

RESOLUTION

Adopted  
Dec. 6 '33  
P. 4500

WHEREAS, under the provisions of Chapter 248, Laws of 1931, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, has selected the highways hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highways as the highways to constitute, together with other highways which may hereafter from time to time be added, the system of secondary state highways under the provisions of said act;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following named highways, routes, or locations of highways in Baker County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Medical Springs Secondary State Highway Number 340, described as follows:

Market Road No. 10, beginning on the Baker-Cornucopia Highway near the section line between sections 4 and 9 T 9 S R 40 E 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 T 6 S R 41 E W M and sections 1 and 2 T 7 S R 41 E W M approximately 20 miles.

Sumpter Valley Secondary State Highway Number 410, described as follows:

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 Powder River through McEwen and Sumpter to the Forest Boundary on the road to Granite, approximately 26 miles.

Haines-Anthony Secondary State Highway Number 411, described as follows:

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.

2. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931, and amendments thereof.

3. That the following named highways, routes, or locations of highways in Benton County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Eddyville-Blodgett Secondary State Highway Number 180, described as follows:

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.

Kings Valley Secondary State Highway Number 190, described as follows:

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.

Territorial Secondary State Highway Number 200, described as follows:

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.

Alsea-Deadwood Secondary State Highway Number 201, described as follows:

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.

4. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

5. That the following named highways, routes, or locations of highways in Clackamas County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Cascade Secondary State Highway Number 160, described as follows:

Being all of Market Roads No. 38, No. 22 and No. 5, and being a portion of Market Roads No. 11 and No. 25, beginning at the Multnomah County line at a connection with S. E. 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.

Beaverton-Aurora Secondary State Highway Number 141, described as follows:

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.

Woodburn-Mt. Hood Loop Secondary State Highway Number 161, described as follows:

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.

6. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

7. That the following named highways, routes, or locations of highways in Clatsop County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Nehalem Secondary State Highway Number 102, described as follows:

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.

8. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

9. That the following named highways, routes, or locations of highways in Columbia County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Nehalem Secondary State Highway Number 102, described as follows:

Nehalem Highway and Vernonia-Buxton Market Roads No. 4 and No. 5, beginning at the Clatsop County line; thence easterly and southerly via Mist, Pittsburg and Vernonia to the Washington County line north of Buxton, a distance of approximately 33.7 miles.

Mist-Clatskanie Secondary State Highway Number 110, described as follows:

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.

10. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

11. That the following named highways, routes, or locations of highways in Coos County be and the said highways, locations, and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Cape Arago Secondary State Highway Number 240, described as follows:

Market Road 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.

Coos River Secondary State Highway Number 241, described as follows:

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 Millacoma Rivers to Allegany, approximately 13.9 miles.

Powers Secondary State Highway Number 242, described as follows:

The present Market Road No. 21 from Hoffman Bridge to the Forest Boundary via Powers.

12. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

13. That the following named highways, routes, or locations of highways in Crook County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Warm Springs Secondary State Highway Number 360, described as follows:

Market Road No. 4, beginning at the city limit 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.

O'Neil Secondary State Highway Number 370, described as follows:

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.

Powell Butte Secondary State Highway Number 371, described as follows:

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.

Crooked River Secondary State Highway Number 380, described as follows:

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 Paulina, approximately 49.4 miles.

14. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

15. That the following named highways, routes, or locations of highways in Curry County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Cape Blanco Secondary State Highway Number 250, described as follows:

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.

Port Orford Secondary State Highway Number 251, described as follows:

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.

16. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

17. That the following named highways, routes, or locations of highways in Deschutes County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

O'Neil Secondary State Highway Number 370, described as follows:

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.

Powell Butte Secondary State Highway Number 371, described as follows:

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.

Century Drive Secondary State Highway Number 372, described as follows:

Century Drive Market Road No. 47, beginning at Bend and extending in a southwesterly direction to the Forest Boundary, approximately 10.4 miles.

Cline Falls Secondary State Highway Number 373, described as follows:

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.

Tumalo-Deschutes Secondary State Highway Number 374, described as follows:

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.

18. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

19. That the following named highways, routes, or locations of highways in Douglas County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Tiller-Trail Secondary State Highway Number 230, described as follows:

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.

Elkton-Sutherlin Secondary State Highway Number 231, described as follows:

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.

20. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

21. That the following named highways, routes, or locations of highways in Gilliam County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as part of the secondary state highway system, to wit:

Wasco-Heppner Secondary State Highway Number 300, described as follows:

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.

22. That said highway shall be and it hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

23. That the following named highways, routes, or locations of highways in Grant County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Canyon City-Burns Secondary State Highway Number 400, described as follows:

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.

Beech Creek Secondary State Highway Number 401, described as follows:

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.

Monument Secondary State Highway Number 402, described as follows:

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.

24. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931, and amendments thereof.

25. That the following named highways, routes, or locations of highways in Harney County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

follows: Canyon City-Burns Secondary State Highway Number 400, described as

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.

follows: Yellowstone Cut-off Secondary State Highway Number 430, described as

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.

Frenchglen Secondary State Highway Number 440, described as follows:

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.

Diamond Valley Secondary State Highway Number 441, described as follows:

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.

26. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

27. That the following named highways, routes, or locations of highways in Hood River County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Interstate Bridge Secondary State Highway Number 280, described as follows:

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.

Hood River Secondary State Highway Number 281, described as follows:

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.

28. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

29. That the following named highways, routes, or locations of highways, in Jackson County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Tiller-Trail Secondary State Highway Number 230, described as follows:

County road beginning at the Crater Lake Highway at Trail and running in a northerly direction to the Jackson-Douglas County line.

Little Butte Secondary State Highway Number 270, described as follows:

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.

Sams Valley Secondary State Highway Number 271, described as follows:

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".

Medford-Provolt Secondary State Highway Number 272, described as follows:

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.

30. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

31. That the following named highways, routes, or locations of highways in Jefferson County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Warm Springs Secondary State Highway Number 360, described as follows:

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.

32. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

33. That the following named highways, routes, or locations of highways in Josephine County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Rogue River Loop Secondary State Highway Number 260, described as follows:

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.

Williams Secondary State Highway Number 261, described as follows:

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.

34. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

35. That the following named highways, routes or locations of highways in Klamath County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Midland Secondary State Highway Number 420, described as follows:

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.

Klamath Lake Secondary State Highway Number 421, described as follows:

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.

Chiloquin Secondary State Highway Number 422, described as follows:

Market Roads No. 8 and No. 11, beginning at The Dalles-Columbia Highway near Klamath Agency and running in a southeasterly direction to Chiloquin; thence in a southwesterly direction down the Williamson River to The Dalles-Columbia Highway.

36. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

37. That the following named highways, routes, or locations of highways in Lake County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Yellowstone Cut-off Secondary State Highway Number 430, described as follows:

Beginning on the Fremont Highway near Valley Falls; and thence in a northeasterly direction to the Harney County line, approximately 57.1 miles.

Warner Secondary State Highway Number 431, described as follows:

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.

38. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

39. That the following named highways, routes, or locations of highways in Lane County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Territorial Secondary State Highway Number 200, described as follows:

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.

Alsea-Deadwood Secondary State Highway Number 201, described as follows:

Market Road No. 44 from the Siuslaw Highway to Paris Post Office, approximately 24.1 miles.

Eugene-Swisshome Secondary State Highway Number 220, described as follows:

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.

Fox Hollow Secondary State Highway Number 221, described as follows:

Market Road No. 24 and County Roads, beginning at the south city limit 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 Market Road No. 25 to a connection with the Pacific Highway north of Walker Station, approximately 15.5 miles.

Springfield-Cottage Grove Secondary State Highway Number 222, described as follows:

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.

40. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

41. That the following named highways, routes, or locations of highways in Lincoln County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Eddyville-Blodgett Secondary State Highway Number 180, described as follows:

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.

Siletz Secondary State Highway Number 181, described as follows:

Being all of Market Road No. 2 and the extension of said Market Road, beginning at 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.

42. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

43. That the following named highways, routes, or locations of highways in Linn County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Corvallis-East Side Secondary State Highway Number 210, described as follows:

Beginning at the city limit of Albany and running in a south-westerly direction over Market Road No. 1 to the Willamette River at Corvallis, approximately 9.9 miles.

Albany-Lyons Secondary State Highway Number 211, described as follows:

Beginning at the Santiam Highway about 7 miles east of Albany and running in an 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.

Halsey-Sweet Home Secondary State Highway Number 212, described as follows:

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.

44. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

45. That the following named highways, routes, or locations of highways in Malheur County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Jordan Valley Secondary State Highway Number 450, described as follows:

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.

Vale West Secondary State Highway Number 451, described as follows:

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.

Adrian-Parma Secondary State Highway Number 452, described as follows:

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.

Adrian-Arena Valley Secondary State Highway Number 453, described as follows:

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.

Adrian-Caldwell Secondary State Highway Number 454, described as follows:

Being all of Market Road No. 12, beginning at the Adrian-Parma Road and extending in a southeasterly direction toward Caldwell, Idaho, to the Idaho State line, approximately 4.4 miles.

Homedale Spur Secondary State Highway Number 455, described as follows:

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.

McDermitt-North Secondary State Highway Number 456, described as follows:

Beginning at the Oregon-Nevada State line at or near McDermitt and extending in a northerly direction a distance of approximately 20.0 miles.

46. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

47. That the following named highways, routes, or locations of highways in Marion County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Hillsboro-Woodburn Secondary State Highway Number 140, described as follows:

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.

Beaverton-Aurora Secondary State Highway Number 141, described as follows:

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.

Cascade Secondary Highway Number 160, described as follows:

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.

Woodburn-Mt. Hood Loop Secondary State Highway Number 161, described as follows:

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.

North Santiam Secondary State Highway Number 162, described as follows:

Beginning at Salem, through Stayton to Niagara, approximately 48.0 miles.

Silver Creek Falls Secondary State Highway Number 163, described as follows:

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.

48. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

49. That the following named highways, routes, or locations of highways in Morrow County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Wasco-Heppner Secondary State Highway Number 300, described as follows:

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.

Lexington-Echo Secondary State Highway Number 320, described as follows:

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.

Heppner-Spray Secondary State Highway Number 321, described as follows:

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

50. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

51. That the following named highway, route, or location of highway in Multnomah County be and the said highway, location and route hereby is selected, designated, established, adopted and approved as secondary state highway and shall be and hereby is designated as part of the secondary state highway system, to wit:

Swift Secondary State Highway Number 120, described as follows:

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.

52. That said highway shall be and it hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

53. That the following named highways, routes, or locations of highways in Polk County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Salem-Dayton Secondary State Highway Number 150, described as follows:

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.

Kings Valley Secondary State Highway Number 190, described as follows:

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.

follows: Dallas-Kings Valley Secondary State Highway Number 191, described 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.

follows: Dallas-Coast Secondary State Highway Number 192, described 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.

follows: Independence Secondary State Highway Number 193, described 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.

54. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

55. That the following named highways, routes, or locations of highways in Sherman County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

follows: Sherars Bridge Secondary State Highway Number 290, described as

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-Heppner Secondary State Highway Number 300, described as follows:

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.

56. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

57. That the following named highway, route, or location of highway in Tillamook County be and the said highway, location and route hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as part of the secondary state highway system, to wit:

Little Nestucca Secondary State Highway Number 130, described as follows:

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.

58. That said highway shall be and it hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

59. That the following named highways, routes, or locations of highways in Umatilla County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Lexington-Echo Secondary State Highway Number 320, described as follows:

Market Roads 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.

Weston-Elgin Secondary State Highway Number 330, described as follows:

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.

Bingham Springs Secondary State Highway Number 331, described as follows:

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.

Sunnyside-Umapine Secondary State Highway Number 332, described as follows:

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.

Hermiston Secondary State Highway Number 333, described as follows:

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.

60. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

61. That the following named highways, routes, or locations of highways in Union County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Weston-Elgin Secondary State Highway Number 330, described as follows:

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.

Medical Springs Secondary State Highway Number 340, described as follows:

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.

Starkey Secondary State Highway Number 341, described as follows:

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.

Cove Secondary State Highway Number 342, described as follows:

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.

62. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

63. That the following named highway, route, or location of highway in Wallowa County be and the said highway, location and route hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

Little Sheep Creek Secondary State Highway Number 350, described as follows:

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.

64. That said highway shall be and it hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

65. That the following named highways, routes, or locations of highways in Wasco County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state

highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

follows: Sherars Bridge Secondary State Highway Number 290, described as

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 miles.

follows: Shaniko-Fossil Secondary State Highway Number 291, described as

Market Road No. 16, beginning at the Sherman Highway at Shaniko and running in a southerly direction to Antelope; thence in an easterly direction to the Wasco-Wheeler County line near Clarno, a distance of approximately 23.3 miles.

66. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

67. That the following named highways, routes, or locations of highways in Washington County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Nehalem Secondary State Highway Number 102, described as follows:

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.

follows: Hillsboro-Woodburn Secondary State Highway Number 140, described as

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.

Beaverton-Aurora Secondary State Highway Number 141, described as follows:

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.

Farmington Secondary State Highway Number 142, described as follows:

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.

Scholls Secondary State Highway Number 143, described as follows:

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.

68. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

69. That the following named highways, routes, or locations of highways in Wheeler County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Shaniko-Fossil Secondary State Highway Number 291, described as follows:

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 Cotton Wood Creek and then down Pine Creek to the Wheeler-Wasco County line, a distance of approximately 20.3 miles.

Heppner-Spray Secondary State Highway Number 321, described as follows:

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.

Service Creek-Mitchell Secondary State Highway Number 390, described as follows:

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.

70. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

71. That the following named highways, routes, or locations of highways in Yamhill County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Hillsboro-Woodburn Secondary State Highway Number 140, described as follows:

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 .5 mile, to the Marion-Yamhill County line.

Salem-Dayton Secondary State Highway Number 150, described as follows:

Beginning 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.

Yamhill-Newberg Secondary State Highway Number 151, described as follows:

Beginning 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.

Three Mile Lane Secondary State Highway Number 152, described as follows:

Beginning 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.

Bellevue-Hopewell Secondary State Highway Number 153, described as follows:

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.

Lafayette Secondary State Highway Number 154, described as follows:

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.

72. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

73. That the Engineer be and he hereby is authorized to make proper surveys with respect to the physical location upon the ground of each of said roads and properly file in the records of the Commission all of said data.

74. That this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to each County Court of the respective counties named herein.