Bridge over North Umpqua River during dismantling, Douglas County, 1958. Photo by Oregon Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #4835



Hillsboro - Silverton Highway No. 140 140

Figure 140-1: Vicinity Map



Route Numbers

Highway Routes that run along the Hillsboro - Silverton Highway are as follows:

- OR 219
- OR 214
- OR 99E
- OR 99W

Road Establishment Files

The road establishment files for the Hillsboro - Silverton Highway are listed below.

Table 140-1: Hillsboro - Silverton Highway Road Establishment Files

File No.	County
50280	Marion County

County

Counties that the Hillsboro - Silverton Highway runs through are listed below.

- Marion
- Washington
- Yamhill

Former Names

The former names for the Hillsboro - Silverton Highway are listed below.

- Hillsboro – Woodburn Highway (1931 – 1938)

History

The following entries are changes to the Hillsboro - Silverton Highway listed by date.

November 13, 1931

Hillsboro - Woodburn Highway
Silverton - Woodburn - Newberg Road Section (32.00 miles)
Marion County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3138.

Chehalem Mountain Road Section (4.70 miles) Newberg - Woodburn Road Section (0.53 miles)
Yamhill County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3140.

February 5, 1932

Hillsboro - Woodburn Highway
Hillsboro - Scholls - Newberg Road Section (13.0 miles)
Washington County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3216.

December 6, 1933

Hillsboro - Woodburn Highway
Silverton – Hillsboro Section
Marion, Washington, Yamhill County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Marion County)
Extending from Silverton along Market Roads No. 26, No. 18, No. 16, No. 15, No. 14, and No. 12 to Newberg, approximately 27.8 miles.

(Washington County)
Market Road No. 1, beginning at Hillsboro and extending in a southerly direction to Campbell Bridge and thence to Scholls; and thence in a southerly direction via Market Road No. 5 to the Yamhill County line near the summit of Chehalem Mountain, approximately 13 miles.

(Yamhill County)
Beginning at the city limit of Newberg and running in a northerly direction along Market Road No. 22 a distance of approximately 5 miles to the Washington - Yamhill County line; also, beginning at the city limit of Newberg and running in a southerly direction along Market Road No. 17, a distance of approximately 0.5 mile, to the Marion - Yamhill County line.

June 5, 1935

Hillsboro - Woodburn Highway
Hillsboro, Newberg & Silverton Section
Designation of a temporary route through Hillsboro, Newberg (north & south of First St.) and Silverton by the Highway Commission.
See Primary Highway Designation File No. 3a (pg. 20).
See also Minutes of the Highway Commission, page 5631.

June 28, 1949

Hillsboro - Silverton Highway
Newberg Section
Designation of an extension in Newberg by the Highway Commission.
See Secondary Highway Designation File No. 14.

Extension of route described in Resolution as:
Beginning at the intersection of 4th Street and River Street in the City of Newberg, Oregon; thence westerly via 4th Street to the intersection of 4th Street and College Street; thence northerly via College Street to the intersection of 1st Street and College Street, a distance of 0.37 mile.

June 28, 1949

Hillsboro - Silverton Highway
Newberg Section
Yamhill County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 208

Eliminated portion described in Resolution as:

Beginning at the intersection of 4th Street and River Street in the City of Newberg, Oregon; thence northerly via River Street to the intersection of 1st Street and River Street, a distance of 0.16 mile.

November 3, 1955

Hillsboro - Silverton Highway
Chehalem Mountain - Newberg Section
Yamhill County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 132
See also RW Drawing 7B-35-8 & 1R-5-821

January 26, 1956

Hillsboro - Silverton Highway
Newberg - Gerin Corner Section
Yamhill & Marion County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 140
See also RW Drawing 8B-1-5 & 1R-5-866

February 27, 1958

Hillsboro - Silverton Highway
Hillsboro - Campbell Bridge Section
Washington County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 163
See also RW Drawing 8B-7-22 & 1R-5-1111

November 5, 1959

Hillsboro - Silverton Highway
Newberg - Gerin Section
Marion & Yamhill County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 325

April 20, 1965

Hillsboro - Silverton Highway
Mt. Angel - Silverton Section
Marion County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 296
See also RW Drawing 8B-32-15 & 1R-4-63

November 22, 1966

Hillsboro - Silverton Highway
Mt. Angel - Silverton Section
Marion County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 422

December 19, 1966

Hillsboro - Silverton Highway
Mt. Angel – Silverton Section
Marion County
Resolution designating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 447.

Designated portion described in Resolution as:

… routing to follow 1st Street to Lewis Street, thence westerly on Lewis Street to Water Street in the City of Silverton.

February 16, 1971

Hillsboro - Silverton Highway
Boones Ferry Road - Pacific Highway East Section
Marion County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Highway Corridor & Design Resolution No. 392
See also RW Drawing 1R-4-470

November 21, 1973

Hillsboro - Silverton Highway
Boones Ferry Road – Pacific Highway East Section (Woodburn Bypass)
Marion County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 515

Eliminated portion described in Resolution as:
Unit A:
The existing alignment of the Hillsboro – Silverton Highway from its intersection with Pacific Highway East (99E), thence routed along Young Street, Front Street, Harrison Street and Boones Ferry Road, to its intersection with the newly constructed alignment near High Street.

December 18, 1975

Hillsboro - Silverton Highway
Silverton Section
Marion County
Designation of certain Streets in Silverton as a one - way couplet, by the Highway Commission.
See Secondary Highway Designation File No. 78.

Route described in Resolution as:
That the portion of "C" Street between First and Front Streets; Front Street from "C" to "A" Street and Water Street from "A" to Lewis Streets be designated…

March 28, 1978

Hillsboro - Silverton Highway
Monitor Road Junction Section
Marion County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 427
See also RW Drawing 1R-4-657

June 20, 1985

Hillsboro - Silverton Highway
Villa Road Connection (Newberg) Section
Yamhill County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 446
See also RW Drawing 1R-4-864

January 13, 2000

Hillsboro - Silverton Highway
Hillsboro - Silverton Highway at McKay Road Section
Marion County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 537
See also RW Drawing 1R-3-1691

May 11, 2009

Hillsboro - Silverton Highway
Front Street (Silverton) Section
Marion County
Resolution transferring a portion of the highway to the city of Silverton approved by the Transportation Commission.
See Jurisdictional Transfer Resolution No. 788 recorded June 3, 2009 on Reel 3069, Page 20 of Marion County Records.

May 11, 2009

Hillsboro - Silverton Highway
Water Street (C street to A Street) and C Street (Water Street to front Street) Section
Marion County
A portion of Water Street and C Street in the City of Silverton designated as state highway.
See State Highway Designation Resolution No. 106

Jurisdictional Transfers

The Jurisdictional Transfers for the Hillsboro - Silverton Highway No. 140 are listed below.

Table 140-2: Hillsboro - Silverton Highway No. 140 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
208	Yamhill	Newburg	06/28/1949	06/28/1949	11/23/1946
325	Marion/Yam	Newberg Gerin Corner	02/04/1957	11/05/1959	08/01/1953
422	Marion	Mt Angel - Silverton	07/14/1964	11/22/1966	-
447	Marion	Mt. Angel - Silverton	03/08/1966	12/19/1966	-
515	Marion	Boones Ferry Rd - Pacific Hwy E (Woodburn Bypass)	11/24/1970	11/21/1973	-
515	Marion	Boones Ferry Rd - Pacific Hwy E (Woodburn Bypass) (suppl. agreement)	02/22/1972 07/23/1973	-	-
788	Marion	Front Street (Silverton)	09/23/2008	05/11/2009	-

Throughway

None.

Beaverton - Tualatin Highway No. 141 141

Figure 141-1: Vicinity Map



Route Numbers

Highway Routes that run along the Beaverton - Tualatin Highway are as follows:

- OR141

Road Establishment Files

The road establishment files for the Beaverton - Tualatin Highway are listed below.

Table 141-1: Beaverton - Tualatin Highway Road Establishment Files

File No.	County
49952	-
50610	-

County

Counties that the Beaverton - Tualatin Highway runs through are listed below.

- Washington

Former Names

The former names for the Beaverton - Tualatin Highway are listed below.

- Beaverton - Aurora Highway (1931 – 1955)

History

The following entries are changes to the Beaverton - Tualatin Highway listed by date.

November 13, 1931

Beaverton - Aurora Highway
Aurora - Wilsonville Road Section (2.00 miles)
Marion County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3138.

Beaverton - Aurora Highway
Boones Ferry - Tigard Road Section (4.75 miles)
Clackamas County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3128.

February 5, 1932

Beaverton - Aurora Highway
Beaverton - Tigard - Wilsonville Road Section (12.0 miles)
Washington County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3216.

December 6, 1933

Beaverton - Aurora Highway
Aurora – Beaverton Section
Clackamas, Marion & Washington County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Marion County)
Beginning at Aurora and extending in a northerly direction by way of Market Road No. 59 to the Marion - Clackamas County line, approximately 2.9 miles.

(Clackamas County)
Being all of Market Road No. 27, beginning at the Marion County line and extending in a northerly direction via Wilsonville toward Tigard to the Washington County line, a distance of approximately 5.6 miles.

(Washington County)
Market Road No. 23, beginning at Beaverton and extending southerly to Tigard and thence by Market Road No. 24 to the Clackamas County line, approximately 12 miles.

December 27, 1935

Aurora Section
Marion County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 24

Eliminated portion described in Resolution as:
All that portion of the right of way lying northeasterly of the present acquired right of way of the relocated center line of said Highway and being more particularly described as follows: Beginning at engineer's center line Station 6+35 of the relocated center line of said highway; thence in a northerly and northwesterly direction to a point on the relocated center line of said highway at engineer's center line Station 11+70.

January 18, 1955

Beaverton - Aurora Highway
Station 461 of the Portland – Salem Expressway Southerly to the Clackamas – Marion County Line Section
Clackamas County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 293

January 18, 1955

Beaverton - Aurora Highway
Clackamas – Marion County Line – Intersection with Pacific Highway East Section
Marion County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 296

Eliminated portion described in Resolution as:
Beginning at the Clackamas – Marion County line; thence Southerly via the existing Beaverton – Aurora Highway to an intersection with the Pacific Highway East, State Primary Highway 1E, in the City of Aurora;

May 25, 1955
Beaverton - Aurora Highway
Beaverton Section
Washington County
Designation of altered routes, in Beaverton by the Highway Commission.
See Secondary Highway Designation File No. 32.

Route described in Resolution as:
The new terminus of the said Beaverton – Aurora Secondary State Highway shall be at the junction of the Tualatin Primary State Highway No. 29 and North Hall Street in the city of Beaverton and the new route of the said highway in the said city shall extend from the above designated terminus southerly along North Hall Street and continue southerly along Hall Street to its intersection with Watson Street and 12th Street, then continue southerly along Watson Street to the south city limits of the city of Beaverton…

November 3, 1955

Beaverton - Aurora Highway
Beaverton Section
Washington County
Holding Resolution No. 32 in abeyance until reconstruction and improvement of highway is completed.
See Secondary Highway Designation File No. 32a.

November 3, 1955

Beaverton - Tualatin Highway
Beaverton to Portland – Salem Expressway Section
Washington County
Designation of new name, and route by the Highway Commission.
See Secondary Highway Designation File No. 33.

Route described in Resolution as:
Beginning in the City of Beaverton at the junction of Beaverton – Hillsdale Primary Highway No. 40 and Watson Street; thence southerly along Watson Street to the south city limits of Beaverton; thence continuing southerly and easterly, passing to the east of Tigard and through Tualatin, to a junction with the Portland – Salem Expressway, Primary State Highway No. 57, at MP 15.28, Located in the southeast quarter of Section 2, Township 3 South, Range 1 West, W.M., Washington County, Oregon and covering a distance of approximately 12.9 miles.

June 19, 1958

Beaverton - Tualatin Highway
Tigard - Durham Road Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 177
See also RW Drawing 8B-8-22 & 1R-5-1135

June 3, 1960

Beaverton - Tualatin Highway
Sunset Highway - Pacific Highway Section
Resolution realigning a portion of the highway approved by the Highway Commission.
Resolutions Adopting Surveys No. 213 listed the Beaverton - Tualatin Highway, apparently in error, as Resolutions Adopting Surveys No. 213a was filed to change the highway affected to the Beaverton - Tigard Highway.
See Resolutions Adopting Surveys No. 213

October 10, 1963

Beaverton - Tualatin Highway
Tualatin River Bridge Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 275
See also RW Drawing 10C-42-22 & 1R-5-1695

December 12, 1972

Beaverton – Hillsdale Highway
N.W. Broadway Street (Beaverton) Section Washington County
Agreement designating a portion of the highway approved by ODOT. See Abandonment & Retention File No. 533

Designated portion described in Agreement as:
…S.W. Watson Avenue from S.W. Canyon Road to S.E. 12th Street…as the southbound leg…
…S.W. Hall Boulevard from S.W. Canyon Road to S.E. 12th Street… as the northboundleg…

March 27, 1979

Beaverton - Tualatin Highway
Tualatin Valley Highway – Allen Ave. Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 579

Eliminated portion described in Resolution as:
Unit B
Beaverton – Tualatin Highway, State Secondary Highway No. 141 (S.W. Hall Blvd.) from its junction with the Tualatin Valley Highway, State Primary Highway No. 29, MP 3.50 of said Tualatin Valley Highway, thence southerly to the southerly right-of-way boundary of S.W. Allen Avenue… a distance of 0.84 mile.

August 21, 1979

Beaverton - Tualatin Highway
Allen Avenue – South City Limits Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 579a

Eliminated portion described in Resolution as:
Unit D:
Beaverton – Tualatin Highway, State Secondary Highway No. 141 (S.W. Hall Blvd.) from the southerly right-of-way boundary of S.W. Allen Avenue to the South City Limits of Beaverton… a distance of 1.73 miles.

February 21, 1997

Beaverton - Tualatin Highway
SW Hall Blvd. - Boones Ferry Road Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 672

Eliminated portion described in Resolution as:
Unit A
All the land within the State's right-of-way boundaries Durham Road State Highway No. 141 as described from its intersection with S.W. Hall Blvd. (appx. MP 7.07) southerly to its intersection with Boones Ferry Road (appx. MP 7.69) and lying in Section 3, Township 1N, Range 1E, W.M., Washington County, Oregon.

August 27, 2002

Beaverton - Tualatin Highway
Tualatin River Bridge – Norwood Road Section
Resolution eliminating a portion of the highway approved by the Director.
See Jurisdictional Transfer No. 727

Eliminated portion described in Resolution as:
Unit A
All the land within the right of way boundaries of State Highway No. 141, also known as Boones Ferry Road, beginning at the Southerly end of the Tualatin River Bridge (MP 8.91); thence southerly to the northerly line of Norwood Road (MP 11.52), and lying in Sections 23, 24, 26 & 35, Township 2S, Range 1W, W.M., City of Tualatin, Oregon.

October 11, 2011

Beaverton - Tualatin Highway
SW Boones Ferry Road: SW Norwood Road – SW Day Road Section
Resolution eliminating a portion of the highway.
See Jurisdictional Transfer No. 797 recorded November 7, 2011 as Document No. 2011-078907 of Washington County Book of Records.

Eliminated portion described in Resolution as:
Unit A
All the land within the right of way boundaries of the Beaverton-Tualatin Highway No. 141 (Boones Ferry Road) beginning at the Southerly limit of said highway transferred to the City of Tualatin in that Abandonment Resolution recorded October 11, 2002 as Document No. 2002- 119943 of Washington County Book of Records, said point being described in said abandonment as the Northerly line of Norwood Road at Milepoint 11.52; thence Southerly along said highway to the Easterly extension of the Southerly right of way line of County Road No. 470 (S.W. Day Street) at Milepoint 12.47, said Southerly right of way being parallel with and 37.00 feet Southerly of the centerline of said county road as shown on County Survey No. 29223, filed May 15, 2003, Washington County, Oregon.

Said right of way boundaries lying in Section 35, Township 2 South, Range 1 West, and in Section 2, Township 3 South, Range 1 West, W.M., Washington County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Beaverton – Tualatin Highway No. 141 are listed below.

Table 141-2: Beaverton - Tualatin Highway No. 141 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
24	Marion	Aurora	-	12/27/1935	
293	Clackamas	Int. – Sta. 528 & 607 Portland of Salem Expr.	09/11/1954	01/18/1955	2/07/1955
296	Marion	Clackamas - Marion Co Line – Pacific East	04/17/1936	01/18/1955	1/27/1955
533	Washington	N.W. Broadway (Beaverton)	12/12/1972		-
579	Washington	Unit B	03/27/1979	03/27/1979	-
579a	Washington	Allen Avenue - SCL (Beaverton)	-	08/21/1979	-
672	Washington	Hall Blvd – SW Boones Ferry Rd (Tigard)	-	02/21/1997	-
727	Washington	Tualatin River Bridge to Norwood Road	08/01/2002	08/27/2002	-
797	Washington	SW Boones Ferry Road: SW Norwood Road – SW Day Road	06/13/2011	10/11/2011	-

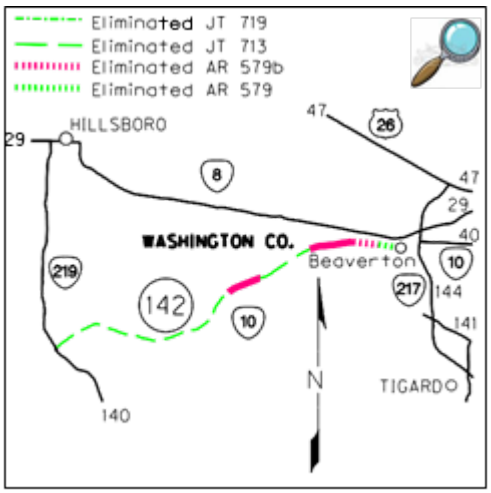
Throughway

None.

Farmington Highway No. 142

142

Figure 142-1: Vicinity Map



Route Numbers

Highway Routes that run along the Farmington Highway are as follows:

- OR 10

Road Establishment Files

The road establishment files for the Farmington Highway are listed below.

Table 142-1: Farmington Highway Road Establishment Files

File No.	County
50610	-

County

Counties that the Farmington Highway runs through are listed below.

- Washington

Former Names

There are no former names for the Farmington Highway.

History

The following entries are changes to the Farmington Highway listed by date.

February 5, 1932

Farmington Road Section (10.0 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3216.

December 6, 1933

Beaverton – Campbell Bridge Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Market Road No. 4, beginning at Beaverton and extending in a southwesterly direction to an intersection with the Hillsboro - Scholls - Newberg Road near Campbell Bridge, approximately 10 miles.

May 25, 1955

Beaverton Section
Designation of altered routes, in Beaverton by the Highway Commission.
See Secondary Highway Designation File No. 32.

Route described in Resolution as:
The Farmington Secondary State Highway No. 142 shall be extended from its existing terminus, at the intersection of Farmington Road and Watson Street in the city of Beaverton, northerly along Watson Street to Broadway and a junction with the Beaverton – Hillsdale Primary State Highway No. 40 and the new terminus in the city of Beaverton shall be at the intersection of Broadway and Watson Street where the said Farmington Secondary State Highway No. 142 forms a junction with the Beaverton – Hillsdale Primary State Highway No. 40…

August 21, 1979

Cedar Street to Beaverton – Hillsdale Highway Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 579

Eliminated portion described in Resolution as:
Unit C:
Farmington Highway, State Secondary Highway No. 142 (Farmington Road and Watson Avenue) from the westerly right-of-way boundary of Cedar Street, thence easterly and northerly to its junction with the Beaverton – Hillsdale Highway, State Primary Highway No. 40, MP 0.35 of said Beaverton – Hillsdale Highway… a distance of 0.28 mile.

April 16, 1980

West City Limits – Cedar Hills Blvd. Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 579b

Eliminated portion described in Resolution as:
Unit E:
Farmington Highway, State Secondary Highway No. 142, (Farmington Road) from the West City Limits of Beaverton, thence easterly to the westerly right-of-way boundary of Cedar Street… a distance of 0.92 mile.

November 18, 1985

Rood Bridge Road Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 457
See also RW Drawing 1R-4-877

June 9, 1999

172nd Avenue - Murray Boulevard Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 512
See also RW Drawing 1R-3-1682

March 12, 2003

SW 173rd Ave. - SW Murray Blvd. Section
Resolution eliminating a portion of the highway approved by the Director.
See Jurisdictional Transfer No. 713 recorded July 29, 2005 as Document No. 2005-089939 and re-recorded June 17, 2011 as Document No. 2011-036739, both of Washington County Book of Records.

Eliminated portion described in Resolution as:
Unit A
All the land within the right of way boundaries of the Farmington Road, State Highway No. 142, from its intersection with S.W. 149th Ave. MP 7.61 westerly to its intersection with 170th Avenue MP 8.68, and lying in Sections 17, 18, and 19, Township 1S, Range 1W, W.M., Washington County, Oregon.

July 18, 2003

Hillsboro – Silverton Hwy No. 140 - SW 198th Avenue Section
Resolution eliminating a portion of the highway approved by the Director.
See Jurisdictional Transfer No. 719

Eliminated portion described in Resolution as:
Unit A
All the land within the right of way boundaries of State Highway 142, OR Route No. 10, also known as Farmington Road from the western terminus at State Highway 140, OR Route No. 219 to SW 198th Avenue, MP -0.06 to MP 5.88, and lying in Sections 23, 24, 26, 27, 28, 29, 30, 31, 33 & 34, Township 1S, Range 2W, W.M., Washington County, Oregon.

February 18, 2011

SW Kinnaman Road – SW 170th Avenue Section
Resolution eliminating a portion of the highway approved by the State Right of Way Manager on behalf of the Commission.
See Jurisdictional Transfer No. 791 recorded March 23, 2011 as Document No. 2011-022401 of Washington County Book of Records.

Eliminated portion described in Resolution as:
Unit A
…; beginning at mile point 7.38, said point being Engineer's Station 209+92.5 on the revised center line alignment of the Farmington Highway as shown on County Survey No. 27,982, filed December 2, 1999, Washington County, Oregon; thence Northeasterly to mile point 7.60, said point being on the projection of the Westerly right of way line of S.W. 170th Avenue and the terminus of said transfer. ...

Jurisdictional Transfers

The Jurisdictional Transfers for the Farmington Highway No. 142 are listed below.

Table 142-2: Farmington Highway No. 142 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
579	Washington	Unit C	03/27/1979	03/27/1979	-
579b	Washington	WCL - Cedar Hills Blvd	03/27/1979	04/16/1980	-
713	Washington	SW 173rd - SW Murray Blvd	05/21/1998	03/12/2003	-
719	Washington	Hwy 140 - SW 198th Ave	05/17/2002	07/18/2003	-
791	Washington	SW Kinnaman Rd. – SW 170th Ave	07/22/2010	02/18/2011	-

Throughway

None.

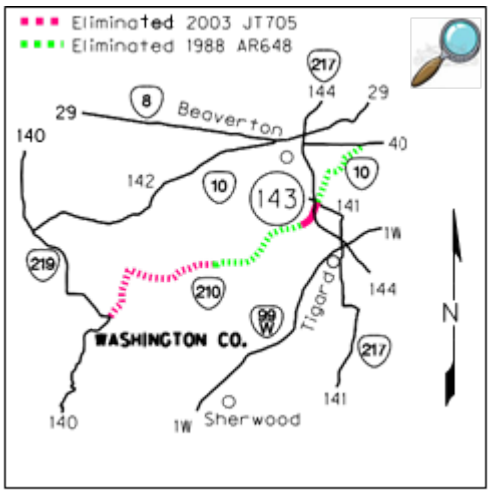
Store in Farmington, Washington County, Oregon, 1961. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6051.



Scholls Highway No. 143

143

Figure 143-1: Vicinity Map



Route Numbers

Highway Routes that run along the Scholls Highway are as follows:

- OR 210

Road Establishment Files

The road establishment files for the Scholls Highway are listed below.

Table 143-1: Scholls Highway Road Establishment Files

File No.	County
50604	Washington

County

Counties that the Scholls Highway runs through are listed below.

- Washington

Former Names

There are no former names for the Scholls Highway.

History

The following entries are changes to the Scholls Highway listed by date.

February 5, 1932

Scholls Road Section (11.0 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3216.

December 6, 1933

Schools – Multnomah County Line Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Market Road No. 5, beginning at Scholls and extending northerly to Market Road No. 3 near the Groner place; and thence by Market Road No. 3 to the Bertha - Beaverton Highway near the Multnomah County Line, approximately 11 miles.

September 11, 1958

Tualatin River Bridge Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 182
See also RW Drawing 8B-10-7 & 1R-5-1188

May 9, 1988

Murray – Fanno Creek Section
Agreement exchanging a portion of the highway with the county, approved by the Highway Engineer.
See Abandonment & Retention File No. 628

November 19, 1991

Old Scholls Ferry Road – Beaverton – Hillsdale Highway Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 648

Eliminated portion described in Resolution as:

Unit A

All the land within the right-of-way boundaries of that portion of Scholls Highway, State Secondary Highway No. 143 (Scholls Ferry Road) from near its intersection with Old Scholls Ferry Rd. (MP 5.50), easterly to its intersection with Beaverton – Hillsdale Highway No. 40 (MP 12.40), excluding the Highway 217 interchange, which is that segment of Scholls Highway lying between Southern Pacific Railroad's northeasterly right-of–way line at approximate engineer's station 42+60 (MP 9.02) and northeast side of the Scholls Highway/Hall Boulevard intersection (MP 9.61). All land within Unit A lies in Sections 13, 14, 23, 26, 27, 33 and 34 of Township 1S, Range 1W, W.M.; Washington County, Oregon.

August 13, 1999

Scholls Highway @ Beef Bend Road Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 525
See also RW Drawing 1R-3-1688

July 7, 2003

MP 0.00 to MP 5.50 Section
Resolution eliminating a portion of the highway approved by the Director.
See Jurisdictional Transfer No. 705

Eliminated portion described in Resolution as:

Unit A

All the land within ODOT's right-of-way boundaries of Scholls Highway, State Highway No. 143 as described at approximately MP 0.00 to approximately MP 5.50 and lying in Sections 1, 2 & 6, Township 2S, Range 1W & 2W, W.M., Washington County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Scholls Highway No. 143 are listed below.

Table 143-2: Scholls Highway No. 143 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
628	Washington	Murray – Fanno Creek	05/09/1988	-	-
648	Washington	Old Scholls Ferry Rd – Beaverton – Hillsdale Highway	09/20/1991	11/19/1991	-
705	Washington	MP 0.0 to MP 5.5	05/23/2003	07/07/2003	-

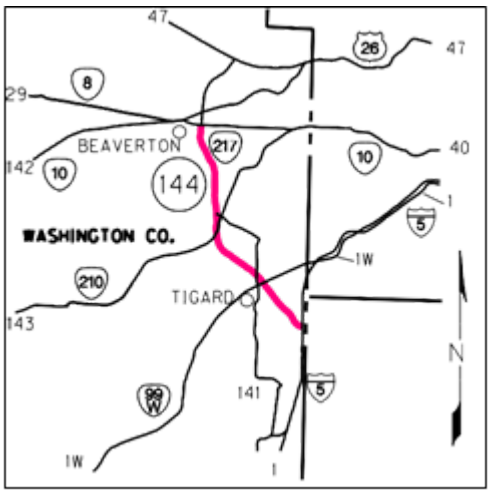
Throughway

None.

Beaverton - Tigard Highway No. 144

144

Figure 144-1: Vicinity Map



Route Numbers

Highway Routes that run along the Beaverton - Tigard Highway are as follows:

- OR 217

Road Establishment Files

The road establishment files for the Beaverton - Tigard Highway are listed below.

Table 144-1: Beaverton - Tigard Highway Road Establishment Files

File No.	County
6010086	Washington County

County

Counties that the Beaverton - Tigard Highway runs through are listed below.

- Washington

Former Names

There are no former names for the Beaverton - Tigard Highway.

History

The following entries are changes to the Beaverton - Tigard Highway listed by date.

June 3, 1960

Sunset Highway - Pacific Highway Section
Resolution realigning a portion of the highway approved by the Highway Commission.
Resolutions Adopting Surveys 213 listed the Beaverton - Tualatin Highway, apparently in error, as Resolutions Adopting Surveys No. 213a was filed to change the highway affected to the Beaverton - Tigard Highway.
See Resolutions Adopting Surveys No. 213

July 7, 1960

Beaverton – Tigard Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 55.

> **Route described in Resolution as:**
> *Beginning at the Sunset Highway, State Primary Highway No. 47, at MP 69.19 of said Sunset Highway, north of the City of Beaverton; thence southerly via Beaverton and Tigard to a junction with the Pacific Highway, State Primary Highway No. 1 at MP 9.61 of said Pacific Highway, southeast of the community of Tigard.*

September 29, 1960

Sunset Highway – Pacific Highway Section
Amending resolution 213 to correct designation to Beaverton - Tigard Highway Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 213a
See also RW Drawing 8B-20-5, 6, 7 & 1R-3-1273

July 28, 1961

Sunset Highway - Pacific Highway Section
Resolution realigning a portion of the highway approved by the Highway Commission.
Amending Resolutions Adopting Surveys No. 213 & 213a.
Designated as a throughway.
See Resolutions Adopting Surveys No. 213b
See also RW Drawing 8B-20-5, 6, 1R-3-1273 & 1R-3-1312

May 16, 1972

Scholls Ferry Road Interchange Section
Agreement eliminating a portion of the frontage road approved by ODOT. See Abandonment & Retention File No. 530

Jurisdictional Transfers

The Jurisdictional Transfers for the Beaverton - Tigard Highway No. 144 are listed below.

Table 144-2: Beaverton - Tigard Highway No. 144 Jurisdictional Transfers

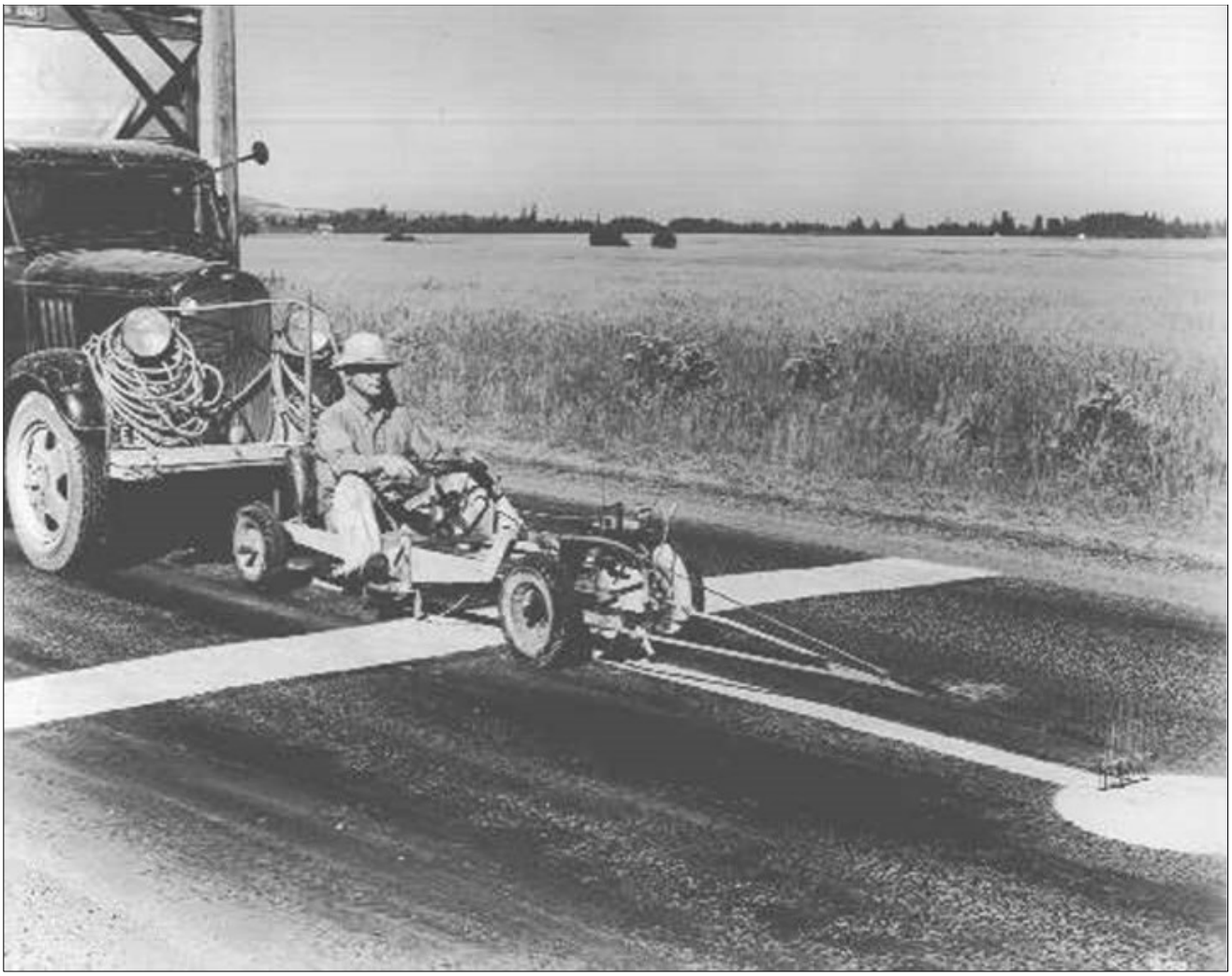
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
530	Washington	Scholls Ferry Road Interchange	05/16/1972	-	-

Throughway

July 28, 1961

Sunset Highway - Pacific Highway Section
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 213b.
See also RW Drawing 1R-3-1312

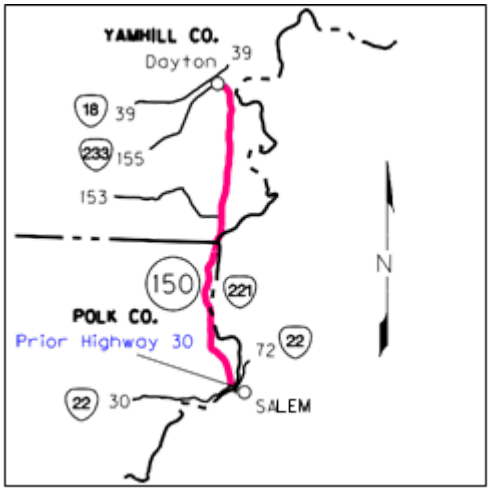
Highway maintenance in Oregon, 1937. Stripes being painted on a rural highway in Oregon. Photo by the Oregon State Archives, Oregon Department of Transportation, OHD0273.



Salem - Dayton Highway No. 150

150

Figure 150-1: Vicinity Map



Route Numbers

Highway Routes that run along the Salem - Dayton Highway are as follows:

- OR 221

Road Establishment Files

The road establishment files for the Salem – Dayton Highway are listed below.

Table 150-1: Salem – Dayton Highway Road Establishment Files

File No.	County
48720	Polk County

County

Counties that the Salem - Dayton Highway runs through are listed below.

- Polk
- Yamhill

Former Names

There are no former names for the Salem – Dayton Highway.

History

The following entries are changes to the Salem - Dayton Highway listed by date.

November 13, 1931

Wallace Road Section (9.8 miles
Polk County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3127.

Dayton - Wallace Road Section (10.70 miles)
Yamhill County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3140.

December 6, 1933

West Salem – Dayton Section
Polk & Yamhill County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Polk County)
Being all of Market Road No. 5, beginning at the Salem - Dallas Highway at West Salem and extending in a northerly direction to the Yamhill County line, a distance of approximately 9.8 miles.

(Yamhill County)
Being at the city limit of Dayton and running in a southerly direction along Market Road No. 16, a distance of approximately 11 miles to the Polk - Yamhill County line.

November 30, 1935

Yamhill County Line – Stratton Ranch Section
Polk & Yamhill County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 17

Eliminated portions described in Resolution as:
Parcel "B" – Easterly side of highway between Stations 542+00 and 571+70. Parcel "A" – Westerly side of highway between Stations 611+50 and 624+00.

November 18, 1936

ECL Dayton Section
Yamhill County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 38

Eliminated portion described in Resolution as:
Beginning at a point on the relocated center line of the Salem – Dayton Highway which is approximately 800 feet easterly of the bridge over Palmer Creek near the east city limits of Dayton; thence in a southerly and easterly direction for a distance of 1.3 miles, more or less, to an intersection with the said relocated center line of the Salem – Dayton Highway, said point of intersection being approximately at Engineer's Station 78+00.

December 12, 1939

Spaulding Ranch Section
Yamhill County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 69

Eliminated portion described in Resolution as:
All that certain section of the old right of way of the Salem – Dayton Highway in Yamhill County, lying on the westerly side of the right of way required for the reconstructed Salem – Dayton Highway, which lies between MP 3.2 and MP 4.5 of said Highway, the beginning and ending points with reference to the engineer's stations of the reconstructed highway being Station 193+00 on the northerly end and Station 237+65 on the southerly end.

October 23, 1958

Dayton – Three Mile Lane Highway Section
Yamhill County
Designation of extension approved by the Highway Commission.
See Secondary Highway Designation File No. 47.

Extension of route described in Resolution as:
Beginning at a junction with the relocated Three Mile Lane Highway, State Secondary Highway No. 152 at MP 6.43 of said relocated Three Mile Lane Highway; thence southerly via Dayton to a junction with the Willamina – Salem Highway, State Primary Highway No. 30, at MP 25.16 of said Willamina – Salem Highway in the City of Salem, a distance of 20.90 miles.

January 19, 1962

Edgewater (Salem) Section

Marion County
Re-designation of a portion of the Willamina - Salem Highway No. 30 easterly of Rosewood Drive and along Edgewater Street by the Highway Commission.
See Secondary Highway Designation File No. 63.

Route described in Resolution as:
Beginning at a junction with the Three Mile Lane Highway, State Secondary Highway No. 152, at MP 6.43 of said Three Mile Lane Highway north of Dayton, thence southerly via Dayton and Salem to a junction with the Willamina – Salem Highway, State Primary Highway No. 30, at MP 24.13 of said Willamina – Salem Highway southwesterly of Salem, a distance of 21.99 miles.

May 28, 1964

Orchard Heights Road – Edgewater Street Section
Polk County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 283
See also RW Drawing 8B-29-23 & 1R-4-55

August 25, 1966

Oak Crest Farm Section
Polk County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 318
See also RW Drawing 1R-4-226

August 20, 1968

Stringtown Road Section
Yamhill County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 352
See also RW Drawing 1R-4-342

May 17, 1977

MP 2.2 – MP 2.8 (Stringtown Road) Section
Yamhill County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 561

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Salem – Dayton Highway, State Secondary Highway No. 150, as formerly routed lying outside the easterly right-of-way boundary of said Salem – Dayton Highway as now relocated from approximately opposite relocated Highway Engineer's Station 96+65 to 120+40 and lying in Section 28, Township 4S, Range 3W, W.M., Yamhill County, Oregon.

April 22, 1993

Edgewater Street (Salem) Section
Polk County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 655

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Salem – Dayton Highway, State Secondary Highway No. 150, from a point approximately 40-feet west of the point of intersection of the centerline of Wallace Road and the centerline of Edgewater Street, if the Edgewater Street centerline was extended east until it met the Wallace Road centerline; thence west to Engineer's Station "A"1287+34, which station is at the intersection of the west end of Edgewater Street and the bottom of the off/on ramps of the Salem – Dayton Highway, all within the City of Salem; lying in Sections 28 and 21, Township 7 South, Range 3W, W.M., Polk County, Oregon.

May 18, 1999

Salemtowne - Orchard Heights Road Section
Polk County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 509
See also RW Drawing 1R-3-1677

Jurisdictional Transfers

The Jurisdictional Transfers for the Salem - Dayton Highway No. 150 are listed below.

Table 150-2: Salem – Dayton Highway No. 150 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
17	Polk/Yamhill	Yamhill County Line - Stratton Ranch	-	11/30/1935	-
38	Yamhill	ECL Dayton	-	11/18/1936	-
69	Yamhill	Spaulding Ranch	-	12/20/1939	2/28/1942
561	Yamhill	MP 2.2 - MP 2.8 (Stringtown Road)	04/12/1977	05/17/1977	-
655	Polk	Edgewater Street (Salem)	04/22/1993	04/22/1993	-

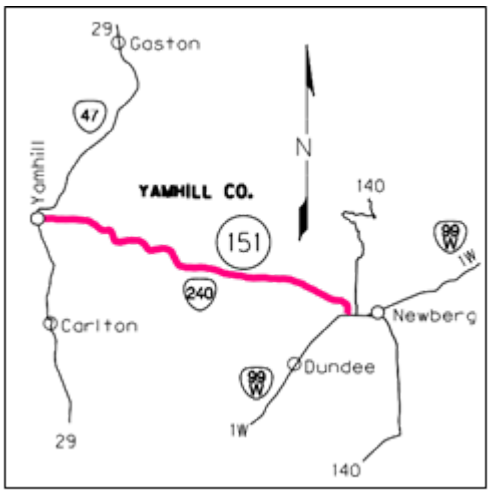
Throughway

None.

Yamhill - Newberg Highway No. 151

151

Figure 151-1: Vicinity Map



Route Numbers

Highway Routes that run along the Yamhill - Newberg Highway are as follows:

- OR 240

Road Establishment Files

The road establishment files for the Yamhill - Newberg Highway are listed below.

Table 151-1: Yamhill - Newberg Highway Road Establishment Files

File No.	County
6010087	Yamhill County

County

Counties that the Yamhill - Newberg Highway runs through are listed below.

- Yamhill

Former Names

There are no former names for the Yamhill - Newberg Highway.

History

The following entries are changes to the Yamhill - Newberg Highway listed by date.

November 13, 1931

Yamhill - Newberg Road Section (10.50 miles)
Designation as a Secondary Highway, by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3140.

December 6, 1933

Yamhill – Newberg Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Being at the town of Yamhill and running in a southeasterly direction along Market Road No. 1, a distance of approximately 10.5 miles, to the city limit of Newberg.*

June 5, 1935

Newberg Section
Designation of a temporary route through Newberg by the Highway Commission.
See Primary Highway Designation File No. 3a (page 21).
See also Minutes of the Highway Commission, page 5632.

December 7, 1954

Carlton Junction - Newberg Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 111
See also RW Drawing 1R-5-616

September 27, 1956

East Unit, Carlton Junction - Newberg Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 301

Eliminated portion described in Resolution as:
Unit "A"
Beginning on the northerly right of way boundary line opposite Highway Engineer's Survey Station 522+00 of the relocated Yamhill – Newberg State Secondary Highway No. 151 in the southeast quarter of the northwest quarter (SE¼NW¼), Section 13, Township 3 South, Range 3 West, W.M.; thence southeasterly via the former route of the Yamhill – Newberg State Secondary Highway No. 151 to the northerly right of way boundary line opposite Highway Engineer's Survey Station 566+85 of the relocated Yamhill – Newberg State Secondary Highway No. 151 in the northwest quarter of the southwest quarter (NW¼SW¼), Section 18, Township 3 South, Range 2 West, W.M., Yamhill County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Yamhill - Newberg Highway No. 151 are listed below.

Table 151-2: Yamhill - Newberg Highway No. 151 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
301	Yamhill	East Unit, Carlton Junction Newberg	04/14/1955	09/27/1956	10/24/1956

Throughway

None.

Street view of Yamhill, Oregon, 1962. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #7115

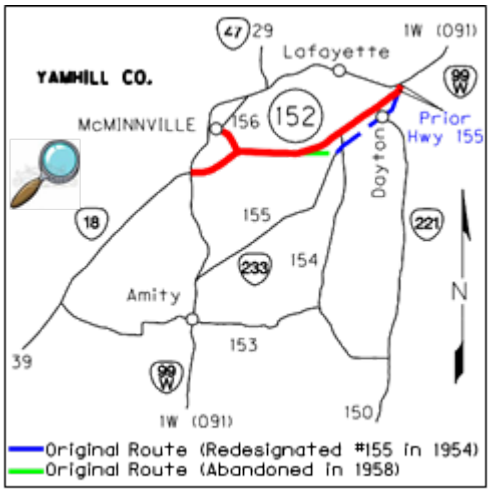


Three Mile Lane Highway No. 152

152

No longer a part of the highway system.

Figure 152-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Three Mile Lane Highway.

Road Establishment Files

There are no road establishment files for the Three Mile Lane Highway.

Table 152-1: Three Mile Lane Highway Establishment Files.

File No.	County
-	-

County

Counties that the Three Mile Lane Highway ran through are listed below.

- Yamhill

Former Names

There are no former names for the Three Mile Lane Highway.

History

The following entries are changes to the Three Mile Lane Highway listed by date.

November 13, 1931

Three Mile Lane Section (7.00 miles)
Designation as a Secondary Highway, by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3140.

December 6, 1933

McMinnville – West Side Pacific Highway Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Being at the city limit of McMinnville and running in an easterly and northeasterly direction along Market Road No. 26, via Dayton, a distance of approximately 7.0 miles, to a connection with the West Side Pacific Highway.*

June 5, 1935

McMinnville Section
Designation of a temporary route through McMinnville by the Highway Commission.
See Primary Highway Designation File No. 3a (pg 21).
See also Minutes of the Highway Commission, page 5633.

July 23, 1941

McMinnville Section
Designation of an extension in McMinnville by the Highway Commission.
See Secondary Highway Designation File No. 0-21.
See also Minutes of the Highway Commission, page 10501.

> **Extension of route described in Resolution as:**
> *Beginning at the intersection of 3rd Street and Baker Street in McMinnville; thence easterly on 3rd street to the intersection of 3rd street and Johnson Street; a distance of approximately 0.45 miles.*

October 29, 1946

McMinnville Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 18
See also RW Drawing 6B-18-22

December 20, 1951

South Yamhill River Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 217

Eliminated portions described in Resolution as:
Unit "A"
Beginning at the intersection of Third and Irvine Streets in the City of McMinnville in the Southeast quarter of the Northwest quarter of Section 21, Township 4 South, Range 4 West, W.M., and running thence southeasterly via the old route of the Three Mile Lane Secondary Highway to its intersection with the southerly city limits of the City of McMinnville at the center line of the South Yamhill River in the Northeast quarter of the Southwest quarter of Section 21, Township 4 South, Range 4 West, W.M.

Unit "B"
Beginning at the intersection of the old route of the Three Mile Lane Secondary Highway No. 152 with the city limits of McMinnville at the center line of the South Yamhill River in the Northeast quarter of the Southwest quarter of Section 21, Township 4 South, Range 4 West, W.M., and running thence southeasterly to its intersection with the new route of the Three Mile Lane Secondary Highway No. 152 opposite Highway Engineer's Station 45+70 of the relocated route in the Northwest quarter of the Northwest quarter of Section 27, Township 4 South, Range 4 West, W.M.

September 23, 1954

Baker Street to Amity – Dayton Highway Section
Re-designation of a portion to become part of the Amity Dayton Highway No. 155.
See Secondary Highway Designation File No. 29.

Route described in Resolution as:
Extending from its termini at Third and Baker Streets in McMinnville easterly to a junction with the Amity – Dayton Secondary Highway No. 155 at Mile Post 7.03 of said highway.

May 26, 1955

McMinnville Airport - Dayton Junction Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 124
See also RW Drawing 1R-3-1075

December 5, 1957

McMinnville Section
Designation of an extension in McMinnville, by the Highway Commission.
See Secondary Highway Designation File No. 42.

> **Extension of route described in Resolution as:**
> *Beginning at the intersection of the existing Three Mile Lane Highway and the one-way northbound route of the Pacific Highway West at Third and Baker Streets, thence westerly via Third Street to an intersection with the one-way southbound route of the Pacific Highway West at Baker and Adams Streets…*

October 23, 1958

Adams Street – Pacific Highway West Section
Re-designation of a portion of the Amity - Dayton Highway No. 155 by the Highway Commission.
See Secondary Highway Designation File No. 47.

> **Route described in Resolution as:**
> *Beginning at a junction with the Pacific Highway West, State Primary Highway No. 1W, at the intersection of Third and Adams Streets in the City of McMinnville; thence easterly to a junction with the Pacific Highway West, State Primary Highway No. 1W, at MP 29.79 of the said Pacific Highway West, a distance of 7.85 miles.*

December 11, 1958

Salmon River Junction - East McMinnville Junction Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 189
See also RW Drawing 8B-10-6 & 1R-5-1206

September 24, 1959

West Unit, McMinnville Airport – Dayton Junction Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 308

Eliminated portion described in Resolution as:
Unit "A"
All the land situated within the right of way boundaries of Three Mile Lane Highway as formerly routed, beginning at the southerly right of way line opposite relocated Highway Engineer's Centerline Station 167+50 of said highway as relocated in the Northeast Quarter of the Northwest Quarter (NE¼NW¼), Section 25, Township 4 South, Range 4 West, W.M.; thence via said highway as formerly routed to a junction with the existing Amity - Dayton Highway, State Secondary Highway No. 155.

July 7, 1960

Salmon River Junction - East McMinnville Junction Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 217
See also RW Drawing 8B-19-13 & 1R-3-1272

March 14, 1967

McMinnville – Pacific Highway West Section
Re-designated as a portion of the Salmon River Highway No. 39.
See Primary Highway Designation File No. 41.

Jurisdictional Transfers

The Jurisdictional Transfers for the Three Mile Lane Highway No. 152 are listed below.

Table 152-2: Three Mile Lane Highway No. 152 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
217	Yamhill	South Yamhill River	04/25/1950	12/20/1951	4/07/1952
308a	Yamhill	E Unit, McMinnville Airport – Dayton Jct	11/04/1955	09/24/1959	-
308b	Yamhill	E Unit, McMinnville Airport – Dayton Jct	-	07/31/1958	-

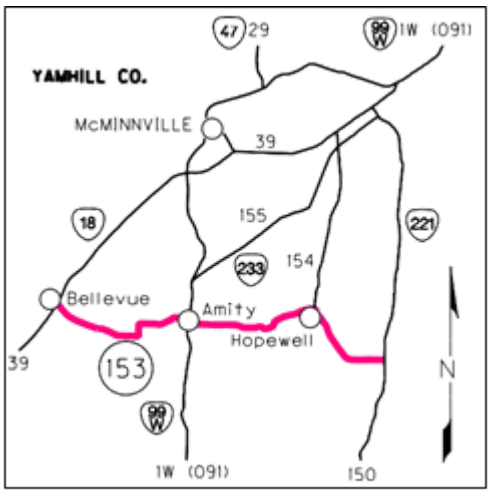
Throughway

November 3, 1955

McMinnville Airport - Dayton Junction Section
Designated a Throughway by the Highway Commission.
See Throughways & Right of Access File No. 10

Bellevue - Hopewell Highway No. 153 153

Figure 153-1: Vicinity Map



Route Numbers

Highway Routes that run along the Bellevue - Hopewell Highway are as follows:

- OR 153
- OR 99W

Road Establishment Files

The road establishment files for the Bellevue - Hopewell Highway are listed below.

Table 153-1: Bellevue – Hopewell Highway Road Establishment Files

File No.	County
6010088	Yamhill County

County

Counties that the Bellevue – Hopewell Highway runs through are listed below.

- Yamhill

Former Names

There are no former names for the Bellevue - Hopewell Highway.

History

The following entries are changes to the Bellevue - Hopewell Highway listed by date.

November 13, 1931

Amity - Bellevue Road Section (7.92 miles)
Amity - Hopewell - Pine Tree Corner Road Section (8.00 miles)
Designation as a Secondary Highway, by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3140.

December 6, 1933

Bellevue – Pine Tree Corner Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Beginning at the McMinnville - Tillamook Highway near what is known as Bellevue, and running in an easterly direction along Market Road No. 28, to an intersection with Market Road No. 15; thence in an easterly direction along Market Roads No. 15 and No. 6, via Amity, to Hopewell; thence in an easterly direction along a county road to a connection with the Dayton Wallace Road near what is known as Pine Tree Corner, total distance of road being approximately 16 miles.*

November 8, 1949

Amity - Hopewell Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 211

> **Eliminated portion described in Resolution as:**
> *… which portions lie between Highway Engineer's Station 129+20 and Highway Engineer's Station 134+00 and between Highway Engineer's Station 134+50 and Highway Engineer's Station 137+55 and between Highway Engineer's Station 201+20 and Highway Engineer's Station 212+70 of the reconstructed highway…*

January 22, 1957

Hopewell Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 148
See also RW Drawing 8B-4-9 & 1R-5-966

October 31, 1957

Hopewell Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 326

Eliminated portion described in Resolution as:
Unit "A"
Most of the land situated within the right of way boundaries of the Bellevue – Hopewell Highway as formerly routed, beginning at the westerly right of way line opposite Highway Engineer's Survey Station 3+00 of said highway as relocated in the northeast quarter of the northeast quarter (NE¼NE¼), Section 31, Township 5 South, Range 3 West, W.M.; thence southerly and easterly via said highway as formerly routed to the southerly right of way line opposite Highway Engineer's Survey station 12+35 of said highway as relocated in the northwest quarter of the northwest quarter (NW¼NW¼), Section 32, Township 5 South, Range 3 West, W.M.

October 22, 1985

Deer Creek Bridge Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 456
See also RW Drawing 1R-4-873

June 9, 1999

South Yamhill River (Green) & Overflow Bridges Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 516
See also RW Drawing 1R-4-954

Jurisdictional Transfers

The Jurisdictional Transfers for the Bellevue - Hopewell Highway No. 153 are listed below.

Table 153-2: Bellevue - Hopewell Highway No. 153 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
211	Yamhill	Amity - Hopewell	-	11/08/1949	01/16/1950
326	Yamhill	Hopewell	03/22/1957	10/31/1957	11/27/1957

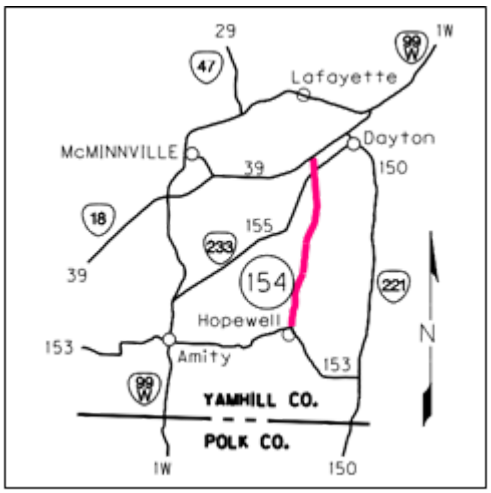
Throughway

None.

Lafayette Highway No. 154

154

Figure 154-1: Vicinity Map



Route Numbers

Highway Routes that run along the Lafayette Highway are as follows:

- OR 154
- OR 233

Road Establishment Files

The road establishment files for the Lafayette Highway are listed below.

Table 154-1: Lafayette Highway Road Establishment Files

File No.	County
50732	Yamhill County

County

Counties that the Lafayette Highway runs through are listed below.

- Yamhill

Former Names

There are no former names for the Lafayette Highway.

History

The following entries are changes to the Lafayette Highway listed by date.

November 13, 1931

Lafayette - South Road Section (6.00 miles)
Designation as a Secondary Highway, by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3140.

December 6, 1933

Three Mile Lane Road to Bellevue – Amity – Hopewell Road Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Beginning at a connection with the Three Mile Lane Road, approximately 2 miles west of Dayton, and running in a southerly direction along Market Road No. 18 a distance of approximately 6 miles, to a connection with the Bellevue - Amity - Hopewell Road.

October 23, 1958

Three Mile Lane Highway to Bellevue – Hopewell Highway Section
Designation extending terminus northerly in Dayton, to a junction with the Three Mile Lane Highway No. 152 by the Highway Commission.
See Secondary Highway Designation File No. 47.

Extension of route described in Resolution as:
Beginning at a junction with the relocated Three Mile Lane Highway, State Secondary Highway No. 152, at MP 5.12 of said relocated Three Mile Lane Highway; thence southerly to a junction with the Bellevue – Hopewell Highway, State Secondary Highway No. 153 at MP 11.16 of said Bellevue – Hopewell Highway, a distance of 6.27 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Lafayette Highway No. 154.

Table 154-2: Lafayette Highway No. 154 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

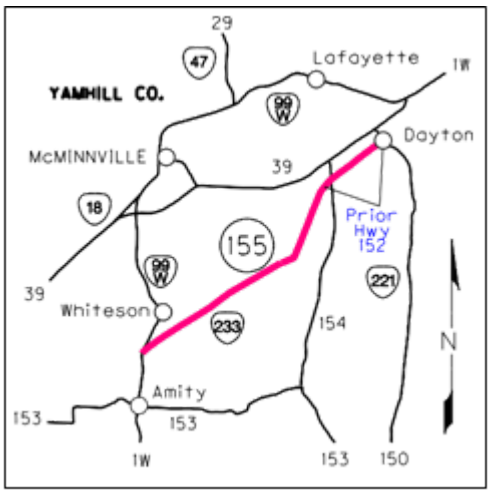
Throughway

None.

Amity - Dayton Highway No. 155

155

Figure 155-1: Vicinity Map



Route Numbers

Highway Routes that run along the Amity – Dayton Highway are as follows:

- OR 233

Road Establishment Files

There are no road establishment files for the Amity - Dayton Highway.

Table 155-1: Amity - Dayton Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Amity - Dayton Highway runs through are listed below.

- Yamhill

Former Names

There are no former names for the Amity - Dayton Highway.

History

The following entries are changes to the Amity - Dayton Highway listed by date.

February 19, 1936

West Side Pacific Highway - Three Mile Lane Highway No. 152 Section
Designation as a Secondary State Highway by the Highway Commission.
See Minutes of the Highway Commission, page 6318.

Route described in Resolution as:
Beginning at a point on the West Side Pacific Highway at a point approximately 1 mile south of Whiteson, thence in a northeasterly direction to a junction with Secondary Highway No. 152, a distance of approximately 7 miles.

September 23, 1954

Whiteson – Dundee Section
Re-designation of a portion of Three - Mile Lane Highway No. 152 by the Commission.
See Secondary Highway Designation File No. 29.

Route described in Resolution as:
Beginning at a place on Pacific Highway West (U.S. Route 99W) about one mile south of Whiteson; thence in a northeasterly direction to a junction with Three – Mile Lane Secondary Highway No. 152 at or near Mile Post 4.65 of said highway; thence northeasterly via Dayton to a junction with Pacific Highway West (U.S. Route 99W) at or near Mile Post 30.79 of said highway between Dundee and Lafayette.

July 31, 1958

East Unit, McMinnville Airport – Dayton Junction Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 308

Eliminated portion described in Resolution as:
Unit "B"
All the land situated within the right of way boundaries of the existing Amity – Dayton Highway beginning at the easterly city limits of the city of Dayton; thence easterly via the existing Amity – Dayton Highway to the southerly right of way line opposite Highway Engineer's Center Line Survey Station 367+20 of the relocated Three Mile Land Highway in the southeast quarter of the southwest quarter (SE¼SW¼), Section 9, Township 4 South, Range 3 West, W.M.

October 23, 1958

Pacific Highway West – Three Mile Lane Section
Re-designation of a portion to become a part of the Three Mile Lane Highway No. 152 by the Highway Commission.
See Secondary Highway Designation File No. 47.

Portion re-designated to Highway No. 152
From a point opposite Highway Engineer's Centerline Survey Station 367+20 of said relocated Three Mile Lane Highway northerly to a junction with the Pacific Highway West.

Jurisdictional Transfers

The Jurisdictional Transfers for the Amity - Dayton Highway No. 155 are listed below.

Table 155-2: Amity - Dayton Highway No. 155 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
308	Yamhill	Dayton	-	07/ 31/1958	-

Throughway

None.

Eola Village, a migrant labor camp located between Amity and Dayton in Yamhill County, Oregon, 1972. Photo by Oregon State Archives, Statesman Journal Newspaper, #SJ217



Street view of Amity in Yamhill County, Oregon, 1960. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #5426.

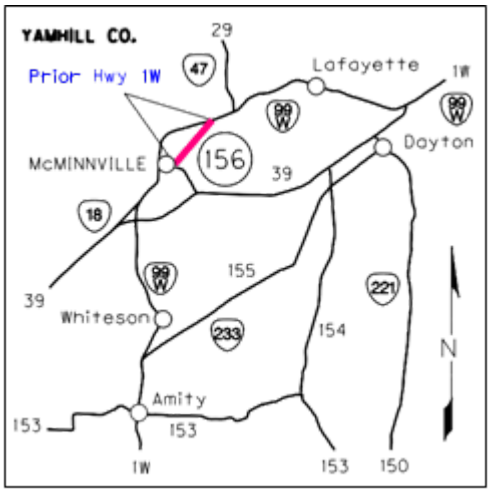


McMinnville Highway No. 156

156

No longer a part of the highway system.

Figure 156-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the McMinnville Highway.

Road Establishment Files

There are no road establishment files for the McMinnville Highway.

Table 156-1: McMinnville Highway Establishment Files.

File No.	County
-	-

County

Counties that the McMinnville Highway ran through are listed below.

- Yamhill

Former Names

There are no former names for the McMinnville Highway.

History

The following entries are changes to the McMinnville Highway listed by date.

July 23, 1941

Pacific Highway West – Johnson Street Section
Re-designation from a portion of the Pacific Highway West No. 1W by the Highway Commission.
See Secondary Highway Designation File No. 0-22.
See also A&R No. 48 (Intent to abandon to county in 1937 never acted on by county.)
See also Minutes of the Highway Commission, page 10502.

Route described in Resolution as:
Beginning at the intersection of the Pacific Highway West with the former route of the Pacific Highway West which is an extension of Lafayette Avenue northeast of McMinnville; thence in a Southwesterly direction along the former route of the Pacific Highway West, Lafayette Avenue and Johnson Street in McMinnville to the intersection of Johnson Street and Third Street in McMinnville; a distance of approximately 1.80 miles.

September 10, 1998

Lafayette Ave. @ Pacific Highway West Section
Resolution eliminating portions of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 688

June 7, 1999

Pacific Highway West – Salmon River Highway Spur Section
Resolution eliminating the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 690

Eliminated portion described in Resolution as:
Unit A
All the land within the State's right-of-way boundaries of the McMinnville Highway, State Highway No. 156, from its intersection with Pacific Highway West southerly to its intersection with the Salmon River Highway Spur … and lying in Sections 16 and 21, Township 4 South, Range 4 West, W.M., Yamhill County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the McMinnville Highway No. 156 are listed below.

Table 156-2: McMinnville Highway No. 156 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
688	Yamhill	Lafayette Ave & Pacific Highway West	05/04/1999	09/10/1998	-
690	Yamhill	Entire Highway	04/23/1999	06/07/1999	-

Throughway

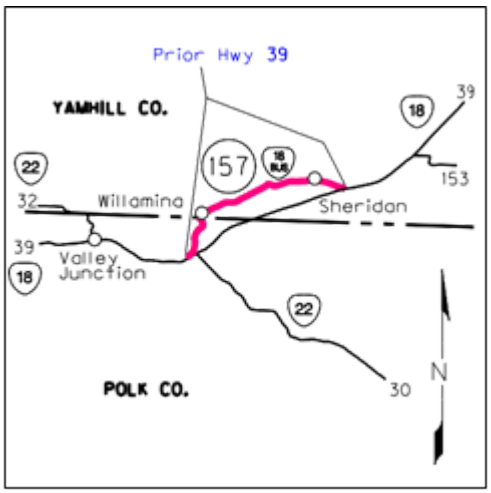
None.

Barn with sign on its side near McMinnville, Oregon, 1957. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #8819.



Willamina - Sheridan Highway No. 157 157

Figure 157-1: Vicinity Map



Route Numbers

Highway Routes that run along the Willamina - Sheridan Highway are as follows:

- OR 18 Bus

Road Establishment Files

The road establishment files for the Willamina - Sheridan Highway are listed below.

Table 157-1: Willamina - Sheridan Highway Road Establishment Files

File No.	County
51820	Yamhill/Polk Counties

County

Counties that the Willamina - Sheridan Highway runs through are listed below.

- Polk
- Yamhill

Former Names

There are no former names for the Willamina - Sheridan Highway.

History

The following entries are changes to the Willamina - Sheridan Highway listed by date.

January 22, 1959

Willamina Salem Highway – Sheridan Section
Polk & Yamhill County
Re-designation of a portion of the Salmon River Highway No. 39 by the Highway Commission.
See Secondary Highway Designation File No. 50.

Route described in Resolution as:
Beginning at a junction with the relocated Salmon River Highway at MP 25.51 of said relocated Salmon River Highway; thence northeasterly and easterly via Willamina and Sheridan to a junction with the relocated Salmon River Highway at MP 32.86 of said highway, a distance of approximately 8.50 miles.

April 21, 1960

Buell Road - Willamina Section
Polk County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 210
See also RW Drawing 9C-15-5 & 1R-5-1377

June 29, 1962

Willamina Bridge Section
Yamhill County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 255
See also RW Drawing 1R-3-1329 & 1R-3-1337

October 26, 1976

Rock Creek Bridge Section
Yamhill County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 422
See also RW Drawing 1R-4-626

September 19, 1978

Rock Creek Section
Yamhill County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 574

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Willamina - Sheridan Highway, State Secondary Highway No. 157 as formerly routed lying outside the northerly right-of-way boundary of said Willamina - Sheridan Highway as now relocated from approximately opposite relocated Highway Engineer's Station 70+40 to 75+00 and lying in Section 33, Township 5S, Range 6W, W.M., Yamhill County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Willamina - Sheridan Highway No. 157 are listed below.

Table 157-2: Willamina - Sheridan Highway No. 157 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
574	Yamhill	Rock Creek	-	09/19/1978	-

Throughway

None.

Fendall school house north of Willamina, Oregon, 1959.
Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #4155.



Sheridan Hotel building in Sheridan, Oregon, 1961. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6851.



Cascade Highway South No. 160

160

Figure 160-1: Vicinity Map



Route Numbers

Highway Routes that run along the Cascade Highway South are as follows:

- OR 213

Road Establishment Files

The road establishment files for the Cascade Highway South are listed below.

Table 160-1: Cascade Highway South Road Establishment Files

File No.	County
50847	Marion/Clackamas Counties

County

Counties that the Cascade Highway South runs through are listed below.

- Clackamas
- Marion

Former Names

The former names for the Cascade Highway South are listed below.

- Cascade Highway (1931 – 1971)

History

The following entries are changes to the Cascade Highway South listed by date.

November 13, 1931

Cascade Highway
Cascade Highway Section (27.06 miles)
Clackamas County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3128.

Cascade Highway
Silverton - Oregon City Road Section (6.00 miles)
Marion County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3138.

December 6, 1933

Cascade Highway
Clackamas & Marion County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Clackamas County)
Being all of Market Roads No. 38, No. 22 and No. 5, and being a portion of Market Road No. 11 and No. 25, beginning at the Multnomah County line at a connection with SE 82nd Avenue extended and extending in a southerly direction via Oregon City, Liberal and Marquam to the Marion County line, a distance of approximately 31.7 miles

(Marion County)
Beginning at Silverton and extending along Market Roads No. 33 and No. 48 to Jacks Bridge on the Marion - Clackamas County line, approximately 5.55 miles.

June 5, 1935

Cascade Highway
Oregon City & Silverton Section
Clackamas & Marion County
Designation of a temporary route through Oregon City and Silverton by the Highway Commission.
See Primary Highway Designation File No. 3a (pg21).
See also Minutes of the Highway Commission, page 5633.

June 4, 1937

Cascade Highway
NE Sandy Blvd – Clackamas County Line Section
Multnomah County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 7415.

Route described in Resolution as:

Beginning at the intersection of NE Sandy Boulevard and NE 82nd Street; thence southerly along SE 82nd Street and an extension thereof to the Multnomah - Clackamas County Line, a distance of 6.28 miles.

December 5, 1940

Cascade Highway
Sandy Boulevard – Oregon City Section
Clackamas County
Revised description of route approved by the Highway Commission.
See Minutes of the Highway Commission, page 9953.

Route described in Resolution as:

… from a point on Federal Aid Road No. 1 at the intersection of East 82nd Street and Sandy Boulevard at the northeast limits of Portland to a point on Federal Aid Road No. 26 at or near Oregon City…

December 5, 1940

Cascade Highway Oregon City Section
Clackamas County
Designation of connection in Oregon City by the Highway Commission.
See Secondary Highway Designation File No. 0-12.

Route described in Resolution as:
Beginning at Engineer's Station 10+97.5 on the newly relocated and constructed route of the Pacific Highway East; thence southerly to the intersection of 14th Street and Main Street; thence easterly on 14th Street to Washington Street to a connection with the route of the Cascade Secondary Highway; and westerly on 14th Street between Main Street and the new route of the Pacific Highway East.

February 13, 1942

Cascade Highway
82nd Avenue (Portland) Section
Multnomah County
Designation of an extension along NE 82nd Avenue in Portland by the Highway Commission.
See Secondary Highway Designation File No. 0-12a.
See also Minutes of the Highway Commission, page 10880.

Extension of route described in Resolution as:
Beginning at the intersection of Northeast Sandy Boulevard with Northeast 82nd Avenue; thence north to the intersection of Northeast 82nd Avenue with Northeast Killingsworth Street; a distance of 0.706 miles.

July 23, 1942

Cascade Highway
Clackamas Overcrossing Section
Clackamas County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 108

Eliminated portion described in Resolution as:
All that certain section of the old right of way of the Clackamas Overcrossing Section of the Cascade Highway in Section 4, Township 2 South, Range 2 East, W.M., Clackamas County, lying on the easterly side of the right of way required for the reconstructed Cascade Highway; the beginning and ending points with reference to the engineer's stations of the said reconstructed highway being Station 456+05 on the northerly end and Station 482+07 on the southerly end.

February 17, 1953

Cascade Highway
Molalla Junction - Marquam Section
Clackamas County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 83
See also RW Drawing 7B-17-1

June 23, 1954

Cascade Highway
Molalla Junction - Marquam Section
Clackamas County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 274

Eliminated portion described in Resolution as:
Unit "A"
Beginning at State Highway Engineer's Station 168+50 of the relocated Cascade Highway in the northwest quarter of the southwest quarter of Section 18, Township 5 South, Range 2 East, W.M.; thence via the former route of the Cascade Highway to State Highway Engineer's Station 184+25 of the relocated Cascade Highway in the northwest quarter of the southeast quarter of Section 18, Township 5 South, Range 2 East, W.M.

January 18, 1955

Cascade Highway
SE Flavel Street - Lake Road Section
Clackamas & Multnomah Counties
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 115
See also RW Drawing 1R-5-620

April 13, 1955

Cascade Highway
Lake Road - Oregon City Section
Clackamas County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 117
See also RW Drawing 1R-5-660

May 16, 1957

Cascade Highway
Portland International Airport - NE Alberta Street Section
Multnomah County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 153a
See also Resolutions Adopting Surveys No. 153b
See also RW Drawing 8B-5-3 & 1R-3-1146

March 27, 1958

Cascade Highway
Killingsworth Street – Airport Road Section
Multnomah County
Designation of an extension in Portland, by Highway Commission.
See Secondary Highway Designation File No. 44.

> **Extension of route described in Resolution as:**
> *Beginning at the intersection of N.E. Killingsworth Street and the Cascade Secondary State Highway No. 160 in Multnomah County and the City of Portland, and extending thence from said intersection in a northerly direction to a terminus consisting of an intersection with a public way know as Airport Road at Highway Engineer's center line Survey Station 87+04.07.*

April 16, 1959

Cascade Highway
Hilda Street - Beaver Creek Road Section
Clackamas County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 194
See also RW Drawing 8B-12-9 & 1R-5-1271

May 16, 1959

Cascade Highway
Portland International Airport - NE Alberta Street Section
Multnomah County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 153b
See also Resolutions Adopting Surveys No. 153b
See also RW Drawing See 8B-5-3 & 1R-3-1146

September 29, 1960

S.P.R.R. Overcrossing-Oregon City Section
Designated as a throughway.
See Throughways and Rights of Access Resolution File No. 14.

December 20, 1962

Cascade Highway
Clackamas Overcrossing – Park Place Section
Clackamas County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 404

December 18, 1963

Cascade Highway
Park Place - Oregon City Section
Clackamas County
Resolution realigning a portion of the highway approved by the Highway Commission.
Also rescinds portion of Survey Resolution No. 117, dated 4/13/55
Rescinded by Resolutions Adopting Surveys No. 297, dated 5/13/1965.
See Resolutions Adopting Surveys No. 276
See also RW Drawing 8B-29-11 & 1R-4-17

May 13, 1965

Cascade Highway
Park Place - Oregon City Section
Clackamas County
Resolution realigning a portion of the highway approved by the Highway Commission.
Rescinds Resolutions Adopting Surveys No. 276, dated 12/18/1963.
See Resolutions Adopting Surveys No. 297.
See also RW Drawing 8B-24-11 & 1R-4-128

December 19, 1966

Cascade Highway
Silverton Section
Marion County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 447

Eliminated portion described in Resolution as:

…(Oak Street)…between 1st Street and Water Street…

August 19, 1969

Cascade Highway
Polk Street - Hilda Street (Oregon City) Section
Clackamas County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Highway Corridor & Design Resolution No. 370
See also RW Drawing 1R-4-408

March 30, 1971

Cascade Highway South
Oregon City – Silverton Section
Clackamas & Marion County
Re-designation of portions as Cascade Highway North No. 68 and as Cascade Highway South, Highway No. 160 by the Highway Commission.
See Primary Highway Designation File No. 47.

Route of Cascade Highway South described in Resolution as:

That the portion of 14th Street (Hwy. 160 Spur) between the Pacific Highway East and the Cascade Highway in the City of Oregon City be added along with the existing Cascade Highway, State Secondary Highway No. 160 (ORE 213) lying between 14thStreet in Oregon City and following the existing route to Silverton, be re-designated the Cascade Highway South, and remain State Secondary Highway No. 160.

May 29, 1973

Cascade Highway
Northerly from Oregon City Section
Clackamas County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 439

Eliminated portion described in Resolution as:

Unit "A"

All the land within the right-of-way boundaries of the Cascade Highway, State Secondary Highway No. 160, as formerly routed lying outside of the right-of-way of the "E" line and the E. Portland Freeway as now located from approximately Highway Engineer's Station "E"689+70 to approximately opposite Highway Engineer's Station 672+00 of said E. Portland Freeway and located in Section 29, Township 2 South, Range 2 East, W.M., Clackamas County, Oregon.

December 18, 1975

Cascade Highway South
First Street – Water Street Section
Marion County
Designation of an extension in Silverton by the Highway Commission.
See Secondary Highway Designation File No. 78.

Route described in Resolution as:
That the portion of Oak Street between First and Water Streets be designated…

October 21, 1980

Cascade Highway South
Park Place - Clackamas Community College Section
Clackamas County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 433
See also RW Drawing 1R-4-746

January 18, 1984

Cascade Highway
Gladstone Int. – Oregon City Int. Section
Clackamas County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 439a

Eliminated portion described in Resolution as:
Unit "A"
All the land within the right-of-way boundaries of the (Former) Cascade Highway, State Secondary Highway No. 160, as previously routed lying outside of the northwesterly right-of- way of the "E" line and the E. Portland Freeway as now located from approximately Highway Engineer's Station "E"689+70 to 694+70 of said East Portland Freeway and located in Section 29, Township 2 South, Range 2 East, W.M., Clackamas County, Oregon.

November 17, 1987

Cascade Highway South
Park Place – Clackamas Community College (Oregon City Bypass) Section
Clackamas County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 624
See also Abandonment & Retention File No. 625
See also MC&A No. 7601

Eliminated portion described in Resolution as:
Unit C
All the land within the previous right-of-way boundaries of the Cascade Highway South, State Secondary Highway No. 160, as formerly routed from MP 3.11 (City Limits of Oregon City), which is 0.28 miles southerly from Fir Lane, to MP 3.18 (City Limits of Oregon City) and which lies outside the present westerly right-of-way boundary of said Cascade Highway South.

May 17, 1988

Cascade Highway South
Spangler Hill - Mulino Section
Clackamas County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 475
See also RW Drawing 1R-3-1563

January 13, 1989

Cascade Highway South
Park Place – Clackamas Community College (Oregon City Bypass) Section
Clackamas County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 637

Eliminated portion described in Resolution as:
Unit A
That real property acquired by the State of Oregon, by and through its Department of Transportation, described as PARCEL 4 in final Judgment No. 84-1-274, dated January 7, 1986, Circuit Court of Clackamas County, Oregon.

July 22, 1999

Cascade Highway South
Cascade Highway South @ South Macksburg Road Section
Clackamas County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 520
See also RW Drawing 1R-4-957

May 28, 2009

Cascade Highway South
Molalla Avenue at OR 213 Section
Clackamas County
Resolution eliminating a section of the highway approved by the Transportation Commission.
See Jurisdictional Transfer No. 787 recorded June 24, 2009 as Recorder's Fee No. 2009-044731, Film Records of Clackamas County.

Jurisdictional Transfers

The Jurisdictional Transfers for the Cascade Highway South No. 160 are listed below.

Table 160-2: Cascade Highway South No. 160 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
108	Clackamas	Clackamas Overcrossing	-	07/23/1942	11/3/1943
274	Clackamas	Molalla Junction – Marquam	04/10/1953	06/23/1954	-
404	Clackamas	Clackamas Overcrossing – Park Place	11/20/1962	12/20/1962	-
439	Clackamas	Northerly from Oregon City	12/14/1965	05/29/1973	-
439	"	"	12/19/1966	-	-
439	"	"	10/19/1971	-	-
439	"	"	01/11/1972	-	-
439	"	"	04/01/1974	-	-
439a	Clackamas	Gladstone Int. – Oregon City Int.	-	01/18/1984	-
447	Marion	Silverton	03/08/1966	12/19/1966	-
624	Clackamas	Park Place - CCC, Oregon City Bypass	03/11/1982	11/17/1987	-
625	Clackamas	Park Place - CCC, Oregon City Bypass	03/11/1982	11/17/1987	-
637	Clackamas	Park Place - CCC, Oregon City Bypass	03/11/1982	01/13/1989	-
787	Clackamas	Molalla Avenue at OR 213	-	05/28/2009	-

Throughway

September 29, 1960

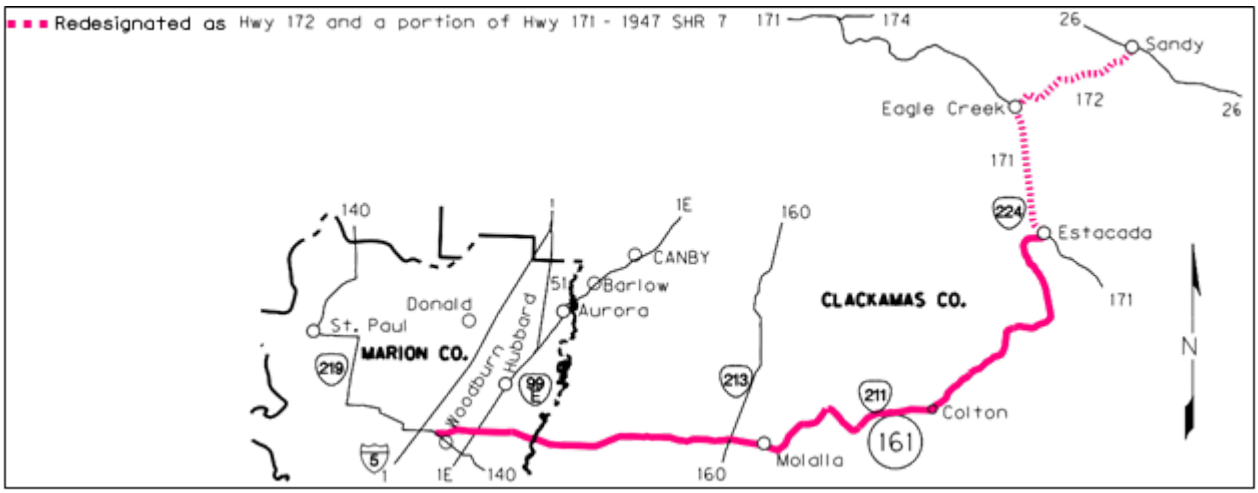
S.P.R.R. Overcrossing-Oregon City Section
Designated as a throughway.
See Throughways and Rights of Access Resolution File No. 14.

Marquam in Clackamas County, Oregon 1966. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6490



Woodburn - Estacada Highway No. 161 161

Figure 161-1: Vicinity Map



Route Numbers

Highway Routes that run along the Woodburn - Estacada Highway are as follows:

- OR 211

Road Establishment Files

The road establishment files for the Woodburn - Estacada Highway are listed below.

Table 161-1: Woodburn – Estacada Highway Road Establishment Files

File No.	County
51277	Marion/Clackamas Counties

County

Counties that the Woodburn - Estacada Highway runs through are listed below.

- Clackamas
- Marion

Former Names

The former names for the Woodburn - Estacada Highway are listed below.

- Woodburn – Mt. Hood Loop Highway (1931 – 1940)
- Woodburn – Sandy Highway (1940 – 1947)

History

The following entries are changes to the Woodburn – Estacada Highway listed by date.

November 13, 1931

Woodburn - Mt. Hood Loop Highway
Woodburn - Molalla Road Section (3.00 miles)
Marion County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3138.

Woodburn - Mt. Hood Loop Highway
Woodburn - Mt. Hood Highway Road Section (36.12 miles)
Clackamas County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3128.

December 6, 1933

Woodburn - Mt. Hood Loop Highway
Pacific Highway – Mt Hood Highway Section
Clackamas & Marion County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Clackamas County)
Being all of Market Roads No. 32 No. 35 and No. 2, and a portion of Market Road No. 1, beginning at the Marion County line and extending in an easterly and northeasterly direction via Molalla, Colton and Dover to the Mt. Hood Highway, a distance of approximately 42.7 miles.

(Marion County)
Beginning on the Pacific Highway about 2 miles northeast from Woodburn and extending in an easterly direction along Market Road No. 57 to the Marion - Clackamas County line, approximately 2.7 miles.

January 9, 1936

Woodburn – Mt. Hood Loop Highway
Estacada Section
Clackamas County
Beginning at the south entrance of Estacada, through the town.
See Minutes of the Highway Commission, page 6193.

June 16, 1936

Mt. Hood – Woodburn Highway
Old County Road Section
Clackamas County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 32

Eliminated portion described in Resolution as:
All of that portion of the old county road on both sides and adjacent to the recently acquired right of way on the relocated center line of the Mt. Hood – Woodburn Secondary Highway, between engineer's stations 1751+00 and 1769+50, in Sections 28 and 29, Twp. 3 South Range 4 East, W.M., Clackamas County, Oregon.

November 25, 1946

Woodburn - Sandy Highway
Sandy Section
Clackamas County
Designation of a city street in Sandy as an extension by the Highway Commission.
See Secondary Highway Designation File No. 3.
See also Abandonment & Retention File No. 151

Route described in Secondary Highway Resolution as:
Beginning at the intersection of Main Street and First Avenue in the Town of Sandy, Clackamas County, State of Oregon,; thence north via First Avenue to the intersection of First Avenue and Belmont Street, also being the intersection of First Avenue with the Mt. Hood Highway, a distance of 0.07 mile.

Eliminated portion described in A&R as:
Beginning at the intersection of Main Street and First Avenue in the Town of Sandy, Clackamas County, Oregon; thence in a northeasterly direction via Main Street to the intersection of Main Street and Belmont Street, also being the intersection of Main Street with the Mt. Hood State Highway, a distance of 0.19 mile.

February 3, 1947

Woodburn - Sandy Highway
Eagle Creek - Sandy Section
Clackamas County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 21
See also RW Drawing 6B-18-4

March 24, 1947

Woodburn - Estacada Highway
Pacific Highway East – Estacada Section
Clackamas County
Designation incorporating certain Clackamas County roads and changing the name to the Woodburn – Estacada Highway by the Highway Commission. Portions re-designated as Clackamas Highway No. 171 and Eagle Creek – Sandy Highway No. 172
See Secondary Highway Designation File No. 7.

Route described in Resolution as:
Beginning at a point on the Pacific Highway East, approximately two miles north of Woodburn and extending via Molalla, Colton, and Springwater to Estacada, a distance of 34.24 miles.

January 21, 1954

Woodburn - Estacada Highway
Little Creek - Estacada Section
Clackamas County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 97
See also RW Drawing 7B-24-20

December 19, 1955

Woodburn - Estacada Highway
Meadowbrook Bridge Unit of Molalla - Colton Section
Clackamas County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 134
See also RW Drawing 7B-35-20 & 1R-5-838

February 27, 1958

Woodburn - Estacada Highway
Little Creek - Estacada Section
Clackamas County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 288

Eliminated portion described in Resolution as:
Unit "A"
Beginning at State Highway Engineer's Station 1520+90 of the relocated Woodburn – Estacada Highway in the southeast quarter of the southwest quarter (SE¼SW¼) of Section 9, Township 4 South, Range 4 East, W.M.; thence northerly via the former route of the Woodburn – Estacada Highway to State Highway Engineer's Station 1728+20 of the former route of the Woodburn – Estacada Highway in the southeast quarter of the northwest quarter (SE¼NW¼) of Section 29, Township 3 South, Range 4 East, W.M.

October 31, 1967

Woodburn - Estacada Highway
Killin Bridge Section
Marion County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 342
See also RW Drawing 1R-4-304

December 23, 1969

Woodburn - Estacada Highway
Killin Bridge Section
Marion County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 484

Eliminated portions described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Woodburn – Estacada Highway, State Secondary Highway No. 161, as formerly routed lying outside the southerly right-of-way boundary of said Woodburn – Estacada Highway, as now relocated, beginning at the Pudding River, in Section 10, Township 5 South, Range 1 West, W.M.; thence southeasterly and easterly along said former route to the section line between Sections 10 and 11 in said Township 5 South, Range 1 West, W.M., Marion County, Oregon.

Unit B

All the land within the right-of-way boundaries of the Woodburn – Estacada Highway, State Secondary Highway No. 161, as formerly routed, lying outside the southerly right-of-way boundary of said Woodburn – Estacada Highway, as now relocated, from the section line between Sections 10 and 11 in Township 5 South, Range 1 West, W.M., easterly to the southerly right-of- way boundary line of the relocated Woodburn – Estacada Highway approximately opposite relocated Highway Engineer's Station 96+75 and lying in Section 11, Township 5 South, Range 1 West, W.M., Marion County, Oregon.

November 13, 1990

Woodburn - Estacada Highway
Bear Creek - Keith Road Section
Clackamas County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 495
See also RW Drawing 1R-3-1605

September 15, 1992

Woodburn - Estacada Highway
MP 23.75 - MP 23.95 Section
Clackamas County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 503
See also RW Drawing 1R-3-1623

June 9, 1999

Woodburn - Estacada Highway
MP 26.5 - Clear Creek Canyon Section
Clackamas County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 517
See also RW Drawing 1R-4-955

Jurisdictional Transfers

The Jurisdictional Transfers for the Woodburn – Estacada Highway No. 161 are listed below.

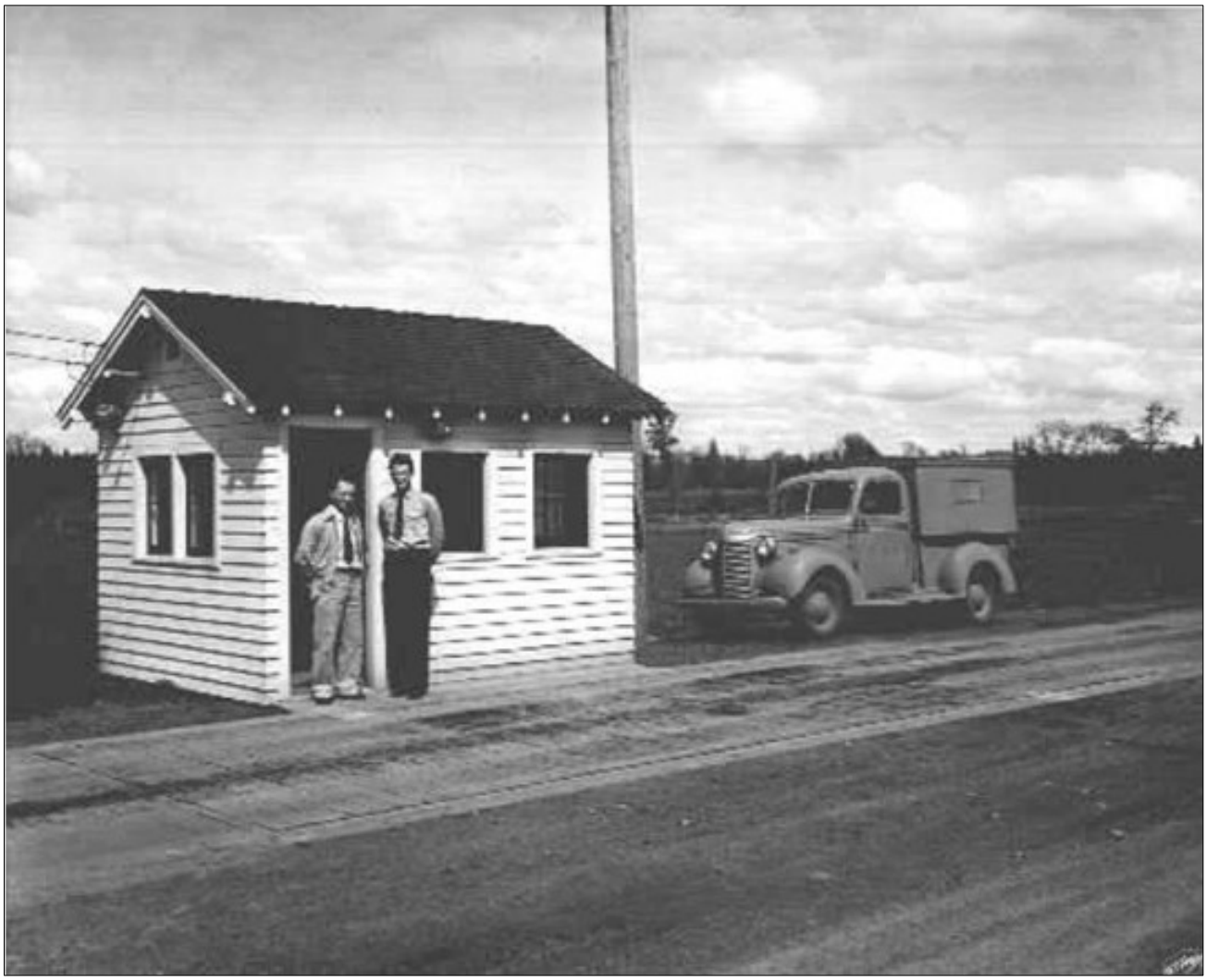
Table 161-2: Woodburn - Estacada Highway No. 161 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
32	Clackamas	Portions of old County Rd	-	06/16/1936	-
151	Clackamas	Sandy	-	11/25/1946	-
288	Clackamas	Little Creek - Estacada	03/25/1954	02/27/1958	3/11/1958
484	Marion	Killin Bridge	12/17/1968	12/23/1969	-

Throughway

None.

Scalehouse on road near Molalla, Oregon, ca 1940.
Photo by the Oregon State Archives, Oregon State Highway Division, OHD1770.



North Santiam Highway No. 162

162

Figure 162-1: Vicinity Map



Route Numbers

Highway Routes that run along the North Santiam Highway are as follows:

- OR 22

Road Establishment Files

The road establishment files for the North Santiam Highway are listed below.

Table 162-1: North Santiam Highway Road Establishment Files

File No.	County
48827	Linn/Marion Counties

County

Counties that the North Santiam Highway runs through are listed below.

- Linn
- Marion

Former Names

There are no former names for the North Santiam Highway.

History

The following entries are changes to the North Santiam Highway listed by date.

November 13, 1931

North Santiam Road Section (48.00 miles)
Marion County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3138.

December 6, 1933

Salem – Niagara Section
Marion County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Beginning at Salem, through Stayton to Niagara, approximately 48.0 miles.

July 23, 1941

Detroit – Santiam Highway Section
Linn & Marion County
Designated as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-20.
See also Secondary Designation File No. 0-20a.
See also Minutes of the Highway Commission, page 10499.

Route described in Resolution as:
(Marion County)
Beginning at Detroit and extending easterly and southeasterly along the north bank of the North Santiam River to the Linn - Marion County Line, a distance of approximately 11.1 miles.

(Linn County)
Beginning at a point on the Linn - Marion County Line near Whitewater Creek; thence in a southerly and southeasterly direction to a junction with the Santiam Highway, a distance of approximately 20.2 miles

August 30, 1945

Gates - Niagara Section
Marion County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 7
See also RW Drawing 6B-16-3

April 4, 1946

Niagara - Detroit Section
Marion County
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 2.

Route described in Resolution as:

Beginning near Niagara on the section line between Sections 28 and 29, T. 9 S., R. 4 E., W.M., approximately 870 feet south of the ¼ section corner between Sections 28 and 29; thence easterly along the proposed center line of the relocated highway between Niagara and Detroit, through Sections 28, 27, 26, 35 and 36, T. 9 S., R. 4 E., W.M. to the section line between Section 1 T. 10 S., R. 4 E. and Section 36, T. 9 S., R. 4 E., W.M. at a point approximately 840 feet east of the section corners common to Sections 35 and 36, T. 9 S., R. 4 E. and Section 1 and 2, T. 10 S., R. 4 E., W.M.; thence continuing through T. 10 S., R. 4 E. through Section 1, and through T. 10 S., R. 5 E., W.M. through Sections 6, 7, 18, 17, 20, 16, 15, 9, 10, 3, 2, 1 and 12 to the section line between Section 12, T. 10 S., R. 5 E. and Section 7, T. 10 S., R. 6 E. at a point on the section line between said sections approximately 1,200 feet northerly from the ¼ section corner between Section 7, T. 10 S., R. 6 E. and Section 12, T. 10 S., R. 5 E. W.M.; thence continuing through Sections 7, 18, and 17 to a point in Section 17, T. 10 S., R. 6 E., W.M. approximately 1,170 feet north and 1,340 feet east of the ¼ section corner common to Sections 17 and 18, T. 10 S., R. 6 E., W.M., being a point on the heretofore constructed and designated North Santiam Secondary State Highway; a Distance of approximately 15.74 miles.

March 12, 1948

Gates - Niagara Section
Marion County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 130

Eliminated portions described in Resolution as:

Unit "A"

Beginning at State Highway Engineer's Station 228+30 referred to in the agreement as Station 230, on the relocated Gates – Niagara Section of the North Santiam Highway No. 162 in the Southeast quarter (SE¼) of the Southeast quarter (SE¼) of Section 26, Township 9 South, Range 3 East, W.M.; thence easterly to State highway Engineer's Station 247+30, referred to in the agreement as 246+50, in the Northwest Quarter (NW ¼) of the Southwest quarter (SW¼) of Section 25, Township 9 South, Range 3 East, W.M.

Unit "B"

Beginning at State Highway Engineer's Station 250+00, referred to in the agreement as Station 250+50, on the relocated Gates – Niagara Section of the North Santiam Highway No. 162 in the Northeast quarter (NE¼) of the Southwest quarter (SW¼) of Section 25, Township 9 South, Range 3 East, W.M.; thence easterly to State Highway Engineer's Station 294 in Lot 4 of Section 30, Township 9 South, Range 4 East, W.M.

Unit "C"

Beginning at State Highway Engineer's Station 297+20, referred to in the agreement as Station 298+00, on the relocated Gates – Niagara Section of the North Santiam Highway No. 162 in the Lot 3 of Section 30, Township 9 South, Range 4 East, W.M.; thence easterly to State Highway Engineer's Station 317+95, referred to in the agreement as Station 315+60, in the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 30, Township 9 South, Range 4 East, W.M.

Unit "D"

Beginning at State Highway Engineer's Station 319+30 on the relocated Gates – Niagara Section of the North Santiam Highway No. 162 in the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 30, Township 9 South, Range 4 East, W.M.; thence easterly to State Highway Engineer's Station 326+75, referred to in the agreement as Station 326+00, in the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 30, Township 9 South, Range 4 East, W.M.

Unit "E"

Beginning at State Highway Engineer's Station 333+00 on the relocated Gates – Niagara Section of the North Santiam Highway No. 162 in the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 30, Township 9 South, Range 4 East, W.M.; thence easterly to State Highway Engineer's Station 397+10, referred to in the agreement as Station 395+30, in the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 28, Township 9 South, Range 4 East, W.M.

July 11, 1950

Mehama - Mill City Section
Marion County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 51
See also RW Drawing 7B-1-14

April 8, 1953

Detroit – Dry Creek Section
Marion County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 271

Eliminated portion described in Resolution as:
Unit "A"
Beginning at State Highway Engineer's Station 0+00 of the former route of the North Santiam Highway in the southeast quarter of the northeast quarter of Section 11, Township 10 South, Range 5 East, W.M.; thence easterly along the former route of the North Santiam Highway to State Highway Engineer's Station 35+00 of the relocated North Santiam Highway in the southwest quarter of the southeast quarter of Section 7, Township 10 South, Range 6 East, W.M.

September 24, 1953

Airport Road Junction - Stout Creek Section
Marion County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 93
See also RW Drawing 7B-20-9, 10 & 11

January 18, 1955

Stout Creek – Mill City Section
Marion County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 220

June 27, 1957

Oregon Coast Highway – Santiam Highway Section
Linn & Marion County
Oregon Route 22 redefined and re-described, by the Highway Commission.
See Primary Highway Designation File No. 22.

Route described in Resolution as:
Over the Three Rivers Highway from its junction with the Oregon Coast Highway, US 101, at Hebo southeasterly via Dolph and Grand Ronde Agency to its junction with the Salmon River Highway, ORE 18, at Valley Junction; thence easterly over the Salmon River Highway, ORE 18, to its junction with the Willamina – Salem Highway at Wallace Bridge; thence over the Willamina – Salem Highway from its junction with the Salmon River Highway, ORE 18, at Wallace Bridge approximately two miles west of Willamina, southeasterly via Buell, Rickreall and Eola to the Pacific Highway East, US 99, in Salem; thence over the Pacific Highway East, US 99, in Salem to its junction with the Silver Creek Falls Highway; thence over the Silver Creek Falls Highway from its junction with the Pacific Highway East, US 99, in Salem southeasterly to its junction with the North Santiam Highway; thence over the North Santiam Highway southeasterly in or near Aumsville, Sublimity, Stayton, Mehama, Mill City, Detroit and Idanha to its junction with the Santiam Highway, US 20, approximately 12 miles west of Suttle Lake.

February 27, 1958

Lancaster Drive - Sublimity Gun Club Section
Marion County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 173
See also RW Drawing 7B-22-18, 7B-30-4, & 5

March 27, 1958

Detroit – Pacific Highway Junction Section
Designated a Throughway by the Highway Commission.
Excepted Portions in Mill City and Gates.
See Throughways and Right of Access File No. 12

January 27, 1961

Mill City Section
Marion County
Re-designation of a portion of the Mehama - Mill City Highway No. 213 in Mill City as a connection to the North Santiam Highway by the Highway Commission.
See Secondary Highway Designation File No. 58.

Connection described in Resolution as:
From the Marion – Linn County line to the existing junction with the North Santiam Highway, State Secondary Highway No. 162.

September 15, 1961

Silver Creek Falls Highway – Santiam Highway Section
Marion County
Re-designation of a portion to become the Aumsville – Mehama Highway No. 165.
See Secondary Highway Designation File No. 61.

Route described in Resolution as:
Beginning at a junction with the Silver Creek Falls Highway, State Secondary Highway No. 163, at MP 1.60 of said Silver Creek Falls Highway; thence southerly along the temporarily traveled route on the Airport County Road, thence easterly via Mill City, Gates, Detroit, and Idanha to a junction with the Santiam Highway, State Primary Highway No. 16 at MP 74.81 of said Santiam Highway, a distance of 81.74 miles.

October 20, 1961

Russell Road Section
Marion County
Access restrictions to Russell Road removed. See Throughways & Right of Access File No. 17

July 27, 1971

Salem Section
Marion County
Designation of extension in Salem, by the Highway Commission.
See Secondary Highway Designation File No. 75.

Route described in Resolution as:
Beginning at a junction with the Pacific Highway East (Capitol Street N.E.), State Primary Highway No. 1E, in Salem and extending one way easterly along Center Street N.E. to 12th Street N.E., and beginning at the Pacific Highway East (Capitol Street N.E.) and extending one way westbound along Marion Street N.E. between said 12th Street N.E. and Capitol Street N.E.; thence from Marion Street N.E. and Center Street N.E. along 12th Street to State Street; thence along State Street to Airport Road, along Airport Road to Mission Street; thence along Mission Street easterly via Mill City, Gates and Marion Forks to its terminus at a junction with the Santiam Highway, State Primary Highway No. 16 at the Santiam Junction , a distance of 83.37 miles.

November 20, 1979

State Street Frontage Road Section
Marion County
Resolution eliminating portions of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 588

Eliminated portions described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the North Santiam Highway, (State Street Frontage Road), State Secondary Highway No. 162 from approximately Highway Engineer's Station 17+52.44 to Station 28+20, lying in Township 7 South, Range 3 West, W.M., Marion County, Oregon.

Unit B
All the land within the right-of-way boundaries of the North Santiam Highway, (State Street Frontage Road), State Secondary Highway No. 162 from approximately Highway Engineer's Station 53+49.38 to Station 61+46, lying in Township 7 South, Range 3 West, W.M., Marion County, Oregon.

August 21, 1984

Salem Section
Marion County
Re-designation of a couplet (13th St., Court St. and State St.) in Salem by the Highway Commission.
See Secondary Highway Designation File No. 86.

Route described in Resolution as:
…the portion of 13th Street between State Street and Court Street and the portion of Court Street between 13th Street and 12th Street, which are one-way streets westbound...
…the portion of State Street between 12th Street and 13th Street, which is now a one-way street eastbound…

April 17, 1985

Salem Section

Marion County
Re-designation of a portion of existing Pacific Highway East No. 1E, by the Highway Commission.
See Primary Highway Designation File No. 59.

Route described in Resolution as:
a. Marion St. N.E./Center St. N.E. couplet from Capitol St. N.E. to Commercial St. N.E.

February 20, 1990

12th Street SE – 24th St. SE (Mission Street) Section
Marion County
Resolution eliminating portions of the highway and re-designating another portion of the highway to the Salem Highway No. 72 approved by the Transportation Commission.
See Abandonment & Retention File No. 641

Transferred portion described in Resolution as:
Unit B
Mission Street S.E. from Airport Road S.E., easterly to the North Santiam Interchange at Interstate 5 (MP 1.21)

Jurisdictional Transfers

The Jurisdictional Transfers for the North Santiam Highway No. 162 are listed below.

Table 162-2: North Santiam Highway No. 162 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
130	Marion	Gates - Niagara	12/14/1945	03/12/1948	12/08/1949
220	Marion	Stout Creek - Mill City	09/29/1950	-	-
220	Marion	Stout Creek - Mill City (supplemental)	12/22/1954	01/18/1955	01/27/1955
271	Marion	Detroit - Dry Creek	-	04/08/1953	-
588	Marion	State Street Frontage Road	10/08/1979	11/20/1979	-
641	Marion	12th Street SE - 24th St SE (Mission Street)	09/07/1989	02/20/1990	-

Throughway

November 3, 1948

Detroit to Santiam Junction Section
Designated a Throughway by the Highway Commission.
See Throughways and Rights of Access File No. 5
Also see 5a, 5b and 5c amending original file.
Two maps have been prepared and are identified as Group 24 (DCHC Files)

March 27, 1958

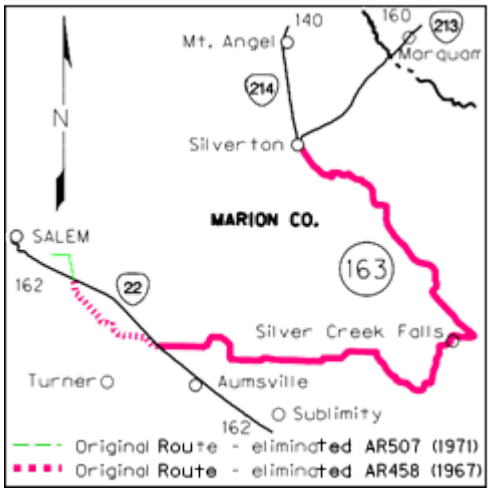
Detroit – Pacific Highway Junction Section
Designated a Throughway by the Highway Commission.
Excepted Portions in Mill City and Gates.
See Throughways and Right of Access File No. 12

October 20, 1961

Russell Road Section
Marion County
Access restrictions to Russell Road removed.
See Throughways & Right of Access File No. 17

Silver Creek Falls Highway No. 163 163

Figure 163-1: Vicinity Map



Route Numbers

Highway Routes that run along the Silver Creek Falls Highway are as follows:

- OR 214

Road Establishment Files

The road establishment files for the Silver Creek Falls Highway are listed below.

Table 163-1: Silver Creek Falls Highway Road Establishment Files

File No.	County
49733	Marion County

County

Counties that the Silver Creek Falls Highway runs through are listed below.

- Marion

Former Names

There are no former names for the Silver Creek Falls Highway.

History

The following entries are changes to the Silver Creek Falls Highway listed by date.

November 13, 1931

Silver Creek Falls Road Section (40.00 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3138.

December 6, 1933

Salem – Silverton Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Beginning at the city limit of Salem, and extending Southeasterly to Market Road No. 27; and thence along Market Roads No. 27 and No. 89 to a county road and thence along said county road to Shaw, and thence along Market Road No. 43 to South Silver Creek Falls and by a county road to North Silver Creek Falls and by Market Road No. 45 to Silverton, approximately 43.4 miles.

June 5, 1935

Salem & Silverton Section
Designation of a temporary route through Salem and Silverton by the Highway Commission.
See Primary Highway Designation File No. 3a (page 22).
See also Minutes of the Highway Commission, page 5633.

January 27, 1957

Salem Section
Designation of a new route within Salem by the Highway Commission.
See Secondary Highway Designation File No. 38.

Altered route described in Resolution as:
Beginning at a junction with the Pacific Highway East and/or Capitol Street, over which said Pacific Highway is routed, and extending one-way easterly along Marion Street to 12th Street, and beginning at a junction with said Pacific Highway and/or Capitol Street and extending one– way easterly along Center Street to 12th Street, thence from Marion and Center Streets along 12th Street to State Street, thence from 12th Street along State Street to the easterly city/limits of Salem…

June 27, 1957

Oregon Coast Highway – Santiam Highway Section
Oregon Route 22 redefined and re-described, by the Highway Commission.
See Primary Highway Designation File No. 22.

Route described in Resolution as:
Over the Three Rivers Highway from its junction with the Oregon Coast Highway, US 101, at Hebo southeasterly via Dolph and Grande Ronde Agency to its junction with the Salmon River Highway, ORE 18, at Valley Junction; thence easterly over the Salmon River Highway, ORE 18, to its junction with the Willamina – Salem Highway at Wallace Bridge; thence over the Willamina – Salem Highway from its junction with the Salmon River Highway, ORE 18, at Wallace Bridge approximately two miles west of Willamina, southeasterly via Buell, Rickreall and Eola to the Pacific Highway East, US 99, in Salem; thence over the Pacific Highway East, US 99, in Salem to its junction with the Silver Creek Falls Highway; thence over the Silver Creek Falls Highway from its junction with the Pacific Highway East, US 99, in Salem southeasterly to its junction with the North Santiam Highway; thence over the North Santiam Highway southeasterly in or near Aumsville, Sublimity, Stayton, Mehama, Mill City, Detroit and Idanha to its junction with the Santiam Highway, US 20, approximately 12 miles west of Suttle Lake.

April 21, 1966

State Street - North Santiam Highway Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 307
See also RW Drawing 1R-4-190

December 19, 1966

Silverton Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 447

Eliminated portion described in Resolution as:
…(Water Street)… between Lewis Street and Oak Street…

August 29, 1967

Lancaster Drive – Silver Falls Int. Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 458

Eliminated portion described in Resolution as:
Silver Creek Falls Highway No. 163, beginning at the southerly right-of-way boundary line of the Lancaster Drive Interchange on the North Santiam Highway No. 162, at MP 3.79 (Engineer's Station 14+00), thence southeasterly to the southwesterly right-of-way boundary line of the Silver Falls Interchange on the North Santiam Highway No. 162, at MP 8.85 (Engineer's Station 116+10 = Engineer's Station 2+00). The total length of the abandoned portion is a distance of 5.06 miles.

July 27, 1971

Shaw Interchange (Salem) Section
Re-designation of the terminus and route by the Highway Commission.
See Secondary Highway Designation File No. 75.

Route described in Resolution as:
Beginning at a junction with the North Santiam Highway, State Secondary Highway No. 162 at Shaw Junction; thence via Shaw, Silver Falls State Park to its terminus at a junction with the Hillsboro – Silverton Highway, State Secondary Highway No. 140 in Silverton, a distance of 32.06 miles.

July 27, 1971

State Street – North Santiam Highway Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 507

Eliminated portions described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Silver Creek Falls Highway, State Secondary Highway No. 163, lying on Lancaster Drive S.E. southerly from its connection from State Street to the access control line on the northerly side of the Lancaster Drive interchange approximately opposite Highway Engineer's Station 51+40 of said Silver Creek Falls Highway and lying in Township 7 South, Range 2 West, W.M., Marion County, Oregon.

Unit B
All the land within the right-of-way boundaries of the Silver Creek Falls Highway, State Secondary Highway No. 163, on State Street as now located outside the corporate limits of the City of Salem from approximately State Highway Engineer's Station 28+20; thence easterly on said State Street via said highway to its connection with Lancaster Drive S.E. and lying in Township 7 South, Range 2 and 3 West, W.M., in Marion County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Silver Creek Falls Highway No. 163 are listed below.

Table 163-2: Silver Creek Falls Highway No. 163 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
447	Marion	Silverton	03/08/1966	12/19/1966	-
458	Marion	MP 3.79 – MP 8.85	10/06/1966	08/29/1967	-
507	Marion	State Street - North Santiam	04/21/1970	07/27/1971	-

Throughway

None.

South Falls in Silver Falls State Park in the winter. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, SCC298.



Butteville Road – Hubbard Hwy. No. 164 164

No longer a part of the highway system.

Highway No. 164 is currently the Jefferson Highway.
See the next chapter for information on that highway.

Figure 164-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Butteville Road – Hubbard Highway.

Road Establishment Files

There are no road establishment files for the Butteville Road - Hubbard Highway.

Table 164-1: Butteville Road - Hubbard Highway Establishment Files.

File No.	County
-	-

County

Counties that the Butteville Road – Hubbard Highway ran through are listed below.

- Marion

Former Names

There are no former names for the Butteville Road - Hubbard Highway.

History

The following entries are changes to the Butteville Road - Hubbard Highway listed by date.

April 17, 1936

Designation of a new route between Aurora and the Clackamas County Line north of Aurora in Marion County.
See Minutes of the Highway Commission, page 6450 - 6452.

Possibly 1934 - 1936

Various resources name this highway, but to date, no official Commission documents have been located abandoning this highway.
4 miles in length

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Butteville Road - Hubbard Highway No. 164.

Table 164-2: Butteville Road - Hubbard Highway No. 164 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

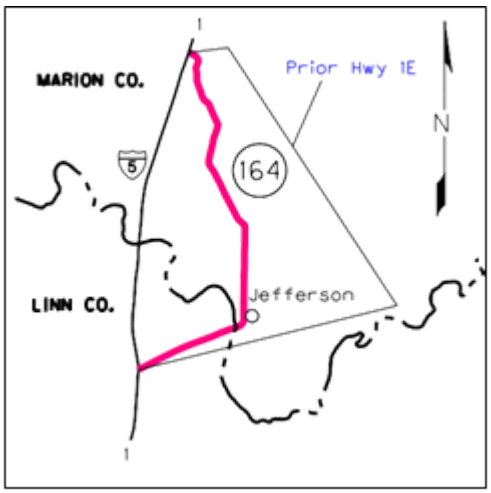
Throughway

None.

Jefferson Highway No. 164

164

Figure 164-1: Vicinity Map



Route Numbers

Highway Routes that run along the Jefferson Highway are as follows:

- OR 164

Road Establishment Files

The road establishment files for the Jefferson Highway are listed below.

Table 164-1: Jefferson Highway Road Establishment Files

File No.	County
6010089	Linn County

County

Counties that the Jefferson Highway runs through are listed below.

- Linn
- Marion

Former Names

There are no former names for the Jefferson Highway.

History

The following entries are changes to the Jefferson Highway listed by date.

June 19, 1945

Salem – Albany Section
Linn & Marion County
Agreement for re-designation from a portion of the Pacific Highway East, No. 1E by the Highway Commission.
See Abandonment & Retention File No. 124

Route described in Agreement as:
Beginning at Station 503 of the old existing Pacific Highway, which station equals station 496 of the proposed relocation of said highway; said station being further identified as being in the Northeast quarter of the Northeast quarter of Section 15, Township 9 South, Range 3 West, W.M.; thence southeasterly to the Town of Jefferson; thence southwesterly to Station 21+81, which station is the south connection of the approach ramp with existing highway.

July 9, 1945

Steiwer Hill – Albany (Salem-Albany) Section
Linn & Marion County
Re-designation from a portion of the Pacific Highway East, No. 1E by the Highway Commission.
See Abandonment & Retention File No. 126

Route described in Resolution as:
Beginning at Station 503 of the old existing Pacific Highway, which station equals station 496 of the proposed relocation of said highway; said station being further identified as being in the Northeast quarter of the Northeast quarter of Section 15, Township 9 South, Range 3 West, W.M.; thence southeasterly to the Town of Jefferson; thence southwesterly to Station 21+81, which station is the south connection of the approach ramp with existing highway.

July 9, 1945

Steiwer Hill – Southern Pacific Railroad Section
Linn & Marion County
Re-designation of a portion of the Pacific Highway East No. 1E, by the Highway Commission.
See Secondary Highway Designation File No. 1.

Route described in Resolution as:
(Linn County)
Beginning at the Linn – Marion County Line at Jefferson, thence southwesterly to a junction of the former route of the Pacific Highway East with the relocated line of the Pacific Highway East at the overcrossing of the Southern Pacific railroad; a distance of approximately 2.6 miles.

(Marion County)
Beginning at the intersection of the relocated Pacific Highway East with the former route of the Pacific Highway East at Steiwer Hill; thence southerly to the Linn – Marion County Line at Jefferson; a distance of approximately 6.0 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Jefferson Highway No. 164 are listed below.

Table 164-2: Jefferson Highway No. 164 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
124	Linn/Marion	Salem – Albany Section	06/19/1945	-	06/19/1945
126	Linn/Marion	Steiwer Hill–Albany (Salem-Albany)	-	07/09/1945	-

Throughway

None.

Bridge over the Santiam River near Jefferson, Oregon, ca 1947.
Photo by Oregon State Archives, Oregon State Highway Division, OHD3108..

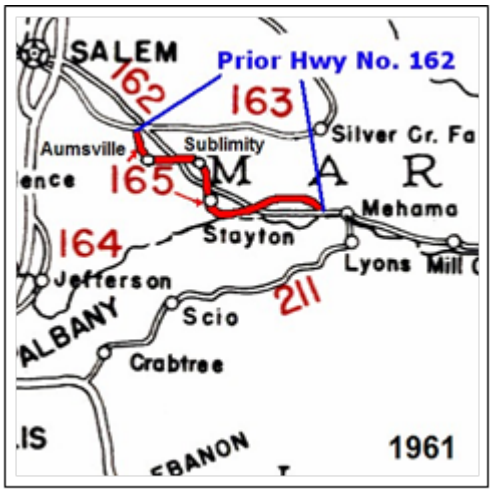


Aumsville - Mehama Hwy. No. 165

165

No longer a part of the highway system.

Figure 165-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Aumsville - Mehama Highway.

Road Establishment Files

There are no road establishment files for the Aumsville - Mehama Highway.

Table 165-1: Aumsville - Mehama Highway Establishment Files.

File No.	County
-	-

County

Counties that the Aumsville - Mehama Highway ran through are listed below.

- Linn
- Marion

Former Names

There are no former names for the Aumsville - Mehama Highway.

History

The following entries are changes to the Aumsville - Mehama Highway listed by date.

September 15, 1961

Silver Creek Falls highway - North Santiam Highway Section
Marion County
Re-designation from a portion of the North Santiam Highway No. 162, by the Highway Commission.
See Secondary Highway Designation File No. 61.

Route described in Resolution as:
Beginning at a junction with the Silver Creek Falls Highway State Secondary Highway No. 163, at MP 8.81 of said Silver Creek Falls Highway, thence easterly via Aumsville, Sublimity, and Stayton to a junction with the North Santiam Highway, State Secondary Highway No. 162 at MP 20.51 of said North Santiam Highway, a distance of 16.43 miles.

August 29, 1967

Silver Creek Falls Highway – North Santiam Highway Section
Marion County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 458

Eliminated portion described in Resolution as:
Aumsville – Mehama Highway No. 165, beginning at its junction of the existing Silver Creek Falls Highway No. 163 (MP 8.81), at MP 0.00 of said Highway No. 165, thence southeasterly via the cities of Aumsville, Sublimity, and Stayton to a junction of the North Santiam Highway No. 162 (MP 20.5) at MP 16.43 of said Highway No. 165. The total length of the abandoned portion is a distance of 16.43 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Aumsville - Mehama Highway No. 165 are listed below.

Table 165-2: Aumsville - Mehama Highway No. 165 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
458	Marion	Abandon entire route	10/06/1966	08/29/1967	-

Throughway

None.

Main Street, Aumsville, Marion County, Oregon in 1910. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #5411.



Stayton Covered Bridge over the North Santiam River in Marion County, 1948. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #5244.



Canby - Marquam Hwy. No. 170

170

No longer a part of the highway system.

Figure 170-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Canby - Marquam Highway.

Road Establishment Files

The road establishment files for the Canby - Marquam Highway are listed below.

Table 170-1: Canby - Marquam Highway Establishment Files.

File No.	County
49949	Clackamas County

County

Counties that the Canby - Marquam Highway ran through are listed below.

- Clackamas

Former Names

There are no former names for the Canby - Marquam Highway.

History

The following entries are changes to the Canby - Marquam Highway listed by date.

June 13, 1941

Canby to Woodburn – Sandy Highway Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-17.

Route described in Resolution as:
Beginning at Canby; thence southerly via Market Road No. 10 to a junction with State Secondary Highway No. 161, west of Molalla, a distance of approximately 8.1 miles.

November 16, 1994

Canby to Woodburn – Estacada Highway Section
Resolution eliminating the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 568

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Canby – Marquam Highway, State Highway No. 170, from its junction with the Pacific Highway East in Canby at MP 21,14 of said Pacific Highway East, southerly to its junction with the Woodburn – Estacada Highway, State Highway No. 161, at MP 7.59 of said Woodburn – Estacada Highway a distance of 8.0 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Canby - Marquam Highway No. 170 are listed below.

Table 170-2: Canby - Marquam Highway No. 170 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
568	Clackamas	Transferred to County	10/27/1977	11/16/1994	-

Throughway

None.

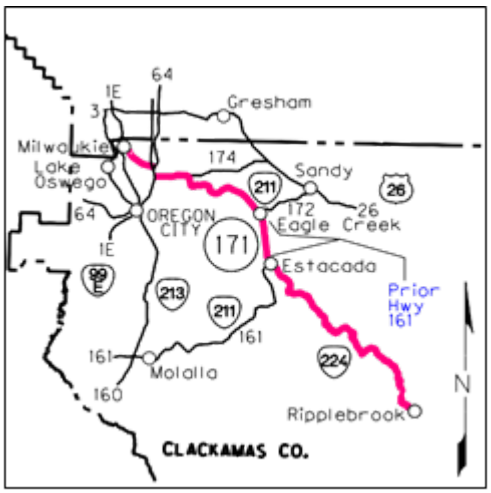
Willamette River ferry crossing to the north of Canby, Oregon, 1960. The Canby – Marquam Highway ran from 99E south out of Canby. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #7359.



Clackamas Highway No. 171

171

Figure 171-1: Vicinity Map



Route Numbers

Highway Routes that run along the Clackamas Highway are as follows:

- OR 211
- OR 212
- OR 213
- OR 224
- I 205

Road Establishment Files

The road establishment files for the Clackamas Highway are listed below.

Table 171-1: Clackamas Highway Road Establishment Files

File No.	County
50275	Clackamas County

County

Counties that the Clackamas Highway runs through are listed below.

- Clackamas

Former Names

There are no former names for the Clackamas Highway.

History

The following entries are changes to the Clackamas Highway listed by date.

March 24, 1947

Estacada - Milwaukee Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 7.

Route described in Resolution as:
Beginning at a point in Section 33, Township 3 South Range 4 East, W.M. in Clackamas County, Oregon, at the Northwest terminus of the Forest Service Upper Clackamas Construction and Maintenance Project, approximately 1.6 miles southeast of Estacada; thence Northwesterly via Estacada, Eagle Creek, Barton, and Carver to Clackamas; thence northerly from Clackamas 1.10 miles to a road junction; thence westerly and Northwesterly via Milwaukee to the log boom and dump on the Willamette River in Milwaukee, a distance of 26.00 miles.

October 12, 1951

Eagle Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 60
See also RW Drawing 6B-34-19

April 8, 1953

Eagle Creek Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 251

Eliminated portion described in Resolution as:
Beginning opposite State Highway Engineer's Station 997+60 of the Clackamas Highway in the Southwest quarter of the Southwest quarter of Section 32, Township 2 South, Range 4 East, W.M.; thence southerly via the former route of the Clackamas Highway to State Highway Engineer's Station 1032+22 of the Clackamas Highway in the Southeast quarter of the Northwest quarter of Section 5, Township 3 South, Range 4 East, W.M.

January 21, 1954

Clackamas Overcrossing Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 97
See also RW Drawing 1R-5-493

January 22, 1957

Clackamas Railroad Overcrossing Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 324

Eliminated portion described in Resolution as:
Unit "A"
All the land situated within the right of way boundaries of the Clackamas Highway as formerly routed, beginning at the intersection of said highway as formerly routed and the Cascade State Secondary Highway No. 160 in the southwest quarter of the northeast quarter (SW¼NE¼), Section 9, Township 2 South, Range 2 East, W.M.; thence easterly and southerly via said highway as formerly routed to the northerly right of way line opposite Highway Engineer's Survey Station 292+41.49 of said highway as relocated in the northwest quarter of the southwest quarter (NW¼SW¼), Section 10, Township 2 South, Range 2 East, W.M.

April 21, 1960

Rock Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 210
See also RW Drawing 6B-34-8 & 1R-5-1389

April 14, 1961

Clackamas River Road Section
Designation of an extension along Clackamas River Road east of Estacada by the Highway Commission.
See Secondary Highway Designation File No. 60.

Route described in Resolution as:
Beginning at the Willamette River in Milwaukie; thence southeasterly along the existing Clackamas Highway via Milwaukie, Clackamas, Carver, Burton, Eagle Creek, and Estacada to a junction with the Clackamas River Road near Faraday Station; thence continuing along the Clackamas River Road to the southerly end of the bridge over the Oak Grove Fork of the Clackamas River, a distance of 52.5 miles.

August 27, 1964

Estacada - Cazadero Dam Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 286
See also RW Drawing 8B-28-10 & 1R-3-1374

January 27, 1965

Pacific Highway East - Cascade Highway Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 295
See also RW Drawing 1R-3-1381

March 17, 1970

Milwaukie – Harmony Road Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 500

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Clackamas Highway as presently routed lying outside the right-of-way boundary line of said Clackamas Highway as now relocated from its westerly terminus at the east bank of the Willamette River; thence easterly over Jefferson Street to its intersection with 21st Avenue; thence southerly to Lake Road; thence southeasterly along Lake Road to the easterly city limits of the City of Milwaukie in Clackamas County, Oregon.

June 2, 1970

Eagle Creek - Estacada Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Highway Corridor & Design Resolution No. 378
See also RW Drawing 1R-4-448

September 30, 1970

Harmony Road – Cascade Highway Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 500

Portion transferred to the City described in Resolution as:
Unit A:
All the land within the right-of-way boundaries of the Clackamas Highway as presently routed lying outside the right-of-way boundary line of said Clackamas Highway as now relocated from its westerly terminus at the east bank of the Willamette River; thence easterly over Jefferson Street to tits intersection with 21st Avenue; thence southerly to Lake Road; thence southeasterly along Lake Road to the easterly city limits of the City of Milwaukie in Clackamas County, Oregon.

Portion transferred to the County described in Resolution as:
Unit B:
All the land within the right of way boundaries of the Clackamas Highway as presently routed lying outside the right of way boundary line of said Clackamas Highway as now relocated from the easterly city limits of Milwaukie, easterly to its junction with the Lake Road Interchange approximately opposite relocated Highway Engineer's Station 194+00 on the relocated Clackamas Highway in Clackamas County, Oregon.

April 17, 1971

Eagle Creek - Estacada Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 506

Eliminated portion described in Resolution as:
All the land within the right-of-way boundaries of the Clackamas Highway, as formerly routed, beginning at the northerly city limits of Estacada; thence southerly along the alignment of said former route to its terminus with the northerly right-of-way boundary of the Clackamas Highway as now relocated at SE 5th Avenue in the City of Estacada.

July 10, 1973

Eagle Creek - Estacada Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 506

Eliminated portion described in Resolution as:
Unit A"
All the land within the right-of-way boundaries of the Clackamas Highway, State Secondary Highway No. 171, as formerly routed lying outside the easterly right-of-way boundary of said Clackamas Highway as now relocated from the former junction of the Eagle Creek – Sandy Highway with said Clackamas Highway; thence southerly via the Clackamas Highway as formerly routed to the north limits of the City of Estacada, and lying in Sections 31 and 32, Township 2 South, Range 9 East, W.M., Clackamas County, Oregon.

December 22, 1980

Cazadero - North Fork Clackamas River Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 435
See also RW Drawing 1R-3-1475

March 15, 1983

Cazadero - North Fork Clackamas River Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 440
See also RW Drawing 1R-4-796

September 19, 1989

Cazadero - North Fork Clackamas River Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 640.

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Clackamas Highway, State Secondary Highway No. 171 as formerly routed lying between lines at right angles to the center line of said former route at MP 25.6 and MP 29.45. All of which is lying in Sections 2, 3, 11 and 12, Township 4 South, Range 4 East, W.M., Clackamas County, Oregon.

April 20, 2000

Cripple Creek Bridge - F.D.R. No. 4630 Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 539
See also RW Drawing 1R-3-1702

Jurisdictional Transfers

The Jurisdictional Transfers for the Clackamas Highway No. 171 are listed below.

Table 171-2: Clackamas Highway No. 171 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
251	Clackamas	Eagle Creek	03/05/1952	04/08/1953	08/01/1953
324	Clackamas	Clackamas Railroad Overcrossing	12/24/1956	01/22/1957	-
500	Clackamas	Milwaukee - Harmony Road	02/03/1970	03/17/1970	-
500	Clackamas	Harmony Road – Cascade Highway	-	09/30/1970	-
506	Clackamas	Eagle Creek - Estacada	03/17/1970	-	-
506	Clackamas	Eagle Creek - Estacada	03/30/1971	04/17/1973	-
506	Clackamas	Eagle Creek - Estacada (supplemental)	06/30/1971	-	-
506	Clackamas	Eagle Creek - Estacada (supplemental)	08/08/1972	07/10/1973	-
640	Clackamas	Cazadero – N Fork Clackamas River	-	09/19/1989	-

Throughway

March 17, 1970

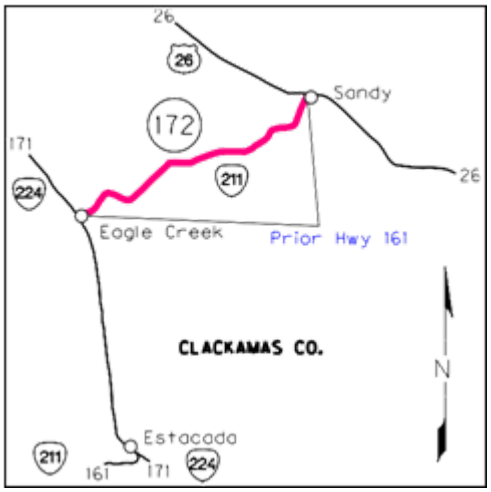
Eagle Creek - Estacada Section
Designated a Throughway by the Highway Commission.
See Abandonment & Retention File No. 506

Street landscaping near monument in Milwaukie, Oregon, ca 1937.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD0558.



Eagle Creek - Sandy Highway No. 172 172

Figure 172-1: Vicinity Map



Route Numbers

Highway Routes that run along the Eagle Creek - Sandy Highway are as follows:

- OR 211

Road Establishment Files

There are no road establishment files for the Eagle Creek – Sandy Highway.

Table 172-1: Eagle Creek - Sandy Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Eagle Creek - Sandy Highway runs through are listed below.

- Clackamas

Former Names

There are no former names for the Eagle Creek – Sandy Highway.

History

The following entries are changes to the Eagle Creek – Sandy Highway listed by date.

March 24, 1947

Eagle Creek – Sandy Section
Re-designation from a portion of the Woodburn – Sandy Highway No. 161 by the Highway Commission.
See Secondary Highway Designation File No. 7.

Route described in Resolution as:
Beginning at Eagle Creek and extending northeasterly to the Mt. Hood Highway at Sandy, a distance of 6.65 miles.

January 24, 1949

Eagle Creek - Sandy Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 150

Jurisdictional Transfers

The Jurisdictional Transfers for the Eagle Creek - Sandy Highway No. 172 are listed below.

Table 172-2: Eagle Creek -Sandy Highway No. 172 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
150	Clackamas	Eagle Creek Sandy	11/26/1946	01/24/1949	04/12/1949

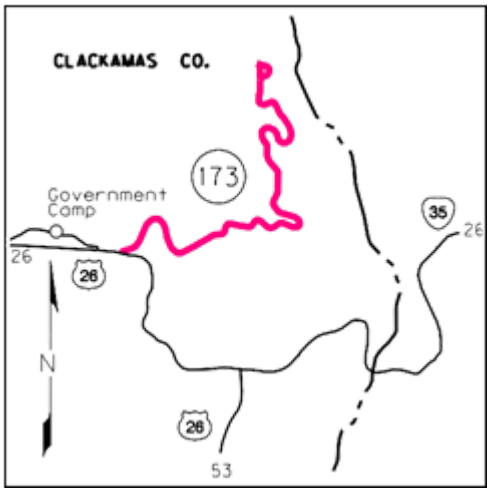
Throughway

None.

Timberline Highway No. 173

173

Figure 173-1: Vicinity Map



Route Numbers

Highway Routes that run along the Timberline Highway are as follows:

- OR 173

Road Establishment Files

The road establishment files for the Timberline Highway are listed below.

Table 173-1: Timberline Highway Road Establishment Files

File No.	County
49514	Clackamas

County

Counties that the Timberline Highway runs through are listed below.

- Clackamas

Former Names

There are no former names for the Timberline Highway.

History

The following entries are changes to the Timberline Highway listed by date.

September 28, 1950

Mt. Hood Highway – Timberline Lodge Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 17.

Route described in Resolution as:
Beginning at milepost 55.3 on the Mount Hood State Primary Highway No. 26 in Clackamas County, Oregon; thence easterly and northerly to Timberline Lodge, a distance of approximately 5.61 miles.

November 16, 1994

Timberline Access Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 577

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Timberline Highway, State Highway No. 173, from Highway Engineer's Station 10+75 easterly to Highway Engineer's Station 17+13 and lying in Section 6, Township 3S, Range 9E, W.M., Clackamas County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Timberline Highway No. 173 are listed below.

Table 173-2: Timberline Highway No. 173 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
577	Clackamas	Timberline Access	12/11/1978	11/16/1994	-

Throughway

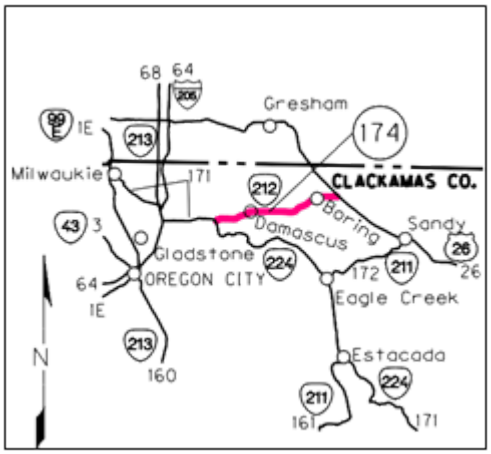
None.

Road to Timberline Lodge at Mt. Hood, Oregon, 1937.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD0282.



Clackamas - Boring Highway No. 174 174

Figure 174-1: Vicinity Map



Route Numbers

Highway Routes that run along the Clackamas - Boring Highway are as follows:

- OR 212

Road Establishment Files

There are no road establishment files for the Clackamas - Boring Highway.

Table 174-1: Clackamas - Boring Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Clackamas - Boring Highway runs through are listed below.

- Clackamas

Former Names

There are no former names for the Clackamas - Boring Highway.

History

The following entries are changes to the Clackamas - Boring Highway listed by date.

December 15, 1977

Clackamas – Sandy Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 80.

Route described in Resolution as:
Beginning at a junction with the Clackamas Highway approximately 3 miles east of Clackamas, easterly through Damascus and Boring to a junction with the Mt. Hood Highway northeast of Sandy, a distance of 8.87 miles.

November 16, 1994

Boring County Road Section
Resolution accepting the Boring County Road as a state highway approved by the Transportation Commission.
See Abandonment & Retention File No. 568

Eliminated portion described in Resolution as:
Unit B
All the land within the right-of-way boundaries of the Boring Road from its junction with the Clackamas Highway, State Highway No. 171, at MP 8.16 of said Clackamas Highway, easterly via the community of Damascus and Boring to a junction with the Mt. Hood Highway State Highway No. 26, at MP 19.96 of said Mt. Hood Highway a distance of 8.4 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Clackamas - Boring Highway No. 174 are listed below.

Table 174-2: Clackamas - Boring Highway No. 174 Jurisdictional Transfers

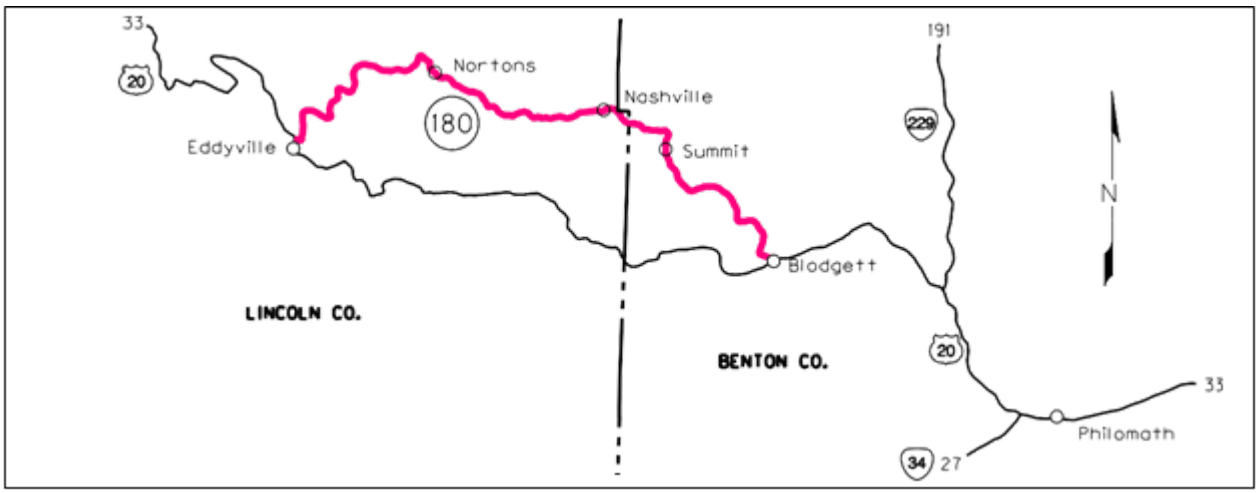
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
568	Clackamas	Boring County Road	10-27-1977	11-16-1994	-

Throughway

None.

Eddyville - Blodgett Highway No. 180 180

Figure 180-1: Vicinity Map



Route Numbers

Highway Routes that run along the Eddyville - Blodgett Highway are as follows:

- OR 180

Road Establishment Files

The road establishment files for the Eddyville - Blodgett Highway are listed below.

Table 180-1: Eddyville - Blodgett Highway Road Establishment Files

File No.	County
48440	Benton/Lincoln Counties

County

Counties that the Eddyville - Blodgett Highway runs through are listed below.

- Benton
- Lincoln

Former Names

There are no former names for the Eddyville - Blodgett Highway.

History

The following entries are changes to the Eddyville - Blodgett Highway listed by date.

November 13, 1931

Eddyville - Blodgett Road Section (12.80 miles)
Lincoln County
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3134.

Blodgett - Eddyville Road Section (6.47 miles)
Benton County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3128.

December 6, 1933

Blodgett – Eddyville Section
Benton & Lincoln County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Benton County)
Market Road No. 1, beginning on the Corvallis - Newport Highway at Blodgett and running in a Northwesterly direction through Devitt and Summit and to a point on the Benton - Lincoln County line near the one quarter section corner between section 6, T. 11 S., R. 7 W., W.M. and Section 1, T. 11 S., R. 8 W., W.M., approximately 6.7 miles.

(Lincoln County)
Being all of Market Road No. 3, beginning at the Corvallis - Newport Highway near Eddyville and extending in an easterly direction along the Yaquina River via Norton and Nashville toward the town of Summit to the Benton County line, a distance of approximately 12.8 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Eddyville - Blodgett Highway No. 180.

Table 180-2: Eddyville - Blodgett Highway No. 180 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Road through Nashville Oregon, 1966. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #8851.



Siletz Highway No. 181

181

Figure 181-1: Vicinity Map



Route Numbers

Highway Routes that run along the Siletz Highway are as follows:

- OR 229

Road Establishment Files

The road establishment files for the Siletz Highway are listed below.

Table 181-1: Siletz Highway Road Establishment Files

File No.	County
48502	Lincoln Counties

County

Counties that the Siletz Highway runs through are listed below.

- Lincoln

Former Names

There are no former names for the Siletz Highway.

History

The following entries are changes to the Siletz Highway listed by date.

November 13, 1931

Siletz River Road Section (30.00 miles)
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3134.

December 6, 1933

Toledo – Kernville Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Being all of Market Road No. 2 and the extension of said Market Road, beginning on the Corvallis - Newport Highway near Toledo and extending in a northerly direction via the town of Siletz and thence down the Siletz River to the Oregon Coast Highway near what is known as Kernville, a distance of approximately 30 miles.*

January 17, 1946

Fuller & Ojalla Bridges Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 12
See also Contract Plans 3V-11-1

July 13, 1955

Siletz - Camp Twelve Unit of Siletz - Toledo Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 129
See also RW Drawing 1R-5-767

December 5, 1957

Siletz – Camp Twelve Unit, Siletz - Toledo Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 305

Eliminated portion described in Resolution as:
Unit "A"
All of the lands situated within the right of way boundaries of the Siletz Secondary State Highway No. 181 as located and commencing from the mean high – water mark on the northerly bank of the Siletz River in the City of Siletz, in the southwest quarter of the northwest quarter of the southwest quarter (SW¼NW¼SW¼) in Section 9, Township 10 South, Range 10 West, W.M., and extending northeasterly along the highway route to the westerly right of way line of the relocated Siletz Secondary State Highway No. 181, which westerly right of way line is parallel to and 50 feet westerly of the center line of said relocated highway between Highway Engineer's Survey Station 403+55 to 402+60 of said relocated highway in the south half of the north half (S½N½) in Section 9, Township 10 South, Range 10 West, W.M. , Lincoln County, Oregon and north of the Siletz River.

December 5, 1957

Siletz - Toledo Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
Originally in A&R No. 341, Transferred to A&R No. 305

July 2, 1959

Cedar Creek - Chitwood Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 198
See also RW Drawing 8B-14-22 & 1R-5-1307

April 14, 1961

Siletz to Corvallis - Newport Highway Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 231
See also RW Drawing 8B-21-21, 22 & 1R-3-1302

July 13, 1965

Siletz - Toledo Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 402

December 17, 1968

Siletz - Toledo Section
Resolution extending connection agreed to in July 13, 1965 Resolution approved by the Highway Commission.
See Abandonment & Retention File No. 402

September 25, 1974

Siletz River (Kernville) Bridge Section
Resolution extending the highway over a portion of the former Oregon Coast Highway No. 9, approved by the Transportation Commission.
See Abandonment & Retention File No. 522

Extended portion described in Resolution as:
*That the present terminus of the Siletz Highway, State Secondary Highway No. 181, be extended northerly over the former Oregon Coast Highway to a new terminus with the relocated Oregon Coast Highway at Highway Engineer's Station 138+30 of said relocated Oregon Coast Highway (No. 9).*Jurisdictional Transfers

Jurisdictional Transfers

The Jurisdictional Transfers for the Siletz Highway No. 181 are listed below.

Table 181-2: Siletz Highway No. 181 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
305	Lincoln	Siletz - Camp 12 Unit, Siletz - Toledo	08/11/1955	12/05/1957	12/31/1957
341	Lincoln	Siletz – Toledo (see 305)	08/11/1955	12/05/1957	-
402	Lincoln	Siletz - Toledo	08/09/1962	07/13/1965 12/17/1968	-
522	Lincoln	Siletz River (Kernville) Bridge	04/21/1970	09/25/1974	-

Throughway

None.

Fuller Covered Bridge over Siletz River on Siletz-Kernville Road, Lincoln County, Oregon, 1946.
Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #5045.

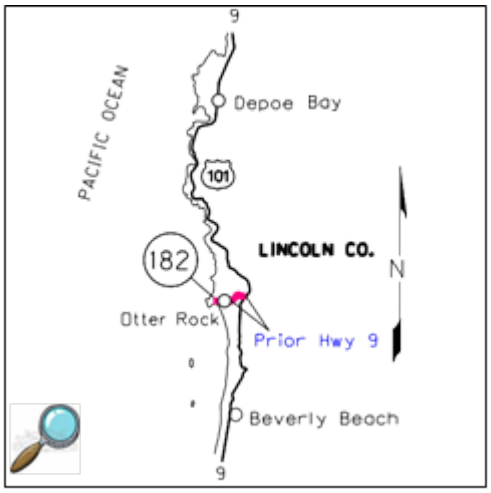


Otter Rock Hwy. No. 182

182

No longer a part of the highway system.

Figure 182-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Otter Rock Highway.

Road Establishment Files

There are no road establishment files for the Otter Rock Highway.

Table 182-1: Otter Rock Highway Establishment Files.

File No.	County
-	-

County

Counties that the Otter Rock Highway ran through are listed below.

- Lincoln

Former Names

There are no former names for the Otter Rock Highway.

History

The following entries are changes to the Otter Rock Highway listed by date.

March 25, 1947

MP 145.13 – Devils Punch Bowl Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 8.

Route described in Resolution as:

Beginning at Mile Post 145.13 of the existing Oregon Coast Highway and extending westerly 0.45 mile to the Devils Punch Bowl State Park, being First Street in Otter Rock Subdivision in Lincoln County, all in Section 32, T.9S, R.11W, W.M., 0.45 mile in length.

October 28, 1954

Otter Rock Section
Resolution re-designating a portion of the Oregon Coast Hwy No. 9 approved by the Highway Commission.
See Abandonment & Retention File No. 295

A portion of Unit E becomes part of the Otter Rock Highway:

Unit E

Beginning at MP 144.55 of the former Oregon Coast Highway, thence Southerly to a connection with the relocated Oregon Coast Highway, approximately opposite Highway Engineer's Station 673 of the said relocated highway.

September 26, 2005

MP 0.00 to MP 0.75 Section
Resolution eliminating the highway and connections approved by the Director.
See Jurisdictional Transfer No. 758 recorded November 9, 2005 in Lincoln County Book of Records as Instrument No. 200517963.

Jurisdictional Transfers

The Jurisdictional Transfers for the Otter Rock Highway No. 182 are listed below.

Table 182-2: Otter Rock Highway No. 182 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
758	Lincoln	MP 0.0 - MP 0.75 and connections	06/07/2005	09/26/2005	-

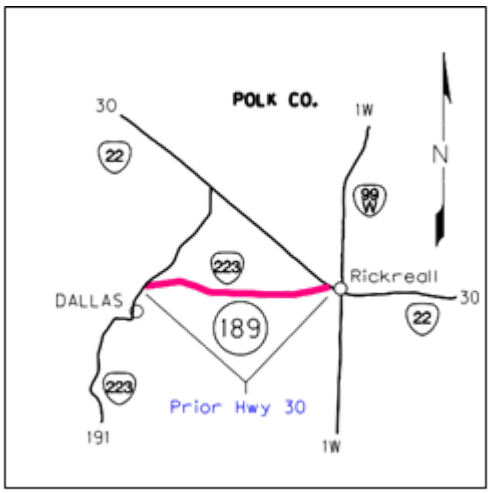
Throughway

None.

Dallas - Rickreall Highway No. 189

189

Figure 189-1: Vicinity Map



Route Numbers

Highway Routes that run along the Dallas - Rickreall Highway are as follows:

- OR 223

Road Establishment Files

The road establishment files for the Dallas - Rickreall Highway are listed below.

Table 189-1: Dallas – Rickreall Highway Road Establishment Files

File No.	County
6010027	Polk County

County

Counties that the Dallas - Rickreall Highway runs through are listed below.

- Polk

Former Names

There are no former names for the Dallas - Rickreall Highway.

History

The following entries are changes to the Dallas – Rickreall Highway listed by date.

December 10, 1953

Dallas – Rickreall Section
Re-designation from a portion of the Salem – Dallas Highway No. 30 by the Highway Commission.
See Primary Highway Designation File No. 18.
See also Minutes of the Highway Commission, page 22719.

Route described in Resolution as:
That the section of the former Salem – Dallas Highway extending from an intersection of Main and Court Streets in Dallas easterly to a junction with the Willamina – Salem Highway, at or near Rickreall…

June 27, 1957

Rickreall – Wren Section
Oregon Route 223 redefined and re-described, by the Highway Commission.
See Primary Highway Designation File No. 22.

Route described in Resolution as:
Over the Dallas – Rickreall Highway from its junction with the Salem – Willamina Highway, ORE 22, near Rickreall to its junction with the Dallas – King's Valley Highway in Dallas; thence southerly over the Dallas – King's Valley Highway via King's Valley to its junction with the Corvallis – Newport Highway, US 20, one mile south of Wren.

May 28, 1959

Academy Street - Coast Junction Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 197
See also RW Drawing 4B-23-1, 8B-13-20 & 1R-5-1267

November 22, 1963

Jct. with Kings Valley Hwy to MP 2.63 Section
Re-designation of a portion to become part of the Kings Valley Highway No. 191 by the Highway Commission.
See Abandonment & Retention File No. 396.

Eliminated portion described in Resolution as:
… from the junction with the existing Kings Valley Highway to a new junction, at mile point 2.63, of the Kings Valley Highway…

October 4, 1977

Dallas – Rickreall Section
Re-designation of those state highways covered by statutes, which were repealed by action of the 1977 Legislature.
See Primary Highway Designation File No. 53.

Part of the Resolution:
55. Dallas – Rickreall Highway. The Dallas – Rickreall Highway is hereby classified as a state secondary highway and is assigned the state secondary highway number 189. The Dallas – Rickreall Highway runs from a junction with the Kings Valley Highway in Dallas, easterly to a junction with the Willamina – Salem Highway at or near Rickreall.

June 23, 1987

MP 0.12 – MP 0.68 Section
Re-designation this portion from a throughway when it was part of the Salem – Dallas Highway No. 30 to an ordinary highway.
See Throughways & Right of Access File No. 20.

Part of the Resolution:
1. that the Dallas – Rickreall Highway between M.P. 0.12 and 0.68 which was designated as a throughway by resolution adopted November 3, 1948, is changed from a throughway to an ordinary highway…

Jurisdictional Transfers

The Jurisdictional Transfers for the Dallas - Rickreall Highway No. 189 are listed below.

Table 189-2: Dallas - Rickreall Highway No. 189 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
396	Polk	Junction of Highway 191 to MP 2.63	03/02/1962	11/22/1963	-

Throughway

June 23, 1987

MP 0.12 – MP 0.68 Section
Re-designation this portion from a throughway when it was part of the Salem – Dallas Highway No. 30 to an ordinary highway.
See Throughways & Right of Access File No. 20.

Kings Valley Hwy. No. 190

190

No longer a part of the highway system.

Figure 190-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Kings Valley Highway.

Road Establishment Files

There are no road establishment files for the Kings Valley Highway.

Table 190-1: Kings Valley Highway Establishment Files.

File No.	County
-	-

County

Counties that the Kings Valley Highway ran through are listed below.

- Benton
- Polk

Former Names

There are no former names for the Kings Valley Highway.

History

The following entries are changes to the Kings Valley Highway listed by date.

November 13, 1931

Independence - Kings Valley Road Section (15.7 miles)
Polk County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3127.

December 6, 1933

Monmouth – Wren Section
Benton & Polk County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Polk County)
Being all of Market Road No. 15 beginning at the West Side Pacific Highway south of Monmouth and extending in a southwesterly direction via Lewisville and Pedee to the Benton County line, a distance of approximately 15.7 miles.

(Benton County)
Market Road No. 6, beginning at the Polk - Benton County line near the corner common to sections 4, 5, 8 and 9 T. 10 S., R. 6 W., W.M., and extending southerly through Kings Valley to a connection with the Corvallis - Newport Highway near Wren, approximately 9.65 miles.

August 22, 1940

Wren – Read Creek Section
Benton County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 75

Eliminated portion described in Resolution as:
All those certain parts of the old right of way of the Wren – Read Creek Section of the Kings Valley Secondary Highway lying on the easterly and westerly side of the right of way required for the reconstructed Kings Valley Highway and lying between MP 23 and MP 26 of said Highway, the beginning and ending points with reference to the engineer's stations of the reconstructed highway being between Station 417+00 and Station 436+00 on the westerly side of the highway, and on the easterly side of the highway from Station 501+00 southerly to an intersection of the Corvallis – Newport Highway.

December 19, 1944

3¼ mile south of Monmouth to the McTimmonds Valley Road Section
Polk County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 122

Eliminated portion described in Resolution as:
Beginning at a point on the former route of the West Side Pacific Highway at a point approximately 3¼ miles south of Monmouth; thence in a westerly and southwesterly direction to a point where the Kings Valley Secondary Highway as now designated is intersected by the McTimmonds Valley road, approximately 0.7 mile north of Pedee, a distance of 10.83 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Kings Valley Highway No. 190 are listed below.

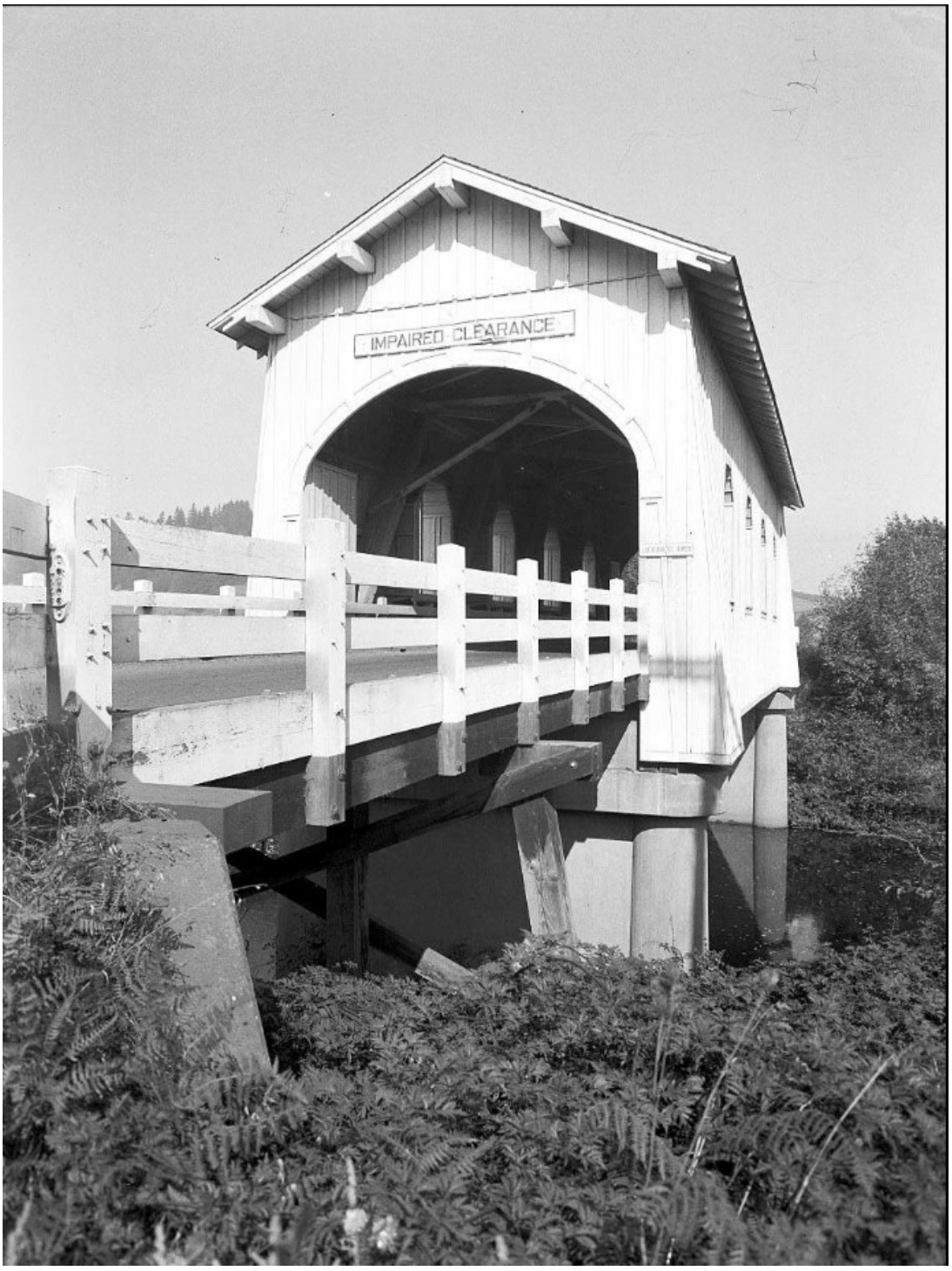
Table 190-2: Kings Valley Highway No. 190 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
122	Polk	(1W) South Monmouth (Camp Adair)	-	12/19/1944	11/14/1944

Throughway

None.

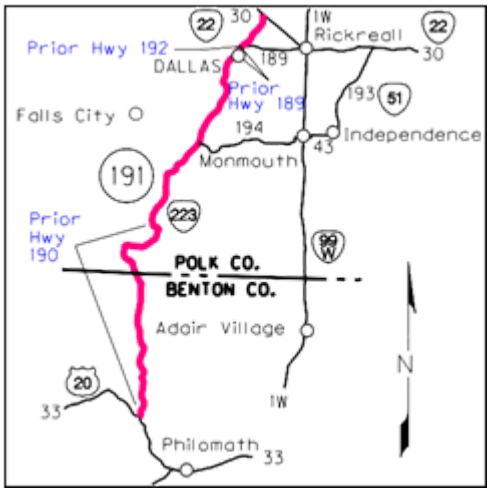
Kings Valley Covered Bridge over Luckiamute River in Benton County, 1945.
Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #4794.



Kings Valley Highway No. 191

191

Figure 191-1: Vicinity Map



Route Numbers

Highway Routes that run along the Kings Valley Highway are as follows:

- OR 223

Road Establishment Files

The road establishment files for the Kings Valley Highway are listed below.

Table 191-1: Kings Valley Highway Road Establishment Files

File No.	County
55299	Polk County

County

Counties that the Kings Valley Highway runs through are listed below.

- Benton
- Polk

Former Names

Former names for the Kings Valley Highway.

- Dallas – Kings Valley Highway (1931 – 1946)

History

The following entries are changes to the Kings Valley Highway listed by date.

November 13, 1931

Kings Valley Road Section (10.00 miles)
Benton County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3128.

Dallas - Kings Valley Road Section (9.8 miles)
Polk County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3127.

December 6, 1933

Dallas - Kings Valley Highway
Dallas – Lewisville Section
Polk County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Being all of Market Road No. 8 beginning at Dallas and extending in a Southerly direction to the Independence - Kings Valley Road near Lewisville, a distance of approximately 10 miles.*

June 5, 1935

Dallas - Kings Valley Highway
Dallas Section
Polk County
Designation of a temporary route through Dallas by the Highway Commission.
See Primary Highway Designation File No. 3a (page 23).
See also Minutes of the Highway Commission, page 5634.

December 19, 1944

Dallas - Kings Valley Highway
Falls City Road – Kings Valley Highway Section
Polk County
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-29

Route described in Resolution as:
Beginning at a point on the Dallas – Kings Valley Secondary State Highway No. 191 at Mile Point 7.54 where the said secondary state highway is intersected by the Falls City Road; thence in a southerly direction to a point on the present designated Kings Valley Secondary State Highway approximately 0.7 mile north of Pedee, a distance of approximately 5.9 miles.

December 19, 1944

Dallas - Kings Valley Highway
Camp Adair Section
Polk County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 123

Eliminated portion described in Resolution as:
Beginning at a point on the Dallas – Kings Valley Secondary State Highway No. 191 at MP 7.54 where the said secondary state highway is intersected by the Falls City Road; thence in a southerly and southeasterly direction to a point where the present designated Dallas – Kings Valley Secondary State Highway intersects the present designated Kings Valley Secondary State Highway No. 190, a distance of 3.27 miles.

May 26, 1952

King's Valley Highway
Mary's River Bridge Section
Benton County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 268

Eliminated portion described in Resolution as:
Beginning at State Highway Engineer's Station 475+00 of the relocated King's Valley Highway in the Northeast quarter of the Southwest quarter of Section 21, Township 11 South, Range 6 West, W.M.; thence Southerly along the former route of the King's Valley Highway to State Highway Engineer's Station 479+00 of the relocated King's Valley Highway in the Southeast quarter of the Southwest quarter of Section 21, Township 11 South, Range 6 West, W.M.

January 21, 1954

Kings Valley Highway
Fern Corner - Burns Section
Polk County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 286

Eliminated portions described in Resolution as:
Unit "A"
Beginning at State Highway Engineer's Station 356+00 of the relocated route of the Kings Valley Highway in the northwest quarter of the northeast quarter (NW¼NE¼) of Section 36, Township 8 South, Range 6 West, W.M.; thence northerly via the former route of the Kings Valley Highway to Highway Engineer's Station 362+00 of the relocated route of the Kings Valley Highway in the southwest quarter of the southeast quarter (SW¼SE¼) of Section 25, Township 8 South, Range 6 West, W.M.

Unit "B"
Beginning at State Highway Engineer's Station 362+75 of the relocated Kings Valley Secondary in the southwest quarter of the southeast quarter (SW¼SE¼) of Section 25, Township 8 South, Range 6 West, W.M.; thence northerly via the former route of the Kings Valley Highway to State Highway Engineer's Station 368+25 of the relocated Kings Valley Highway in the southwest quarter of the southwest quarter (SW¼SW¼) of Section 25, Township 8 South, Range 6 West, W.M., in Polk County.

June 27, 1957

Kings Valley Highway
Rickreall – Wren Section
Benton & Polk County
Oregon Route 223 redefined and re-described, by the Highway Commission.
See Primary Highway Designation File No. 22.

Route described in Resolution as:
Over the Dallas – Rickreall Highway from its junction with the Salem – Willamina Highway, ORE 22, near Rickreall to its junction with the Dallas – King's Valley Highway in Dallas; thence southerly over the Dallas – King's Valley Highway via King's Valley to its junction with the Corvallis – Newport Highway, US 20, one mile south of Wren.

July 28, 1961

Kings Valley Highway
Polk Station - Dallas Section
Polk County
Resolution realigning a portion of the highway approved by the Highway Commission.
Designated as a Throughway.
See Resolutions Adopting Surveys No. 238
Superseded by Resolutions Adopting Surveys No. 238a.
See also RW Drawing 8B-22-15 & 1R-3-1284

September 15, 1961

Kings Valley Highway
Polk Station - Dallas Section
Polk County
Resolution realigning a portion of the highway approved by the Highway Commission.
Superseding Resolutions Adopting Surveys No. 238
Designated as a throughway.
See Resolutions Adopting Surveys No. 238a
See also RW Drawing 8B-22-15, 1R-5-1525 & 1R-3-1284

November 22, 1963

Kings Valley Highway
Polk Station – Wren Section
Benton & Polk County
Small portions of the Dallas - Rickreall Highway No. 189 and the Dolph Corner - Dallas Highway No. 192 along with the Polk Station - Dallas Section County Road designated as part of Kings Valley Highway.
See Abandonment & Retention File No. 396.

Route described in Resolution as:
Beginning at a junction with the Willamina – Salem Highway, State Primary Highway No. 30, at MP 12.71 of the Willamina – Salem Highway at or near Polk Station; thence southerly via Dallas, Pedee, and Kings Valley to a junction with the Corvallis – Newport Highway, State Primary Highway No. 33, at MP 45.33 of the Corvallis – Newport Highway at or near Wren, a distance of 31.30 miles.

August 20, 1968

Kings Valley Highway
Walnut Avenue - Washington Street (Dallas) Section
Polk County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 351
See also RW Drawing 1R-4-344

October 1, 1968

Kings Valley Highway
Pedee - Ritner Creek Section
Polk County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 353
See also RW Drawing 1R-4-356

March 11, 1969

Kings Valley Highway
Pedee – Ritner Creek Section
Polk County
Agreement eliminating a portion of the highway approved by the Highway Commission.
Superseded by Agreement A&R 486 dated May 20, 1975.
See Abandonment & Retention File No. 486

May 20, 1975

Kings Valley Highway
Pedee – Ritner Creek Section
Polk County
Agreement eliminating a portion of the highway approved by the Highway Commission, no resolution in file.
This agreement takes precedence over the A&R 486 Agreement, dated March 11, 1969.
See Abandonment & Retention File No. 486

June 29, 1976

Kings Valley Highway
Ritner Creek Bridge Section
Polk County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 419
See also RW Drawing 1R-4-617

Jurisdictional Transfers

The Jurisdictional Transfers for the Kings Valley Highway No. 191 are listed below.

Table 191-2: Kings Valley Highway No. 191 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
75	Benton	Wren - Read Creek	-	08/22/1940	03/27/1942
123	Polk	Near Camp Adair	-	12/19/1944	11/14/1944
268	Benton	Mary's River Bridge	-	05/26/1952	-
286	Polk	Fern Corner - Burns	-	01/21/1954	-
396	Polk	Polk Station – Dallas designation	03/02/1962	11/22/1963	-
486	Polk	Pedee - Ritner Creek	03/11/1969 05/20/1975		-

Throughway

July 28, 1961

Kings Valley Highway
Polk Station - Dallas Section
Polk County
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 238

September 15, 1961

Kings Valley Highway
Polk Station - Dallas Section
Polk County
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 238a.

Kings Valley Covered Bridge at Kings Valley in Benton County, Oregon, 1962. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #4800.



Dallas – Dolph Corner Highway No. 192

192

No longer a part of the highway system.

Figure 192-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Dallas – Dolph Corner Highway.

Road Establishment Files

There are no road establishment files for the Dallas – Dolph Corner Highway.

Table 192-1: Dallas – Dolph Corner Highway Establishment Files.

File No.	County
-	-

County

Counties that the Dallas – Dolph Corner Highway ran through are listed below.

- Polk

Former Names

The former names for the Dallas – Dolph Corner Highway are listed below.

- Dallas – Coast Highway (1931 – 1954)
- Dallas – Dolph Corner Highway (1954 – 1963)

History

The following entries are changes to the Dallas – Dolph Corner listed by date.

November 13, 1931

Dallas – Coast Highway
Dallas - Coast Road Section (15.6 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3127.

December 6, 1933

Dallas – Coast Highway
Dallas – Wallace Bridge Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Being all of Market Road No. 16 beginning at the Salem - Dallas Highway at Dallas and extending in a Northwesterly direction via Buell to the McMinnville - Tillamook Highway at what is known as the Wallace Bridge, a distance of approximately 15.6 miles.*

June 5, 1935

Dallas – Coast Highway
Dallas Section
Designation of a temporary route through Dallas by the Highway Commission.
See Primary Highway Designation File No. 3a (pg 23).
See also Minutes of the Highway Commission, page 5634.

September 6, 1935

Dallas – Coast Highway
Buell – Old Wallace Bridge Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 31

Eliminated portions described in Resolution as:

111+50 - 66+00	*South*
67+00 – 75+00	*North*
88+00 – 106+00	*North*
132+00 – 169+00	*South*

November 8, 1935

Dallas – Coast Highway
Buell – Salt Creek Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 9

Eliminated portion described in Resolution as:
Beginning at a point opposite and southerly from engineer's center line station 403+00 of said relocated center line; thence in a southeasterly direction along the original constructed highway to a point opposite and northerly from said relocated center line at station 444+50.

November 30, 1935

Dallas – Coast Highway
Buell – Salt Creek Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 16

Eliminated portions described in Resolution as:
Parcel "A" – South side of highway between Stations 248+60 and 255+20 Parcel "B" – South side of highway between Stations 310+00 and 336+80

November 30, 1935

Dallas – Coast Highway
Buell – Salt Creek Section
Resolution preserving portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 19

August 30, 1945

Dallas – Coast Highway
Salt Creek - Dolph Corner Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 6
See also RW Drawing 4B-26-3

July 21, 1947

Dallas – Coast Highway
Buell and Salt Creek – Dolph Corner Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 128

Eliminated portions described in Resolution as:
1. That the sections or areas of the old right of way which lie between Highway Engineer's Station 214+70 and Highway Engineer's Station 247+75 of the reconstructed line, and between highway Engineer's Station 450+80 and Highway Engineer's Station 592+40 of the reconstructed line…

May 2, 1949

Dallas – Coast Highway
Buell – Salt Creek Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 19

A part of the Resolution:
1. That the deed for additional right of way from Henry Hockstre between Station 386+00 and Station 395+00 of the Dallas – Coast Highway be accepted, and that the remaining portion of Unit "G" be abandoned as any part of the right of way of said highway…

August 23, 1949

Dallas – Coast Highway
Buell – Salt Creek Section
Resolution concerning a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 19

December 10, 1953

Dallas - Dolph Corner Highway
Dallas – Dolph Corner Section
Re-designation of a portion to become a part of the Willamina – Salem Highway No. 30 and renamed to the Dallas – Dolph Corner Highway by the Highway Commission.
See Primary Highway Designation File No. 18.
See also Minutes of the Highway Commission, page 22719.

Part of the Resolution
That the section of the former Dallas – Coast Highway extending from a junction with the Dallas – Rickreall Highway, at or near Dallas, northerly to a junction with the Willamina – Salem Highway, at or near Dolph Corner, retain its classification as a secondary highway, and is hereby renamed and re-designated as the Dallas – Dolph Corner Highway , State Highway No. 192.

November 22, 1963

Dallas - Dolph Corner Highway
Willamina – Salem Highway to Kings Valley Highway Section
Resolution eliminating the entire highway approved by the Highway Commission. Small portion at southerly end re-designated to the Kings Valley Highway No. 191.
See Abandonment & Retention File No. 396.

Eliminated portion described in Resolution as:
Beginning at a junction with the Willamina – Salem Highway, State Primary Highway No. 30, at MP 11.79 of the Willamina – Salem Highway at Dolph Corner; thence Southerly along the Dolph Corner – Dallas Highway to a junction with the re-designated Kings Valley Highway, State Secondary Highway No. 191, at MP 2.55 on the re-designated Kings Valley Highway, a distance of 2.82 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Dallas – Dolph Corner Highway No. 192 are listed below.

Table 192-2: Dallas – Dolph Corner Highway No. 192 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
9	Polk	Buell - Salt Creek	-	11/08/1935	03/13/1942
16	Polk	Buell - Salt Creek	-	11/30/1935	03/11/1958
19	Polk	Buell - Salt Creek	-	11/30/1935	-
19	Polk	Buell - Salt Creek	-	05/02/1949	-
19	Polk	Buell - Salt Creek	-	08/23/1949	-
31	Polk	Buell - Old Wallace Bridge	-	09/06/1935	01/20/1939
128	Polk	Buell & Salt Creek - Dolph Corner	01/17/1946	07/21/1947	-
396	Polk	Complete Highway	03/02/1962	11/22/1963	-

Throughway

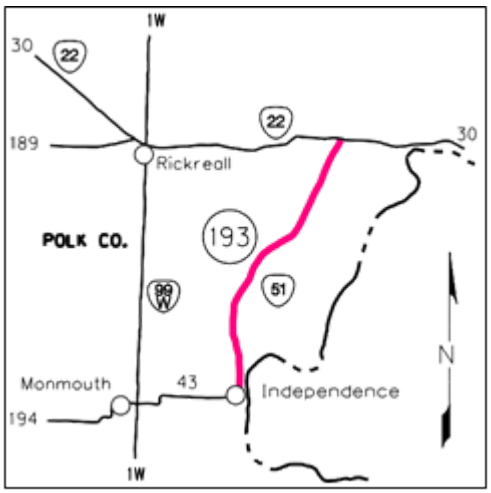
November 3, 1948

The Dallas - Coast Highway Section
Designated a Throughway by the Highway Commission.
See Throughways and Rights of Access File No. 5
Also see 5a, 5b and 5c amending original file.
Two maps have been prepared and are identified as Group 25 (DCHC Files)

Independence Highway No. 193

193

Figure 193-1: Vicinity Map



Route Numbers

Highway Routes that run along the Independence Highway are as follows:

- OR 51

Road Establishment Files

The road establishment files for the Independence Highway are listed below.

Table 193-1: Independence Highway Road Establishment Files

File No.	County
55298	Polk County
58478	Polk County

County

Counties that the Independence Highway runs through are listed below.

- Polk

Former Names

Former names for the Independence Highway are listed below.

- Brunks Corner - Independence

History

The following entries are changes to the Independence Highway listed by date.

November 13, 1931

Brunks Corner – Independence Highway
Independence - Salem Road Section (5.7 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3127.

December 6, 1933

Brunks Corner – Independence Highway
Brunks Corner – Independence Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Being all of Market Road No. 14 beginning at the Salem - Dallas Highway at what is known as Brunks Corner and extending in a southerly direction to Independence, a distance of 5.7 miles.*

April 11, 1935

Brunks Corner – Independence Highway
Eng. Station 25+00 to Brunks Corner Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 4

> **Eliminated portion described in Resolution as:**
> *The portion of the old Brunks Corner – Independence Secondary Highway extending from highway engineer's station 25+00, which station is on the new highway, to a connection with the Salem – Dallas Highway at a point known as Brunks Corner.*

June 5, 1935

Independence Highway
Independence Section
Designation of a temporary route through Independence by the Highway Commission.
See Primary Highway Designation File No. 3a (page 24).
See also Minutes of the Highway Commission, page 5635.

December 27 1935

Independence Highway
Brunks Corner – Oak Point Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 26

Eliminated portion described in Resolution as:
A parcel of land lying in Section 3, Twp. 8 South, Range 4 West, W.M., Polk County, Oregon, and being all that portion of the old 60 foot right of way lying easterly of the present acquired right of way of the relocated center line of said highway between engineer's center line Station 116+75 and Station 157+55…

December 27 1935

Independence Highway
Brunks Corner – Oak Point Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 29

Eliminated portion described in Resolution as:
A parcel of land lying in sections 9 and 10, Twp. 8, South Range 4 West, Willamette Meridian, Polk County, Oregon, and being all that portion of the old right of way, lying southeasterly of the present acquired right of way of the relocated center line of said highway…

Jurisdictional Transfers

The Jurisdictional Transfers for the Independence Highway No. 193 are listed below.

Table 193-2: Independence Highway No. 193 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
4	Polk	Brunks Corner	-	04/11/1935	03/13/1942
26	Polk	Brunks Corner - Oak Point	-	12/26/1935	-
29	Polk	Brunks Corner - Oak Point	-	12/27/1935	03/13/1942

Throughway

None.

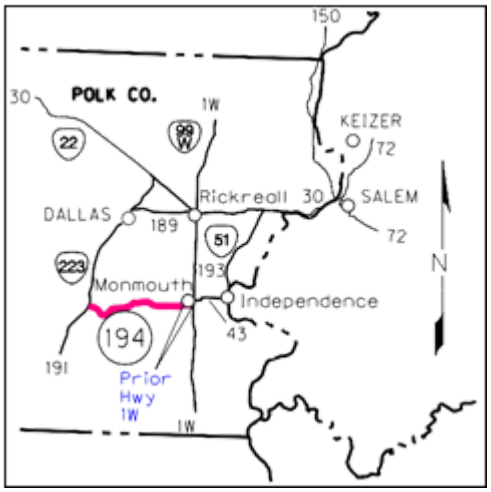
Main Street in Independence, Oregon, 1900. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6257.



Monmouth Highway No. 194

194

Figure 194-1: Vicinity Map



Route Numbers

Highway Routes that run along the Monmouth Highway are as follows:

- OR 194

Road Establishment Files

The road establishment files for the Monmouth Highway are listed below.

Table 194-1: Monmouth Highway Road Establishment Files

File No.	County
55297	Polk County
49947	Polk County

County

Counties that the Monmouth Highway runs through are listed below.

- Polk

Former Names

There are no former names for the Monmouth Highway.

History

The following entries are changes to the Monmouth Highway listed by date.

December 19, 1944

Little Luckiamute River – Monmouth Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-30.

Route described in Resolution as:
Beginning at a point on the Dallas – Kings Valley Secondary State Highway No. 191 near the Little Luckiamute River; thence easterly to the West Side Pacific Highway in Monmouth, a distance of approximately 7.0 miles.

September 25, 1953

Monmouth Street – East Street (Monmouth) Section
Designation of an extension over a portion of prior Pacific Highway West No. 1W by the Highway Commission.
See Miscellaneous Contract and Agreement File No. 1485.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Monmouth Highway No. 194.

Table 194-2: Monmouth Highway No. 194 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

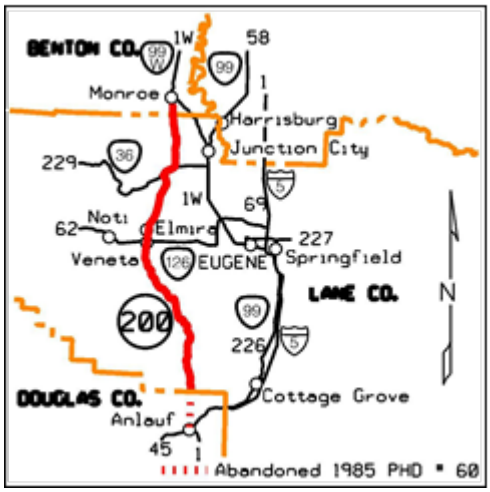
Throughway

None.

Territorial Highway No. 200

200

Figure 200-1: Vicinity Map



Route Numbers

Highway Routes that run along the Territorial Highway are as follows:

- OR 36
- OR 200

Road Establishment Files

The road establishment files for the Territorial Highway are listed below.

Table 200-1: Territorial Highway Road Establishment Files

File No.	County
49218	Various Counties
55296	Lane County

County

Counties that the Territorial Highway runs through are listed below.

- Benton
- Lane

Former Names

There are no former names for the Territorial Highway.

History

The following entries are changes to the Territorial Highway listed by date.

November 13, 1931

Monroe South Road Section (2.00 miles)
Benton County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3128.

Territorial Road (Benton County Line - Douglas County Line) Section (39.00 miles)
Lane County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3136.

December 6, 1933

Monroe to Lane – Douglas County Line Section
Benton & Lane County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Benton County)
A county road, beginning at the West Side Pacific Highway in the town of Monroe and extending in a southerly direction following generally the present road to the Lane Benton County line, approximately 2 miles.

(Lane County)
Market Roads No. 1 and No. 2, beginning at the Benton - Lane County line and thence in a southerly direction over the so - called Territorial road to the Lane - Douglas County line, approximately 39.1 miles.

September 1, 1939

Lane/Douglas County Line – Anlauf Section
Douglas County
Designation of an extension southerly of the Lane – Douglas County Line by the Highway Commission.
See Secondary Highway Designation File No. 0-5.

Extension of route described in Resolution as:
Beginning at a point on the Lane – Douglas County Line at the south end of the Territorial Secondary Highway No. 200 in Lane County; thence in a southerly direction to the Pacific Highway near Anlauf, a distance of approximately 5.0 miles.

September 24, 1953

Hadleyville – Anlauf Section
Douglas & Lane County
The Commission approved the addition of 21.54 miles from Hadleyville to a connection with the old Pacific Highway at Anlauf.
See Minutes of the Highway Commission, page 2248

October 28, 1954

Crow - Gillespie Corner Section
Lane County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 109
See also RW Drawing 1R-5-610

November 3, 1955

Crow – Gillespie Corners Section
Lane County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 300

Eliminated portion described in Resolution as:
Unit "A"
All the land situated within the right of way boundaries of the Territorial Highway as formerly routed, beginning at the westerly right of way line opposite Highway Engineer's Survey Station 1413+40 of said highway as relocated in the southeast quarter of the northwest quarter (SE¼NW¼), Section 29, Township 18 South, Range 5 West, W.M.; thence southerly via said highway as formerly routed to the westerly right of way line opposite Highway Engineer's Survey Station 1450+50 of said highway as relocated in the southwest quarter o f the southeast quarter (SW¼SE¼), Section 29, Township 18 South, Range 5 West, W.M.

April 20, 1982

Anlauf Interchange Section
Douglas County
Re-designation of a portion of the Umpqua Highway No. 45 by the Highway Commission.
See Secondary Highway Designation File No. 84.

Route described in Resolution as:
Beginning at a junction with the Pacific Highway West, State Primary Highway No. 1W, at Mile Point 101.10 of said Pacific Highway West in the City of Monroe; thence southerly via Elmira, Veneta and Lorane to a junction with the Umpqua Highway, State Primary Highway No. 45, at Mile Point 56.37 of said Umpqua Highway northeast of Drain, a distance of 47.79 miles.

November 18, 1985

MP 42.08 – MP 47.73 Section
Douglas County
Designation eliminating portions of several highways approved by the Transportation Commission.
See Primary Highway Designation File No. 60.

Eliminated route described in Resolution as:
(MP 42.08 - 47.73) from the Lane - Douglas County line; thence southerly to its junction with the Umpqua Highway, State Primary Highway No. 45, a distance of approximately 5.65 miles.

March 27, 2019

Territorial Highway (Mile Points 2.03 to Mile Points 42.08 Section
Lane County
Jurisdictional transfer and quitclaim of active right-or-way to Lane County.
See Jurisdictional Transfer No. 828 recorded April 1, 2019 as Instrument No. 2019-012047, Lane County Official Records.

Jurisdictional Transfers

The Jurisdictional Transfers for the Territorial Highway No. 200 are listed below.

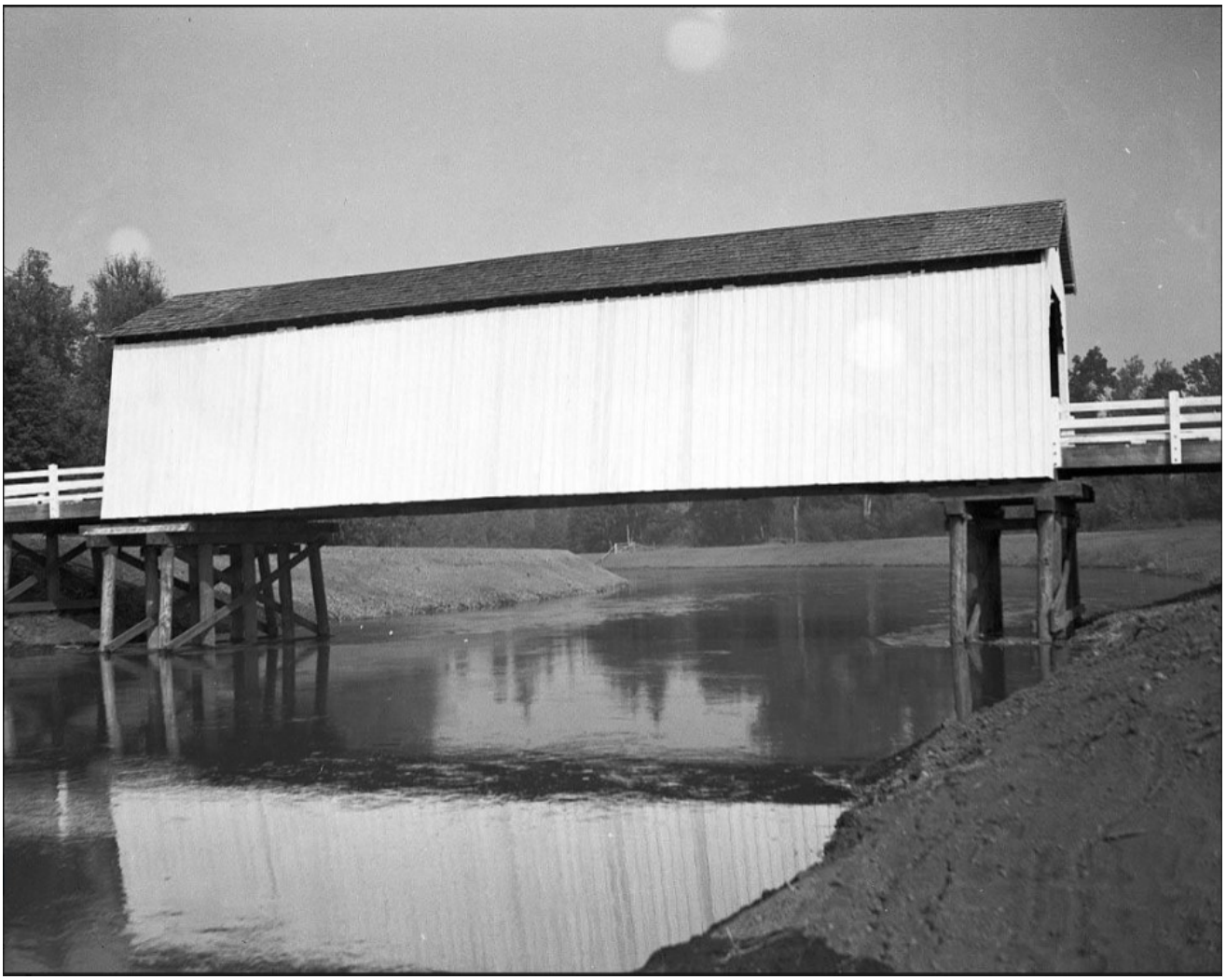
Table 200-2: Territorial Highway No. 200 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
300	Lane	Crow - Gillespie Corners	04/14/1955	11/03/1955	11/25/1955
828	Lane	Territorial Hwy. from MP 3.02 – 42.08 (entire highway in Lane Co.)	02/14/2019	03/21/2019	-

Throughway

None.

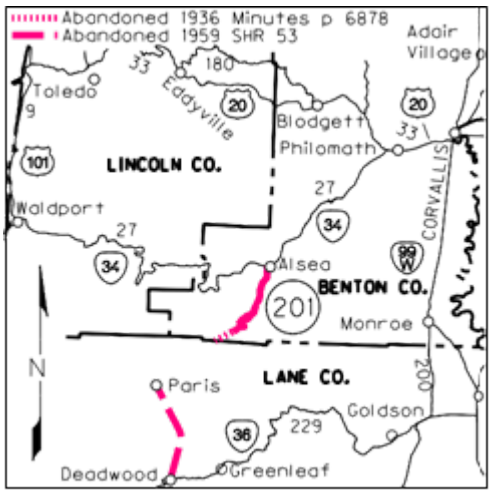
Bailey-Bundy Covered Bridge over the Long Tom River near Monroe in Benton County, Oregon. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #4793.



Alsea - Deadwood Highway No. 201

201

Figure 201-1: Vicinity Map



Route Numbers

Highway Routes that run along the Alsea - Deadwood Highway are as follows:

- OR 501

Road Establishment Files

There are no road establishment files for the Alsea - Deadwood Highway.

Table 201-1: Alsea – Deadwood Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Alsea – Deadwood Highway runs through are listed below.

- Benton

Former Names

There are no former names for the Alsea – Deadwood Highway.

History

The following entries are changes to the Alsea – Deadwood Highway listed by date.

November 13, 1931

Alsea - Paris Road Section (10.00 miles)
Benton County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3128.

Deadwood Road (Siuslaw Highway - Paris) Section (23.70 miles)
Lane County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3136.

December 6, 1933

Alsea to Lincoln - Benton County Line Section
Benton County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Extending south and southwesterly from the town of Alsea, through Alsea and Lobster Valleys to the Lincoln - Benton County line in Lobster Valley, a distance of approximately 10 miles.*

Siuslaw Highway – Paris Post Office Section
Lane County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Road No. 44 from the Siuslaw Highway to Paris Post Office, approximately 24.1 miles.*

October 1, 1936

Lincoln – Benton County Line Section
Benton County
Elimination of a 5 mile section approved by the Highway Commission.
See Minutes of the Highway Commission, page 6878.

Eliminated Section described in Resolution as:
Beginning at a point on the Lincoln – Benton County line, where the same is now intersected by the present Alsea – Deadwood Secondary Highway, thence extending easterly and northeasterly a distance of approximately five miles.

January 23, 1951

MP 40.45 through Alsea Valley Section
Designation of an extension (2.39 miles) by the Highway Commission.
Originally in A&R File No. 229, Transferred to Secondary Highway Designation File No. 18.
See Secondary Highway Designation File No. 18.
See also Miscellaneous Contracts & Agreements File No. 1264

Route described in Resolution as:
Beginning at a junction with the Alsea State Primary Highway (State Highway No. 27) at Mile Post 40.45 in the Town of Alsea; thence southerly and southwesterly through the Alsea Valley to a junction with the county road in Section 4, Township 15 South, Range 8 West, Willamette Meridian, in Lobster Valley, Benton County, Oregon, a distance of approximately 9.69 miles.

September 24, 1959

Deadwood – Paris Section
Lane County
A portion eliminated from the state highway system by the Highway Commission.
See Secondary Highway Designation File No. 53.

Eliminated portion of route described in Resolution as:
Beginning at a junction with the Siuslaw Highway, State Primary Highway No. 34, at MP 27.77 of said Siuslaw Highway near Deadwood, thence northerly to the northerly end of the south section of the Alsea – Deadwood Highway, State Secondary Highway No. 201 at MP 19.96 of said Alsea – Deadwood Highway near the community of Paris, a distance of 19.96 miles.

March 2, 1962

Bummer Creek Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 392

Eliminated portion described in Resolution as:
Unit "A"
All the land within the right of way boundaries of the Alsea – Deadwood Highway as formerly routed lying outside the easterly right of way boundary line of the Alsea – Deadwood Highway as now relocated, from relocated Highway Engineer's Centerline Survey Station 189+35 to 202+90, and lying in Sections 24, 25 and 26, Township 14 South, Range 8 West, W.M., in Benton County, Oregon

Jurisdictional Transfers

The Jurisdictional Transfers for the Alsea – Deadwood Highway No. 201 are listed below.

Table 201-2: Alsea – Deadwood Highway No. 201 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
229	Benton	MP 40.45 (Transferred to SHD No. 18)	-	01/23/1951	-
392	Benton	Bummer Creek	03/02/1962	03/02/1962	-

Throughway

None.

Tampico - Lewisville Highway No. 202

202

No longer a part of the highway system.

Figure 202-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Tampico – Lewisville Highway.

Road Establishment Files

There are no road establishment files for the Tampico - Lewisville Highway.

Table 202-1: Tampico – Lewisville Highway Establishment Files.

File No.	County
-	-

County

Counties that the Tampico - Lewisville Highway ran through are listed below.

- Benton

Former Names

There are no former names for the Tampico – Lewisville Highway.

History

The following entries are changes to the Tampico – Lewisville Highway listed by date.

October 1, 1936

West Side Pacific Highway to Polk – Benton County Line Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 6879.

> **Route described in Resolution as:**
> *Beginning at the West Side Pacific Highway at a point approximately 3.2 miles south of the Polk County - Benton County Line; thence in a northwesterly direction along the Tampico Market Road No. 9 to the Polk County - Benton County Line.*

November 3, 1948

Tampico - Lewisville Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 195

> **Eliminated portion described in Resolution as:**
> *… which portion lies between Highway Engineer's Station 32+20 and Highway Engineer's Station 1+10 of the former highway…*

January 23, 1951

West Side Pacific Highway to Polk – Benton County Line Section
Highway abandoned to the County by the Highway Commission.
Originally in A&R file No. 229, transferred to Secondary Highway Designation File No. 18.
See Secondary Highway Designation File No. 18.
See also Miscellaneous Contract & Agreements File No. 1264

Jurisdictional Transfers

The Jurisdictional Transfers for the Tampico – Lewisville Highway No. 202 are listed below.

Table 202-2: Tampico – Lewisville Highway No. 202 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
195	Benton	Tampico - Lewisville	-	11/03/1948	-
229	Benton	Eliminated (Transferred to SHD # 18)	-	01/23/1951	-

Throughway

None.

Corvallis – East Side Highway No. 210

210

No longer a part of the highway system.

Highway No. 210 is currently the Corvallis – Lebanon Highway.
See the next chapter for information on that highway.

Figure 210-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Corvallis – East Side Highway.

Road Establishment Files

There are no road establishment files for the Corvallis – East Side Highway.

Table 202-1: Corvallis – East Side Highway Establishment Files.

File No.	County
-	-

County

Counties that the Corvallis – East Side Highway ran through are listed below.

- Benton
- Linn

Former Names

There are no former names for the Corvallis – East Side Highway.

History

The following entries are changes to the Corvallis – Eastside Highway listed by date.

November 13, 1931

Corvallis - East Side Highway
Albany - Corvallis Road Section (9.40 miles)
Linn County
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3134.

December 6, 1933

Corvallis - East Side Highway
Albany – Corvallis Section
Linn County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Beginning at the city limit of Albany and running in a southwesterly direction over Market Road No. 1 to the Willamette River at Corvallis, approximately 9.9 miles.*

June 5, 1935

Corvallis - East Side Highway
Corvallis Section
Benton County
Designation of a temporary route through Corvallis by the Highway Commission.
See Primary Highway Designation File No. 3a (page 24).
See also Minutes of the Highway Commission, page 5635.

November 18, 1938

Corvallis - East Side Highway
Corvallis Section
Benton County
Designation of an extension approved, by the Highway Commission.
See Minutes of the Highway Commission, page 8526.

Route described in Resolution as:
Beginning at the intersection of 3rd Street and Van Buren Street in the City of Corvallis; thence in a Southeasterly direction to the East city limits of Corvallis, a distance of approximately 950 feet.

November 13, 1940

Corvallis - East Side Highway
Albany Section
Linn County
Designation of an extension southwest of Albany by the Highway Commission.
See Secondary Highway Designation File No. 0-11.

Extension of route described in Resolution as:
Beginning at the intersection of the former Pacific Highway (East) southwest of Albany with the Corvallis – East Side Secondary State Highway No. 210; thence in an easterly direction to an intersection with the reconstructed Pacific Highway (East), a distance of approximately 0.20 miles.

April 8, 1953

Corvallis - East Side Highway
Corvallis Section
Benton County
Designation of an extension in Corvallis, by the Highway Commission.
See Secondary Highway Designation File No. 22.

Route described in Resolution as:
That the western terminus of the Corvallis – Eastside State Secondary Highway No. 210 shall henceforth be the intersection of the Van Buren and N. 4th Streets in Corvallis.

January 27, 1961

Corvallis - Lebanon Highway
Corvallis – Lebanon Section
Benton & Linn County
Designation of a new route and name change by the Highway Commission.
See Secondary Highway Designation File No. 58.

Route described in Resolution as:
Beginning at a junction with the Albany – Corvallis Highway, State Primary Highway No. 31, at the intersection of Van Buren and Second Streets in the City of Corvallis; thence easterly along the existing Corvallis – Eastside Highway to a junction with the Orleans – Lebanon County Road at Orleans; thence continuing easterly along the said Orleans – Lebanon Road to a junction with the Santiam Highway, State Primary Highway No. 16, at the intersection of Main and Academy Streets in the City of Lebanon, a distance of 18.12 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Corvallis – East Side Highway No. 210.

Table 210-2: Corvallis – East Side Highway No. 210 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

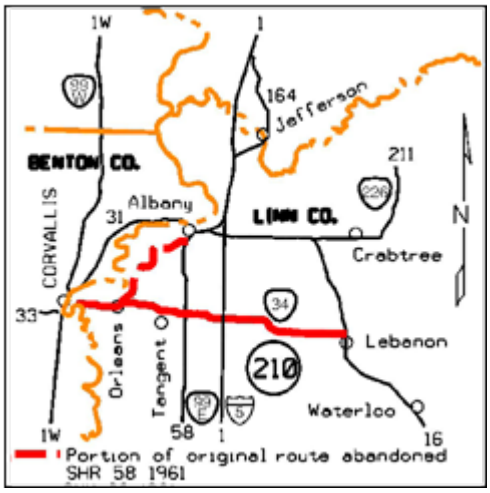
Throughway

None.

Corvallis – Lebanon Highway No. 210 210

Highway 210 was formerly the Corvallis – East Side Highway.
See the previous chapter for information on that highway.

Figure 210-1: Vicinity Map



Route Numbers

Highway Routes that run along the Corvallis - Lebanon Highway are as follows:

- US 20
- OR 34

Road Establishment Files

The road establishment files for the Corvallis - Lebanon Highway are listed below.

Table 210-1: Corvallis - Lebanon Highway Road Establishment Files

File No.	County
RW12747	Linn

County

Counties that the Corvallis - Lebanon Highway runs through are listed below.

- Benton
- Linn

Former Names

There are no former names for the Corvallis - Lebanon Highway.

History

The following entries are changes to the Corvallis - Lebanon Highway listed by date.

January 27, 1961

Corvallis - Lebanon Highway
Corvallis – Lebanon Section
Benton & Linn County
Designation of a new route and name change by the Highway Commission.
See Secondary Highway Designation File No. 58.

> **Route described in Resolution as:**
> *Beginning at a junction with the Albany – Corvallis Highway, State Primary Highway No. 31, at the intersection of Van Buren and Second Streets in the City of Corvallis; thence easterly along the existing Corvallis – Eastside Highway to a junction with the Orleans – Lebanon County Road at Orleans; thence continuing easterly along the said Orleans – Lebanon Road to a junction with the Santiam Highway, State Primary Highway No. 16, at the intersection of Main and Academy Streets in the City of Lebanon, a distance of 18.12 miles.*

March 14, 1963

Corvallis - Lebanon Highway
Corvallis - Orleans Section
Linn & Benton County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 267
See also RW Drawing 8B-23-9 & 1R-5-1610

August 27, 1964

Corvallis - Lebanon Highway
Orleans - Lake Creek Section
Linn County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 288
See also RW Drawing 8B-31-17 & 1R-4-81

April 20, 1965

Corvallis - Lebanon Highway
Lake Creek to Albany - Junction City Highway Section
Linn County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 296
See also RW Drawing 8B-31-17 & 1R-4-107

December 12, 1972

Corvallis - Lebanon Highway
Orleans – Lake Creek Section
Linn County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 534

Eliminated portion described in Resolution as:
Unit A:
All the land within the right-of-way boundaries of the Corvallis – Lebanon Highway, State Secondary Highway No. 210, as formerly routed lying outside the southerly right-of-way boundary of said Corvallis – Lebanon Highway as now relocated from approximately opposite relocated Highway Engineer's Station 249+60.34 P.T. to 255+90, and lying in Section 34, Township 11 South, Range 4 West, W.M., Linn County, Oregon.

Unit B:
All the land within the right-of-way boundaries of the Corvallis – Lebanon Highway, State Secondary Highway No. 210, as formerly routed, lying outside the southerly right-of-way of said Corvallis – Lebanon Highway as now relocated from approximately opposite relocated Highway Engineer's Station 317+55 to 329+70, and lying in Section 2, Township 12 South, Range 4 West, W.M., Linn County, Oregon.

February 16, 1988

Corvallis - Lebanon Highway
Lake Creek - Pacific Highway Section
Linn County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 472
See also RW Drawing 1R-3-1555

April 20, 1994

Corvallis - Lebanon Highway
Lebanon Section
Linn County
Resolution eliminating a portion of the highway and designation of an extension approved by the Transportation Commission.
See Abandonment & Retention File No. 658

Eliminated portion described in Resolution as:
Unit 2
All the land within the right-of-way boundaries of the Corvallis – Lebanon Highway, State Secondary Highway No. 210, from its intersection with the southeast right-of-way of Tangent Street, Engineer's Station 9+62.82, thence south and east along Academy Street a distance of approximately 930 feet, to Engineer's Station "D" 3+83.34, on the westerly right-of-way line of Main Street all within the jurisdictional boundaries of the City of Lebanon; lying within the NE¼ of Section 10, Township 12 South, Range 2 West, W.M., Linn County, Oregon.

Designated portion described in Resolution as:
Unit 1
All the land within the right-of-way boundaries of Second Street and Morton Street, in the City of Lebanon, from Engineer's Station 9+62.82 on Second Street, where it intersects with Tangent Street, thence north and east along Second Street, a distance of approximately 305 feet, to its intersection with Morton Street @ Engineer's Station 6+56.63, thence east along Morton Street a distance of approximately 595 feet, to the point where Morton Street intersects the westerly right- of-way line of Main Street, (Santiam Highway), approximately at Engineer's Station 0+63.00, all within the jurisdictional boundaries of the City of Lebanon; lying within the NE¼ of Section 10, Township 12 South, Range 2 West, W.M., Linn County, Oregon.

May 18, 1999

Corvallis - Lebanon Highway
Pacific Highway - RR tracks (Lebanon) Section Linn County
Resolution realigning a portion of the highway approved by the Transportation Commission. See Highway Corridor & Design Resolution No. 510
See also RW Drawing 1R-3-1678

Jurisdictional Transfers

The Jurisdictional Transfers for the Corvallis - Lebanon Highway No. 210 are listed below.

Table 210-2: Corvallis - Lebanon Highway No. 210 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
534	Linn	Orleans - Lake Creek	-	12/12/1972	-
658	Linn	Lebanon	04/20/1994	04/20/1994	-

Throughway

None.

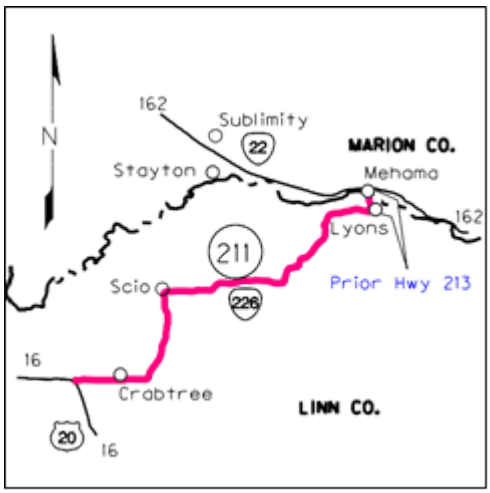
Bates Park Covered Bridge (McDowell Covered Bridge) over the South Santiam River in Linn County, Oregon, 1957. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #5183.



Albany - Lyons Highway No. 211

211

Figure 211-1: Vicinity Map



Route Numbers

Highway Routes that run along the Albany - Lyons Highway are as follows:

- OR 226

Road Establishment Files

The road establishment files for the Albany - Lyons Highway are listed below.

Table 211-1: Albany - Lyons Highway Road Establishment Files

File No.	County
49424	Linn

County

Counties that the Albany -Lyons Highway runs through are listed below.

- Linn
- Marion

Former Names

There are no former names for the Albany - Lyons Highway.

History

The following entries are changes to the Albany - Lyons Highway listed by date.

November 13, 1931

Albany - Lyons Road Section (22.55 miles)
Linn County
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3134.

December 6, 1933

Santiam Highway – Lyons Section
Linn County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Beginning at the Santiam Highway about 7 miles east of Albany and running in a easterly direction over a portion of Market Roads No. 7 and No. 25 to a point near the range line between ranges 1 and 2 West, T. 11 S.; thence in a northerly direction over a county road and a portion of Market Road No. 7 to Scio; thence in a northeasterly direction over Market Road No. 4 to the town of Lyons, approximately 25.2 miles.

January 26, 1939

Fleming Ranch – Shindler Bridge Section
Linn County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 61

Eliminated portion described in Resolution as:
All that certain section of the old right of way of the Fleming Ranch – Schindler Bridge Section of the Albany – Lyons Highway and lying southerly of the right of way required for the reconstructed Albany – Lyons Highway, the beginning and ending points with reference to the engineer's station of the new constructed highway being Station 217+90 on the westerly end and Station 287+30 on the easterly end, all in sections 11 and 12, Township 10 South, Range 1 West, W.M., Linn County, Oregon.

September 24, 1946

Crabtree - Scio Section
Linn County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 146

Eliminated portion described in Resolution as:
…which lie between Highway Engineer's Station 121+50 and Highway Engineer's Station 130+00 of the reconstructed highway, between Highway Engineer's Stations 167+00 and 174+70, between Highway Engineer's Station 175+20 and Highway Engineer's Station 179+00 of the reconstructed highway, and between Highway Engineer's Station 181+50 and Highway Engineer's Station 187+70 of the reconstructed highway…

December 30, 1946

Crabtree Creek - Scio Section
Linn County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 20
See also RW Drawing 6B-21-18

September 13, 1948

Crabtree Creek - Scio Section
Linn County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 166
See also RW Drawing 6B-21-18

Eliminated portion described in Resolution as:
…which lie between Highway Engineer's Station 350+50 and Highway Engineer's Station 358+30 and between Highway Engineer's Station 375+00 and Highway Engineer's Station 382+00 and between Highway Engineer's Station 472+00 and Highway Engineer's Station 480+15…

February 19, 1952

Scio – Thomas Creek Section
Linn County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 247

Eliminated portion described in Resolution as:
Beginning at the intersection of the former route of the Albany – Lyons Secondary Highway No. 211 with the east line of a tract of land described as Parcel #2 in deed from Floyd W. Aspinwall and Bertha Aspinwall to the State Highway Commission, recorded on page 458 of Volume 216 of Linn County deed records, and running thence easterly via the former route of said Albany – Lyons Secondary Highway to Highway Engineer's Station 692+50 of the relocated Albany – Lyons Secondary Highway in the Northeast quarter of the Southeast quarter of Section 10, Township 10 South, Range 1 West, W.M.

December 10, 1953

Crabtree Creek Bridge Section
Linn County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 95
See also RW Drawing 6B-21-18
See also Minutes of the Highway Commission, page 22805.

April 26, 1956

Crabtree Creek - Bridge Section
Linn County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 316

Eliminated portion described in Resolution as:
Unit "A"
All that part of the old highway right of way lying outside of the relocated highway beginning at Highway Engineer's Survey Station 325+90 of the relocated Albany – Lyons Secondary Highway No. 211 in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 31, Township 10 South, Range 1 West, W.M.; thence Northerly by the former route of the Albany – Lyons Secondary Highway No. 211 to a point of the East – most boundary of the relocated highway and 90° from the center line of the relocated highway at Highway Engineer's Survey Station 342+30 of the relocated Albany – Lyons Secondary Highway No. 211 in the Northwest Quarter of the Southeast Quarter (NW¼SE¼) of Section 31, Township 10 South, Range 1 West, W.M.

January 27, 1961

Lyons Section
Linn & Marion County
Designation of extension along a portion of Mehama - Mill City Highway No. 213 north of Lyons, by the Highway Commission.
See Secondary Highway Designation File No. 58.

Route described in Resolution as:
Beginning at a junction with the Santiam Highway, State Primary Highway No. 16, at MP 6.56 of said Santiam Highway; thence northeasterly along the existing Albany – Lyons Highway via Crabtree, Scio, and Jordan to a junction with the existing Mehama – Mill City Highway in the city of Lyons; thence northerly along the said Mehama – Mill City Highway to a junction with the North Santiam Highway, State Secondary Highway No. 162, at MP 22.42 of said North Santiam Highway at Mehama, distance of 25.60 miles.

June 2, 1970

Mehama Bridge Section
Linn & Marion County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Highway Corridor & Design Resolution No. 379
See also RW Drawing 1R-4-443

May 4, 1971

Sanderson Bridge Section
Linn County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Highway Corridor & Design Resolution No. 395
See also RW Drawing 1R-4-477

October 31, 1972

Scio – Thomas Creek Section
Linn County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 247

Eliminated portion described in Resolution as:
All the land within the right-of-way boundaries of the Albany - Lyons Highway, State Secondary Highway No. 211, as formerly routed lying outside of the northerly right-of-way boundary of said Albany – Lyons Highway as now relocated from approximately opposite relocated Highway Engineer's Station 607+90, thence northerly and easterly via said former route to approximately opposite relocated Highway Engineer's Station 616+50 and lying in Section 16, Township 10 South, Range 1 West, W.M.

March 6, 1973

North Santiam River (Mehama) Bridge Section
Marion County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 517

Eliminated portion described in Resolution as:
Unit A:
All the land within the right-of-way boundaries of the Albany – Lyons Highway, State Secondary Highway No. 211, as formerly routed lying outside the easterly right-of-way of said Albany – Lyons Highway, as now relocated from approximately opposite Highway Engineer's Station 10+10 on the relocated highway, said station being approximately opposite Highway Engineer's Station 10+40 on the former route, thence southerly on said former route to the north bank of the N. Santiam River, and lying in Section 18, Township 9 South, Range 2 East, W.M., Marion County, Oregon.

April 30, 1974

Crabtree - Scio Section
Linn County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 146

Eliminated portion described in Resolution as:
All the land within the right-of-way boundaries of the Albany – Lyons Highway, State Secondary Highway No. 211, as formerly routed lying outside the southeasterly right-of-way boundary of the access control line of said highway from approximately opposite relocated Highway Engineer's Station 232+60 to 245+20 and lying in Section 12, Township 11 South, Range 2 West, Linn County, Oregon.

August 29, 1974

Sanderson Bridge Section
Linn County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 531

Eliminated portion described in Resolution as:
Unit A:
All the land within the right-of-way boundaries of the Albany – Lyons Highway, State Secondary Highway No. 211, as formerly routed lying northerly outside the right-of-way boundaries of said Albany – Lyons Highway, as now relocated from approximately opposite relocated Highway Engineer's Station 49+50; easterly along said former route to the northerly right-of-way boundary of said relocated highway approximately opposite relocated Highway Engineer's Station 167+30 and lying in Sections 2, 3, 9, 10 and 11, Township 11 South, Range 2 West, W.M., Linn County, Oregon.

October 24, 1979

Scio – Thomas Creek Section
Linn County
Resolution rescinded by A&R No. 610.
See Abandonment & Retention File No. 247

September 20, 1983

Scio – Thomas Creek Section
Linn County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 610
A&R No. 610 rescinds A&R No. 247

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Albany – Lyons Highway, State Secondary Highway No. 211 as formerly routed lying outside the southerly right-of-way boundary of said Albany – Lyons Highway as now relocated from approximately opposite relocated Highway Engineer's Station 654+00 to 664+00 and lying in Section 15, Township 10 South, Range 1 West, W.M., Linn County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Albany - Lyons Highway No. 211 are listed below.

Table 211-2: Albany - Lyons Highway No. 211 Jurisdictional Transfers

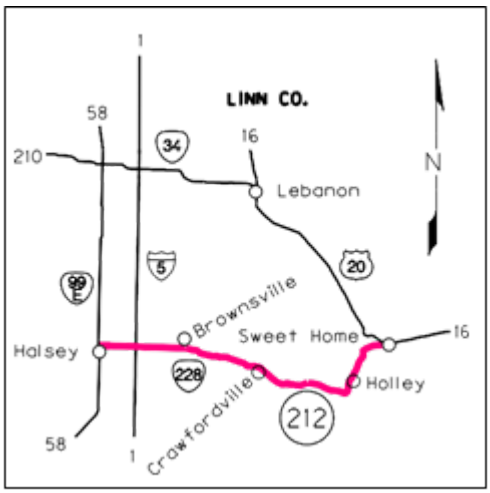
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
61	Linn	Fleming Ranch - Shindler Bridge	-	01/26/1939	04/05/1939
146	Linn	Crabtree - Scio	- 05/09/1947	09/24/1946 04/30/1974	-
166	Linn	Crabtree Creek - Scio	11/10/1947	09/13/1948	05/03/1949
247	Linn	Scio Thomas Creek	-	02/19/1952 10/31/1972	-
247	Linn	Scio Thomas Creek (Rescind by A&R 610)	-	10/24/1979	-
316	Linn	Crabtree Creek - Bridge	-	04/26/1956	05/21/1956
517	Marion	North Santiam River (Mehama) Bridge	01/07/1971	03/06/1973	-
531	Linn	Sanderson Bridge	09/19/1972	08/29/1974	-
610	Linn	Scio - Thomas Creek	-	09/20/1983	-

Throughway

None.

Halsey – Sweet Home Highway No. 212 212

Figure 212-1: Vicinity Map



Route Numbers

Highway Routes that run along the Halsey – Sweet Home Highway are as follows:

- OR 228

Road Establishment Files

The road establishment files for the Halsey – Sweet Home Highway are listed below.

Table 212-1: Halsey – Sweet Home Highway Road Establishment Files

File No.	County
55295	Linn

County

Counties that the Halsey – Sweet Home Highway runs through are listed below.

- Linn

Former Names

There are no former names for the Halsey – Sweet Home Highway.

History

The following entries are changes to the Halsey – Sweet Home Highway listed by date.

November 13, 1931

Halsey - Sweet Home Road Section (21.80 Miles)
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3134.

December 6, 1933

Halsey – Santiam Highway Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Beginning at the Pacific Highway near the town of Halsey and running in an easterly and northerly direction over Market Road No. 3 via Brownsville, Crawfordville and Holley to the Santiam Highway near Sweet Home.

February 16, 1940

Brownsville Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 70

Eliminated portion described in Resolution as:
All that certain section of the old right of way of the Brownsville Section of the Halsey – Sweet Home Highway lying on the southerly side of the right of way required for the reconstructed Halsey – Sweet Home Highway and lying between MP 5 and MP 7 of said highway, the beginning and ending points with reference to the Engineer's Stations of the reconstructed highway being Station 791+00 on the easterly end and Station 819+00 on the westerly end.

February 18, 1943

Crawfordsville - Holley Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 113

Eliminated portion described in Resolution as:
All those certain parts of the old right of way of the Crawfordsville – Holley Section of the Halsey Sweet Home Highway lying on each side of the right of way required for the reconstructed highway over and across Sections 16 and 17, Township 14 South, Range 1 West, W.M., Linn County, Oregon, the beginning and ending points with reference to the engineer's stations of the said reconstructed highway being Station 310+20 on the easterly end and Station 415+00 on the westerly end.

Also:
All those certain parts of the old right of way of the Crawfordsville – Holley Section of the Halsey Sweet Home Highway lying on each side of the right of way required for the reconstructed highway over and across Section 15, Township 14 South, Range 1 West, W.M., the beginning and ending points with reference to the engineer's stations of the said reconstructed highway being Station 241+40 on the easterly end and Station 278+50 on the westerly end.

October 20, 1961

Crawfordsville Bridge Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 244
See also RW Drawing 5B-6-5 & 1R-3-1317

October 10, 1963

Crawfordsville Bridge Section
Resolution transferring the Crawfordsville covered bridge lying within highway right of way to the County approved by the Highway Commission.
See Abandonment & Retention File No. 401

Jurisdictional Transfers

The Jurisdictional Transfers for the Halsey – Sweet Home Highway No. 212 are listed below.

Table 212-2: Halsey – Sweet Home Highway No. 212 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
70	Linn	Brownsville	-	02/16/1940	-
113	Linn	Crawfordsville - Holley	-	02/18/1943	11/6/1943
401	Linn	Crawfordsville Bridge	08/09/1962	10/10/1963	-

Throughway

None.

Mehama – Mill City Highway No. 213

213

No longer a part of the highway system.

Figure 213-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Mehama – Mill City Highway.

Road Establishment Files

The road establishment files for the Mehama – Mill City Highway are listed below.

Table 213-1: Mehama – Mill City Highway Establishment Files.

File No.	County
49424	-

County

Counties that the Mehama – Mill City Highway ran through are listed below.

- Linn
- Marion

Former Names

There are no former names for the Mehama – Mill City Highway.

History

The following entries are changes to the Mehama – Mill City Highway listed by date.

February 18, 1943

Mehama – Mill City Section
Linn & Marion County
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-26.

Route described in Resolution as:
(Marion County)
Beginning at the junction of the North Santiam Secondary Highway No. 162 with the Mehama - Lyons Road' thence southerly to the Linn - Marion County line at the North Santiam River, a distance of approximately 0.17 miles. Also beginning at the junction of the North Santiam Secondary Highway No. 162 at Mill City; thence southerly to the Linn - Marion County line at the North Santiam River, a distance of approximately 0.09 miles; the total length of the two sections described herein being approximately 0.26 miles.
(Linn County)
Beginning at the Linn - Marion County line at the North Santiam River near Mehama; thence easterly via Lyons and Fox Valley to the Linn - Marion County line at the North Santiam River at Mill City; a distance of approximately 8.6 miles.

January 27, 1961

Lyons – Mill City Section
Linn & Marion County
Portion between Lyons and Mill City (7.39 miles) abandoned to Linn County, portion between Mehama and Lyons re-designated as an extension to the Albany – Lyons Highway No. 211, portion in Mill City re-designated as a connection the North Santiam Highway No. 162, by the Highway Commission.
See Secondary Highway Designation File No. 58.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Mehama – Mill City Highway No. 213.

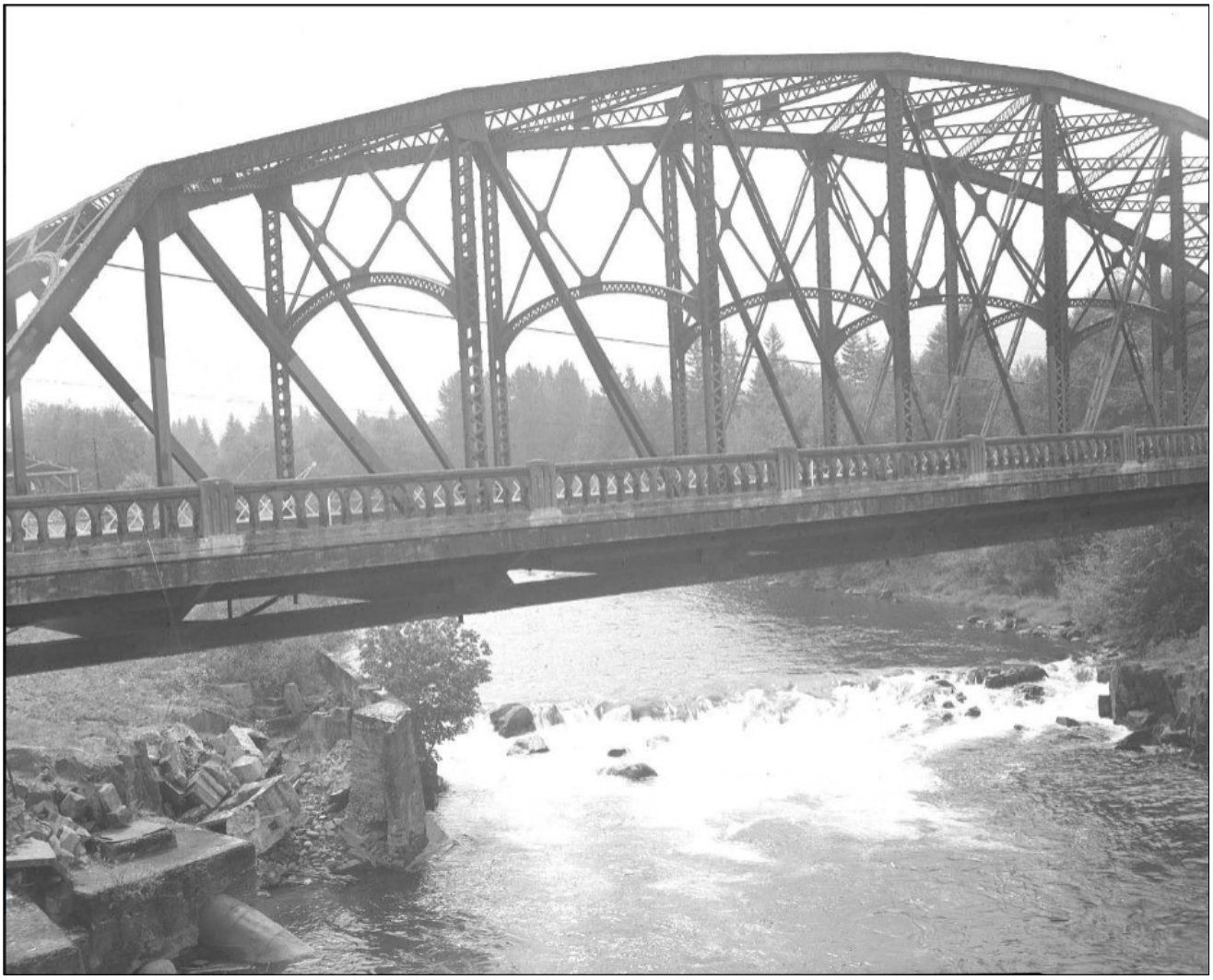
Table 213-2: Mehama – Mill City Highway No. 213 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Mill City Bridge over the Santiam River in Oregon, 1961. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6460.



Albany Airport Highway No. 213

214

No longer a part of the highway system.

Figure 214-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Albany Airport Highway.

Road Establishment Files

The road establishment files for the Albany Airport Highway are listed below.

Table 214-1: Albany Airport Highway Establishment Files.

File No.	County
50603	-

County

Counties that the Albany Airport Highway ran through are listed below.

- Linn

Former Names

There are no former names for the Albany Airport Highway.

History

The following entries are changes to the Albany Airport Highway listed by date.

June 13, 1941

Pacific Highway East – Santiam Highway Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-19.

Route described in Resolution as:
Beginning at the junction of the Pacific Highway (East) with the Albany Airport Road; thence southerly to the junction of the Santiam Highway with the Albany Airport Road; a distance of approximately 1.05 miles.

October 23, 1958

Pacific Highway East – Santiam Highway Section
Re-designation as a service road as part of Pacific Highway No. 1, by the Highway Commission.
See Secondary Highway Designation File No. 48.

Route described in Resolution as:
Beginning at the junction of the Pacific Highway East with the Albany Airport Road; thence southerly to the junction of the Santiam Highway with the Albany Airport Road, a distance o approximately 1.05 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Albany Airport Highway No. 214.

Table 214-2: Albany Airport Highway No. 214 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Clear Lake – Belknap Springs Highway Number 215

215

Figure 215-1: Vicinity Map



Route Numbers

Highway Routes that run along the Clear Lake – Belknap Springs Highway are as follows:

- US 126

Road Establishment Files

There are no road establishment files for the Clear Lake – Belknap Springs Highway.

Table 215-1: Clear Lake – Belknap Springs Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Clear Lake – Belknap Highway runs through are listed below.

- Lane
- Linn

Former Names

There are no former names for the Clear Lake – Belknap Springs Highway.

History

The following entries are changes to the Clear Lake – Belknap Springs Highway listed by date.

November 3, 1955

Clear Lake – Belknap Springs Section
Lane & Linn County
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 34.

> **Route described in Resolution as:**
> *Beginning at a junction with the Santiam Primary Highway No. 16 near Clear Lake in Linn County; thence southerly to a junction with the McKenzie Primary Highway No. 15 near Belknap Springs in Lane county, a distance of approximately 21.0 miles.*

May 28, 1959

McKenzie Highway - Belknap Springs Section
Lane County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 197
See also RW Drawing 8B-14-9 & 1R-5-1286

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Clear Lake – Belknap Springs Highway No. 215.

Table 215-2: Clear Lake – Belknap Springs Highway No. 215 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Mapleton – Eugene Highway No. 220

220

No longer a part of the highway system.

Figure 220-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Mapleton - Eugene Highway.

Road Establishment Files

There are no road establishment files for the Mapleton - Eugene Highway.

Table 220-1: Mapleton - Eugene Highway Establishment Files.

File No.	County
-	-

County

Counties that the Mapleton - Eugene Highway ran through are listed below.

- Lane

Former Names

The former names for the Mapleton - Eugene Highway are listed below.

- Eugene – Swisshome Highway (1931 – 1941)
- Richardson – Eugene Highway (1941 – 1960)
- Mapleton – Eugene Highway (1960 – 1966)

History

The following entries are changes to the Mapleton - Eugene Highway listed by date.

November 13, 1931

Eugene - Swisshome Highway
Eugene - Swisshome Road Section (39.00 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3136.

December 6, 1933

Eugene - Swisshome Highway
Veneta – Swisshome Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Part of Market Roads No. 15 and No. 13 and certain county roads or proposed relocations of said county roads, the route being more particularly described as follows: Beginning at a point not more than two miles south of Veneta on Market Road No. 2 and running thence in a southwesterly direction over County road to Market Road No. 15; thence in a westerly direction over Market road No. 15 to a point west of Vaughn; thence over a county road in a westerly direction to a connection with Market Road No. 13 near Walton; thence in a westerly direction over Market Road No. 13 via Linslaw and down the Siuslaw River to the Siuslaw Highway near Swisshome, approximately 37.5 miles.

February 28, 1941

Eugene - Swisshome Highway
Veneta – Eugene Section
Designation of an extension east of Veneta by the Highway Commission.
See Secondary Highway Designation File No. 0-13.

Extension of route described in Resolution as:
Beginning at the junction of the Territorial State Secondary Highway No. 200 at Veneta with the road or highway known as Route "F"; thence easterly via the road or highway known as Route "F" to Eugene, a distance of approximately 12.5 miles.

February 28, 1941

Eugene – Swisshome Highway
Jct. with Siuslaw Highway to Richardson Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 92

Eliminated portion described in Resolution as:
Beginning at the junction of the Siuslaw Highway No. 34 with the Eugene – Swisshome State Secondary Highway near Swisshome; thence in a southeasterly direction along the Siuslaw River to Richardson, a distance of approximately 12.3 miles.

March 13, 1952

Richardson – Eugene Highway
Fisher Road – Oak Hill Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 249

Eliminated portion described in Resolution as:
Beginning at Engineer's Station 339+00 of the Richardson – Eugene Secondary Highway No. 220, which is in the Northwest quarter of Section 36, Township 17 South, Range 5 West, W.M.; thence easterly to Engineer's Station 280+00 in the Northeast quarter of the Northwest quarter of Section 31, Township 17 South, Range 4 West, W.M.

July 12, 1956

Richardson - Eugene Highway
Walton - Noti Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 142
See also RW Drawing 8B-2-18, 19 & 1R-5-900

January 16, 1958

Richardson - Eugene Highway
Richardson - Siuslaw River Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 166
See also RW Drawing 5B-21-15 & 1R-5-1093

July 31, 1958

Richardson - Eugene Highway
Siuslaw River - Wildcat Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 181
See also RW Drawing 5B-21-15 & 1R-5-1181

August 13, 1959

Richardson - Eugene Highway
Eugene Section
Designation of new routing in Eugene, by the Highway Commission.
See Secondary Highway Designation File No. 51.

> **New route described in Resolution as:**
> *Beginning at the intersection of the westerly city limits of the City of Eugene and West 11th Avenue; thence easterly along West 11th Avenue to Garfield Street; thence northerly along Garfield Street to the one-way westbound route of the Pacific Highway West at the intersection of Garfield Street and 6th Avenue…*

September 24, 1959

Richardson - Eugene Highway
Mapleton – Richardson Road Section
Designation of an extension west of Richardson, by the Highway Commission.
See Secondary Highway Designation File No. 53.

> **Route described in Resolution as:**
> *Beginning at a junction with the Siuslaw Highway, State Primary Highway No. 34, at MP 14.49 of said Siuslaw Highway at Mapleton; thence easterly via Richardson, Noti, and Veneto to a junction with the on-way westbound route of the Pacific Highway West, State Primary Highway No. 1W, at MP 122.19 of said Pacific Highway West at the intersection of Garfield Street and 6th Avenue in the City of Eugene, a distance of 45.14 miles.*

November 5, 1959

Richardson - Eugene Highway
Richardson – Siuslaw River Section
Siuslaw River – Wildcat Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 348

Eliminated portion described in Resolution as:
Unit "A"
All the land situated within the right of way boundaries of the Richardson – Eugene Highway as formerly routed beginning at a junction of said highway as formerly routed with Route "F" Road and Stagecoach Road in the southwest quarter of the northeast quarter (SW¼NE¼), Section 18, Township 18 South, Range 8 West, W.M.; thence easterly via said highway as formerly routed to a junction with the Siuslaw River Road in the northeast quarter of the southeast quarter (NE¼SE¼), Section 16, Township 18 South, Range 8 West, W.M.

March 10, 1960

Mapleton - Eugene Highway
Siuslaw Highway – Pacific Highway West Section
Designation of name change from Richardson - Eugene Secondary Highway.
See Secondary Highway Designation File No. 54.

Route described in Resolution as:
Beginning at a junction with the Siuslaw Highway, State Primary Highway No. 34, at MP 14.49 of said Siuslaw Highway at Mapleton; thence easterly via Richardson, Noti, and Veneto to a junction with the on-way westbound route of the Pacific Highway West, State Primary Highway No. 1W, at MP 122.19 of said Pacific Highway West at the intersection of Garfield Street and 6th Avenue in the City of Eugene, a distance of 45.14 miles.

August 29, 1963

Mapleton - Eugene Highway
West Unit, Siuslaw River - Walton Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 348a

November 22, 1963

Mapleton - Eugene Highway
East Unit, Siuslaw River - Walton Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 414

Eliminated portion described in Resolution as:
Unit "A"
All the area situated within the right of way boundaries of the Eugene – Mapleton Highway, as formerly routed, lying outside the northerly right of way boundary line of said Eugene – Mapleton Highway as now relocated, beginning at a point 30 feet westerly of and parallel with the southerly extension of the centerline of Chickahominy Road, a Lane County road, and extending southerly to a point opposite and at right angle to relocated Highway Engineer's Station 948+25 and lying in Section 6, Township 18 South, Range 7 West, W.M., in Lane County, Oregon.

May 28, 1964

Mapleton - Eugene Highway
East Unit, Siuslaw River - Walton Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 418

August 25, 1966

Mapleton-Eugene Highway
Oak Hill-Interstate 105 Section
Survey Resolution adopted and approved by the Highway Commission.
Designated as a throughway.
Amended by Resolutions Adopting Surveys No. 320a, 320b and 320c.
See Resolutions Adopting Surveys No. 320.
See also Resolutions Adopting Surveys No. 320a, 320b and 320c.
See also RW Drawing 1R-3-1416

October 6, 1966

Mapleton - Eugene Highway
Oak Hill – Willamette River Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 417

Eliminated portions described in Resolution as:
Unit "A"
All the land within the right of way boundaries of the Mapleton – Eugene Highway as presently routed, beginning at the westerly terminus of the Oak Hill – Willamette River Section of the Mapleton – Eugene Highway near Oak Hill and near MP 39.8 on the Mapleton – Eugene Highway as presently routed to the west city limits of the City of Eugene; and lying within Sections 31, 32 and 33, Township 17 South, Range 4 West, W.M., in Lane County, Oregon.

Unit "B"
All the land within the right of way boundaries of the Mapleton – Eugene Highway as presently routed, beginning at the west city limits of the City of Eugene; thence easterly along 11th Avenue West to the intersection of Garfield Street and 11th Avenue West; thence northerly along Garfield Street to its junction with the northbound land of the Pacific Highway West, State Primary Highway No. 1 West, at 6th Avenue West; and lying in the City of Eugene in Sections 33, 34, 35, and 36, Township 17 South, Range 4 West, W.M., in Lane County, Oregon.

November 22, 1966

Mapleton – Eugene Highway
Oak Hill – Interstate 105 Section
Survey Resolution adopted and approved by the Highway Commission.
Also designated the highway as a throughway.
See Resolutions Adopting Surveys No. 330.
See also RW Drawing 1R-4-252.

Route and Termini described in Resolution as:
Beginning at Highway Engineer's Station 362+40.49 near the intersection of Jefferson and Cheshire Streets in the City of Eugene and extending in a northeasterly direction to Highway Engineer's Station 382+00 connection to the Eugene – Springfield Highway on the north bank of the Willamette River.

November 22, 1966

Mapleton-Eugene Highway
Noti-Veneta Section
Survey Resolution adopted and approved by the Highway Commission.
Designated as a throughway.
Amended by Resolutions Adopting Surveys No. 329A.
See Resolutions Adopting Surveys No. 329.
See also RW Drawings 1R-4-251 & 255

Route and Termini described in Resolution as:
Beginning at Highway Engineer's Station 1340+00 in the community of Noti and extending in an easterly direction to Highway Engineer's Station 1720+16 just east of the Territorial Highway in the City of Veneta.

November 22, 1966

Mapleton - Eugene Highway
Mapleton – Eugene Section
Re-designation as the Florence - Eugene Highway No. 62 by the Highway Commission.
See Primary Highway Designation File No. 40.
See also RW Drawing 1R-3-1421.

Jurisdictional Transfers

The Jurisdictional Transfers for the Mapleton - Eugene Highway No. 220 are listed below.

Table 220-2: Mapleton – Eugene Highway No. 220 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
92	Lane	Jct. with Siuslaw Hwy to Richardson	-	02/28/1941	02/11/1941
249	Lane	Fisher Road - Oak Hill	03/13/1952	03/13/1952	06/12/1952
348	Lane	Richardson - Siuslaw River - Wildcat Cr	02/11/1958	11/05/1959	-
348a	Lane	West Unit, Siuslaw River - Walton	08/29/1963	08/29/1963	-
414	Lane	East Unit, Siuslaw River - Walton	11/22/1963	11/22/1963	-
417	Lane	Oak Hill - Willamette River	03/12/1964	10/06/1966	-
418	Lane	East Unit, Siuslaw River - Walton	-	05/28/1964	-

Throughway

August 25, 1966

Mapleton-Eugene Highway
Oak Hill-Interstate 105 Section
Survey Resolution adopted and approved by the Highway Commission.
Designated as a throughway.
Amended by Resolutions Adopting Surveys No. 320a, 320b and 320c.
See Resolutions Adopting Surveys No. 320.
See also RW Drawing 1R-3-1416

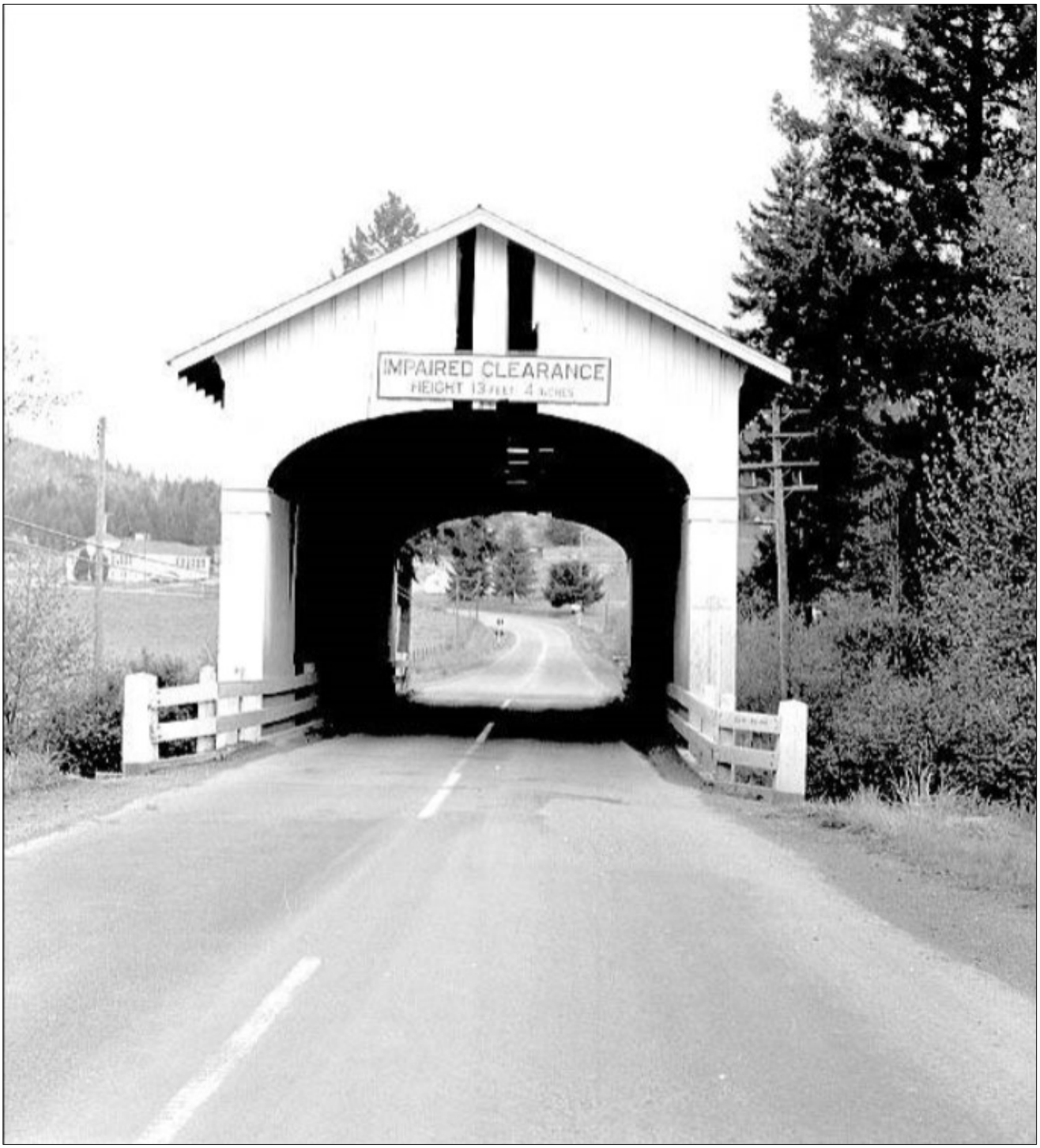
November 22, 1966

Mapleton-Eugene Highway
Noti-Veneta Section
Survey Resolution adopted and approved by the Highway Commission.
Designated as a throughway.
Amended by Resolutions Adopting Surveys No. 329A.
See Resolutions Adopting Surveys No. 329.
See also RW Drawings 1R-4-251 & 255

November 22, 1966

Mapleton-Eugene Highway
Oak Hill-Interstate 105 Extension Section
Survey Resolution adopted and approved by the Highway Commission.
Designated as a throughway.
See Resolutions Adopting Surveys No. 330.

Knight's Covered Bridge (or Noti Covered Bridge) over Long Tom River in Lane County, 1961. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #4936.



Fox Hollow Highway No. 221

221

No longer a part of the highway system.

Figure 221-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Fox Hollow Highway.

Road Establishment Files

There are no road establishment files for the Fox Hollow Highway.

Table 221-1: Fox Hollow Highway Establishment Files.

File No.	County
-	-

County

Counties that the Fox Hollow Highway ran through are listed below.

- Lane

Former Names

There are no former names for the Fox Hollow Highway.

History

The following entries are changes to the Fox Hollow Highway listed by date.

November 13, 1931

Fox Hollow Road (Eugene - Walker) Section (15.50 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3136.

December 6, 1933

Eugene Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Market Road No. 24 and County Roads, beginning at the south city limits of Eugene and running thence southerly along Market Road No. 24 to the top of a certain ridge; thence along county roads and a portion of or Market Road No. 25 to a connection with the Pacific Highway north of Walker Station, approximately 15.5 miles.

June 5, 1935

Eugene Section
Designation of a temporary route through Eugene by the Highway Commission.
See Primary Highway Designation File No. 3a (page 24).
See also Minutes of the Highway Commission, page 5635.

April 27, 1955

SCL Eugene - Pacific Highway Section
Resolution eliminating the highway approved by the Highway Commission.
See Abandonment & Retention File No. 303

Eliminated portion described in Resolution as:
Market Road No. 24 and county roads, beginning at the south city limits of Eugene (as of November 13, 1931) and running thence southerly along Market Road No. 24 to the top of a certain ridge; thence along county roads and a portion of or Market Road No. 25 to a connection with the Pacific Highway north of Walker Station approximately 15.5 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Fox Hollow Highway No. 221 are listed below.

Table 221-2: Fox Hollow Highway No. 221 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
303	Lane	SCL Eugene to Pacific Highway	-	04/27/1955	4/15/1955

Throughway

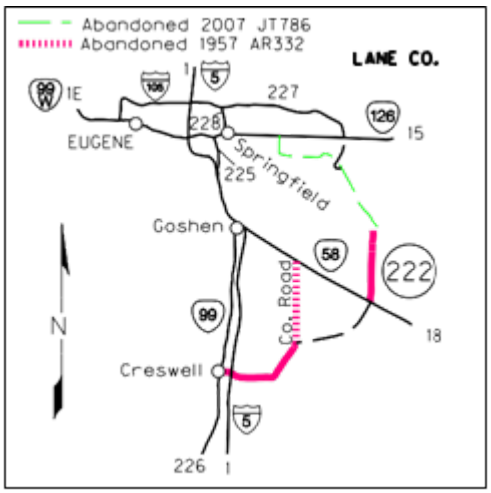
None.

Commercial district in Cottage Grove in Lane County, Oregon.
Photo by Oregon State Archives, Oregon Department of Transportation, #OHD0965.



Springfield - Creswell Highway No. 222 222

Figure 222-1: Vicinity Map



Route Numbers

Highway Routes that run along the Springfield - Creswell Highway are as follows:

- OR 222

Road Establishment Files

There are no road establishment files for the Springfield - Creswell Highway.

Table 222-1: Springfield - Creswell Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Springfield - Creswell Highway runs through are listed below.

- Lane

Former Names

The former names for the Springfield – Creswell Highway are listed below.

- Springfield – Cottage Grove Highway (1931 – 1938)

History

The following entries are changes to the Springfield - Creswell Highway listed by date.

November 13, 1931

Springfield - Cottage Grove Highway
Springfield - Jasper - Saginaw Road Section (21.00 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3136.

December 6, 1933

Springfield - Cottage Grove Highway
McKenzie Highway – Pacific Highway Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Part of Market Roads No. 35 and No. 36, and connecting county roads from the McKenzie Highway east of Springfield to the Pacific Highway at Saginaw, approximately 25.5 miles.

August 15, 1935

Springfield - Cottage Grove Highway
Willamette River – Creswell Section
Designation of a realignment by the Highway Commission.
See Minutes of the Highway Commission, page 5803.

Eliminated portion described in Resolution as:
Beginning at the east end of the east approach to the bridge over the Coast Fork of the Willamette River approximately 1.3 miles east of Creswell, Oregon; thence southerly to the terminus of the Springfield – Cottage Grove Secondary Highway at Saginaw, Oregon, said section begin approximately 7 miles in length.

New portion described in Resolution as:
Beginning at the east end of the east approach to the bridge over the Coast Fork of the Willamette River, east of Creswell, Oregon; thence west to Pacific Highway at Creswell, said section being approximately 1.3 miles in length.

December 19, 1950

Springfield - Creswell Highway
Jasper Bridge Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 222

Eliminated portions described in Resolution as:

Unit "A"

Beginning at State Highway Engineer's Station Y1+97 of the relocated Springfield – Creswell Secondary Highway No. 222 in the southwest quarter of the southwest quarter (SW¼SW¼) of Section 14, Township 18 South, Range 2 West, W.M.; thence southeasterly via the former route of the Springfield – Creswell Highway No. 222 to the beginning of the county road running from Jasper to Lowell in the southwest quarter of the southwest quarter (SW¼SW¼) of Section 14, Township 18 South, Range 2 West, W.M.

Unit "B"

Beginning at the beginning point of the county road running between Jasper and Lowell in the southwest quarter of the southwest quarter (SW¼SW¼) of Section 14, Township 18 South, Range 2 West, W.M.; thence westerly via the former route of the Springfield – Creswell Secondary Highway No. 222 to a point opposite State Highway Engineer's Station 10+00 in the southeast quarter of the southeast quarter (SE¼SE¼) of Section 15, Township 18 South, Range 2 West, W.M.

January 21, 1954

Springfield - Creswell Highway
Jasper Bridge - Pleasant Hill Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 97
See also RW Drawing 7B-25-18

November 3, 1955

Springfield - Creswell Highway
Jasper – Pleasant Hill Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 289

Eliminated portion described in Resolution as:

Beginning at State Highway Engineer's Station 18+00 of the relocated Springfield – Creswell Highway in the northeast quarter of the northeast quarter (NE¼NE¼) of Section 22, Township 18 South, Range 2 West, W.M.; thence southerly via the former route of the Springfield – Creswell Highway to State Highway Engineer's Station 78+00 of the relocated Springfield – Creswell Highway in the southeast quarter of the northeast quarter (SE¼NE¼) of Section 27, Township 18 South, Range 2 West, W.M.

June 27, 1957

Springfield - Creswell Highway
Springfield - Pleasant Hill Section
Designation of a new route by the Highway Commission.
See Secondary Highway Designation File No. 40.

Route described in Resolution as:
Beginning at the McKenzie Highway at M.P. 4.61 east of Springfield, thence southeasterly via Jasper to a point where said highway crosses the Willamette Highway No. 18 at MP 5.62 of said Willamette Highway east of Pleasant Hill, thence southwesterly along a proposed alignment from the Willamette Highway crossing via Cloverdale to a junction with the proposed Goshen Divide Secondary Highway No. 226 in Creswell.

June 27, 1957

Springfield - Creswell Highway
Cloverdale – Willamette Highway Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 332

Eliminated portion described in Resolution as:
Unit "A"
All the land situated within the right of way boundaries of the Springfield – Creswell Secondary Highway No. 222 beginning on said highway at the southerly right of way line of the Willamette Primary Highway No. 18 opposite Highway Engineer's Survey Station 202+25 of said Willamette Highway in the northwest quarter of the northwest quarter (NW¼NW¼), Section 29, Township 18 South, Range 2 West, W.M.; thence southerly via said Springfield - Creswell Highway to the southerly right of way line, extended, of the Georgia D. Gilstrap County Road No. 888 where the same intersects said highway in the southwest quarter of the northwest quarter (SW¼NW¼), Section 8, Township 19 South, Range 2 West, W.M.

April 16, 1959

Springfield - Creswell Highway
Cloverdale – Coast Fork Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 322-a

August 8, 1957

Springfield - Creswell Highway
Pleasant Hill - Creswell Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 170
See also RW Drawing 8B-5-23, 24 & 1R-5-1051

December 12, 1967

Springfield - Creswell Highway
Coast Fork Willamette River Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 470

Eliminated portion described in Resolution as:
Unit "A"
All the land within the right of way boundaries of the Springfield – Creswell Highway, State Secondary Highway No. 222, as formerly routed lying south of the southerly right of way boundary of said Springfield – Creswell Highway as now relocated from approximately opposite relocated Highway Engineer's Station 288+00 to 316+10 and located in Section 13, Township 19 South, Range 3 West, W.M., in Lane County, Oregon.

July 8, 1969

Springfield - Creswell Highway
McKenzie Highway - Jasper Section
Resolution realigning a portion of the highway approved by the Highway Commission.
Designated with limited access control.
See Highway Corridor Resolution No. 367.
See also RW Drawing 1R-4-398

February 16, 1971

Springfield - Creswell Highway
McKenzie Highway - Jasper Section
Resolution realigning a portion of the highway approved by the Highway Commission.
Designated with limited access control.
See Highway Corridor Resolution No. 367a.
See also RW Drawing 1R-4-469

November 25, 1975

Springfield - Creswell Highway
Daisy St. – SPRR (Springfield) Section
Resolution eliminating a portion of the highway approved by the Transportation Commission. (Resolution not found in File.)
See Abandonment & Retention File No. 553

October 17, 2003

Springfield - Creswell Highway
South 42nd Street (MP 0.00 to MP 0.80) Section
Resolution eliminating a portion of the highway approved by the Director.
See Jurisdictional Transfer No. 744 recorded December 23, 2003 as Instrument No. 2003-122204, Lane County Official Records.

Eliminated portion described in Resolution as:
Unit 1
All land within the right of way boundaries of the Springfield Creswell State Highway, also known at State Hwy. No. 222 and South 42nd Street, from the southern boundary of the McKenzie Highway right of way at the intersection with South 42nd Street to the eastern edge of the South 42nd Street/ Jasper Road intersection (MP 0.00 to MP 0.80, including the entire Jasper Road intersection) and lying in Section 32, Township 17S, Range 2W, W.M., Lane County, Oregon.

August 7, 2007

Springfield - Creswell Highway
Jasper Road (MP 0.80 – MP 5.11) Section
Resolution eliminating a portion of the highway approved by the Director.
See Jurisdictional Transfer No. 786 recorded November 13, 2007 as Instrument No. 2007-076563, Lane County Official Records.

September 18, 2018

Springfield - Creswell Highway
Jasper Road (MP 0.80 – MP 5.11) Section
Lane County
Resolution eliminating portions of the state highway system and relinquished all jurisdiction, control, maintenance and repair responsibilities to Lane County and conveying all right, title and interest to Lane County consistent with several provisions.
See Jurisdictional Transfer No. 829 recorded October 16, 2018 as Instrument No. 2018-048605, Lane County Official Records.

Jurisdictional Transfers

The Jurisdictional Transfers for the Springfield - Creswell Highway No. 222 are listed below.

Table 222-2: Springfield - Creswell Highway No. 222 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
222	Lane	Jasper Bridge	12/19/1950	09/24/1953	-
289	Lane	Jasper - Pleasant Hill	04/02/1954	11/03/1955	11/28/1955
332	Lane	Cloverdale - Willamette Highway	06/10/1957	06/27/1957	-
332a	Lane	Cloverdale – Coast Fork	-	04/16/1959	-
470	Lane	Coast Fork Willamette River	12/12/1967	12/12/1967	-
553	Lane	Daisy St - SPRR (Springfield)	07/22/1975	11/25/1975	-
744	Lane	S. 42nd St (MP 0.0 to MP 0.80)	09/24/2003	10/17/2003	-
786	Lane	Jasper Road (MP 0.80 – MP 5.11)	-	08/07/2007	-
829	Lane	Springfield/Creswell Hwy MP 5.11 – 8.00& MP 11.91 – 14.36	08/20/2018	09/20/2018	-

Throughway

None.

Pengra Covered Bridge spanning Fall Creek near Jasper in Lane County, Oregon, 1957. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #4895.



Junction City - Eugene Highway No. 223

223

No longer a part of the highway system.

Figure 223-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Junction City - Eugene Highway.

Road Establishment Files

The road establishment files for the Junction City - Eugene Highway are listed below.

Table 223-1: Junction City - Eugene Highway Establishment Files.

File No.	County
49321	Lane County

County

Counties that the Junction City - Eugene Highway ran through are listed below.

- Lane

Former Names

There are no former names for the Junction City - Eugene Highway.

History

The following entries are changes to the Junction City - Eugene Highway listed by date.

September 26, 1935

Junction City – Eugene Section
Designation of Highway approved by the Highway Commission.
See Minutes of the Highway Commission, page 5897.

December 27, 1935

Eugene Section
Designation of a temporary Entrance into Eugene approved by the Highway Commission.
See Minutes of the Highway Commission, page 6140.

September 30, 1936

Prairie Road Section
Junction City - Eugene Secondary Highway No. 223 (Prairie Road) to be designated as Pacific Highway No. 1 and former Pacific Highway (River Road) to be designated as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 6841.

September 24, 1974

Junction City Section
Re-designation of the route in Junction City by the Highway Commission.
See Miscellaneous Contract & Agreement No. 5101.
See Also Abandonment & Retention File No. 569

January 24, 1978

Birch St. and 6th Ave to Junction City Section
Resolution eliminating a portion of the highway and designation of a portion of a city street as a highway approved by the Transportation Commission.
See Abandonment & Retention File No. 569

Eliminated portion described in Resolution as:
…The portion of the existing Junction City – Eugene Highway State Secondary Highway No. 223 (Birch Street and 6th Avenue)… between 1st Avenue and the Pacific Highway West…

Re-designated portion
…the portion of 1st Avenue lying between Birch Street and the Pacific Highway West…

November 16, 1994

River Road Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 576

Jurisdictional Transfers

The Jurisdictional Transfers for the Junction City – Eugene Highway No. 223 are listed below.

Table 223-2: Junction City - Eugene Highway No. 223 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
569	Lane	Birch St & 6th Ave (Junction City)	-	01/24/1978	-
576	Lane	River Road	11/20/1978	11/16/1994	-

Throughway

None.

Junction of highways US 99 and US 58 in the Eugene/Springfield, Oregon, area, 1946.
Photo by Oregon State Archives, Oregon State Highway Division, #OHD2838.

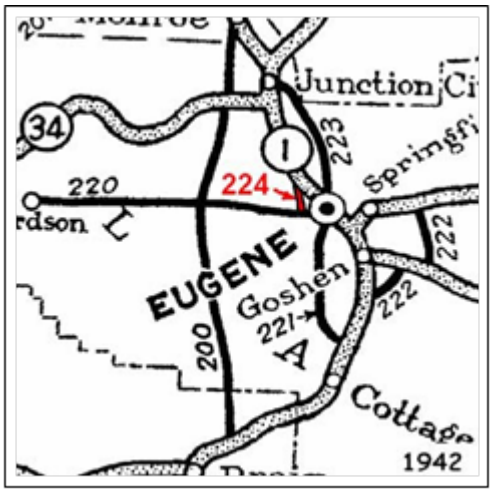


West 7th St. – West 11th St. Hwy. No. 224

224

No longer a part of the highway system.

Figure 224-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the West 7th Street – West 11th Street Highway.

Road Establishment Files

There are no road establishment files for the West 7th Street – West 11th Street Highway.

Table 224-1: West 7th Street – West 11th Street Highway Establishment Files.

File No.	County
-	-

County

Counties that the West 7th Street – West 11th Street Highway ran through are listed below.

- Lane

Former Names

There are no former names for the West 7th Street – West 11th Street Highway.

History

The following entries are changes to the West 7th Street – West 11th Street Highway listed by date.

November 13, 1940

Pacific Highway – Hayes Street Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-9.

Route described in Resolution as:
Beginning at a point in the Pacific Highway approximately 1,130 feet southerly from the south end of the viaduct crossing over the Coos Bay Branch of the S.P.R.R. Co; thence in a southerly direction to the extension of West 11th Street at a point approximately 1,000 feet westerly of the west city limits of Eugene and near the intersection of Hayes Street with the extension of West 11th Street, a distance of approximately 0.821 miles.

January 18, 1955

Pacific Highway – Hayes Street Section
Highway eliminated and removed by the Highway Commission.
See Abandonment & Retention File No. 298.

Eliminated portion described in Resolution as:
Beginning at a point in the Pacific Highway approximately 1,130 feet southerly from the south end of the viaduct crossing over the Coos Bay Branch of the S.P.R.R. Co; thence in a southerly direction to the extension of West 11th Street at a point approximately 1,000 feet westerly of the west city limits of Eugene and near the intersection of Hayes Street with the extension of West 11th Street, for a distance of approximately 0.821 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the West 7th Street – West 11th Street Highway No. 224 are listed below.

Table 224-2: West 7th Street – West 11th Street Highway No. 224 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
298	Lane	Entire	-	01/18/1955	-

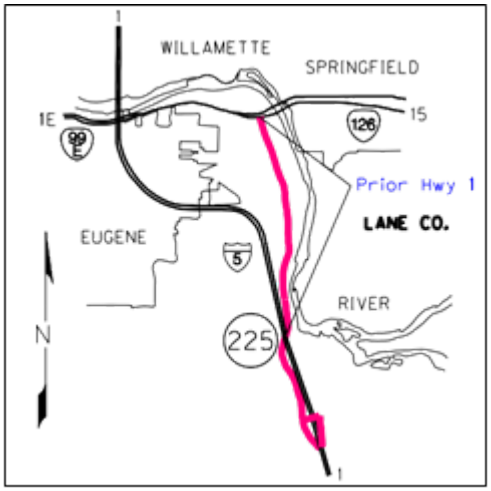
Throughway

None.

McVay Highway No. 225

225

Figure 225-1: Vicinity Map



Route Numbers

Highway Routes that run along the McVay Highway are as follows:

- OR 225

Road Establishment Files

There are no road establishment files for the McVay Highway.

Table 225-1: McVay Highway Road Establishment Files

File No.	County
-	-

County

Counties that the McVay Highway runs through are listed below.

- Lane

Former Names

There are no former names for the McVay Highway.

History

The following entries are changes to the McVay Highway listed by date.

September 12, 1951

Springfield Junction – Goshen Section
Re-designation from a portion of Pacific Highway No. 1 by the Highway Commission.
See Abandonment & Retention File No. 238.

Route described in Resolution as:
Beginning at the intersection of the old route of the Pacific Highway No. 1 with the present McKenzie Highway No. 15 at Springfield Junction at Highway Engineer's Station 240+71.26 in the Northwest quarter of the Southeast quarter of Section 34, Township 17 South, Range 3 West, W.M., and running thence southerly to its intersection with the new route of the Pacific Highway No. 1 at Highway Engineer's Station 304+73.7 of the relocated route in the Southwest quarter of the Northwest quarter of Section 11, Township 18 South, Range 3 West, W.M.

April 8, 1953

Springfield Junction – Pacific Highway Section
Re-designation of a portion of the Pacific Highway No. 1 by the Highway Commission.
Contents of file originally listed under Secondary Designation File No. 23.
Transferred to Abandonment & Retention File No. 238

Re-designated portion described in Resolution as:
Unit "B"
Beginning at the intersection of the old route of the Pacific Highway No. 1 with the present McKenzie Highway No. 15 at Springfield Junction at Highway Engineer's Station 240+71.26 in the Northwest quarter of the Southeast quarter of Section 34, township 17 South, Range 3 West, W.M., and running thence southerly to its intersection with the new route of the Pacific Highway No. 1 at Highway Engineer's Station 304+73.7 of the relocated route in the Southwest quarter of the Northwest quarter of Section 11, Township 18 South, Range 3 West, W.M.

October 9, 1964

McVay Railroad Overcrossing Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 290
See also RW Drawing 1R-4-83

September 17, 2014

McVay Highway
OR 126 Business to Central Oregon & Pacific Railroad Section
Resolution to eliminate as a portion of McVay Highway and convey to the City of Springfield.
See Jurisdictional Transfer No. 795 recorded September 23, 2014 as Instrument No. 2014-037658, Lane County Official Records.

Eliminated portion described in Resolution as:
Unit "1"
All that portion of the right of way boundaries of the McVay Highway No. 225 (formerly Pacific Highway) lying Southeasterly of a line parallel with and 206.67 feet Southeasterly of the existing right of way center line of the McKenzie Highway No. 15, which center line is shown on County Survey No. 39717, filed March 6, 2006, Lane County Oregon; Northerly of a line at right angles to the center line of said McVay Highway at Engineer's Station 122+00.00, and included in a strip of land variable in width, lying on each side of said McVay Highway center line, which center line is shown on Oregon State Highway Department drawing 1B-18-13, dated June, 1923; said Engineer's Station being at or near the most Northerly terminus of the guardrail protection for the structure at the overcrossing of the Central Oregon & Pacific Railroad, bridge number 00373.

The widths in feet of said strip of land are as follows:

Station to	*Station*	*Width on Westerly Side of Center Line*	*Width on Easterly Side of Center Line*
75+00.00	*120+00.00*	*30*	*30*
20+00.00	*122+00.00*	*40*	*40*

ALSO that portion of the right of way boundaries of the McVay Highway No. 225 (formerly Pacific Highway) including portions of the right of way boundaries of the McKenzie Highway No. 15 lying Southeasterly of a line parallel with and 206.67 feet Southeasterly of the existing right of way center line of said McKenzie Highway No. 15, which center line is shown on County Survey No. 39717, filed March 6 2006, Lane County Oregon and Easterly of a line parallel with and 30.00 feet Easterly of said McVay Highway center line.

Said right of way boundaries are situated in Section 34, Township 17 South, Range 3 West, and in Sections 2 and 3, Township 18 South, Range 3 West, W.M., Lane County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the McVay Highway No. 225 are listed below.

Table 225-2: McVay Highway No. 225 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
238	Lane	Judkins Point – Goshen (Designation)	09/12/1951	04/08/1953	07/14/1953
795	Lane	OR 126 Business to Central Oregon & Pacific Railroad	07/25/2014	09/17/2014	-

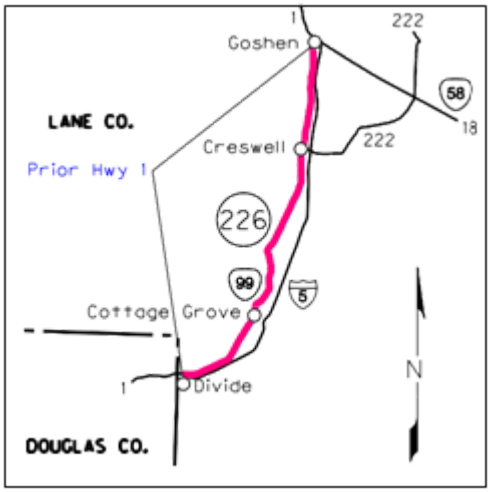
Throughway

None.

Goshen - Divide Highway Number 226

226

Figure 226-1: Vicinity Map



Route Numbers

Highway Routes that run along the Goshen - Divide Highway are as follows:

- OR 99

Road Establishment Files

There are no road establishment files for the Goshen - Divide Highway.

Table 226-1: Goshen – Divide Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Goshen - Divide Highway runs through are listed below.

- Lane

Former Names

There are no former names for the Goshen - Divide Highway.

History

The following entries are changes to the Goshen - Divide Highway listed by date.

September 12, 1957

Goshen – Divide Section
Re-designation of a portion of the Pacific Highway No. 1 by the Highway Commission.
See Secondary Highway Designation File No. 41.

Route described in Resolution as:
Beginning at a junction with the Pacific Highway at Goshen, thence southerly via Creswell and Cottage Grove to a junction with the Pacific Highway at Divide, a distance of approximately 19.91 miles.

June 21, 1988

Cottage Grove Line Change Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 630

Eliminated portion described in Resolution as:
All the land within the right-of-way boundaries of the Goshen – Divide Highway, State Secondary Highway No. 226, as formerly routed lying outside the westerly right-of-way boundary of said Goshen – Divide Highway as now relocated from approximately 696+90 to 704+60 and lying in Section 22, Township 20S, Range 3W, W.M., Lane County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Goshen - Divide Highway No. 226 are listed below.

Table 226-2: Goshen - Divide Highway No. 226 Jurisdictional Transfers

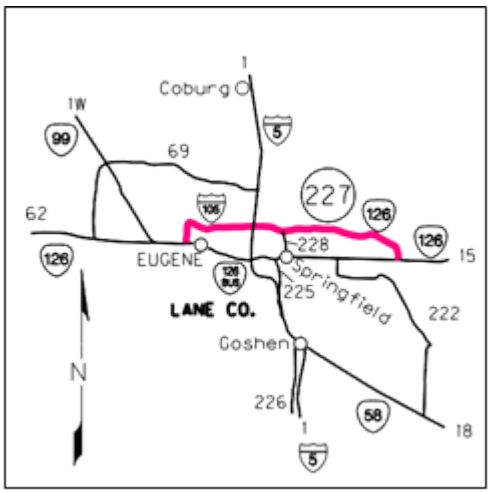
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
630	Lane	Cottage Grove Line Change	-	06/21/1988	-

Throughway

None.

Eugene - Springfield Highway No. 227 227

Figure 227-1: Vicinity Map



Route Numbers

Highway Routes that run along the Eugene - Springfield Highway are as follows:

- I 105
- OR 126

Road Establishment Files

The road establishment files for the Eugene - Springfield Highway are listed below.

Table 227-1: Eugene - Springfield Highway Road Establishment Files

File No.	County
55294	Lane County

County

Counties that the Eugene - Springfield Highway runs through are listed below.

- Lane

Former Names

There are no former names for the Eugene - Springfield Highway.

History

The following entries are changes to the Eugene – Springfield Highway listed by date.

April 14, 1955

Ferry Street Bridge - Mohawk Road ("Q" Street Route) Section
Resolution realigning a portion of said road and designation as a highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 120
Superseded by Resolutions Adopting Surveys No. 120a
See also RW Drawing 7B-32-7

November 3, 1955

Ferry Street Bridge - Mohawk Road ("Q" Street Route) Section
Resolution realigning a portion of said road and designation as a highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 120a.
Supersedes Resolution Adopting Surveys No. 120.
See also RW Drawing 1R-5-818 & 7B-31-20

September 11, 1958

Coburg Road - Pacific Freeway Junction Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 184
See also RW Drawing 7B-31-20, 1A-13-22 & 1R-3-1220

May 29, 1959

Coburg Road - Pacific Freeway Junction Section
Resolution realigning a portion of the highway approved by the Highway Commission.
Supersedes Resolutions Adopting Surveys No. 120a
See Resolutions Adopting Surveys No. 184a
See also RW Drawing 1A-13-22, 7B-31-20 & 1R-3-1220

January 28, 1960

Mohawk Road - McKenzie Highway Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 203
Rescinded by Resolutions Adopting Surveys No. 203a.
See also RW Drawing 8B-8-10 & 1R-5-1348

April 14, 1961

First Avenue - Coburg Road Section
Resolution realigning a portion of the highway approved by the Highway Commission.
Also designated as a throughway.
Supersedes Resolutions Adopting Surveys No. 120a.
See Resolutions Adopting Surveys No. 184b
See also RW Drawing 1A-16-20 & 1R-3-1295

May 26, 1961

Mohawk Road - McKenzie Highway Section
Resolution realigning a portion of the highway approved by the Highway Commission.
Also designated as a throughway.
Supersedes and rescinds Resolutions Adopting Surveys No. 203.
See Resolutions Adopting Surveys No. 203a
See also RW Drawing 8B-8-10, 1R-5-1348 & 1R-5-1486

June 1, 1965

Seventh Avenue - Willamette River Section
Resolution realigning a portion of the highway approved by the Highway Commission.
Also designated as a throughway.
Supersedes Resolutions Adopting Surveys No. 184b.
See Resolutions Adopting Surveys No. 184c
See also RW Drawing 1R-4-111

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Eugene - Springfield Highway No. 227.

Table 227-2: Eugene - Springfield Highway No. 227 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

November 3, 1955

Ferry Street Bridge - Mohawk Road Unit ("Q" Street Route) Section
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 120a

September 11, 1958

Coburg Road - Pacific Freeway Junction Section
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 184

May 29, 1959

Coburg Road - Pacific Freeway Junction Section
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 184a

May 26, 1961

Mohawk Road - McKenzie Highway Section
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 203a
See also RW Drawing 1R-5-1486

April 14, 1961

First Avenue - Coburg Road Section
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 184b

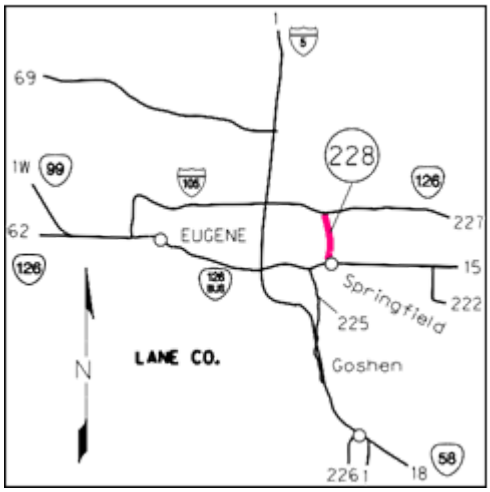
June 1, 1965

Seventh Avenue - Willamette River Section
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 184c

Springfield Highway No. 228

228

Figure 228-1: Vicinity Map



Route Numbers

Highway Routes that run along the Springfield Highway are as follows:

- OR 528

Road Establishment Files

The road establishment files for the Springfield Highway are listed below.

Table 228-1: Springfield Highway Road Establishment Files

File No.	County
55293	Lane County

County

Counties that the Springfield Highway runs through are listed below.

- Lane

Former Names

There are no former names for the Springfield Highway.

History

The following entries are changes to the Springfield Highway listed by date.

July 7, 1960

Q Street – South A Street Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 56.

Route described in Resolution as:
Beginning at Q Street, a county road near the north city limits of the City of Springfield; then southerly along the Second Street - Third Street one-way couplet to a junction with the McKenzie Highway at South A Street in the City of Springfield.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Springfield Highway No. 228.

Table 228-2: Springfield Highway No. 228 Jurisdictional Transfers

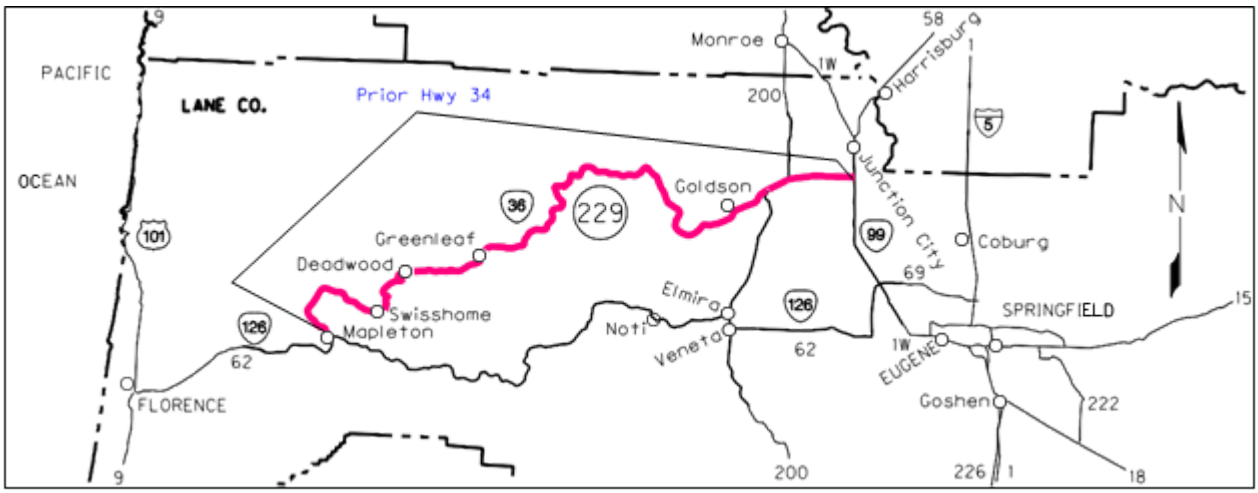
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Mapleton – Junction City Hwy. No. 229 229

Figure 229-1: Vicinity Map



Route Numbers

Highway Routes that run along the Mapleton – Junction City Highway are as follows:

- OR 36

Road Establishment Files

The road establishment files for the Mapleton - Junction City Highway are listed below.

Table 229-1: Mapleton – Junction City Highway Road Establishment Files

File No.	County
53944	Lane County

County

Counties that the Mapleton – Junction City Highway runs through are listed below.

- Lane

Former Names

There are no former names for the Mapleton – Junction City Highway.

History

The following entries are changes to the Mapleton – Junction City Highway listed by date.

November 22, 1966

Mapleton – Junction City Section
Re-designation from a portion of the Siuslaw Highway No. 34 by the Highway Commission.
See Primary Highway Designation File No. 40.

June 20, 1985

Long Tom River Bridge Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 451
See also RW Drawing 1R-4-866

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Mapleton – Junction City Highway No. 229.

Table 229-2: Mapleton – Junction City Highway No. 229 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

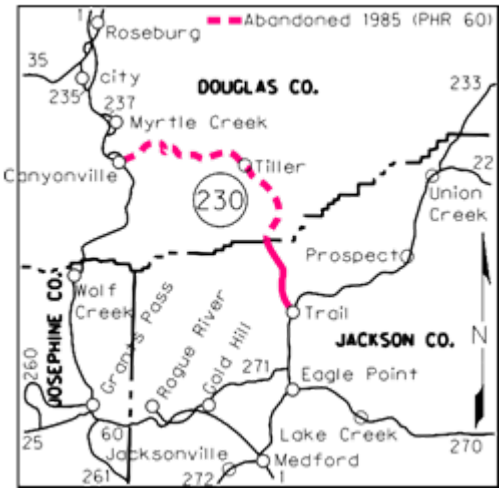
Throughway

None.

Tiller – Trail Highway Number 230

230

Figure 230-1: Vicinity Map



Route Numbers

Highway Routes that run along the Tiller - Trail Highway are as follows:

- OR 227

Road Establishment Files

The road establishment files for the Tiller - Trail Highway are listed below.

Table 230-1: Tiller - Trail Highway Road Establishment Files

File No.	County
48833	Douglas/Jackson County

County

Counties that the Tiller - Trail Highway runs through are listed below.

- Jackson

Former Names

There are no former names for the Tiller - Trail Highway.

History

The following entries are changes to the Tiller - Trail Highway listed by date.

November 13, 1931

Tiller - Trail Road Section (39.2 miles) Douglas County
Designation as a Secondary Highway by the Highway Commission. See Minutes of the Highway Commission, page 3129.

Tiller - Trail Road Section (12.30 miles)
Jackson County
Designation as a Secondary Highway by the Highway Commission. See Minutes of the Highway Commission, page 3136.

December 6, 1933

Canyonville – Trail Section
Douglas & Jackson County
Designation as a Secondary Highway by the Highway Commission. See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Douglas County)
Canyonville - Trail Market Road No. 1 beginning in Canyonville and extending up the South Fork of the Umpqua River through Tiller to the Douglas - Jackson County line, approximately 39.2 miles.

(Jackson County)
County roads beginning at the Crater Lake Highway at Trail and running in a northerly direction to the Jackson - Douglas County line.

January 6, 1938

Douglas County Line – Trail Creek Section Jackson County
Resolution eliminating a portion of the highway approved by the Highway Commission. See Abandonment & Retention File No. 54.

Eliminated portion described in Resolution as:
All that portion of the 60-foot right of way of the Tiller – Trail Secondary Highway (as originally established by resolution) between the Jackson – Douglas County Line and a point on said highway approximately 800 feet north of the south line of Section 17, Township 33 South, Range 1 West, W.M., lying outside of the limits of the right of way as established on the revised alignment of said highway subsequent to 1930.

November 13, 1940

Trail Creek – Trail Section Jackson County
Resolution eliminating a portion of the highway approved by the Highway Commission. See Abandonment & Retention File No. 80.

Eliminated portion described in Resolution as:
All that portion of the sixty-foot right of way of the Tiller – Trail Highway (as originally established by resolution) between a point on said highway approximately 800 feet north of the south line of Section 17, Township 33 South, Range 1 West, W.M., and the westerly right of way line of the Crater Lake Highway in the northwest quarter (NW¼) of Section 3, Township 34 South, Range 1 West, W.M., lying outside of the limits of the right of way as established on the revised alignment of said highway in 1939 and 1940.

July 9, 1945

Milo - Tiller Section Douglas County
Resolution realigning a portion of the highway approved by the Highway Commission. See Resolutions Adopting Surveys No. 4
See also RW Drawing 5B-22-13

February 2, 1948

Day's Creek - Tiller Section Douglas County
Resolution eliminating a portion of the highway approved by the Highway Commission. See Abandonment & Retention File No. 175A.

Eliminated portion described in Resolution as:
Unit "A"
Beginning at State Highway Engineer's Station 521+50 of the new route of the Tiller – Trail Secondary Highway in the Southwest quarter (SW¼) of the Northeast quarter (NE¼) of Section 22,, Township 30 South, Range 4 West, W.M.; thence northwesterly via the former route of the Tiller – Trail Secondary Highway to State Highway Engineer's Station 533+50 of the relocated Tiller – Trail Secondary Highway in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 22, Township 30 South, Range 4 West, W.M.

April 24, 1950

Milo - Tiller Section
Douglas County
Resolution eliminating a portion of the highway approved by the Highway Commission. See Abandonment & Retention File No. 216.

Eliminated portion described in Resolution as:
… lying in the East one-half of the East one-half of the Northwest Quarter (E½E½NW¼) of Section 33, Township 30 South, Range 2 West, W.M., Douglas County, Oregon, and being that portion of the old Tiller – Trail Highway lying southerly of the right of way of the Tiller – Trail Highway as relocated…

July 10, 1952

Canyonville - East Section Douglas County
Resolution realigning a portion of the highway approved by the Highway Commission. See Resolutions Adopting Surveys No. 69
See also RW Drawing 7B-13-18

January 18, 1955

Canyonville – O'Shea Creek Section Douglas County
Resolution eliminating a portion of the highway approved by the Highway Commission. See Abandonment & Retention File No. 283.

Eliminated portion described in Resolution as:
Unit "A"
All of the right of way of the former Canyonville – O'Shea Creek Section of the Tiller Trail Secondary Highway beginning at Highway Engineer's Survey Station 11+30 of the relocated Tiller Trail Secondary Highway in the southwest quarter (SW¼) of the southeast quarter (SE¼) of Section 27, Township 30 South, Range 5 West, W.M.; thence southerly via the former route of the Tiller Trail Secondary Highway to the easterly boundary opposite Highway Engineer's Survey station 56+30 of the former route of the Pacific Highway in the northeast quarter (NE¼) of the northwest quarter (NW¼) of Section 34, Township 30 South, Range 5 West, W.M.

August 13, 1959

Fords Bridge – Canyonville Section Douglas County
Re-designation of a portion of Pacific Highway No. 1 northerly of Canyonville by the Highway Commission.
See Secondary Highway Designation File No. 52.

Route described in Resolution as:
Beginning at a junction with the Pacific Highway, State Primary Highway No. 1, at MP 217.10 of said Pacific Highway near Fords Bridge thence southeasterly via Canyonville and Tiller to a junction with the Crater Lake Highway, State Primary Highway No. 22, at MP 22.42 of said Crater Lake Highway at Trail, a distance of 52.8 miles.

June 20, 1985

Tiller - Trail Highway
Slide at MP 45 Section
Jackson County
Resolution realigning a portion of the highway approved by the Transportation Commission. See Highway Corridor & Design Resolution No. 450
See also RW Drawing 1R-4-860

November 18, 1985

Yokum Interchange – Jackson County Line Section Douglas County
Designation eliminating portions of several highways from state system by the Transportation Commission.
See Primary Highway Designation File No. 60.

Route described in Resolution as:
(MP 0.09 - 41.46), from the easterly terminus of the Yokum Interchange of Interstate 5; thence easterly and southerly to the Douglas - Jackson County Line, including the Day Creek County Road Connection (MP C10.75 to C10.85, a combined distance of approximately 41.36 miles.

October 17, 2007

Douglas County Line – Crater Lake Highway Section Jackson County
Agreement to eliminate this portion from the Highway System signed by Right of Way Manager.
See Jurisdictional Transfer No. 781

January 18, 2012

Jackson County Line (M.P. 41.46) – Crater Lake Highway (M.P. 52.71) Section Jackson County Agreement to eliminate this portion from the Highway System. See Jurisdictional Transfer No. 781 recorded March 5, 2012 as Document No. 2012-006369 of the Official Records of Jackson County.

Described in Section 1:
… beginning at the intersection of said highway with the Jackson County line at approximate milepoint 41.46; thence Southerly to the intersection of said highway with the Crater Lake Highway No. 62 at approximate milepoint 52.71; …

Jurisdictional Transfers

The Jurisdictional Transfers for the Tiller - Trail Highway No. 230 are listed below.

Table 230-2: Tiller - Trail Highway No. 230 Jurisdictional Transfers

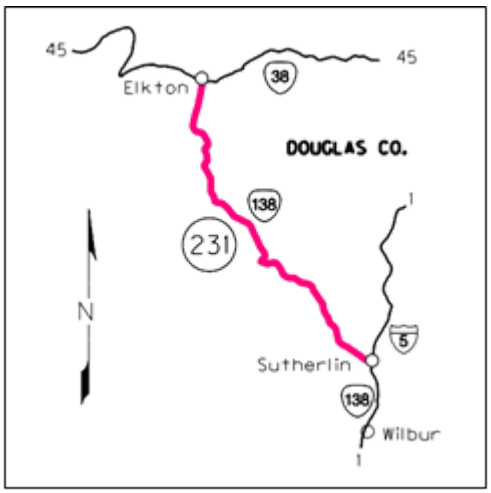
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
54	Jackson	Douglas County Line - Trail Creek	-	01/06/1938	-
80	Jackson	Trail Creek - Trail	-	11/13/1940	12/21/1940
175a	Douglas	Day's Creek - Tiller	-	02/03/1948	12/10/1948
216	Douglas	Milo - Tiller	-	04/24/1950	-
283	Douglas	Canyonville - O'Shea Creek	12/11/1953	01/18/1955	-
781	Jackson	Jackson County Line (M.P. 41.46) to Crater Lake Hwy. (M.P. 52.71)	10/17/2007	07/15/2011	-

Throughway

None.

Elkton - Sutherlin Highway Number 231 231

Figure 231-1: Vicinity Map



Route Numbers

Highway Routes that run along the Elkton - Sutherlin Highway are as follows:

- OR 138

Road Establishment Files

The road establishment files for the Elkton - Sutherlin Highway are listed below.

Table 231-1: Elkton - Sutherlin Highway Road Establishment Files

File No.	County
52914	Douglas County

County

Counties that the Elkton - Sutherlin Highway runs through are listed below.

- Douglas

Former Names

There are no former names for the Elkton - Sutherlin Highway.

History

The following entries are changes to the Elkton - Sutherlin Highway listed by date.

November 13, 1931

Wilbur - Elkton Road Section (35.0 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3129.

December 6, 1933

Elkton – Wilbur Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Oakland - Elkton Market Road No. 10 beginning on the Drain - Reedsport Highway near Elkton and extending in a southeasterly direction to Market Road No. 9 and a connection to the Pacific Highway near Sutherlin and near Wilbur, approximately 27.8 miles.

April 7, 1943

Sutherlin Section
Designation of an extension in Sutherlin by the Highway Commission.
See Secondary Highway Designation File No. 0-27.

Route described in Resolution as:
Beginning at the intersection of Central Avenue and Calapooya Street in the City of Sutherlin, Douglas County; thence in a southwesterly direction to an intersection with the Elkton – Sutherlin Secondary Highway No. 231, being a distance of approximately 1.0 mile.

October 21, 1947

Tyee Road - Sutherlin Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 32
See also RW Drawing 6B-24-15 & 16

April 21, 1952

Calapooya Creek - Sutherlin Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 66
See also RW Drawing 7B-12-4

September 24, 1953

Calapooya Creek - Sutherlin Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 252.

Eliminated portions described in Resolution as:
Unit "A"
Beginning at State Highway Engineer's Station 1124+30 of the relocated Elkton – Sutherlin Highway in the Southwest quarter of the Southwest Quarter (SW¼SW¼) of Section 11, Township 25 South, Range 6 West, W.M.; thence easterly and southerly via the former route of the Elkton – Sutherlin Highway to State Highway Engineer's Station 1197+50 of the relocated Elkton – Sutherlin Highway in the northeast quarter of the southwest quarter (NE¼SW¼ of Section 13, Township 25 South, Range 6 West, W.M.

Unit "B"
Beginning at State Highway Engineer's Station 1197+40 of the relocated Elkton – Sutherlin Highway in the Northeast quarter of the Southwest quarter (NE¼SW¼ of Section 13, Township 25 South, Range 6 West, W.M.; thence southerly and easterly via the former route of the Elkton – Sutherlin Highway to State Highway Engineer's Station 1252+00 of the relocated Elkton – Sutherlin Highway in the Northwest quarter of the Northwest quarter (NW¼NW¼) of Section 19, Township 25 South, Range 5 West, W.M.

April 26, 1956

South Unit of Kellogg Bridge - Tyee Bridge Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 231
See also RW Drawing 8B-1-10 & 1R-5-870

June 19, 1958

Elkton - Smith Crossing Unit of the Elkton - Kellogg Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 176
See also RW Drawing 8B-9-14 & 1R-5-1154

April 16, 1959

Smith Crossing - Kellogg Unit, Elkton - Kellogg Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 195
See also RW Drawing 8B-13-11 & 1R-5-1260

September 29, 1960

Elkton – Smith Bridge Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 354.

Eliminated portion described in Resolution as:
Unit "A"
All the land situated within the right of way boundaries of the Elkton – Sutherlin Highway as formerly routed beginning at the westerly right of way boundary line opposite relocated Highway Engineer's Centerline Station 9+00 of said highway as relocated in the northwest quarter of the northwest quarter (NW¼NW¼), Section 29, Township 22 South, Range 7 West, W.M.; thence southerly via said highway as formerly routed to the northeasterly right of way boundary line opposite relocated Highway Engineer's Centerline Station 189+00 of said highway as relocated in the northeast quarter of the northwest quarter (NE¼NW¼), Section 8, Township 23 South, Range 7 West, W.M.

November 15, 1961

Smith Bridge – Kellogg Bridge Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 387

December 8, 1961

North Unit, Kellogg Bridge - Tyee Bridge Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 246
See also RW Drawing 8B-1-10, 8B-13-11, 8B-23-16 & 1R-5-1535

July 18, 1963

Kellogg Bridge Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 395.

Eliminated portions described in Resolution as:
Unit "A"
All the area situated within the right of way boundaries of the Elkton – Sutherlin Highway, as formerly routed, lying outside the westerly right of way boundary line of the said Elkton – Sutherlin Highway, as now relocated, from the mean high-water line on the southerly bank of the Umpqua River to the southerly right of way boundary line of Madison Road, Douglas County Road, and lying in Section 20, Township 23 South, Range 7 West, W.M.
Unit "B"
All the area situated within the right of way boundaries of the Elkton – Sutherlin Highway, as formerly routed, lying outside the easterly right of way boundary line of the said Elkton – Sutherlin Highway,

as now relocated, from relocated Highway Engineer's Centerline Survey Station 356+60 to relocated Highway Engineer's Centerline Survey Station 359+40, and lying in Sections 20 and 29, Township 23 South, Range 7 West, W.M.

October 31, 1967

Kellogg Bridge – Yellow Creek Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 469

August 20, 1968

South Umpqua River (Smith) Bridge Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 478.

Eliminated portion described in Resolution as:
Unit A
All the land within the right of way boundaries of the Elkton – Sutherlin Highway, State Secondary Highway No. 231, as formerly routed lying outside the northeasterly right of way boundary of the Elkton – Sutherlin Highway as now relocated from approximately opposite Highway Engineer's Station 177+72.75 to 206+55, and located in Section 8, Township 23 South, Range 7 West, W.M., in Douglas County, Oregon.

May 28, 1969

Yellow Creek – Calapooya Creek Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 491

November 18, 1985

South Sutherlin Spur Section
Designation eliminating portions of several highways from the state system by the Transportation Commission.
See Primary Highway Designation File No. 60.

Eliminated portion described in Resolution as:
South Sutherlin Spur (MP Y24.47 - MP Y29.95) of the Elkton - Sutherlin Highway, State Secondary Highway No. 231, in Sutherlin, from its junction with said Elkton - Sutherlin Highway; thence southerly to its junction with the Oakland - Shady Highway, State Secondary Highway No. 234, a distance of approximately 1.48 miles.

April 16, 2015

Comstock Spur Road Section
City of Sutherlin
The Comstock Spur Road section of the highway no longer needed on the state highway system and was eliminated with all right, title, and interest passing to and vests in the City of Sutherlin as a portion of the city street system.
See Primary Highway Designation File No. 810 recorded June 22, 2015 in Instrument No. 2015-009528 of Douglas County Official Records.

July 11, 2017

Sunset Street – Calapooia Street Section
City of Sutherlin
A portion of the former route of the highway no longer needed for the state highway system and was eliminated with all right, title, and interest passing to and vests in the City of Sutherlin as a portion of the city street system.
See Primary Highway Designation File No. 814 recorded September 1, 2017 in Instrument No. 2017-014429 of Douglas County Official Records.

Jurisdictional Transfers

The Jurisdictional Transfers for the Elkton – Sutherlin Highway No. 231 are listed below.

Table 231-2: Elkton – Sutherlin Highway No. 231 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
252	Douglas	Calapooya Creek - Sutherlin	05/19/1952	09/24/1953	10/20/1953
354	Douglas	Elkton - Smith Bridge	09/24/1958	09/29/1960	-
387	Douglas	Smith Bridge - Kellogg Bridge	11/15/1961	11/15/1961	-
395	Douglas	Kellogg Bridge	03/02/1962	07/18/1963	-
469	Douglas	Kellogg Bridge - Yellow Creek	-	10/31/1967	-
478	Douglas	South Umpqua River (Smith) Bridge	-	08/20/1968	-
491	Douglas	Yellow Creek - Calapooya Creek	-	05/28/1969	-
810	Douglas	Calapooya Creek – Sutherlin/Comstock Spur Road	10/14/2013	10/29/2013	-
814	Douglas	West Central Avenue MP 24.83 to MP 25.39	06/14/2016	06/20/2017	-

Throughway

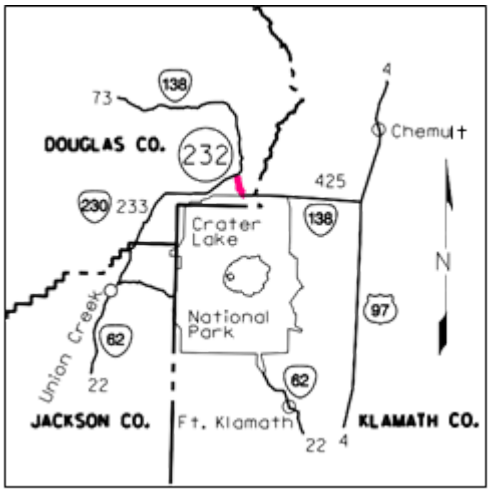
None.

Crater Lake North Highway Number 232

232

No longer a part of the highway system.

Figure 232-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Crater Lake North Highway.

Road Establishment Files

There are no road establishment files for the Crater Lake North Highway.

Table 232-1: Crater Lake North Highway Establishment Files.

File No.	County
-	-

County

Counties that the Crater Lake North Highway ran through are listed below.

- Douglas

Former Names

There are no former names for the Crater Lake North Highway.

History

The following entries are changes to the Crater Lake North Highway listed by date.

May 18, 1937

Crater Lake National Park – Diamond Lake Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 7370.

Route described in Resolution as:
Beginning at a point on the North Boundary of Crater Lake National Park at a point approximately two miles west of the Douglas County - Klamath County line; thence northerly to the Junction of the Cascade Lakes Forest Highway with the Diamond Lake Forest Highway south of Diamond Lake, being approximately 5.3 miles in length.

August 19, 1980

MP 0.00 – MP 0.83 Section
Resolution eliminating a portion of the highway and designation of an additional portion approved by the Transportation Commission.
See Abandonment & Retention File No. 595

Eliminated portion described in Resolution as:
All the land within the right-of-way boundaries of the Crater Lake North Highway, State Secondary Highway No. 232 from MP 0.00 southerly to MP 0.88 at its junction with the present Diamond Lake By-Pass FHP 46-1(2).

Re-designated Crater Lake North highway described in Resolution as:
Beginning at a junction with the West Diamond Lake Highway and the Cascade Lakes Highway, National Forest Highway No. 46 near Diamond Lake; thence southerly to the Crater Lake National Park Boundary at the Douglas – Klamath County Line, a distance of 4.45 miles.

February 28, 1984

West Diamond Lake Highway - Crater Lake National Park Section
Re-designation of a portion as a part of the East Diamond Lake Highway No. 425, and relinquishment of a portion to the National Park Service by the Highway Commission.
See Secondary Highway Designation File No. 85.

Jurisdictional Transfers

The Jurisdictional Transfers for the Crater Lake North Highway No. 232 are listed below.

Table 232-2: Crater Lake North Highway No. 232 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
595	Douglas	MP 0.00 – MP 0.83	-	08/19/1980	-

Throughway

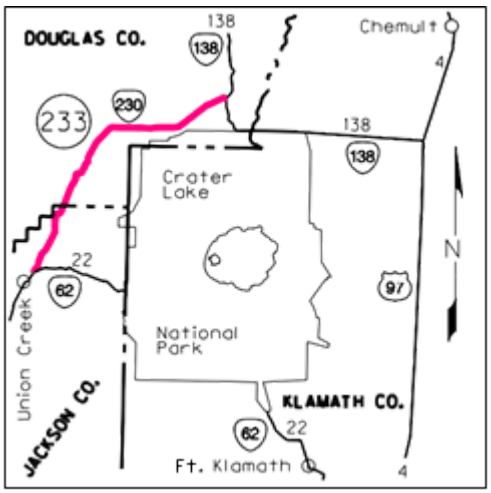
None.

Crater Lake National Park, Oregon, 1938.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD0810.



West Diamond Lake Highway No. 233 233

Figure 233-1: Vicinity Map



Route Numbers

Highway Routes that run along the West Diamond Lake Highway are as follows:

- OR 230

Road Establishment Files

There are no road establishment files for the West Diamond Lake Highway.

Table 233-1: West Diamond Lake Highway Road Establishment Files

File No.	County
-	-

County

Counties that the West Diamond Lake Highway runs through are listed below.

- Douglas
- Jackson

Former Names

There are no former names for the West Diamond Lake Highway.

History

The following entries are changes to the West Diamond Lake Highway listed by date.

May 18, 1937

Cascade Lake Forest Highway – Douglas/Jackson County Line Section
Douglas County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 7373.

Route described in Resolution as:
Beginning at the junction of the Cascade Lakes Forest Highway with the Diamond Lake Forest Highway at a point south of Diamond Lake; thence in a Southerly and Southwesterly direction to a point on the Douglas County Jackson County line, approximately 1,300 feet west of the section corner common to Sections 5, 6, 31, and 32, Townships 29 and 30 S., R. 4 E., W.M., a distance of approximately 17.9 miles.

Douglas/Jackson County Line – Crater Lake Highway Section
Jackson County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 7374.

Route described in Resolution as:
Beginning at a point on the Douglas County Jackson County line approximately 1,300 feet West of the section corner common to Sections 5, 6, 31 and 32, Townships 29 and 30 S,. R. 4 E., W.M., thence in a southerly and Southwesterly direction to a junction with the Crater Lake State Highway at a point near the confluence of Rogue River and Union Creek, a distance of approximately 6 miles.

August 19, 1980

MP 23.62 – Crater Lake North Section Douglas County
Resolution extending and re-designating the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 595.

Re-designated route described in Resolution as:
Beginning at a junction with the Crater Lake Highway, State Primary Highway No. 22, MP 57.28 of said Crater Lake Highway; thence northeasterly to a junction with the West Diamond Lake Highway and the Cascade Lakes Highway, National Forest Highway No. 46 near Diamond Lake , a distance of 23.80 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the West Diamond Lake Highway No. 233 are listed below.

Table 233-2: West Diamond Lake Highway No. 233 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
595	Douglas	MP 23.62 – Crater Lake North	-	08/19/1980	-

Throughway

None.

Camping at Diamond Lake in Jackson County, Oregon, 1956.
Photo by the Oregon State Archives, Oregon Department of Transportation, OHD6035

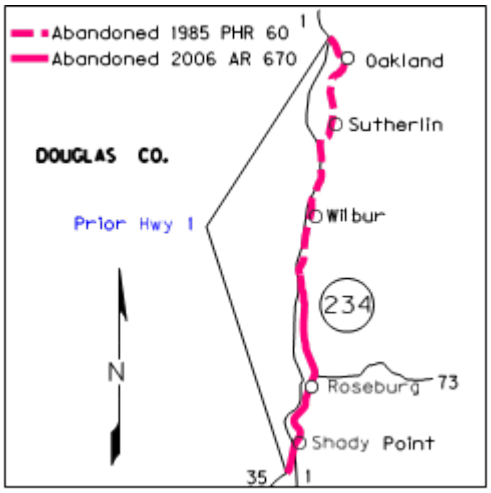


Oakland - Shady Highway Number 234

234

No longer a part of the highway system.

Figure 234-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Oakland - Shady Highway.

Road Establishment Files

The road establishment files for the Oakland - Shady Highway are listed below.

Table 234-1: Oakland - Shady Highway Establishment Files.

File No.	County
55292	Douglas County

County

Counties that the Oakland - Shady Highway ran through are listed below.

- Douglas

Former Names

There are no former names for the Oakland - Shady Highway.

History

The following entries are changes to the Oakland - Shady Highway listed by date.

January 26, 1956

Oakland – Shady Point Section
Re-designation of a portion of the Pacific Highway No. 1 by the Highway Commission.
See Secondary Highway Designation File No. 35.

Route described in Resolution as:
Beginning at a junction with the relocated Pacific Highway near Oakland; thence southerly via Oakland, Sutherlin, and Roseburg to a junction with the relocated Pacific Highway near Shady Point, a distance of approximately 22.26 miles.

August 18, 1960

Pine Street - Stephens Street Couplet (Roseburg) Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 222
See also RW Drawing 5B-5-21, 5B-21-18 & 1R-5-1436

June 2, 1966

North Hill - Deer Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 312
See also RW Drawing 5B-5-21 & 1R-4-211

November 18, 1985

North Oakland Int. – Umpqua College Road Section
Designation eliminating portions of several highways from the state system by the Transportation Commission.
See Primary Highway Designation File No. 60.

Eliminated portion described in Resolution as:
(MP 0.35 - 11.73), from the southerly terminus of the North Oakland Interchange of Interstate 5; thence southerly to its junction with Umpqua College Road, a distance of approximately 11.38 miles.

November 13, 1990

NW Hooker Road - NE Alameda Avenue Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 496
See also RW Drawing 1R-3-1602

February 13, 2002

Harvard Ave., Washington Ave. & Oak Ave. Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 693.

Eliminated portion described in Resolution as:
Unit 1
All the land within the right-of-way boundaries of the Oakland – Shady Highway, State Highway No. 234 (including Stephens and Pine Streets), between Highway Engineer's Station 1521+20 (MP 18.56) and Highway Engineer's Station 1578+65 (MP 17.49, the southerly curb line on Oak Ave.) and lying in Sections 24 and 25 Township 27 South, Range 6 West, W.M., and in Section 19, Township 27 South, Range 5 West, W.M., Douglas County, Oregon.

Unit 2
All the land within the right-of-way boundaries of the Oakland – Shady Highway, State Highway No. 234 (North Stephens St.) between Highway Engineer's Station 1606+30 (MP 17.08) and Highway Engineer's Station 2410+50 (MP 14.54) and lying in Sections 1, 12 & 13, Township 27 South, Range 6 West, W.M., and Section 18, Township 27 South, Range 5 West, W.M. Douglas County, Oregon.

February 27, 2006

College Road - Shady Section
Resolution eliminating portions of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 670

Jurisdictional Transfers

The Jurisdictional Transfers for the Oakland - Shady Highway No. 234 are listed below.

Table 234-2: Oakland - Shady Highway No. 234 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
670	Douglas	College Road - Shady	02/26/1996	02/27/2006	-
693	Douglas	Harvard, Washington, Oak & Stephens Streets	04/11/2000	02/13/2002	-

Throughway

November 13, 1990

NW Hooker Road - NE Alameda Avenue Section
Declared a Throughway by the Transportation Commission See Highway Corridor & Design Resolution No. 496

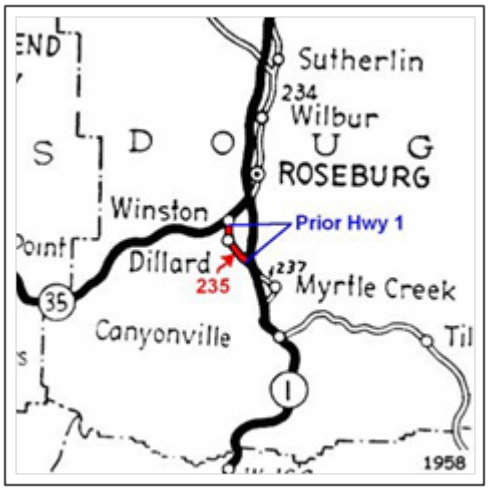
A portion of the Resolution:
That heretofore this Commission by resolution dated November 3, 1948, designated the Pacific Highway, which was later designated as the Oakland – Shady Highway, as a "Throughway"…it is hereby directed that the construction of the above – mentioned section shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

Dillard Highway Number 235

235

No longer a part of the highway system.

Figure 235-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Dillard Highway.

Road Establishment Files

There are no road establishment files for the Dillard Highway.

Table 235-1: Dillard Highway Establishment Files.

File No.	County
-	-

County

Counties that the Dillard Highway ran through are listed below.

- Douglas

Former Names

There are no former names for the Dillard Highway.

History

The following entries are changes to the Dillard Highway listed by date.

September 12, 1957

Winston – Myrtle Creek Section
Re-designation of a portion of the Pacific Highway No. 1 by the Highway Commission.
See Primary Highway Designation File No. 24.

Route described in Resolution as:
Beginning at a junction with the Coos Bay – Roseburg Highway No. 35 in Winston, thence southeasterly via Dillard to a junction with the Pacific Highway near Myrtle Creek, a distance of approximately 8.51 miles.

November 18, 1985

Winston – Dillard Junction Section
Designation eliminating portions of several highways from the state system by the Transportation Commission.
See Primary Highway Designation File No. 60.

Eliminated portion described in Resolution as:
(MP 0.00 - 8.15), from its junction with the Coos Bay - Roseburg Highway, State Primary Highway No. 35 in Winston; thence southerly and easterly to the westerly terminus of the Dillard Junction Interchange of Interstate 5, a distance of approximately 8.10 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Dillard Highway No. 235.

Table 235-2: Dillard Highway No. 235 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

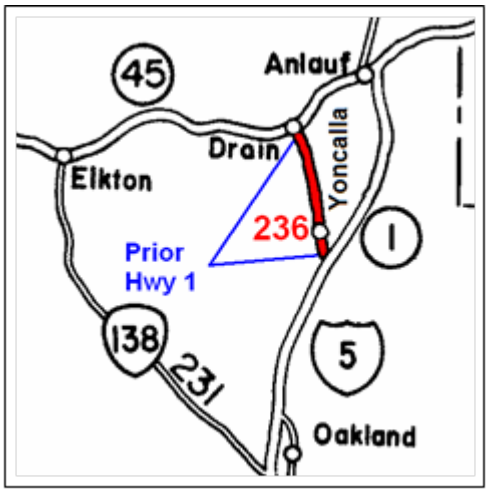
None.

Drain - Yoncalla Highway Number 236

236

No longer a part of the highway system.

Figure 236-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Drain - Yoncalla Highway.

Road Establishment Files

There are no road establishment files for the Drain - Yoncalla Highway.

Table 236-1: Drain - Yoncalla Highway Establishment Files.

File No.	County
-	-

County

Counties that the Drain - Yoncalla Highway ran through are listed below.

- Douglas

Former Names

There are no former names for the Drain - Yoncalla Highway.

History

The following entries are changes to the Drain - Yoncalla Highway listed by date.

January 26, 1956

Drain to Pacific Highway Section
Re-designation of a portion of the Pacific Highway No. 1 by the Highway Commission.
See Secondary Highway Designation File No. 35.

Route described in Resolution as:
Beginning at a junction with the Umpqua Highway No. 45 in Drain; thence southerly via Yoncalla to a junction with the relocated Pacific Highway No. 1 near Yoncalla a distance of approximately 8.06 miles.

November 18, 1985

MP 0.02 – MP 7.67 Section
Designation eliminating portions of several highways from the state system by the Transportation Commission.
See Primary Highway Designation File No. 60.

Eliminated portion described in Resolution as:
(MP 0.02 - 7.67), from its junction with the Umpqua Highway, State Primary Highway No. 45 in Drain' thence southerly to the northerly terminus of the Pleasant Valley Road Interchange of Interstate 5, a distance of approximately 7.65 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Drain - Yoncalla Highway No. 236.

Table 236-2: Drain - Yoncalla Highway No. 236 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Myrtle Creek Highway Number 237

237

No longer a part of the highway system.

Figure 237-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Myrtle Creek Highway.

Road Establishment Files

There are no road establishment files for the Myrtle Creek Highway.

Table 237-1: Myrtle Creek Highway Establishment Files.

File No.	County
-	-

County

Counties that the Myrtle Creek Highway ran through are listed below.

- Douglas

Former Names

There are no former names for the Myrtle Creek Highway.

History

The following entries are changes to the Myrtle Creek Highway listed by date.

January 22, 1959

Myrtle Creek – Missouri Bottom Section
Re-designation from a portion of the Pacific Highway No. 1 by the Highway Commission.
See Secondary Highway Designation File No. 49.

Route described in Resolution as:
Beginning at a junction with the relocated Pacific Highway, State Primary Highway No. 1 at MP 209.89 of said highway, thence easterly and southerly via Myrtle Creek along the former route of the Pacific Highway to a junction with Riddle Road, Douglas County Road No. 20; thence westerly via said Riddle Road to a junction with the relocated Pacific Highway at MP 214.58 of said highway, a distance of 5.72 miles.

November 18, 1985

MP 0.35 to MP 5.40 Section
Designation eliminating portions of several highways from state system by the Transportation Commission.
See Primary Highway Designation File No. 60.

Eliminated portion described in Resolution as:
(MP 0.35 - 5.40), from the easterly terminus of the Myrtle Creek Interchange of Interstate 5; thence easterly and southwesterly to the easterly terminus of the Riddle Interchange of Interstate 5, a distance of approximately 5.03 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Myrtle Creek Highway No. 237.

Table 237-2: Myrtle Creek Highway No. 237 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

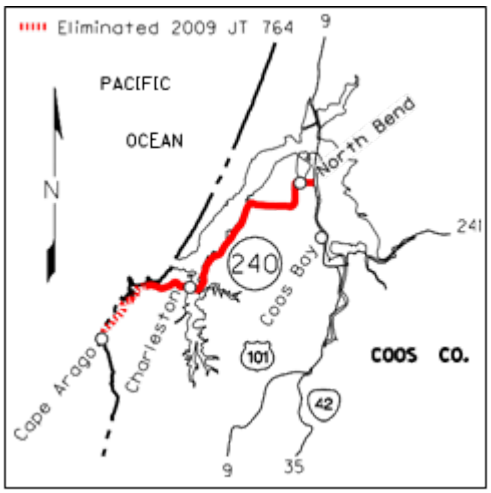
Throughway

None.

Cape Arago Highway No. 240

240

Figure 240-1: Vicinity Map



Route Numbers

Highway Routes that run along the Cape Arago Highway are as follows:

- OR 230

Road Establishment Files

There are no road establishment files for the Cape Arago Highway.

Table 240-1: Cape Arago Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Cape Arago Highway runs through are listed below.

- Coos

Former Names

There are no former names for the Cape Arago Highway.

History

The following entries are changes to the Cape Arago Highway listed by date.

November 13, 1931

North Bend - Cape Arago Road Section (13.50 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3129.

December 6, 1933

North Bend – Cape Arago Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Market Roads No. 7, beginning near the city limit of North Bend in Bangor (a part of North Bend); thence through Empire, South Slough, and Sunset Beach to the county park at Cape Arago, approximately 14.6 miles.

June 5, 1935

North Bend Section
Designation of a temporary route through North Bend by the Highway Commission.
See Primary Highway Designation File No. 3a (page 25).
See also Minutes of the Highway Commission, page 5636.

July 27, 1939

Charleston Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 64

Eliminated portion described in Resolution as:
All of that certain Section of the old right of way of the Cape Arago Highway No. 240 lying in the Town of Charleston and in use prior to 1934 which lies North of a line 40 feet North of and parallel to the center line of the reconstructed highway and between approximately Engineer's Station 264+80 and the East shore of South Slough and including such portions of the old South Slough Bridge as are now in use as an approach to the wharf and log dump on the East shore of South Slough.

June 29, 1948

Charleston Section
Portion abandoned to the County.
Originally Filed under Abandonment & Retention File No. 64 Transferred to Miscellaneous Contracts & Agreements File No. 1063.
See also RW Drawing 5B-18-24

April 21, 1952

Dead Man's Curve Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 253.

Eliminated portion described in Resolution as:
Beginning opposite State Highway Engineer's Station 89+50 of the relocated Cape Arago Secondary Highway at the intersection of Broadway Avenue and State Street in the Midland Addition to North Bend, thence southerly and westerly via the former route of the Cape Arago Secondary Highway to the north line of Newmark Street of said addition at State Highway Engineer's Station 97+15 of the new route of the Cape Arago Secondary Highway in the Northeast quarter of the Northeast quarter of Section 21, Township 25 South, Range 13 West, W.M.

December 19, 1955

Tarheel Creek Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 294.

Eliminated portion described in Resolution as:
Unit "A"
Beginning at State Highway Engineer's Station 147+65 on the former route of the Cape Arago Highway in the southwest quarter of the northeast quarter (SW¼NE¼) of Section 36, Township 25 South, Range 14 West, W.M.; thence southwesterly via the former route of the Cape Arago Highway to State Highway Engineer's Station 157+40 on the former route of the Cape Arago Highway in the southwest quarter of the northeast quarter (SW¼NE¼) of Section 36, Township 25 South, Range 14 West, W.M.

March 17, 1970

City Limits - Lewis Street (North Bend) Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Highway Corridor & Design Resolution No. 374
See also RW Drawing 1R-4-422

June 29, 1976

North Bend Section
Designation of a segment of Newmark Street and Broadway Avenue in North Bend, by the Highway Commission.
See Secondary Highway Designation File No. 79.

Route described in Resolution as:
Beginning opposite State Highway Engineers Station 89+50 of the relocated Cape Arago Secondary Highway at the intersection of Broadway Avenue and State Street in the Midland Addition to North Bend; thence southerly and westerly via the former route (Broadway Avenue and Newmark Street) of the Cape Arago Secondary Highway to the north line of Newmark Street of said addition at State Highway Engineers Station 97+15 of the new route of the Cape Arago Secondary Highway in the northeast quarter of the northeast quarter of Section 21, Township 25 South, Range 13 West, Willamette Meridian.

February 19, 1981

North Bend Section
Designation extending Highway easterly on Virginia Avenue one block in North Bend by the Highway Commission.
See Primary Highway Designation File No. 57.

Part of the Resolution:
2. That Virginia Avenue in the City of North Bend from Sherman Avenue easterly to Sheridan Avenue be designated as a part of the Cape Arago Highway, State Secondary No. 240…

February 28, 2003

Cape Arago Highway
MP 2.24 – MP 4.49 Section
Resolution eliminating a portion of the highway approved by the Director.
See Abandonment & Retention File No. 695.
See Corrected Abandonment Resolution, Jurisdictional Transfer No. 695, recorded May 4, 2012 in the Book of Records of Coos County, as Instrument No. 2012 3510.

Eliminated portion described in Resolution as:
Unit 1
All the land within the right-of-way boundaries of the Cape Arago Highway, State Highway No. 240, as presently located from approximately opposite Highway Engineer's Station 663+84.62 (MP 2.24) westerly to Engineer's Station 588+29.53 = 5+00 on Newmark Avenue and from approximately opposite Highway Engineer's Station 588+29.53 = 5+00 southerly to Highway Engineer's Station 48+70 (MP 4.49) on Empire Boulevard and lying in Sections 19, 20 and 21, Township 25 South, Range 14 West, W.M., Coos County, Oregon.

November 18, 2009

MP 10.94 – 14.15 Section
Resolution eliminating a portion of the highway approved by the Director.
See Jurisdictional Transfer No. 764 recorded August 10, 2010 in the Book of Records of Coos County, as Instrument No. 2010 7271 and August 17, 2010 in the Official Records of Curry County, Instrument No. 2010-3243.

Eliminated portion described in Resolution as:
Unit 1
All land within the right of way boundaries of the Cape Arago Highway No. 240, as now located, from the Sunset Bay State Park boundary at approximately MP 10.94 (Engineer's Station 391+12), southwesterly to the end of said highway at MP 14.15 (Engineer's Station 308+09) and lying in Sections 4, 8, 9, 17, 18 and 19, Township 26 South, Range 14 West, W.M., Coos County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Cape Arago Highway No. 240 are listed below.

Table 240-2: Cape Arago Highway No. 240 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
64	Coos	Charleston	-	07/27/1939	-
253	Coos	Dead Man's Curve	02/13/1952	04/21/1952	-
294	Coos	Tarheel Creek	09/10/1954	12/19/1955	12/28/1955
695	Coos	MP 2.24 – MP 4.49 (Coos Bay)	04/03/2000	02/28/2003	-
764	Coos	MP 10.94 – MP 14.15	10/19/2005	11/18/2009	-

Throughway

None.

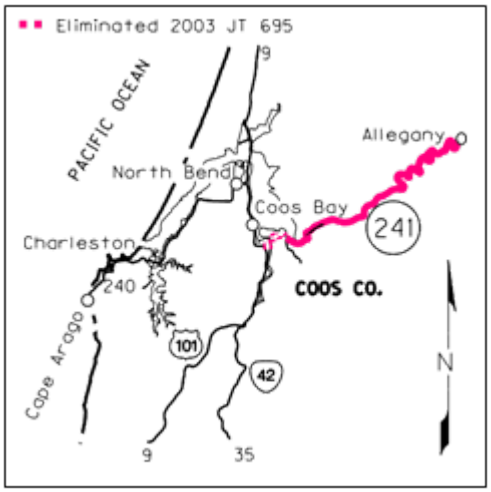
Cape Arago Lighthouse at Coos Bay, Oregon, 1960. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #7930.



Coos River Highway No. 241

241

Figure 241-1: Vicinity Map



Route Numbers

Highway Routes that run along the Coos River Highway are as follows:

- OR 241

Road Establishment Files

The road establishment files for the Coos River Highway are listed below.

Table 241-1: Coos River Highway Road Establishment Files

File No.	County
49848	Coos County

County

Counties that the Coos River Highway runs through are listed below.

- Coos

Former Names

There are no former names for the Coos River Highway.

History

The following entries are changes to the Coos River Highway listed by date.

November 13, 1931

Coos River Road Section (12.00 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3129.

December 6, 1933

Bunker Hill – Allegany Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Roads No. 6 and No. 3 and county road, beginning on the Oregon Coast Highway at Bunker Hill near Marshfield and extending easterly across the Isthmus Slough bridge; thence up Coos River to an appropriate crossing; and thence on the north side of Coos and Millicoma Rivers to Allegany, approximately 13.9 miles.*

July 23, 1936

Allegany Section
Designation of an extension approved by the Highway Commission.
See Minutes of the Highway Commission, page 6684.

> **Route described in Resolution as:**
> *Beginning at the north end of the present Coos River Secondary Highway No. 241, at Allegany; thence northerly a distance of 5 miles.*

September 23, 1946

Enegren Ferry Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 15
See also RW Drawing 6B-20-6

June 25, 1953

Catching Slough – Enegren Ferry Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 226.

Eliminated portion described in Resolution as:
Beginning at State Highway Engineer's Station 25+29.9 of the relocated Coos River Secondary Highway in the northwest quarter of the northwest quarter (NW¼NW¼) of Section 32, Township 25 South, Range 12 West, W.M.; thence easterly via the former route of the Coos River Secondary Highway to State Highway Engineer's Station 165+50 of the relocated Coos River Secondary Highway in Lot 7 of Section 27, Township 25 South, Range 12 West, W.M.

June 30, 1955

Millicoma Bridge Unit of Enegren Ferry - Allegany Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 126
See also RW Drawing 1R-5-739

January 26, 1956

Catching Slough - Chandler Bridge Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 137
See also RW Drawing 6B-20-6 & 1R-5-850

November 25, 1957

Millicoma Bridge Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 339.

Eliminated portion described in Resolution as:
Unit "A"
All the land situated within the right of way boundaries of the Coos River Highway as formerly routed, beginning on the westerly right of way line opposite Highway Engineer's Centerline Survey Station 13+85 of said highway as relocated in Lot 13, Section 8, Township 25 South, Range 11 West, W.M.; thence northwesterly and northerly via said highway as formerly routed to the westerly right of way line, opposite Highway Engineer's Centerline Survey Station 19+65 of said highway as relocated in the southeast quarter of the southwest quarter (SE¼SW¼), Section 5, Township 25 South, Range 11 West, W.M.

January 23, 1968

Allegany - Marlow Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 344
See also RW Drawing 1R-4-312

June 25, 1991

Catching Slough Bridge Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 498
See also RW Drawing 1R-3-1606

June 5, 2003

Coos River Highway
MP 0.72 – MP 2.23 Section
Resolution eliminating a portion of the highway approved by the Director.
See Abandonment & Retention File No. 695.

Eliminated portion described in Resolution as:
Unit 2
All the land within the right-of-way boundaries of the Coos River Highway, State Highway No. 241, as presently located from approximately opposite Highway Engineer's Station 37+64 (MP 0.72) to Highway Engineer's Station 33+81.62 (MP 2.23) and lying in Sections 30 and 31, Township 25 South, Range 12 West, W.M., Coos County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Coos River Highway No. 241 are listed below.

Table 241-2: Coos River Highway No. 241 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
226	Coos	Catching Slough - Enegren Ferry	12/14/1950	06/25/1953	-
339	Coos	Millicoma Bridge	-	10/31/1957	11/25/1957
695	Coos	MP 0.72 – MP 2.23	04/03/2000	06/05/2003	-

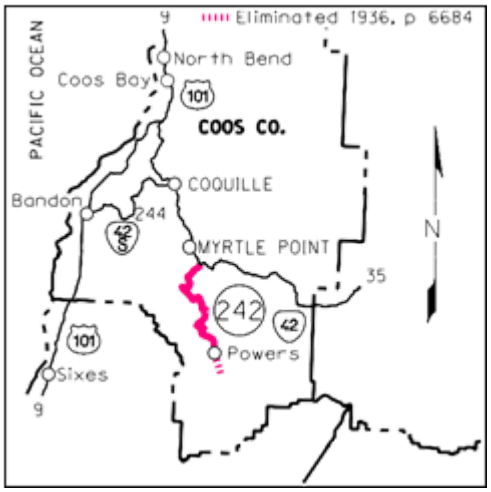
Throughway

None.

Powers Highway No. 242

242

Figure 242-1: Vicinity Map



Route Numbers

Highway Routes that run along the Powers Highway are as follows:

- OR 542

Road Establishment Files

The road establishment files for the Powers Highway are listed below.

Table 242-1: Powers Highway Road Establishment Files

File No.	County
51693	Coos County

County

Counties that the Powers Highway runs through are listed below.

- Coos

Former Names

There are no former names for the Powers Highway.

History

The following entries are changes to the Powers Highway listed by date.

November 13, 1931

Powers Road Section (21.00 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3129.

December 6, 1933

Hoffman Bridge – Forest Boundary Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
The present Market Road No. 21 from Hoffman Bridge to the Forest Boundary via Powers.

July 23, 1936

Powers - Siskiyou National Forest Boundary Section
Elimination of a section approved by the Highway Commission.
See Minutes of the Highway Commission, page 6684.

Eliminated section described in Resolution as:
Beginning at a street intersection in Powers 0.15 mile south of the center of the bridge over the South Fork of the Coquille River at Powers; thence southerly to the Siskiyou National Forest Boundary, a distance of 4.83 miles.

February 24, 1954

Warner Station Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 99
See also RW Drawing 7B-26-4

January 26, 1956

Yellow Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 137
See also RW Drawing 7B-35-9 & 1R-5-822

March 28, 1957

Yellow Creek Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 328.

Eliminated portion described in Resolution as:
Unit "A"
All the land situated within the right-of-way boundaries of the Powers Highway as formerly routed, beginning at the southerly right-of-way line opposite Highway Engineer's Survey Station 576+65 of said highway as relocated in Lot 1, Section 23, Township 30 South, Range 12 West, W.M.; thence southerly via said highway as formerly routed to the westerly right-of-way line opposite Highway Engineer's Survey Station 592+15 of said highway as relocated in Lot 6, Section 26, Township 30 South, Range 12 West, W.M.

July 7, 1960

Powers Junction - Broadbent Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 215
See also RW Drawing 8B-18-16 & 1R-5-1421

January 19, 1962

Coquille Junction – Rhoda Creek Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 389.

Eliminated portions described in Resolution as:
Unit "A"
All the right of way of the Powers Highway as formerly routed lying outside the easterly right of way boundary line of said Powers Highway as now relocated, from the relocated Highway Engineer's Centerline Survey Stations 8+20 to 24+70 lying in Section 27, Township 29 South, Range 12 West, W.M.

Unit "B"
All the right of way of the Powers Highway as formerly routed lying outside the southeasterly right of way boundary line of said Powers Highway as now relocated from the relocated Highway Engineer's Centerline Survey Stations 35+90 to 42+60 lying in Section 28, Township 29 South, Range 12 West, W.M.

December 20, 1962

Coos Bay – Roseburg Highway - Powers Highway Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 242.

Eliminated portion described in Resolution as:
Unit "D"
All the land within the right of way boundaries of the Powers Highway as formerly routed lying outside the northerly right of way boundary of the Powers Highway as now relocated, from the southerly right of way boundary of the relocated Coos Bay – Roseburg Highway, at the junction of the former Powers Highway, to the northerly right of way boundary of the relocated Powers Highway, and lying in Section 27, Township 29 South, Range 12 West, W.M., in Coos County, Oregon.

August 18, 1970

Powers Section
Designation of an extension over certain streets in Powers by the Highway Commission.
See Secondary Highway Designation File No. 73.

Extension of route described in Resolution as:
Beginning at the existing Powers Highway in Powers at 0.15 of a mile south of the bridge over the South Fork of the Coquille River; thence southerly over 1st Avenue to Poplar Street; thence easterly over Poplar Street to its intersection with 4th Avenue; thence southerly and southeasterly on 4th Avenue to the north right of way line of the Coos Bay Lumber Company Railroad, all lying in the city of Powers…

May 29, 1974

Broadbent Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 413
See also RW Drawing 1R-4-412

October 16, 1986

Broadbent Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 620.

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Powers Highway, State Secondary Highway No. 242, as formerly routed lying outside the easterly right-of way boundary of said Powers Highway as now relocated from approximately opposite relocated Highway Engineer's Station 139+00 to 162+00 and lying in Sections 4 and 5, Township 30 South, Range 12 West, W.M., Coos County, Oregon.

November 16, 2005

Powers Slide Repair Section
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution No. 547.
See also RW Drawings 1R-4-1012 & 10B-20-18.

Jurisdictional Transfers

The Jurisdictional Transfers for the Powers Highway No. 242 are listed below.

Table 242-2: Powers Highway No. 242 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
328	Coos	Yellow Creek	-	03/28/1957	-
389	Coos	Coquille Junction - Rhoda Creek	-	01/19/1962	-
399	Coos	Jct. with the Coos Bay – Roseburg Hwy	04/13/1962	12/20/1962	-
620	Coos	Broadbent	09/03/1986	10/16/1986	-

Throughway

None.

Myrtle Point, Oregon in 1910, on Main Street looking west.
Photo by Oregon Historical Society, NOMS70.

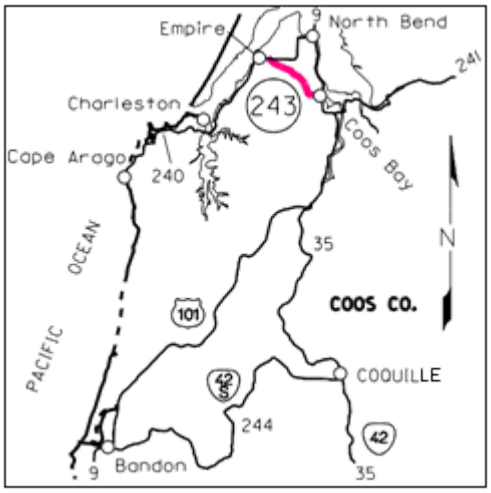


Empire - Coos Bay Highway Number 243

243

No longer a part of the highway system.

Figure 243-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Empire - Coos Bay Highway.

Road Establishment Files

There are no road establishment files for the Empire - Coos Bay Highway.

Table 243-1: Empire - Coos Bay Highway Establishment Files.

File No.	County
-	-

County

Counties that the Empire - Coos Bay Highway ran through are listed below.

- Coos

Former Names

The former names for the Empire - Coos Bay Highway are listed below.

- Empire Marshfield Highway (1936 – 1952)
- Empire – Coos Bay Highway (1952 – 2001)

History

The following entries are changes to the Empire - Coos Bay Highway listed by date.

August 27, 1936

Empire - Marshfield Highway
Cape Arago Highway – Marshfield Section
See Minutes of the Highway Commission, page 6774.

> **Route described in Resolution as:**
> *Beginning at the junction of the Empire - Marshfield County Road with the Cape Arago Secondary Highway No. 240 near the east city limits of Empire; thence in an easterly direction to the City of Marshfield, a distance of approximately 3.6 miles.*

Town of Marshfield from 1854 to 1944
By popular election in 1944, the name was changed to Coos Bay.
Source: Oregon Geographic Names.

May 26, 1952

Empire - Coos Bay Highway
Coos Bay Section
Designation of an extension by the Highway Commission.
See Secondary Highway Designation File No. 21.

> **Route described in Resolution as:**
> *That the route of the Empire – Coos Bay State Secondary Highway No. 243 within the City of Coos Bay is hereby extended to include that portion of Central Avenue between Broadway and Front Streets.*

October 1, 1968

Empire - Coos Bay Highway
Woodland Drive - Central Avenue Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 354
See also RW Drawing 1R-4-352

November 12, 1968

Empire - Coos Bay Highway
14th Street - Bayshore Boulevard (Coos Bay) Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 356
See also RW Drawing 1R-4-353

March 11, 1969

Empire – Coos Bay Highway
8th Street – Bayshore Drive (Coos Bay) Section
Agreement eliminating a portion of the highway approved by the Highway Commission, no Resolution in file.
See Abandonment & Retention File No. 487

August 18, 1970

Empire - Coos Bay Highway
Cape Arago Highway - Woodland Drive Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Highway Corridor & Design Resolution No. 384
See also RW Drawing 1R-4-455

October 19, 1971

Empire – Coos Bay Highway
Woodland Drive – Central Avenue Unit, Cape Arago Highway – Central Avenue Section Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 523.

Eliminated portion described in Resolution as:
Unit B
That portion of the Empire – Coos Bay Highway, State Secondary Highway No. 243, as formerly routed lying outside the westerly right-of-way boundary of said Empire-Coos Bay Highway, as now relocated from approximately opposite relocated Highway Engineer's Station 126+60, southerly to the centerline of Section 27, Township 25 South, Range 13 West, W.M., Coos County, Oregon.

June 6, 1975

Empire – Coos Bay Highway
Cape Arago Highway - Woodland Drive Unit,
Cape Arago Highway – Central Avenue Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 523.

Eliminated portion described in Resolution as:
Unit A
That portion of the Empire – Coos Bay Highway, State Secondary Highway No. 243, as presently route lying outside of the northerly right of way boundary of said Empire – Coos Bay Highway, as proposed to be relocated from approximately opposite relocated Highway Engineer's Station 96+60 to 106+00, located in Section 27, Township 25 South, Range 13 West, W.M., Coos County, Oregon.

July 27, 2000

Empire – Coos Bay Highway
Anderson Avenue from 4th St to Bayshore Drive Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 689.

Eliminated portion described in Resolution as:
Unit 1
All the land within the right-of-way boundaries of the Empire – Coos Bay Highway, State Highway No. 243, as formerly routed lying outside the right-of-way boundary of said Empire – Coos Bay Highway. This includes the right-of-way of Anderson Avenue where the Empire – Coos Bay Highway was formerly routed over this city street between Engineer's Station 7+65 (MP 3.40) and 16+90 (MP 3.57) as shown on Drawing No. 9B-5-5 and lying in Sections 26 & 35, Township 25 South, Range 13 West, W.M., Coos County, Oregon.

February 28, 2003

Empire – Coos Bay Highway
MP 0.00 to MP 3.58 Section
Resolution eliminating a portion of the highway approved by the Director.
See Abandonment & Retention File No. 695.
See Corrected Abandonment Resolution, Jurisdictional Transfer No. 695, recorded May 4, 2012 in the Book of Records of Coos County, as Instrument No. 2012 3510.

Eliminated portion described in Resolution as:
Unit 3
All the land within the right-of-way boundaries of the Empire - Coos Bay Highway, State Highway No. 243, in its entirety, beginning at MP 0.00 and ending at MP 3.58 on Commercial Ave. and at MP 3.40 on Anderson Ave., except for that portion lying within the boundaries of the Oregon Coast Highway 9 (US 101). … in Sections 20, 21, 26, 27 and 28, Township 25 South, Range 13 West, W.M., Coos County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Empire - Coos Bay Highway No. 243 are listed below.

Table 243-2: Empire - Coos Bay Highway No. 243 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
487	Coos	8th Street - Bayshore Drive	03/11/1969	-	-
523	Coos	Cape Arago Highway - Central Avenue	10/19/1971	10/19/1971 06/30/1975	-
689	Coos	Anderson Avenue - 4th to Bayshore Dr.	10/07/1999	07/27/2000	-
695	Coos	MP 0.00 – MP 3.58	04/03/2000	02/28/2003	-

Throughway

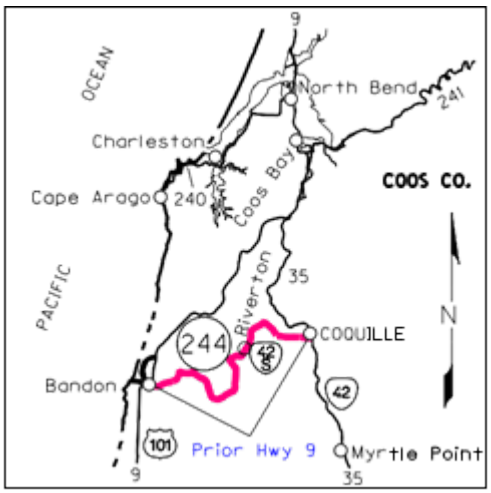
None.

Bridge at Coos Bay, Oregon, 1938.
Photo by Oregon State Archives, Oregon Department of Transportation, OHDG477.



Coquille - Bandon Highway Number 244 244

Figure 244-1: Vicinity Map



Route Numbers

Highway Routes that run along the Coquille - Bandon Highway are as follows:

- OR 42S

Road Establishment Files

The road establishment files for the Coquille - Bandon Highway are listed below.

Table 244-1: Coquille - Bandon Highway Road Establishment Files

File No.	County
48949	Coos County

County

Counties that the Coquille - Bandon Highway runs through are listed below.

- Coos

Former Names

There are no former names for the Coquille - Bandon Highway.

History

The following entries are changes to the Coquille - Bandon Highway listed by date.

March 28, 1957

Bandon – Coquille Section
Re-designation from a portion of the Oregon Coast Highway No 9, by the Highway Commission.
See Primary Highway Designation File No. 21.

Route described in Resolution as:
Beginning at a junction with the Oregon Coast Highway No. 9 near Bandon, thence northeasterly via Bandon and Riverton to a junction with the Coos Bay - Roseburg Highway in Coquille, a distance of approximately 21.32 miles.

April 25, 1978

Bandon Section
Re-designation of a short segment south of Bandon to become part of the Oregon Coast Highway No. 9, by the Highway Commission.
See Primary Highway Designation File No. 55.

Route described in Resolution as:
Beginning at a junction with the Oregon Coast Highway No. 9 at MP 261.60 Bk = MP 273.37 Ah in the City of Bandon, thence northeasterly via Riverton to a junction with the Coos Bay – Roseburg Highway at MP 11.83 in the City of Coquille, a distance of 17.28 miles.

October 11, 1983

Coquille River Bridge Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 441
See also RW Drawing 1R-3-1483

September 17, 1985

Lampa Creek Bridge Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 455
See also RW Drawing 1R-4-869

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Coquille - Bandon Highway No. 244.

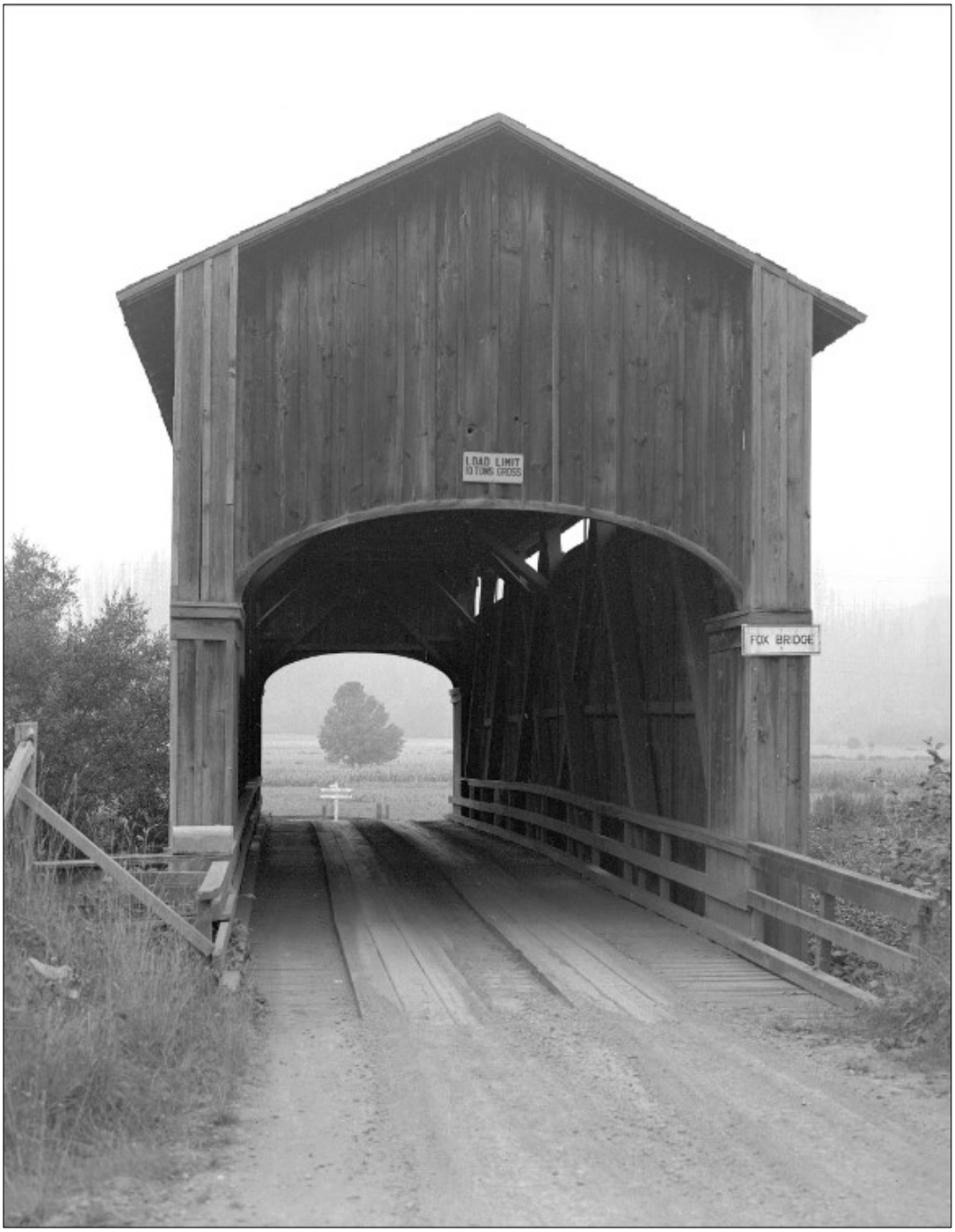
Table 244-2: Coquille - Bandon Highway No. 244 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

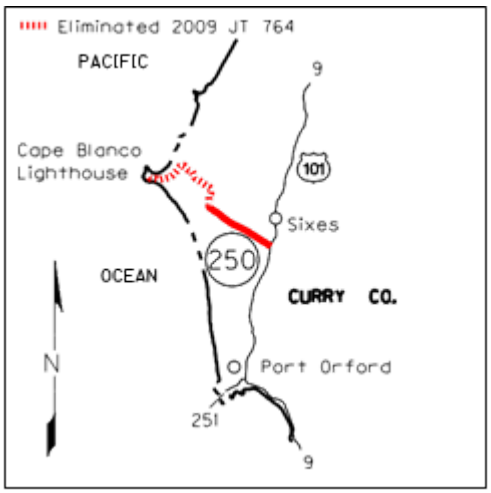
Fox Covered Bridge near Norway in Coos County, 1945. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon #4827



Cape Blanco Highway Number 250

250

Figure 250-1: Vicinity Map



Route Numbers

Highway Routes that run along the Cape Blanco Highway are as follows:

- OR 250

Road Establishment Files

The road establishment files for the Cape Blanco Highway are listed below.

Table 250-1: Cape Blanco Highway Road Establishment Files

File No.	County
50954	Curry County

County

Counties that the Cape Blanco Highway runs through are listed below.

- Curry

Former Names

There are no former names for the Cape Blanco Highway.

History

The following entries are changes to the Cape Blanco Highway listed by date.

February 5, 1932

Cape Blanco Road Section (4 miles)
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3217.

August 5, 1932

Cape Blanco Road Section
The Highway Commission designated this road as a State Highway. This highway was designated on February 5, 1932 subject to the approval of the Curry County Court.
See Minutes of the Highway Commission, page 3574.

December 6, 1933

Sixes – Light House Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Cape Blanco Market Road No. 11 beginning on the Oregon Coast Highway south of Sixes in section 16, T. 32 S., R.15 W., W. M.; thence westerly to the Government light house reservation, approximately 5.8 miles.

November 18, 2009

MP 0.16 – 3.05 Section
Resolution eliminating a portion of the highway approved by the Director.
See Jurisdictional Transfer No. 764 recorded August 10, 2010 in the Book of Records of Coos County, as Instrument No. 2010 7271 and August 17, 2010 in the Official Records of Curry County, Instrument No. 2010-3243.

Eliminated portion described in Resolution as:
Unit 2
All land within the right of way boundaries of the Cape Blanco Highway No. 250, Route No. 250, as now located, from the beginning of said highway at MP 0.16, Easterly to the Southerly line of Section 6, Township 32 South, Range 15 West, W.M. at approximately MP 3.05; said right of way boundaries lying within Section 6, Township 32 South, Range 15 West, W.M.; Section 36, Township 31 South, Range 16 West, W.M.; and in Sections 1 and 2, Township 32 South, Range 16 West, W.M., all in Curry County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Cape Blanco Highway No. 250 are listed below.

Table 250-2: Cape Blanco Highway No. 250 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
764	Curry	MP 0.16 – MP 3.05	10/19/2005	11/18/2009	-

Throughway

None.

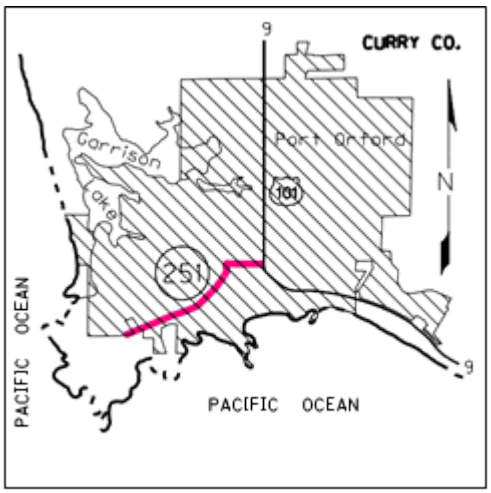
Cape Blanco lighthouse near Port Orford, Oregon, 1948.
Photo by Oregon State Archives, Oregon State Highway Division, OHD3510.



Port Orford Highway Number 251

251

Figure 251-1: Vicinity Map



Route Numbers

Highway Routes that run along the Port Orford Highway are as follows:

- OR 251

Road Establishment Files

There are no road establishment files for the Port Orford Highway.

Table 251-1: Port Orford Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Port Orford Highway runs through are listed below.

- Curry

Former Names

There are no former names for the Port Orford Highway.

History

The following entries are changes to the Port Orford Highway listed by date.

June 28, 1933

Port Orford – "The Heads" Section
Designation as a Secondary Highway by the Highway Commission, subject to Curry County making formal application for designation.
See Minutes of the Highway Commission, page 4173.

December 6, 1933

Port Orford – "The Heads" Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
A road extending from the Oregon Coast Highway in the town of Port Orford, westerly to the Coast Guard reservation line at The Heads, a distance of approximately 0.5 mile.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Port Orford Highway No. 251.

Table 251-2: Port Orford Highway No. 251 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

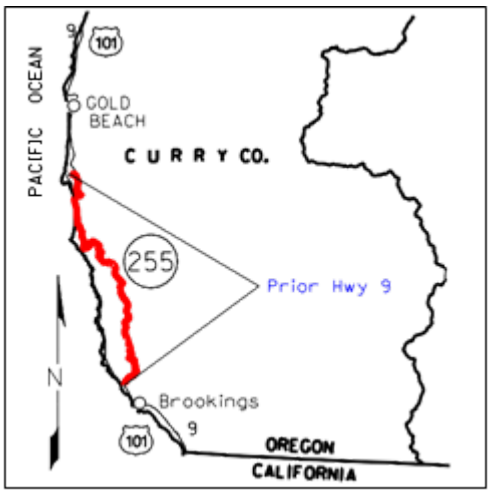
Throughway

None.

Carpenterville Highway Number 255

255

Figure 255-1: Vicinity Map



Route Numbers

Highway Routes that run along the Carpenterville Highway are as follows:

- US 101
- OR 255

Road Establishment Files

There are no road establishment files for the Carpenterville Highway.

Table 255-1: Carpenterville Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Carpenterville Highway runs through are listed below.

- Curry

Former Names

There are no former names for the Carpenterville Highway.

History

The following entries are changes to the Carpenterville Highway listed by date.

March 18, 1999

Carpenterville and Cape Sebastian frontage roads Section
Designation as a Secondary Highway by the Transportation Commission.
See Secondary Highway Designation File No. 91.

Route described in Resolution as:
Beginning in Section 36, T.37S, R.15W, W.M. at Engineer Station 335+65 on the centerline of the Oregon Coast Highway No. 9 (US 101); thence southerly and roughly parallel to the Oregon Coast Highway, a distance of approximately 4.66 miles to the intersection with Pistol River Loop (County) Road; thence westerly approximately 850 feet to Engineer Station 483+80 on the centerline of Oregon Coast Highway in Section 18, T.38S, R.14W, W.M.; thence southerly along the same alignment as Oregon Coast Highway to Engineer Station 575+78 on the centerline of the Oregon Coast Highway in Section 19, T.38S, R.14W, W.M. at Engineer Station 575+78.00 on the centerline of the Oregon Coast Highway No. 9 (US 101) (MP 339.71); thence easterly 1,025 feet more or less to the intersection with the Oregon Coast Highway; thence southerly and roughly parallel to the Oregon Coast Highway to engineer station 1387+25.00 on the Oregon Coast Highway in Section 36, T.40S, R.14W, W.M. where the centerlines of the two highways intersect again (MP 354.83), a distance of approximately 21 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Carpenterville Highway No. 255.

Table 255-2: Carpenterville Highway No. 255 Jurisdictional Transfers

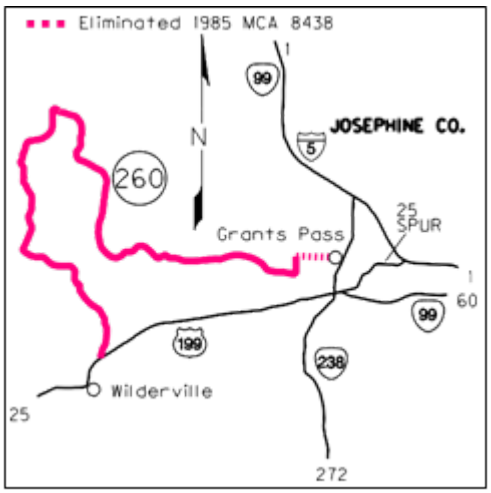
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Rogue River Loop Highway Number 260 260

Figure 260-1: Vicinity Map



Route Numbers

Highway Routes that run along the Rogue River Loop Highway are as follows:

- OR 260

Road Establishment Files

The road establishment files for the Rogue River Loop Highway are listed below.

Table 260-1: Rogue River Loop Highway Road Establishment Files

File No.	County
48951	Josephine County
RW31280	Josephine County

County

Counties that the Rogue River Loop Highway runs through are listed below.

- Josephine

Former Names

There are no former names for the Rogue River Loop Highway.

History

The following entries are changes to the Rogue River Loop Highway listed by date.

November 13, 1931

Grants Pass - River Loop Road Section (20.50 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3132.

December 6, 1933

Applegate Bridge – Grants Pass Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Roads No. 2 and No. 3, beginning at the Applegate Bridge on the Redwood Highway and extending down river, crossing the new bridge and extending along the north side of Rogue River to Grants Pass, approximately 20.5 miles.*

June 5, 1935

Grants Pass Section
Designation of a temporary route through Grants Pass by the Highway Commission.
See Primary Highway Designation File No. 3a (page 25).
See also Minutes of the Highway Commission, page 5636.

July 21, 1947

Gunnell Road - Robertson Bridge Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 30
See also RW Drawing 6B-13-1

September 21, 1949

Gunnell Road – Robertson Bridge Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 163

July 12, 1956

River Banks Farm Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 142
See also RW Drawing 8B-2-22 & 1R-5-903

December 17, 1956

Wilderville Section
Re-designation of a portion of the Redwood Highway No. 25 near Wilderville, by the Highway Commission.
See Secondary Highway Designation File No. 36.

Extended route described in Resolution as:
Beginning at a junction with the relocated Applegate River Bridge Section of the Redwood Highway No. 25 at MP 35.5, approximately 1.7 miles easterly of Wilderville; thence northerly about 10 miles to and across the Rogue River; thence southeasterly along the north side of the Rogue River approximately 12 miles to a junction with the Pacific Highway No. 1 (U.S. 99), within the limits of Grants Pass, a distance of approximately 22.42 miles.

March 5, 1959

Grants Pass Section
Re-designation of the route by the Highway Commission.
See Primary Highway Designation File No. 27.

Route described in Resolution as:
From a junction with the Redwood Highway near Wilderville, thence northerly and easterly to a junction with the Redwood Highway in Grants Pass.

May 28, 1959

River Banks Farm Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 360.

Eliminated portion described in Resolution as:
Unit "A"
All the land situated within the right of way boundary lines of the Rogue River Loop Highway as formerly routed, beginning at the easterly right of way line, opposite relocated Highway Engineer's Centerline Survey Station 4+50 of said highway as relocated in the southeast quarter of the southeast quarter (SE¼SE¼), Section 24, Township 36 South, Range 7 West, W.M.; thence easterly and southerly along said former highway to the easterly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station 91+70 of said relocated highway in the northeast quarter of the northwest quarter (NE¼NW¼), Section 31, Township 36 South, Range 6 West, W.M.

May 4, 1971

South Unit, Gunnell Road – Robertson Bridge Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 521.

July 30, 1974

Grants Pass – Gunnell Road Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 537.

Eliminated portion described in Resolution as:
Unit A:
All the land within the right-of-way boundaries of the Rogue River Loop Highway, State Secondary Highway No. 260, as formerly routed lying outside the southeasterly right-of-way boundary of said Rogue River Highway, as now relocated from approximately opposite Engineer's Station 214+15, westerly to approximately opposite relocated Engineer's Station 3+00 on a new connection from Upper to Lower River Road and lying in Section 17, Township 36 S, Range 6 W, W.M., Josephine County, Oregon.

May 19, 1981

Grants Pass Section
Re-designating of city streets in Grants Pass by the Highway Commission.
See Secondary Highway Designation File No. 83.
See also Abandonment & Retention File No. 583.

Route described in Resolution as:
(Portion Designated)
That the Rogue River Loop Highway, State Secondary Highway No. 260 shall be rerouted over the connection between S.W. "G" Street and N.W. "F" Street onto a one-way couplet consisting of N.W. "F", "E" and 3rd Streets…

(Portion transferred to the City)
That the portion of N.W. "G" Street between the S.W. "G" to S.W. "F" Street Connection and S.E. 7th Street, over which the Rogue River Loop Highway was formerly routed…

May 28, 1985

Grants Pass Section
Transfer a portion of highway to Grants Pass and Josephine County by the State Highway Engineer.
See miscellaneous Contracts and Agreements No. 8438.

Portion Transferred to the City:
"E", "F" and "G" Streets from 6th Street to W.C.L. of Grants Pass.

Portion Transferred to the County:
"G" Street from the W.C.L. of City to Lincoln Road.

August 21, 1986

Shan Creek Bridge Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 462
See also RW Drawing 1R-4-894

March 18, 1999

Rogue River (Robertson) Bridge Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 506
See also RW Drawing 1R-3-1675

June 24, 2019

Rogue River Loop Highway: Lower River Road
Grants Pass-Applegate Road, Mile Point 1.31 to Mile Point 12.79 Section
Josephine County
Transfer document and quitclaim of active right of way no longer needed as part of the state highway system relinquishing all jurisdiction, control, maintenance and repair responsibilities to Josephine County, conveying all right, title and interest to Josephine County with provisions.
See Jurisdictional Transfer 825 recorded June 28, 2019 as Instrument No. 2019-007669, Josephine County Official Records.

Jurisdictional Transfers

The Jurisdictional Transfers for the Rogue River Loop Highway No. 260 are listed below.

Table 260-2: Rogue River Loop Highway No. 260 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
163	Josephine	Gunnell Road - Robertson Bridge	10/08/1947	9/21/1949	12/05/1949
360	Josephine	River Banks Farm	-	05/28/1959	-
521	Josephine	South Unit Gunnell Road – Robertson Br	-	05/04/1971	-
537	Josephine	Grants Pass - Gunnell Road	07/10/1973	07/30/1974	-
583	Josephine	G St, F Street to 7th Street (Grants Pass)	09/12/1979	-	-
825	Josephine	Grants Pass-Applegate River Mile Points 1.06 to 22.24	04/08/2019	06/20/2019	

Throughway

None.

Grave Creek Covered Bridge over Grave Creek in Josephine County, Oregon, 1954. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #4848.



Williams Highway Number 261

261

No longer a part of the highway system.

Figure 261-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Williams Highway.

Road Establishment Files

There are no road establishment files for the Williams Highway.

Table 261-1: Williams Highway Establishment Files.

File No.	County
-	-

County

Counties that the Williams Highway ran through are listed below.

- Josephine

Former Names

There are no former names for the Williams Highway.

History

The following entries are changes to the Williams Highway listed by date.

November 13, 1931

Grants Pass - Williams Road Section (23.10 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3132.

May 19, 1933

Grants Pass Section
The Highway Commission approved the extension of the highway to connect with Pacific Highway No. 1, subject to the condition that the County file its formal application with the Commission for such designation.
See Minutes of the Highway Commission, page 4116.

June 28, 1933

Grants Pass Section
700 foot extension to connect with the Pacific Highway approved by the Highway Commission.
Previously approved by the Commission on the condition that the County file application.
See Minutes of the Highway Commission, page 4174.

December 6, 1933

Grants Pass – Forest Boundary Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Road beginning on the Redwood Highway in Grants Pass and extending in a southwesterly direction through Provolt and Williams to the Forest Boundary, approximately 23 miles.*

August 2, 1935

Murphy – Provolt Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 22.

> **Eliminated portion described in Resolution as:**
> *All that portion of said road lying between center line Station 35+16 to Station 46+43 of the relocated center line of said Highway…*

January 16, 1958

Redwood Interchange Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 172
See also RW Drawing 1A-13-10 & 1R-5-1108

July 14, 1966

Grants Pass - Country Club Road Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 261
See also RW Drawing 7B-16-17 & 1R-4-212

January 28, 1969

Provolt - Williams Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 476.

Eliminated portion described in Resolution as:
Unit A
All the land within the right of way boundaries of the Williams Highway, beginning at a junction with the Medford – Provolt Highway, State Secondary Highway No. 272 (MP 13.75), thence southerly and westerly through the community of Williams to a junction with the West Fork, Kincaid and Munger Creek County Roads at MP 23.09, a distance of approximately 9.34 miles.

January, 28, 1969

Grants Pass – Provolt Section
Re-designation of the remainder of Williams Highway along with the Medford - Provolt Highway as the Jacksonville Highway No. 272 by the Highway Commission.
See Secondary Highway Designation File No. 72.

Jurisdictional Transfers

The Jurisdictional Transfers for the Williams Highway No. 261 are listed below.

Table 261-2: Williams Highway No. 261 Jurisdictional Transfers

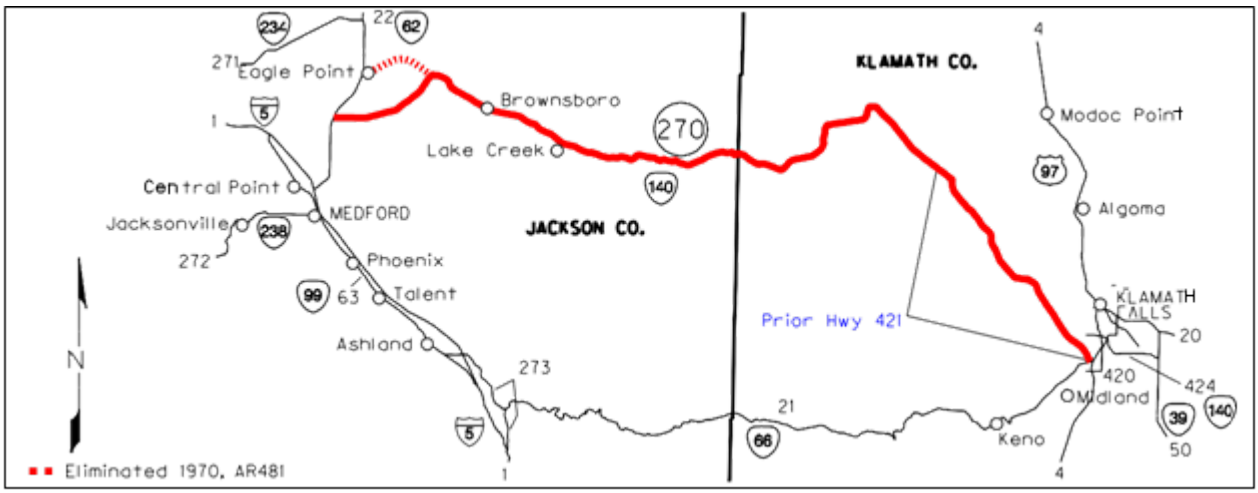
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
22	Josephine	Murphy - Provolt	-	08/02/1935	-
476	Josephine	Between Provolt & Williams	05/29/1968	01/28/1969	-

Throughway

None.

Lake of the Woods Highway Number 270 270

Figure 270-1: Vicinity Map



Route Numbers

Highway Routes that run along the Lake of the Woods Highway are as follows:

- OR 140

Road Establishment Files

The road establishment files for the Lake of the Woods Highway are listed below.

Table 270-1: Lake of the Woods Highway Road Establishment Files

File No.	County
55291	Jackson and Klamath Counties
6010015	Jackson County

County

Counties that the Lake of the Woods Highway runs through are listed below.

- Jackson
- Klamath

Former Names

The former names for the Lake of the Woods Highway are listed below.

- Little Butte Highway (1931 – 1958)

History

The following entries are changes to the Lake of the Woods Highway listed by date.

November 13, 1931

Little Butte Highway
Little Butte Creek Road Section (33.00 miles)
Jackson County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3136.

December 6, 1933

Little Butte Highway
Eagle Point – Jackson/Klamath County Line Section
Jackson County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Road No. 5 beginning at the Crater Lake Highway at Eagle Point and running in an easterly direction via Brownsboro, Lake Creek, and Fish Lake to the Jackson - Klamath County line.*

June 6, 1942

Little Butte Highway
Eagle Point – McAllister Springs Section
Jackson County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 105.

> **Eliminated portion described in Resolution as:**
> *All those certain parts of the old right of way of the Eagle Point – McAllister Springs Section of Little Butte Highway in Sections 19, 20, 21 and 22, Township 35 (36? Ed.) South, Range 2 East, W.M., Jackson County, lying on the southerly and northerly side of the right of way required for the reconstructed Little Butte Highway, the beginning and ending points with reference to the engineer's station of the said reconstructed highway being station 548+40 on the westerly end and station 691+30 on the southerly end.*

December 29, 1947

Little Butte Highway
Crater Lake Highway Section
Jackson County
Re-designation of a portion of the Crater Lake Highway No. 22 by the Highway Commission.
Originally in Secondary Highway Designation File No. 11.
Transferred to Abandonment & Retention File No. 141.

Re-designated Portion described in Resolution as:
Unit "B"
Beginning at the intersection of the present route of the Crater Lake Highway No. 22 and the Little Butte Secondary Highway, in the NW¼ of the SW¼ of Section 3, Township 36 South, Range 1 West, W.M. and running thence southerly and westerly along the former route of the Crater Lake State Highway No. 22 to Highway Engineers' Station 1885+00 of the relocated Crater Lake Highway No. 22 in the southwest quarter of the southwest quarter of Section 3, Township 36 South, Range 1 West, W.M.,

October 23, 1958

Lake of the Woods Highway
Eagle Point – Klamath Falls Section
Jackson & Klamath County
Designation of a portion of the Klamath Lake Highway No. 421, Lake of the Woods County Road and the Little Butte Highway No. 270, as the Lake of the Woods Highway No. 270 by the Highway Commission.
See Secondary Highway Designation File No. 46.

Route described in Resolution as:
Beginning at a junction with the Crater Lake Highway, State Primary Highway No. 22, in Eagle Point at MP 9.42 of said Crater Lake Highway; thence easterly and southeasterly along the existing Little Butte Highway, Lake of the Woods County Road and Klamath Lake Highway to a junction with the The Dalles - California Highway, State Primary Highway No. 4 at MP 283.26 of said The Dalles - California Highway in Klamath Falls, a distance of approximately 69.47 miles.

May 28, 1959

Lake of the Woods Highway
West Unit, Forest Boundary – Klamath County Line Section
Jackson County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 197
See also RW Drawing 8B-13-21 & 1R-5-1270

April 21, 1960

Lake of the Woods Highway
Hanley Ranch - Forest Boundary Section
Jackson County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 211
See also RW Drawing 8B-17-1 & 1R-3-1265

June 2, 1960

Lake of the Woods Highway
Klamath Falls Section
Klamath County
Re-designation of the route in Klamath Falls, by the Highway Commission.
See Primary Highway Designation File No. 32.

Route described in Resolution as:
Beginning at the intersection of the westerly city limits and Lakeshore Drive; thence along Lakeshore Drive to Nevada Avenue; thence along Nevada Avenue to a Junction with Oregon Avenue at a point approximately 100 feet westerly of Siskiyou Street, including ramps onto the The Dalles – California Highway.

March 2, 1962

Lake of the Woods Highway
Hanley Ranch – Forest Boundary Section
Jackson County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 393.

Eliminated portions described in Resolution as:
Unit "A"
All the land within the right of way boundaries of the Lake of the Woods Highway as formerly routed lying outside the southwesterly right of way boundary of the Lake of the Woods Highway as now relocated, from relocated Highway Engineer's Centerline Survey Station 803+60, and lying in Section 26, Township 36 South, Range 2 East, W.M., in Jackson County, Oregon.

Unit "B"
All the land within the right of way boundaries of the Lake of the Woods Highway as formerly routed lying outside the northeasterly right of way boundary of the Lake of the Woods Highway as now relocated, from relocated Highway Engineer's Centerline Survey Station 808+00 to relocated Highway Engineer's Centerline Survey Station 814+80, and lying in Sections 25 and 26, Township 36 South, Range 2 East, W.M., in Jackson County, Oregon.

July 14, 1966

Lake of the Woods Highway
Brownsboro - Hanley Ranch Section
Jackson County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 313
See also RW Drawing 1R-4-227

July 14, 1966

Lake of the Woods Highway
Geary Ranch - Green Springs Highway Section
Klamath County
Resolution realigning a portion of the highway approved by the Highway Commission.
Designated and established as a throughway.
See Resolutions Adopting Surveys No. 317.
See also RW Drawing 8B-36-5,6 & 1R-4-232

August 25, 1966

Lake of the Woods Highway
Crater Lake Highway - Brownsboro Section
Jackson County
Resolution realigning a portion of the highway approved by the Highway Commission.
Also designated as a throughway.
Rescinded by Resolutions Adopting Surveys No. 319a, adopted April 23, 1968.
See Resolutions Adopting Surveys No. 319.
See also RW Drawing 1R-3-1415 & 1R-4-240

April 23, 1968

Lake of the Woods Highway
Crater Lake Highway - Brownsboro Section
Jackson County
Resolution realigning a portion of the highway approved by the Highway Commission.
Also designated as a throughway.
See Resolutions Adopting Surveys No. 319a Rescinds Resolutions Adopting Surveys No. 319.
See also RW Drawing 1R-4-331 & 1R-3-1438

August 19, 1969

Lake of the Woods Highway
Brownsboro – Hanley Ranch Section
Jackson County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 464

February 3, 1970

Lake of the Woods Highway
Crater Lake Highway - Brownsboro Section
Jackson County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 481.

Eliminated portion described in Resolution as:
Unit A
All the land situated within the right-of-way boundaries of the Lake of the Woods Highway as formerly routed, beginning at the easterly right-of-way boundary line of the Crater Lake Highway, approximately opposite Highway Engineer's Station 1885+00 on said Crater Lake Highway in Section 3, Township 36 South, Range 1 West, W.M.; thence northeasterly and southeasterly via said highway as formerly routed to the northerly right-of-way boundary line of the relocated Lake of the Woods Highway approximately opposite relocated Highway Engineer's Station 517+35 in Section 4, Township 36 South, Range 1 East, W.M.

July 27, 1971

Lake of the Woods Highway
Orindale Draw Section
Klamath County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 440.

Eliminated portion described in Resolution as:
Unit "A"
All the land within the right-of-way boundaries of the Lake of the Woods Highway, State Secondary Highway No. 270, as formerly routed lying outside the right-of-way boundary of said Lake of the Woods Highway, as now relocated from approximately opposite relocated Highway Engineer's Station 141+50 in Section 15, Township 38 South, Range 8 East, W.M.; thence southeasterly along said former route to a junction at the westerly right-of-way boundary of the Nevada Avenue Interchange of the Dalles – California Highway at approximately Highway Engineer's Station "D"50+94.09 P.I. = "O-N" 48+16.93 P.O.T. Section 30, Township 38 South, Range 9 East, W.M., Klamath County, Oregon.

September 17, 2013

Lake of the Woods Highway
Blackwell Road Section
Hwy 140 Freight Extension (White City) Project
Jackson County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment No. 010 and Abandonment No. 11.
See also RW Drawing 1A-24-1.

Jurisdictional Transfers

The Jurisdictional Transfers for the Lake of the Woods Highway No. 270 are listed below.

Table 270-2: Lake of the Woods Highway No. 270 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
105	Jackson	Eagle Point - McAllister Springs	-	06/25/1942	07/22/1942
393	Jackson	Hanley Ranch - Forest Boundary	-	03/02/1962	-
440	Klamath	Orindale Draw	12/14/1965 09/30/1969	- 07/27/1971	-
464	Jackson	Brownsboro - Hanley Ranch	04/25/1967 11/18/1969	08/19/1969	-
481	Jackson	Crater Lake Highway - Brownsboro	10/01/1968	02/03/1970	-

Throughway

July 14, 1966

Lake of the Woods Highway
Geary Ranch - Green Springs Highway Section
Klamath County
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 317

August 25, 1966

Lake of the Woods Highway
Crater Lake Highway - Brownsboro Section
Jackson County
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 319.
Rescinded by Resolutions Adopting Surveys No. 319a.

April 23, 1968

Lake of the Woods Highway
Crater Lake Highway - Brownsboro Section
Jackson County
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 319a.
Rescinds Resolutions Adopting Surveys No. 319.
See also RW Drawing 1R-4-331

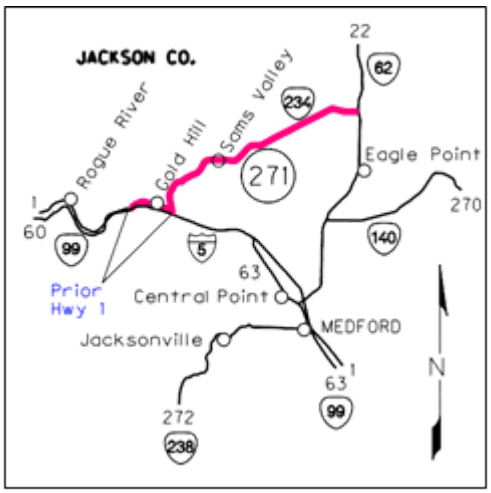
Lost Creek Covered Bridge over Lost Creek in Jackson County, Oregon, 3 miles southeast of Lake Creek. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #4846.



Sams Valley Highway Number 271

271

Figure 271-1: Vicinity Map



Route Numbers

Highway Routes that run along the Sams Valley Highway are as follows:

- OR 234
- OR 99

Road Establishment Files

The road establishment files for the Sams Valley Highway are listed below.

Table 271-1: Sams Valley Highway Road Establishment Files

File No.	County
49728	Jackson County

County

Counties that the Sams Valley Highway runs through are listed below.

- Jackson

Former Names

There are no former names for the Sams Valley Highway.

History

The following entries are changes to the Sams Valley Highway listed by date.

November 13, 1931

Sams Valley Road Section (16.40 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3136.

December 6, 1933

Gold Hill – Dodge Bridge Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Road No. 2 beginning at the town of Gold Hill and running in a northeasterly direction via Sams Valley to the Crater Lake Highway near what is known as "Dodge Bridge".*

August 30, 1945

Ramsey Canyon Road - Crater Lake Highway Section
Resolution adopted by the Highway Commission.
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 5
See also RW Drawing 6B-17-11

October 29, 1945

Dodge Bridge Section
Resolution reopening section closed by resolution April 30, 1942 for the War Department, approved by the Highway Commission.
See Miscellaneous Resolution No. 1.

> **Section described in Resolution as:**
> *Beginning at a road intersection at mile point 8.98 easterly from Gold Hill, and extending easterly and northeasterly to mile point 15.35 approximately one-half mile west of Dodge Bridge over the Rogue River, which point is also approximately 1.9 miles westerly from the Crater Lake Highway, being a distance of 6.37 miles;*

October 8, 1947

Ramsay Canyon – Crater Lake Highway Section
Agreement nullified – see A&R 205.
See Abandonment & Retention File No. 164

July 26, 1950

Snider Creek – Dodge Bridge Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
Nullifies Abandonment & Retention File No. 164
See Abandonment & Retention File No. 205.

Eliminated portion described in Resolution as:
Beginning at State Highway Engineer's Station 453+80 of the relocated Sam's Valley Secondary highway in the Southeast quarter of the Southeast quarter of Section 28, Township 35 South, Range 2 West, W.M.; thence Northeasterly to State Highway Engineer's Station 703+00 of the relocated Sam's Valley Secondary Highway in the Northwest quarter of the Southeast quarter of Section 17, Township 35 South, Range 1 West, W.M.

November 9, 1950

Gold Hill - Snider Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 52
See also RW Drawing 7B-3-4 & 5

April 21, 1952

Sam's Creek – Snider Creek Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 227.

Eliminated portions described in Resolution as:
Unit "B"
Beginning opposite State Highway Engineer's Station 182+00 of the relocated Sam's Valley Secondary Highway No. 271 in Lot 2 of Section 1, Township 36 South, Range 3 West, W.M.; thence Northerly and Easterly via the former route of the Sam's Valley Secondary Highway No. 271 to a point opposite State Highway Engineer's Station 207+50 in the Southeast quarter of the Northwest quarter of Section 1, Township 36 South, Range 3 West, W.M.

Unit "C"
Beginning at the north line of the right of way opposite State Highway Engineer's Station 254+75 of the relocated Sam's Valley Secondary Highway on the line between the Southeast quarter of the Southeast quarter of Section 36, Township 35 North (South ed.), Range 3 West,
W.M. and the Southwest quarter of the Southwest quarter of Section 31, Township 35 South, Range 2 West, W.M.; thence Northeasterly via the former route of the Sam's Valley Secondary Highway to State Highway Engineer's Station 406+00 of the relocated Sam's Valley Secondary Highway on the line between the Southeast quarter of the Southwest quarter of Section 28, and the Northeast quarter of the Northwest quarter of Section 33, Township 35 South, Range 2 West, W.M.

January 21, 1954

Rock Point Bridge - Gold Hill Section
Resolution re-designating a portion of the Pacific Highway No. 1 approved by the Highway Commission.
See Abandonment & Retention File No. 284.

Re-designated portion described in Resolution as:
Beginning at State Highway Engineer's Station 638+50 of the former route of the Pacific Highway in the northwest quarter of the northwest quarter (NW¼NW¼) of Section 20, Township 36 South, Range 3 West, W.M.; thence easterly via the former route of the Pacific Highway to State Highway Engineer's Station 514+00 of the former route of the Pacific Highway in the northwest quarter of the northwest quarter (NW¼NW¼) of Section 22, Township 36 South, Range 3 West, W.M.

May 25, 1955

Pacific Highway – Gold Hill Section
Designation of connection between the relocated Pacific Highway No. 1 and the Sams Valley Secondary Highway in Gold Hill, by the Highway Commission.
See Secondary Highway Designation File No. 30.

Route described in Resolution as:
Beginning at State Highway Engineer's Station 514+00 of the former route of the Pacific Highway in the Northwest quarter of the Northwest quarter (NW ¼ NW ¼) of Section 22, Township 36 South, Range 3 West, W.M., said Station being at the intersection of 2nd Avenue and 4th Street in the City of Gold Hill; thence Easterly via the former route of the Pacific Highway to State Highway Engineer's Station 492+25 of said former Highway; thence Southerly via a portion of the Old State County Road and the State constructed interchange road of the relocated Pacific Highway, a distance of 1.02 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Sams Valley Highway No. 271 are listed below.

Table 271-2: Sams Valley Highway No. 271 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
164	Jackson	Ramsay Canyon - Crater Lake Hwy.	10/08/1947	Nullified	-
205	Jackson	Snider Cr. - Dodge Br. (nullifies 164)	03/01/1949	07/26/1950	12/17/1954
227	Jackson	Sam's Creek - Snider Creek	12/19/1950	04/21/1952	07/01/1952
284	Jackson	Rock Point Bridge – Gold Hill	01/15/1954	01/21/1954	07/08/1954

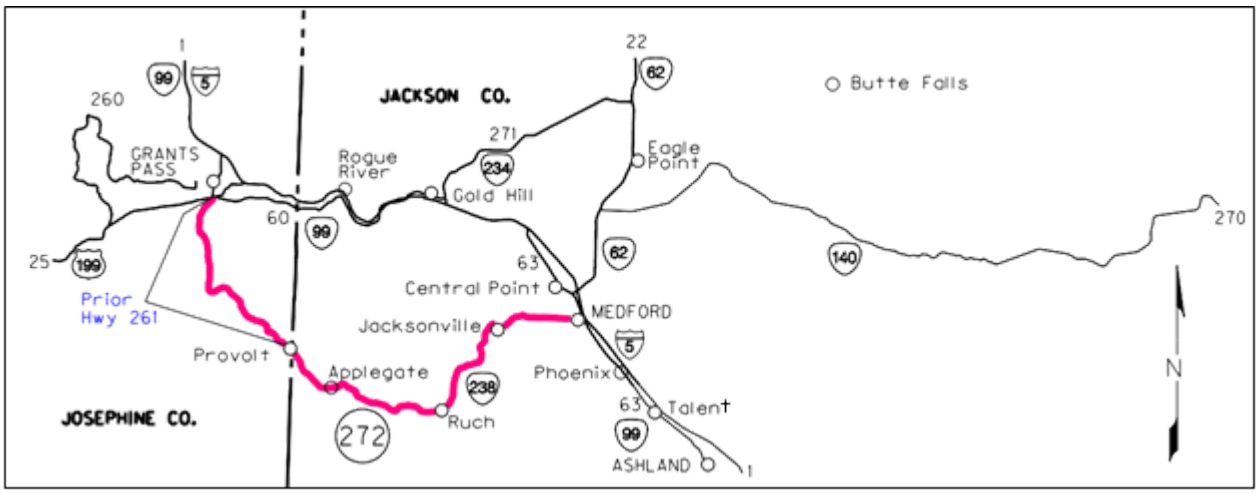
Throughway

None.

Jacksonville Highway Number 272

272

Figure 272-1: Vicinity Map



Route Numbers

Highway Routes that run along the Jacksonville Highway are as follows:

- OR 238

Road Establishment Files

The road establishment files for the Jacksonville Highway are listed below.

Table 272-1: Jacksonville Highway Road Establishment Files

File No.	County
49508	Jackson County

County

Counties that the Jacksonville Highway runs through are listed below.

- Jackson
- Josephine

Former Names

The former names for the Jacksonville Highway are listed below.

- Medford Provolt Highway (1931 – 1969)

History

The following entries are changes to the Jacksonville Highway listed by date.

November 13, 1931

Medford - Provolt Highway
Medford Provolt Road Section (24.31 miles)
Jackson County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3136.

December 6, 1933

Medford - Provolt Highway
Medford – Jackson/Josephine County Line Section
Jackson County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Road No. 1 beginning at the west city limit of Medford and running in a westerly direction via Jacksonville, Ruch and Applegate to the Jackson - Josephine County line near Provolt.*

June 5, 1935

Medford - Provolt Highway
Medford Section
Jackson County
Designation of a temporary route through Medford by the Highway Commission.
See Primary Highway Designation File No. 3a (pg 26).
See also Minutes of the Highway Commission, page 5636.

February 17, 1953

Medford - Provolt Highway
Jacksonville - Hill Section
Jackson County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 84
See also RW Drawing 7B-17-5

December 7, 1954

Medford – Provolt Highway
Jacksonville Grade Unit of Provolt - Jacksonville Section
Jackson County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 272

July 12, 1956

Medford - Provolt Highway
China Gulch - Copper Road Section
Jackson County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 142
See also RW Drawing 8B-2-20 & 1R-5-901

September 12, 1957

Medford - Provolt Highway
Main Street - 8th Street Couplet Section
Jackson County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 154
See also RW Drawing 8B-6-23 & 1R-5-1064

November 1, 1962

Medford - Provolt Highway
Medford Section
Jackson County
Re-designation of terminus in connection with Rogue Valley Highway No. 63 by the Highway Commission.
See Primary Highway Designation File No. 36.

Route described in Resolution as:
… runs from a junction with the Williams Highway, State Secondary Highway No. 261 at MP 13.75 west of Provolt in an easterly direction via Provolt, Applegate, Ruch and Jacksonville to the west city limits of Medford, thence through the City of Medford easterly via a one-way couplet to a junction with the Rogue Valley Highway, State Primary Highway No. 63, at MP 6.97 northbound, in the City of Medford.

April 25, 1963

Medford - Provolt Highway Jacksonville Section
Jackson County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 269
See also RW Drawing 8B-28-5 & 1R-5-1668

October 31, 1967

Medford - Provolt Highway
Oak Grove Road - Elm Street (Medford) Section
Jackson County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 342
See also RW Drawing 1R-4-301

October 1, 1968

Medford - Provolt Highway Ruch Section
Jackson County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 353
See also RW Drawing 1R-4-349

January 28, 1969

Jacksonville Highway Provolt – Grants Pass Section
Josephine County
Re-designation the remainder of Williams Highway No. 261, along with the Medford - Provolt Highway No. 272 to the Jacksonville Highway by the Highway Commission.
See Secondary Highway Designation File No. 72.

Route described in Resolution as:
Beginning at the junction with the Redwood highway, State Primary Highway No. 25, at MP 0.20 in the City of Grants pass; thence southerly and southeasterly via Murphy, Provolt and Ruch; thence northeasterly to the City of Jacksonville; thence easterly to a junction with the Rogue Valley Highway, State Primary Highway No. 63, in the city of Medford, a distance of 38.82 miles.

September 30, 1970

Jacksonville Highway
Williams Creek Section
Josephine County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Highway Corridor & Design Resolution No. 387
See also RW Drawing 1R-4-459

January 30, 1974

Jacksonville Highway
Grants Pass - New Hope Road Section
Josephine County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Highway Corridor & Design Resolution No. 412
See also RW Drawing 1R-4-551

April 23, 1976
Jacksonville Highway
Ruch Section
Jackson County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 550.

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Jacksonville Highway, State Secondary Highway No. 272 as formerly routed lying outside the southerly right-of-way boundary of said Jacksonville Highway as now relocated from approximately opposite relocated Highway Engineer's Station 643+50 to 647+70 and lying in Section 27, Township 38 South, Range 3 West, W.M., Jackson County, Oregon.

Unit B
All the land within the right-of-way boundaries of the Jacksonville Highway, State Secondary Highway No. 272 as formerly routed lying outside the southerly right-of-way boundary of said Jacksonville Highway as now relocated from approximately opposite relocated Highway Engineer's Station 640+85 to 643+50 and lying in Section 27, Township 38 South, Range 3 West, W.M., Jackson County, Oregon.

June 29, 1976

Jacksonville Highway
Poormans Creek Section
Jackson County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 417
See also RW Drawing 1R-4-614

September 19, 1989

Jacksonville Highway
Medford Section
Jackson County
Resolution eliminating portions of the highway and designation of extensions approved by the Transportation Commission.
See Abandonment & Retention File No. 638.

Eliminated portions described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Jacksonville Highway, State Secondary Highway No. 272 from its junction with the Easterly right-of-way boundary of Ross Lane, easterly to the West city limits of Medford. Lying in Sections 25 and 26, Township 37S, Range 2W, W.M., Jackson County, Oregon.

Unit B
All the land within the right-of-way boundaries of the Jacksonville Highway, State Secondary Highway No. 272 from the West city limits of Medford, easterly to its junction with the Rogue Valley Highway No. 6, lying in Section 30, Township 37S, Range 1W, W.M., Jackson County, Oregon.

Designated extensions described in Resolution as:
Unit C
All the land within the right-of-way boundaries of the Jackson County Road No. 750 from its junction with the Northerly right-of-way line of the Jacksonville Highway No. 272, northerly to the West city limits of Medford. Lying in Sections 25 and 26, Township 37S, Range 2W, W.M., Jackson County, Oregon.

Unit D
McAndrews Road from the West city limits of Medford, easterly one mile more or less to its junction with the Rogue Valley Highway No. 63. Lying in Sections 24 and 25, Township 37S, Range 2W, W.M., Jackson County, Oregon.

October 13, 1999

Jacksonville Highway
Williams Creek Bridge Section
Josephine County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 526
See also RW Drawing 1R-3-1692

February 13, 2002

Jacksonville Highway
MP 34.90 to MP 37.79 Section
Jackson County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 686.

Eliminated portion described in Resolution as:
Section A
All the land within the boundaries of the Jacksonville Highway, State Highway No. 272 as formerly routed lying outside the right-of-way boundary of said Jacksonville Highway as now relocated from approximately opposite relocated Highway Engineer's Station 514+65 to Medford City Limits MP 37.79 and lying Sections 25, 26, 27, and 28, Township 37S, Range 2W, W.M., Jackson County, Oregon.

December 2, 2002

Jacksonville Highway
Hwy. 238 – Jackson St., Unit 1 Section
Jackson County
Resolution eliminating a portion of the highway approved by the Director.
See Abandonment & Retention File No. 696.

Eliminated portion described in Resolution as:
Section 1
All the land within the right-of-way boundaries of the Jacksonville Highway No. 272, MP 37.79 (west city limits of Medford) easterly to MP 38.93 (junction with Rogue Valley Highway), lying in Sections 24 & 25, Township 37 South, Range 2 West, W.M., Jackson County, Oregon.

March 9, 2010

Jacksonville Highway
Bybee Corner – Highway 63 Section
Jackson County
Resolution adding local roads as an extension of the highway approved by the Director.
See State Highway Designation File No. 98.

> **Designated extensions described in Resolution as:**
> *That these portions of Hanley Road from Bybee Corner to Rossanley Drive, and Rossanley Drive from Hanley Road to Rogue Valley Highway No. 63, are hereby designated as the Jacksonville Highway. State Highway No. 272.*

August 18, 2016

Jacksonville Highway
OR238: Downtown Jacksonville Reconstruction Section
Jackson County
Resolution eliminating portions of the highway, passing to and vesting in abutting property owners.
See Abandonment File No. 014.
See also RW Drawing 10B-17-32.

August 24, 2017

Jacksonville Highway
Hwy. 238 – Jackson Street, Unit 1 (Medford) Section
Rogue Valley Connection 272AC
City of Medford
Segment of highway no longer needed for state highway purposes is eliminated with right, title, and interest conveyed to the City of Medford to be maintained by the City as a portion of its street system.
See Jurisdictional Transfer 820 recorded November 2, 2017 as Document No.2017-037545 of the Official Records of Jackson County.

Jurisdictional Transfers

The Jurisdictional Transfers for the Jacksonville Highway No. 272 are listed below.

Table 272-2: Jacksonville Highway No. 272 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
272	Jackson	Jacksonville Unit, Provolt – Jacksonville	04/09/1953	12/07/1954	-
550	Jackson	Ruch	04/21/1975	04/43/1976	-
638	Jackson	Medford	05/31/1989	09/19/1989	-
686	Jackson	MP 34.90 to MP 37.79	09/30/1999	02/13/2002	-
696	Jackson	Hwy 238 – Jackson St., Unit 1	12/20/2000	12/02/2002	-
820	Jackson	Hwy 238 – Jackson Street	07/31/2017	08/15/2017	

Throughway

None.

Provolt in Jackson County, Oregon, 1962. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6714.



Siskiyou Highway Number 273

273

Figure 273-1: Vicinity Map



Route Numbers

Highway Routes that run along the Siskiyou Highway are as follows:

- OR 273

Road Establishment Files

The road establishment files for the Siskiyou Highway are listed below.

Table 273-1: Siskiyou Highway Road Establishment Files

File No.	County
49728	Jackson County

County

Counties that the Siskiyou Highway runs through are listed below.

- Jackson

Former Names

There are no former names for the Siskiyou Highway.

History

The following entries are changes to the Siskiyou Highway listed by date.

February 16, 1938

Green Springs Highway – Siskiyou Station Section
Designation from a portion of the Pacific Highway No. 1 by the Highway Commission.
See Minutes of the Highway Commission, page 7880.

Route described in Resolution as:

Beginning at the former junction of the Green Springs Highway with the old route of the Pacific Highway at a point approximately 1,680 feet west and 110 feet south of the quarter section corner between Sections 29 and 32, T. 39 S., R.2 E., W.M.; thence in a southerly direction via the old route of the Pacific Highway to the junction of the old route of the Pacific Highway with the relocated and constructed route of the Pacific Highway near Siskiyou Station at a point approximately 1,540 feet north and 1,320 feet west of the section corner common to Sections 20, 21, 28 and 29, T. 40 W., R. 2 E., W.M., a distance of 7.48 miles.

December 16, 1959

Emigrant Reservoir Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 366
See also Miscellaneous Contracts & Agreements File No. 2001.

Eliminated portion described in Resolution as:

Unit "D"

All the land situated within the right of way boundary lines of the Siskiyou Highway as presently routed, beginning at its present northerly terminus with the Green Springs Highway as formerly routed in the northwest quarter of the northwest quarter (NW¼NW¼), Section 32, Township 39 South, Range 2 East, W.M.; thence southerly via said Siskiyou Highway as presently routed, to the northerly right of way boundary line of said Green Springs Highway as relocated opposite relocated Highway Engineer's Survey Station 116+10 in the northeast quarter of the southwest quarter (NE¼SW¼), Section 32, Township 39 South, Range 2 East, W.M.

March 8, 2000

Siskiyou Summit Frontage road Section
Designation as part of the Old Siskiyou Highway, by the Transportation Commission.
See Secondary Highway Designation File No. 92.

Route described in Resolution as:
Beginning in section 20, T.40S, R.2E. at Engineer Station 532+67 on the centerline of the Pacific Highway No. 1 (I-5) and junction to old Siskiyou Highway No. 273 at Engineer Station 535+00 (Siskiyou Station Interchange with (I-5)); thence southerly and roughly parallel to Pacific Highway, a distance of approximately 4.81 miles to the State Line Interchange with Pacific Highway No. 1 (I-5); thence to Engineer Station 764+01 on the centerline of Pacific Highway in Section 8, T.41S, R.2E.

Jurisdictional Transfers

The Jurisdictional Transfers for the Siskiyou Highway No. 273 are listed below.

Table 273-2: Siskiyou Highway No. 273 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
366	Jackson	Emigrant Reservoir	-	12/16/1959	-

Throughway

None.

Oregon/California border near the summit of the Siskiyou Mountains in Jackson County, Oregon, ca. 1940. Photo by Oregon State Archives, Oregon State Highway Division, OHD1351.



Interstate Bridge Highway Number 280

280

No longer a part of the highway system.

Figure 280-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Interstate Bridge Highway.

Road Establishment Files

There are no road establishment files for the Interstate Bridge Highway.

Table 280-1: Interstate Bridge Highway Establishment Files.

File No.	County
-	-

County

Counties that the Interstate Bridge Highway ran through are listed below.

- Hood River

Former Names

There are no former names for the Interstate Bridge Highway.

History

The following entries are changes to the Interstate Bridge Highway listed by date.

November 13, 1931

Interstate Bridge Road Section (0.5 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3131.

December 6, 1933

Hood River – White Salmon Interstate Bridge Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Bridge Market Road No. 7 beginning at the east end of the highway bridge across Hood River and extending to the Hood River - White Salmon Interstate Bridge, approximately 0.5 mile.

June 5, 1935

Hood River Section
Designation of a temporary route through Hood River by the Highway Commission.
See Primary Highway Designation File No. 3a (page 26).
See also Minutes of the Highway Commission, page 5637.

November 17, 1937

Interstate Bridge Section
Elimination from the highway system approved by the Highway Commission.
See Minutes of the Highway Commission, page 7705.

Eliminated Route described in Resolution as:
Bridge Market Road No. 7, beginning at the east end of the highway bridge across Hood River and extending to the Hood River – White Salmon Interstate Bridge, approximately 0.5 miles in length.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Interstate Bridge Highway No. 280.

Table 280-2: Interstate Bridge Highway No. 280 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

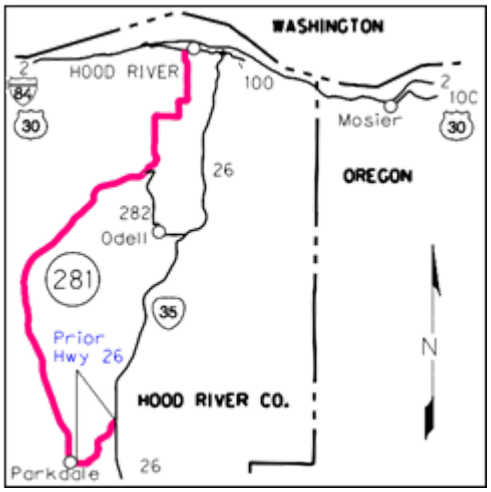
Columbia River Highway with the Columbia River and The Dalles, Oregon, in the background, ca. 1951. Photo by Oregon State Archives, Oregon Department of Transportation, OHDC5629.



Hood River Highway Number 281

281

Figure 281-1: Vicinity Map



Route Numbers

Highway Routes that run along the Hood River Highway are as follows:

- OR 281

Road Establishment Files

The road establishment files for the Hood River Highway are listed below.

Table 281-1: Hood River Highway Road Establishment Files

File No.	County
50277	Hood River County
50278	Hood River County

County

Counties that the Hood River Highway runs through are listed below.

- Hood River

Former Names

There are no former names for the Hood River Highway.

History

The following entries are changes to the Hood River Highway listed by date.

November 13, 1931

West Side Road (Hood River to Mt. Hood Highway) Section (17.00 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3131.

December 6, 1933

Hood River – Mt Hood Highway Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
West Side Market Road No. 3 beginning at the city limit of Hood River and extending to the Davidson Grade at the new bridge over Hood River and by the River Market Road No. 8 to the Dee Market Road No. 4; and thence to the town of Dee and thence by Parkdale Market Road No. 5 through Parkdale to an intersection with the Mt. Hood Highway, approximately 17.0 miles.

June 5, 1935

Hood River Section
Designation of a temporary route through Hood River by the Highway Commission.
See Primary Highway Designation File No. 3a (page 27).
See also Minutes of the Highway Commission, page 5637.

August 21, 1940

Dee – Parkdale Section
Permanent route between Dee and Parkdale adopted by the Highway Commission.
See Minutes of the Highway Commission, page 9684.

Route described in Resolution as:
Beginning at point "A" which is at the end of the present paved section of this highway in the town of Dee, at Mile Post 11.7 and extending southerly therefrom, following generally the route of the present highway, to point "B" at Mile Post 14; thence leaving the present highway route and extending in a southeasterly direction across logged-off land to point "C" Mile Post 16, at a turn in the county road known as the Bailey Road; thence south along the Bailey Road to point "D" on the present secondary highway route in the town of Parkdale.

April 4, 1941

Hood River Section
Designation of a new route by the Highway Commission.
See Secondary Highway Designation File No. 0-14.

Route described in Resolution as:
That Hood River Secondary Highway from the point where said highway enters the city limits of Hood River shall be routed over the following streets: 12th Street from the city boundary to May Street, May Street to 13th Street, and 13th Street to Oak Street.

June 25, 1942

Dee - Parkdale Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 104.

Eliminated portion described in Resolution as:
All those certain parts of the old right of way of the Dee-Parkdale Section of the Hood River Highway, in Section 19, Township 1 North, Range 10 East, W.M., Hood River County, lying on the easterly and westerly side of the right of way required for the reconstructed Hood River Highway.

December 30, 1946

Woodworth Acres - Parkdale Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 135.

Eliminated portion described in Resolution as:
1. The section of the old right of way of the Hood River Secondary Highway which is known as the Woodworth Acres – Parkdale Section, the beginning point of which is Engineer's Station 205+15 and the ending point of which is Engineer's Station 315+70 of the reconstructed line…

December 18, 1949

Collins Creek Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 212.

Eliminated portion described in Resolution as:
… which lies between Highway Engineer's Station 62+00 and Highway Engineer's Station 68+35 of the reconstructed highway…

December 8, 1961

Mt. Hood - Parkdale Section
Re-designation of a portion of the Mt. Hood Highway No. 26 approved by the Highway Commission.
See Abandonment & Retention File No. 352.

Re-designated portion described in Resolution as:
Unit "B"
Beginning at a junction with the existing Hood River Highway, State Secondary Highway No. 281, at MP 17.21 of said Hood River Highway near Parkdale; thence northeasterly along the Mt. Hood Highway as formerly routed to a junction with the Tollgate County Road at MP 88.28 of said former highway at the community of Mt. Hood, a distance of 1.79 miles.

November 22, 1966

Indian Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 328
See also RW Drawing 1R-4-250

June 20, 1985

May Street - Nix Drive (Hood River) Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 447
See also RW Drawing 1R-4-859

August 21, 1986

East Fork Hood River (Dimmick Park) Bridge Section
Resolution realigning a portion of the highway approved by the Transportation Commission. See Highway Corridor & Design Resolution No. 461
See also RW Drawing 1R-4-895

Jurisdictional Transfers

The Jurisdictional Transfers for the Hood River Highway No. 281 are listed below.

Table 281-2: Hood River Highway No. 281 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
104	Hood River	Dee - Parkdale	-	06/25/1942	-
135	Hood River	Woodworth Acres - Parkdale	02/13/1946	12/30/1946	11/25/1947
212	Hood River	Collins Creek	-	12/18/1949	-
352	Hood River	Mt. Hood - Parkdale	06/20/1958	12/08/1961	-

Throughway

None.

Mount Hood in Oregon from Wapinitia Cutoff, 1937.
Photo by Oregon State Archives, Oregon State Highway Division, OHD0278.



Odell Highway Number 282

282

Figure 282-1: Vicinity Map



Route Numbers

Highway Routes that run along the Odell Highway are as follows:

- OR 282

Road Establishment Files

The road establishment files for the Odell Highway are listed below.

Table 282-1: Odell Highway Road Establishment Files

File No.	County
55290	Hood River County

County

Counties that the Odell Highway runs through are listed below.

- Hood River

Former Names

There are no former names for the Odell Highway.

History

The following entries are changes to the Odell Highway listed by date.

July 19, 1940

Mt. Hood Highway – Odell Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-7.

Route described in Resolution as:
Beginning at a point on the Mt. Hood Highway at the junction of the Mt. Hood Highway with County Market Road No. 1; thence west to a point approximately one-quarter mile east of Odell, a distance of approximately 0.90 mile.

October 18, 1940

Odell – Tucker Bridge Section
Designation of an extension by the Highway Commission.
See Secondary Highway Designation File No. 0–7a.

Route described in Resolution as:
Beginning at a point approximately 0.9 mile westerly from the Mt. Hood Highway near Odell; thence westerly and northerly via Market Roads 1, 4 and 9 to a connection with the Hood River Secondary State Highway at a point near Tucker Bridge, a distance of approximately 2.6 miles.

May 24, 1948

MP 0.00 – MP 3.51 Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 36
See also RW Drawing 6B-26-20

June 28, 1949

Hood River Jct. – Odell Creek Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 185.

Eliminated portion described in Resolution as:
… which section lies between highway engineer's station 70+05.4 and highway engineer's station 82+00 …

Jurisdictional Transfers

The Jurisdictional Transfers for the Odell Highway No. 282 are listed below.

Table 282-2: Odell Highway No. 282 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
185	Hood River	Hood River Junction - Odell Creek	06/09/1948	06/28/1949	12/05/1949

Throughway

None.

Mount Hood from the Mt. Hood Loop in northern Oregon, 1938.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD0890.



Cascade Locks Highway Number 283

283

No longer a part of the highway system.

Figure 283-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Cascade Locks Highway.

Road Establishment Files

There are no road establishment files for the Cascade Locks Highway.

Table 283-1: Cascade Locks Highway Establishment Files.

File No.	County
-	-

County

Counties that the Cascade Locks Highway ran through are listed below.

- Hood River

Former Names

There are no former names for the Cascade Locks Highway.

History

The following entries are changes to the Cascade Locks Highway listed by date.

January 30, 1964

MP 41.53 – MP 43.47 (Columbia River Highway) Section
Designation of a portion of the Columbia River Highway No. 2 through or adjacent to Cascade Locks by the Highway Commission.
See Secondary Highway Designation File No. 66.

Route described in Resolution as:
Beginning at a junction with the relocated Columbia River Highway at MP 41.53 of said relocated Columbia River Highway; thence northeasterly and easterly via the City of Cascade Locks to a junction with the relocated Columbia River Highway at MP 43.47 of said highway, a distance of approximately 2.09 miles.

July 21, 1993

MP 0.0 – MP 1.27 Section
Resolution declared by the Oregon Department of Transportation to change the official highway names within the Historic Columbia River Highway District.
See DCHC File No. ORG7 - Highways - HCRH -sp.

Route described in Resolution as:
The Historic Columbia River Highway includes:

Hwy 125	*Crown Point Highway - MP 1.83 - to 23.96 (all)*
Hwy 292	*Mosier - The Dalles Highway - MP 0.37 - 15.26 (and Mosier Frontage Road)*
Hwy 283	*Cascade Locks Highway - MP 0.0 - 1.27*
Hwy 284	*Old Columbia River Drive - MP 0.0 to 1.46 (all)*
Hwy 26	*Mt. Hood Highway - MP 101.82 - 104.84*

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Cascade Locks Highway No. 283.

Table 283-2: Cascade Locks Highway No. 283 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

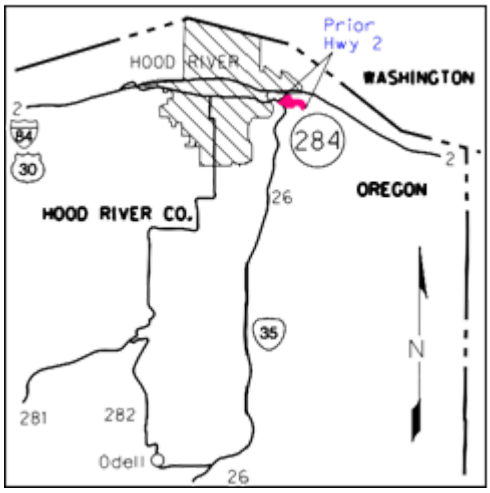
None.

Old Columbia River Drive Hwy. No. 284

284

No longer a part of the highway system.

Figure 284-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Old Columbia River Drive Highway.

Road Establishment Files

There are no road establishment files for the Old Columbia River Drive Highway.

Table 284-1: Old Columbia River Drive Highway Establishment Files.

File No.	County
-	-

County

Counties that the Old Columbia River Drive Highway ran through are listed below.

- Hood River

Former Names

There are no former names for the Old Columbia River Drive Highway.

History

The following entries are changes to the Old Columbia River Drive Highway listed by date.

August 21, 1986

Old Columbia River Drive Section
Designation as a Secondary Highway by the Highway Commission. See Secondary Highway Designation File No. 87.

Route described in Resolution as:
Beginning at a junction with the Mt. Hood Highway, State Primary Highway No. 26, MP 101.83 of said Mt. Hood Highway, east of Hood River; thence easterly along Old Columbia River Drive, a distance of approximately 1.46 miles, to a locked gate.

July 21, 1993

MP 0.00 – MP 1.46 Section
Resolution declared by the Oregon Department of Transportation to change the official highway names within the Historic Columbia River Highway District.
See DCHC File No. ORG7 - Highways - HCRH -sp.

Route described in Resolution as:
The Historic Columbia River Highway includes:

Hwy 125	*Crown Point Highway - MP 1.83 - to 23.96 (all)*
Hwy 292	*Mosier - The Dalles Highway - MP 0.37 - 15.26 (and Mosier Frontage Road)*
Hwy 283	*Cascade Locks Highway - MP 0.0 - 1.27*
Hwy 284	*Old Columbia River Drive - MP 0.0 to 1.46 (all)*
Hwy 26	*Mt. Hood Highway - MP 101.82 - 104.84*

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Old Columbia River Drive Highway No. 284.

Table 284-2: Old Columbia River Drive Highway No. 284 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

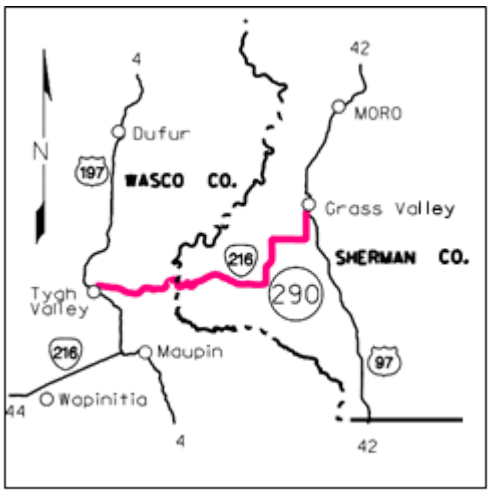
Throughway

None.

Sherars Bridge Highway Number 290

290

Figure 290-1: Vicinity Map



Route Numbers

Highway Routes that run along the Sherars Bridge Highway are as follows:

- OR 216

Road Establishment Files

There are no road establishment files for the Sherars Bridge Highway.

Table 290-1: Sherars Bridge Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Sherars Bridge Highway runs through are listed below.

- Sherman
- Wasco

Former Names

There are no former names for the Sherars Bridge Highway.

History

The following entries are changes to the Sherars Bridge Highway listed by date.

October 9, 1931

Grass Valley - Sherars Grade Road Section
Sherman County
Designation as a Secondary Highway by the Highway Commission.
Had been tentatively designated September 3, 1931.
See Minutes of the Highway Commission, page 3074.

Route described in Resolution as:
…Market Road 2…beginning in the town of Grass Valley at a point connecting with the Sherman Highway and running in a southerly and westerly direction via what is known as Sherars Grade to the Sherman – Wasco County Line near Sherars Bridge…

November 13, 1931

Grass Valley - Sherars Grade Road Section (21.00 miles)
Sherman County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3138.

Tygh Valley - Sherars Grade Road Section (8.90 miles)
Wasco County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3138.

December 6, 1933

Grass Valley – Tygh Valley Section
Sherman & Wasco County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Sherman County)
Market Road No. 2 and the extension thereto, beginning at the town of Grass Valley and running in a southerly and westerly direction via what is known as Sherars Grade, to the Sherman - Wasco County line near Sherars Bridge, a distance of approximately 21 miles.

(Wasco County)
County Road beginning at The Dalles - California Highway near Tygh Valley and running in an easterly and northerly direction to the Wasco - Sherman County line near Sherars Bridge, a distance of approximately 9.0 miles.

September 13, 1948

White School – Sherman County Line Section
Wasco County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 192.

> **Eliminated portion described in Resolution as:**
> *… which lie between Highway Engineer's Station 256+40, through equation 369+66.5 equals 0+05.5 and Highway Engineer's Station 69+55…*

Jurisdictional Transfers

The Jurisdictional Transfers for the Sherars Bridge Highway No. 290 are listed below.

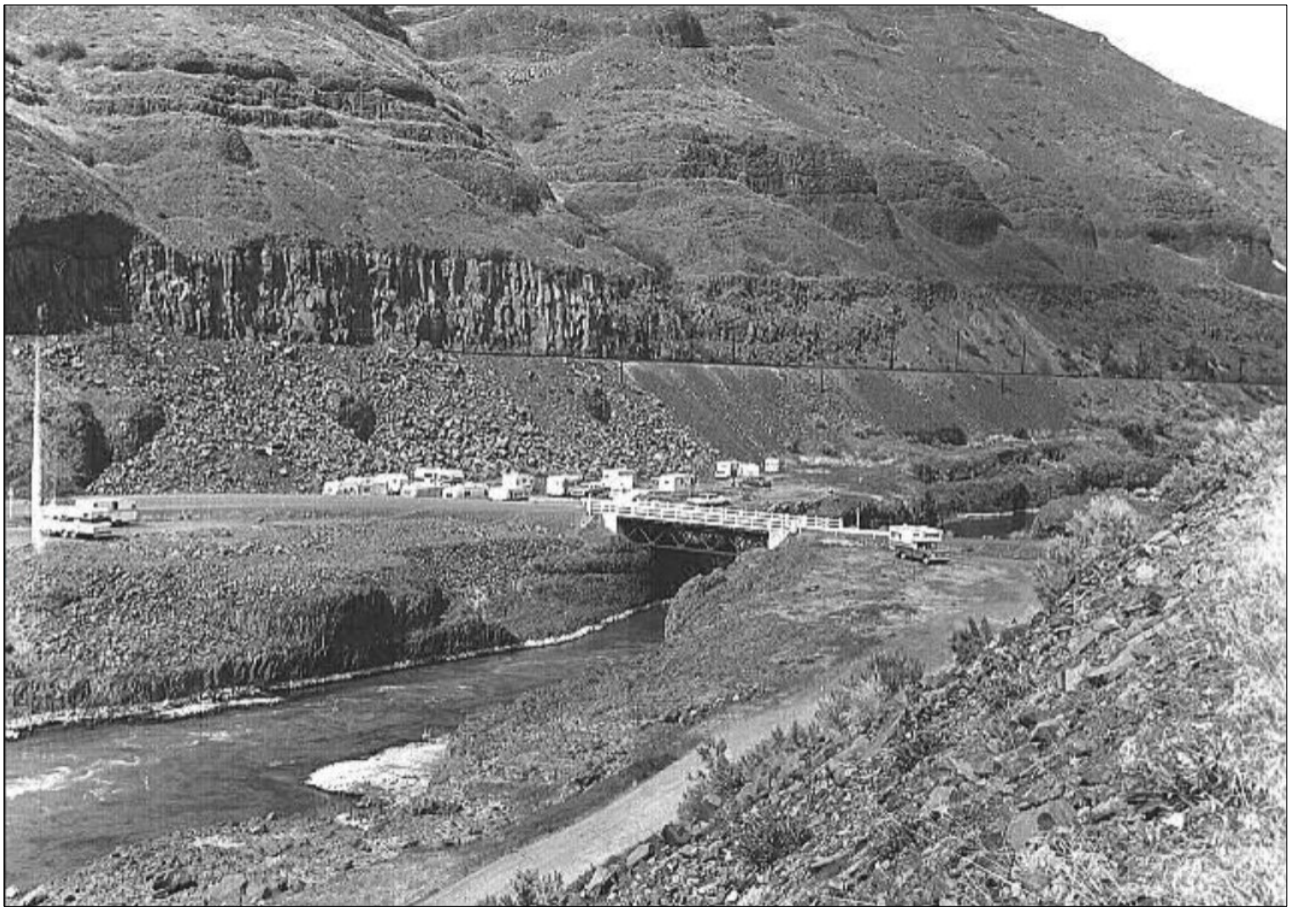
Table 290-2: Sherars Bridge Highway No. 290 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
192	Wasco	White School - Sherman County Line	-	09/13/1948	12/08/1949

Throughway

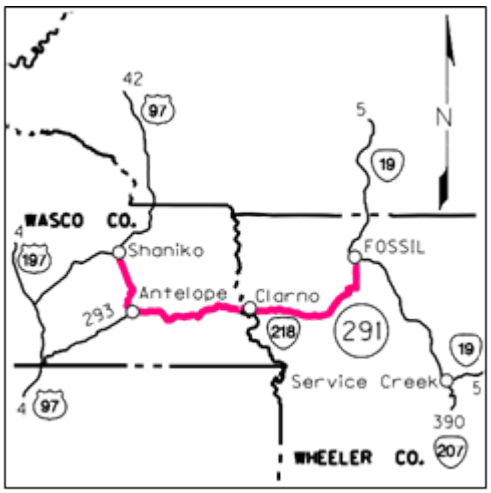
None.

Sherars Bridge over the Deschutes River in Wasco County, Oregon, ca 1965.
Photo by Oregon State Archives, Oregon State Marine Board, OMB0038.



Shaniko - Fossil Highway Number 291 291

Figure 291-1: Vicinity Map



Route Numbers

Highway Routes that run along the Shaniko - Fossil Highway are as follows:

- OR 218

Road Establishment Files

There are no road establishment files for the Shaniko - Fossil Highway.

Table 291-1: Shaniko - Fossil Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Shaniko - Fossil Highway runs through are listed below.

- Wasco
- Wheeler

Former Names

There are no former names for the Shaniko - Fossil Highway.

History

The following entries are changes to the Shaniko - Fossil Highway listed by date.

November 13, 1931

Shaniko - Antelope - Clarno Road Section (23.30 miles)
Wasco County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3139.

Fossil - Clarno - Antelope Road Section (20.30 miles)
Wheeler County
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3139.

July 1, 1932

Fossil - Clarno Road Section
Wheeler County
This road designated as a Secondary Highway by the former Highway Commission on November 13, 1931, subject to confirmation by the County Court of Wheeler County and that the resolution now presented is simply to convey the Court's official approval of the designation.
See Minutes of the Highway Commission, page 3546.

> **Route described in Resolution as:**
> *Market Roads Nos. 2 and 3, beginning at the south corporate limits of the town of Fossil and running in a southerly and westerly direction following up Cottonwood Creek and thence down Pine Creek to the Wheeler - Wasco County line, a distance of approximately 20.3 miles.*

December 6, 1933

Shaniko – Fossil Section
Wasco & Wheeler County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Wasco County)
Market Road No. 16, beginning at the Sherman Highway at Shaniko and running in an southerly direction to Antelope; thence in an easterly direction to the Wasco - Wheeler County line near Clarno, a distance of approximately 23.3 miles.

(Wheeler County)
Market Roads No. 2 and No. 3, beginning at the south corporate limit of the town of Fossil and running in a southerly and westerly direction following up Cottonwood Creek and then down Pine Creek to the Wheeler - Wasco County line, a distance of approximately 20.3 miles.

March 24, 1947

Porcupine Butte – Chichester Gulch Section
Wheeler County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 155

October 20, 1952

East Unit, Antelope - Clarno Section
Wasco County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 235.

Eliminated portions described in Resolution as:
Unit "A"
Beginning opposite State Highway Engineer's Station 8+60 of the relocated Shaniko – Fossil Highway in the southeast quarter of the northeast quarter of Section 6, Township 8 South, Range 18 East, W.M.; thence easterly via the former route of the Shaniko – Fossil Highway to State Highway Engineer's Station 162+00 in the southwest quarter of the southwest quarter of Section 34, Township 7 South, Range 18 East, W.M.

Unit "B"
Beginning at State Highway Engineer's Station 186+60 of the relocated Shaniko – Fossil Highway in the northeast quarter of the southwest quarter of Section 34, Township 7 South, Range 18 East, W.M.; thence easterly via the former route of the Shaniko – Fossil Highway to State Highway Engineer's Station 433+20 in the northeast quarter of the southwest quarter of Section 32, Township 7 South, Range 19 East, W.M.

September 20, 1962

Cummings Pass – Fossil (Fossil) Section
Wheeler County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 388.

Eliminated portion described in Resolution as:
Unit "B"
The existing Shaniko – Fossil Highway on Washington Street between First Avenue and Seventh Street in the City of Fossil.

October 6, 1966

Clarno - Porcupine Butte Section
Wasco & Wheeler County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 323
See also RW Drawing 1R-4-219

April 4, 1972

Clarno Section
Wasco & Wheeler County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Highway Corridor & Design Resolution No. 404
See also RW Drawing 1R-4-512

June 27, 1972

Clarno Section
Wasco & Wheeler County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 404a
See also RW Drawing 1R-4-528

September 19, 1979

Clarno Section
Wheeler County
Resolution eliminating portions of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 584.

Eliminated portions described in Resolution as:
All the land within the right-of-way boundaries of the Shaniko – Fossil Highway, State Secondary Highway No. 291 as formerly routed lying outside the right-of-way boundary of said Shaniko – Fossil Highway as now relocated in various sections, Township 7 South, Range 19 East, W.M., all in Wheeler County, Oregon as listed in the following table:

UNIT	*SIDE*	*STATION LIMITS*	*SECTION*
A	Southerly	127+25 – 129+00	32
B	Northerly	148+50 – 165+20	33
C	Northerly	169+10 – 171+60	33
D	Southerly	172+55 – 174+00	33
E	Southerly	175+00 – 176+65	33
F	Northerly	183+80 – 187+40	33

Jurisdictional Transfers

The Jurisdictional Transfers for the Shaniko - Fossil Highway No. 291 are listed below.

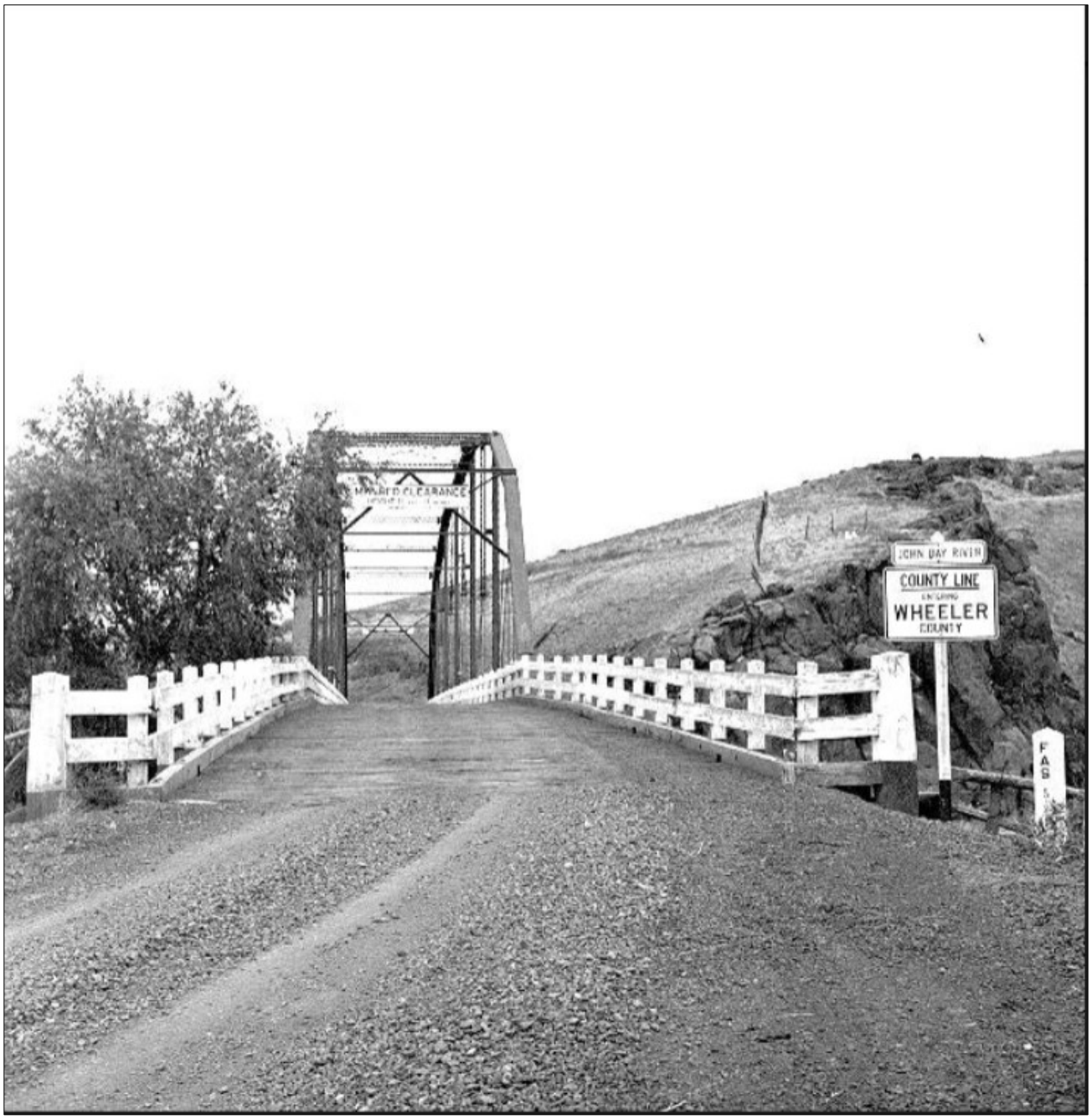
Table 291-2: Shaniko - Fossil Highway No. 291 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
155	Wheeler	Porcupine Butte - Chichester Gulch	-	03/24/1947	-
235	Wasco	East Unit, Antelope - Clarno	05/25/1951	10/20/1952	-
388	Wheeler	Cummings Pass - Fossil, Fossil	11/15/1961	09/20/1962	-
584	Wheeler	Clarno	-	09/19/1979	-

Throughway

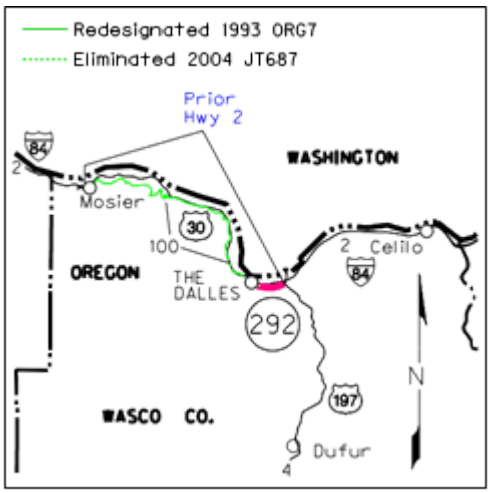
None.

Steel bridge over the John Day River near Clarno, Oregon, 1958. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #5730.



Mosier - The Dalles Highway Number 292 292

Figure 292-1: Vicinity Map



Route Numbers

Highway Routes that run along the Mosier - The Dalles Highway are as follows:

- US 30

Road Establishment Files

The road establishment files for the Mosier - The Dalles Highway are listed below.

Table 292-1: Mosier - The Dalles Highway Road Establishment Files

File No.	County
50848	Wasco County

County

Counties that the Mosier - The Dalles Highway runs through are listed below.

- Wasco

Former Names

There are no former names for the Mosier - The Dalles Highway.

History

The following entries are changes to the Mosier - The Dalles Highway listed by date.

May 25, 1955

Mosier – The Dalles Section
Re-designation of a portion of the former route of Columbia River Highway No. 2 between Mosier and The Dalles, by the Highway Commission.
See Secondary Highway Designation File No. 31.

Route described in Resolution as:
Beginning at MP 67.96 of the relocated Columbia River Highway in the City of Mosier; thence easterly via the former route of the Columbia River Highway to MP 80.61 of the relocated Columbia River Highway near The Dalles, in Section 29, Township 2 North, Range 13 East, W.M., and being a distance of 15.25 miles.

March 14, 1963

The Dalles Section
Re-designation of a portion of the former route of Columbia River Highway No. 2 and other roads by the Highway Commission.
See Primary Highway Designation File No. 37.

Route described in Resolution as:
Beginning at a junction with the Columbia River Highway, State Primary Highway No. 2, at Mile Point 67.93 of said Columbia River Highway in the City of Mosier, Wasco County, Oregon; thence easterly via the former route of the Mosier – The Dalles Highway to its junction with a frontage road lying westerly of the Columbia River Highway as presently routed; thence southeasterly along said frontage road to its intersection with the former route of the Columbia River highway in the City of The Dalles; thence through the City of The Dalles easterly via the former Columbia River Highway (including the one – way couplet) to its junction east of The Dalles with the former route of the The Dalles Bridge Highway, a state highway; thence easterly via the former route of the The Dalles Bridge Highway to a junction with the re-designated route of the The Dalles – California Highway, State Primary Highway No. 4 at Mile Point 0.91 of said re-designated the Dalles – California Highway east of the Dalles, the length of said Mosier – The Dalles highway being 20.15 miles.

June 19, 1990

Hood River Road Section
Designation of a portion of Hood River Road No. 407 by the Transportation Commission.
See Secondary Highway Designation File No. 89.

Route described in Resolution as:
All of the land within the right-of-way boundaries of Hood River Road No. 407 (Old Columbia River Highway) lying between lines at right angles to the centerline of said highway at Engineers Stations 313+25 and 344+00, and lying in the SE¼ of Section 2, Township 2 North, Range 11 East, W.M., Wasco County, Oregon.

July 21, 1993

MP 0.37 – Mile Post 15.26 Section
Resolution declared by the Oregon Department of Transportation to change the official highway names within the Historic Columbia River Highway District.
See DCHC File No. ORG7 - Highways - HCRH -sp.

Route described in Resolution as:
The Historic Columbia River Highway includes:

Hwy 125	*Crown Point Highway - MP 1.83 - to 23.96 (all)*
Hwy 292	*Mosier - The Dalles Highway - MP 0.37 - 15.26 (and Mosier Frontage Road)*
Hwy 283	*Cascade Locks Highway - MP 0.0 - 1.27*
Hwy 284	*Old Columbia River Drive - MP 0.0 to 1.46 (all)*
Hwy 26	*Mt. Hood Highway - MP 101.82 - 104.84*

January 6, 2005

Second, Third, Lincoln, Webber and Sixth Streets (The Dalles) Section
Resolution eliminating portions of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 687 recorded February 28, 2005 as Microfilm No. 2005-001053, Records of Wasco County.

January 6, 2005

West Second Street and Hostetler Street Section
Resolution eliminating portions of the highway approved by the Director.
Amended December 4, 2008.
See Jurisdictional Transfer No. 755 recorded March 17, 2005 as Microfilm No. 2005-001428, Records of Wasco County.

Eliminated portions described in Resolution as:

Unit 1

All land within the right of way boundaries of the Columbia river Highway, State Highway No. 002, Frontage Road No. 002EI (West Second Street) beginning at MP F82.35 said point being on the Northerly end of the said frontage road; thence Southerly on said mentioned frontage road to MP F83.16, the said point being the city limits of The Dalles, all of said land lies within the SW¼ of Section 29, the SW¼SW¼ of Section 28 and the NW¼NW¼ of Section 33, Township 2 North, Range 13 East, W.M., Wasco County, Oregon.

Unit 2

All land within the right of way boundaries of the Columbia River Highway, State Highway No. 002, Connection Road NO. 002EL (Hostetler Way) beginning at MP C82.56 the said point being the intersection of said connection road and West Second Street; thence Westerly on the said connection road to MP C82.65 at the intersection of West Sixth Street, all of said land lies within the SW¼ of Section 29, Township 2 North, Range 13 East, W.M., Wasco County, Oregon.

June 3, 2009

Second, Third, Lincoln, Webber and Sixth Streets (The Dalles) Section
Resolution re-recorded to extend the southeasterly transfer limits from MP 18.61 to MP 18.74.
See Jurisdictional Transfer No. 687 re-recorded June 3, 2009 as Microfilm No. 2009-002181, Records of Wasco County.

Jurisdictional Transfers

The Jurisdictional Transfers for the Mosier - The Dalles Highway No. 292 are listed below.

Table 292-2: Mosier - The Dalles Highway No. 292 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
687	Wasco	Various Streets (The Dalles)	11/17/2004 10/20/2008	01/06/2005 12/04/2008	-
755	Wasco	West 2nd St & Hostetler St	10/12/2004	01/06/2005	-

Throughway

None.

Antelope Highway Number 293

293

Figure 293-1: Vicinity Map



Route Numbers

Highway Routes that run along the Antelope Highway are as follows:

- OR 293

Road Establishment Files

There are no road establishment files for the Antelope Highway.

Table 293-1: Antelope Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Antelope Highway runs through are listed below.

- Jefferson
- Wasco

Former Names

There are no former names for the Antelope Highway.

History

The following entries are changes to the Antelope Highway listed by date.

October 10, 1963

Lower Antelope County Road Section
Wasco County
An agreement between the State Highway Commission and Wasco County to designate as a State Highway.
See Miscellaneous Contracts & Agreements File No. 4505

September 8, 1971

Lower Antelope County Road Section
Jefferson & Wasco County
Designation of Lower Antelope County Road as a State Highway, by the Highway Commission.
See Secondary Highway Designation File No. 76.

> **Route described in Resolution as:**
> *A county road located in Jefferson and Wasco Counties, beginning at a junction with the The Dalles – California Highway, State Primary Highway No. 4 in Jefferson County, approximately one-half mile south of the Jefferson – Wasco County Line; thence northeasterly via the existing Lower Antelope County Road to the city limits of the city of Antelope in Wasco County, thence easterly along South Street in the city of Antelope to an intersection with 2nd Street, said intersection being also the junction of the Lower Antelope County Road with the Shaniko Fossil Highway, State Secondary Highway No. 291. The distance covered by said road is approximately*
> *13.52 miles.*

May 16, 1972

The Dalles – California Highway Section
Designation of a connection to The Dalles - California Highway No. 4 (0.84 mile) by the Highway Commission.
See Miscellaneous Contracts & Agreement File No. 4505

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Antelope Highway No. 293.

Table 293-2: Antelope Highway No. 293 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

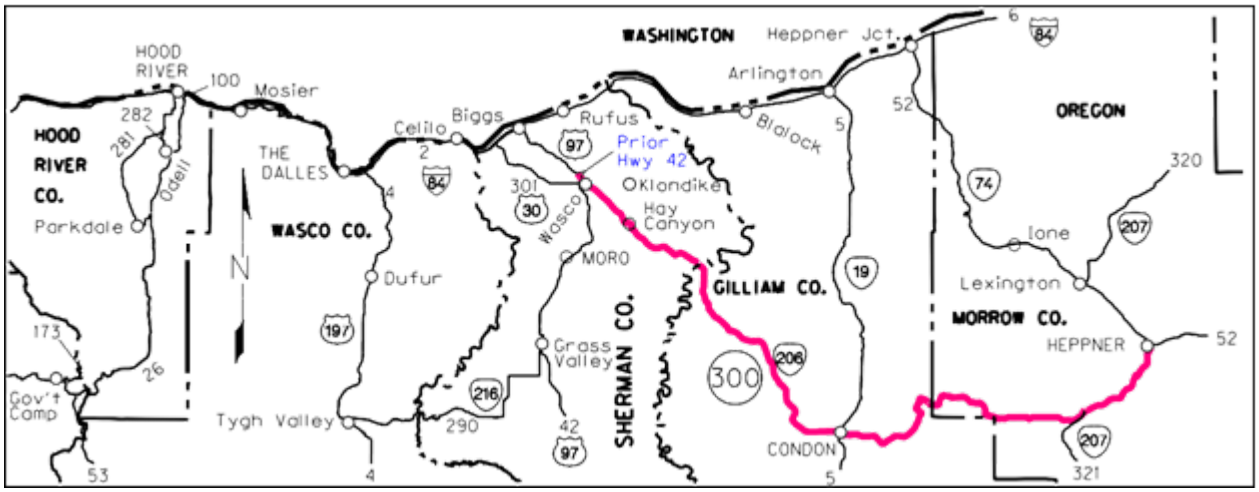
None.

A street view in Antelope, Oregon, 1961. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #5451.



Wasco - Heppner Highway Number 300 300

Figure 300-1: Vicinity Map



Route Numbers

Highway Routes that run along the Wasco - Heppner Highway are as follows:

- OR 19
- OR 206
- OR 207

Road Establishment Files

The road establishment files for the Wasco - Heppner Highway are listed below.

Table 300-1: Wasco - Heppner Highway Road Establishment Files

File No.	County
55289	Gilliam and Sherman Counties

County

Counties that the Wasco - Heppner Highway runs through are listed below.

- Gilliam
- Morrow
- Sherman

Former Names

There are no former names for the Wasco - Heppner Highway.

History

The following entries are changes to the Wasco - Heppner Highway listed by date.

November 13, 1931

Wasco Condon Road Section - (20.00 miles)
Sherman County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3138.

Heppner - Condon Road Section - (18.00 miles)
Morrow County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3137.

December 6, 1933

Wasco – Heppner Section
Gilliam, Morrow & Sherman County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Gilliam County)
Cottonwood Market Road No. 4, beginning at or near the Cottonwood Bridge over the John Day River on the Sherman - Gilliam County line and extending to the city of Condon; and thence by way of Lone Rock Market Road No. 3; thence by the Condon - Heppner Market Road No. 13 down Six Mile Canyon to Rock Creek and thence to the Gilliam - Morrow County line, approximately 42.2 miles.

(Morrow County)
Market Roads No. 1 and No. 2, beginning at the town of Heppner and running in a southwesterly and westerly direction, via Eight mile P.O. to the Morrow - Gilliam County line, a distance of approximately 28.0 miles.

(Sherman County)
Market Roads No. 18, No. 23, No. 16, and No. 17, beginning at the town of Wasco and running in an easterly direction to Klondike; thence in a southerly direction to Hay Canyon; thence in a Southeasterly direction to the Sherman - Gilliam County line, a distance of approximately 20 miles.

April 4, 1946

Gilliam County Line - Eightmile Section
Morrow County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 139.

Eliminated portion described in Resolution as:
Beginning at Highway Engineer's Station 553+30 of the relocated Wasco – Heppner Highway in the Southeast quarter of the Southeast quarter of Section 36, Township 3 South, Range 23 East, W.M.; thence westerly via the former route of the Wasco – Heppner Highway to Highway Engineer's Station 562+50 of the relocated Wasco – Heppner Highway in the Southwest quarter of the Southeast quarter of Section 36, Township 3 South, Range 23 East, W.M.

October 29, 1946

Hay Creek - Condon Section
Gilliam County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 18
See also RW Drawing 6B-21-8

April 23, 1947

East Cottonwood Canyon Section
Gilliam County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 26
See also RW Drawing 6B-23-1

April 23, 1947

Hay Creek - Condon Section
Gilliam County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 28
See also RW Drawing 6B-21-8

August 3, 1947

East Cottonwood Canyon Section
Gilliam County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 154.

Eliminated portion described in Resolution as:
Beginning opposite State Highway Engineer's Station 1179+50 of the relocated Wasco – Heppner Secondary Highway in the Northwest quarter of the Northwest quarter of Section 4, Township 2 South, Range 19 East, W.M.; thence Easterly and Southerly via the former route of the Wasco – Heppner Secondary Highway to State Highway Engineer's Station 1272+50 of the relocated Wasco – Heppner Secondary Highway on the line between the Southeast and Southwest quarters of the Northeast quarter of Section 9, Township 2 South, Range 19 East, W.M.

December 20, 1948

Hay Creek - Condon Section Gilliam County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 158
See also RW Drawing 1R-2-1676

January 31, 1952

Cottonwood Canyon - Condon Section
Gilliam County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 221

August 8, 1957

Hay Canyon - John Day River Section
Sherman County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 170
See also RW Drawing 8B-5-32, 7B-11-9 & 1R-5-1055

October 23, 1958

Hay Canyon – John Day River Section
Sherman County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 344

December 11, 1958

Wasco - Hay Canyon Section
Sherman County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 189
See also RW Drawing 8-11-11, 12 & 1R-5-1214

March 5, 1959

John Day - River Section
Sherman & Gilliam County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 190
See also RW Drawing 6B-26-6 & 1R-3-1231

September 29, 1960

Wasco Hay Canyon Section
Sherman County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 374.

Eliminated portion described in Resolution as:
Unit "A"
All the land situated within the right of way boundaries of the Wasco – Heppner Highway as formerly routed, beginning on said highway as formerly routed at its junction with the Sherman Highway, State Primary Highway No. 42, at the intersection of First and Clark Streets in the City of Wasco;' thence easterly and southerly via said highway as formerly routed to the easterly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station 347+40 of said highway as relocated in the southeast quarter of the northeast quarter (SE¼NE¼), Section 31, Township 1 North, Range 18 East, W.M.

June 26, 1974

Wasco Section
Sherman County
Resolution extending a portion of the highway over the former Sherman Highway approved by the Transportation Commission.
See Abandonment & Retention File No. 520.

Extended portion described in Resolution as:
…extended northwesterly over the former Sherman Highway to a new terminus with the relocated Sherman Highway at relocated Highway Engineer's Station 400+15 = "C" 10+00, a distance of 1.97 miles…

Jurisdictional Transfers

The Jurisdictional Transfers for the Wasco - Heppner Highway No. 300 are listed below.

Table 300-2: Wasco - Heppner Highway No. 300 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
139	Morrow	Gilliam County Line - Eightmile	-	04/04/1946	-
158	Gilliam	Hay Creek - Condon	07/07/1947	12/20/1948	02/02/1949
165	Gilliam	East Cottonwood Canyon	11/05/1947	08/03/1951	01/02/1952
221	Gilliam	Cottonwood Canyon - Condon	12/19/1950	01/31/1952	11/07/1951
344	Sherman	Hay Canyon – John Day River	01/13/1958	10/23/1958	-
374	Sherman	Wasco - Hay Canyon	05/04/1959	09/29/1960	-
520	Sherman	Wasco (extension)	05/04/1971 06/22/1971 10/31/1972	- - 06/26/1974	- - -

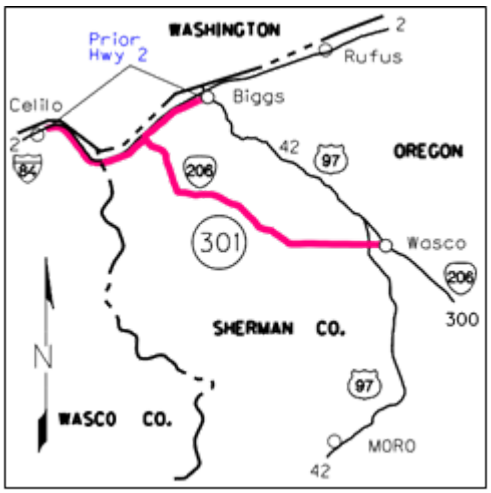
Throughway

None.

Celilo - Wasco Highway Number 301

301

Figure 301-1: Vicinity Map



Route Numbers

Highway Routes that run along the Celilo - Wasco Highway are as follows:

- OR 206

Road Establishment Files

There are no road establishment files for the Celilo - Wasco Highway.

Table 301-1: Celilo - Wasco Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Celilo - Wasco Highway runs through are listed below.

- Sherman
- Wasco

Former Names

The former names for the Celilo - Wasco Highway are listed below.

- Fulton Canyon – Wasco Highway (1936 – 1966)

History

The following entries are changes to the Celilo - Wasco Highway listed by date.

April 23, 1936

Fulton Canyon - Wasco Highway Fulton Canyon Section
Sherman County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 6487.

Route described in Resolution as:
Beginning on the Columbia River at the mouth of Fulton Canyon, thence southerly up Fulton Canyon approximately 1.5 miles.

July 9, 1945

Fulton Canyon Highway Fulton Canyon Section
Sherman County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 4
See also RW Drawing 6B-15-14

July 21, 1947

Fulton Canyon - Wasco Highway North Unit, Fulton Canyon Section
Sherman County
Resolution eliminating a portion of the highway, but retaining as a maintenance road approved by the Highway Commission.
See Abandonment & Retention File No. 160.

Portion described in Resolution as:
Said unit of the old right of way which is defined as beginning at Engineer's Station 437+00 of the survey of the Columbia River Highway and ending at Engineer's Station 8+50 of the relocated and reconstructed Fulton Canyon – Wasco Secondary Highway…

September 29, 1960

Fulton Canyon - Wasco Highway Fulton Canyon – Wasco Road Section
Sherman County
Designation of an extension along Fulton Canyon – Wasco County Road, by the Highway Commission.
See Secondary Highway Designation File No. 57.

Route described in Resolution as:
Beginning at a junction with the Columbia River Highway, State Primary Highway No. 2, at MP 100.27 of said Columbia River Highway; thence southeasterly along existing Fulton Canyon – Wasco Highway, State Secondary Highway No. 301, and the Fulton Canyon – Wasco County Road to a junction with the Sherman Highway, State Primary Highway No. 42 at MP 9.39 of said Sherman Highway at the intersection of First and Clarke Streets in the City of Wasco, a distance of 10.81 miles.

October 6, 1966

Celilo - Wasco Highway
Celilo – Fulton Canyon Section
Sherman & Wasco County
Re-designation of a portion of the Columbia River Highway No. 2 as the Celilo - Wasco Highway, including a spur easterly to Biggs by the Highway Commission.
See Secondary Highway Designation File No. 70.

Route described in Resolution as:
Celilo – Wasco Highway
Beginning at a junction with the Columbia River Highway, State Primary Highway No. 2, at MP 95.25 of said Columbia River Highway near the community of Celilo; thence easterly and southeasterly to a junction with the Sherman Highway, State Primary Highway No. 42, at MP 9.39 of said Sherman Highway in the City of Wasco, a distance of 15.57 miles.

Celilo – Wasco Spur
The present route of the Columbia River highway, State Primary Highway No. 2, from its intersection with the Fulton – Canyon Wasco Highway at MP 0.00 of said Fulton – Canyon Wasco Highway and MP 100.29 of said present Columbia River Highway easterly to its intersection with the Sherman Highway, State Primary Highway No. 42, at MP 0.03 of said Sherman Highway, a distance of 2.82 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Celilo - Wasco Highway No. 301 are listed below.

Table 301-2: Celilo - Wasco Highway No. 301 Jurisdictional Transfers

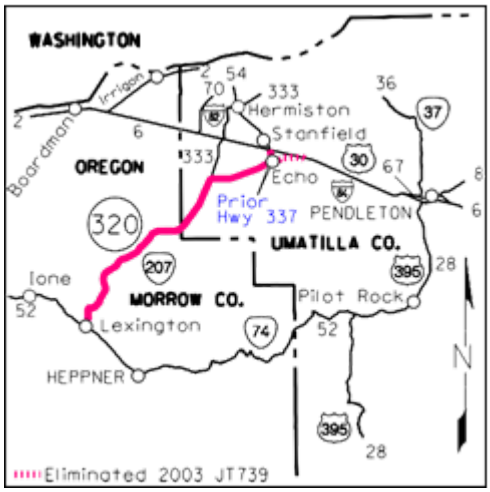
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
160	Sherman	North Unit, Fulton Canyon		07/21/1947	

Throughway

None.

Lexington - Echo Highway Number 320 320

Figure 320-1: Vicinity Map



Route Numbers

Highway Routes that run along the Lexington - Echo Highway are as follows:

- OR 207

Road Establishment Files

The road establishment files for the Lexington - Echo Highway are listed below.

Table 320-1: Lexington - Echo Highway Road Establishment Files

File No.	County
51935	Umatilla County

County

Counties that the Lexington - Echo Highway runs through are listed below.

- Umatilla

Former Names

There are no former names for the Lexington - Echo Highway.

History

The following entries are changes to the Lexington - Echo Highway listed by date.

November 13, 1931

Lexington - Echo Road Section (19.24 miles)
Morrow County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3137.

Echo - Butter Creek Road Section (16.00 miles)
Umatilla County
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3138.

December 6, 1933

Lexington – Echo Section
Morrow & Umatilla County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Morrow County)
Market Road No. 3, beginning at the town of Lexington and running in a northerly and northeasterly direction, a distance of approximately 19 miles to the Morrow - Umatilla County Line.

(Umatilla County)
Market Road No. 17 and No. 5, beginning at the town of Echo and running in a westerly direction to a point near Butter Creek; thence in a southwesterly direction to the Umatilla - Morrow County Line near the intersection with the township line between T. 1 N. and T. 2 N., a distance of approximately 15.6 miles.

July 30, 1936

Echo – Old Oregon Trial Highway Section
Umatilla County
Designation of an extension approved by the Highway Commission.
See Minutes of the Highway Commission, page 6716.

Extension described in Resolution as:
Beginning at a point on the Old Oregon Trail Highway as now constructed in the town of Echo; thence extending in an easterly direction to a connection with the relocation of the Old Oregon Trail Highway, a distance of approximately 3.6 miles.

December 6, 1957
Echo Section
Umatilla County
Re-designation of a portion of the Stanfield - Pendleton Highway No. 337, by the Highway Commission.
See Abandonment & Retention File No. 342.

Re-designated portion described in Resolution as:
Beginning at the junction with the Lexington - Echo Highway at MP 35.74 of the said Lexington - Echo Highway in the city of Echo; thence southerly via the Stanfield - Pendleton Highway along Thielson Street to a junction with the Lexington - Echo Highway at MP 35.91 of said Lexington - Echo Highway in the city of Echo.

October 22, 1981

Bombing Range Road - Butter Creek Road Section
Morrow County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 437
See also RW Drawing 1R-4-770

December 20, 1983

Bombing Range Road – Butter Creek Road Section
Morrow County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 613.

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Lexington – Echo Highway, State Secondary Highway No. 320 as formerly routed lying outside the southerly right-of-way boundary of said Lexington – Echo Highway as now relocated from approximately opposite relocated Highway Engineer's Station 995+90 to 1014+90 and lying in Sections 28 and 33, Township 2 North, Range 27 East, W.M., Morrow County, Oregon.

November 15, 1988

Butter Creek Junction - Old Oregon Trail Highway Section
Morrow & Umatilla County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 482
See also RW Drawing 1R-3-1574

January 13, 2000

Lexington - Echo Highway Bridges Section
Umatilla County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 536
See also RW Drawing 1R-3-1701

September 22, 2003

Thielson Road (MP 35.70) to I-84 (MP 39.99) and Correa Lane Section
Umatilla County
Resolution eliminating portions of the highway approved by the Director.
See Jurisdictional Transfer No. 739 recorded November 18, 2003 as Instrument No. 2003-4520400 of Umatilla County Deed Records.

Eliminated portions described in Resolution as:

Unit A

All land within the right of way boundaries of the Lexington – Echo Highway, State Highway 320, as presently located beginning at the intersection with Thielson Road at MP 35.70, Engineer's Station 24+15, East to the intersection with I-84 (MP 193.53) at the Echo interchange, MP 39.99, Station 508+96 P.I. on ODOT map # 8B-34-19, located in Sections 9, 10, 11, 12, 13, 14, 15 and 16, T3N, R29E, W.M., Umatilla County, and Section 7 and 18, T3N, R30E, W.M., Umatilla County.

Unit B

All land within the right of way boundaries of Correa Lane a public way, presently located at the South 60 feet of the SE¼SW¼ of Section 5 and 8, T3N R29E, W.M., Umatilla County.

March 17, 2011

Lexington-Echo Highway
Butter Creek Jct. – Old Oregon Trail Highway Section
Morrow County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment No. 007.
See also RW Drawing 9B-32-2.

Jurisdictional Transfers

The Jurisdictional Transfers for the Lexington - Echo Highway No. 320 are listed below.

Table 320-2: Lexington - Echo Highway No. 320 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
342	Umatilla	Echo	12/06/1957	12/06/1957	-
613	Morrow	Bombing Ranch Road - Butter Cr. Rd.	-	12/20/1983	-
739	Umatilla	Thielson Road to I - 84 & Correa Lane	09/08/2003	09/22/2003	-

Throughway

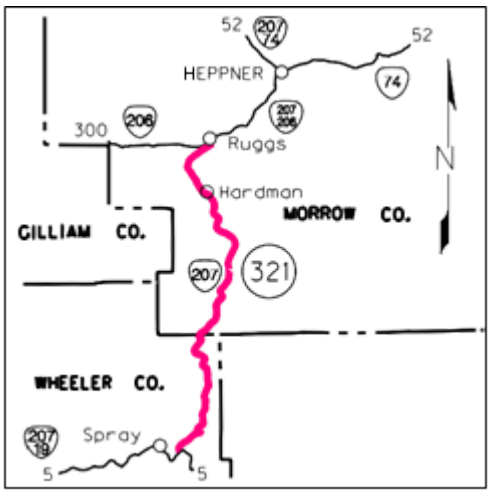
None.

Oregon Trail wagon tracks near Echo, Oregon, 1952.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD5289.



Heppner - Spray Highway Number 321 321

Figure 321-1: Vicinity Map



Route Numbers

Highway Routes that run along the Heppner - Spray Highway are as follows:

- OR 207

Road Establishment Files

The road establishment files for the Heppner - Spray Highway are listed below.

Table 321-1: Heppner - Spray Highway Road Establishment Files

File No.	County
55288	Morrow/Wheeler Counties

County

Counties that the Heppner - Spray Highway runs through are listed below.

- Morrow
- Wheeler

Former Names

There are no former names for the Heppner - Spray Highway.

History

The following entries are changes to the Heppner - Spray Highway listed by date.

November 13, 1931

Heppner - Spray Road Section (17.10 miles)
Wheeler County
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3139.

Heppner - Spray Road Section (35.58 miles)
Morrow County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3137.

July 1, 1932

Heppner - Spray Road Section
Wheeler County
This road designated as a Secondary Highway by the former Highway Commission on November 13, 1931, subject to confirmation by the County Court of Wheeler County and that the resolution now presented is simply to convey the Court's official approval of the designation.
See Minutes of the Highway Commission, page 3545.

> **Route described in Resolution as:**
> *Market Road No. 5 beginning at the John Day Highway about 3.2 miles east of Spray and running in a northerly direction a distance of approximately 15 miles to the Morrow - Wheeler County Line, on the section line between Section 34, T.6S., R.25 E. and Section 3, T. 7 S., R.25 E., W.M.*

December 6, 1933

Rhea Creek – John Day Highway Section
Morrow & Wheeler County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Morrow County)
Market Road No. 6, beginning at the Heppner - Condon road near Rhea Creek and running in a southerly direction via Hardman, to the Morrow - Wheeler County line a distance of approximately 25.5 miles.

(Wheeler County)
Market Road No. 5, beginning at the John Day Highway about 3.2 miles east of Spray and running in a northerly direction a distance of approximately 15 miles to the Morrow - Wheeler County line, on the section line between section 34, T. 6 S., R. 25 E. and section 2, T. 6 S., R. 25 E., W.M.

October 29, 1946

Hardman Hill Section
Morrow County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 18
See also RW Drawing 6B-19-4

April 16, 1959

Chapen Creek Section
Morrow County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 194
See also RW Drawing 8B-6-7, 8B-13-5 & 1R-3-1234

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Heppner - Spray Highway No. 321.

Table 321-2: Heppner - Spray Highway No. 321 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

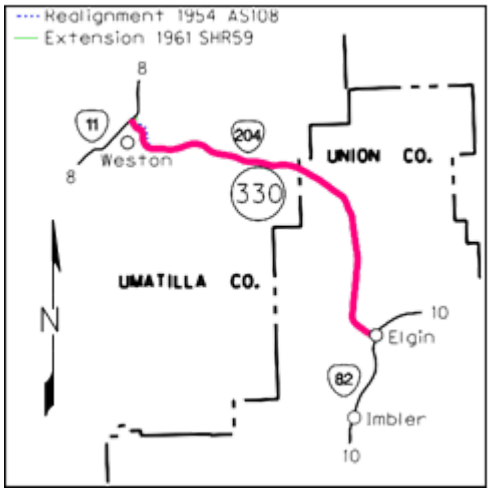
Throughway

None.

Weston - Elgin Highway Number 330

330

Figure 330-1: Vicinity Map



Route Numbers

Highway Routes that run along the Weston - Elgin Highway are as follows:

- OR 204

Road Establishment Files

There are no road establishment files for the Weston - Elgin Highway.

Table 330-1: Weston - Elgin Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Weston - Elgin Highway runs through are listed below.

- Umatilla
- Union

Former Names

There are no former names for the Weston - Elgin Highway.

History

The following entries are changes to the Weston - Elgin Highway listed by date.

November 13, 1931

Weston - Elgin Road Section (16.30 miles)
Umatilla County
Designation as a Secondary Highway, by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3138.

Weston - Elgin Road Section (16.00 miles)
Union County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3139.

December 6, 1933

Weston – Elgin Section
Umatilla & Union County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Umatilla County)
Market Road No. 7, beginning at the town of Weston and running in an easterly direction to the Umatilla - Union County line a distance of approximately 24 miles.

(Union County)
Market Road No. 25, beginning at the town of Elgin and running in a northwesterly direction up Phillips Creek to the Union - Umatilla County line a distance of approximately 16 miles

September 23, 1954

Weston - Weston Mountain Section
Umatilla County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 108
See also RW Drawing

November 3, 1955

West Unit, Weston – Weston Mountain Section
Umatilla County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 304.

Eliminated portions described in Resolution as:
Unit "A"
All the land situated within the right of way boundaries of the Weston – Elgin Secondary Highway as formerly routed, beginning on said highway as formerly routed at the easterly city boundary of the City of Weston; thence easterly via said highway as formerly routed to the southerly right of way line opposite Highway Engineer's Survey Station 135+50 of said highway as relocated in the northeast quarter of the southwest quarter (NE¼SW¼), Section 24, Township 4 North, Range 36 East, W.M.

Unit "B"
All the land situated within the right of way boundaries of the Weston – Elgin Secondary Highway as formerly routed, beginning at the intersection of said highway as formerly routed and the Oregon – Washington State Primary Highway No. 8 in the city of Weston; thence easterly via said Weston – Elgin Secondary Highway as formerly routed to the easterly city boundary of the city of Weston.

December 11, 1958

East Unit, Weston - Weston Mountain Section
Umatilla County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 189
See also RW Drawing 7B-29-4, 8B-12-1 & 1R-5-1224

April 14, 1961

Weston Section

Umatilla County
Designation of an extension north of Weston, by the Highway Commission.
See Secondary Highway Designation File No. 59.

Extension of route described in Resolution as:
Extended from its present terminus northeast of the City of Weston southwesterly along a portion of the original Oregon – Washington highway; thence northerly along a portion of a Umatilla County Road; and thence along a new location to a junction with the relocated Oregon – Washington Highway.

July 23, 1991

Weston Mountain - Langdon Lake (Unit 3) Section
Umatilla County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 499
See also RW Drawing 1R-3-1612

Jurisdictional Transfers

The Jurisdictional Transfers for the Weston - Elgin Highway No. 330 are listed below.

Table 330-2: Weston - Elgin Highway No. 330 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
304	Umatilla	West Unit, Weston - Weston Mountain	05/23/1955	11/03/1955	-

Throughway

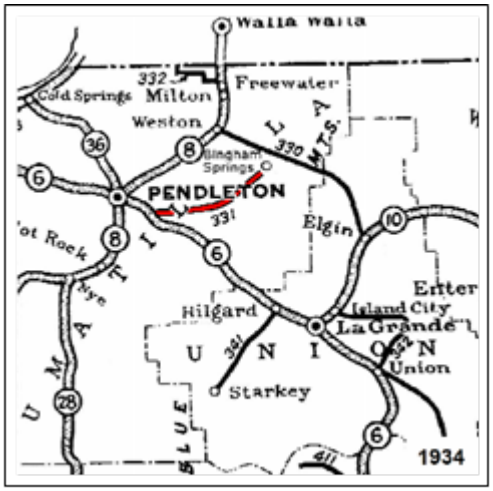
None.

Bingham Springs Highway Number 331

331

No longer a part of the highway system.
Highway No. 331 is currently the Umatilla Mission Highway.
See the next chapter for information on that highway.

Figure 331-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Bingham Springs Highway.

Road Establishment Files

There are no road establishment files for the Bingham Springs Highway.

Table 331-1: Bingham Springs Highway Establishment Files.

File No.	County
-	-

County

Counties that the Bingham Springs Highway ran through are listed below.

- Umatilla

Former Names

There are no former names for the Bingham Springs Highway.

History

The following entries are changes to the Bingham Springs Highway listed by date.

November 13, 1931

Mission - Thornhollow - Bingham Springs Road Section (25.30 miles)
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3138.

December 6, 1933

Mission – Bingham Springs Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Road No. 39, beginning at the Old Oregon Trail Highway about one mile east of Mission and running in an easterly direction via Thorn Hollow and Gibbon to a point near Bingham Springs on the Umatilla River, approximately 25 miles.*

April 23, 1936

Old Oregon Trail Highway – Bingham Springs Section
Eliminated from the Highway System by the Highway Commission.
See Minutes of the Highway Commission, page 6485.

> **Eliminated portion described in Resolution as:**
> *Market Road No. 39 beginning at the Old Oregon Trail Highway about one mile east of Mission and running in an easterly direction via Thorn Hollow and Gibbon to a point near Bingham Springs upon the Umatilla River.*

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Bingham Springs Highway No. 331.

Table 331-2: Bingham Springs Highway No. 331 Jurisdictional Transfers

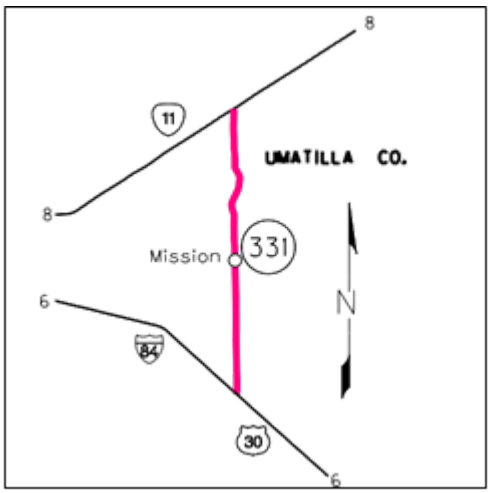
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Umatilla Mission Highway Number 331 331

Figure 331-1: Vicinity Map



Route Numbers

Highway Routes that run along the Umatilla Mission Highway are as follows:

- OR 331

Road Establishment Files

There are no road establishment files for the Umatilla Mission Highway.

Table 331-1: Umatilla Mission Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Umatilla Mission Highway runs through are listed below.

- Umatilla

Former Names

There are no former names for the Umatilla Mission Highway.

History

The following entries are changes to the Umatilla Mission Highway listed by date.

December 5, 1957

Oregon – Washington Highway to Old Oregon Trail Highway Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 43.

Route described in Resolution as:
Beginning at a junction with the Oregon – Washington Highway No. 8 at MP 4.42 of said Oregon – Washington Highway; thence southerly along the North and South Mission County Roads via Mission to a junction with the Old Oregon Trail Highway No. 6 at MP 212.68 of said Old Oregon Trail Highway, a distance of 4.79 miles.

July 2, 1959

Oregon - Washington Highway - Old Oregon Trail Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 198.
See also RW Drawing 8B-13-9, 8B-14-20 & 1R-5-1261

December 18, 1963

Oregon Washington Highway – Old Oregon Trail Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 369

Jurisdictional Transfers

The Jurisdictional Transfers for the Umatilla Mission Highway No. 331 are listed below.

Table 331-2: Umatilla Mission Highway No. 331 Jurisdictional Transfers

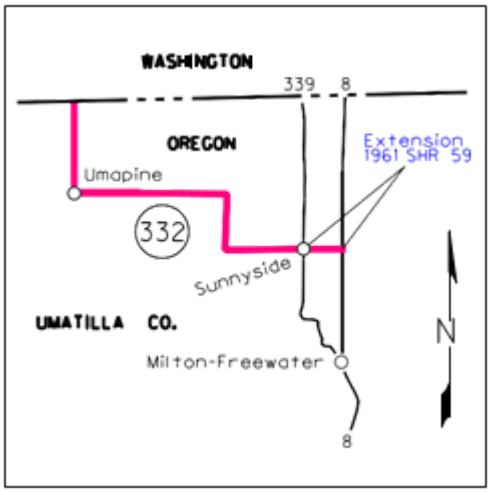
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
369	Umatilla	Oregon - Washington Highway – Old Oregon Trail	01/28/1960	12/18/1963	-

Throughway

None.

Sunnyside - Umapine Highway No. 332 332

Figure 332-1: Vicinity Map



Route Numbers

Highway Routes that run along the Sunnyside - Umapine Highway are as follows:

- OR 332

Road Establishment Files

There are no road establishment files for the Sunnyside - Umapine Highway.

Table 332-1: Sunnyside - Umapine Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Sunnyside - Umapine Highway runs through are listed below.

- Umatilla

Former Names

There are no former names for the Sunnyside - Umapine Highway.

History

The following entries are changes to the Sunnyside - Umapine Highway listed by date.

November 13, 1931

Sunnyside - Umapine Road Section (7.26 miles)
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3138.

December 6, 1933

Freewater – Washington State Line Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Market Roads No. 1 and No. 21, beginning at the Oregon Washington Highway about a mile north of the town of Freewater and running in a westerly and northerly direction to the Oregon - Washington State line a distance of approximately 7.3 miles.

April 14, 1961

Milton – Freewater Section
Designation of an extension East of Sunnyside, by the Highway Commission.
See Secondary Highway Designation File No. 59.

Extension of route described in Resolution as:
Extended from its present terminus with the Freewater Highway easterly along the Sunnyside County Road to a junction with the Oregon – Washington Highway.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Sunnyside - Umapine Highway No. 332.

Table 332-2: Sunnyside - Umapine Highway No. 332 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order

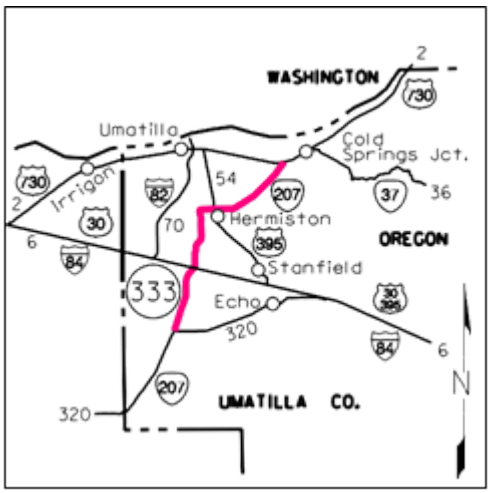
Throughway

None.

Hermiston Highway No. 333

333

Figure 333-1: Vicinity Map



Route Numbers

Highway Routes that run along the Hermiston Highway are as follows:

- OR 207

Road Establishment Files

The road establishment files for the Hermiston Highway are listed below.

Table 333-1: Hermiston Highway Road Establishment Files

File No.	County
55287	Umatilla County

County

Counties that the Hermiston Highway runs through are listed below.

- Umatilla

Former Names

There are no former names for the Hermiston Highway.

History

The following entries are changes to the Hermiston Highway listed by date.

June 8, 1932

Cold Springs – Gaylord Madison Ranch Section
Designation as a Secondary Highway, by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3464 & 3477.

Route described in Resolution as:
Beginning at a point on the Umatilla - Wallula Section of the Columbia River Highway near Cold Springs, thence Southwesterly over the most practical route to a connection with the northerly end of the diagonal road leading to Hermiston, thence following said diagonal road in a Southwesterly direction through he town of Hermiston and continuing in a westerly, southerly, and Southwesterly direction, along what is known locally as the Hermiston - Butter Creek Market Road, to the point where said market road connects with the Echo - Butter Creek Secondary State Highway at what is known as Gaylord Madison Ranch.

July 1, 1932

Butter Creek – Cold Springs Section
Resolution approved by the Highway Commission to accept as a Secondary Highway (this resolution to confirm officially the oral request made by the Umatilla County Court at the meeting held on June 8, 1932).
See Minutes of the Highway Commission, page 3545.

Route described in Resolution as:
Part of Market Road No. 5, all of Market Roads No. 30 and No. 9, and a county road extending from the northeasterly end of Market Road No. 9 to the vicinity of Cold Springs on the Columbia River Highway. Beginning at the junction of Market Roads Nos. 5 and 17 on Butter Creek west of Echo, and running northeasterly to Hermiston; thence northeasterly to the Columbia River Highway near Cold Springs, a distance of approximately 18.0 miles.

December 6, 1933

Butter Creek – Cold Springs Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Part of Market Road No. 5, all of Market Roads No. 30 and No. 9, and a county road extending from the northeasterly end of Market Road No. 9 to the vicinity of Cold Springs on the Columbia River Highway, more particularly described as follows: Beginning at the junction of Market Roads No. 5 and No. 17 on Butter Creek west of Echo, and running northeasterly to Hermiston; thence northeasterly to the Columbia River Highway near Cold Springs, a distance of approximately 18.0 miles.

October 12, 1943

Hermiston Section
Re-designation of a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 116.

A portion of the Resolution:
3. That Main Street from its intersection with East Seventh Street in said town to its intersection with the Old Oregon Trail as now located shall be and is designated as the street of said town over which to route traffic using the state highway known as the Hermiston Highway.

February 16, 1944

Hermiston Section
Designation of an extension over city streets in Hermiston by the Highway Commission.
See Secondary Highway Designation File No. 0-28.

Route described in Resolution as:
Beginning at the intersection of Main Street and East 1st Street in the City of Hermiston; thence easterly to the intersection of Main Street and East 4th Street; a distance of approximately 0.25 mile.

November 3, 1955

Hinkle Underpass - Umatilla River Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 132
See also RW Drawing 7B-34-16 & 1R-5-795

January 16, 1958

Hinkle – Bucks Corner Section
Resolution eliminating portions of the highway approved by the Highway Commission.
Originally filed under A&R No. 346, Transferred to A&R No. 312.
See Abandonment & Retention File No. 312

June 2, 1960

Hermiston - Hinkle Section
Agreement to eliminate portions of the highway, no resolution in file, nullified by the May 30, 1975 agreement.
See Abandonment & Retention File No. 371

June 3, 1960

Hermiston - Hinkle Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 213
Rescinded by Resolutions Adopting Surveys No. 213c.
See also RW Drawing 8B-18-1 & 1R-5-1399

November 18, 1969

Hermiston Interchange Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 450.

Eliminated portion described in Resolution as:
Unit "A"
All the land within the right-of-way boundaries of the Hermiston Highway as formerly routed approximately opposite Highway Engineer's Station "CR" 1050+60 lying southerly of the south right-of-way boundary line of that portion to be conveyed by deed of relinquishment to County; thence southerly to the northwesterly right-of-way line of the relocated Hermiston Highway approximately opposite relocated Highway Engineer's Station "E" 77+00 and located in Section 33, Township 4 North, Range 28 East, W.M., Umatilla County, Oregon.

May 30, 1975

Hermiston - Hinkle Section
Resolution realigning a portion of the highway approved by the Highway Commission.
Rescinds Resolutions Adopting Surveys No. 213.
See Resolutions Adopting Surveys No. 213c.

May 30, 1975

Hermiston - Hinkle Section
Agreement to eliminate portions of the highway, no resolution in file, nullifies the June 2, 1960 agreement.
See Abandonment & Retention File No. 371

November 15, 1988

Butter Creek Junction - Old Oregon Trail Highway Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 482
See also RW Drawing 1R-3-1574

July 20, 1999

Hermiston Section
Agreement eliminating portions of the highway approved by ODOT.
See Abandonment & Retention File No. 692

Jurisdictional Transfers

The Jurisdictional Transfers for the Hermiston Highway No. 333 are listed below.

Table 333-2: Hermiston Highway No. 333 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
116	Umatilla	Hermiston	-	10/12/1943	-
312	Umatilla	Hinkle - Bucks Corner	12/14/1955	01/16/1958	-
346	Umatilla	Hinkle - Bucks Corner (trans to A&R 312)	-	01/16/1958	-
371	Umatilla	Hermiston – Hinkle (nullified by 1975 doc)	06/02/1960	-	-
371	Umatilla	Hermiston – Hinkle (1960 doc nullified)	05/30/1975	-	-
450	Umatilla	Hermiston interchange	11/19/1965	11/18/1969	-
692	Umatilla	Hermiston	07/20/1999	-	-

Throughway

None.

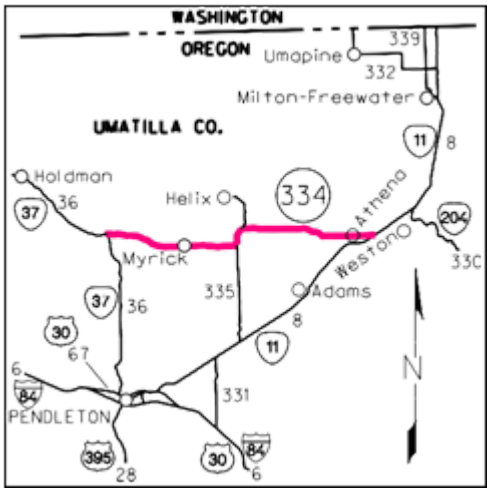
Drifting snow on the highway south of Pendleton in Umatilla County, Oregon, ca. 1937.
Photo by Oregon State Archives, Oregon Department of Transportation, OHDG311.



Athena - Holdman Highway No. 334

334

Figure 334-1: Vicinity Map



Route Numbers

Highway Routes that run along the Athena - Holdman Highway are as follows:

- OR 334

Road Establishment Files

There are no road establishment files for the Athena - Holdman Highway.

Table 334-1: Athena - Holdman Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Athena - Holdman Highway runs through are listed below.

- Umatilla

Former Names

The former names for the Athena - Holdman Highway are listed below.

- Athena – Cold Springs Highway (1936 – 1938)

History

The following entries are changes to the Athena - Holdman Highway listed by date.

April 23, 1936

Athena - Cold Springs Highway
Oregon - Washington Highway to Pendleton - Cold Springs Highway Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 6487.

Route described in Resolution as:
Beginning at the Oregon – Washington Highway in Athena; thence westerly along Market Road No. 32 to the Havana – Helix Market Road No. 2. Thence beginning again at the intersection of the Havana – Helix Market Road No. 2 and a county road at a point on the section line between Sections 23 and 26, T.4N., R.33E., W.M., Umatilla County, Oregon; thence westerly along the county road to Myrick; thence westerly via Market Road No. 50 to the Pendleton – Cold Springs Highway; a distance of approximately 16.5 miles.

April 23, 1947

Athena - Holdman Highway
Gerking School - Holdman Junction Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 26
See also RW Drawing 6B-16-17, 18 & 19

September 21, 1949

Athena – Holdman Highway
Campbell Ranch – Gerking School Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 177.

Eliminated portions described in Resolution as:
Unit "A"
Beginning opposite State Highway Engineer's Station 45+70 of the relocated Athena – Holdman Secondary Highway No. 334 in the Southeast quarter of the Southeast quarter of Section 16, Township 4 North, Range 34 East, W.M.; thence Easterly and Southerly via the former route of the Athena – Holdman Secondary Highway No. 334 to a point opposite State Highway Engineer's Station 59+00 in the Northwest quarter of the Northwest quarter of Section 22, Township 4 North, Range 34 East, W.M.

Unit "B"
Beginning at State Highway Engineer's Station 58+80 of the relocated Athena – Holdman Secondary Highway No. 334 in the Northeast quarter of the Northeast quarter of Section 21, Township 4 North, Range 34 East, W.M.; thence Southerly and Easterly via the former route of the Athena – Holdman Secondary Highway to State Highway Engineer's Station 72+30 in the Southwest quarter of the Northwest quarter of Section 22, Township 4 North, Range 34 East, W.M.

April 14, 1961

Athena - Holdman Highway Athena Section
Designation of extension east of Athena, by the Highway Commission.
See Secondary Highway Designation File No. 59.

Extension of route described in Resolution as:
Extended from its present terminus in Athena easterly along a portion of the original Oregon - Washington Highway.

Jurisdictional Transfers

The Jurisdictional Transfers for the Athena - Holdman Highway No. 334 are listed below.

Table 334-2: Athena - Holdman Highway No. 334 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
177	Umatilla	Campbell Ranch - Gerking School	12/30/1947	09/21/1949	-

Throughway

None.

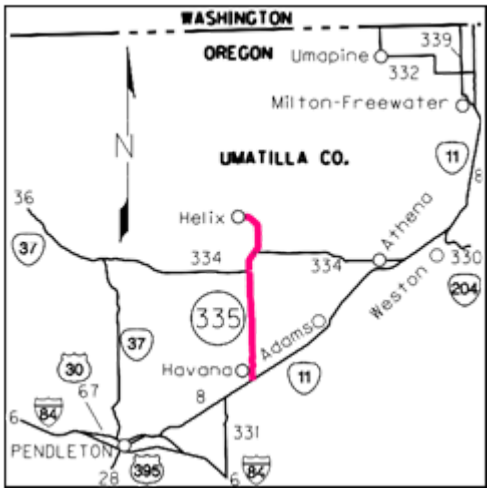
Historic buildings in Athena, Oregon, 1958. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #5440.



Havana - Helix Highway No. 335

335

Figure 335-1: Vicinity Map



Route Numbers

Highway Routes that run along the Havana - Helix Highway are as follows:

- OR 335

Road Establishment Files

There are no road establishment files for the Havana - Helix Highway.

Table 335-1: Havana - Helix Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Havana - Helix Highway runs through are listed below.

- Umatilla

Former Names

There are no former names for the Havana - Helix Highway.

History

The following entries are changes to the Havana - Helix Highway listed by date.

April 23, 1936

Oregon - Washington Highway to Helix Section
Designation as a Secondary Highway, by the Highway Commission
See Minutes of the Highway Commission, page 6487.

Route described in Resolution as:
Beginning at the Oregon – Washington Highway at Havana; thence northerly along Market Road No. 2 to the south city limits of Helix, a distance of 9.0 miles.

May 11, 1954

Havana Section
Designation of extension south of Havana, by Highway Commission.
See Secondary Highway Designation File No. 27.

Extension described in Resolution as:
Beginning at the intersection of the existing Havana – Helix State Secondary Highway with the Havana County Road near Havana; thence southerly along the said Havana County Road to an intersection with the Oregon – Washington Primary Highway, a distance of approximately 1 mile.

June 30, 1955

Havana Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 126
See also RW Drawing 1R-5-749

September 27, 1956

Havana Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 319

Jurisdictional Transfers

The Jurisdictional Transfers for the Havana - Helix Highway No. 335 are listed below.

Table 335-2: Havana - Helix Highway No. 335 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
319	Umatilla	Havana	04/27/1956	09/27/1956	-

Throughway

None.

Street view of Helix in Umatilla County, Oregon, 1958. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6191.



Pendleton Airport Highway Number 336

336

No longer a part of the highway system.

Figure 336-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Pendleton Airport Highway.

Road Establishment Files

There are no road establishment files for the Pendleton Airport Highway.

Table 336-1: Pendleton Airport Highway Establishment Files.

File No.	County
-	-

County

Counties that the Pendleton Airport Highway ran through are listed below.

- Umatilla

Former Names

There are no former names for the Pendleton Airport Highway.

History

The following entries are changes to the Pendleton Airport Highway listed by date.

July 30, 1936

Old Oregon Trail Highway - Pendleton Airport Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 6716.

Route describe in Resolution as:
Beginning at a point on the relocated and reconstructed Old Oregon Trail Highway approximately 1,000 feet northwesterly from the north city limits of Pendleton; thence in a northerly direction to the Pendleton Airport, a distance of approximately 1.0 mile.

June 13, 1941

Old Oregon Trail Highway – Union Pacific R.R. Section
Designation of an extension by the Highway Commission.
See Secondary Highway Designation File No. 0-18.

Extension of route described in Resolution as:
Beginning at a point on the Old Oregon Trail Highway west of Pendleton at Highway Engineer's Station 1282+00; thence extending in a southeasterly direction 925 ft. to a point adjacent to the Union Pacific R.R. and being 0.175 miles in length.

January 21, 1942

Old Oregon Trail Hwy. – Reconstructed Pendleton Airport Road Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 100.

Eliminated portion described in Resolution as:
All that certain section of the old right of way of the Pendleton Airport Road lying in the East half of Section 5, Township 2 North, Range 32 East, W.M., Umatilla County; the beginning point being on the center line on the Old Oregon Trial Highway at engineer's station 1282+50, and the ending point being on the southeasterly right of way line of the reconstructed Pendleton Airport Highway opposite engineer's station 51+50.

October 26, 1950

Pendleton Section
Resolution eliminating the highway approved by the Highway Commission.
See Abandonment & Retention File No. 218.

Eliminated portion described in Resolution as:
That all of the Airport Road, which is State Secondary Highway No. 336 and which extends from the north boundary of the right of way of the Old Oregon Trail, State Highway No. 6, to the north end of said secondary highway, all of which is in Section 5, Township 2 North, Range 32 East…

Jurisdictional Transfers

The Jurisdictional Transfers for the Pendleton Airport Highway No. 336 are listed below.

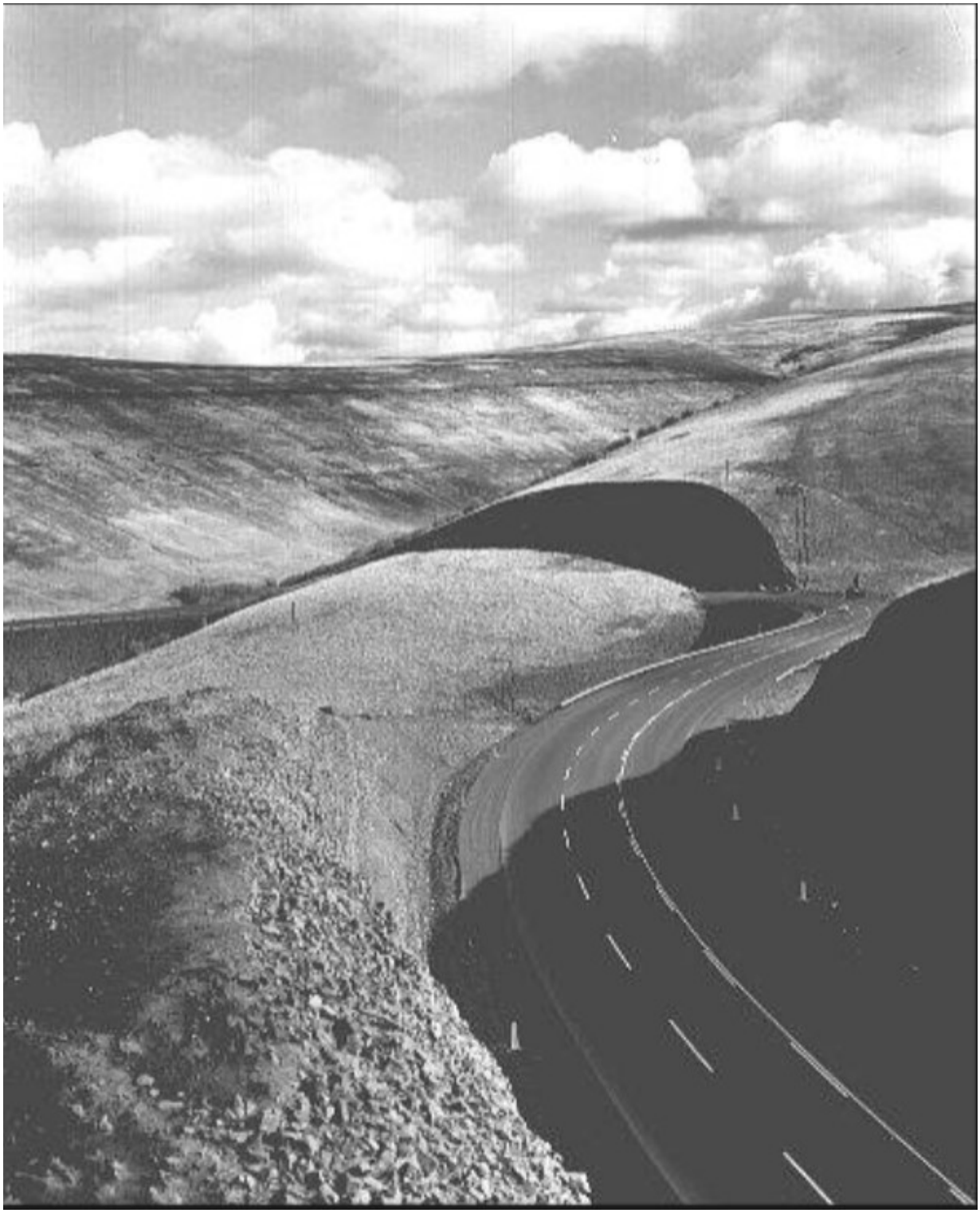
Table 336-2: Pendleton Airport Highway No. 336 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
100	Umatilla	Old Oregon Trail Hwy – Recon- Pendleton	-	01/21/1942	-
218	Umatilla	Pendleton	-	10/26/1950	-

Throughway

None.

Emigrant Hill near Pendleton in Umatilla County, Oregon, ca. 1950. Photo by Oregon State Archives, Oregon Department of Transportation, OHD264-1055-L



Stanfield - Pendleton Highway No. 337

337

No longer a part of the highway system.

Figure 337-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Stanfield - Pendleton Highway.

Road Establishment Files

The road establishment files for the Stanfield - Pendleton Highway are listed below.

Table 337-1: Stanfield - Pendleton Highway Establishment Files.

File No.	County
49511	Umatilla County

County

Counties that the Stanfield - Pendleton Highway ran through are listed below.

- Umatilla

Former Names

There are no former names for the Stanfield - Pendleton Highway.

History

The following entries are changes to the Stanfield - Pendleton Highway listed by date.

March 25, 1938

Stanfield – Pendleton Section
Re-designation of a portion of the Old Oregon Trail Highway No. 6 by the Highway Commission.
See Minutes of the Highway Commission, page 8018.

Route described in Resolution as:
Beginning at the junction of the reconstructed Old Oregon Trail Highway with the former route of the Old Oregon Trail Highway at a point approximately 1 mile east of Stanfield; thence in a southeasterly direction via the route formerly used as a part of the old Oregon Trail Highway to the city limits of Pendleton, a distance of approximately 24.5 miles.

December 6, 1957

Echo Section
Highway abandoned, portion to the county, portion to the Lexington - Echo Highway No. 320.
See Abandonment & Retention File No. 342.

Portion transferred to the Lexington – Echo Highway No. 320 described in Resolution as:
Beginning at the junction with the Lexington – Echo Highway at MP 35.74 of the said Lexington – Echo Highway in the city of Echo; thence southerly via the Stanfield – Pendleton Highway along Thielson Street to a junction with the Lexington – Echo Highway at MP 35.91 of said Lexington – Echo Highway in the city of Echo.

Jurisdictional Transfers

The Jurisdictional Transfers for the Stanfield - Pendleton Highway No. 337 are listed below.

Table 337-2: Stanfield - Pendleton Highway No. 337 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
342	Umatilla	Echo	12/06/1957	12/06/1957	-

Throughway

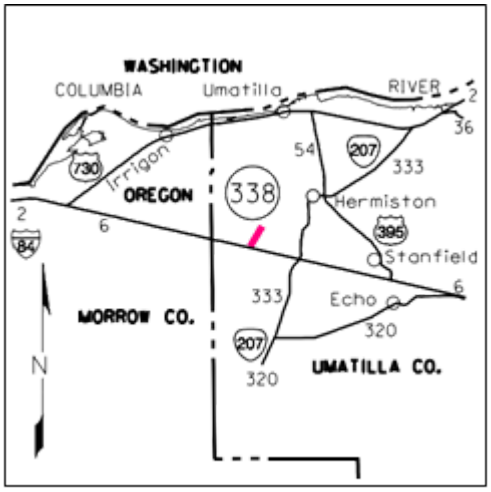
None.

Ordnance Depot Highway No. 338

338

No longer a part of the highway system.

Figure 338-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Ordnance Depot Highway.

Road Establishment Files

The road establishment files for the Ordnance Depot Highway are listed below.

Table 338-1: Ordnance Depot Highway Establishment Files.

File No.	County
49511	Umatilla County

County

Counties that the Ordnance Depot Highway ran through are listed below.

- Umatilla

Former Names

There are no former names for the Ordnance Depot Highway.

History

The following entries are changes to the Ordnance Depot Highway listed by date.

August 14, 1942

Boardman – Stanfield Highway to Umatilla Ordnance Depot Section Designation as a Secondary Highway by the Highway Commission. See Secondary Highway Designation File No. 0-25.

Route described in Resolution as:
Beginning at a point on the Boardman – Stanfield Highway at Engineer's Station 803+76.6 in the NE¼ of Section 27, T.4N, R.27E, W.M.; thence northerly to the Umatilla Ordnance Depot, a distance of approximately 0.41 mile.

June 27, 1972

Old Oregon Trail – Ordnance Depot Section
Resolution eliminating the highway approved by the Highway Commission. See Abandonment & Retention File No. 454.

Eliminated portion described in Resolution as:
Unit "A"
All the land within the right-of-way boundaries of the Ordnance Depot Highway as formerly located from the northerly access control line of the Old Oregon Trail opposite relocated Highway Engineer's Station 803+60 of said Old Oregon Trail; thence northerly to the easterly right-of- way line of the Ordnance Depot access road opposite relocated Highway Engineer's Station "E" 89+00 in Section 27, Township 4 North, Range 27 East, W.M., in Umatilla County, Oregon

Jurisdictional Transfers

The Jurisdictional Transfers for the Ordnance Depot Highway No. 338 are listed below.

Table 338-2: Ordnance Depot Highway No. 338 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
454	Umatilla	Entire Highway	08/25/1966	06/27/1972	-

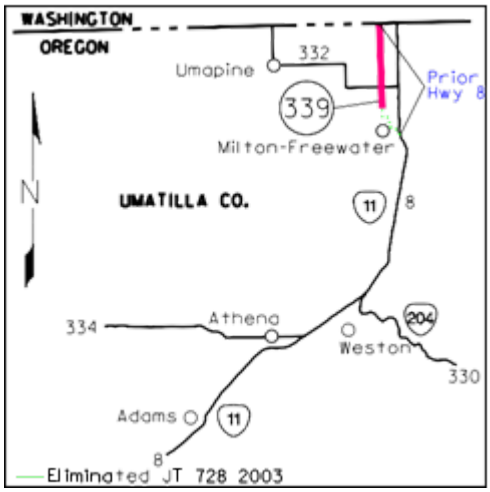
Throughway

None.

Freewater Highway No. 339

339

Figure 339-1: Vicinity Map



Route Numbers

Highway Routes that run along the Freewater Highway are as follows:

- OR 339

Road Establishment Files

There are no road establishment files for the Freewater Highway.

Table 339-1: Freewater Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Freewater Highway runs through are listed below.

- Umatilla

Former Names

There are no former names for the Freewater Highway.

History

The following entries are changes to the Freewater Highway listed by date.

February 4, 1946

Milton – Washington State Line Section
Re-designation of a portion of the Oregon - Washington Highway No. 8 by the Highway Commission.
See Abandonment & Retention File No. 132.
See also RW Drawing 6B-11-14.

Route described in Resolution as:
Beginning at the intersection of the old route of the Oregon - Washington State Highway No. 8 with the relocated Oregon - Washington Highway at the intersection of main and parallel Streets in the City of Milton, Umatilla County, Oregon; thence northerly via the old route of the Oregon - Washington Highway to the intersection of said old highway with the line between the State of Oregon and Washington in Section 14, Township 6 North, Range 35 East, W.M.

December 20, 1948

Milton - Washington Section
Umatilla County
Re-designation of a portion of the Oregon – Washington Highway No. 8 approved by the Highway Commission.
See Abandonment & Retention File No. 132.

Re-designated portion described in Resolution as:
Beginning at the intersection of the old route of the Oregon – Washington State Highway No. 8 with the relocated Oregon – Washington Highway at the intersection of Main and Parallel Streets in the City of Milton, Umatilla County, Oregon; thence northerly via the old route of the Oregon – Washington Highway to the intersection of said old highway with the line between the States of Oregon and Washington in Section 14, Township 6 North, Range 35 East, W.M.

April 9, 2003

MP 3.43 – MP 5.25 Section
Resolution eliminating a portion of the highway approved by the Director.
See Jurisdictional Transfer No. 728 recorded July 17, 2003 as Document No. 2003-4420434 in Book R442, Page 0434 of Umatilla County Deed Records.

Eliminated portion described in Resolution as:
Unit 1
All the land within the right of way boundaries of the Freewater Highway, State Highway 339, as presently located, beginning at MP 3.43 at the City limits continuing South on Lamb Street, thence East on 8th Avenue to the intersection of North Main Street, thence South on Main Street to the intersection of Broadway Street, thence Southeast on Main Street to the intersection with the Oregon – Washington Highway at MP 5.25, lying in Sections 2, 1, and 12, Township 5 North, Range 35 East, W.M., and Section 35, Township 6 North, Range 35 East, W.M., Umatilla County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Freewater Highway No. 339 are listed below.

Table 339-2: Freewater Highway No. 339 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
132	Umatilla	Milton – Washington State Line	02/04/1946	12/20/1948	-
728	Washington	MP 3.43 to MP 5.25	02/28/2003	04/09/2003	-

Throughway

None.

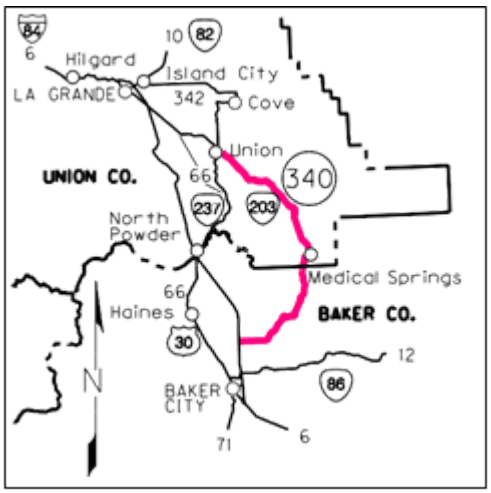
Oiling project on highway in north-central Oregon, 1944.
Photo by Oregon State Archives, Oregon State Highway Division, OHD2204.



Medical Springs Highway No. 340

340

Figure 340-1: Vicinity Map



Route Numbers

Highway Routes that run along the Medical Springs Highway are as follows:

- OR 203

Road Establishment Files

The road establishment files for the Medical Springs Highway are listed below.

Table 340-1: Medical Springs Highway Road Establishment Files

File No.	County
55286	Baker County

County

Counties that the Medical Springs Highway runs through are listed below.

- Baker
- Union

Former Names

There are no former names for the Medical Springs Highway.

History

The following entries are changes to the Medical Springs Highway listed by date.

November 13, 1931

Baker - Medical Springs Road Section - (20.12 miles)
Baker County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3128.

Union - Medical Springs Road Section - (25.30 miles)
Union County
Designation as a Secondary Highway, by the Highway Commission.
See Minutes of the Highway Commission, page 3139.

December 6, 1933

Baker – Cornucopia Highway to Union Section
Baker & Union County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Baker County)
Market Road No. 10, beginning on the Baker - Cornucopia Highway near the section line between section 4 and 9, T9S, R40E, W.M. and extending in a northwesterly direction to Miles Bridge and thence in a northerly direction to the county line between Baker and Union Counties about one quarter mile west of the section corner common to sections 35 and 36, T6S, R41E,
W.M. and sections 1 and 2, T7S, R41E, W.M. approximately 20 miles. (Union County)
Market Road No. 6 at the town of Union and running in a southeasterly direction up Catherine Creek via Medical Springs to the Union - Baker County line, a distance of approximately 12 miles.

April 23, 1947

Miles Bridge - Baker Section
Baker County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 26
See also RW Drawing 6B-19-11, 12, 13 & 14

September 30, 1970

Union Section
Union County

Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 512.

Eliminated portion described in Resolution as:
Unit A
All the land within the right of way boundaries of the Medical Springs Highway, State Secondary Highway No. 340, as formerly routed lying outside the northerly right of way boundary of said highway as now relocated from approximately opposite relocated Highway Engineer's Station 13+40; thence north on Hess Avenue and east on Arch Street to the northerly right of way boundary of said relocated highway approximately opposite relocated Highway Engineer's Station 20+04.22 P.C.S. and located in Section 9, Township 4 South, Range 40 East, W.M., in the City of Union, Union County, Oregon.

August 14, 1973

Richland Interchange Section
Baker County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 496.

Eliminated portion described in Resolution as:
Unit B:
All the land within the right-of-way boundaries of the Medical Springs Highway, State Secondary Highway No. 340, as formerly routed lying westerly of the Old Oregon Trail (I-80N) as now relocated from approximately opposite relocated Highway Engineer's Station 2045+00; thence southerly to a junction with the Baker – Copperfield Highway as formerly routed…

May 20, 1980

MP 38.47 – MP 42.54 Section
Baker County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 587
See also Miscellaneous Contracts & Agreements File No. 6411.

Eliminated portion described in Resolution as:
All of the land within the right of way boundaries of the Medical Springs Highway, State Secondary Highway No. 340 (MP 38.47 to MP 42.54), from the Chandler Interchange southerly to the Richland Interchange, a distance of 4.07 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Medical Springs Highway No. 340 are listed below.

Table 340-2: Medical Springs Highway No. 340 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
496	Baker	Richland Interchange	09/30/1969	08/14/1973	-
512	Union	Union	09/30/1969	09/30/1969	-
587	Baker	MP 38.47 – MP 42.54)	09/26/1979	05/20/1980	-

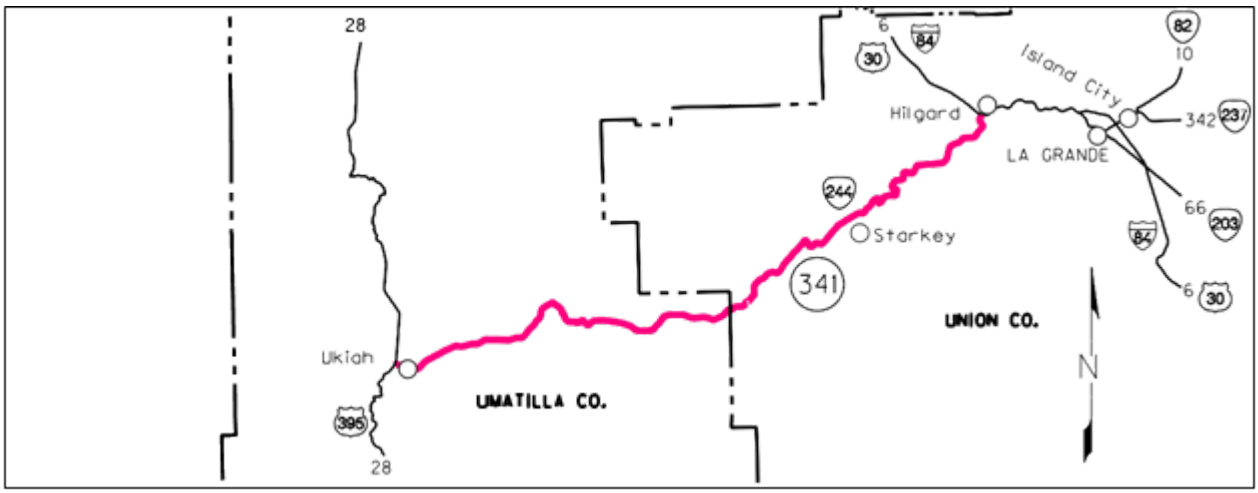
Throughway

None.

Ukiah - Hilgard Highway No. 341

341

Figure 341-1: Vicinity Map



Route Numbers

Highway Routes that run along the Ukiah - Hilgard Highway are as follows:

- OR 244

Road Establishment Files

The road establishment files for the Ukiah - Hilgard Highway are listed below.

Table 341-1: Ukiah - Hilgard Highway Road Establishment Files

File No.	County
55285	Union/Umatilla Counties

County

Counties that the Ukiah - Hilgard Highway runs through are listed below.

- Union
- Umatilla

Former Names

The former names for the Ukiah - Hilgard Highway are listed below.

- Starkey Highway (1931 – 1954)

History

The following entries are changes to the Ukiah - Hilgard Highway listed by date.

November 13, 1931

Starkey Highway
Starkey - Hilgard Road Section (17.44 miles)
Union County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3139.

December 6, 1933

Starkey Highway Hilgard – Starkey Section
Union County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Road No. 4, beginning at the Old Oregon Trail near Hilgard and running in a southwesterly direction along the Grande Ronde River to the town of Starkey, a distance of approximately 17.4 miles.*

October 21, 1947

Starkey Highway
Meadowbrook - Red Bridge Section
Union County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 32
See also RW Drawing 6B-23-18

April 25, 1950

Starkey Highway
Hilgard Junction - Red Bridge Section
Union County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 49
See also RW Drawing 5B-36-6 & 7

August 18, 1952

Starkey Highway
Hilgard Junction - Red Bridge Section
Union County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 269.

April 1, 1954

Ukiah - Hilgard Highway
Ukiah - Starkey Section
Umatilla & Union County
Designation of an extension westerly of Starkey, and the name changed to the Ukiah - Hilgard Highway by the Highway Commission.
See Secondary Highway Designation File No. 25.

> **Route extension described in Resolution as:**
> *Beginning at a junction with the Pendleton John Day Primary Highway at Mile Post 49.63 near Ukiah, thence northeasterly to a junction with the existing Starkey State Secondary Highway, a total distance of approximately 34.26 miles.*

June 23, 1954

Ukiah - Hilgard Highway
East Forest Boundary - Meadow Creek Section
Union County
Ukiah - West Forest Boundary Section
Umatilla County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 104
Superseded by Resolutions Adopting Surveys No. 104a.
See also RW Drawing 10C-21-18

June 23, 1954

Ukiah - Hilgard Highway
Umatilla National Forest Section
Umatilla & Union County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 105
See also RW Drawing 10C-21-18

June 30, 1955

Ukiah - Hilgard Highway
East Forest Boundary - Meadow Creek Section
Union County
Ukiah - West Forest Boundary Section
Umatilla County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 104a
Supersedes Resolutions Adopting Surveys No. 104.
See also RW Drawing 10C-21-18

January 26, 1956

Ukiah - Hilgard Highway
Starkey Connection Section
Union County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 313.

Eliminated portion described in Resolution as:
… Beginning at Milepost 13.70 of the existing Ukiah – Hilgard Highway, and running thence southerly via the Starkey Connection to Milepost 17.00 at Starkey…

Jurisdictional Transfers

The Jurisdictional Transfers for the Ukiah - Hilgard Highway No. 341 are listed below.

Table 341-2: Ukiah - Hilgard Highway No. 341 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
269	Union	Hilgard Junction - Red Bridge	-	08/18/1952	-
313	Union	Starkey Connection	01/06/1956	01/26/1956	-

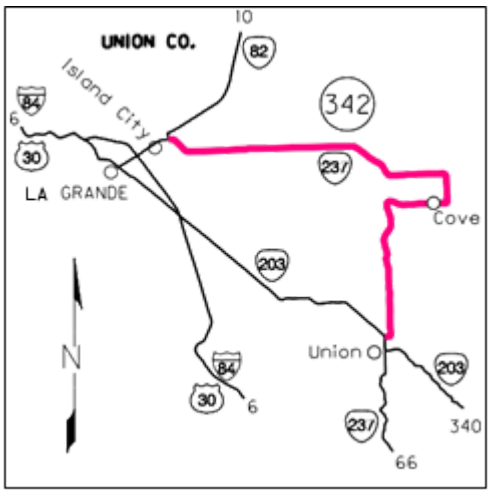
Throughway

None.

Cove Highway No. 342

342

Figure 342-1: Vicinity Map



Route Numbers

Highway Routes that run along the Cove Highway are as follows:

- OR 237

Road Establishment Files

There are no road establishment files for the Cove Highway.

Table 342-1: Cove Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Cove Highway runs through are listed below.

- Union

Former Names

There are no former names for the Cove Highway.

History

The following entries are changes to the Cove Highway listed by date.

November 13, 1931

LaGrande - Cove - Union Road Section (22.07 miles)
Designation as a Secondary Highway, by the Highway Commission.
See Minutes of the Highway Commission, page 3139.

December 6, 1933

Island City – Union Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4521 (SHR 00000).

> **Route described in Resolution as:**
> *Market Roads No. 23 and No. 3, beginning at the town of Island City and running in an easterly and southerly direction to the town of Cove; thence in a westerly and southerly direction to the town of Union, a distance of approximately 22.6 miles.*

November 25, 1947

Cove - Union Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 173

October 24, 1973

Island City - Cove Section
Resolution eliminating portions of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 540

March 21, 2011

Cove Highway
Old Cove Hwy. (Island City-Cove) Section
Union County
The Commission adopted a resolution abandoning a portion of the highway.
See Abandonment No. 008.
See also RW Drawing 5B-2-7.

Jurisdictional Transfers

The Jurisdictional Transfers for the Cove Highway No. 342 are listed below.

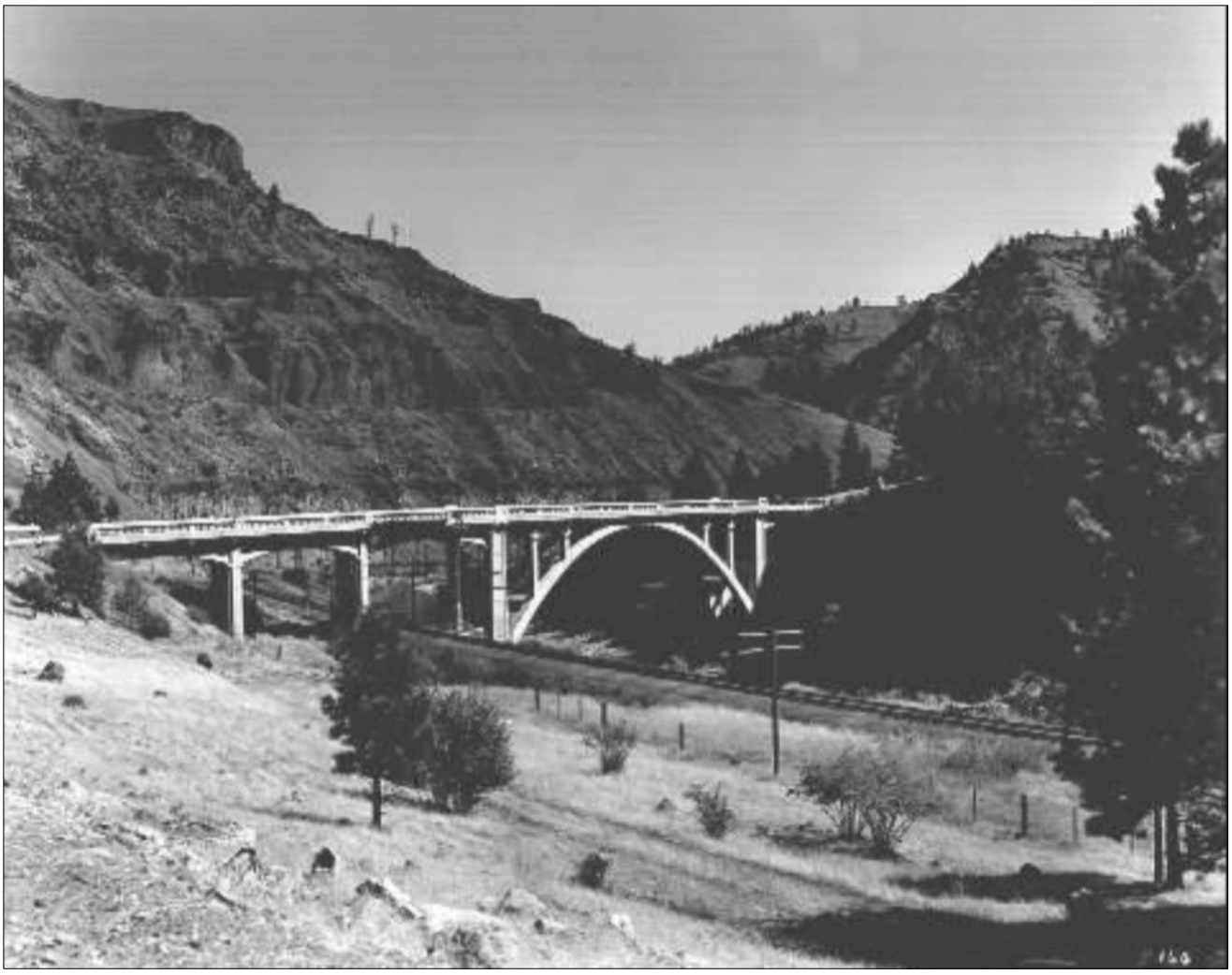
Table 342-2: Cove Highway No. 342 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
173	Union	Cove - Union	-	11/25/1947	10/14/1947
540	Union	Island City - Cove	-	10/24/1973	-

Throughway

None.

Bridge over the Grande Ronde River in northeastern Oregon, 1935.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD0160.

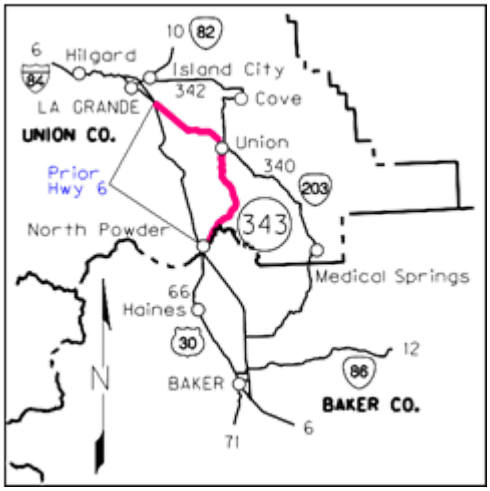


LaGrande - North Powder Hwy. No. 343

343

No longer a part of the highway system.

Figure 343-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the LaGrande - North Powder Highway.

Road Establishment Files

There are no road establishment files for the LaGrande - North Powder Highway.

Table 343-1: LaGrande - North Powder Highway Establishment Files.

File No.	County
-	-

County

Counties that the LaGrande - North Powder Highway ran through are listed below.

- Baker
- Union

Former Names

There are no former names for the LaGrande - North Powder Highway.

History

The following entries are changes to the LaGrande - North Powder Highway listed by date.

February 6, 1950

LaGrande – North Powder Section
Baker & Union County
Re-designation of a portion of the Old Oregon Trail Highway No. 6 by the Highway Commission.
See Secondary Highway Designation File No. 15.
See also Resolutions Adopting Surveys No. 45.

Route described in Resolution as:
Beginning at the intersection of the formerly located, constructed and traveled Old Oregon Trail Highway with the relocated Old Oregon Trail Highway approximately 3 miles southeast of LaGrande; thence in a southerly and easterly direction to Union; thence in a southerly and westerly direction to an intersection of the formerly located, constructed, and traveled Old Oregon Trail Highway with the relocated Old Oregon Trail highway approximately 0.6 mile south of North Powder, including a connection with the relocated Old Oregon Trail Highway in the City of North Powder, for a total distance of approximately 28.1 miles.

March 5, 1968

LaGrande – North Powder (MP 0.00 – MP 26.81) Section
Union County
Re-designation of a portion (excepting between MP 26.81 to 27.68) to become part of the LaGrande - Baker Highway No. 66 by the Highway Commission.
See Primary Highway Designation File No. 43.

August 14, 1973

North Powder Section

Baker County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 496.

Eliminated portion described in Resolution as:
Unit A:
All the land within the right-of-way boundaries of the La Grande – North Powder Highway, State Secondary Highway No. 343, as formerly routed from the Union – Baker County Line southerly to the easterly access control line approximately opposite Highway Engineer's Station 1237+00 of the Old Oregon Trail (I-80N)…

Jurisdictional Transfers

The Jurisdictional Transfers for the LaGrande - North Powder Highway No. 343 are listed below.

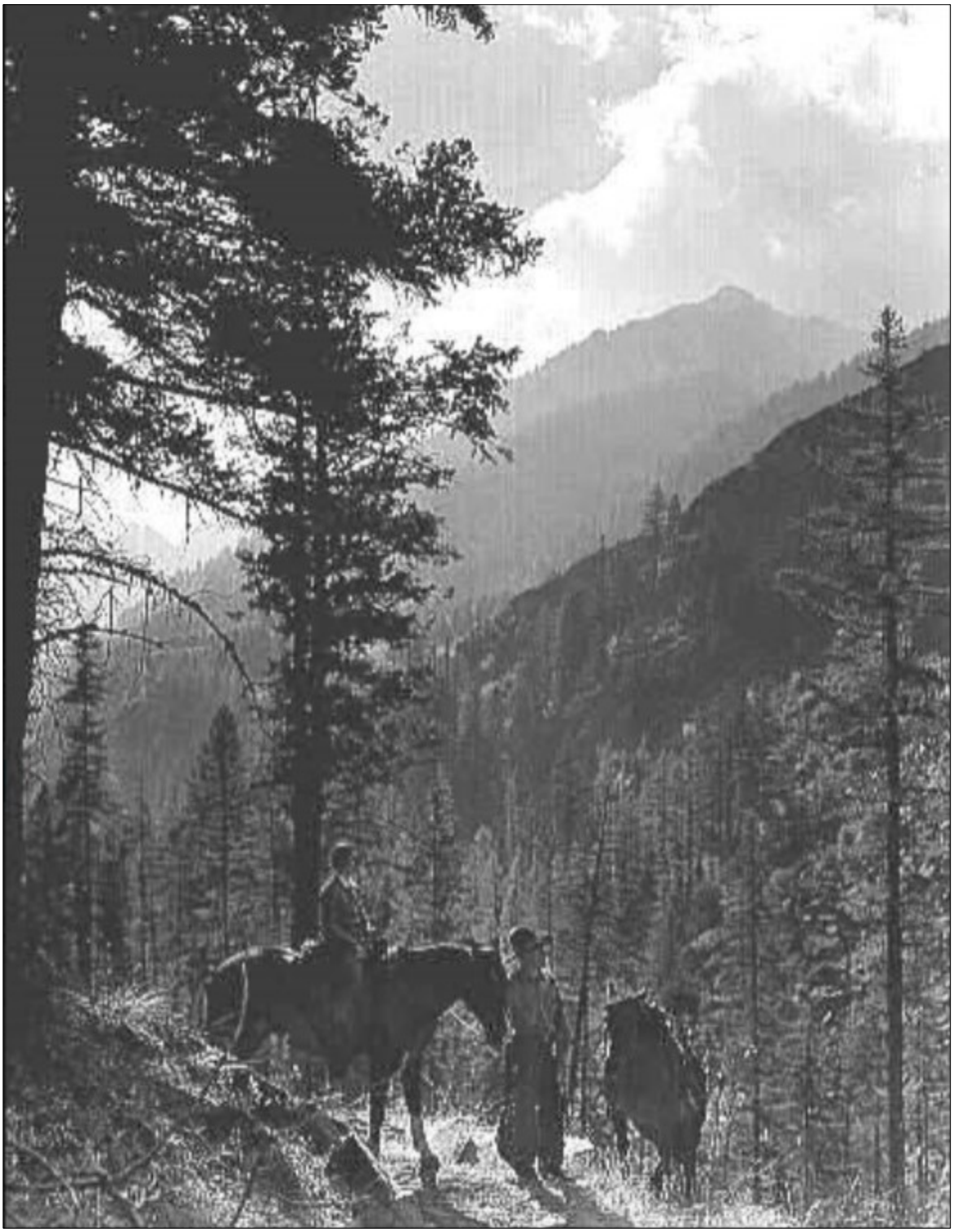
Table 343-2: LaGrande - North Powder Highway No. 343 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
496	Baker	North Powder	09/30/1969	08/14/1973	-

Throughway

None.

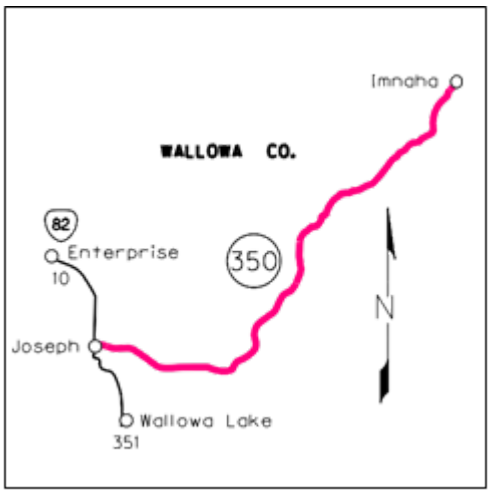
Wallowa Mountains in northeastern Oregon, ca 1936.
Photo by Oregon State Archives, Oregon Department of Transportation, OHDM001.



Little Sheep Creek Highway No. 350

350

Figure 350-1: Vicinity Map



Route Numbers

Highway Routes that run along the Little Sheep Creek Highway are as follows:

- OR 350

Road Establishment Files

There are no road establishment files for the Little Sheep Creek Highway.

Table 350-1: Little Sheep Creek Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Little Sheep Creek Highway runs through are listed below.

- Wallowa

Former Names

There are no former names for the Little Sheep Creek Highway.

History

The following entries are changes to the Little Sheep Creek Highway listed by date.

October 9, 1931

Joseph – Imnaha Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3072.

Route described in Resolution as:
…Market Road No. 4…beginning at the town of Joseph and running in an easterly direction to Little Sheep Creek; thence in a northeasterly direction down Little Sheep and Big Sheep Creek to Imnaha, a distance of approximately 33.0 miles in length…

December 6, 1933

Joseph – Imnaha Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Market Road No. 4, and county road, beginning at the town of Joseph and running in an easterly direction to Little Sheep Creek; thence in a northeasterly direction down Little Sheep and Big Sheep Creeks to Imnaha, a distance of approximately 33 miles.

March 24, 1947

Sheep Creek Hill Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 24
See also RW Drawing 6B-16-5 & 6

February 28, 1949

West Unit, Sheep Creek Hill Section
Resolution eliminating portions of the highway approved by the Highway Commission.
Originally in A&R file No. 204, contents transferred to A&R No. 170
See Abandonment & Retention File No. 170

January 6, 1953

Joseph - Hayden Gulch Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 79
See also RW Drawing 6B-16-5

August 9, 1954

Joseph – Sheep Creek Hill Section
Wallowa County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 276.

Eliminated portions described in Resolution as:

Unit "A"

Beginning at State Highway Engineer's Station 109+00 of the relocated little Sheep Creek Highway in the northeast quarter of the northeast quarter (NE¼NE¼) of Section 33, Township 2 South, Range 45 East, W.M.; thence southerly and easterly via the former route of the Little Sheep Creek Highway to State Highway Engineer's Station 134+60 of the relocated Little Sheep Creek Highway in the southeast quarter of the northwest quarter (SE¼NW¼) of Section 34, Township 2 South, Range 45 East, W.M.

Unit "B"

Beginning at State Highway Engineer's Station 134+75 of the relocated Little Sheep Creek Highway in the northeast quarter of the northwest quarter (NE¼NW¼) of Section 34, Township 2 South, Range 45 East, W.M.; thence easterly and southerly via the former route of the Little Sheep Creek Highway to State Highway Engineer's Station 207+75 of the relocated Little Sheep Creek Highway in the southwest quarter of the southeast quarter (SW¼SE¼) of (Section 35, ed.) Township 2 South, Range 45 East, W.M.

July 7, 1960

Sheep Creek Hill - Hayden Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 215
See also RW Drawing 1R-5-1403

June 8, 1967

Forest Boundary - Imnaha Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 338
See also RW Drawing 1R-4-290

October 22, 1981

Forest Boundary - Imnaha Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 604.

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Little Sheep Creek Highway, State Secondary Highway No. 350 as formerly routed lying outside the easterly right-of-way boundary of said Little Sheep Creek Highway as now relocated from approximately opposite relocated Highway Engineer's Station 3+65 to 11+30 and lying in Sections 16 and 21, Township 1 North, Range 48 East, W.M., Wallowa County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Little Sheep Creek Highway No. 350 are listed below.

Table 350-2: Little Sheep Creek Highway No. 350 Jurisdictional Transfers

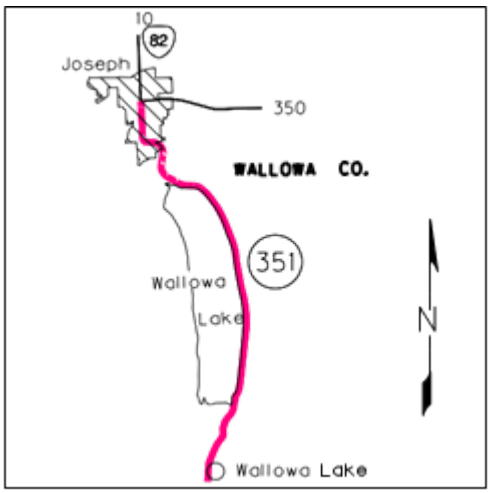
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
170	Wallowa	West Unit, Sheep Creek Hill	11/07/1947	02/28/1949	01/04/1950
204	Wallowa	West Unit, Sheep Cr. Hill (trans to 170)	11/07/1947	02/28/1949	01/04/1950
276	Wallowa	Joseph - Sheep Creek Hill	05/19/1953	08/09/1954	-
604	Wallowa	Forest Boundary - Imnaha		10/22/1981	-

Throughway

None.

Joseph - Wallowa Lake Highway No. 351 351

Figure 351-1: Vicinity Map



Route Numbers

Highway Routes that run along the Joseph - Wallowa Lake Highway are as follows:

- OR 351

Road Establishment Files

There are no road establishment files for the Joseph - Wallowa Lake Highway.

Table 351-1: Joseph - Wallowa Lake Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Joseph - Wallowa Lake Highway runs through are listed below.

- Wallowa

Former Names

There are no former names for the Joseph - Wallowa Lake Highway.

History

The following entries are changes to the Joseph - Wallowa Lake Highway listed by date.

March 26, 1937

Joseph – Wallowa Lake Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 7241.

Route described in Resolution as:
Beginning at the City of Joseph; thence extending in a southerly direction the south end of Wallowa Lake, a distance of approximately 6 miles.

April 25, 1950

South Unit - Joseph - Wallowa Lake Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 49
See also RW Drawing 5B-36-4

October 26, 1950

Vicinity of Joseph Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 219.

Eliminated portions described in Resolution as:
Unit "A"
Beginning opposite State Highway Engineer's Station 32+25 of the relocated Joseph – Wallowa Lake Secondary Highway in the northwest quarter of the southwest quarter of Section 32, Township 2 South, Range 45 East, W.M.; thence southerly via the former route of the Joseph – Wallowa Lake Secondary Highway to State Highway Engineer's Station 41+47.47 of the relocated Joseph – Wallowa Lake Secondary Highway in the northeast quarter of the southwest quarter of Section 32, Township 2 South, Range 45 East, W.M.

Unit "B"
Beginning opposite State Highway Engineer's Station 52+25 of the relocated Joseph – Wallowa Lake Secondary Highway in the southeast quarter of the southwest quarter of Section 32, Township 2 South, Range 45 East, W.M.; thence southerly via the former route of the Joseph – Wallowa Lake Secondary Highway to State Highway Engineer's Station 59+15 of the relocated Joseph – Wallowa Lake Secondary Highway in the northeast quarter of the northwest quarter of Section 5, Township 3 South, Range 45 East, W.M.

April 1, 1954

MP 6.05 – MP 7.13 Section
Designation of a southerly extension by the Highway Commission.
See Secondary Highway Designation File No. 26.

Extension of route described in Resolution as:
Beginning at Mile Post 6.05 of the existing Joseph – Wallowa Lake State Secondary Highway; thence southerly approximately 1.08 miles to the Pacific Power and Light Company power house which is located in Section 29, Township 3 South, Range 45 East, W.M.

Jurisdictional Transfers

The Jurisdictional Transfers for the Joseph - Wallowa Lake Highway No. 351 are listed below.

Table 351-2: Joseph - Wallowa Lake Highway No. 351 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
219	Wallowa	Vicinity of Joseph	-	10/26/1950	12/06/1950

Throughway

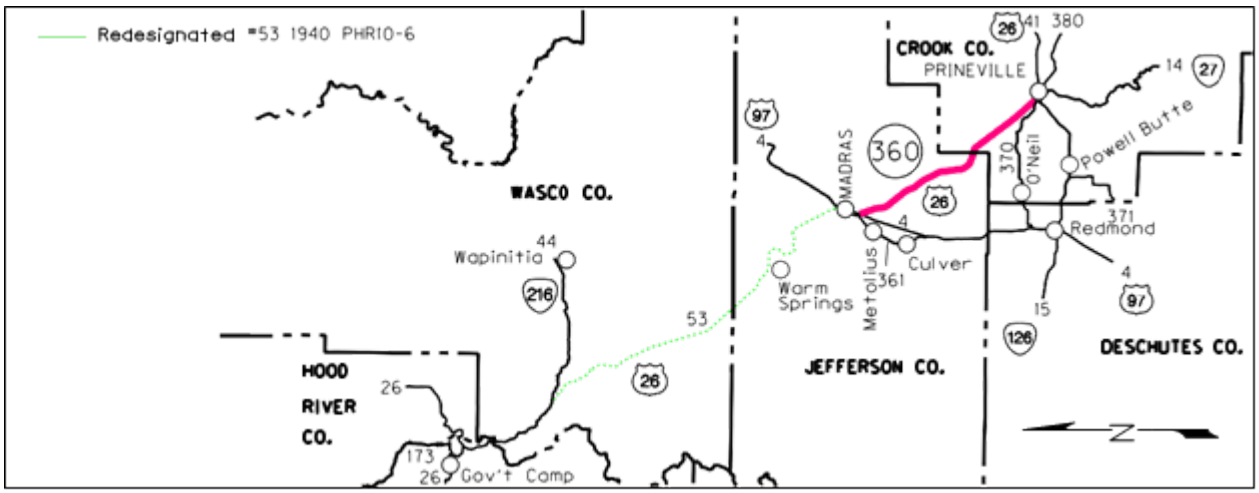
None.

Wallowa Lake and Middle Mountain in northeastern Oregon, 1944.
Photo by Oregon State Archives, Oregon Highway Division, OHD2266.



Madras - Prineville Highway No. 360 360

Figure 360-1: Vicinity Map



Route Numbers

Highway Routes that run along the Madras - Prineville Highway are as follows:

- US 26

Road Establishment Files

The road establishment files for the Madras - Prineville Highway are listed below.

Table 360-1: Madras - Prineville Highway Road Establishment Files

File No.	County
55284	Jefferson/Crook Counties

County

Counties that the Madras - Prineville Highway runs through are listed below.

- Jefferson
- Crook

Former Names

The former names for the Madras - Prineville Highway are listed below.

- Warm Springs Highway (1931 – 1942)

History

The following entries are changes to the Madras - Prineville Highway listed by date.

November 13, 1931

Warm Springs Highway
Prineville - Madras Road Section (9.7 miles)
Crook County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3127.

Prineville - Madras Road Section (19.00 miles)
Madras - Warm Springs Road (21.00 miles)
Jefferson County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3131.

December 6, 1933

Warm Springs Highway
Prineville – Wasco County Line Section
Crook & Jefferson County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Crook County)
Market Road No. 4, beginning at the city limits of Prineville and following near the city of Prineville Railroad about four miles; thence in a northwesterly direction toward Lamonta Gap to the Crook - Jefferson County line, approximately 10.6 miles.

(Jefferson County)
Market Road No. 9, beginning at the Crook - Jefferson County line and extending through Lamonta to Market Road No. 8 and thence down Willow Creek to Madras; also, beginning on The Dalles - California Highway at or near Madras and running in a northwesterly direction to Warm Springs, and thence to the Wasco County line, the distance being approximately 41.0 miles.

September 28, 1938

Warm Springs Highway
Wapinitia Highway – Jefferson/Wasco County Line Section
Wasco County
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-2.

Route described in Resolution as:
Beginning at a point on the Wapinitia Highway at a point near the Range line between Section 13 T.5S., R.9E. and Section 18, T.5S., R.10E., W.M.; thence in a southeasterly direction to the Jefferson – Wasco County line at a point near the township corner common to T.8S., R's 11 and 12 E. and T.9S., R's 11 and 12 E., W.M., a distance of approximately 25.3 miles.

June 6, 1939

Warm Springs Highway Prineville Section
Crook County
Designation of new route through Prineville by the Highway Commission.
See Primary Highway Designation File No. 10-2.

Route described in Resolution as:
Beginning at the northerly city limits of Prineville and thence in a southeasterly direction to Tenth Street near the intersection of Tenth and "C" Streets; thence easterly along Tenth Street to A"" Street or Main Street; thence southerly along "A" or Main Street to Third Street, connecting with the Ochoco Highway at the intersection of Third and "A" or Main Streets.

July 6, 1939

Warm Springs Highway
Prineville – Jefferson County Line Section
Crook County
Designation of new route from by the Highway Commission.
See Secondary Highway Designation File No. 0-2a.

Route described in Resolution as:
Beginning at the intersection of A (Main) Street and Third Street in the City of Prineville; thence northerly along A (Main) Street and via former Market Road No. 4 to the Jefferson County line, a distance of 10.7 miles.

July 27, 1939

Warm Springs Highway
Prineville – Jefferson County Line Section
Crook County
Designation of new route by the Highway Commission.
See Secondary Highway Designation File No. 0-2a.

Route described in Resolution as:
A relocation of the Warm Springs Secondary highway route described as follows: Beginning at the intersection of A (Main) Street and Third Street in the City of Prineville; thence westerly along Third Street to a point near Park Boulevard; thence in a northwesterly direction to the Jefferson County line, a distance of 10.55 miles.

July 27, 1939

Warm Springs Highway
Prineville – Jefferson County Line Section
Crook County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 67.

Eliminated portion described in Resolution as:
Beginning at the intersection of A (Main) Street and Third Street in the City of Prineville; thence northerly along A (Main) Street and via former Market Road No. 4 to the Jefferson County line, a distance of 10.70 miles.

July 19, 1940

Madras Prineville Highway
Wapinitia Highway Junction – The Dalles California Highway Junction Section
Jefferson & Wasco County
Re-designation of a portion to become part of the Warm Springs Highway No. 53 by the Highway Commission.
The remaining portion of the Warm Springs Highway that remained a Secondary Highway was renamed to Madras Prineville Highway.
See Primary Highway Designation File No 10-6.

Route described in Resolution as:
…extending from a junction with the Wapinitia Highway near Bear Springs, thence in a southeasterly direction to a connection with The Dalles – California Highway near Madras…

April 3, 1941

Madras - Prineville Highway
Lamonta Section
Jefferson County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 89.

Eliminated portion described in Resolution as:
All those certain parts of the old right of way of the Lamonta Section of the Madras – Prineville Highway in Section 34, Township 12 South, Range 14 East, and in Sections 3, 10, 15, 22, 23, and 26, Township 13 South, Range 14 East, W.M., Jefferson County, Oregon, lying on the easterly and westerly side of the right of way required for the reconstructed Madras – Prineville Highway between Engineer's Station 663+00 on the northerly end and Station 928+00 on the southerly end.

November 25, 1947

Madras - Prineville Highway
Madras – Prineville Section
Jefferson & Crook County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 171.

Eliminated portion described in Resolution as:
… which lies between a point identified as being Mile Point 0+00 of the Madras – Prineville Secondary Highway, No. 360, on a line between the East and West halves of Section 22, Township 11 South, Range 13 East, W.M., (said point begin further identified as Mile Point
98.65 on the former route of The Dalles – California Highway); and a point on the relocated Madras – Prineville Highway, No. 360, at State Engineer's Station 663+00, in the Northwest quarter of the Southwest quarter of Section 34, Township 12 South, Range 14 East, W.M.; and also the sections or area of the old right of way, which lie between Engineer's Station 993 and an intersection of State Highway and the Ochoco Highway…

Jurisdictional Transfers

The Jurisdictional Transfers for the Madras - Prineville Highway No. 360 are listed below.

Table 360-2: Madras - Prineville Highway No. 360 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
67	Crook	Prineville - Jefferson County Line	-	07/27/1939	-
89	Jefferson	Lamonta	-	04/03/1941	05/07/1941
127	Crook	Transferred to A&R No. 171	-	-	-
131	Jefferson	Transferred to A&R No. 171	-	-	-
171	Crook/Jeff	Madras - Prineville	12/27/1945	11/25/1945	12/1/1948

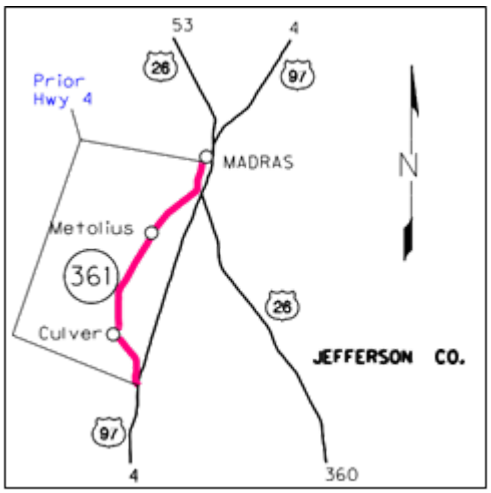
Throughway

None.

Culver Highway No. 361

361

Figure 361-1: Vicinity Map



Route Numbers

Highway Routes that run along the Culver Highway are as follows:

- OR 361

Road Establishment Files

The road establishment files for the Culver Highway are listed below.

Table 361-1: Culver Highway Road Establishment Files

File No.	County
55283	Jefferson County

County

Counties that the Culver Highway runs through are listed below.

- Jefferson

Former Names

There are no former names for the Culver Highway.

History

The following entries are changes to the Culver Highway listed by date.

December 29, 1947

Madras – Culver Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 10.

Route described in Resolution as:

Beginning at a point on The Dalles – California highway at the intersection of 5th and "D" Streets in Madras; thence southerly via Metolius and Culver to a junction with The Dalles – California Highway southeast of Culver in the NE¼ of the NE¼ of Section 32, T.12S., R.13E., W.M., being a distance of approximately 11.54 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Culver Highway No. 361.

Table 361-2: Culver Highway No. 361 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

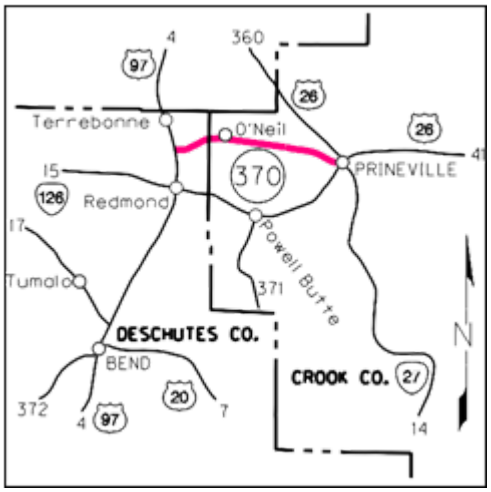
Throughway

None.

O'Neil Highway No. 370

370

Figure 370-1: Vicinity Map



Route Numbers

Highway Routes that run along the O'Neil Highway are as follows:

- OR 370

Road Establishment Files

There are no road establishment files for the O'Neil Highway.

Table 370-1: O'Neil Highway Road Establishment Files

File No.	County
-	-

County

Counties that the O'Neil Highway runs through are listed below.

- Deschutes
- Crook

Former Names

There are no former names for the O'Neil Highway.

History

The following entries are changes to the O'Neil Highway listed by date.

November 13, 1931

Lower Crooked River Road (Prineville - O'Neil) Section (9.58 miles)
Crook County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3127.

O'Neil - Prineville Road Section (3.75 miles)
Deschutes County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3129.

December 6, 1933

Crooked River – Prineville Junction Section
Deschutes & Crook County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Crook County)
Market Road No. 2, beginning at the bridge over Crooked River approximately one mile west of the city of Prineville; thence westerly down the south side of Crooked River through O'Neil and connecting at the Crook - Deschutes County line with the Deschutes County Market Road which extends easterly from Prineville Junction, the length being approximately 14.8 miles.

(Deschutes County)
Market Road No. 9, beginning on The Dalles - California Highway at Prineville Junction; and thence in an easterly direction to the Crook - Deschutes County line, approximately 3.75 miles.

August 20, 1951

West Unit, Deschutes County Line - Prineville Section
Crook County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 242.

Eliminated portion described in Resolution as:
Beginning at State Highway Engineer's Station 215+28 of the relocated O'Neil Secondary Highway in the Northeast quarter of the Southwest quarter of Section 30, Township 14 South, Range 14 East, W.M.; thence Easterly along the former route of the O'Neil Secondary Highway to State Highway Engineer's Station 222+20 of the relocated O'Neil Secondary Highway in the Northwest quarter of the Southeast quarter of Section 30, Township 14 South, Range 14 East, W.M.

November 24, 1952

Deschutes County Line - Prineville Section
Crook County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 77
See also RW Drawing 7B-12-3 & 6

May 11, 1954

East Unit, Deschutes County Line - Prineville Section
Crook County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 291

Jurisdictional Transfers

The Jurisdictional Transfers for the O'Neil Highway No. 370 are listed below.

Table 370-2: O'Neil Highway No. 370 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
242	Crook	West Unit, Deschutes Co. Line-Prineville	-	08/20/1951	-
291	Crook	East Unit, Deschutes Co. Line - Prineville	-	05/11/1954	-

Throughway

None.

Town of Prineville, Oregon, taken from the Ochoco State Wayside, 1949.
Photo by Oregon State Archives, Oregon Department of Transportation, OHD4180.

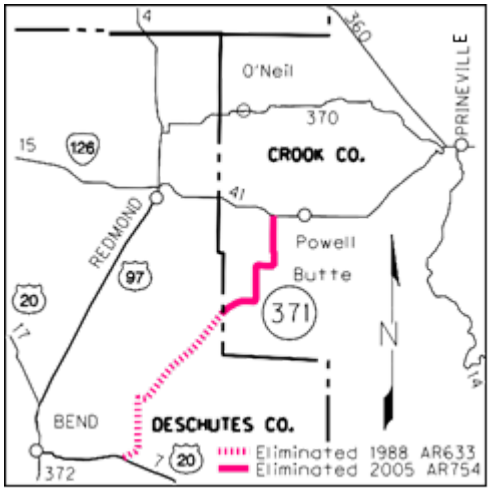


Powell Butte Highway Number 371

371

No longer a part of the highway system.

Figure 371-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Powell Butte Highway.

Road Establishment Files

The road establishment files for the Powell Butte Highway are listed below.

Table 371-1: Powell Butte Highway Establishment Files.

File No.	County
55282	Crook County

County

Counties that the Powell Butte Highway ran through are listed below.

- Crook
- Deschutes

Former Names

There are no former names for the Powell Butte Highway.

History

The following entries are changes to the Powell Butte Highway listed by date.

November 13, 1931

Bend - Prineville Road Section (10.00 miles)
Deschutes County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3129.

Powell Butte Road Section (6.93 miles)
Crook County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3127.

December 6, 1933

Ochoco Highway – Central Oregon Highway Section
Crook & Deschutes County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Crook County)
Market Road No. 7, beginning at Mile Post 6.52 on the Ochoco Highway and extending southwesterly to the Crook - Deschutes County line, approximately 8.0 miles.

(Deschutes County)
Powell Market Road No. 14, and a part of the Alfalfa Market Road No. 10, beginning on the Central Oregon Highway near where the range line between ranges 12 and 13 E., W.M., crosses said highway; thence in a northeasterly direction to the Crook - Deschutes County line, approximately 10.6 miles.

February 19, 1952

Airport Section
Deschutes County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 248.

Eliminated portion described in Resolution as:
Beginning at State Highway Engineer's Station 1+20 of the reconstructed line in the Southwest quarter of the Southwest quarter of Section 17, Township 17 South, Range 13 East, W.M. and running thence easterly via the former route of said Powell Butte Secondary Highway to State Highway Engineer's Station 65+25 of the relocated Powell Butte Secondary Highway in the Southwest quarter of the Northeast quarter of Section 17, Township 17 South, Range 13 East, W.M.

October 18, 1988

MP 18.02 – MP 7.57 Section
Deschutes County
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 633.

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Powell Butte Highway, State Secondary Highway No. 371, from its intersection with the Central Oregon Highway, State Primary Highway No. 7 (MP 18.02) to the Deschutes County – Crook County Line (MP 7.57).

October 3, 2005

MP 0.00 – MP 7.57 Section
Crook County
Resolution eliminating the highway approved by the Director.
See Jurisdictional Transfer No. 754 recorded November 8, 2005 on Doc. No. 2005-205483 of Crook County Official Records.

Eliminated portion described in Resolution as:
Unit 1
All that portion of the Powell Butte Highway No. 371 lying Southerly of the Ochoco Highway No. 41, Route No. 126; said Powell Butte Highway begin described as follows:
Beginning at MP 0.00, at the junction with the Ochoco Highway No. 41; thence southerly and Southwesterly 7.57 miles to the Crook / Deschutes County Line at MP 7.57…

Jurisdictional Transfers

The Jurisdictional Transfers for the Powell Butte Highway No. 371 are listed below.

Table 371-2: Powell Butte Highway No. 371 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
248	Deschutes	Airport	-	02/19/1952	-
633	Deschutes	MP 18.02 to MP 7.57	06/17/1988	10/18/1988	-
754	Crook	MP 0.00 to MP 7.57	12/10/2004	10/03/2005	-

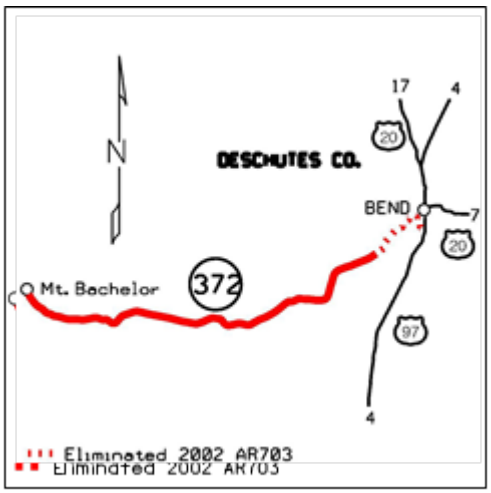
Throughway

None.

Century Drive Highway Number 372

372

Figure 372-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Century Drive Highway.

Road Establishment Files

The road establishment files for the Century Drive Highway are listed below.

Table 372-1: Century Drive Highway Road Establishment Files

File No.	County
50398	Deschutes County

County

Counties that the Century Drive Highway runs through are listed below.

- Deschutes

Former Names

There are no former names for the Century Drive Highway.

History

The following entries are changes to the Century Drive Highway listed by date.

November 13, 1931

Century Drive Road Section (10.43 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3129.

December 6, 1933

Bend – Forest Boundary Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Century Drive Market Road No. 47, beginning at Bend and extending in a southwesterly direction to the Forest Boundary, approximately 10.4 miles.

June 5, 1935

Bend Section
Designation of a temporary route through Bend by the Highway Commission.
See Primary Highway Designation File No. 3a (page 27).
See also Minutes of the Highway Commission, page 5637.

November 15, 1938

Bend Section
Designation of altered route in Bend, by the Highway Commission.
See Secondary Highway Designation File No. 0-4.

Eliminated portion of route described in Resolution as:
Beginning at the intersection of Broadway and Franklin Avenue and Riverside Boulevard in the City of Bend; thence via Broadway and Tumalo Avenue to the intersection of Tumalo Avenue and Riverside Boulevard, a distance of approximately 0.5 mile.

Designated portion of route described in Resolution as:
Beginning at the intersection of Broadway, Franklin Avenue and Riverside Boulevard in the City of Bend; thence in a southwesterly direction along Riverside Boulevard to the intersection of Tumalo Avenue and Riverside Boulevard, a distance of approximately 0.5 mile.

November 18, 1938

Bend Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 60.

Eliminated portion described in Resolution as:
All that certain section of the old right of way of the Century Drive Highway, and lying on the westerly side of the right of way required for the reconstructed Century Drive lying south of and adjoining the City of Bend, Oregon, the beginning and ending points with reference to engineer's stations of the reconstructed highway being 40+05 on the northerly end and 63+00 on the southerly end.

July 28, 1961

Bend Section
Re-designation of a portion of The Dalles - California Highway No. 4 in Bend, by the Highway Commission.
See Primary Highway Designation File No. 34.

Extension of route described in Resolution as:
… a portion of the present route of The Dalles – California Highway on Franklin Avenue from Wall Street to East Third Street…

November 28, 1978

Bachelor Butte Ski Area Section
Designation of an extension over a portion of the Cascade Lakes Highway National Forest Highway No. 46, by the Highway Commission.
See Secondary Highway Designation File No. 81.
See also Miscellaneous Contracts & Agreements File No. 6822.

Route described in Resolution as:
Beginning at a junction with The Dalles – California highway, State Primary Highway No. 4 at MP 137.93 of said The Dalles – California Highway in Bend; thence westerly along the existing Century Drive Highway, State Secondary Highway No. 372 and to the Cascade Lakes Highway, National Forest Highway No. 46 to its junction with the main road to the Bachelor Butte Ski Area, a distance of 22.26 miles.

September 20, 1983

Bend Section
Resolution eliminating a portion of the highway and re-designation of a new route approved by the Transportation Commission.
See Abandonment & Retention File No. 611.

Eliminated portion described in Resolution as:

… the portions of Franklin Avenue, Riverside Blvd., Galveston Avenue and 14th Street, over which the Century Drive was formerly routed…

Re-designated route described in Resolution as:

… to begin at the intersection of the Dalles – California Highway, State Primary Highway No. 4 (3rd Street), and Wilson Avenue; thence westerly on Wilson Avenue to Division Street; thence northerly on Division Street to Colorado Avenue; thence westerly and southwesterly on Colorado Avenue to the intersection of 14th Street…

December 12, 2002

MP 0.00 to MP 4.63 Section
Resolution eliminating a portion of the highway approved by the Director.
See Abandonment & Retention File No. 703 recorded March 5, 2002 in Doc. No. 2002-12604, Deschutes County Official Records.

Eliminated portion described in Resolution as:

Unit A

All the land within the right-of-way boundaries of Century Drive Highway No. 372, beginning at MP 0.00, approximate station 0+40, the West Right-of-way line of the Dalles – California Highway No. 4; to MP 4.63, approximate station 152+51.6, which is the Western city limits of Bend and the Western limits of the Bend Urban Growth Boundary, lying within Section 32, T17S, R12E, Sections 4, 5, 6 and 7, T18S, R12E, and Sections 12 and 13, T18S, R11E, W.M., Deschutes County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Century Drive Highway No. 372 are listed below.

Table 372-2: Century Drive Highway No. 372 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
60	Deschutes	Bend	-	11/18/1938	03/08/1939
611	Deschutes	Bend	08/24/1983	09/20/1983	-
703	Deschutes	MP 0.0 to MP 4.6	10/04/2001	12/12/2002	-

Throughway

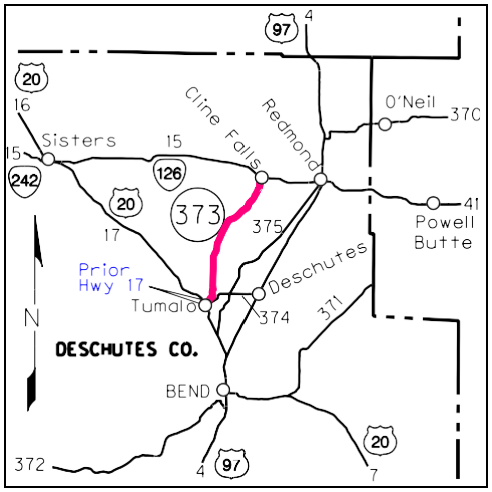
None.

Cline Falls Highway Number 373

373

No longer a part of the highway system.

Figure 373-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Cline Falls Highway.

Road Establishment Files

The road establishment files for the Cline Falls Highway are listed below.

Table 373-1: Cline Falls Highway Establishment Files.

File No.	County
50399	Deschutes County

County

Counties that the Cline Falls Highway ran through are listed below.

- Deschutes

Former Names

There are no former names for the Cline Falls Highway.

History

The following entries are changes to the Cline Falls Highway listed by date.

May 19, 1933

Tumalo – Cline Falls Road Section
Designated as a Secondary Highway, by the Highway Commission, dependent upon the county filing with the Commission its formal application.
See Minutes of the Highway Commission, page 4106.

December 6, 1933

Tumalo – Cline Falls Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
A part of Market Road No. 8 and all of Market Road No. 18 from the Bend - Sisters Section of the McKenzie Highway in Tumalo to the Redmond - Sisters Section of the McKenzie Highway at Cline Falls, approximately 10.1 miles.

November 24, 1952

Tumalo Section
Re-designation of portions of the McKenzie - Bend Highway No. 17 by the Highway Commission.
See Abandonment & Retention File No. 261.

Re-designated portions described in Resolution as:
Unit "A"
Beginning at State Highway Engineer's Station 52+42 of the relocated McKenzie - Bend Highway in the northwest quarter of the northeast quarter of Section 31, T16S, R12E, WM; thence easterly via the former route of the McKenzie - Bend Highway to the west line of Cook Avenue in Tumalo in the northwest quarter of the northeast quarter of Section 31, T16S, R12E, WM.

Unit "B"
Beginning at State Highway Engineer's Station 0+00 of the former route of the McKenzie - Bend Highway at the terminus of the Cline Falls Secondary Highway in the northwest quarter of the northeast quarter of section 31, T16S, R12E, WM; thence southerly via the former route of the McKenzie - Bend Highway to State Highway Engineer's Station 69+00 of the relocated line of said highway in the northwest quarter of the southeast quarter of Section 21, T16S, R12E WM.

November 28, 1978
Cline Falls - Tumalo Section
Transferred to Deschutes County 10.46 miles by the Transportation Commission. See Secondary Highway Designation File No. 81.
See also Miscellaneous Contracts & Agreements File No. 6822.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Cline Falls Highway No. 373.

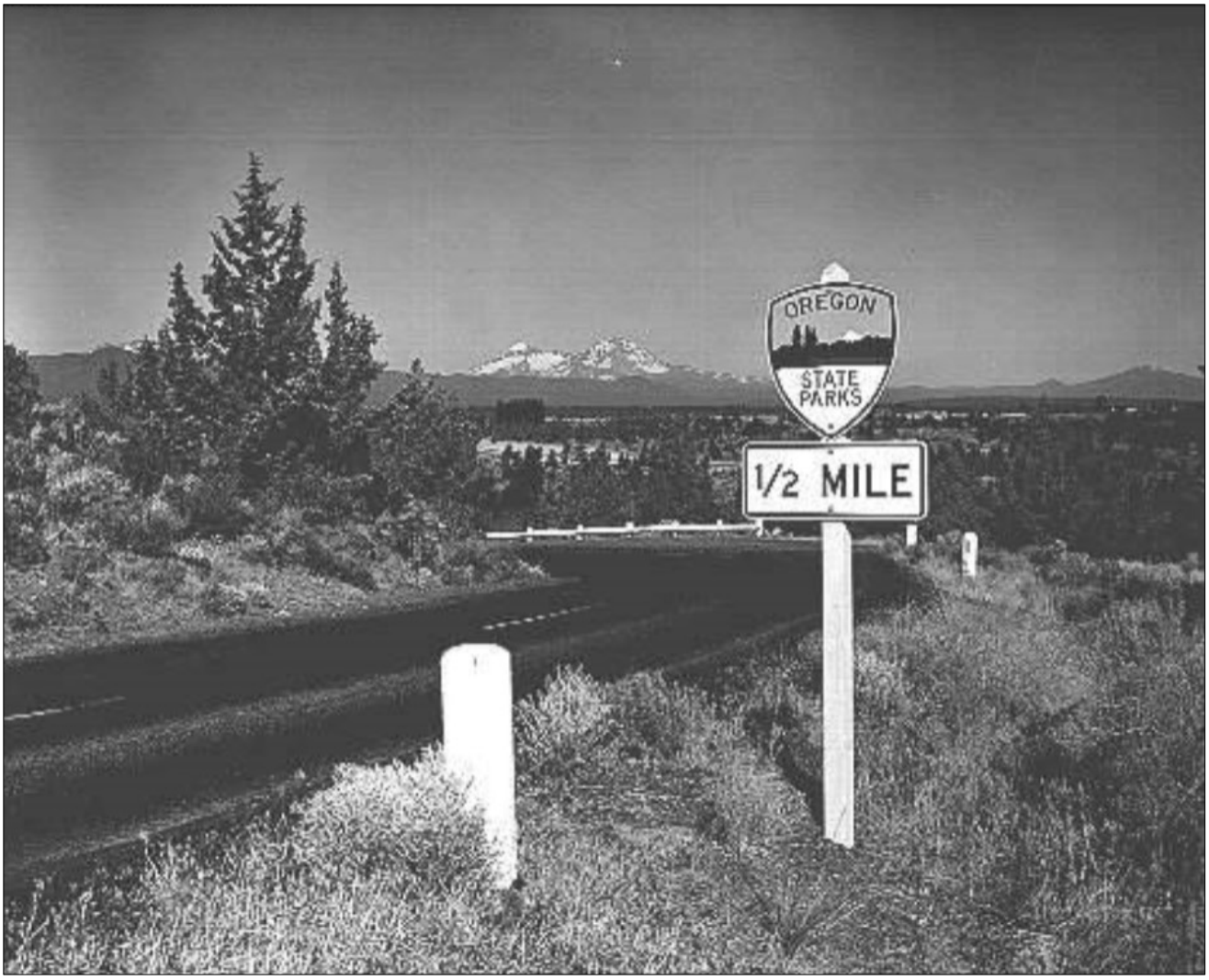
Table 373-2: Cline Falls Highway No. 373 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

North and Middle Sister mountains near Bend, Oregon, 1961, approaching the entrance to Tumalo State Park. Photo by Oregon State Archives, Oregon Highway Division, OHD6811.

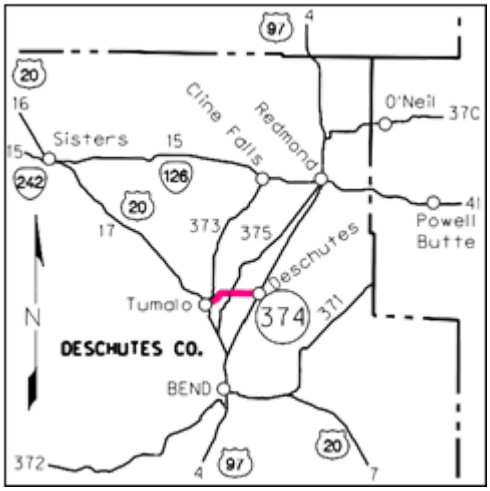


Tumalo - Deschutes Highway No. 374

374

No longer a part of the highway system.

Figure 374-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Tumalo - Deschutes Highway.

Road Establishment Files

The road establishment files for the Tumalo - Deschutes Highway are listed below.

Table 374-1: Tumalo - Deschutes Highway Establishment Files.

File No.	County
50400	Deschutes County

County

Counties that the Tumalo - Deschutes Highway ran through are listed below.

- Deschutes

Former Names

There are no former names for the Tumalo - Deschutes Highway.

History

The following entries are changes to the Tumalo - Deschutes Highway listed by date.

May 19, 1933

Tumalo – Deschutes Road Section
Designated as a Secondary Highway, by the Highway Commission, dependent upon the county filing with the Commission its formal application.
See Minutes of the Highway Commission, page 4106.

December 6, 1933

McKenzie Highway – Deschutes Station Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Road No. 15, from the Bend - Sisters Section of the McKenzie Highway to an intersection with the new location of The Dalles - California Highway at Deschutes Station, approximately 3.9 miles.*

August 30, 1945

Tumalo - The Dalles - California Highway Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 8
See also RW Drawing 6B-16-16

November 28, 1978

Tumalo to The Dalles – California Highway Section
Transferred to Deschutes County 3.87 miles by the Transportation Commission.
See Secondary Highway Designation File No. 81.
See also Miscellaneous Contracts & Agreements File No. 6822.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Tumalo - Deschutes Highway No. 374.

Table 374-2: Tumalo - Deschutes Highway No. 374 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Fishing near Broken Top mountain in Deschutes County, Oregon, ca 1940.
Photo by Oregon State Archives, Oregon Highway Division, OHD1190.

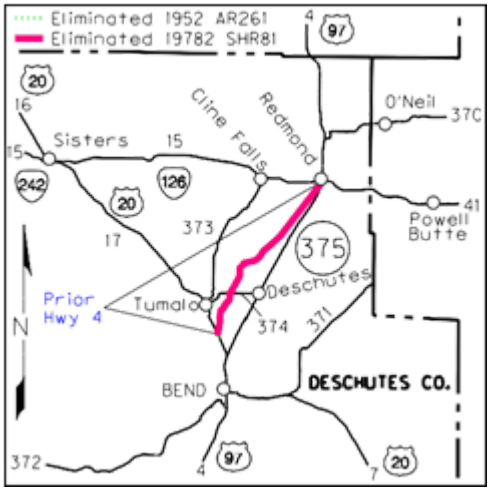


Redmond - Bend Highway No. 375

375

No longer a part of the highway system.

Figure 375-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Redmond - Bend Highway.

Road Establishment Files

The road establishment files for the Redmond - Bend Highway are listed below.

Table 375-1: Redmond - Bend Highway Establishment Files.

File No.	County
50401	Deschutes County

County

Counties that the Redmond - Bend Highway ran through are listed below.

- Deschutes

Former Names

There are no former names for the Redmond - Bend Highway.

History

The following entries are changes to the Redmond - Bend Highway listed by date.

November 17, 1937

Redmond to McKenzie - Bend Highway Section
Re-designation of a portion of The Dalles California Highway No. 4 by the Highway Commission.
See Minutes of the Highway Commission, page 7704.

Route described in Resolution as:
Beginning at the intersection of the old Dalles - California Highway with the new location of The Dalles - California Highway in the City of Redmond; thence in a southwesterly direction to the intersection of the old Dalles - California Highway with the McKenzie - Bend Highway, a distance of 13.5 miles.

November 24, 1952

McKenzie - Bend Highway Section
Portion abandoned to the County.
See Abandonment & Retention File No. 261.

Route described in Resolution as:
Unit "D"
Beginning at State Highway Engineer's Station 171+10 of the relocated McKenzie - Bend Highway in the southeast quarter (SE¼) of the northwest quarter (NW¼) of Section 8, Township 17 South, Range 12 East, W.M.; thence southerly to its intersection with the old route of the McKenzie - Bend Highway at State Highway Engineer's station 153+52.4 of the old route of the Redmond - Bend Highway in the northwest quarter (NW¼) of the southwest quarter (SW¼) of Section 8, Township 17 South, Range 12 East, W.M.

November 28, 1978

Redmond – Tumalo State Park Section
Transferred to Deschutes County 13.26 miles by the Transportation Commission.
See Secondary Highway Designation File No. 81.
See also Miscellaneous Contracts & Agreements File No. 6822.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Redmond - Bend Highway No. 375.

Table 375-2: Redmond - Bend Highway No. 375 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

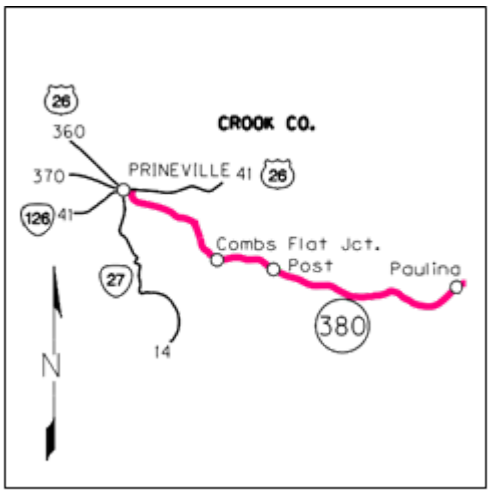
Three Sisters mountains in the Cascade Range in Oregon, ca 1941.
Photo by Oregon State Archives, Oregon Highway Division, OHD1426.



Paulina Highway No. 380

380

Figure 380-1: Vicinity Map



Route Numbers

Highway Routes that run along the Paulina Highway are as follows:

- OR 380

Road Establishment Files

The road establishment files for the Paulina Highway are listed below.

Table 380-1: Paulina Highway Road Establishment Files

File No.	County
48826	Crook County

County

Counties that the Paulina Highway runs through are listed below.

- Crook

Former Names

The former names for the Paulina Highway are listed below.

- Crooked River Highway (1931 – 1936)
- Crooked River – Paulina Highway (1936 – 1944)

History

The following entries are changes to the Paulina Highway listed by date.

November 13, 1931

Crooked River Highway
Paulina Road (Crooked River) Section (49.39 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3127.

December 6, 1933

Crooked River Highway
Bear Creek – Pauline Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Road No. 6, beginning at the east end of the bridge over Bear Creek on the Crooked River Highway where said highway turns up Bear Creek at Mile Post 21.44 measured from Prineville; and thence following up Crooked River and Beaver Creek to Pauline, approximately 49.4 miles.*

November 4, 1948

Paulina Highway
Crooked River Highway Jct. – Combs Flat County Road Jct. Section
Resolution eliminating a portion of the highway (9.55 miles) and an extension (16.6 miles) of the highway approved by the Highway Commission.
Originally, in Secondary Highway Designation File No. 13. Transferred to Abandonment & Retention File No. 196.
See Abandonment & Retention File No. 196.

> **Eliminated portion described in Resolution as:**
> *Beginning at a junction of the Crooked River Highway No. 14 with the Paulina Secondary Highway No. 380 in Section 13, T. 17 S., R. 16 E., W.M.; thence in a northeasterly direction to the junction of the Combs Flat County Road with the Paulina Secondary Highway No. 380 , in Section 13, T. 16 S., R. 17 E., W.M., a distance of approximately 9.55 miles.*

Extension described in Resolution as:
Beginning at the junction of the Combs Flat County Road with the Ochoco State Highway No. 41 east of the city limits of Prineville; thence southeasterly to a junction of the Combs Flat Road with the presently designated Paulina Secondary State Highway No. 380, in Section 13, T. 16 S., R. 17 E., W.M., a distance of approximately 16.6 miles.

January 21, 1954

Paulina Highway
Eagle Rock - Post Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 97
See also RW Drawing 7B-25-20

December 17, 1956

Paulina Highway
Camp Creek - Paulina Unit of the Post - Paulina Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 147
See also RW Drawing 8B-4-2, 3 & 1R-5-959

March 28, 1957

Paulina Highway
Paulina – Beaver Creek Bridge Section
Designation of an extension of route east of Paulina, by the Highway Commission.
See Secondary Highway Designation File No. 39.

Extended route described in Resolution as:
Beginning at the intersection of the existing Paulina Secondary State Highway at Paulina; thence easterly along the said Paulina – Suplee County Road to the easterly end of the Beaver Creek Bridge, a distance of approximately 0.3 mile…

January 16, 1958

Paulina Highway
East Unit, Camp Creek - Paulina Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 327.

Eliminated portion described in Resolution as:
Unit "A"
All the land situated within the right-of-way boundaries of the Paulina Highway as formerly routed, beginning at the southerly right-of-way line opposite Highway Engineer's Survey Station 558+30 of said highway as relocated in the southeast quarter of the northwest quarter (SE¼NW¼), Section 4,

Township 17 South, Range 23 East, W.M.; thence northeasterly via said highway as formerly routed to the southerly right-of-way opposite Highway Engineers' Survey Station 589+45 of said highway as relocated in the northeast quarter of the northeast quarter (NE¼NE¼), Section 4, Township 17 South, Range 23 East, W.M.

June 19, 1958

Paulina Highway
Post - Lost Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 177
See also RW Drawing 8B-8-1, 2 & 1R-3-1194

December 16, 1959

Paulina Highway
Lost Creek - Camp Creek Unit, Post - Paulina Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 201
See also RW Drawing 8B-14-3, 4 & 1R-5-1283

September 20, 1962

Paulina Highway Post - Paulina Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 403

Jurisdictional Transfers

The Jurisdictional Transfers for the Paulina Highway No. 380 are listed below.

Table 380-2: Paulina Highway No. 380 Jurisdictional Transfers

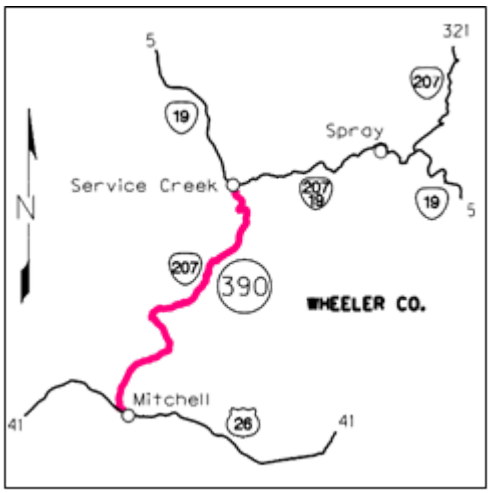
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
196	Crook	Crooked River Hwy - Combs Flat Co Rd.	11/04/1948	11/04/1948	-
327	Crook	East Unit, Camp Creek - Paulina	03/22/1957	01/16/1958	02/06/1958
403	Crook	Post - Paulina	09/20/1962	09/20/1962	-

Throughway

None.

Service Creek - Mitchell Hwy. No. 390 390

Figure 390-1: Vicinity Map



Route Numbers

Highway Routes that run along the Service Creek - Mitchell Highway are as follows:

- OR 207

Road Establishment Files

There are no road establishment files for the Service Creek - Mitchell Highway.

Table 390-1: Service Creek - Mitchell Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Service Creek - Mitchell Highway runs through are listed below.

- Wheeler

Former Names

There are no former names for the Service Creek - Mitchell Highway.

History

The following entries are changes to the Service Creek - Mitchell Highway listed by date.

November 13, 1931

Service Creek - Mitchell Road Section (25.20 miles)
Designation as a Secondary Highway by the Highway Commission, subject to confirmation by the County Court.
See Minutes of the Highway Commission, page 3139.

July 1, 1932

Service Creek - Mitchell Road Section
This road designated as a Secondary Highway by the former Highway Commission on November 13, 1931, subject to confirmation by the County Court of Wheeler County and that the resolution now presented is simply to convey the Court's official approval of the designation.
See Minutes of the Highway Commission, page 3546.

> **Route described in Resolution as:**
> *Market Road No. 1, beginning at the John Day Highway at Service Creek and running in a southwesterly direction a distance of approximately 25 miles to the Ochoco Highway at Mitchell.*

December 6, 1933

Service Creek - Mitchell Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Road No. 1, beginning at the John Day Highway at Service Creek and running in a southwesterly direction a distance of approximately 25 miles to the Ochoco Highway at Mitchell.*

November 3, 1955

John Day River - Donnelly Grade Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 132
See also RW Drawing 7B-11-18 & 1R-5-763

June 10, 1963

John Day River (Service Creek) Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 310

March 12, 1964

Meyers Canyon - Mitchell Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 415.

Eliminated portion described in Resolution as:
Unit "A"
All the land within the right of way boundaries of the Service Creek – Mitchell Highway as formerly routed, lying outside the northwesterly right of way boundary line of said Service Creek – Mitchell Highway as now relocated, from relocated Highway Engineer's Station 132+64 to 141+09, and lying in Section 13, Township 11 South, Range 21 East, W.M., in Wheeler County, Oregon.

March 17, 1970

South Unit, Richmond Junction – Meyers Canyon Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 505

August 20, 1968

Richmond Junction - Girds Creek Road Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 352
See also RW Drawing 1R-4-343

April 29, 1975

Richmond Junction – Girds Creek Road (Middle Unit) Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 551.

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Service Creek – Mitchell Highway, State Secondary Highway No. 390 as formerly routed lying outside the southerly right-of-way boundary of said Service Creek – Mitchell Highway as now relocated from approximately opposite relocated Highway Engineer's Station 841+60 to 847+15 and lying in Section 22, Township 10S, Range 22E, W.M., Wheeler County, Oregon.

January 22, 1976

Richmond Jct. – Girds Creek Road (North Unit) Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 556.

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Service Creek – Mitchell Highway, State Secondary Highway No. 390, as formerly routed lying outside the southeasterly right-of-way boundary of said Service Creek – Mitchell Highway as now relocated from approximately opposite Highway Engineer's Station 635+50 to 648+90 and lying in Section 12, Township 10 South, Range 22 East, W.M., Wheeler County, Oregon.

September 22, 1977

Shoo Fly Creek Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 566.

Eliminated portion described in Resolution as:
All the land within the right-of-way boundaries of the Service Creek – Mitchell Highway, State Secondary Highway No. 390 as formerly routed lying outside the southeasterly right-of-way boundary of said Service Creek – Mitchell Highway as now relocated from approximately opposite relocated Highway Engineer's Station 711+00 to 727+90 and lying in Sections 11 and 14, Township 10S, Range 22E, W.M., Wheeler County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Service Creek - Mitchell Highway No. 390 are listed below.

Table 390-2: Service Creek - Mitchell Highway No. 390 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
310	Wheeler	John Day River (Service Creek)	11/14/1955	06/10/1963	-
415	Wheeler	Meyers Canyon - Mitchell	-	03/12/1964	-
505	Wheeler	S. Unit Richmond Jct. - Meyers Canyon	-	03/17/1970	-
551	Wheeler	M Unit Richmond Junction - Girds Cr Rd.	-	04/29/1975	-
556	Wheeler	N Unit Richmond Junction - Girds Cr Rd.	-	01/22/1976	-
566	Wheeler	Shoo Fly Creek	-	09/22/1977	-

Throughway

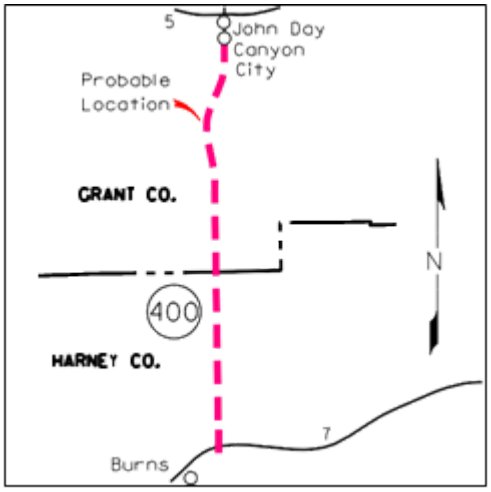
None.

Canyon City - Burns Highway No. 400

400

No longer a part of the highway system.

Figure 400-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Canyon City - Burns Highway.

Road Establishment Files

There are no road establishment files for the Canyon City - Burns Highway.

Table 400-1: Canyon City - Burns Highway Establishment Files.

File No.	County
-	-

County

Counties that the Canyon City - Burns Highway ran through are listed below.

- Grant
- Harney

Former Names

There are no former names for the Canyon City - Burns Highway.

History

The following entries are changes to the Canyon City - Burns Highway listed by date.

November 13, 1931

Canyon City - Burns Road Section (36.00 miles)
Grant County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3130.

Canyon City - Burns Road Section (31.0 miles)
Harney County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3131.

February 5, 1932

Canyon City - Burns Road Section (John Day south to Harney County Line) (36.0 miles)
Grant County
Designation as a Secondary Highway by the Highway.
See Minutes of the Highway Commission, page 3215.

Canyon City - Burns Road Section (31.0 miles)
Harney County
Designation as a Secondary Highway by the Highway Commission (previously designated on November 13, 1931, subject to confirmation by the County Court, now official confirms the designation).
See Minutes of the Highway Commission, page 3216.

December 6, 1933

John Day – Burns Section
Grant & Harney County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Grant County)
Market Road No. 3, beginning on the John Day Highway in the Town of John Day and thence in a southerly direction to the Grant - Harney County line, approximately 36.0 miles.

(Harney County)
Market Road No. 3, beginning on the Central Oregon Highway at or near Burns and extending in a northerly direction to the Grant - Harney County line a distance of approximately 31 miles.

February 22, 1933

Providing for the designation and adoption of certain highways as state highways.
This document may be the one re-designating the Canyon City - Burns Highway to the John Day - Burns Highway No. 48. Neither name is mentioned in this document, but a copy of this document is in Primary Highway Designation File No. 5, leading one to believe that this action was in relation to a Primary Highway and not a Secondary Highway.
See Chapter 106, Oregon Compiled Laws Annotated, 1940.
See also Primary Highway Designation File No. 5.

> **A portion of the Act.**
> *That that certain highway beginning at Valley Falls in Lake County and extending thence in a Northeasterly direction by way of Alkali Lake and Wagontire to a junction with the Central Oregon Highway at or near the Okerman ranch in Harney County and extending northerly to John Day in Grant county…*

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Canyon City - Burns Highway No. 400.

Table 400-2: Canyon City - Burns Highway No. 400 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Signs on Highway 395 in Grant County, Oregon, 1962.
Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, #6251.



Beech Creek Highway Number 401

401

No longer a part of the highway system.

Figure 401-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Beech Creek Highway.

Road Establishment Files

There are no road establishment files for the Beech Creek Highway.

Table 401-1: Beech Creek Highway Establishment Files.

File No.	County
-	-

County

Counties that the Beech Creek Highway ran through are listed below.

- Grant

Former Names

There are no former names for the Beech Creek Highway.

History

The following entries are changes to the Beech Creek Highway listed by date.

November 13, 1931

Mt. Vernon - Beech Creek Road Section (5.26 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3130.

December 6, 1933

Mt. Vernon to Pendleton – John Day Highway Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Part of the Mt. Vernon - Beech Creek - County line Market Road No. 2, beginning on the John Day Highway in Mt. Vernon and extending up Beech Creek to an intersection with the Pendleton - John Day Highway, approximately 5.35 miles.*

April 21, 1966

Mt. Vernon to Pendleton - John Day Highway Section
Re-designated as a part of the Pendleton - John Day Highway No. 28 by the Highway Commission.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Beech Creek Highway No. 401.

Table 401-2: Beech Creek Highway No. 401 Jurisdictional Transfers

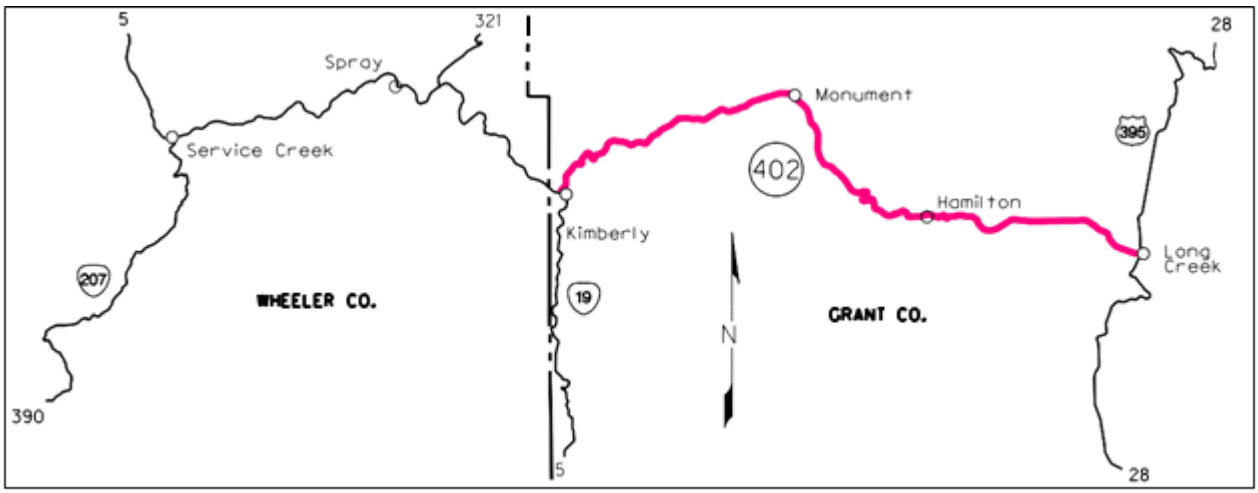
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Kimberly - Long Creek Hwy. No. 402 402

Figure 402-1: Vicinity Map



Route Numbers

Highway Routes that run along the Kimberly - Long Creek Highway are as follows:

- OR 402

Road Establishment Files

The road establishment files for the Kimberly - Long Creek Highway are listed below.

Table 402-1: Kimberly - Long Creek Highway Road Establishment Files

File No.	County
55281	Grant County

County

Counties that the Kimberly - Long Creek Highway runs through are listed below.

- Grant

Former Names

The former names for the Kimberly - Long Creek Highway are listed below.

- Monument Highway (1933 – 1939)

History

The following entries are changes to the Kimberly - Long Creek Highway listed by date.

May 19, 1933

Monument Highway
Kimberly – Monument Section
The Highway Commission approved a resolution to include the section as a State Highway, subject to formal application by the County.
See Minutes of the Highway Commission, page 4111.

September 15, 1933

Monument Highway

Kimberly – Monument Section
The Highway Commission approved a resolution and confirmed its action taken on May 19, 1933, designating a county road as a secondary state highway.
See Minutes of the Highway Commission, page 4331 – 4332.

> **Route described in Resolution as:**
> *Part of Market Road No. 1, extending from the John Day Highway at Kimberly in a northeasterly direction to the bridge over the North Fork of the John Day River at Monument, Oregon, but not including the bridge, approximately 14,5 miles in length.*

December 6, 1933

Monument Highway
Kimberly – Monument Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Part of Market Road No. 1, extending from the John Day Highway at Kimberly in a northeasterly direction to the bridge over the North Fork of the John Day River at Monument, but not including the bridge, approximately 14.6 miles.*

November 3, 1939

Kimberly - Long Creek Highway
Monument – Hamilton Section
Designation of an extension easterly of Monument by the Highway Commission.
See Secondary Highway Designation File No. 0-6.

Extension of route described in Resolution as:
Beginning at Monument in Grant County at the east end of the present designated Kimberly – Monument Secondary State Highway No. 402; thence in an easterly direction through Hamilton to Long Creek on the Pendleton – John Day Highway, a distance of approximately 21.4 miles.

October 28, 1946

Kimberly - Long Creek Highway
Dry Creek - Monument Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 17
See also RW Drawing 5B-25-17 & 6B-20-5

February 3, 1948

Kimberly - Long Creek Highway
Monument - Hamilton Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 35
See also RW Drawing 6B-25-17 & 18

December 20, 1948

Kimberly – Long Creek Highway
Kimberly – Monument and Monument Bridge Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 147.

Eliminated portions described in Resolution as:
… which portion lies between highway engineer's station 480+00 and highway engineer's station 513+60 and between highway engineer's station 703+50 and highway engineer's station 53+50 of the Monument Bridge section…
2. That the portion of the old right of way , which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between the following stations:

Between Station 34+10 and Station 50+40
" " 50+90 " " 54+80
" " 63+50 " " 79+50
" " 88+50 " " 123+50
" " 130+50 " " 143+80
" " 158+50 " " 165+00
" " 178+00 " " 185+00
" " 188+00 " " 202+00
" " 204+40 " " 245+40
" " 268+00 " " 284+00
" " 294+00 " " 329+00
" " 350+00 " " 401+70
" " 415+20 " " 478+70
" " 521+90 " " 539+10
" " 550+40 " " 593+10
" " 610+40 " " 639+50
" " 680+40 " " 693+00
" " 737+80 " " 66+40

November 8, 1949

Kimberly - Long Creek Highway
Hamilton - Round Basin Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 46
See also RW Drawing 6B-36-10

October 11, 1951

Kimberly – Long Creek Highway
West Unit, Hamilton – Long Creek Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 243.

Eliminated portion described in Resolution as:
Beginning at State Highway Engineer's Station 1402+50 of the relocated Kimberly – Long Creek Secondary Highway in the Southwest quarter of the Southeast quarter of Section 32, Township 9 South, Range 29 East, W.M.; thence Easterly along the former route of the Kimberly – Long Creek Secondary Highway to State Highway Engineer's Station 1412+50 of the relocated Kimberly – Long Creek Secondary Highway in the Northwest quarter of the Northeast quarter of Section 5, Township 10 South, Range 29 East, W.M.

May 25, 1955

Kimberly - Long Creek Highway
East Unit, Hamilton - Long Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 121
See also RW Drawing 1R-5-726

Jurisdictional Transfers

The Jurisdictional Transfers for the Kimberly - Long Creek Highway No. 402 are listed below.

Table 402-2: Kimberly - Long Creek Highway No. 402 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
147	Grant	Kimberly - Monument & Mon. Br.	10/29/1946	12/20/1948	03/24/1949
243	Grant	West Unit, Hamilton - Long Creek	-	10/11/1951	-

Throughway

None.

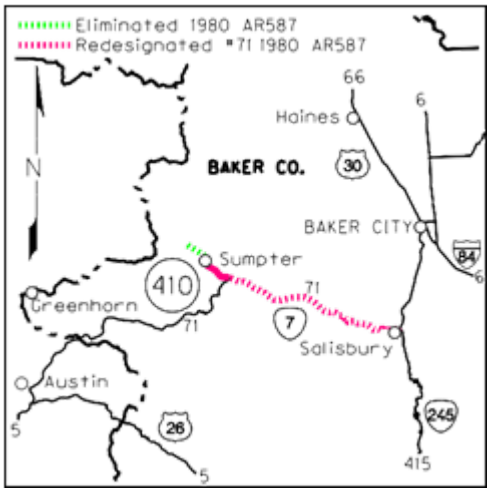
Church at Long Creek in Grant County, Oregon, 1962. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6429.



Sumpter Highway Number 410

410

Figure 410-1: Vicinity Map



Route Numbers

Highway Routes that run along the Sumpter Highway are as follows:

- OR 410

Road Establishment Files

The road establishment files for the Sumpter Highway are listed below.

Table 410-1: Sumpter Highway Road Establishment Files

File No.	County
55280	Baker County

County

Counties that the Sumpter Highway runs through are listed below.

- Baker

Former Names

The former names for the Sumpter Highway are listed below.

- Sumpter Valley Highway (1931 – 1980)

History

The following entries are changes to the Sumpter Highway listed by date.

November 13, 1931

Sumpter Valley Highway
Sumpter Valley Road Section (23.30 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3128.

December 6, 1933

Sumpter Valley Highway
Powder River – Forest Boundary Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Road No. 3, beginning on the Baker - Unity Highway near where said highway crosses Powder River and the Sumpter Valley Railway, approximately 9.1 miles from Baker, and extending up Power River through McEwen and Sumpter to the Forest Boundary on the road to Granite, approximately 26 miles.*

March 13, 1952

Sumpter Valley Highway
Salisbury Junction – Poker Creek Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 250

July 13, 1955

Sumpter Valley Highway
Boulder Gorge Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 129
See also RW Drawing 1R-5-761

March 5, 1959

Sumpter Valley Highway
Poker Creek - Mason Dam Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 190
See also RW Drawing 8B-12-16 & 1R-5-1245

March 10, 1960

Sumpter Valley Highway
Sumpter - McEwen Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 207
See also RW Drawing 8B-16-13, 14 & 1R-3-1255

July 14, 1966

Sumpter Valley Highway
McCully Fork - Sumpter Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 314
See also RW Drawing 8B-35-6 & 1R-4-189

July 9, 1968

Sumpter Valley Highway
McCully Fork - Sumpter Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 477

May 20, 1980

Sumpter Highway
McCully Fork Camp Grounds - Sumpter Section (eliminated)
Sumpter – Whitney Highway Section (re-designated)
Abandon a portion of the highway (MP 0.00 – MP 2.35). Re-designation of a portion (MP 5.91 - MP 22.78) to become part of the Whitney Highway No. 71. Also re-designating the Remaining Sumpter Valley Highway as the Sumpter Highway approved by the Transportation Commission.
See Abandonment & Retention File No. 587.
See also Miscellaneous Contracts & Agreements File No. 6411.

Eliminated portion described in Resolution as:
All the land within the right-of-way boundaries of the Sumpter Valley Highway, State Secondary Highway No. 410 (MP 0.00 to MP 2.35), about 0.13 miles westerly of McCully Fork Camp Grounds; thence southeasterly to the west city limits of Sumpter, a distance of 2.35 miles.

Remaining Highway described in Resolution as:
Beginning at the West City Limits of Sumpter, as presently located, easterly to a junction with the Whitney Highway, State Primary Highway No. 71 a distance of 3.56 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Sumpter Highway No. 410 are listed below.

Table 410-2: Sumpter Highway No. 410 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
250	Baker	Salisbury Junction - Poker Creek	-	03/13/1952	-
477	Baker	McCully Fork - Sumpter	-	07/09/1968	-
587	Baker	MP 5.91 – MP 22.78	09/26/1979	05/20/1980	-

Throughway

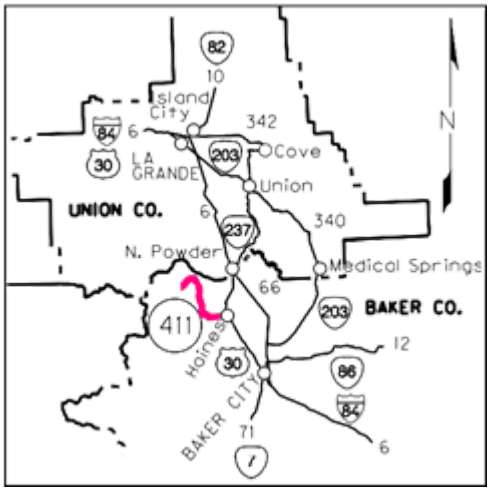
None.

Haines - Anthony Highway Number 411

411

No longer a part of the highway system.

Figure 411-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Haines - Anthony Highway.

Road Establishment Files

There are no road establishment files for the Haines - Anthony Highway.

Table 411-1: Haines - Anthony Highway Establishment Files.

File No.	County
-	-

County

Counties that the Haines - Anthony Highway ran through are listed below.

- Baker

Former Names

There are no former names for the Haines - Anthony Highway.

History

The following entries are changes to the Haines - Anthony Highway listed by date.

November 13, 1931

Haines - Anthony Road Section (14.00 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3128.

December 6, 1933

Haines – Forest Boundary Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Market Road No. 7, beginning on the Old Oregon Trail near Haines and extending west to Market Road No. 2; and thence in a northwesterly direction to the Forest Boundary a distance of approximately 14 miles.

March 5, 1959

Forest Boundary - Haines Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 190
See also RW Drawing 8B-12-2, 3, 4 & 1R-5-1232

November 15, 1961

Haines Section
Designation of an extension and portion abandoned to the County by the Highway Commission.
See Secondary Highway Designation File No. 62.

Eliminated portion described in Resolution as:
Beginning at a junction with the Old Oregon Trail Highway, State Primary Highway No. 6 at MP 325.75 of said Old Oregon Trail Highway near Haines; thence westerly along the Haines- Anthony Highway, State Secondary highway No. 411, to MP 12.99 of said Haines – Anthony Highway, a distance of 1.35 miles.

Route as extended described in Resolution as:
Beginning at a junction with the Haines – Anthony Highway State Secondary Highway No. 411, at MP 12.99 of said Haines – Anthony Highway; thence southerly and easterly along Rock Creek Road and South Haines – Rock Creek Road to the westerly city limits of Haines; thence easterly along Fourth Street from the westerly city limits of Haines to a junction with the Old Oregon Trail highway, State Primary Highway No. 6, at MP 326.42 of said Old Oregon Trail Highway in Haines, a distance of 2.52 miles.

May 20, 1980

LaGrande – Baker Highway to Wallowa – Whitman National Forest Boundary Section.
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 587
See also Miscellaneous Contracts & Agreements File No. 6411.

Eliminated portion described in Resolution as:
All the land within the right-of-way boundaries of the Haines - Anthony Highway, State Secondary Highway No. 411 (MP 0.00 to MP 15.32), from its junction with the LaGrande - Baker Highway, State Primary Highway No. 66, in Haines; thence northerly and westerly to the Wallowa - Whitman National Forest Boundary, a distance of 15.32 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Haines - Anthony Highway No. 411 are listed below.

Table 411-2: Haines - Anthony Highway No. 411 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
587	Baker	MP 0.00 to MP 15.32	09/26/1979	05/20/1980	-

Throughway

None.

Anthony Lake ski area in the Blue Mountains in Baker County, Oregon, 1968.
Photo by Oregon State Archives, Oregon Highway Division, OHD7355.



Robinette - Homestead Hwy. No. 412

412

No longer a part of the highway system.

Figure 412-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Robinette - Homestead Highway.

Road Establishment Files

There are no road establishment files for the Robinette - Homestead Highway.

Table 412-1: Robinette - Homestead Highway Establishment Files.

File No.	County
-	-

County

Counties that the Robinette - Homestead Highway ran through are listed below.

- Baker

Former Names

There are no former names for the Robinette - Homestead Highway.

History

The following entries are changes to the Robinette - Homestead Highway listed by date.

April 23, 1936

Robinette – Homestead Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 6484.

> **Route described in Resolution as:**
> *Beginning at Robinette, thence following the old Railroad grade to Homestead, a distance of approximately 26.0 miles.*

September 14, 1937

Robinette Section
The Highway Commission adopted a resolution extending the highway northwesterly from its present terminus in the town of Robinette, a distance of 3.8 miles to a connection with the Baker – Homestead Highway No. 12, also eliminating a portion of the highway beginning at a point near the mouth of Pine Creek; thence extending in a northerly direction to Homestead, approximately 4 miles.
See Minutes of the Highway Commission, page 7623 – 26.

April 4, 1941

Timber Canyon Grade – Ballards Bridge Section
Re-designation as the route of the Baker Homestead Highway No. 12 by the Highway Commission, although the Robinette – Homestead Highway is not mentioned, the route appears to be the same.
See Primary Highway Designation File No. 10-11
See also Minutes of the Highway Commission, page 10258.

> **Rerouted Baker Homestead Highway:**
> *Beginning at the foot of Timber Canyon Grade thence easterly to Robinette, thence northerly via Brownlee to a connection with the present Baker – Homestead highway at a point approximately 6.5 miles southerly from Ballards Bridge, thence northerly to Ballards Bridge over Snake River.*

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Robinette - Homestead Highway No. 412.

Table 412-2: Robinette - Homestead Highway No. 412 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

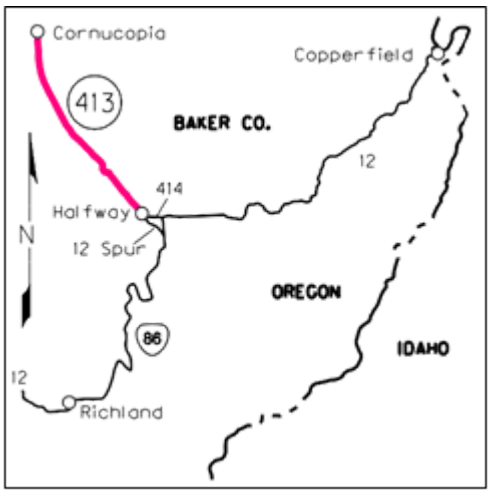
None.

Snake River Gorge in northeastern Oregon. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, SCC21.



Halfway - Cornucopia Highway No. 413 413

Figure 413-1: Vicinity Map



Route Numbers

Highway Routes that run along the Halfway - Cornucopia Highway are as follows:

- OR 413

Road Establishment Files

The road establishment files for the Halfway - Cornucopia Highway are listed below.

Table 413-1: Halfway - Cornucopia Highway Road Establishment Files

File No.	County
50403	Baker County

County

Counties that the Halfway - Cornucopia Highway runs through are listed below.

- Baker

Former Names

There are no former names for the Halfway - Cornucopia Highway.

History

The following entries are changes to the Halfway - Cornucopia Highway listed by date.

April 4, 1941

Halfway – Cornucopia Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-16.
See also Primary Highway Designation File No. 10-11.
See also Minutes of the Highway Commission, page 10259.

Route described in Resolution as:
Beginning at the junction of the Baker - Homestead Primary State Highway with the county road extending from Halfway to Cornucopia in the Town of Halfway; thence in a northerly direction along Pine Creek to Cornucopia, a distance of approximately 11.0 miles.

December 22, 1980

Pine Creek Bridge Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 598.

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Halfway – Cornucopia Highway, State Secondary Highway No. 413 as formerly routed lying outside the westerly right-of-way boundary of said Halfway – Cornucopia Highway as now relocated from approximately opposite relocated Highway Engineer's Station 281+65 to 287+20 and lying in Section 23, Township 7S, Range 45E, W.M., Baker County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Halfway - Cornucopia Highway No. 413 are listed below.

Table 413-2: Halfway - Cornucopia Highway No. 413 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
598	Baker	Pine Creek Bridge	-	12/22/1980	-

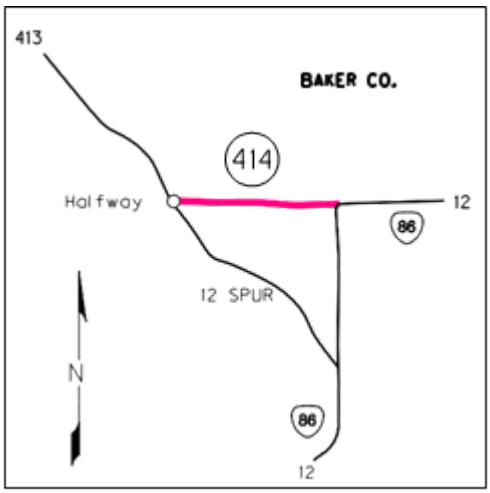
Throughway

None.

Pine Creek Highway No. 414

414

Figure 414-1: Vicinity Map



Route Numbers

Highway Routes that run along the Pine Creek Highway are as follows:

- OR 414

Road Establishment Files

There are no road establishment files for the Pine Creek Highway.

Table 414-1: Pine Creek Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Pine Creek Highway runs through are listed below.

- Baker

Former Names

There are no former names for the Pine Creek Highway.

History

The following entries are changes to the Pine Creek Highway listed by date.

April 4, 1941

Halfway – Dry Creek Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-15.
See also Minutes of the Highway Commission, page 10260.

Route described in Resolution as:
Beginning at a point in the Town of Halfway at the junction of the Halfway – Cornucopia County Road with the Baker – Homestead Highway; thence easterly to a point near the crossing of Dry Creek, a distance of approximately 3.0 miles.

March 5, 1959

Richland - Copperfield Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 357.

Eliminated portion described in Resolution as:
Unit "B"
All the land situated within the right of way boundary lines of the Pine Creek Highway as presently routed, beginning at the northerly right of way boundary line opposite relocated Highway Engineer's Centerline Station 812+80 of the relocated Baker – Homestead Highway at the north – south centerline of Section 10, Township 8 South, Range 46 East, W.M.; thence northerly, easterly, and southerly via said existing Pine Creek Highway to the northerly right of way boundary line opposite relocated Highway Engineer's Survey Station 761+25 of said relocated Baker – Homestead Highway at the north-south centerline of Section 11, Township 8 South, Range 46 East, W.M.

Jurisdictional Transfers

The Jurisdictional Transfers for the Pine Creek Highway No. 414 are listed below.

Table 414-2: Pine Creek Highway No. 414 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
357	Baker	Richland - Copperfield	01/19/1959	03/05/1959	-

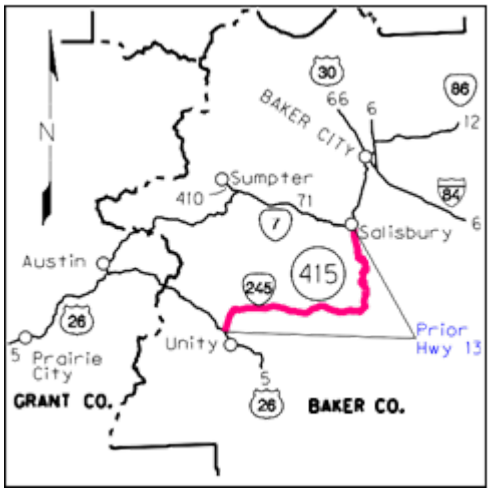
Throughway

None.

Dooley Mountain Highway No. 415

415

Figure 415-1: Vicinity Map



Route Numbers

Highway Routes that run along the Dooley Mountain Highway are as follows:

- OR 245

Road Establishment Files

There are no road establishment files for the Dooley Mountain Highway.

Table 415-1: Dooley Mountain Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Dooley Mountain Highway runs through are listed below.

- Baker

Former Names

There are no former names for the Dooley Mountain Highway.

History

The following entries are changes to the Dooley Mountain Highway listed by date.

May 20, 1980

Unity – Salisbury (MP 0.00 – MP 37.03) Section
Resolution re-designating a portion of the Baker - Unity Highway No. 13 approved by the Transportation Commission.
See Abandonment & Retention File No. 587.

Re-designated portion described in Resolution as:
Beginning at the junction of the John Day Highway, State Primary Highway No. 5, near the Community of Unity northeasterly to a junction with the Whitney Highway, State Primary Highway No. 71 at the Community of Salisbury, a distance of 37.03 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Dooley Mountain Highway No. 415 are listed below.

Table 415-2: Dooley Mountain Highway No. 415 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
587	Baker	MP 0.00 – MP 37.03	-	05/20/1980	-

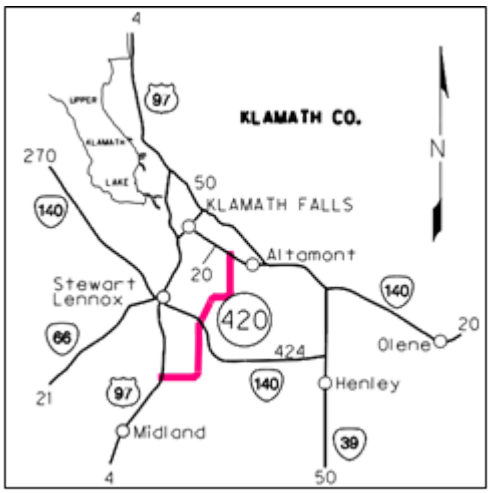
Throughway

None.

Midland Highway Number 420

420

Figure 420-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Midland Highway.

Road Establishment Files

There are no road establishment files for the Midland Highway.

Table 420-1: Midland Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Midland Highway runs through are listed below.

- Klamath

Former Names

There are no former names for the Midland Highway.

History

The following entries are changes to the Midland Highway listed by date.

November 13, 1931

Midland Road (Klamath Falls - Weed) Section (18.40 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3133.

December 6, 1933

Klamath Falls – California State Line Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Market Road No. 1, beginning at The Dalles - California Highway at Klamath Falls and thence in a southwesterly direction to the California State line, approximately 18.4 miles.

May 18, 1937

Midland – Miller Island Road Section
Designation of a section of the Miller Island county road and a portion eliminated by the Highway Commission.
See Minutes of the Highway Commission, page 7376.

Route described in Resolution as:
(Portion eliminated)
Beginning at the state highway in the town of Midland, extending thence Southeasterly and easterly a distance of approximately 2.4 miles; thence extending in a northerly direction a distance of 2 miles to the intersection of the Miller Island Road and the Midland Secondary State Highway, being approximately 4 ½ miles in length.

(Portion added)
Beginning at a point on the State Highway approximately 2 ¼ miles north of Midland; thence extending easterly to the Midland Secondary Highway, a distance of approximately 1.1 miles.

November 16, 1994

Washburn Way (Klamath Falls) Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 659.

Eliminated portion described in Resolution as:
Unit A
Unit A is all land within the right-of-way boundaries of the Midland Highway, State Highway No. 420, between the southern right-of-way boundary of the Klamath Falls – Lakeview Highway on the north, and the southern right-of-way boundary of LaVerne Avenue on the south and lying in Sections 3, 4, 9, and 10, Township 39 South, Range 9 East, W.M., Klamath County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Midland Highway No. 420 are listed below.

Table 420-2: Midland Highway No. 420 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
659	Klamath	Washburn Way (Klamath Falls)	07/27/1994	11/16/1994	-

Throughway

None.

Shoveling the bookmobile out of the snow in rural Klamath County, Oregon, 1932.
Photo by Oregon State Archives, Oregon State Library, OSL0008.

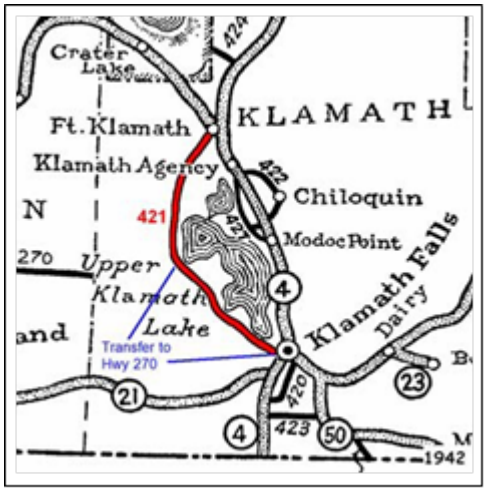


Klamath Lake Highway Number 421

421

No longer a part of the highway system.

Figure 421-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Klamath Lake Highway.

Road Establishment Files

There are no road establishment files for the Klamath Lake Highway.

Table 421-1: Klamath Lake Highway Establishment Files.

File No.	County
-	-

County

Counties that the Klamath Lake Highway ran through are listed below.

- Klamath

Former Names

There are no former names for the Klamath Lake Highway.

History

The following entries are changes to the Klamath Lake Highway listed by date.

November 13, 1931

Klamath Lake - West Side Road Section (49.00 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3133.

December 6, 1933

Fort Klamath – Klamath Falls Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Market Roads No. 16 and No. 9, a portion of Market Road No. 17 and a connection between, described as beginning at the Crater Lake Highway near Fort Klamath and running in a westerly and southerly direction over Market Road No. 16 to a connection with Market Road No. 17; thence in a westerly direction over and to the end of Market Road No. 17 at the Forest Boundary; thence in a southerly and southeasterly direction on the west side of Klamath Lake to a connection with Market Road No. 9; thence in a southeasterly direction over said Market Road No. 9 to the Green Springs Highway near Klamath Falls.*

June 5, 1935

Klamath Falls Section
Designation of a temporary route through Klamath Falls by the Highway Commission.
See Primary Highway Designation File No. 3a (page 28).
See also Minutes of the Highway Commission, page 5638.

October 21, 1947

Denny Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 32
See also RW Drawing 4B-24-24

May 11, 1954

Rocky Creek – Wocus Marsh Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 225

May 11, 1954

Lake of the Woods Junction – Rocky Creek Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 265

October 23, 1958

Lake of the Woods Junction – The Dalles-California Highway Section
Re-designation of a portion of Klamath Lake Highway No. 421 and the Little Butte Highway No. 270, as the Lake of the Woods Highway No. 270
See Secondary Highway Designation File No. 46.

Portion transferred to Highway No. 270:
From the Lake of the Woods Junction at MP 23.37 southeasterly to a junction with the The Dalles - California Highway in Klamath Falls.

October 23, 1958

Lake of the Woods Junction – Fort Klamath Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 333.

Eliminated portion described in Resolution as:
Unit "A"
Beginning on the Klamath Lake Highway, State Secondary Highway No. 421 at the Lake of the Woods Junction at MP 23.37 of said highway; thence northerly via said Klamath Lake Highway to a junction with the Crater Lake Highway, State Primary Highway No. 22 at Fort Klamath at MP 0.0 of said Klamath Lake Highway, a distance of approximately 23.37 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Klamath Lake Highway No. 421 are listed below.

Table 421-2: Klamath Lake Highway No. 421 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
225	Klamath	Rocky Creek - Wocus Marsh	12/19/1950	05/11/1954	-
265	Klamath	Lake of the woods Junction – Rocky Creek	07/11/1952	05/11/1954	-
333	Klamath	Unit "A"	06/27/1957	10/23/1958	-

Throughway

None.

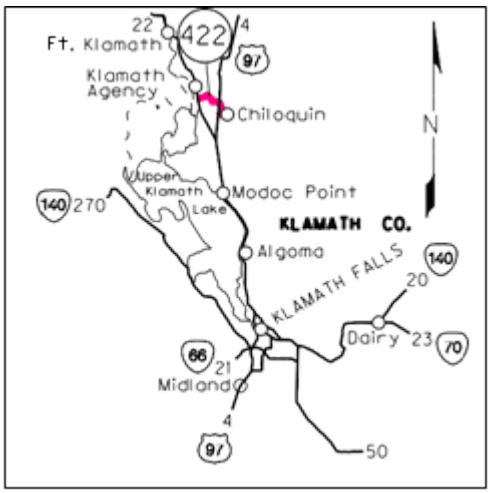
Klamath Falls Public Library in Klamath Falls, Oregon, 1955.
Photo by Oregon State Archives, Oregon State Library, OSL0017.



Chiloquin Highway Number 422

422

Figure 422-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Chiloquin Highway are listed below.

- OR 422
- OR 422S

Road Establishment Files

There are no road establishment files for the Chiloquin Highway.

Table 422-1: Chiloquin Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Chiloquin Highway runs through are listed below.

- Klamath

Former Names

There are no former names for the Chiloquin Highway.

History

The following entries are changes to the Chiloquin Highway listed by date.

November 13, 1931

Klamath Agency - Chiloquin - Williamson Road Section (11.10 miles)
Approved as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3133.

December 6, 1933

Klamath Agency – Chiloquin Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Market Roads No. 8 and No. 11, beginning at The Dalles - California Highway near Klamath Agency and running in a southeasterly direction to Chiloquin; thence in a southwesterly direction down the Williamson River to The Dalles - California Highway.

October 20, 1987

The Dalles – California Highway to Modoc Point Highway Section
Designation eliminating a portion of highway by the Transportation Commission (4.17 miles).
See Secondary Highway Designation File No. 88.

Eliminated route described in Resolution as:
All the land within the right-of-way boundaries of the Chiloquin Highway, State Secondary Highway No. 422 (MP 5.34 to MP 9.51) from its junction with The Dalles – California Highway, State Primary Highway No. 4; thence westerly to a junction with the Modoc Point Highway, State Secondary Highway No. 427, a distance of 4.17 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Chiloquin Highway No. 422.

Table 422-2: Chiloquin Highway No. 422 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

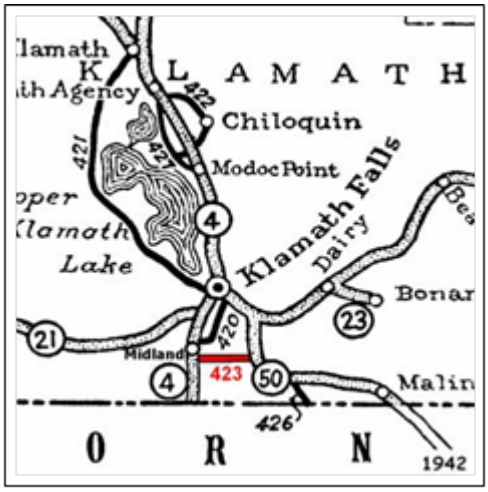
None.

Lower Klamath Highway Number 423

423

No longer a part of the highway system.

Figure 423-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Lower Klamath Highway.

Road Establishment Files

There are no road establishment files for the Lower Klamath Highway.

Table 423-1: Lower Klamath Highway Establishment Files.

File No.	County
-	-

County

Counties that the Lower Klamath Highway ran through are listed below.

- Klamath

Former Names

There are no former names for the Lower Klamath Highway.

History

The following entries are changes to the Lower Klamath Highway listed by date.

May 18, 1937

Midland to The Dalles - California Highway Section
Designated as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 7375.

Route described in Resolution as:
Beginning at a point on the state highway approximately 1.5 miles south of Midland; thence extending easterly to The Dalles California Highway a distance of approximately 7.0 miles.

March 24, 1947

Midland - Mac's Store Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 24
See also RW Drawing 6B-22-21

September 13, 1948

The Dalles – California Highway Jct. to Klamath Falls – Malin Highway Jct. Section.
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 193.

Eliminated portion described in Resolution as:
… which lies between Engineer's Station 0+70 and Engineer's Station 7+18…

October 20, 1987

The Dalles – California Highway to Klamath Falls – Malin Highway Section
Designation eliminating the highway by the Transportation Commission (7.02 miles).
See Secondary Highway Designation File No. 88.

Eliminated route described in Resolution as:
All the land within the right-of-way boundaries of the Lower Klamath Highway, State Secondary Highway No. 423 (MP 0.00 to MP 7.02) from its junction with The Dalles – California Highway, State Primary Highway No. 4; thence easterly to a junction with the Klamath Falls – Malin Highway, State Primary Highway No. 50, a distance of 7.02 miles.

Jurisdictional Transfers

The Jurisdictional Transfers for the Lower Klamath Highway No. 423 are listed below.

Table 423-2: Lower Klamath Highway No. 423 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
193	Klamath	The Dalles – California Highway – Klamath Falls – Malin Hwy	-	09/13/1948	09/29/1948

Throughway

None.

New roadway construction near Algoma in Klamath County, Oregon, 1942..
Photo by Oregon State Archives, Oregon State Highway Division, OHD1866.



Sand Creek Highway Number 424

424

No longer a part of the highway system.

Figure 424-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Sand Creek Highway.

Road Establishment Files

There are no road establishment files for the Sand Creek Highway.

Table 424-1: Sand Creek Highway Establishment Files.

File No.	County
-	-

County

Counties that the Sand Creek Highway ran through are listed below.

- Klamath

Former Names

There are no former names for the Sand Creek Highway.

History

The following entries are changes to the Sand Creek Highway listed by date.

May 18, 1937

Sand Creek Highway
The Dalles - California Highway - Crater Lake National Park Section Designated as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 7374.

Route described in Resolution as:
Beginning at a point on The Dalles California Highway approximately 1/3 miles Southwesterly from the west boundary of the Klamath Indian Reservation; thence in a Northwesterly direction to the East boundary of Crater Lake National Park, a distance of approximately 4.2 miles.

November 20, 1952

Sand Creek Highway
Sun Mountain Highway – Crater Lake National Park Section
Transferred to the United States Forest Service by the Highway Commission.
See Secondary Highway Designation File No. 64.

Eliminated portion described in Resolution as:
The Sand Creek Highway as presently routed, from Highway Engineer's Centerline Survey Station 00+00 to Highway Engineer's Centerline Survey Station 223+54.6 on said highway, and extending 4.2 miles, more or less, northwesterly from a connection with the Sun Mountain Highway, State Secondary Highway No. 428, to the East Boundary of Crater Lake National Park, in Klamath County, Oregon.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Sand Creek Highway No. 424.

Table 424-2: Sand Creek Highway No. 424 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

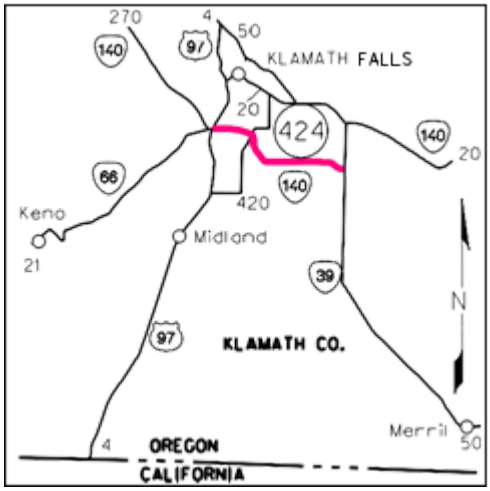
None.

South Klamath Falls Highway No. 424

424

No. 424 formerly designated the Sand Creek Highway.
See the previous chapter for information on that highway.

Figure 424-1: Vicinity Map



Route Numbers

The Highway Routes that run along the South Klamath Falls Highway are listed below.

- OR 140

Road Establishment Files

There are no road establishment files for the South Klamath Falls Highway.

Table 424-1: South Klamath Falls Highway Road Establishment Files

File No.	County
-	-

County

Counties that the South Klamath Falls Highway runs through are listed below.

- Klamath

Former Names

There are no former names for the South Klamath Falls Highway.

History

The following entries are changes to the South Klamath Falls Highway listed by date.

October 20, 1987

The Dalles – California Highway to Klamath Falls – Malin Highway Section.
Designation as a Secondary Highway by the Transportation Commission.
See Secondary Designation File No. 88.

Route described in Resolution as:
Unit "A"
All the land within the right - of - way boundaries of the Klamath Falls Southside Bypass from its junction with a common junction of the Dalles - California Highway, State Primary Highway No. 4 and the Green Springs Highway No. 21; thence easterly to a junction with the Klamath Falls - Malin Highway, State Primary Highway No. 50, a distance of approximately 5.9 miles.

January 13, 2000

South Klamath Falls Highway @ Washburn Way Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 534
See also RW Drawing 1R-3-1699

Jurisdictional Transfers

There are no Jurisdictional Transfers for the South Klamath Falls Highway No. 424.

Table 424-2: South Klamath Falls Highway No. 424 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

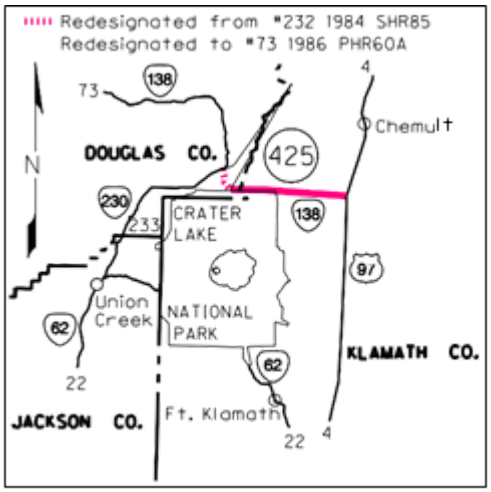
None.

East Diamond Lake Highway No. 425

425

No longer a part of the highway system.
Combined with the prior North Umpqua Highway No. 73 to become the North Umpqua Highway No. 138

Figure 425-1: Vicinity Map



Route Numbers

The Highway Routes that run along the East Diamond Lake Highway are listed below.

- OR 138

Road Establishment Files

The road establishment files for the East Diamond Lake Highway are listed below.

Table 425-1: East Diamond Lake Highway Establishment Files.

File No.	County
49732	Klamath County

County

Counties that the East Diamond Lake Highway ran through are listed below.

- Klamath

Former Names

There are no former names for the East Diamond Lake Highway.

History

The following entries are changes to the East Diamond Lake Highway listed by date.

May 18, 1937

Cascade Lakes & Diamond Lake Forest Highways to The Dalles – California Highway Section
Douglas County
Designated as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 7371.

> **Route described in Resolution as:**
> *Beginning at the Junction of the roads or highway now known at the Cascade Lakes and Diamond Lake Forest Highways at a point approximately 1.5 miles north of the Crater Lake National Park Boundary' thence easterly to the Douglas County - Klamath County line at point approximately 1.5 miles north of the Crater Lake National Park Boundary, being approximately 1.5 miles in length.*

Douglas/Klamath County Line to The Dalles - California Highway
Klamath County
Designated as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 7372.

> **Route described in Resolution as:**
> *Beginning at a point on the Douglas County - Klamath County Line approximately 1 ½ miles north of the Crater Lake National Park Boundary line; thence easterly to The Dalles - California highway at a point near the corner of Sections 7, 12, 6, and 1 of T. 29 S., R7 & 8 E., W.M. a distance of approximately 13.4 miles.*

February 28, 1984

East Diamond Lake Highway – Crater Lake Park Boundary Section (eliminated)
Cascade Lakes Highway to The Dalles – California Highway Section (re-designated)
Douglas & Klamath County
Re-designation of the remaining portion of the Crater Lake North Highway No. 232, by the Highway Commission.
See Secondary Highway Designation File No. 85.

Eliminated portion described in Resolution as:
All the land within the right-of-way boundaries of the Crater Lake North Highway, State Secondary Highway No. 232, from the southerly right-of-way boundary of the East Diamond Lake Highway, State Secondary Highway No. 425, southerly to the former boundary of the Crater Lake National Park, MP 3.47 to MP 4.92 of said Crater Lake North Highway.

Route described in Resolution as:
Beginning at a junction with the West Diamond Lake Highway, State Secondary Highway No. 233, MP 23.80 of said West Diamond Lake Highway, and the Cascade Lakes Highway, National Forest Highway No. 46 near Diamond Lake; thence southerly and easterly to the junction of The Dalles – California Highway, State Primary Highway No. 4, MP 213.09 of said The Dalles – California Highway, a distance of 17.82 miles.

August 21, 1986

Crater Lake Park Entrance to The Dalles – California Highway Section
Douglas & Klamath County
Re-designation to exclude that portion added as an extension to the North Umpqua Highway No. 73 by the Transportation Commission.
See Primary Highway Designation File No. 60a.

Route described in Resolution as:
Beginning at a junction with the N. Umpqua Highway, State Primary Highway No. 73 near the north entrance of Crater Lake National Park, MP 85.38 of said N. Umpqua Highway, easterly to a junction of The Dalles – California Highway, State Primary Highway No. 4, MP 213.09 of said The Dalles - California Highway, a distance of 14.82 miles.

June 18, 2003

Crater Lake Park Entrance to The Dalles – California Highway Section
Douglas & Klamath County
Re-designation of North Umpqua Highway No. 73 and East Diamond Lake Highway No. 425, Harvard Avenue, Oak Avenue, Washington Avenue, Pine Street, Stephens Street (Roseburg) as the North Umpqua Highway No. 138 by the Transportation Commission.
See Highway Designation File No. 94.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the East Diamond Lake Highway No. 425.

Table 425-2: East Diamond Lake Highway No. 425 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Hatfield Highway Number 426

426

Figure 426-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Hatfield Highway are listed below.

- OR 39

Road Establishment Files

There are no road establishment files for the Hatfield Highway.

Table 426-1: Hatfield Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Hatfield Highway runs through are listed below.

- Klamath

Former Names

The former names for the Hatfield Highway are listed below.

- Merrill - Hatfield

History

The following entries are changes to the Hatfield Highway listed by date.

May 18, 1937

Merrill – Hatfield Highway
Designated as a Secondary Highway by the Highway Commission. Merrill – California State Line Section
See Minutes of the Highway Commission, page 7366.

Route described in Resolution as:
Beginning at a point on the Dalles - California Highway approximately two miles east of Merrill; thence in a Southeasterly direction to the Oregon - California State line to a point approximately 635 feet east of the southwest corner of Section 15, T. 41 S., R. 11 E., W.M., a distance of 2.44 miles

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Hatfield Highway No. 426.

Table 426-2: Hatfield Highway No. 426 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

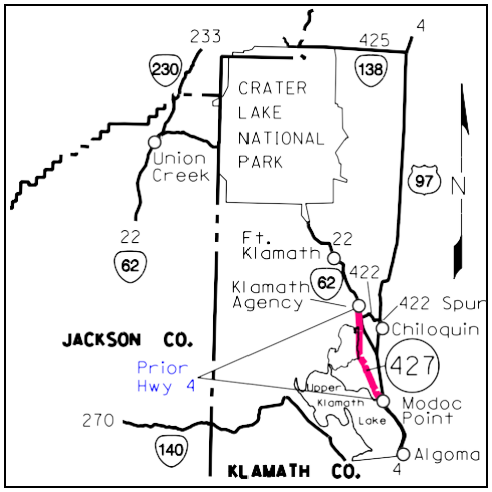
None.

Modoc Point Highway Number 427

427

No longer a part of the highway system.

Figure 427-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Modoc Point Highway.

Road Establishment Files

There are no road establishment files for the Modoc Point Highway.

Table 427-1: Modoc Point Highway Establishment Files.

File No.	County
-	-

County

Counties that the Modoc Point Highway ran through are listed below.

- Klamath

Former Names

The former names for the Modoc Point Highway are listed below.

- Klamath Agency – Modoc Point Highway (1940 – 1944)
- Modoc Point Highway (1944 – 1987)

History

The following entries are changes to the Modoc Point Highway listed by date.

November 13, 1940

Klamath Agency - Modoc Point Highway
Klamath Agency – Modoc Point Section
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-8.

Route described in Resolution as:
Beginning at the intersection of the formerly located, constructed and traveled Dalles – California Highway with the relocated and reconstructed Dalles – California Highway near the Klamath Agency; thence in a southerly direction via the formerly located, constructed and traveled Dalles – California Highway to an intersection of the formerly located, constructed and traveled Dalles – California Highway with the relocated and reconstructed Dalles – California Highway at Modoc Point, a distance of 12.66 miles.

1944

Modoc Point Highway
Biennial Reports indicate a name change, but no commission document has been found for the change in the Highway's name.

October 20, 1987

Modoc Point Highway
Crater Lake Highway – Modoc Point Section
Designation eliminating the highway by the Transportation Commission (12.89 miles).
See Secondary Highway Designation File No. 88.

Eliminated route described in Resolution as:
All the land within the right-of-way boundaries of the Modoc Point Highway, State Secondary Highway No. 427 (MP 0.00 to MP 12.89) from its junction with the Crater Lake Highway, State Primary Highway No. 22 at Klamath Agency; thence southerly to a junction with the Dalles - California Highway, State Primary Highway No. 4, at Modoc Point, a distance of 12.89 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Modoc Point Highway No. 427.

Table 427-2: Modoc Point Highway No. 427 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Klamath Agency, Oregon, 1916.
Photo by Bush House Museum, Salem Art Association Photo ID number bhp0199.

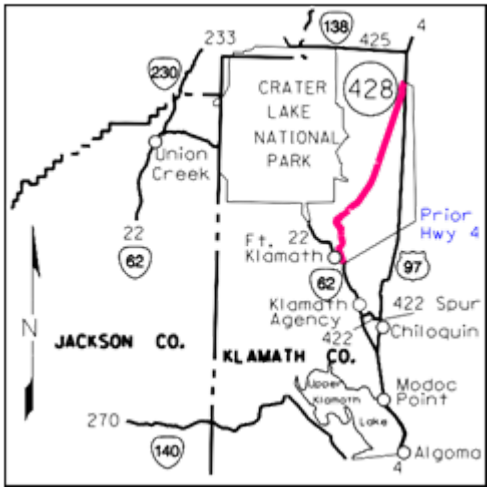


Sun Mountain Highway Number 428

428

No longer a part of the highway system.

Figure 428-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Sun Mountain Highway.

Road Establishment Files

The road establishment files for the Sun Mountain Highway are listed below.

Table 428-1: Sun Mountain Highway Establishment Files.

File No.	County
55279	Klamath County

County

Counties that the Sun Mountain Highway ran through are listed below.

- Klamath

Former Names

There are no former names for the Sun Mountain Highway.

History

The following entries are changes to the Sun Mountain Highway listed by date.

August 9, 1948

The Dalles – California Highway to Fort Klamath Junction Section
Re-designation of a portion of the Mazama Junction – Lobert Section of The Dalles - California Highway No. 4 by the Highway Commission.
Resolution from file A&R No. 133 Transferred to Primary Highway Designation File No. 11.
Originally, in Secondary Highway Designation File No. 12.
Transferred to Primary Highway Designation File No. 11
See also the Minutes of the highway Commission, page 15122.

> **Route described in Resolution as:**
> *Beginning at Highway Engineer's Station 1380 of the new route of The Dalles – California Highway in the Southeast quarter (SE¼) of the Southeast quarter (SE¼) of Section 24, Township 29 South, Range 7 East, W.M., and running thence southerly and westerly along the old highway to the intersection of the old highway and the Crater Lake State Highway No. 22 at Fort Klamath Junction in Section 23, Township 33, South, Range 7½ East, W.M.*

November 20, 1984

Mazama Jct. – Fort Klamath Section
Resolution eliminating the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 609

Jurisdictional Transfers

The Jurisdictional Transfers for the Sun Mountain Highway No. 428 are listed below.

Table 428-2: Sun Mountain Highway No. 428 Jurisdictional Transfers

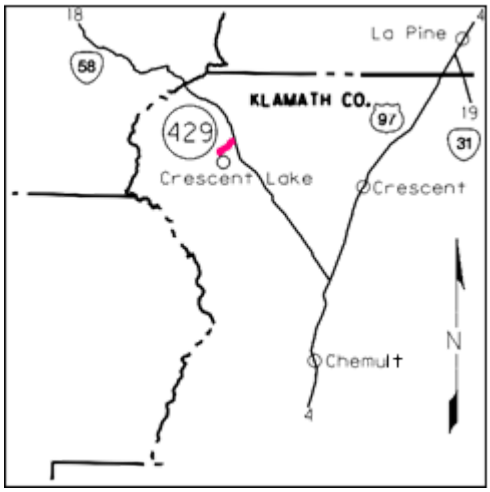
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
609	Klamath	Entire Highway	03/03/1983	11/20/1984	-

Throughway

None.

Crescent Lake Highway Number 429 429

Figure 429-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Crescent Lake Highway are listed below.

- OR 429

Road Establishment Files

There are no road establishment files for the Crescent Lake Highway.

Table 429-1: Crescent Lake Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Crescent Lake Highway runs through are listed below.

- Klamath

Former Names

There are no former names for the Crescent Lake Highway.

History

The following entries are changes to the Crescent Lake Highway listed by date.

October 11, 1951

Willamette Highway - Crescent Lake Townsite Section (2.40 miles)
Designation as a Secondary Highway by the Highway Commission
See Secondary Highway Designation File No. 19.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Crescent Lake Highway No. 429.

Table 429-2: Crescent Lake Highway No. 429 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

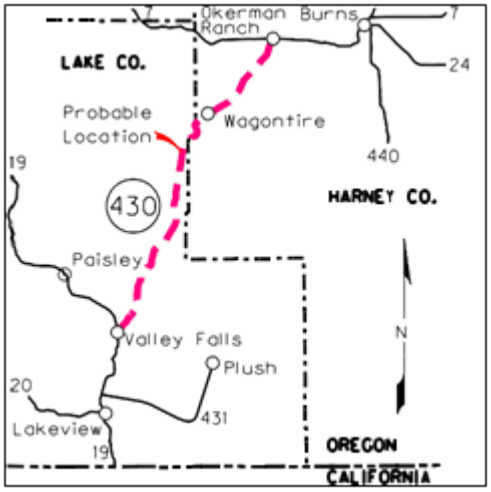
None.

Yellowstone Cutoff Highway No. 430

430

No longer a part of the highway system.

Figure 430-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Yellowstone Cutoff Highway.

Road Establishment Files

There are no road establishment files for the Yellowstone Cutoff Highway.

Table 430-1: Yellowstone Cutoff Highway Establishment Files.

File No.	County
-	-

County

Counties that the Yellowstone Cutoff Highway ran through are listed below.

- Harney
- Lake

Former Names

There are no former names for the Yellowstone Cutoff Highway.

History

The following entries are changes to the Yellowstone Cutoff Highway listed by date.

November 13, 1931

Yellowstone Cut-Off (Lakeview - Burns Road) Section (33.0 miles)
Harney County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3131.

Yellowstone Cut-Off (Lakeview - Burns Road) Section (58.0 miles)
Lake County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3135.

February 5, 1932

Yellowstone Cut-Off (Lakeview - Burns Road) Section (29.0 miles)
Harney County
Designation as a Secondary Highway by the Highway Commission (previously designated on November 13, 1931, subject to confirmation by the County Courts, now official confirms the designations).
See Minutes of the Highway Commission, page 3216.

December 6, 1933

Okerman Ranch – Valley Falls Section
Harney & Lake County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
(Harney County)
Market Road No. 8, beginning on the Central Oregon Highway near the Okerman Ranch and extending in a southwesterly direction to the Lake - Harney County line, a distance of approximately 29 miles.

(Lake County)
Beginning the Fremont Highway near Valley Falls; and thence in a northeasterly direction to the Harney County line, approximately 57.1 miles.

February 22, 1933

Providing for the designation and adoption of certain highways as state highways.
This document may be the one re-designating the Yellowstone Cutoff Highway to the Lakeview Burns Highway No. 49. Neither name is mentioned in this document, but a copy of this document is in Primary Highway Designation File No. 5, leading one to believe that this action was in relation to a Primary Highway and not a Secondary Highway.
See Chapter 106, Oregon Compiled Laws Annotated, 1933.
See also Primary Highway Designation File No. 5.

Part of the Act

That that certain highway beginning at Valley Falls in Lake County and extending thence in a northeasterly direction by way of Alkali Lake and Wagontire to a junction with the Central Oregon highway at or near the Okerman ranch in Harney County and extending northerly to John Day in Grant county…

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Yellowstone Cutoff Highway No. 430.

Table 430-2: Yellowstone Cutoff Highway No. 430 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

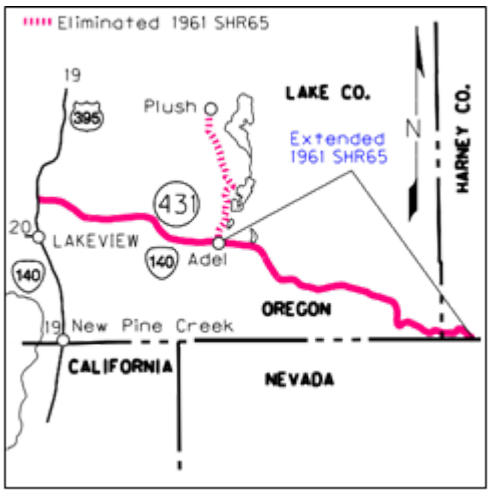
Wagontire and surrounding open rangeland in central Oregon, 1960. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #7051.



Warner Highway Number 431

431

Figure 431-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Warner Highway are listed below.

- OR 140

Road Establishment Files

The road establishment files for the Warner Highway are listed below.

Table 431-1: Warner Highway Road Establishment Files

File No.	County
49730	Lake County

County

Counties that the Warner Highway runs through are listed below.

- Harney
- Lake

Former Names

There are no former names for the Warner Highway.

History

The following entries are changes to the Warner Highway listed by date.

November 13, 1931

Lakeview (Warner Canyon) - Adel - Plush Road Section (47.70 miles)
Lake County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3135.

February 5, 1932

Lake County
Certain roads in Lake County (Lakeview (Warner Canyon) - Adel - Plush Road?)
Designation as Secondary State Highways (no specific road listed, but asking to confirm action taken by the Commission at its meeting held November 13, 1931).
See Minutes of the Highway Commission, page 3216.

December 6, 1933

Fremont Highway – Adel Section
Lake County
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Beginning approximately six miles north of Lakeview, where the Warner Canyon - Adel road intersects the Fremont Highway; thence in an easterly direction to the town of Adel; thence in a northerly direction to the town of Plush, approximately 47.7 miles.*

March 24, 1947

Mud Creek - Drakes Creek Section
Lake County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 24
See also RW Drawing 6B-22-22

March 24, 1947

Fremont Highway Jct. – Camas Valley Section
Lake County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 24
See also RW Drawing 6B-22-17

September 15, 1961

Adel – Plush Section (eliminated)
Adel – Nevada State Line Section (extension)
Lake and Harney County
Designation of an Extension and elimination of a portion by the Highway Commission.
See Secondary Highway Designation File No. 65.

Eliminated portion described in Resolution as:
Beginning at a junction with the Adel – Nevada State Line County Road at MP 28.19 of the Warner Highway, State Secondary Highway No. 431; thence along said highway to the Northerly terminus at MP 45.87 of said Warner Highway, State Secondary Highway No. 431, at the community of Plush, a distance of 17.68 miles.

Route as extended described in Resolution as:
Beginning approximately 6 miles North of Lakeview where the Warner Canyon – Adel Road intersects the Fremont Highway; thence in an Easterly direction to the town of Adel; thence in a southeasterly direction to the Nevada State Line approximately 65.19 miles.

September 20, 1988

Fremont Highway - Warner Ski Area Section
Lake County
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 478
See also RW Drawing 1R-3-1568

July 16, 2008

US395: Bowers Bridges Creek
Lake County
A Highway Corridor and Design Resolution was adopted and approved by the Commission.
See Highway Corridor and Design Resolution File No. 550.
See also RW Drawing 1R-4-1088.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Warner Highway No. 431.

Table 431-2: Warner Highway No. 431 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

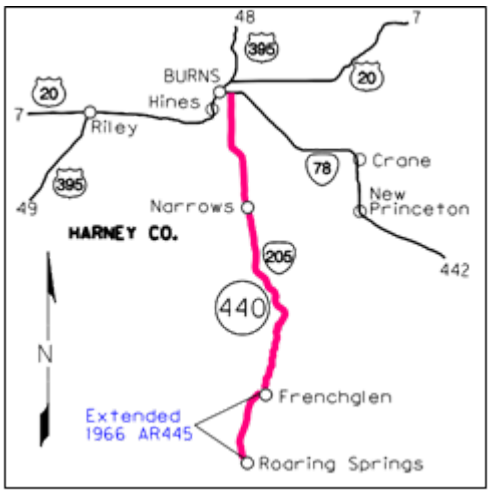
Throughway

None.

Frenchglen Highway Number 440

440

Figure 440-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Frenchglen Highway are listed below.

- OR 205

Road Establishment Files

There are no road establishment files for the Frenchglen Highway.

Table 440-1: Frenchglen Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Frenchglen Highway runs through are listed below.

- Harney

Former Names

There are no former names for the Frenchglen Highway.

History

The following entries are changes to the Frenchglen Highway listed by date.

December 17, 1931

Burns - Frenchglen Road Section (63.0 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3183.

February 5, 1932

Burns - Frenchglen Road Section (61.0 miles)
Designation as a Secondary Highway by the Highway Commission (previously designated on December 17, 1931, subject to confirmation by the County Court, now official confirms the designations).
See Minutes of the Highway Commission, page 3216.

December 6, 1933

Burns – Frenchglen Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Market Road No. 2, beginning on the Central Oregon Highway, 2 miles east of Burns and extending in a southerly direction to Frenchglen, a distance of approximately 61 miles.

June 14, 1955

Wrights Point Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 127
See also RW Drawing 1R-5-730

June 2, 1966

Frenchglen – Roaring Springs Ranch Section
Resolution extending the highway 15.50 miles approved by the Highway Commission.
See Abandonment & Retention File No. 445.

Extended portion described in Resolution as:
Unit "C"
Beginning at the present terminus of the Frenchglen Highway, State Secondary Highway No. 440 at MP 60.26 in Frenchglen; thence southerly on a new existing Harney County Road to the access road of the Roaring Springs Ranch at MP 74.93.

March 31, 1975

Wrights Point - Narrows Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 548.

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Frenchglen Highway, State Secondary Highway No. 440 as formerly route lying outside the Southerly and Westerly right-of-way boundary of said Frenchglen Highway as now relocated from approximately opposite relocated Highway Engineer's Station 9+00 located in Section 33, Township 24 South, Range 31 East, W.M.; thence Westerly & Southerly along said former route to a junction with a Harney County road at the corner of Section 27, 28, 33 and 34, Township 25 South, Range 31 East, W.M.; Harney County, Oregon.

Jurisdictional Transfers

The Jurisdictional Transfers for the Frenchglen Highway No. 440 are listed below.

Table 440-2: Frenchglen Highway No. 440 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
445	Harney	Frenchglen – Roaring Springs Ranch	04/21/1966	06/02/1966	-
548	Harney	Wrights Point - Narrows	03/18/1975	03/31/1975	-

Throughway

None.

Road signs in Frenchglen, Harney County, Oregon, 1963. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6033.

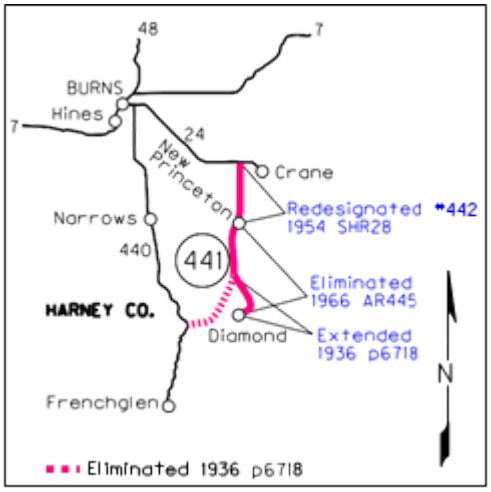


Diamond Highway Number 441

441

No longer a part of the highway system.

Figure 441-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Diamond Highway.

Road Establishment Files

There are no road establishment files for the Diamond Highway.

Table 441-1: Diamond Highway Establishment Files.

File No.	County
-	-

County

Counties that the Diamond Highway ran through are listed below.

- Harney

Former Names

The former names for the Diamond Highway are listed below.

- Diamond Valley Highway (1931 – 1954)
- Diamond Highway (1954 – 19666)

History

The following entries are changes to the Diamond Highway listed by date.

December 17, 1931

Diamond Valley Highway
Crane - Buena Vista Road Section (41.0 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3183.

February 5, 1932

Diamond Valley Highway
Crane - Buena Vista Road Section (40 miles)
Designation as a Secondary Highway by the Highway Commission (previously designated on December 17, 1931, subject to confirmation by the County Court, now official confirms the designations).
See Minutes of the Highway Commission, page 3216.

December 6, 1933

Diamond Valley Highway
Crane to Burns – Frenchglen Road Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Market Road No. 1, beginning on the Central Oregon Highway, at or near Crane and extending in a southerly direction to a point 1 mile north of Princeton; thence in a southwesterly direction over Market Road No. 5 to Diamond Valley; thence extending in a westerly direction over the new grade intersecting the Burns - Frenchglen road, for a distance of approximately 40 miles.

July 30, 1936

Diamond Valley Highway
Happy Valley Road - Diamond Section
Designation of an extension approved by the Highway Commission.
See Minutes of the Highway Commission, page 6718.

Eliminated portion described in Resolution as:
Beginning at mile point 21.8 at the junction of the Diamond Valley Secondary Highway No. 441 with the road to Happy Valley, then following the heretofore designated Diamond Valley Secondary Highway No. 441 to Diamond Valley and westerly to the junction of the Diamond Valley Secondary Highway with the Frenchglen Secondary Highway, a distance of approximately 17.8 miles.

Substituted portion described in Resolution as:
Beginning at mile point 21.8 at the junction of Diamond Valley Secondary Highway No. 441 with the road to Happy Valley, then via Happy Valley and Kiger Valley to a point at or near the present post office at Diamond in Diamond Valley, a distance of approximately 12. 5 miles.

April 23, 1947

Diamond Valley Highway
Crane - Princeton Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 26
See also RW Drawing 6B-19-8

October 21, 1947

Diamond Valley Highway
Anderson Valley and Swamp Creek Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 32
See also RW Drawing 6B-23-12 & 6B-24-7

September 13, 1948

Diamond Valley Highway
Anderson Valley Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 157.

Eliminated portions described in Resolution as:

5. …which portion lies between Highway Engineer's Station 4+00 and a point 30 feet West of the northeast corner of Section 3, Township 27 South, Range 33 East, W.M.…

6. …which portion lies between a point 30 feet west of the northeast corner of Section 3, Township 27 South, Range 33 East, W.M., and Highway Engineer's Station 94+36 of the reconstructed highway…

September 13, 1948
Diamond Valley Highway
Crane - Princeton Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 161.

Eliminated portions described in Resolution as:

1. … which portion lies between Highway Engineer's Station 139+00 and Highway Engineer's Station 219+54 of the reconstructed highway and between Highway Engineer's Station 219+60 and Highway Engineer's Station 346+00…

2. … which lie between highway Engineer's Station 352+00 and Highway Engineer's Station 385+00 of the reconstructed highway…

September 23, 1954
Diamond Highway
Diamond – Princeton Section
Designation of a portion of the Diamond Valley Highway to become part of the Rome - Princeton Highway No. 442 and the remainder, renamed as the Diamond Highway.
See Secondary Highway Designation File No. 28.

Route described in Resolution as:

Beginning in the Town of Diamond and extending thence northerly via Kiger Valley and Happy Valley to a junction with the Crane – Scotts Butte Secondary Highway No. 442 at a place about two miles north of Princeton, Oregon.

June 21, 1966

Diamond Highway
Steens Secondary Highway – Diamond Section
Resolution eliminating the highway approved by the Highway Commission.
See Abandonment & Retention File No. 445.

Eliminated portion described in Resolution as:

Unit "B"

All the land within the right of way boundaries of the now existing Diamond Highway, State Secondary Highway No. 441, from its junction with the Steens Secondary Highway No. 442 at MP 37.83; thence southerly on said Diamond Highway to its terminus at MP 26.66 in the community of Diamond.

Jurisdictional Transfers

The Jurisdictional Transfers for the Diamond Highway No. 441 are listed below.

Table 441-2: Diamond Highway No. 441 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
157	Harney	Anderson Valley	06/04/1947	09/13/1948	05/07/1949
161	Harney	Crane - Princeton	09/16/1947	09/13/1948	05/07/1949
445	Harney	Entire Highway	04/21/1966	06/02/1966	-

Throughway

None.

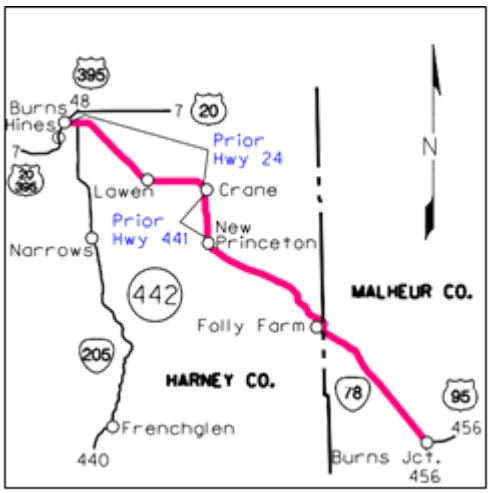
Frenchglen, Harney County, Oregon, 1963. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6031.



Steens Highway Number 442

442

Figure 442-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Steens Highway are listed below.

- OR 78

Road Establishment Files

There are no road establishment files for the Steens Highway.

Table 442-1: Steens Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Steens Highway runs through are listed below.

- Harney
- Malheur

Former Names

The former names for the Steens Highway are listed below.

- Rome – Princeton Highway (1939 – 1954)
- Cranes – Scotts Butte Highway (1954 – 1965)

History

The following entries are changes to the Steens Highway listed by date.

May 18, 1939

Rome - Princeton Highway
Princeton – Follyfarm Section
Harney & Malheur County
Designation as a Secondary Highway by the Highway Commission.
See Secondary Highway Designation File No. 0-3.

Route described in Resolution as:
(Harney County)
Beginning at a point on the Diamond Valley Secondary Highway approximately one mile north of Princeton; thence in a southeasterly direction via Market Road No. 1 of Harney County, or a relocation thereof, to the Harney – Malheur County Line, at a point on the township line between Section 36, T.28S., R.36E., and Section 30, T.28S., R.37E., W.M., north of Follyfarm, a distance of approximately 23.90 miles.

(Malheur County)
Beginning at a point near the center of Section 18, T.32S., R.40E., W.M., at a junction point with the I.O.N. Secondary Highway; thence in a northwesterly direction following the route surveyed by the State Highway Department to a point on the township line, between Section 36, T.28S., R.36E., and Section 30 T.28S., R.37E., W.M., north of Follyfarm, a distance of approximately 30.0 miles.

June 28, 1949

Rome - Princeton Highway
Diamond Valley Highway Junction - Follyfarm Section
Harney & Malheur County
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 44
See also RW Drawing 6B-34-5, 6, 7, 15 & 16.

April 8, 1953

Rome – Princeton Highway
North Unit, Princeton - Follyfarm Section
Harney County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 263.

Eliminated portion described in Resolution as:
Beginning at the intersection of the old route of the Rome – Princeton Secondary Highway with the south line of the Diamond Valley Secondary Highway on the line between Section 1, Township 27 South, Range 33 East, W.M., and Section 6, Township 27 South, Range 34 East, W.M.; thence southeasterly via the former route of the Rome – Princeton Highway to State Highway Engineer's Station 377+60 of the relocated Rome – Princeton Highway in the Northeast Quarter of the Northwest Quarter of Section 14, Township 27 South, Range 34 East, W.M.

September 23, 1954

Crane - Scotts Butte Highway
Crane – Scotts Butte Section
Harney & Malheur County
Designation of the Rome - Princeton highway combined with a portion of the Diamond Valley Highway No. 441 & renamed to the Crane – Scotts Butte Highway.
See Secondary Highway Designation File No. 28.

Route described in Resolution as:
Beginning at a junction with the Burns – Crane Primary Highway at or near Crane; thence south and southeasterly over Oregon State Route 78 to a junction with U.S. Highway No. 95 at a place southerly from Scotts Butte in Township 32 South, Range 40 East, W.M. and being about thirteen miles southwesterly from Rome, Oregon.

November 4, 1965

Steens Highway
Burns – Burns Jct. Section
Harney & Malheur County
Re-designation of the Burns - Crane Highway No. 24 and the Crane - Scotts Butte Highway No. 442 combined into the Steens Highway No. 442.
See Secondary Highway Designation File No. 68.

Route described in Resolution as:
Steens Highway No. 442
Beginning at a junction with the Central Oregon highway, State Primary Highway No. 7 at Mp 131.50 of said Central Oregon highway in the City of Burns, thence southerly and easterly to a connection with the Steens Highway Spur at Crane; thence continuing southerly and westerly to its junction with the I.O.N. Highway, State Secondary Highway No. 456, at MP 61.64 of said I.O.N. Highway at Burns Junction, a distance of 91.65 miles.

Steens Highway Spur No. 442
Beginning at a junction with the Steens Highway, State Secondary Highway No. 442, at MP 28.23 of said Steens Highway; thence southeasterly to its terminus at First and Main Streets in Crane, a distance of 0.82 miles.

June 2, 1966

Steens Highway
Steens Highway Spur in Crane Section
Harney County
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 445.

Eliminated portion described in Resolution as:
Unit "A"
All the land within the right of way boundaries of the Steens Highway Spur beginning at a junction with the Steens Highway, State Secondary Highway No. 442, at MP 28.23 of said Steens Highway; thence southeasterly on Third Street to Main Street; thence southerly on Main Street to its terminus at First Street in Crane, a distance of 0.82 mile.

October 28, 1975

Steens Highway
Princeton – Malheur County Line Section
Harney County
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 263

Jurisdictional Transfers

The Jurisdictional Transfers for the Steens Highway No. 442 are listed below.

Table 442-2: Steens Highway No. 442 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
263	Harney	North Unit, Princeton - Follyfarm	06/05/1952	04/08/1953	-
263	Harney	Princeton – Malheur County Line	-	10/28/1975	-
445	Harney	Steens Highway Spur in Crane	04/21/1966	06/02/1966	-

Throughway

None.

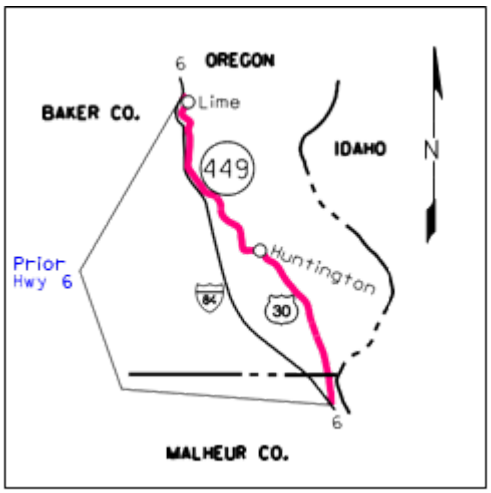
Gas station in Rome, Oregon, 1963. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6745.



Huntington Highway Number 449

449

Figure 449-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Huntington Highway are listed below.

- US 30

Road Establishment Files

There are no road establishment files for the Huntington Highway.

Table 449-1: Huntington Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Huntington Highway runs through are listed below.

- Baker
- Malheur

Former Names

There are no former names for the Huntington Highway.

History

The following entries are changes to the Huntington Highway listed by date.

March 5, 1968

Lime – Malheur County Line Section
Re-designation of a portion of the Old Oregon Trail Highway No. 6 by the Highway Commission.
See Secondary Highway Designation File No. 71.

Route described in Resolution as:
Beginning at a junction with the relocated Old Oregon Trail at MP 340.87 of said relocated Old Oregon Trail; thence southeasterly via the City of Huntington to a junction with the relocated Old Oregon Trail at MP 351.80 of said highway, a distance of approximately 11.24 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Huntington Highway No. 449.

Table 449-2: Huntington Highway No. 449 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order

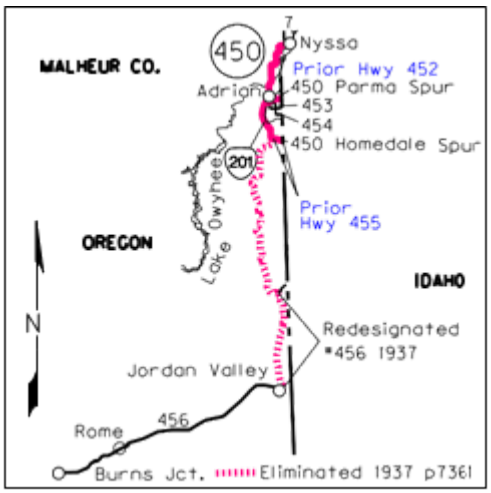
Throughway

None.

Succor Creek Highway Number 450

450

Figure 450-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Succor Creek Highway are listed below.

- OR 201
- OR 452

Road Establishment Files

The road establishment files for the Succor Creek Highway are listed below.

Table 450-1: Succor Creek Highway Road Establishment Files

File No.	County
49726	Malheur County

County

Counties that the Succor Creek Highway runs through are listed below.

- Malheur

Former Names

The former names for the Succor Creek Highway are listed below.

- Jordan Valley Highway (1931 – 1938)
- Nyssa – Adrian Highway (1938 – 1971)

History

The following entries are changes to the Succor Creek Highway listed by date.

November 13, 1931

Jordan Valley Highway
Jordan Valley Road (Nyssa South) Section (74.58 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3137.

December 6, 1933

Jordan Valley Highway
Nyssa – Jordan Valley Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Being all of Market Road No. 1, beginning at Nyssa and extending in a southerly direction via Adrian to Jordan Valley, approximately 74.6 miles.*

April 25, 1934

Jordan Valley Highway
Owyhee River Section
Portion abandoned and resolution designating revised alignment.
See Minutes of the Highway Commission, page 4832.

May 18, 1937

Jordan Valley Highway
Hooker Creek – Blue Mountain Pass Section
Removal of a portion of the highway and substitution of another by the Highway Commission.
See Minutes of the Highway Commission, page 7361.

Rearrangement of highways described in Resolution as:
Removal of Homedale Spur - Malloy Ranch Section of the Jordan Valley Secondary Highway and substitution therefore of the following described road or route: Beginning at Hooker Creek on the secondary state highway about 5.3 miles north of the town of Jordan Valley and extending thence in a southerly and Southwesterly direction to the Nevada State Line, via Rome and Blue Mountain Pass.

Eliminated portion described in Resolution as:
Beginning at the junction of Secondary Highway No. 450 with Secondary Highway No. 455 at a point approximately 21.0 miles south of Nyssa; thence extending a southerly direction to Jordan Valley, a distance of approximately 55.8 miles.

February 4, 1947

Nyssa - Adrian Highway
Nyssa – Idaho State Line Section
Designation combining the Homedale - Spur No. 455 and the Nyssa - Adrian No. 450 by the Highway Commission.
See Secondary Highway Designation File No. 6.

Route described in Resolution as:
Beginning at Nyssa in Malheur county, Oregon; thence southerly via Adrian to a point approximately 8.3 miles south of Adrian; thence easterly to the Oregon – Idaho state line, a distance of 22.47 miles.

February 4, 1947

Nyssa - Adrian Highway
Adrian - Homedale Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 22
See also RW Drawing 6B-21-3 & 4

December 12, 1948

Nyssa - Adrian Highway
Adrian - Homedale Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 154

September 28, 1950

Nyssa - Adrian Highway

Malheur Section
Resolution eliminating a portion of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 213.

Eliminated portion described in Resolution as:
Beginning opposite State Highway Engineer's Station 154+00 of the relocated Nyssa – Adrian Highway in the Northwest quarter of the Southeast quarter of Section 6, Township 20 South, Range 47 East, W.M.; thence southerly via the former route of the Nyssa – Adrian Secondary Highway to State Highway Engineer's Station 196+60 in the Northeast quarter of the Northwest quarter of Section 7, Township 20 South, Range 47 East, W.M.

September 24, 1953

Nyssa - Adrian Highway
Nyssa - Adrian Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 241.

Eliminated portions described in Resolution as:
Unit "A"
…State Highway Engineer's Station 92+00… to State Highway Engineer's Station 98+70…

Unit "B"
… State Highway Engineer's Station 186+40… to State Highway Engineer's Station 194+10…

Unit "C"
… State Highway Engineer's Station 336+75… to State Highway Engineer's Station 344+15…

February 16, 1971

Succor Creek Highway
Nyssa – Malloy Ranch Section
Re-designation of the Adrian - Parma Highway No. 452 as the Parma Spur and a portion of the Nyssa – Adrian Highway as the Homedale Spur and all renamed to the Succor Creek Highway by the Highway Commission.
See Secondary Highway Designation File No. 74. Rescinded by 74A on May 25, 1976.

Route described in Resolution as:
Beginning at a junction with the Central Oregon primary Highway No. 7 at MP 265.99 in Nyssa, thence southerly via Adrian and the Succor Creek State Recreation Area to a junction with the I.O.N. Secondary Highway No. 456 at MP 2.28, a distance of approximately 52.11 miles.

January 11, 1972

Succor Creek Highway
Snake River (Adrian) Bridge Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Highway Corridor & Design Resolution No. 403
See also RW Drawing 1R-4-500

May 25, 1976

Succor Creek Highway
Succor Creek Road – I.O.N. Highway Section
Resolution rescinding Secondary Resolution No. 74, dated February 16, 1971.
Re-designation of the Adrian Parma No. 452 and the Nyssa – Adrian Highway No. 450 and renaming by the Highway Commission.
See Secondary Highway Designation File No. 74 (A).

Route described in Resolution as:
Existing portion of the road
Beginning at a junction with the Central Oregon Primary Highway No. 7 at MP 265.99 in Nyssa, thence southerly via Adrian to the Succor Creek Road junction, a distance of approximately 20.11 miles.

Extension of route
Beginning at the Succor Creek Road junction at MP 20.11, thence southerly via the Succor Creek corridor past the Succor Creek State Recreation area to a junction with the I.O.N. Highway at MP 2.28, a distance of approximately 32 miles.

Homedale Spur
That portion of the existing Nyssa – Adrian Highway from MP 20.11 at the Succor Creek Road junction to MP 22.24 at the Idaho State Line…

Parma Spur
The Adrian – Parma Secondary Highway No. 452 is hereby re-designated in its entirety as the Parma Spur…

October 19, 1982

Succor Creek Highway
Adrian (Snake River) Bridge Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 607.

Eliminated portion described in Resolution as:
All the land within the right-of-way boundaries of the Succor Creek Highway (Parma Spur), State Secondary Highway No. 450 as formerly routed lying outside the southerly right-of-way boundary of said Succor Creek Highway as now relocated from approximately opposite relocated Highway Engineer's Station 23+85 to 25+81.06 P.S.C. and lying in Section 23, Township 21 South, Range 46 East, W.M., Malheur County, Oregon.

July 26, 2010

Succor Creek Highway
Parma Spur
M.P. 12.51 to M.P. 15.26
Succor Creek Highway No. 450 Parma Spur assigned new highway tracking number of 489.

Succor Creek Highway
Homedale Spur
M.P. 20.11 to M.P. 22.24
Succor Creek Highway No. 450 Homedale Spur assigned new highway tracking number of 490.

Jurisdictional Transfers

The Jurisdictional Transfers for the Succor Creek Highway No. 450 are listed below.

Table 450-2: Succor Creek Highway No. 450 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
154	Malheur	Adrian - Homedale	02/05/1947	12/20/1948	12/07/1949
213	Malheur	Garrison Corner	12/21/1949	09/28/1950	-
241	Malheur	Nyssa - Adrian	08/21/1951	09/24/1953	-
607	Malheur	Adrian (Snake River) Bridge	-	10/19/1982	-

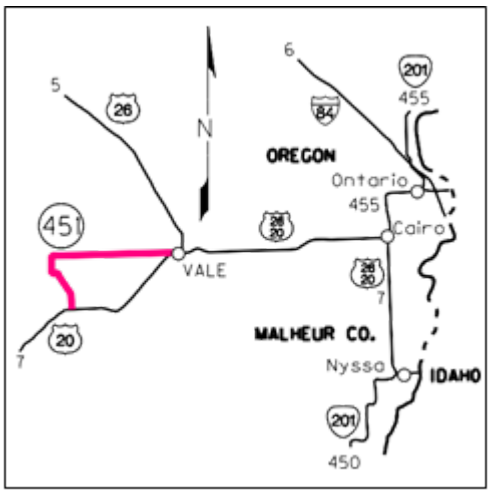
Throughway

None.

Vale West Highway Number 451

451

Figure 451-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Vale West Highway are listed below.

- OR 451

Road Establishment Files

There are no road establishment files for the Vale West Highway.

Table 451-1: Vale West Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Vale West Highway runs through are listed below.

- Malheur

Former Names

There are no former names for the Vale West Highway.

History

The following entries are changes to the Vale West Highway listed by date.

November 13, 1931

Vale - West Road Section (10.00 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3137.

December 6, 1933

Vale – Central Oregon Highway Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Being all of Market Road No. 14, beginning at Vale and extending in a Westerly and thence in a southerly direction to the Central Oregon Highway, approximately 10.0 miles.*

February 3, 1948

Hope – Derry Ranch Section
Resolution eliminating portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 176
A&R No. 169 covers the same section but only contains the Agreement.

Jurisdictional Transfers

The Jurisdictional Transfers for the Vale West Highway No. 451 are listed below.

Table 451-2: Vale West Highway No. 451 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
169	Malheur	Hope - Derry Ranch (See A&R 176)	11/19/1947	-	-
176	Malheur	Hope - Derry Ranch	11/19/1947	02/03/1948	-

Throughway

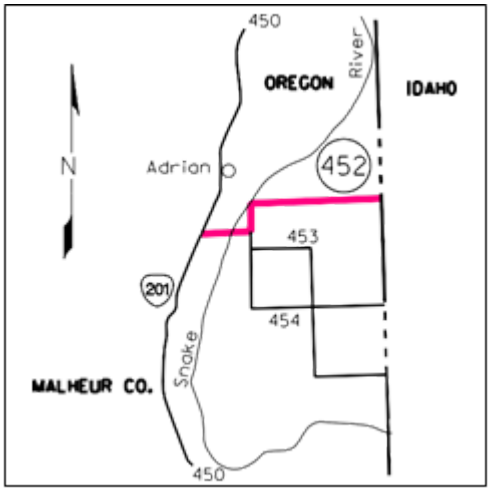
None.

Adrian Parma Highway Number 452

452

No longer a part of the highway system.

Figure 452-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Adrian Parma Highway.

Road Establishment Files

There are no road establishment files for the Adrian Parma Highway.

Table 452-1: Adrian Parma Highway Establishment Files.

File No.	County
-	-

County

Counties that the Adrian Parma Highway ran through are listed below.

- Malheur

Former Names

There are no former names for the Adrian Parma Highway.

History

The following entries are changes to the Adrian Parma Highway listed by date.

November 13, 1931

Adrian - Parma Road Section (2.75 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3137.

December 6, 1933

Jordan Valley Road – Idaho State Line Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Being all of Market Road No. 10, beginning at the Jordan Valley Road south of Adrian and extending in an easterly direction to the Idaho State line, approximately 2.75 miles.*

February 16, 1971

Parma Spur Section
Re-designation as the Parma Spur of the Succor Creek Highway No. 450 by the Highway Commission.
See Secondary Highway Designation File No. 74. Rescinded by 74 (A) on May 25, 1976.

May 25, 1976

Parma Spur Section
Resolution rescinding Secondary Resolution No. 74, dated February 16, 1971.
Re-designation as the Parma Spur of the Succor Creek Highway No. 450 by the Highway Commission.
See Secondary Highway Designation File No. 74 (A)

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Adrian Parma Highway No. 452.

Table 452-2: Adrian Parma Highway No. 452 Jurisdictional Transfers

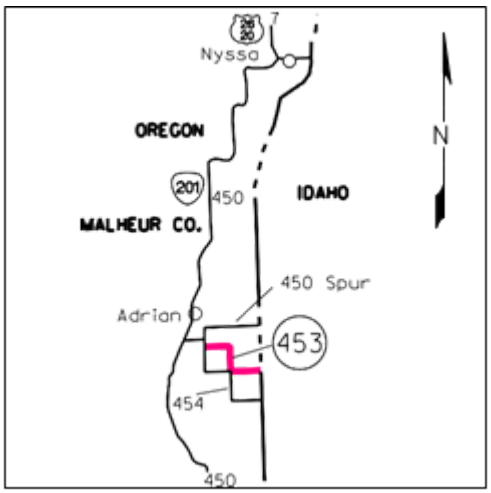
JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Adrian - Arena Valley Highway No. 453 453

Figure 453-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Adrian - Arena Valley Highway are listed below.

- OR 453

Road Establishment Files

There are no road establishment files for the Adrian - Arena Valley Highway.

Table 453-1: Adrian - Arena Valley Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Adrian - Arena Valley Highway runs through are listed below.

- Malheur

Former Names

There are no former names for the Adrian - Arena Valley Highway.

History

The following entries are changes to the Adrian - Arena Valley Highway listed by date.

November 13, 1931

Adrian - Arena Valley Road Section (3.22 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3137.

December 6, 1933

Adrian – Caldwell Road to Idaho State Line Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Being all of Market Road No. 11, beginning at the Adrian - Caldwell Road and extending in a southeasterly direction to the Idaho State line, approximately 3.2 miles.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Adrian - Arena Valley Highway No. 453.

Table 453-2: Adrian - Arena Valley Highway No. 453 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

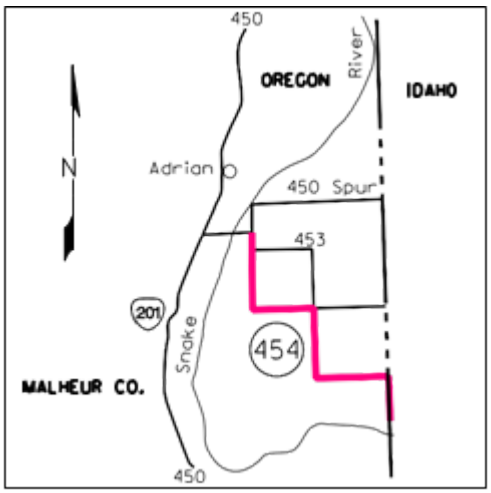
Throughway

None.

Adrian - Caldwell Highway No. 454

454

Figure 454-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Adrian - Caldwell Highway are listed below.

- OR 454

Road Establishment Files

There are no road establishment files for the Adrian - Caldwell Highway.

Table 454-1: Adrian - Caldwell Highway Road Establishment Files

File No.	County
-	-

County

Counties that the Adrian - Caldwell Highway runs through are listed below.

- Malheur

Former Names

There are no former names for the Adrian - Caldwell Highway.

History

The following entries are changes to the Adrian - Caldwell Highway listed by date.

November 13, 1931

Adrian - Caldwell Road Section (4.39 miles)
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 3137.

December 6, 1933

Adrian – Parma Road to Idaho State Line Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Being all of Market Road No. 12, beginning on at the Adrian - Parma Road and extending in a southeasterly direction toward Caldwell, Idaho, to the Idaho State line, approximately 4.4 miles.

October 21, 1947

Idaho State Line – Snake River Section
Designation of an extension over a county road by the Highway Commission.
See Secondary Highway Designation File No. 9.

Route described in Resolution as:
Beginning at a point on the Oregon – Idaho State Line at the quarter section corner common to Sections 31 and 6, T's 21 and 22 S., R.47E., W.M.; thence southerly along the Oregon – Idaho State Line approximately 0.6 mile to a junction with the county road in Canyon County, Idaho, approximately 0.1 mile north of the Snake River; being approximately 0.6 mile in length.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Adrian - Caldwell Highway No. 454.

Table 454-2: Adrian - Caldwell Highway No. 454 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Homedale Spur Highway Number 455

455

No longer a part of the highway system.

Highway No. 455 is currently the Olds Ferry - Ontario Highway.
For information on that highway, see the next chapter.

Figure 455-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Homedale Spur Highway.

Road Establishment Files

There are no road establishment files for the Homedale Spur Highway.

Table 455-1: Homedale Spur Highway Establishment Files.

File No.	County
-	-

County

Counties that the Homedale Spur Highway ran through are listed below.

- Malheur

Former Names

There are no former names for the Homedale Spur Highway.

History

The following entries are changes to the Homedale Spur Highway listed by date.

November 13, 1931

Homedale Spur Road Section (1.95 miles)
Designation as a Secondary Highway, by the Highway Commission.
See Minutes of the Highway Commission, page 3137.

December 6, 1933

Adrian – Idaho State Line Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

> **Route described in Resolution as:**
> *Being all of Market Road No. 3, beginning at the Jordan Valley road south of Adrian and extending in an easterly direction toward Homedale to the Idaho State line, approximately 1.2 miles.*

February 4, 1947

Adrian – Idaho State Line Section
Re-designation as a part of the Nyssa - Adrian Highway No. 450 by the Highway Commission.
See Secondary Highway Designation File No. 6.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Homedale Spur Highway No. 455.

Table 455-2: Homedale Spur Highway No. 455 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

Olds Ferry - Ontario Highway No. 455

455

Formerly Highway 455 was designated the Homedale Spur Highway (1931 - 1946).
See the previous chapter for information on that highway.

Figure 455-1: Vicinity Map



Route Numbers

The Highway Routes that run along the Olds Ferry - Ontario Highway are listed below.

- US 30
- US 30 BUS
- US 95S
- OR 52
- OR 201

Road Establishment Files

The road establishment files for the Olds Ferry - Ontario Highway are listed below.

Table 455-1: Olds Ferry - Ontario Highway Road Establishment Files

File No.	County
55278	Malheur County

County

Counties that the Olds Ferry - Ontario Highway runs through are listed below.

- Malheur

Former Names

There are no former names for the Olds Ferry - Ontario Highway.

History

The following entries are changes to the Olds Ferry - Ontario Highway listed by date.

December 17, 1956

Olds Ferry – Ontario Section
Re-designation of a portion of Old Oregon Trail Highway No. 6, by the Highway Commission.
See Secondary Highway Designation File No. 37.

> **Route described in Resolution as:**
> *Beginning at a junction with the relocated Old Oregon Trail Highway near Olds Ferry, thence easterly and southerly to a junction with the relocated Old Oregon Trail Highway near Ontario, a distance of approximately 25.24 miles, together with the Weiser Spur (2.01 miles) and the Payette Spur (1.66), a total mileage of 28.91 miles.*

March 28, 1957

Huntington - Dead Ox Flat Section
Resolution realigning a portion of the highway approved by the Highway Commission.
See Resolutions Adopting Surveys No. 156
See also RW Drawing 3B-3-5, 4B-13-2 & 1R-5-998

September 29, 1960

Olds Ferry – Cairo Junction Section
Designation of a portion of the Old Oregon Trail Highway No. 6 near Ontario, by the Highway Commission.
See Primary Highway Designation File No. 33
See also Minutes of the Highway Commission, page 32856.

> **Route described in Resolution as:**
> *Beginning at a junction with the Old Oregon Trail, State Primary Highway No. 6 at MP 390.80 of said Old Oregon Trail near Olds Ferry, thence easterly and southerly via Ontario to a junction with the Central Oregon Highway, State Primary Highway No. 7 at MP 258.20 of said Central Oregon Highway at Cairo Junction, a distance of 31.81 miles, together with the Weiser Spur (2.01 miles), the Payette Spur (1.65 miles), and the Ontario Spur (1.37 miles), a total of 36.84 miles.*

October 24, 1973

S.W. Oregon Street, S.W. 4th Avenue and S.W. 1st Street (Truck Route) (Ontario) Section.
Resolution eliminating a portion of the highway and designation of a new route approved by the Highway Commission.
See Abandonment & Retention File No. 526.

Eliminated portion described in Resolution as:
…the portion of the former Olds Ferry – Ontario Highway, State Secondary Highway No. 455, routed on S.W. Oregon Street, S.W. 4th Avenue, and the existing truck route along S.W. 1st Street…

Designated portion described in Resolution as:
… portions of West Idaho and S.W. 2nd Streets…in the City of Ontario.

June 29, 1976

Malheur River Bridge Section
Resolution realigning a portion of the highway approved by the Transportation Commission.
See Highway Corridor & Design Resolution No. 418
See also RW Drawing 1R-4-616

August 23, 1977

Malheur River Bridge Section
Resolution eliminating a portion of the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 565.

Eliminated portion described in Resolution as:
Unit A
All the land within the right-of-way boundaries of the Olds Ferry – Ontario Highway, State Secondary Highway No. 455, as formerly routed lying outside the southwesterly right-of-way boundary of said Olds Ferry – Ontario Highway as no(w) relocated from approximately opposite relocated Highway Engineer's Station 1502+00 to 1510+80 and lying in Section 28, Township 17S, Range 47E, W.M., Malheur County, Oregon.

Unit B
All the land within the right-of-way boundaries of the Olds Ferry – Ontario Highway, State Secondary Highway No. 455 as formerly routed lying outside the northeasterly right-of-way boundary of said Olds Ferry – Ontario Highway as now relocated from approximately opposite relocated Highway Engineer's Station 1513+75 to 1522+76.69 and lying in Sections 28 and 33, Township 17S, Range 47E, W.M., Malheur County, Oregon…

March 21, 2003

S.W. 4th Ave. – N. Oregon Section
Resolution eliminating portions of the highway approved by the Director.
See Abandonment & Retention File No. 697 recorded August 13, 2004 in Instrument No. 2004-5685, Malheur County Deed Records.

July 26, 2010

Olds Ferry – Ontario Highway
Weiser Spur
M.P. 11.65 to M.P. 13.66
Olds Ferry – Ontario Highway No. 455 Weiser Spur assigned new highway tracking number of 491.

Olds Ferry – Ontario Highway
Payette Spur
M.P. 19.65 to M.P. 21.30
Olds Ferry – Ontario Highway No. 455 Payette Spur assigned new highway tracking number of 492.

Olds Ferry – Ontario Highway
Ontario Spur
M.P. 27.37 to M.P. 28.39
Olds Ferry – Ontario Highway No. 455 Ontario Spur assigned new highway tracking number of 493.

Jurisdictional Transfers

The Jurisdictional Transfers for the Olds Ferry - Ontario Highway No. 455 are listed below.

Table 455-2: Olds Ferry - Ontario Highway No. 455 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
526	Malheur	SW Oregon, SW 4th, SW 1st (Truck Route)	02/22/1972	10/24/1973	-
565	Malheur	Malheur River Bridge	-	08/23/1977	-
697	Malheur	SW 4th Avenue - N Oregon (Ontario)	04/04/2001	03/21/2003	-

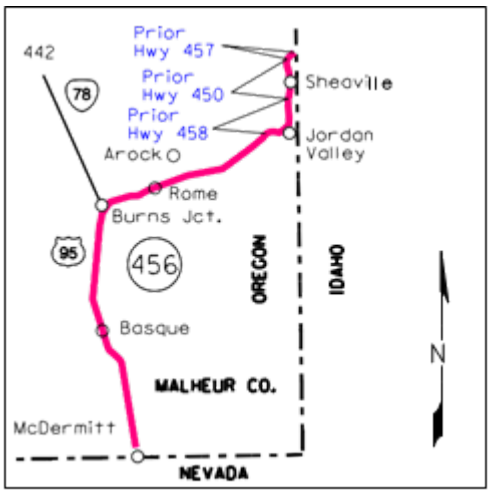
Throughway

None.

I.O.N. Highway Number 456

456

Figure 456-1: Vicinity Map



Route Numbers

The Highway Routes that run along the I.O.N. Highway are listed below.

- US 95

Road Establishment Files

The road establishment files for the I.O.N. Highway are listed below.

Table 456-1: I.O.N. Highway Road Establishment Files

File No.	County
6010023	Malheur County

County

Counties that the I.O.N. Highway runs through are listed below.

- Malheur

Former Names

The former names for the I.O.N. Highway are listed below.

- McDermitt North Highway (1931 – 1937)

History

The following entries are changes to the I.O.N. Highway listed by date.

August 25, 1933

I.O.N. Highway
McDermitt – North Section
The portion extending northerly from McDermitt, Nevada, a distance of twenty miles, was designated as a State Highway.
See Minutes of the Highway Commission, page 4322 – 4323.

Part of the Resolution:
That a road beginning at a point on the Oregon – Nevada state line near McDermitt, Nevada, and running thence in a northerly direction to a point south of Scotts Butte; thence in a northeasterly direction south of Rome and south of Jordan Creek to a crossing of said Jordan Creek west of the mouth of Hooker Creek; and thence in a northeasterly direction to a point on the Oregon – Idaho state line near Malloy Ranch approximately twenty miles north of Jordan Valley;…

December 6, 1933

McDermitt - North Highway
McDermitt – North Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4500.

Route described in Resolution as:
Beginning at the Oregon - Nevada State line at or near McDermitt and extending in a northerly direction a distance of approximately 20.0 miles.

January 18, 1934

McDermitt - North Highway
McDermitt – North Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 4621.

Route described in Resolution as:
Beginning at the Oregon - Nevada State Line at or near McDermitt Nevada, and extending in a northerly direction a distance of approximately 20 miles…

November 1, 1934

McDermitt - North Highway
McDermitt – North Section
Designation of an extension by the Highway Commission.
See Minutes of the Highway Commission, page 5255.

Extension described in Resolution as:
Beginning at the north end of the present designated secondary highway, approximately 20 miles north of McDermitt, and extending in a northerly direction a distance of approximately six miles.

December 6, 1934

I.O.N. Highway
Jordan Valley Highway – Idaho State Line Section
The Highway Commission approved this section as a State Highway.
See Minutes of the Highway Commission, page 5306 - 7.

A Portion of the Resolution:
Beginning at a point on the Jordan Valley Secondary Highway approximately 19 miles north of Jordan Valley, at Malloy's Ranch; thence northeasterly a distance of approximately 2.4 miles to the Oregon – Idaho state line.

March 10, 1937

McDermitt - North Highway
McDermitt – North Section
Designation as US Highway 95 by the Highway Commission.
See Minutes of the Highway Commission, page 7179.

May 18, 1937

McDermitt - North Highway
McDermitt – North Section (26 miles)
Eliminated from the highway system by the Highway Commission.
See Minutes of the Highway Commission, page 7364.

Eliminated Route described in Resolution as:
Beginning at a point on the Oregon - Nevada State line at or near McDermitt and extending in a northerly direction a distance of approximately 26.0 miles.

I.O.N. Highway
Oregon - Idaho Line - McDermitt Secondary State Highway Section
From the Oregon - Idaho State Line to McDermitt at the Oregon - Nevada State Line.
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 7365.

Route described in Resolution as:
Beginning at a point on the Oregon - Idaho State Line in Section 31, T. 26 S., R. 47 E., W.M.; thence in a Southerly and Southwesterly direction to Malloy Ranch, Hooker Creek north of Jordan Valley, a crossing of the Owyhee River south of Rome, Blue Mountain Pass, to McDermitt at the Oregon Nevada State Line, in Section 19, T. 41 S., R. 43 E., W.M., a distance of approximately 118 miles.

November 21, 1939

I.O.N. Highway
McDermitt – Idaho State Line Section
Designation of Route No. 95 approved by the Highway Commission.
See Minutes of the Highway Commission, page 9205.

July 9, 1945

I.O.N. Highway
Malloy Ranch – Hooker Creek Section
Resolution eliminating several portions of the highway approved by the Highway Commission.
See Abandonment & Retention File No. 125.

Section from which several portions are eliminated described in Resolution as:
… the termini of which are Highway Engineer's Station 5605 and Highway Engineer's Station 6175…

April 21, 1966

I.O.N. Highway
Jordan Valley Section
Re-designation of the Jordan Valley Highway No. 458 as part of the I.O.N. Highway by the Highway Commission.
See Secondary Highway Designation File No. 69.

Jurisdictional Transfers

The Jurisdictional Transfers for the I.O.N. Highway No. 456 are listed below.

Table 456-2: I.O.N. Highway No. 456 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
125	Malheur	Malloy Ranch - Hooker Creek	-	07/09/1945	08/31/1945

Throughway

None.

McDermitt on the Oregon-Nevada state line in Malheur County, Oregon, 1963. Photo by Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon, #6486.

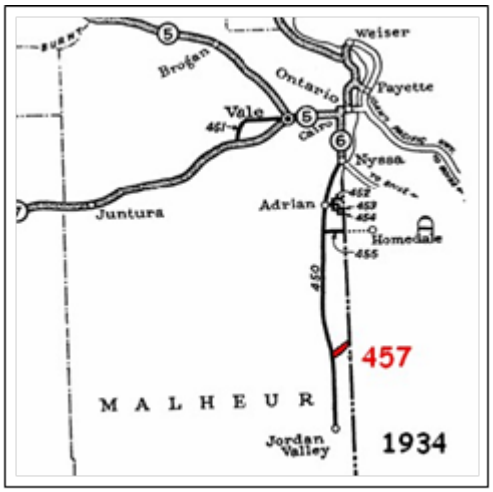


Malloy Ranch - Idaho Line Hwy. No. 457

457

No longer a part of the highway system.

Figure 457-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Malloy Ranch - Idaho Line Highway.

Road Establishment Files

The road establishment files for the Malloy Ranch - Idaho Line Highway are listed below.

Table 457-1: Malloy Ranch - Idaho Line Highway Establishment Files.

File No.	County
6010023	Malheur County

County

Counties that the Malloy Ranch - Idaho Line Highway ran through are listed below.

- Malheur

Former Names

There are no former names for the Malloy Ranch - Idaho Line Highway.

History

The following entries are changes to the Malloy Ranch - Idaho Line Highway listed by date.

December 6, 1934

Malloys Ranch – Idaho State Line Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 5306.

Route described in Resolution as:
Beginning at a point on the Jordan Valley Secondary Highway approximately 19 miles north of Jordan Valley at Malloys Ranch, thence northeasterly a distance of approximately 2.4 miles to the Oregon - Idaho State Line.

May 18, 1937

Malloy Ranch – Idaho State Line Section
Eliminated from the state system by the Highway Commission.
See Minutes of the Highway Commission, page 7363.

Eliminated route described in Resolution as:
Beginning at a point on the Jordan Valley Secondary Highway approximately 19 miles north of Jordan Valley at Malloys Ranch, thence northeasterly a distance of approximately 2.4 miles to the Oregon - Idaho State Line.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Malloy Ranch - Idaho Line Highway No. 457.

Table 457-2: Malloy Ranch - Idaho Line Highway No. 457 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

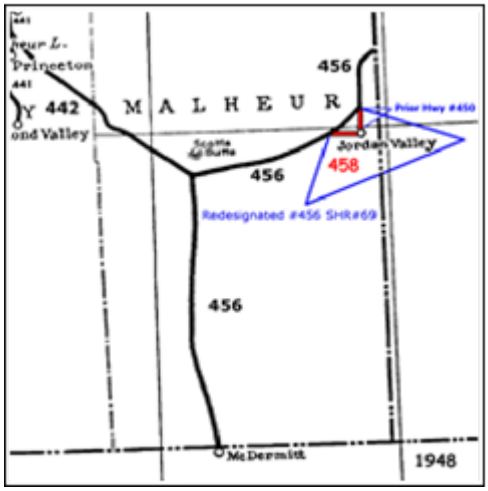
None.

Jordan Valley Highway Number 458

458

No longer a part of the highway system.

Figure 458-1: Vicinity Map



Route Numbers

There are no Highway Routes that run along the Jordan Valley Highway.

Road Establishment Files

The road establishment files for the Jordan Valley Highway are listed below.

Table 458-1: Jordan Valley Highway Establishment Files.

File No.	County
6010023	Malheur County

County

Counties that the Jordan Valley Highway ran through are listed below.

- Malheur

Former Names

The former names for the Jordan Valley Highway are listed below.

- Hooker Creek – Jordan Valley Highway (1937)
- Jordan Valley Highway (1937 – 1966)

History

The following entries are changes to the Jordan Valley Highway listed by date.

May 18, 1937

Hooker Creek - Jordan Valley Highway
Jordan Valley – Hooker Creek Section
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 7365.

> **Route described in Resolution as:**
> *Beginning in the Town of Jordan Valley; thence extending in a northerly direction to a junction with the I.O.N. Secondary Highway and the Nyssa - Jordan Valley Road at Hooker Creek, a distance of approximately 5.3 miles.*

July 8, 1937

Hooker Creek - Jordan Valley Highway
West Section - Beginning in Town of Jordan Valley and extending westerly a distance of 5.2 miles.
Designation as a Secondary Highway by the Highway Commission.
See Minutes of the Highway Commission, page 7489.

> **Route described in Resolution as:**
> *Beginning in the Town of Jordan Valley; thence extending westerly to a point near the southwest corner of Section 31, T.29S. R.46E. W.M., a distance of approximately 5.2 miles.*

April 21, 1966

Jordan Valley Highway
Jordan Valley Section
Re-designation as a portion of the route of the I.O.N. Highway No. 456.
See Secondary Highway Designation File No. 69.

Jurisdictional Transfers

There are no Jurisdictional Transfers for the Jordan Valley Highway No. 458.

Table 458-2: Jordan Valley Highway No. 458 Jurisdictional Transfers

JT No.	County Location	Highway Section	Commission Agreement	Commission Resolution	Court Order
-	-	-	-	-	-

Throughway

None.

APPENDIX A

Photo by Oregon State Archives, Oregon Department of Transportation, OHD0408



1– Highway Numbers

The Oregon Mileage Reports contain pages listing numerically and also alphabetically the official State Highways. These Oregon Mileage Reports can be found on the ODOT Data & Maps website under the Road Assets and Mileage page.

The lists can be obtained in each of the reports published annually from the following ODOT website: http://www.oregon.gov/ODOT/Data/Pages/Road-Assets-Mileage.aspx

2– Route Numbers to State Highway Numbers Cross Reference

The Oregon Mileage Reports contain pages listing a cross reference table of Highway Route Number to State Highway Numbers and vice versa. These Oregon Mileage Reports can be found on the ODOT Data & Maps website under the Road Assets and Mileage page.

The lists can be obtained in each of the reports published annually from the following ODOT website: http://www.oregon.gov/ODOT/Data/Pages/Road-Assets-Mileage.aspx

Photo by Oregon State Archives, Oregon State Highway Division, OHD2266



3– Throughway Maps

The throughway system was authorized by the Oregon Legislature in 1947, and enacted by the Oregon Transportation Commission in 1948. This system, as originally conceived was to provide a continuing method of protecting the integrity of the highway system and to provide for a safer and more viable highway system.

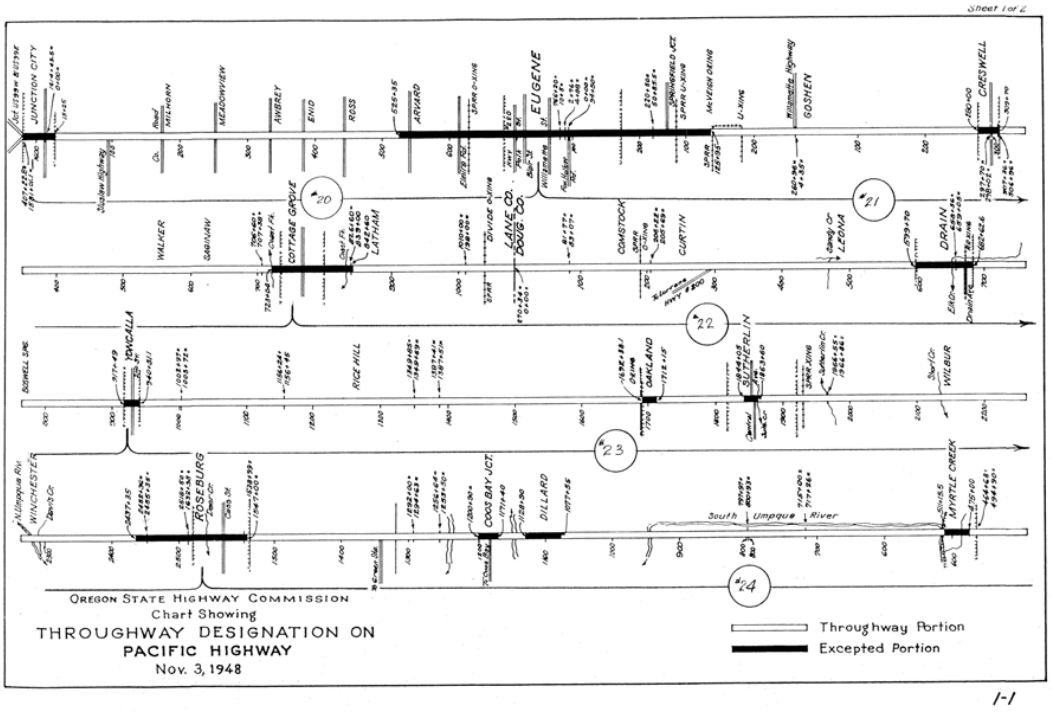
Starting in 1948, the OTC designated certain highways in the state as Throughways. Each of these highways was then surveyed for the location of commercial businesses along the route. If in any given one mile segment of the highway there were 10 or more commercial businesses, then that portion of the highway was excepted-out of the Throughway (ORS 374.015).

The Throughway system, with excepted and non-excepted portions, is indexed through several levels of mapping. These maps are located in Director, Commission and History Center Files (DCHC), in the ODOT STLS building. This is a series of increasing detail. The first level is a statewide map showing index numbers to the next level. This second level is a medium detail of each of the throughways created at that time. For each of these medium level maps is a third level map with the most detail. It is important to remember that these maps do not represent the entire of the Throughway System, but only those designated in 1948.

This link will take you to a scanned version of the first and second level of 1948 Throughway Maps.

Throughway_Maps.PDF

Figure A-1: An Example of a Medium Level Throughway Map.

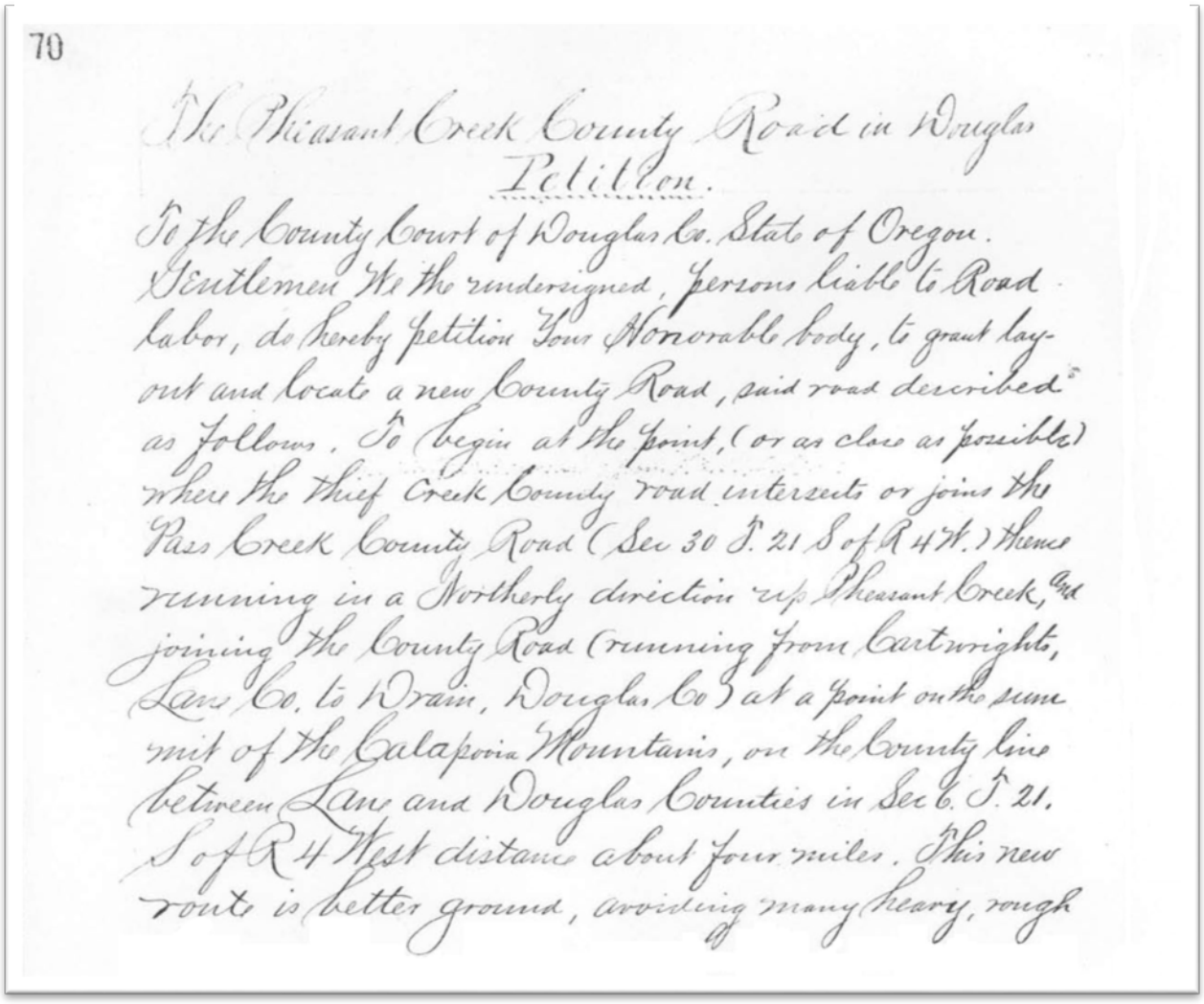


4- Road Establishment Files

During certain periods in Right of Way history, there have been researchers on staff. The Road Establishment Files are the results of their work. These files contain whatever documents they found or created in their research, such as letters, county resolutions, maps, viewer's reports etc. The files have been scanned and are available in FileNet. Some files contain a lot of information, others very little. Only those sections of highway for which research was requested, will have a file. The RW Project Number 6010 was reserved for these files, but files created before this happened have whatever file number was available at the time. Contact the Right of Way Headquarters File Coordinator if you do not have access to FileNet for copies of these files.

Here is the link to a document listing those files considered "Road Establishment Files".
Road_Establishment_Files.pdf

Figure A-2: Example of old county road notes.


70

No Pheasant Creek County Road in Douglas

Petition.

To the County Court of Douglas Co. State of Oregon.

Gentlemen We the undersigned, persons liable to Road labor, do hereby petition Your Honorable body, to grant lay-out and locate a new County Road, said road described as follows. To begin at the point, (or as close as possible) where the Thief Creek County road intersects or joins the Pass Creek County Road (Sec 30 T. 21 S of R 4 W.) thence running in a Northerly direction up Pheasant Creek, and joining the County Road running from Cartwright, Lane Co. to Drain, Douglas Co. at a point on the summit of the Calapooia Mountains, on the County line between Lane and Douglas Counties in Sec 6. T. 21. S of R 4 West distance about four miles. This new route is better ground, avoiding many heavy, rough

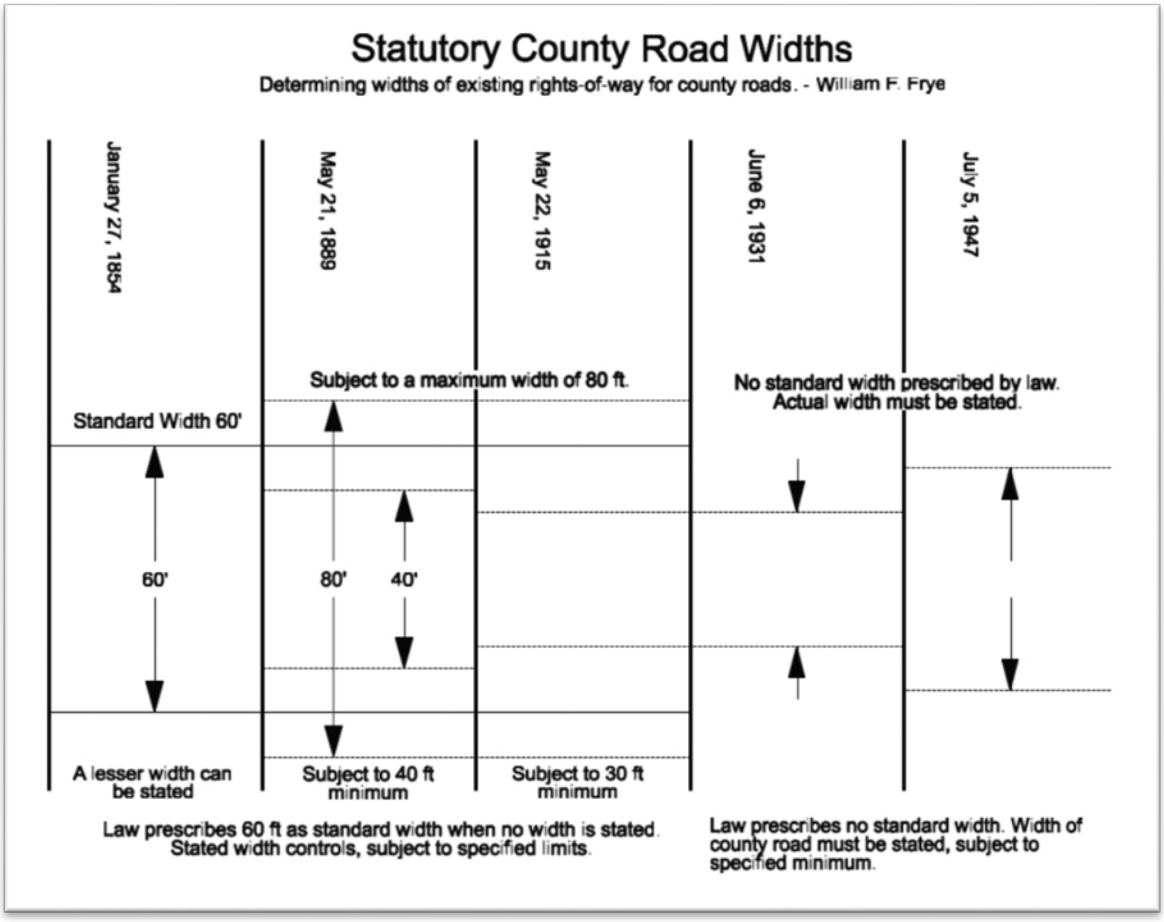
5– Determining Widths of Existing Rights-Of-Way for County Roads

As many of the Highways ODOT has jurisdiction over do not have a Right of Way Drawing associated with them, it can be difficult to determine what the width of that right of way is. Many of the State Highways were county roads before being transferred to the State. So the right of way would be whatever the width was at the time the county road was established. Figuring this out, has been a long term problem. In 1959 William F. Frye, a Lane County District Attorney, addressed this problem and the document he put together has been a valuable resource ever since. It is a synopsis of laws relating to county road right of way widths.

The following link will take you to a copy of this document.
Fry_Determining_Widths_Of_Extg_Rw_1959.PDF

The chart below is from this document and shows in a graphical format the various laws governing county road widths enacted at different times.

Figure A-3: Frye Document Statutory Road Widths Chart



6–State Highway Maps

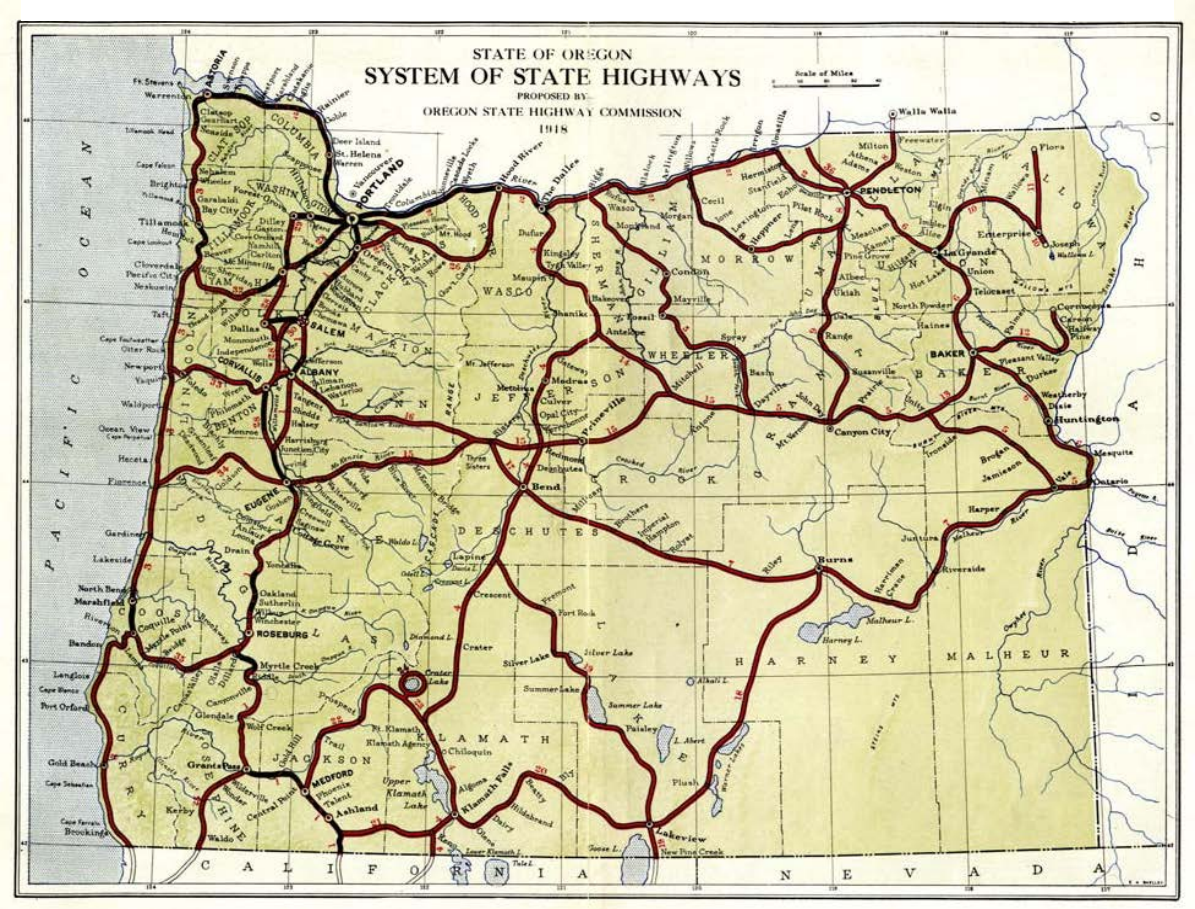
Located in the library of the ODOT STLS building is a collection of ODOT Biennial Reports. Each volume contains maps of Oregon showing the highways as they existed during a given year. A scan was made of these and the result is this collection. This collection spans from 1918 to 1960. Additional scans were made from State Maps in ODOT's collection of Traffic Volume Tables, later called Transportation Volume Tables. These have been split into five sets.

The following links will take you to a scanned collection of these Historical State Maps.
BiennialCollectionMaps.pdf

Traffic Volume Maps

StateHwy1961-1968.PDF
StateHwy1970-1979.PDF
StateHwy1980-1989.PDF
StateHwy1990-1999.PDF
StateHwy2001-2005.PDF

Figure A-4: Example of Systems of State Highways

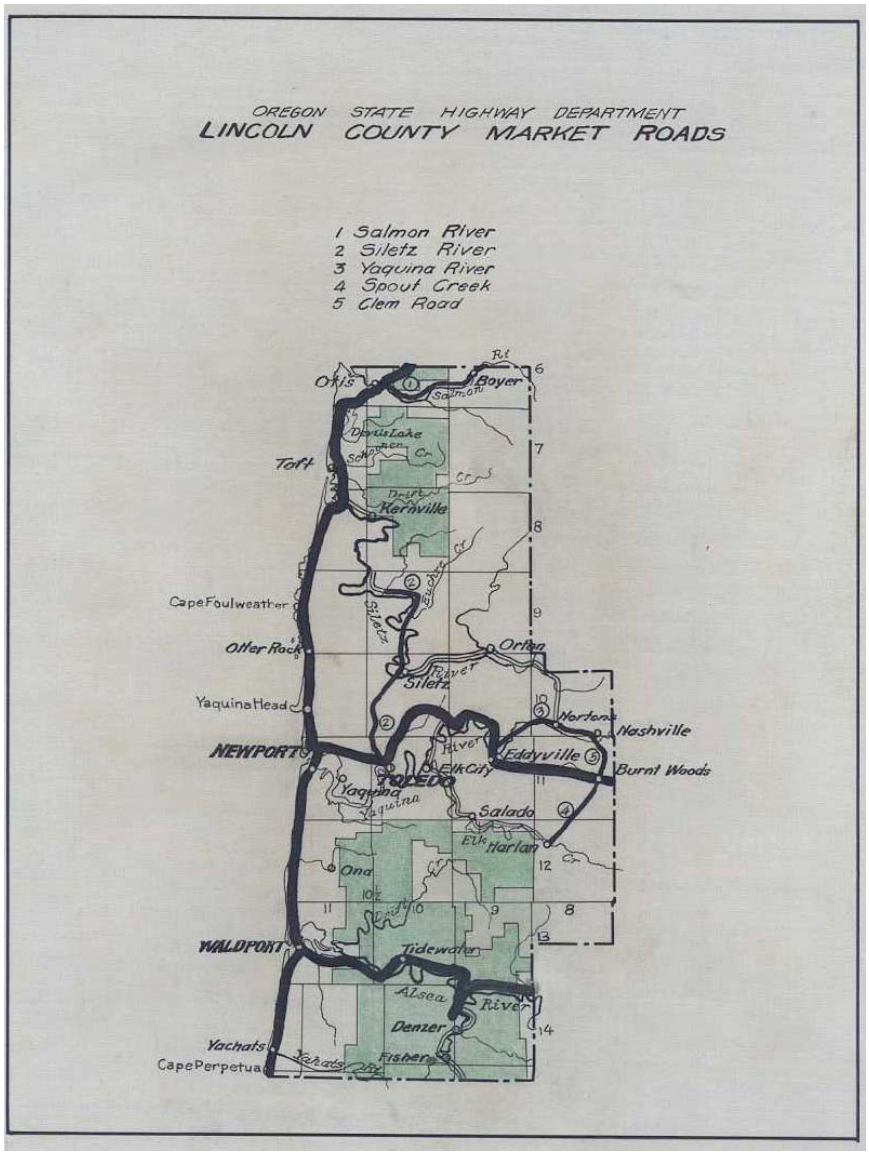


7– Market Road Drawings

Located in DCHC of the ODOT STLS building is a collection of Market Road drawings created by ODOT. The Department of Transportation was charged with approving routes chosen by the Counties, dispensing funding and furnishing drawings of these county market roads.

The following link will take you to a scanned collection of these Market Road Drawings.
Market Road Drawings

Figure A-5: Example of Market Road Drawing



8– Straightline Charts

ODOT has created and maintains drawings of all ODOT highways showing mileage of the highway at various features including, City Streets, County Roads, State Highways and creeks.

The following link will take you to the repository for ODOT Straightline Charts.

ODOT Road Assets and Mileage Webpage

Figure A-6: Example of Straight-Line Chart

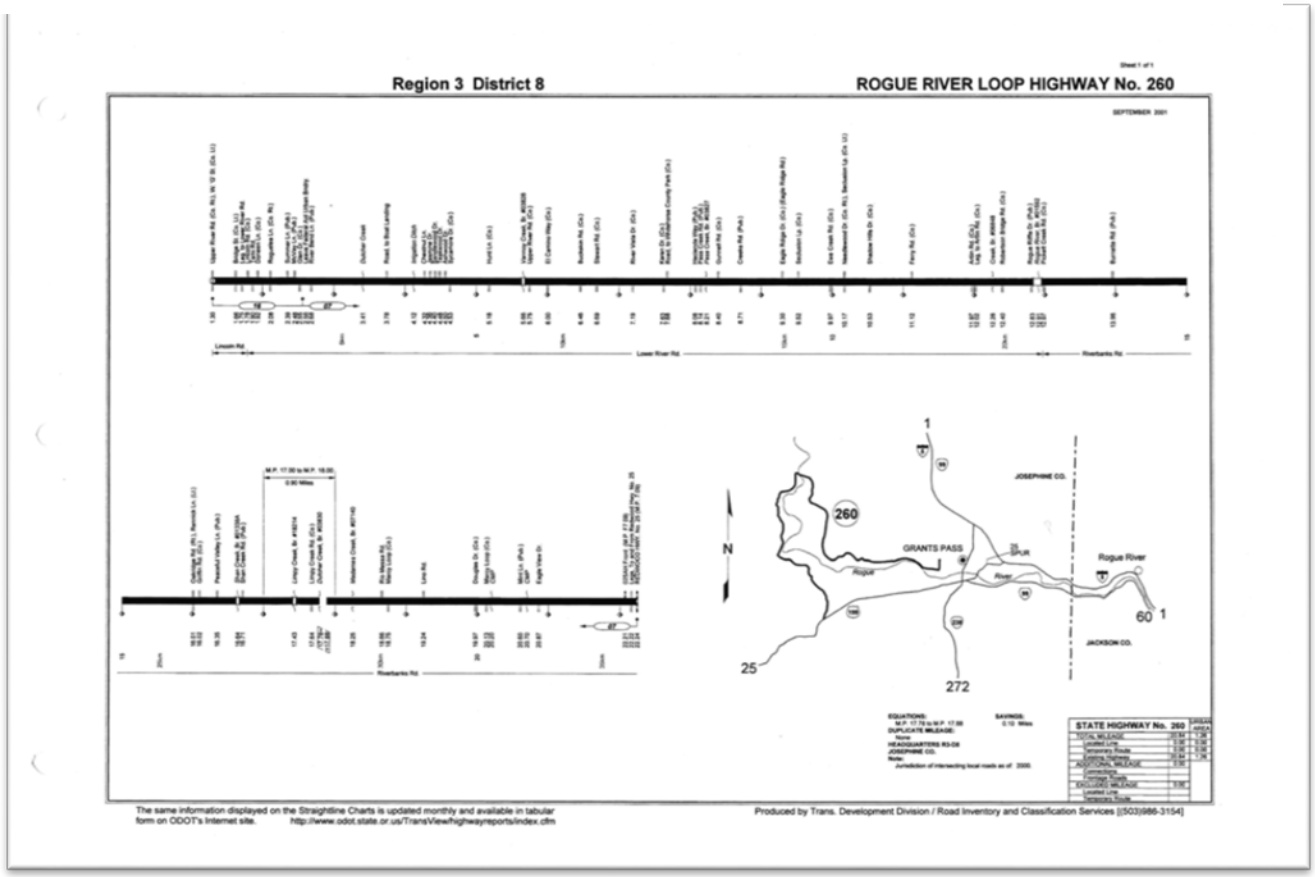


Photo by Oregon State Archives, Oregon Department of Transportation OHDG305





ODOT provides a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive.

www.oregon.gov/ODOT