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DEPARTMENT
OF
TRANSPORTATION

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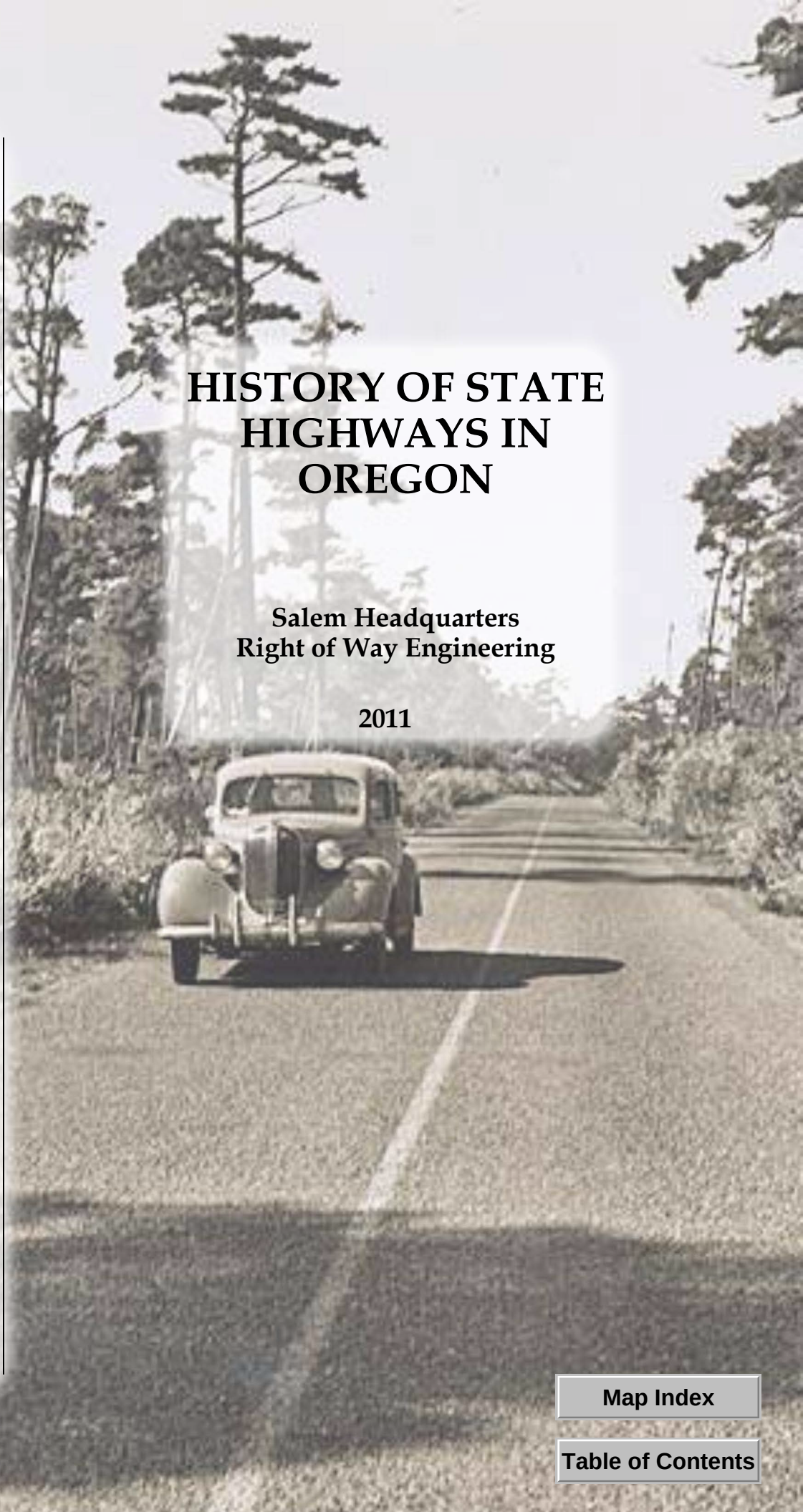
HISTORY OF STATE HIGHWAYS IN OREGON

Salem Headquarters
Right of Way Engineering

2011



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ACKNOWLEDGEMENT:

The "History of State Highways in Oregon" guide is based on work done by Richard Nathe during his tenure with the Right of Way Engineering Unit from 1995 through 1998.

Shannon Suderman and Paul Morin have done an excellent job reviving Richard's early work and developing it into a valuable research tool for anyone working on Oregon State highway projects.

Their efforts are very much appreciated.

Ron Singh, PLS
Chief of Surveys/Geometronics 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 above. You should always be able to return to the front cover, by hitting the Home key on your keyboard.

The documents referenced in this Guide, except for Road Establishment Files are located in the STLS Building's Director, Commission and History Center Files (DCHC). To view these documents, contact the DCHC at 503-986-3284. The Road Establishment Files are scanned and available via the FileNet 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, contact the Director, Commission and History Center Files (DCHC). at 503-986-3284.

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 comment button below to notify us of any of these, 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 are to be found in Director, Commission and History Center Files (DCHC) in the STLS Building, Salem, Oregon. DCHC is where the documents of the Transportation Commission are stored. Numbers in Parentheses are the file numbers used for each type of document.

* new numbers are not being assigned in this category.

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)
	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 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	What part of the highway 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.

Typical Highway Entry

A yellow filled box indicates that this highway is no longer a part of the highway system.

428

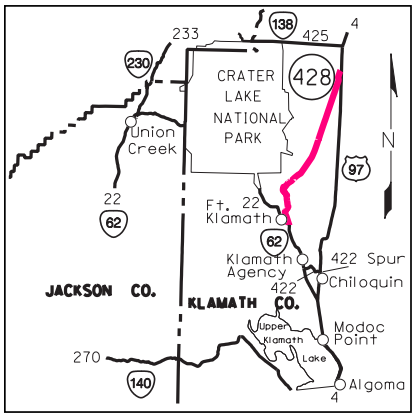
Sun Mountain Highway No. 428

Statement used for those highways removed from the system.

No longer a part of the highway system.

References

The map inserts only show the location at one point in time, not necessarily it's current configuration



Route Numbers
None

Road Establishment Files
55279 Klamath County

Road Establishment files have been scanned and are available in FileNet. They contain research completed in the past.

County
Klamath

History

August 9, 1948
Designating a section of old route of The Dalles - California Highway. (pg 15122)
Also involves designation of primary highways.
Transferred to Primary Highway Designation File No. 11
See Secondary Highway Designation File No. 12.
Source: Secondary Highway Designations Index

November 20, 1984
Transferred to the County, US Forest Service and OR Forest Service
See A&R No. 609
Source: Jurisdictional Transfer Index

Each entry in the History section points to a file folder or Microfilm location in DCHC Files, STLS Building, Salem (Also available in FileNet).

Jurisdictional Transfers

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
609	Klamath	Trans. to County, US Forest & OR Forest	3/03/1983	11/20/1984	

Jurisdictional Transfer documents have duplicate entries. They exist in this table as well as with the other historical entries.

Throughway

None

If the Highway was ever established as a Throughway, those documents will be listed in this section, as well as the History section.

The highway number is the chapter. Chapter numbers are not sequential.

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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

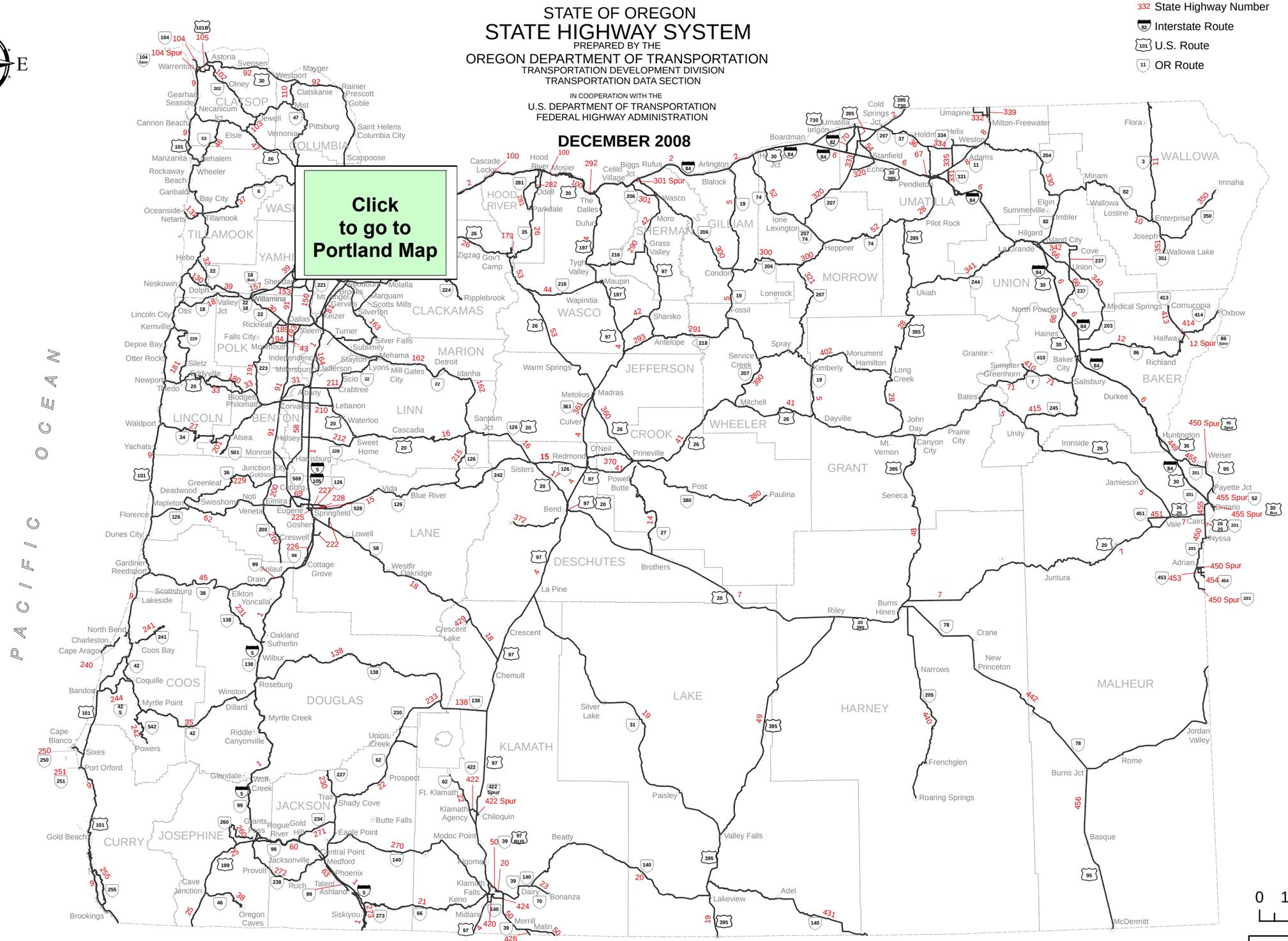
LEGEND

332 State Highway Number

Interstate Route

U.S. Route

OR Route



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STATE OF OREGON
STATE HIGHWAY SYSTEM
PORTLAND AREA ENLARGEMENT

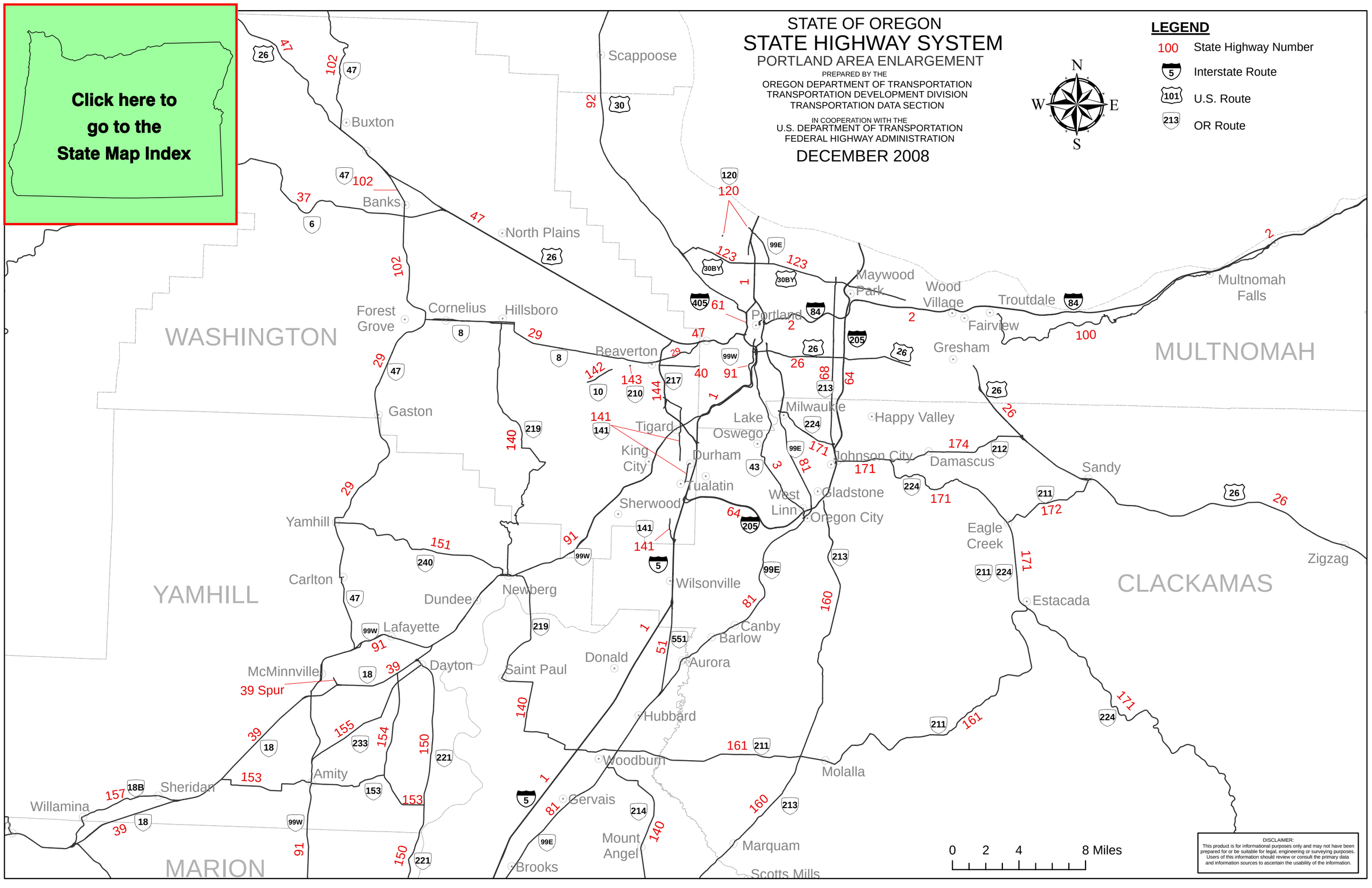
PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION

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

DECEMBER 2008

LEGEND

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



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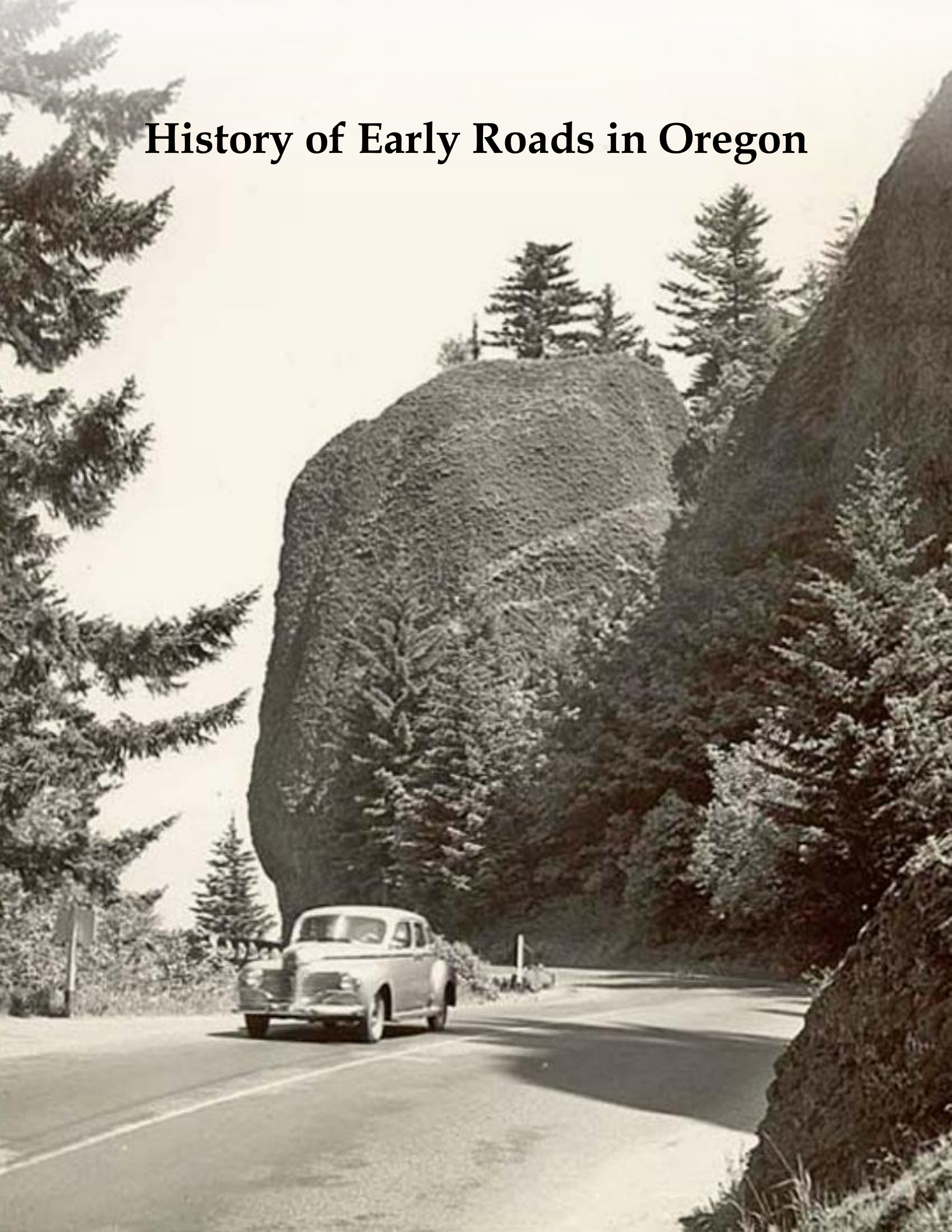
History of Early Roads in Oregon



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, 503-986-3284.

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 criss-crossed 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 theses 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

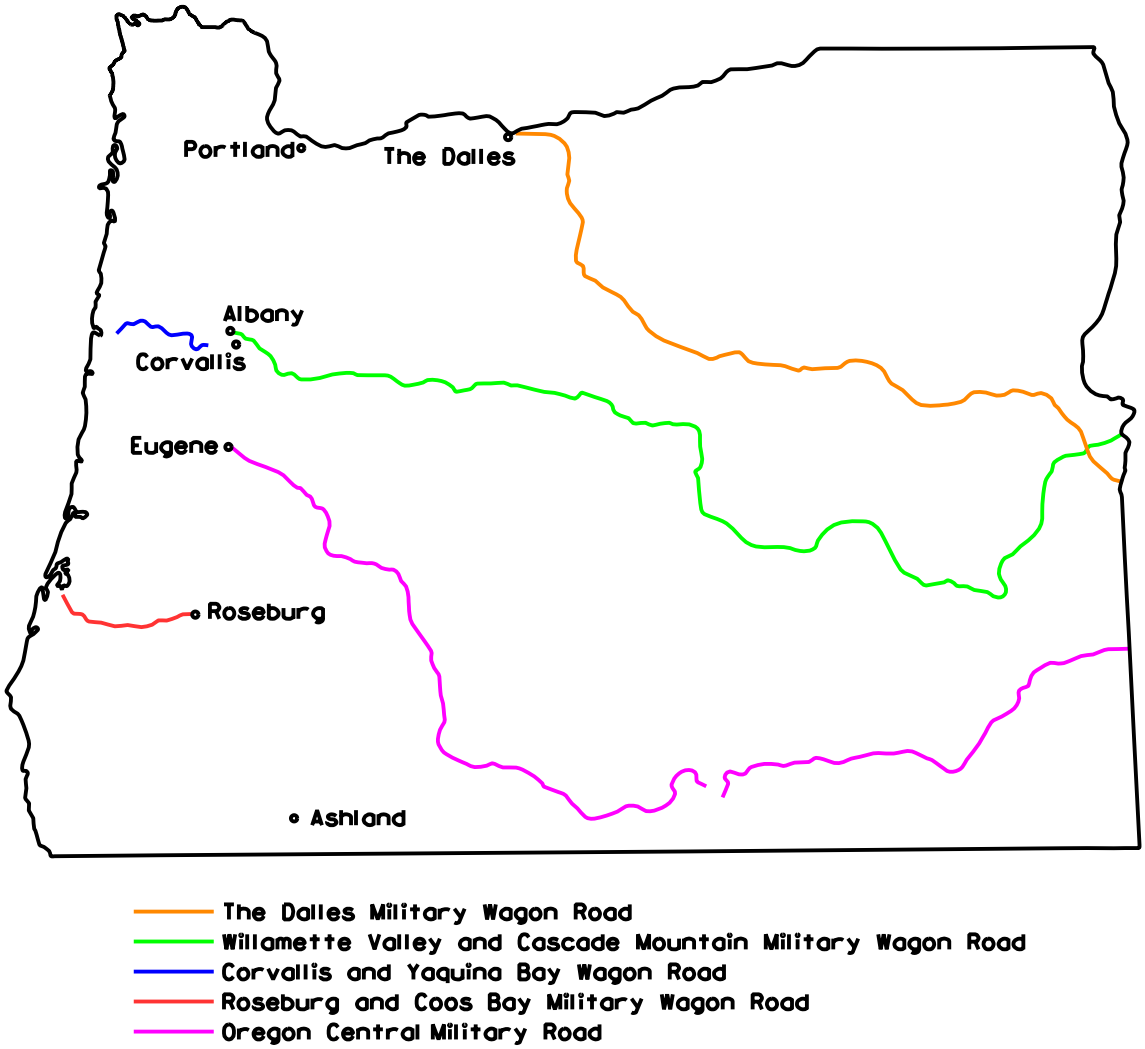
357 miles from The Dalles to the Snake River opposite Fort Boise, via the John Day, Willow Creek, Burnt River and Malheur valleys. Only developed as far as Canyon City.
Authorized February 22, 1867.
See Right of Way No. 6010103 for copies The Dalles Military Wagon Road Documents.

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)



Military 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 W662 (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
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.

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: June 3, 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.

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 Siskiyous 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.

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 between 1919 - 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

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 to Forest Highway Route numbers for highways through the forests.

http://www.wfl.fhwa.dot.gov/fhp/route_descriptions.htm

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 deed's 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 originaly written by Teresa Elliott between 1987 and 1988.

Miscellaneous Highway Legislation

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 1917

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

Legal Characteristics

(Statutes Authorizing Characteristics)

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) with County approval
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), STLS Building, Salem, 503-986-3284.
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 , TLC Building, Salem, 503-986-3792
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 (online Intranet) - http://intranet.odot.state.or.us/tsbbridge/pdfs/brlog.pdf
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 – TLC Building, Salem
Partial collection of Subdivision plats

Mapping & Mileage Control - Mill Creek Office, Salem
City / County Maps
- www.oregon.gov/ODOT/TD/TDATA/gis/odotmaps.shtml

GLO Plats
State Highway Inventory Reports
- www.orgon.gov/ODOT/TD/TDATA/otms/OTMS_Highway_Reports.shtml/
Quad Maps
Stright Line Charts
- www.oregon.gov/ODOT/TD/TDATA/rics/docs/Straightline_Charts/slchart_pdfs/

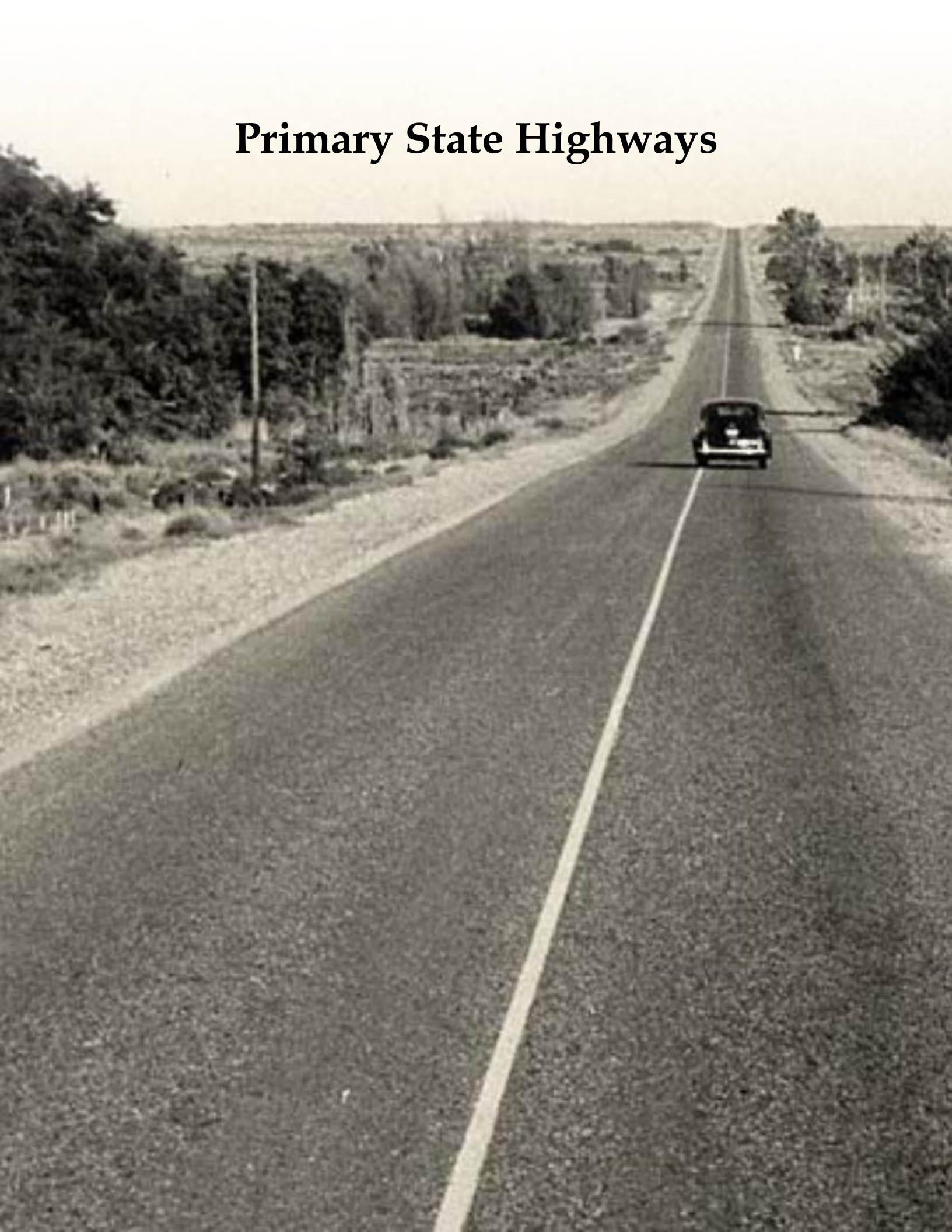
ODOT Library – STLS Building, Salem, 503-986-3280
Complete Set of Biennial Reports
Complete set of Oregon Historical Society Journal with Index
Oregon Laws
Oregon Revised Statutes
Some history books

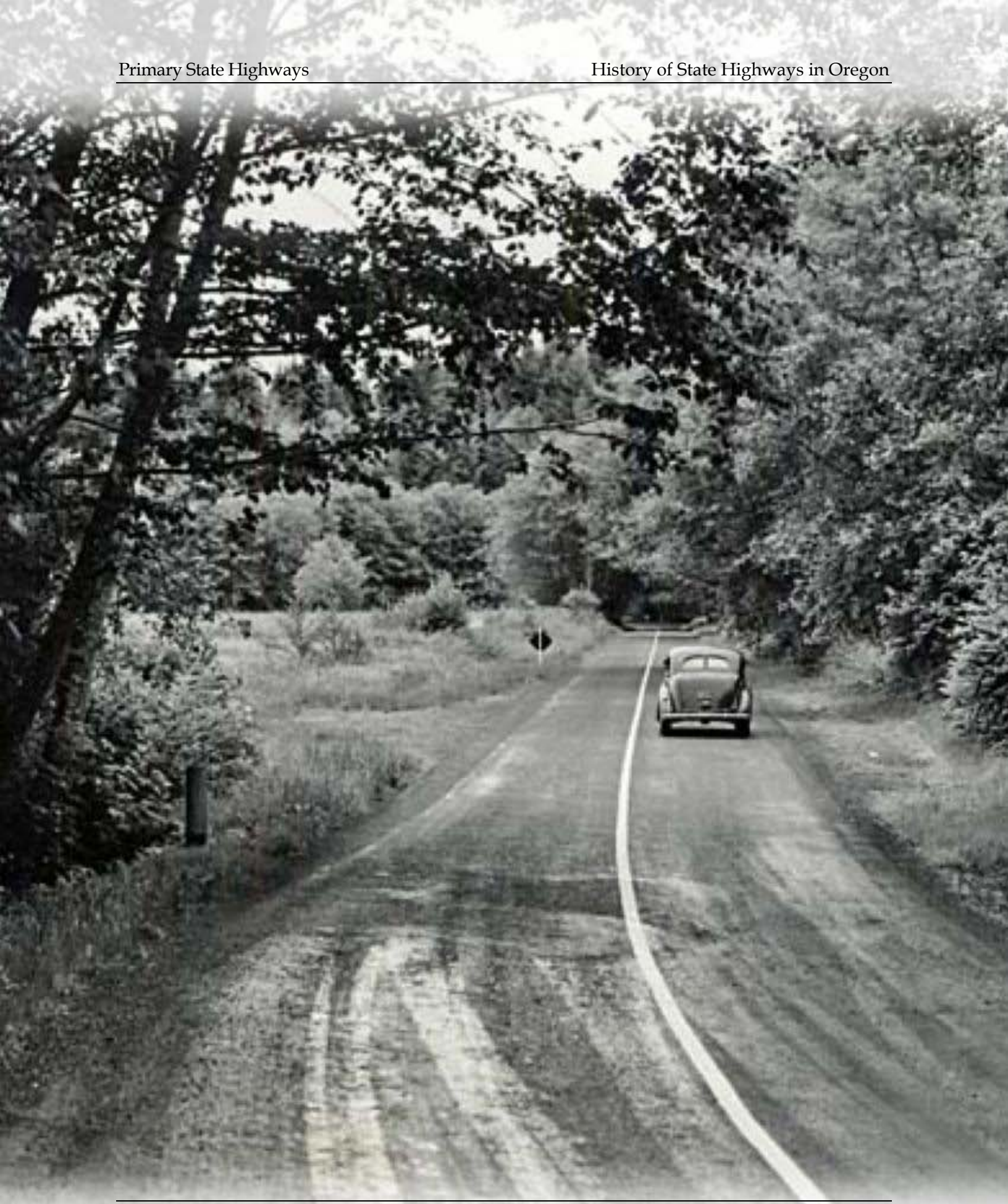
Non Oregon Department of Transportation Sources

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

GLO (Government Land Office Plats)
OSU - http://libweb.uoregon.edu/map/GIS/Data/Oregon/GLO/index.htm

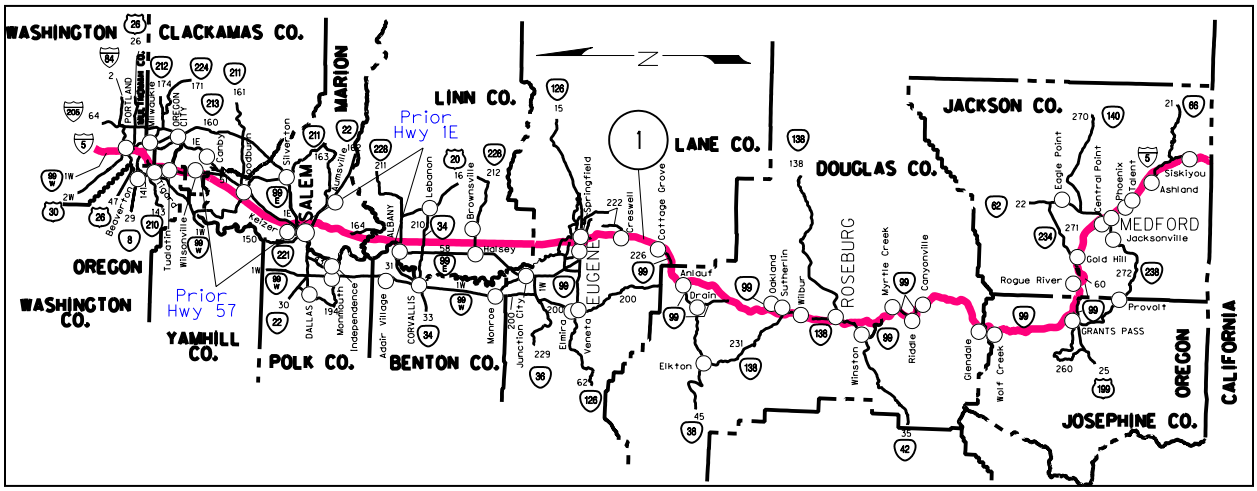
Primary State Highways





Pacific Highway No. 1

001



References

Route Numbers

I - 5	US 30	OR 99	OR 99E	OR 138

Road Establishment Files

6010039	Douglas County
6010040	Josephine County
6010041	Jackson County
6010042	Marion County
6010043	Lane County
6010044	Multnomah County
6010045	Washington
6010046	Clackamas
50603	Linn

Former Names

None

History

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 Sate 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.

November 24, 1920
Tangent – Halsey Section
Linn County
The highway between Tangent and Halsey adopted by the Highway Commission.
See Highway Commission Minutes, page 785.

April 5, 1921
Halsey Section
Linn County
The previous action of the Commission in routing the highway through Halsey was reaffirmed.
See Highway Commission Minutes, page 916.

January 11, 1922
Jefferson Section
Marion County
Adoption of a route through Jefferson, through Second Street and connecting with the Santiam River bridge tangent at the sough end of Second Street.
See Highway Commission Minutes, page 1146.

March 24, 1922
Salem Section
Marion County
Adoption of the route into and through Salem by the Highway Commission.
See also Highway Commission Minutes, page 1200 - 1.

Part of the resolution:
Said Highway shall enter said city from the south on Commercial Street, thence following Commercial Street to the intersection of Court and Commercial Streets, thence east along Court Street to the intersection of Court and Capitol Streets, thence north along Capitol Street to the intersection of Capitol and Madison Streets, thence north on Capitol Street extended in a direct line to an intersection of Capitol Street and the Fairground Road, thence following the Fairground Road to the south approach of the proposed viaduct for the grade separation, thence over the tracks of the Southern Pacific Company and thence northeasterly to an intersection or connection with the Pacific Highway as now located and permanently improved.

April 20, 1922
Drain Section
Douglas County
Adoption of the route of the highway through Drain.
See Highway Commission Minutes, page 1249.

May 11, 1922
Oregon City Section
Clackamas County
The highway through Oregon City established by the Highway Commission.
See Highway Commission Minutes, page 1263.

July 25, 1922
Multnomah County Line – Junction City Section
Adoption of the route 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.
See Highway Commission Minutes, page 1234.

January 24, 1923
Eugene Section
Lane County
The location of the highway through Eugene was adopted as follows: entering the city from the north on Blair Street to Ninth, thence on Ninth to Franklin Boulevard, thence on Franklin Boulevard to a junction with the present Pacific Highway.
See Highway Commission Minutes, page 1458.

May 28, 1924
Eugene Section
Lane County
The location of the highway through Eugene was approved by the Highway Commission.
See Highway Commission Minutes, page 1693.

> **The Route Described as:**
> *Entering the city from the north on Blair Avenue to Sixth Street, thence on Sixth Street to Willamette, thence on Willamette to Ninth, thence on Ninth eastward crossing the Southern Pacific railroad track and intersecting Franklin Boulevard, thence on Franklin Boulevard to the east city limits.*

April 29, 1926
Albany Section
Linn County
The highway route through Albany was approved as follows: west on Sixth Street from Ferry to Elm, thence south on Elm Street to the SCL.
See Highway Commission Minutes, page 1993.

June 26, 1930
Oregon City – Portland Section
The route was adopted as a through highway by the Highway Commission.
See Highway Commission Minutes, page 2759.

> **The Route described in the Minutes as:**
> *Beginning at Main Street in Oregon City at 13th Street, swinging westerly crossing the Clackamas River near the west end of the island at the corner of River Road at the Ryan place,*

then northerly in a direct line crossing the electric railway tracks at Jennings Lodge, continuing northerly, becoming parallel to the electric railroad tracks at Evergreen Station, then lying between the railroad and Kellogg Lake into Milwaukie, through Front Street in Milwaukee, then bearing easterly to an intersection with the Multnomah County Line on the west side of the Southern Pacific railroad tracks.

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
Readoption 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
Readoption 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 of 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
Juntion 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" redesignated as a part of the McKenzie Highway No. 15.
Unit "B" to be redesignated 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 redesignated 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 redesignated 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

Redesignation 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 redesignated 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 redesignated as an extension of the Coos Bay - Roseburg Highway No. 35. Another portion is redesignated as the Dillard Highway No. 235.
See Primary Designation File No. 24.

Goshen – Divide Section
Lane County
Redesignation 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
Redesignating 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
Redesignating 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 redesignated 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
Redesignated 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 redesignates 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
Redesignation 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.

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.

December 12, 2008
Fern Valley Road (I-5) Interchange Section
Jackson County
A portion of Fern Valley Road redesignated 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, redesignated as an extension of Riddle Road Connection No. 3, State Connection 001FU.
See State Highway Designation Resolution No. 111.

Jurisdictional Transfers

JT NO.	County	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
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	

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
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	
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 Interchange (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	05/24/2004	07/15/2004 11/07/2006	
778	Linn	Diamond Hill Frontage Road	12/05/2007	12/20/2007	

Throughway

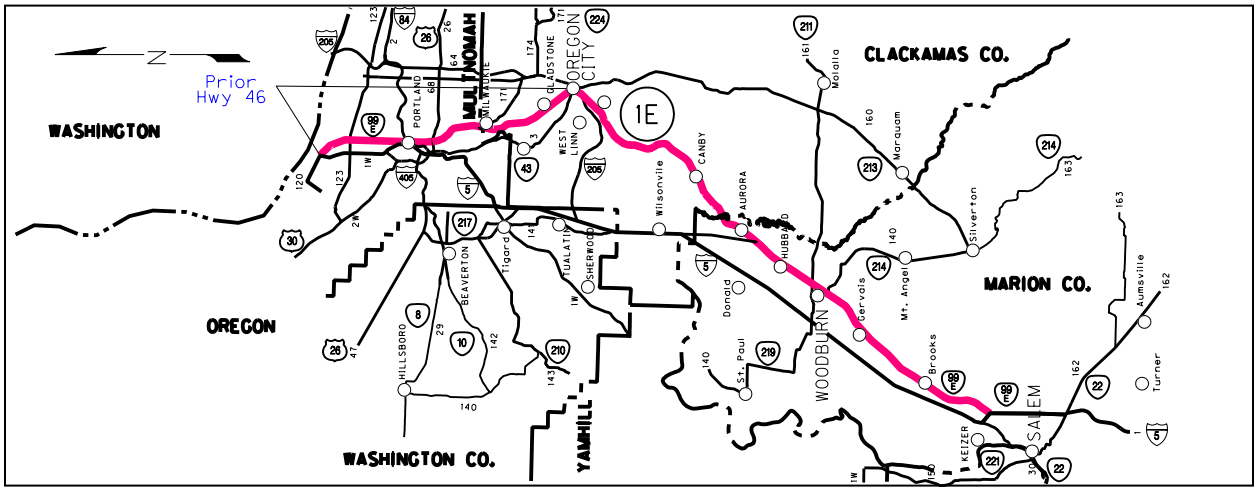
November 24, 1947
Juntion City – California State Line Section
Correction to October 29, 1945 resolution adopted by the Commission designating certain highways as through highways to include the Pacific Highway.
See Throughways and Rights of Access Resolution File No. 2a

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



References

Route Numbers
OR 99E OR 214

Road Establishment Files
6010037 Clackamas County
6010038 Multnomah County
51700 Marion County

Former Names
None

History

March 10, 1937
Portland – Junction City Section
Pacific Highway East redesignated 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.

December 18, 1940
Salem - Pringle Creek Section
Marion County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 84.

Albany Section
Linn County
The Highway Commission adopted a resolution abandoning a portion of the highway (to be retained as a service road).
See Abandonment and Retention Resolution No. 87.

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.

March 20, 1942
Rickreall - Corvallis 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 (redesignated as Jefferson Highway No. 164).
See Abandonment and Retention Resolution No. 124.

Jefferson Section
Linn & Marion Counties
A portion of the highway redesignated 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
Redesignated 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
Redesignate 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 redesignates 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
Redesignates 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 redesignating 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.

Jurisdictional Transfers

JT NO.	County	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	11/11/2003 10/09/2006		

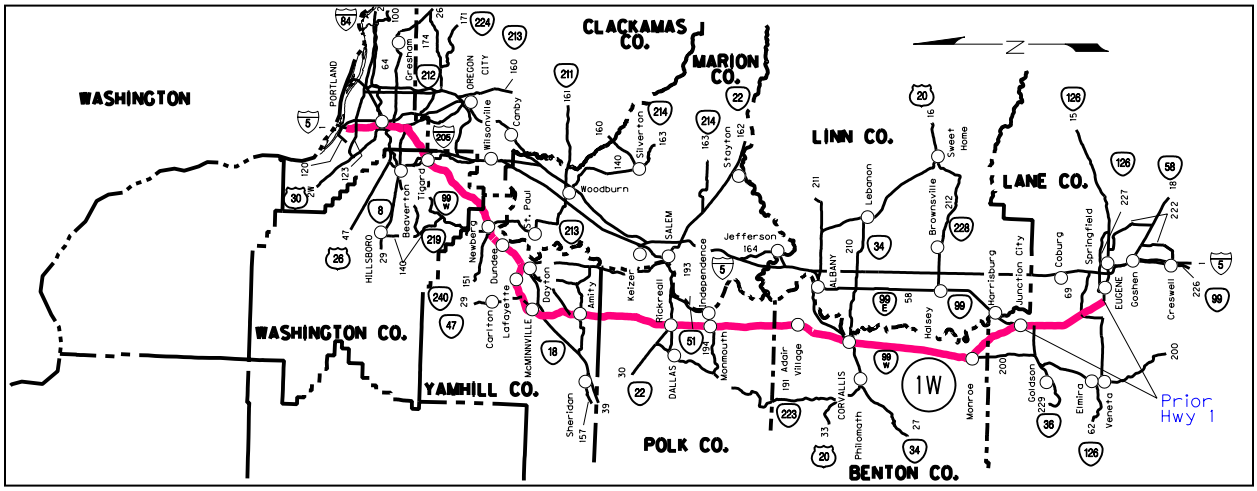
Throughway

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
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

Pacific Highway West No. 1W (91)

1W



References

Route Numbers

US 20	OR 10	OR 34	OR 99	OR 99W	OR 126
OR 126B	OR 219				

Road Establishment Files

49504	Lane County
49621	Polk County
51701	Yamhill County
52377	Washington County
53714	Multnomah County
58722	Benton County

Former Names

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

History

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 Sate 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

Readoption 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 redesignated 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.

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.
See also 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
The 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 a 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 redesignates 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

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

Jurisdictional Transfers

JT NO.	County	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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
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 10/19/1981	12/12/1960 12/15/1981	
485	Yamhill	McMinnville – Rickreall S Yamhill River Br		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	

Throughway

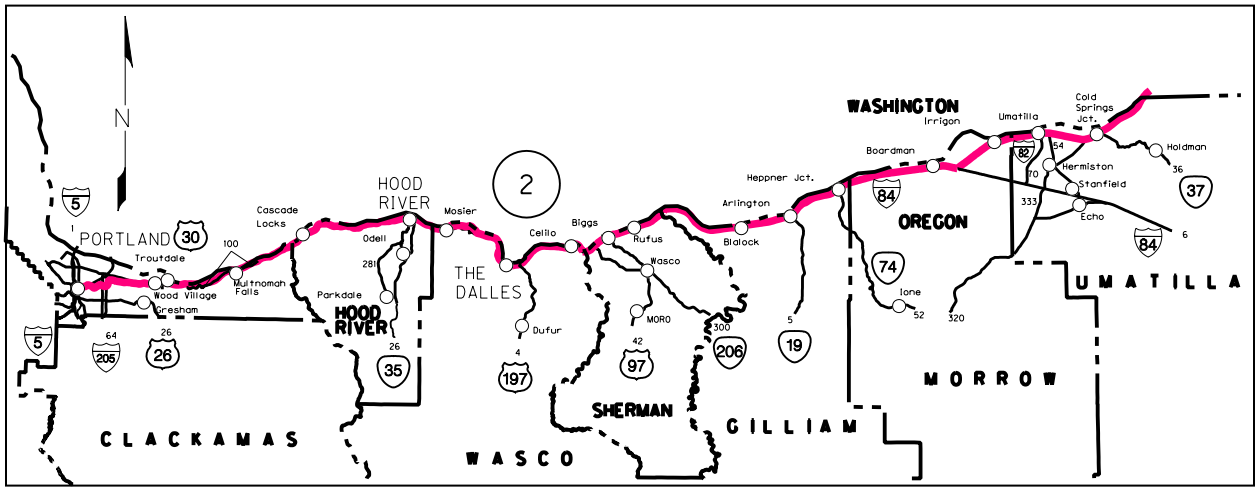
October 30, 1945
Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

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 No. 5.

Columbia River Highway No. 2

002



References

Route Numbers

I - 84	US 30	US 395	US 730

Road Establishment Files

6010049	Multnomah County
6010050	Gilliam County
6010051	Hood River County
6010052	Wasco County

Former Names

None

History

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 Sate 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
Readoption 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.
Redesignated 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 redesignated 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
Redesignated 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 redesignated another portion as the Sandy Boulevard Highway No. 59.
See Primary Highway Designation File No. 25.

June 19, 1958
Parkrose – Fairview Junction Section
Multnomah County
Redesignation of a portion of the highway as an extension of the Northeast Portland Highway 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.

November 5, 1959
Wauna - Westport Section
Clatsop County
The Highway Commission approves a resolution to abandon a part of the highway ((between relocated Stations 202+40 and 5+60.2).
See Abandonment and Retention Resolution No. 353.

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
Goble - Tide Creek Section
Columbia County
The Highway Commission approves a resolution to eliminate three portions of highway.
See Abandonment and Retention Resolution No. 336.

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 redesignated 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
Redesignated 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
Redesignation 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.

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.

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.

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 redesignates 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.

Jurisdictional Transfers

JT NO.	County	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	03/13/1952	06/30/1952
228	Hood River	Cascade Locks - Herman Creek	02/16/1951	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	

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
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	
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

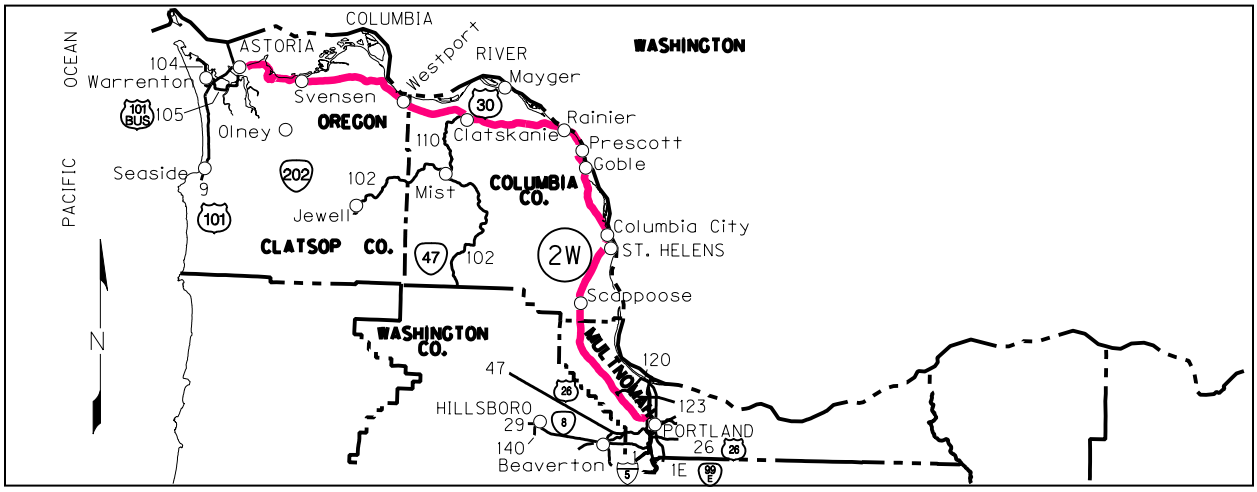
November 3, 1948
Rainier to Washington Line Section
Designated as a throughway.
Contains eighteen (18) maps identified as Group 4.
See Throughways and Rights of Access Resolution File No. 5

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 Hwy (92)

2W



References

Route Numbers
US 30

Road Establishment Files

52045	Multnomah County
6010047	Clatsop County
6010048	Columbia County

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

History

Unknown (circa 1958)

Undocumented Item

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 redesignated 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.

Jurisdictional Transfers

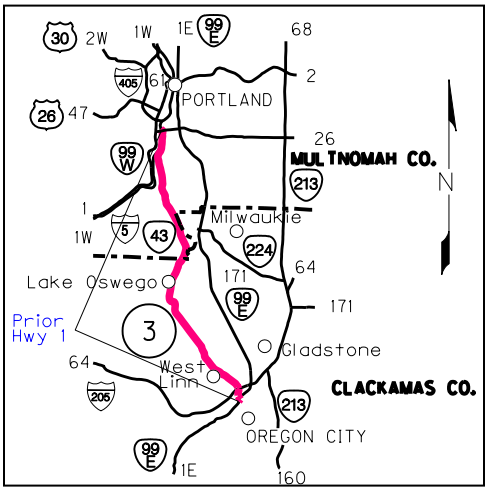
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
336	Columbia	Goble - Tide Creek	08/08/1957	03/10/1960	
353	Clatsop	Wauna - Westport	06/20/1958	11/05/1959	
397	Clatsop	Westport - Clatskanie	04/13/1962	07/13/1965	
398	Columbia	Westport - Clatskanie	04/13/1962	07/13/1965	
432	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	12/18/1974	
567	Clatsop	Tongue Point - Fern Hill		09/22/1977	
639	Multnomah	NW St Helens Rd - W Fremont intch.	11/27/1985	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.

Oswego Highway No. 3

003



References

Route Numbers
OR 43

Road Establishment Files
6010053 Clackamas and Multnomah Counties

Former Names
None

History

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:**
> *(1) 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;*
> *(2) 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 redesignates 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.*

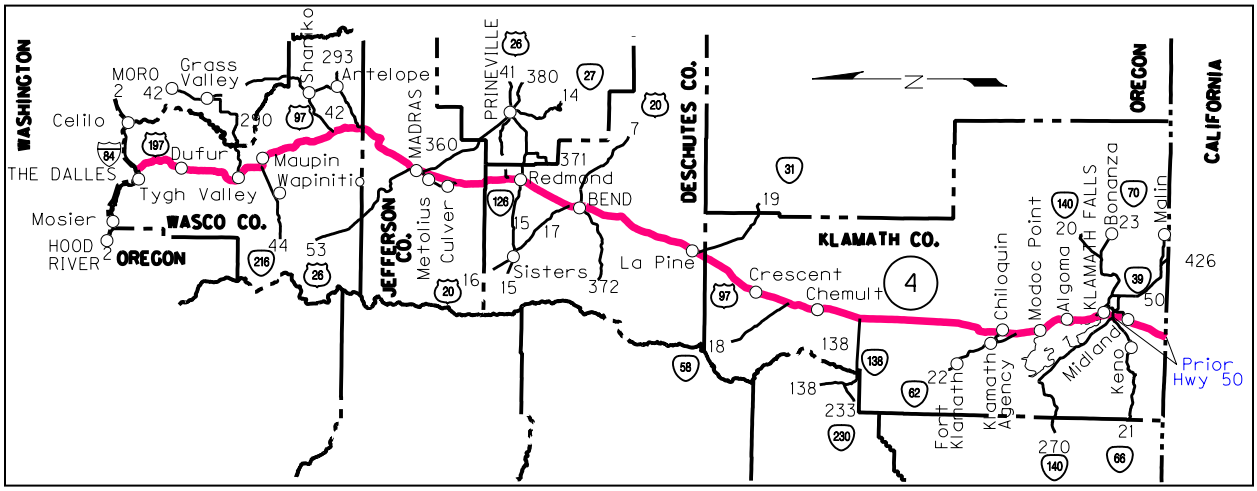
Jurisdictional Transfers

A&R No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

The Dalles - California Highway No. 4 | 004



References

Route Number

OR 216	US 26	US 30	US 97	US 197

Road Establishment Files

30794	US Forest
49620	Klamath County
50101	Deschutes County
6010054	Jefferson County
6010055	Wasco County

Former Names

None

History

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 Sate 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**
>
> *5. A road from The Dalles by way of Dufur, Maupin and Shaniko to Redmond Bend and from thence to Klamath Falls;*
>
> *6. 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 redesignated 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 redesignated 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 redesignated as the Sun Mountain Highway No. 428.
A portion of the old route (Unit "B") is redesignated 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 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
Redesignation 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 redesignated as an extension of Central Oregon Highway No. 7.
A portion redesignated 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 redesignated 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 redesignates 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, redesignated 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

Jurisdictional Transfers

JT NO.	County	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	

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

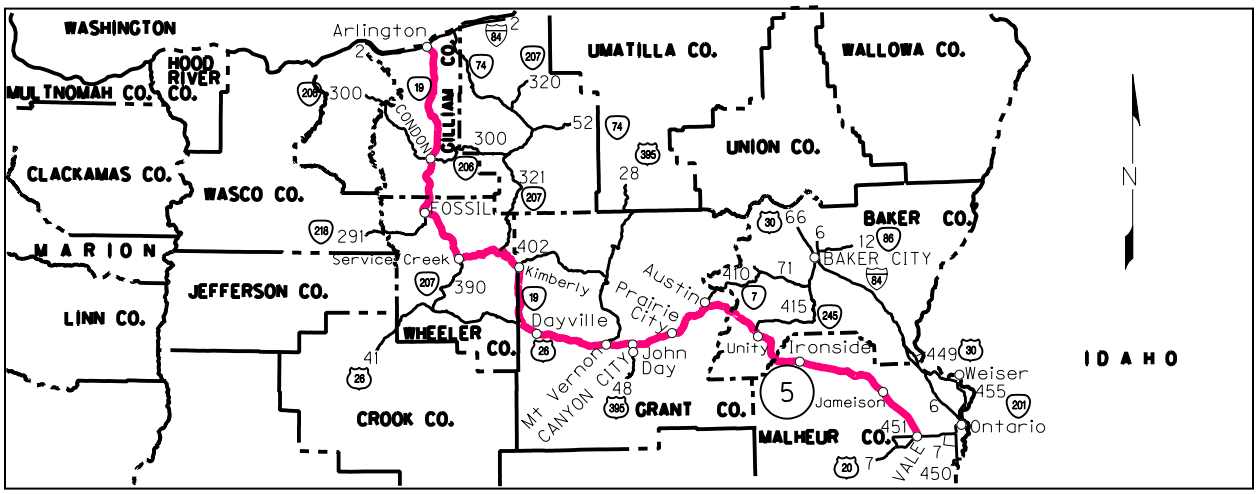
November 3, 1948
Sherman Highway. Junction. - California Line Section
Designated as a throughway.
Contains twenty (20) maps identified as Group 5.
See Throughways and Rights of Access Resolution File No. 5

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

John Day Highway No. 5

005



References

Route Numbers

US 26 US 395 OR 19 OR 206 OR 207

Road Establishment Files

6010056 Gilliam County
6010057 Malheur County
6010058 Baker County/Grant County

Former Names

John Day River (1917 – 1921)

History

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 Sate 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:**
> *John Day Highway. 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 redesignates 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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
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

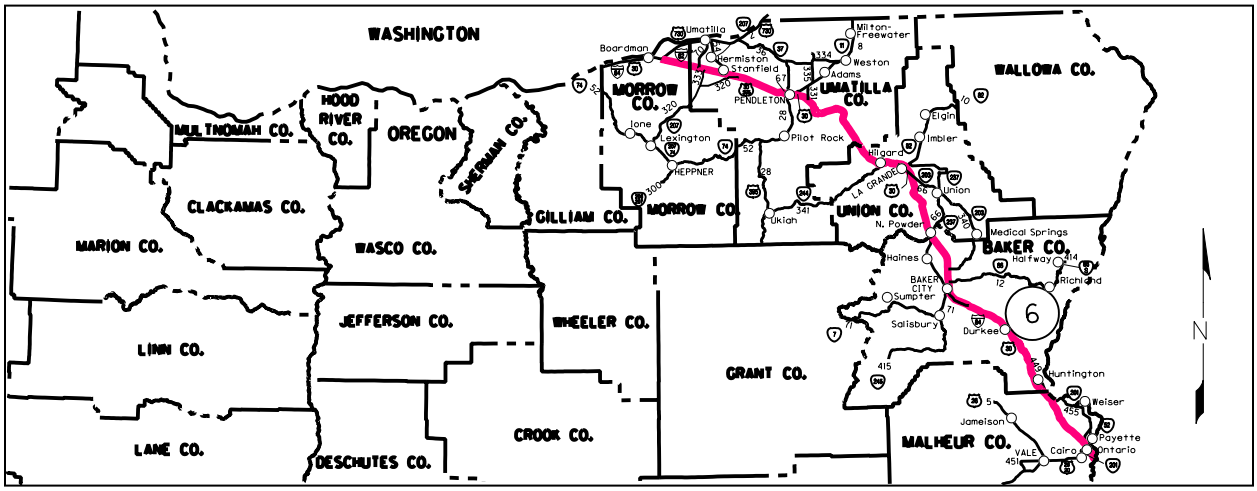
Condon - Thirtymile Creek Section
Gilliam County
A Survey Resolution was adopted and approved by the Highway Commission.
Designation as a Throughway.
See Highway Corridor & Design Resolution No. 394.

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 No. 6

006



References

Route Numbers

I - 84 US 30 US 395 OR 203

Road Establishment Files

49511 Umatilla County
6010059 Various Counties

Former Names

None

History

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
Redesignation 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
Redesignates 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
Redesignation 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 redesignated 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
Redesignate 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
Redesignate 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
Redesignate 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 redesignates 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

JT NO.	County	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

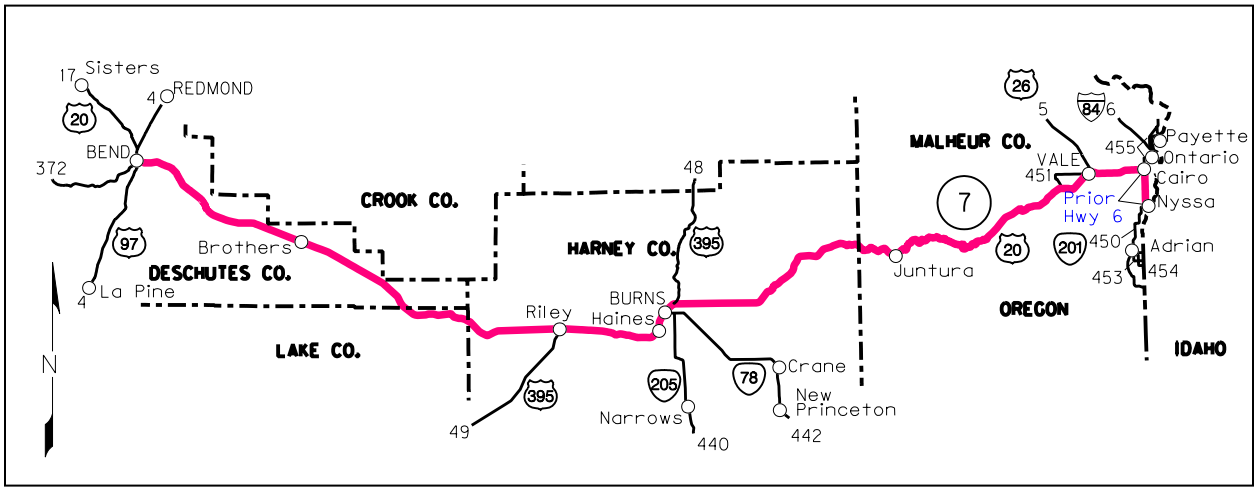
October 30, 1945
Portland – Idaho State Line Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

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 No. 7

007



References

Route Numbers
US 20 US 26 US 395 OR 201

Road Establishment Files
50397 Various Counties

Former Names
None

History

1917
Bend – Vale Section
The highways listed in this Act are determined to be of first importance to the general public of the Sate 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
Redesignation 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
Redesignation 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 redesignates 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
Redesignates 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.

Jurisdictional Transfers

JT NO.	County	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	

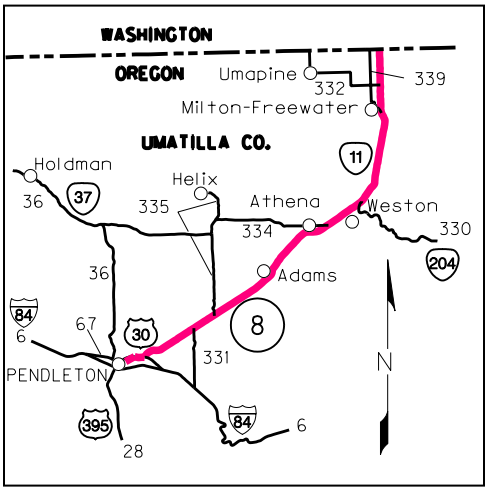
Throughway

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 No. 8

008

References



Route Numbers
US 30 OR 11

Road Establishment Files
50404 Umatilla County

Former Names
None

History

1917
Pendleton – Washington Sate Line Section
The highways listed in this Act are determined to be of first importance to the general public of the Sate 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 redesignated 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 redesignated 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 redesignates 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

JT NO.	County	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.

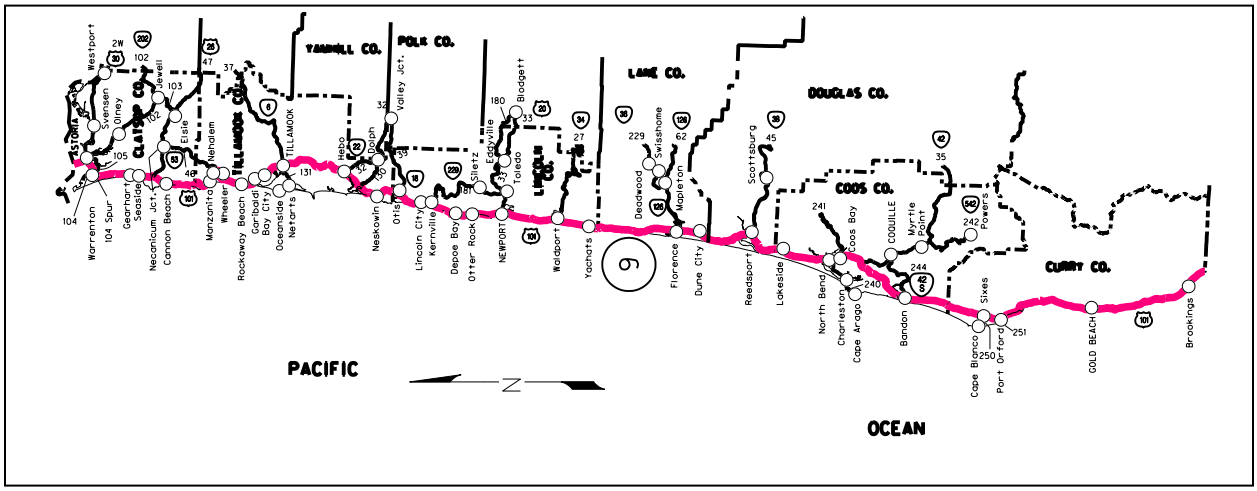
November 3, 1948
Milton - Washington Line Section
Designated as a throughway.
One map identified as Map 8.
See Throughways and Rights of Access Resolution No. 5

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 No. 9

009



References

Route Numbers
US 101

Road Establishment Files

49506	Lane County
49510	Douglas County
49731	Tillamook County
53201	Clatsop County
56361	Clatsop County
57170	Lincoln County
6010060	Curry County
6010061	Coos County

Former Names
Coast (1917 – 1921)
Roosevelt Coast (1921 – 1932)

History

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 Sate 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 redesignated 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.
See also 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.
See also 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, redesignated 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. Redesignation 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
Redesignating 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
Redesignation 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 redesignated 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 redesignated 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 redesignates 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
Redesignates a segment of the Coquille - Bandon Highway No. 244 as part of the highway.
See Primary Highway Designation File No. 55.

> **Redesignated 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 redesignated 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 a 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.

Jurisdictional Transfers

JT NO.	County	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	

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
			08/08/1957		
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	
433	Curry	Brush Creek - Wedderburn	07/13/1965	07/13/1965	
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	

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

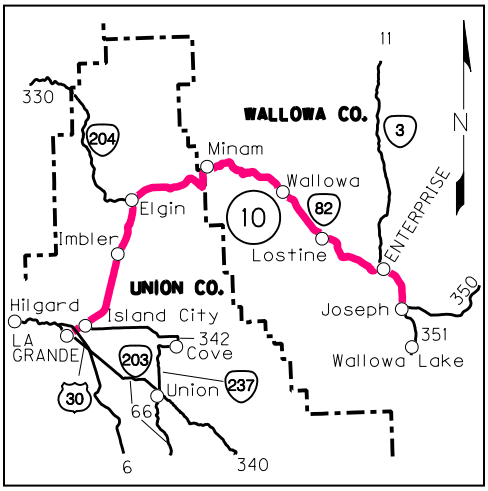
February 17, 1953
Oregon Coast Highway
Coquille - California Border Section
Coos & Curry County
Designated as a throughway by the Highway Commission.
See Throughways and Rights of Access Resolution File No. 6.

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.

Wallowa Lake Highway No. 10

010

References



Route Numbers
OR 82

Road Establishment Files
6010062 Union County

Former Names
La Grande – Enterprise (1917 – 1922) as shown in Biennial Reports
La Grande – Joseph (1917 – 1923)
La Grande – Wallowa Lake (1923 – 1930)

History

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 Sate 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 redesignates 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

JT NO.	County	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	

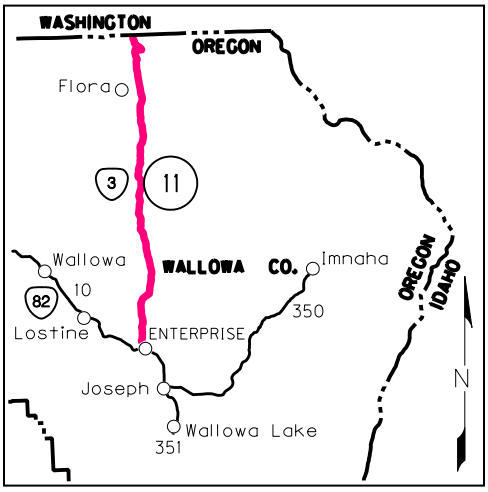
Throughway

None

Enterprise - Lewiston Highway No. 11

011

References



Route Numbers
OR 3

Road Establishment Files
6010063 Wallowa County

Former Names
Enterprise – Flora (1917 – 1936)

History

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

Undocumented Item

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
Redesignating 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 redesignates 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

JT NO.	County	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	

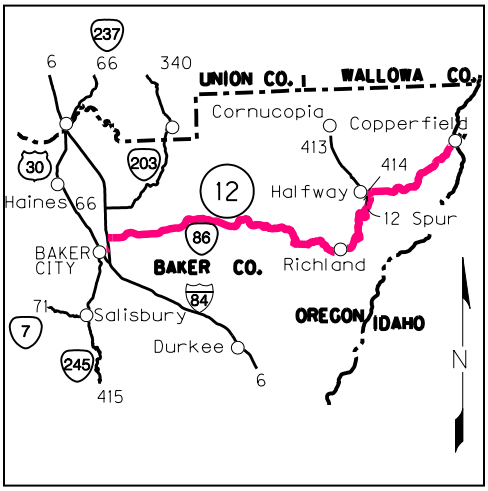
Throughway

None

Baker - Copperfield Highway No. 12

012

References



Route Numbers
I 84 OR 7 OR 86 OR 86S

Road Establishment File
6010064 Baker County

Former Names
Baker – Cornucopia (1917 – 1934)
Baker – Homestead (1934 – 1977)

History

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

Undocumented Item

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 redesignated 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 redesignated 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 redesignates 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.

Jurisdictional Transfers

JT NO.	County	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	

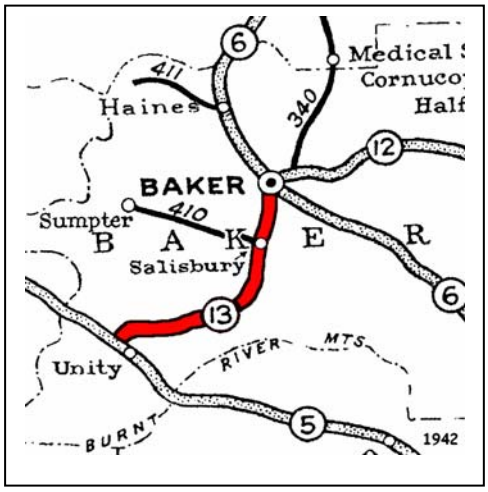
Throughway

None

Baker - Unity Highway No. 13

013

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

Former Names
None

History

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 redesignates 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
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
240	Baker	Salisbury - Baker Section	07/16/1951	07/18/1963	

Throughway

None

Shaniko - Mitchell Highway No. 14

014

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.

References

Route Numbers
None

Road Establishment Files
None

Former Names
Antelope - Mitchell Highway (1917 – 1922)

History

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
Undocumented Item
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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

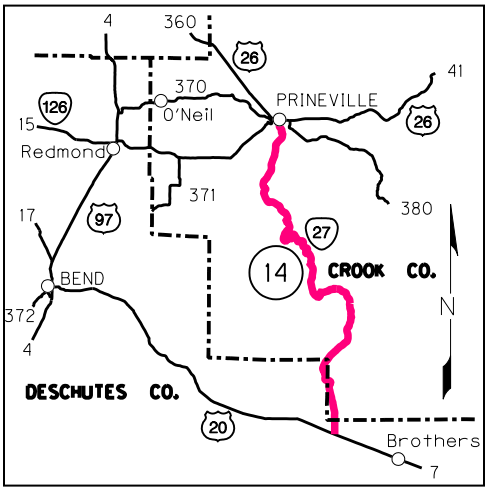
Throughway

None

Crooked River Highway No. 14

014

Highway No. 14 was formerly the Baker - Unity Highway. See the previous chapter for information on that highway.



References

Route Numbers
OR 27

Road Establishment Files
None

Former Names
Prineville–Bear Creek (1928 – 1930)

History

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 redesignates 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.
See also RW Drawing 1B-7-9.

Jurisdictional Transfers

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
492	Crook	Swartz Canyon Road – Rocky Canyon		07/08/1969	

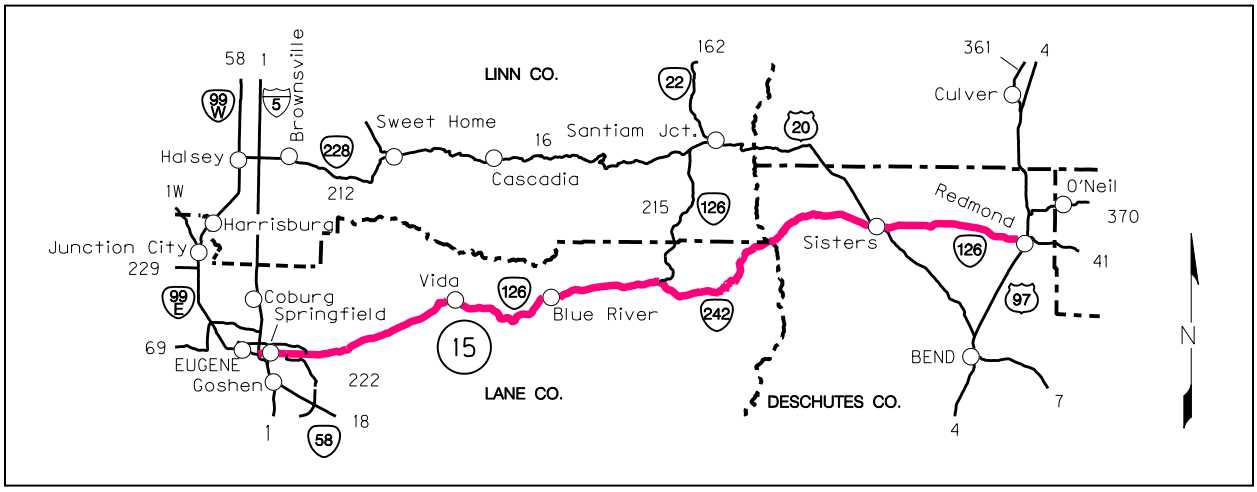
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
765	Crook	Ochoco Hwy - Prineville City Limits	10/18/2006	11/07/2006	

Throughway

None

McKenzie Highway No. 15

015



References

Route Numbers
US 20 OR 126 OR 126B OR 242

Road Establishment Files
49216 Lane
6010065 Lane County

Former Names
McKenzie River (1917 – 1922)

History

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
Undocumented Item
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" redesignated as a part of the McKenzie Highway No. 15.
Unit "B" to be redesignated 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 redesignates 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 St.– 69th St. (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.

Jurisdictional Transfers

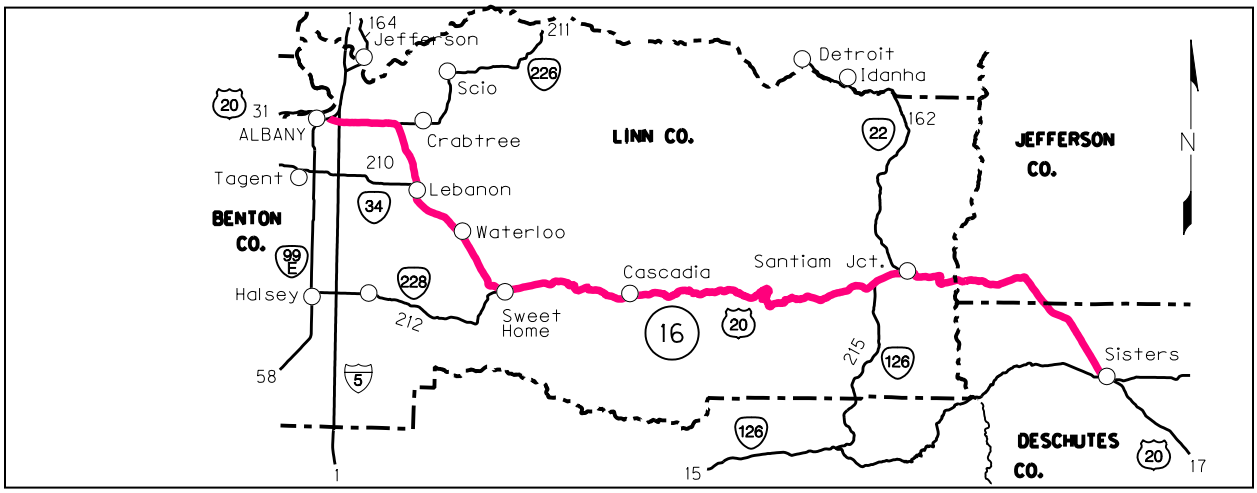
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
238	Lane	Judkins Point - Goshen	09/12/1951	04/08/1953	07/14/1953
340	Deschutes	Deep Canyon		10/31/1957	
347	Deschutes	Deschutes River	01/27/1958	02/27/1958	
370	Deschutes	Deep Canyon - Deschutes River		03/10/1960	
384	Deschutes	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	

Throughway

None

Santiam Highway No. 16

016



References

Route Numbers
US 20 OR 126

Road Establishment Files
36310 Various Counties
50173 Linn County
6010066 Deschutes County

Former Names
Albany – Sisters (1917 – 1921)

History

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 redesignates 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.

Jurisdictional Transfers

JT NO.	County	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

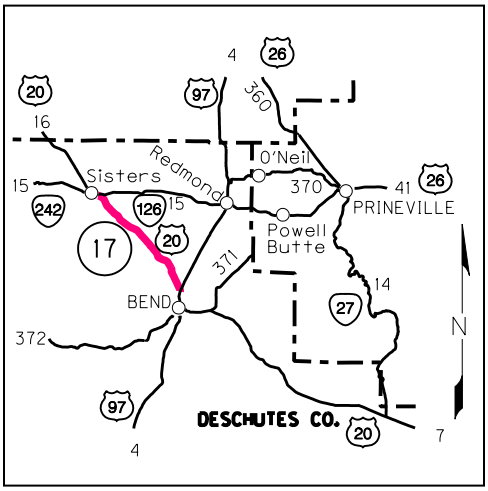
June 27, 1972
Santiam Highway

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.

McKenzie - Bend Highway No. 17

017

References



Route Number
US 20 US 97B

Road Establishment Files
6010098 Deschutes County

Former Names
Bend Sisters (1917 – 1921)

History

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 redesignated 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 redesignates 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, redesignated as a part of the McKenzie - Bend Highway No. 17.
See State Highway Designation File No. 93.

Jurisdictional Transfers

JT NO.	County	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 No. 18

018

No longer a part of the highway system.

Highway No. 18 is currently the Willamette Highway. See the next chapter for information on that highway.

References

Route Number
None

Road Establishment Files
None

Former Names
None

History

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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

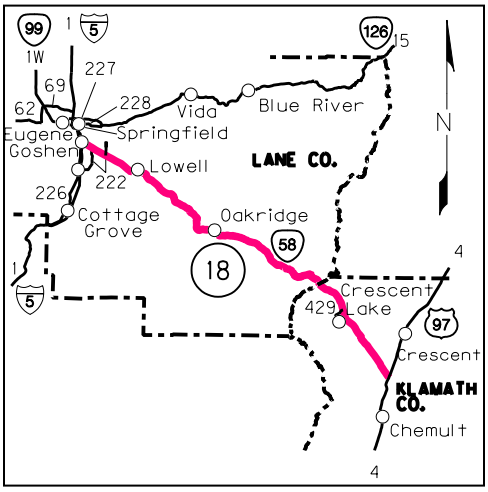
Throughway

None

Willamette Highway No. 18

018

Highway No. 18 was formerly the Lakeview - Burns Highway. See the previous chapter for information on that highway.



References

Route Number
OR 58 OR 99

Road Establishment Files
6010090 Klamath/Deschutes Counties
6010096 Various

Former Names
None

History

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 know 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 Enginer 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 redesignates 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

JT NO.	County	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

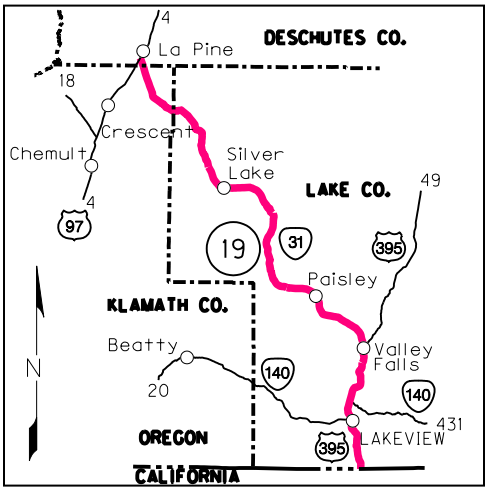
August 9, 1948
County Road near Enginer Station 496+14.1 Section
Lane County
Release of Access restriction for construction of a county road.
See Throughways and Rights of Access Resolution File No. 3.

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 No. 19

019

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.



References

Route Numbers
US 395 OR 31 OR 140

Road Establishment Files
None

Former Names
La Pine – Lakeview (1917 – 1922
Prineville – Lakeview (1922 – 1927)

History

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 Sate 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 redesignates 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.*

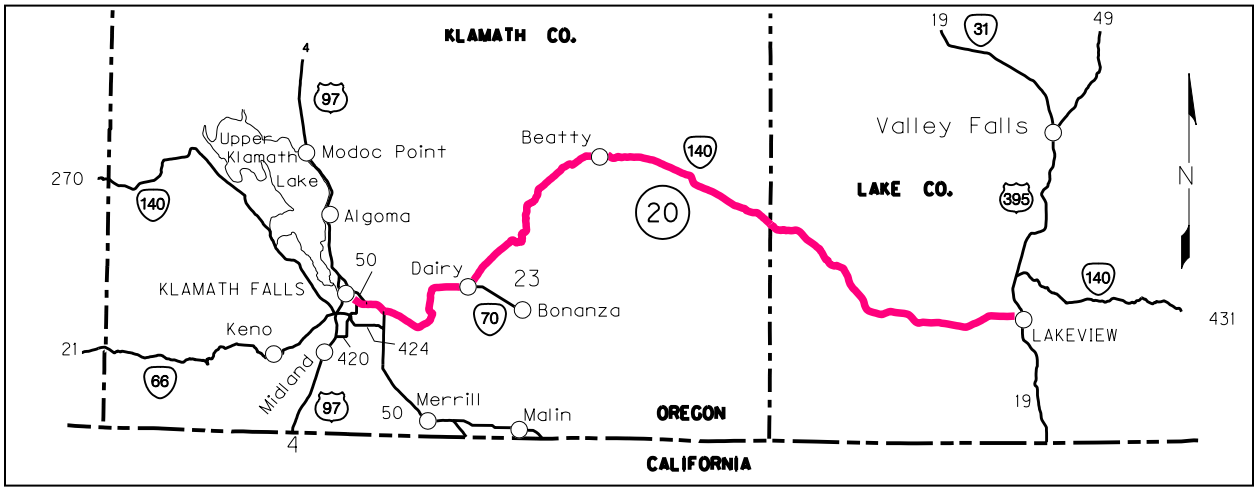
Jurisdictional Transfers

JT NO.	County	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

Klamath Falls - Lakeview Hwy. No. 20 | 020



References

Route Number
US 97B OR 39 OR 140

Road Establishment Files

49840	Klamath County
56914	Lake County
6010067	Klamath County
6010068	Lake County

Former Names
None

History

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
Redesignation 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 redesignates 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.

Jurisdictional Transfers

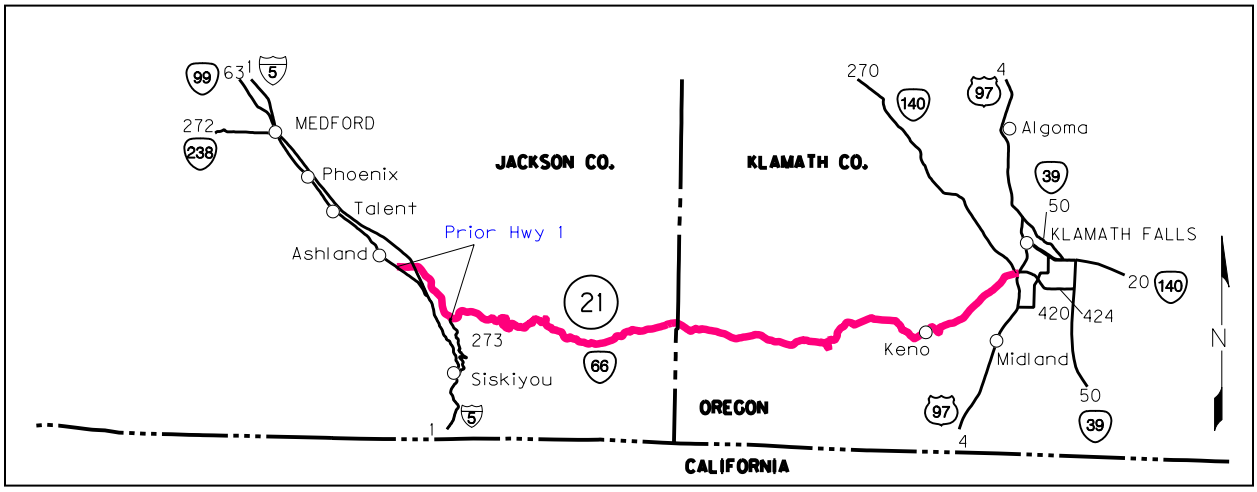
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
73	Lake	Drews Valley (MP 71.62 - 73.46)		05/03/1940	08/07/1940
77	Lake	Drews Valley (MP 85.4 - 87.5)		10/10/1940	03/04/1942
90	Klamath	Dairy		04/03/1941	
96	Lake	Drews Valley		11/06/1941	03/04/1942
102	Lake	Drews Gap - Cottonwood 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

021



References

Route Number
OR 66 OR 140

Road Establishment Files
51932 Klamath County

Former Names
Ashland – Klamath Falls (1917 – 1929)

History

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
Redesignation 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 redesignates 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.

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

JT NO.	County	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	

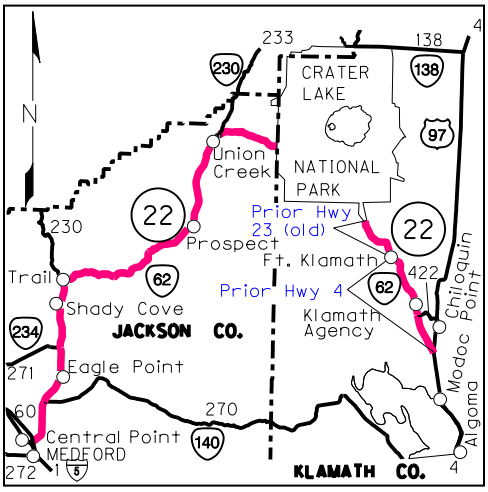
Throughway

None

Crater Lake Highway No. 22

022

References



Route Number
OR 62

Road Establishment Files

50172	Jackson County
RW31037	Jackson County
6010097	Klamath County

Former Names
Medford – Crater Lake (1917 – 1924)

History

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
Redesignating 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. Redesignated 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 redesignated 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
Redesignation 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 redesignates 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 redesignates 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 redesignated as a portion of the Highway.
See State Highway Designation Resolution No. 99.

Jurisdictional Transfers

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
114	Jackson	Medford		03/17/1943	04/24/1943
141	Jackson	Reese Creek - Antelope	06/04/1946		

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
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

Klamath - Crater Lake Highway No. 23 023

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.

References

Route Number
None

Road Establishment Files
None

Former Names
None

History

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
Redesignated as part of the Crater Lake Highway No. 22.
See Highway Commission Minutes, page 1769.

Jurisdictional Transfers

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

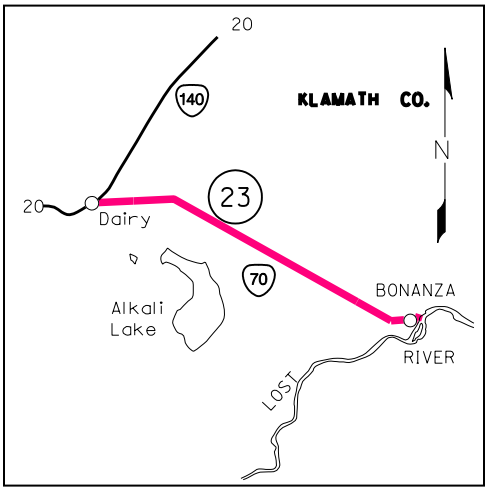
Throughway

None

Dairy - Bonanza Highway No. 23

023

Highway No. 23 formerly was the Klamath – Crater Lake Highway. See the previous chapter for information on that highway.



References

Route Number
OR 70

Road Establishment Files
None

Former Names
None

History

1926
Undocumented item
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 redesignates 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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

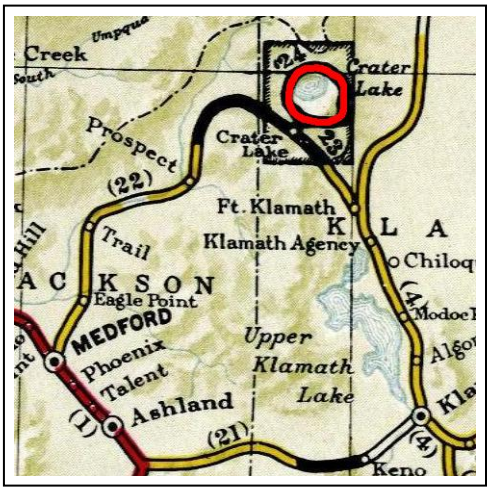
Throughway

None

The Rim Highway No. 24

024

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.

References

Route Number
None

Road Establishment Files
None

Former Names
None

History

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
Undocumented Item
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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

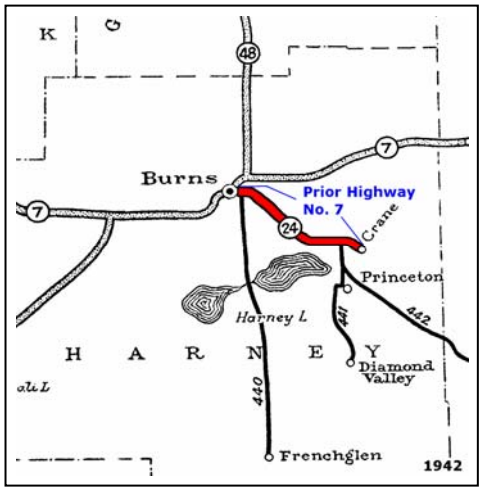
None

Burns - Crane Highway No. 24

024

No longer a part of the highway system.

Highway No. 24 was formerly the Rim Highway. See the previous chapter for information on that highway.



References

Route Number
None

Road Establishment Files
None

Former Names
None

History

1926
Undocumented Item
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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
162	Harney	Burns - Lawen (Burns)	7/22/1947	11/25/1947	

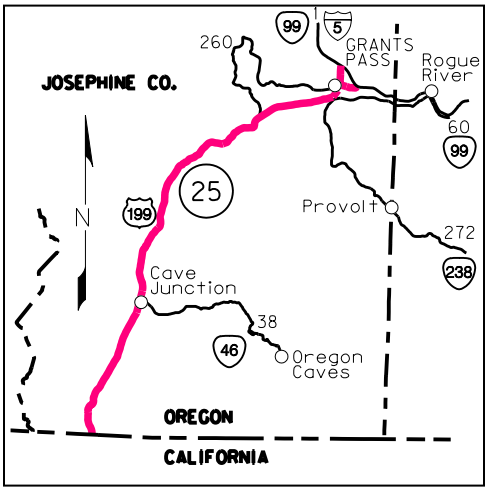
Throughway

None

Redwood Highway No. 25

025

References



Route Number
US 199 OR 99

Road Establishment Files
49734 Josephine County

Former Names
Grants Pass – Crescent City (1917 – 1924)

History

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
Redesignated 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 redesignated 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 redesignate 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
Redesignate 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 redesignates 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.

Jurisdictional Transfers

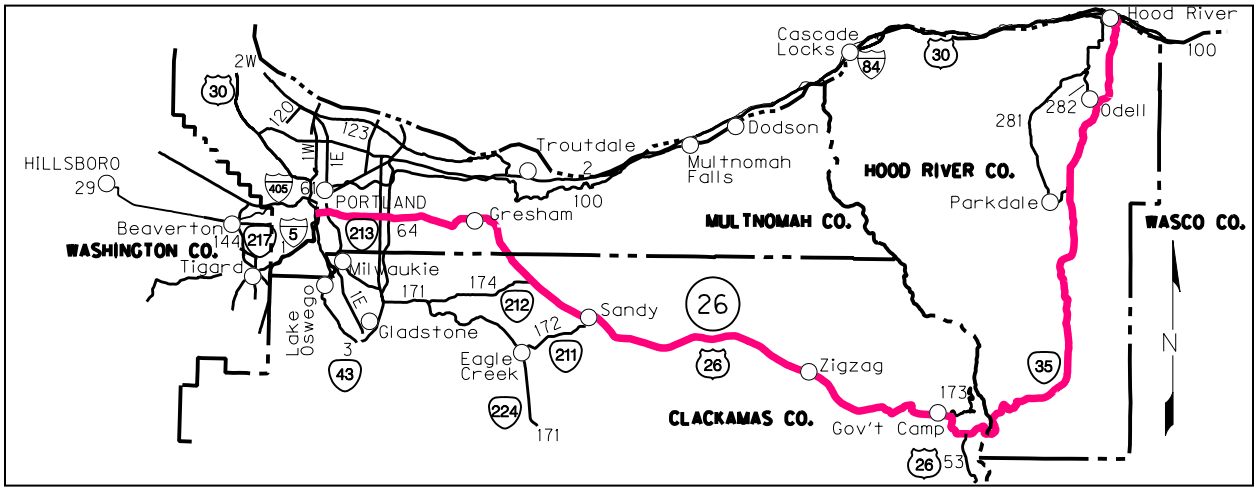
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
270	Josephine	Hayes Hill	01/07/1953	01/21/1953	
299	Josephine	Applegate River Bridge	04/14/1955	12/17/1956	
314	Josephine	E Fork Illinois R. Bridge & W Fork Ill.	01/26/1956	02/27/1958	
375	Josephine	Jerome Prairie - Grants Pass	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 (6th - 7th) 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 No. 26

026



References

Route Numbers
US 26 OR 35

Road Establishment Files
50277 Hood River County
6010069 Multnomah County
6010070 Clackamas County

Former Names
Mt. Hood Loop

History

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
Readoption 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 redesignation 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 redesignates 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.

Jurisdictional Transfers

JT NO.	County	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	

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
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.

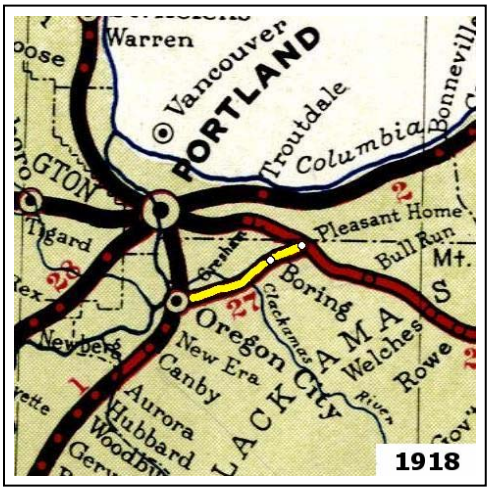
Also designated a throughway by the Highway Commission.
See Resolutions Adopting Surveys File No. 326.
See also RW Drawing 1R - 4 - 263

Clackamas Highway No. 27

027

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.



References

Route Number
None

Road Establishment Files
None

Former Names
None

History

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
Undocumented Item
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

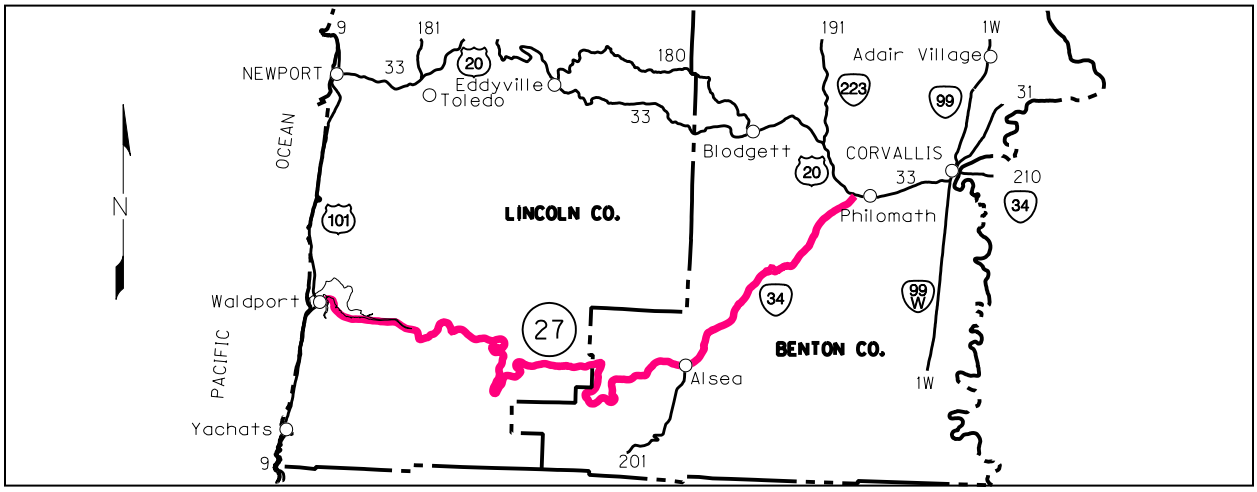
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Alsea Highway No. 27

027



Highway No. 27 was formerly the Clackamas Highway. See the previous chapter for information on that highway.

References

Route Number
OR 34

Road Establishment Files
49114 Benton County

Former Names
Alsea River Forest Road (1920)

History

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 redesignates 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

JT NO.	County	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	

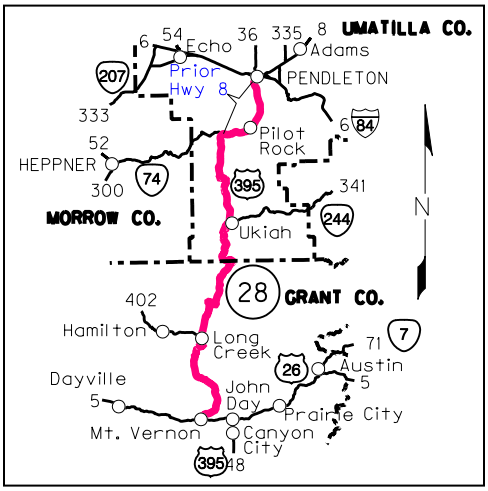
Throughway

None

Pendleton - John Day Highway No. 28

028

[Note: In Primary Highway Designation File No. 1-1, Highway No. 28 was listed as The West Side Highway. See Pacific Highway No. 1W]



References

Route Number
US 395 OR 37

Road Establishment Files
49729 Grant County

Former Names
None

History

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 redesignated 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 redesignates 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

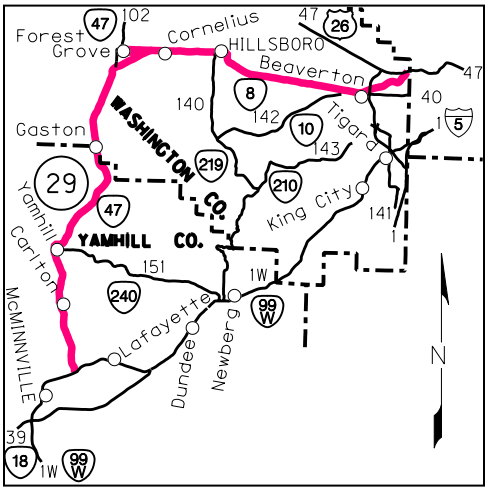
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
149	Umatilla	Tutuila Creek	12/05/1946	09/13/1948	
322	Umatilla	Pendleton - Pilot Rock, North Unit	11/02/1956	02/27/1958	
362	Grant	Long Creek - South Forest Boundary		08/13/1959	
558	Umatilla	South Unit, Pendleton - Pilot Rock	05/11/1976	06/29/1976	
594	Grant	Forest Boundary - Little Beach Creek		07/24/1980	

Throughway

None

Tualatin Valley Highway No. 29

029



References

Route Number
OR 8 OR 47

Road Establishment Files
6010071 Washington

Former Names
Forest Grove – McMinnville (1917 – 1920)

History

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
Readoption 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
Redesignating 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 redesignates 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

Jurisdictional Transfers

JT NO.	County	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.

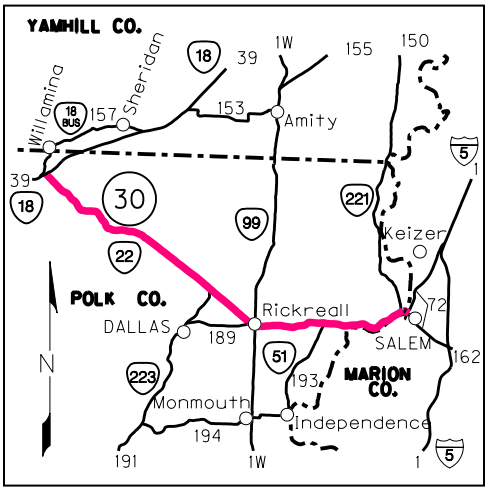
September 28, 1965
Tualatin Valley Highway
Forest Grove Section
Washington County
A Survey Resolution was adopted and approved by the Highway Commission.

Designated as a throughway.
See Resolutions Adopting Surveys File No. 302.
See also RW Drawing 1R - 4 - 175 & 1R - 4 - 161

Willamina - Salem Highway No. 30

030

References



Route Number
OR 22

Road Establishment Files
50387 Polk County

Former Names
Salem - Independence (1917 – 1919)
Salem - Dallas (1919 – 1953)

History

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 redesignated 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:**
> *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.

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 redesignated as the Willamina – Salem Highway No. 30.
Another portion redesignated 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
Redesignated 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 redesignates 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.

Jurisdictional Transfers

JT NO.	County	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	

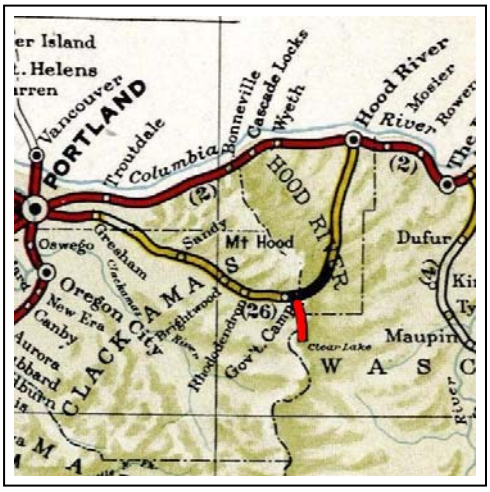
Throughway

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

Mt. Hood - Clear Lake Highway No. 31 031

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.

References

Route Number
None

Road Establishment Files
None

Former Names
None

History

1922
Mt. Hood - Clear Lake Highway No. 31.
Undocumented Item
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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

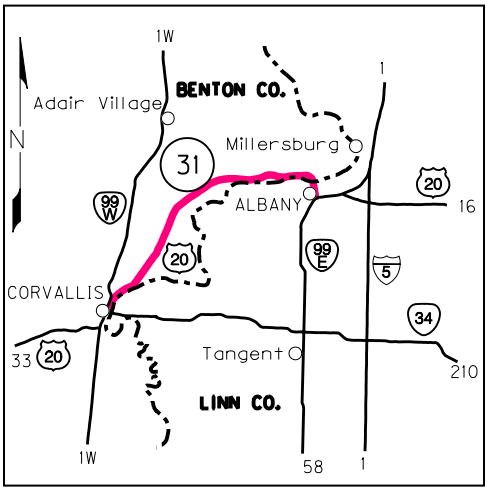
Throughway

None

Albany - Corvallis Highway No. 31

031

Highway No. 31 was formerly the Mt. Hood – Clear Lake Highway. See the previous chapter for information on that highway.



References

Route Number
US 20

Road Establishment Files
50957 Benton County

Former Names
None

History

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 redesignates 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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
430	Benton	Bowers Slough		06/01/1965	

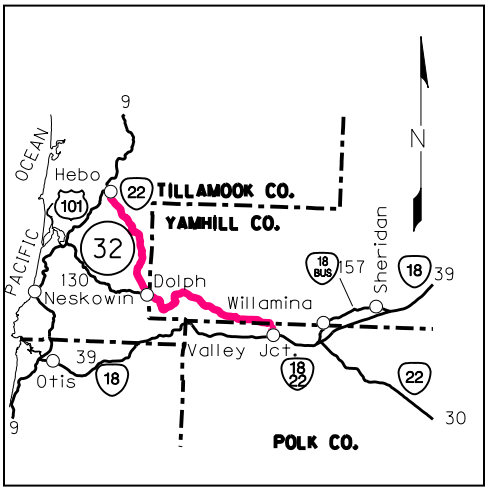
Throughway

August 30, 1927
Albany – Corvallis Section
The Highway Commission designated the highway as a Throughway.
See Highway Commission Minutes, page 2212.

Three Rivers Highway No. 32

032

References



Route Number
OR 22

Road Establishment Files
48616 Various Counties

Former Names
Yamhill – Nestucca (1917 – 1920)
McMinnville – Tillamook (1920 – 1939)

History

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 Sate 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 redesignated 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 redesignates 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

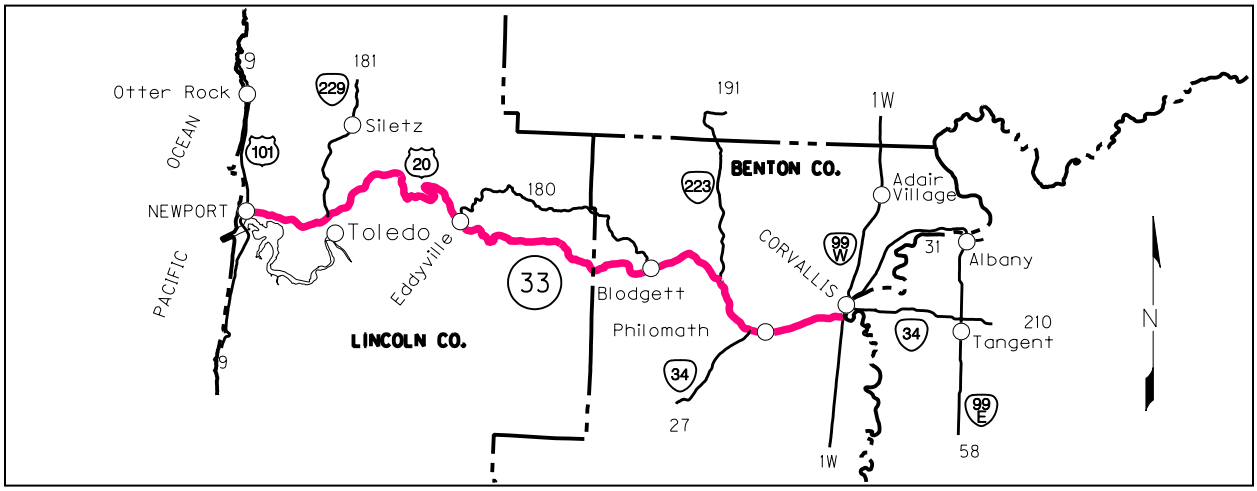
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
7	Tillamook	Dolph - Hebo		09/26/1935	
49	Yamhill	Muddy Creek - Pringle Corner		12/01/1937	

Throughway

None

Corvallis - Newport Highway No. 33

033



References

Route Number
US 20 OR 34

Road Establishment Files
48946 Benton County/Lincoln County

Former Names
None

History

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 redesignates 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-12-18.

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.

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.

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.

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

JT NO.	County	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.

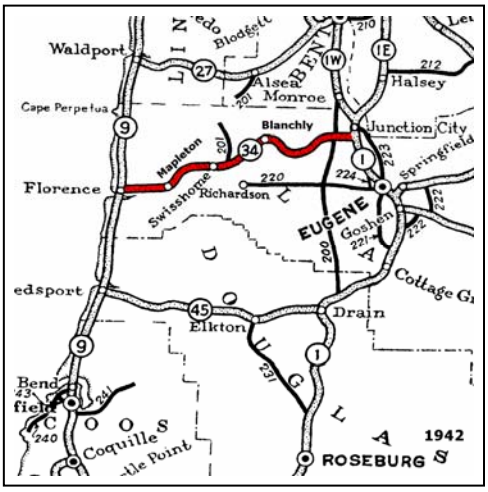
May 29, 1959
Corvallis - Philomath Section
Designated as a throughway, except between Stations 470+00 and 395+00.
See Throughways and Rights of Access Resolution File No. 13.

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.

Siuslaw Highway No. 34

034

No longer a part of the highway system.



References

Route Number
None

Road Establishment Files
49736 Lane County

Former Names
Eugene – Florence (1917 – 1920)
Willamette Valley – Florence (1920 – 1928)

History

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
Undocumented Item
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 redesignated 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
Redesignating 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

JT NO.	County	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	

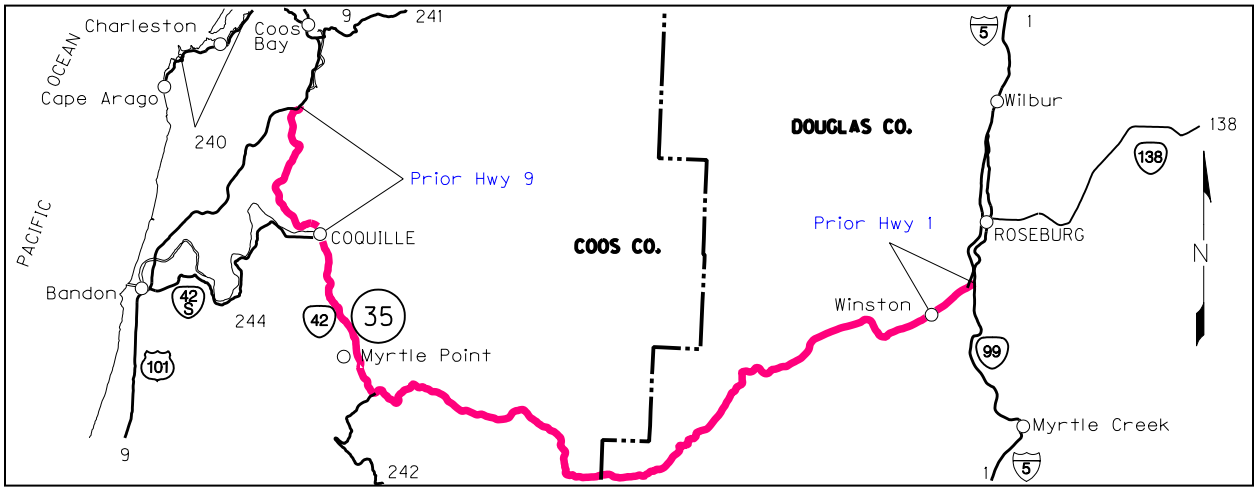
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
				08/20/1968	

Throughway

None

Coos Bay - Roseburg Highway No. 35

035



References

Route Numbers
OR 42 OR 99

Road Establishment Files
6010072 Douglas County

Former Names
None

History

1917
Roseburg – Marshfield Section
The highways listed in this Act are determined to be of first importance to the general public of the Sate 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, redesignated 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) redesignated 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 redesignates 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 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

JT NO.	County	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	

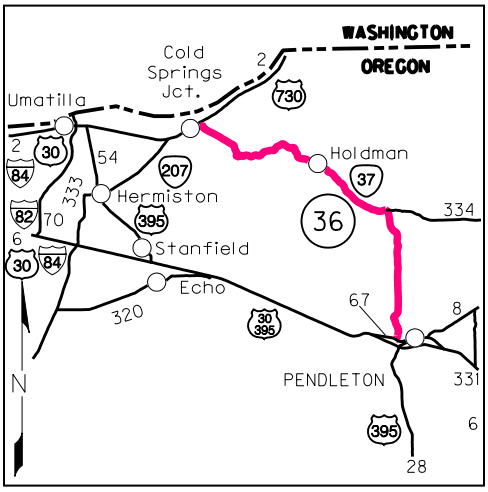
Throughway

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.

Pendleton - Cold Springs Hwy. No. 36

036

References



Route Number
OR 37

Road Establishment Files
None

Former Names
None

History

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 redesignates 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

JT NO.	County	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

Crooked River Highway No. 37

037

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.

References

Route Number
None

Road Establishment Files
None

Former Names
None

History

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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Umatilla Cutoff Highway No. 37

037

No longer a part of the highway system.

Highway No. 37 is currently the Wilson River Highway. See the next chapter for information on that highway.

References

Route Number
None

Road Establishment Files
None

Former Names
None

History

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
Undocumented Item
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

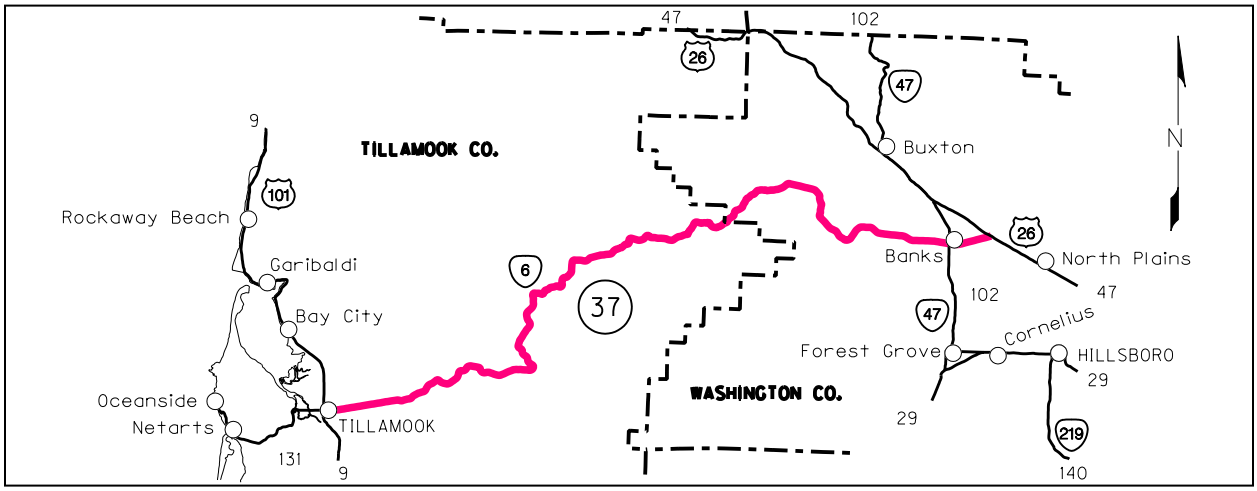
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Wilson River Highway No. 37

037



There have been two Highway previously designated No. 37. See the previous chapters for information on those highways.

References

Route Number
OR 6

Road Establishment Files
6010073 Tillamook /Yamhill County

Former Names
None

History

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
Undocumented Item
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 redesignates 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

JT NO.	County	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

Tiller - Summit Forest Rd. Hwy. No. 38 038

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.

References

Route Number
None

Road Establishment Files
None

Former Names
None

History

1920
Undocumented Item
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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

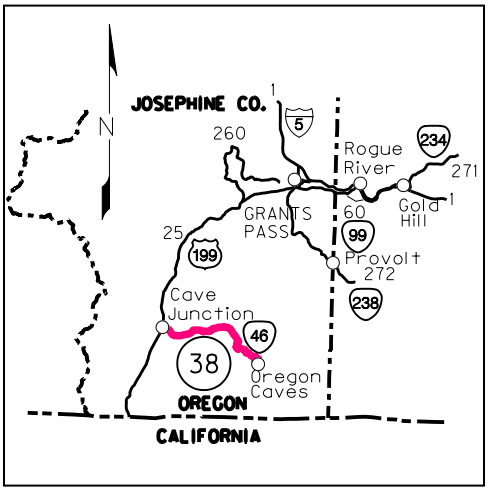
Throughway

None

Oregon Caves Highway No. 38

038

Highway No. 38 was formerly the Tiller – Summit Forest Road Highway. See the previous chapter for information on that highway.



References

Route Number
OR 46

Road Establishment Files
49727 Josephine County

Former Names
None

History

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 redesignates 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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Deschutes Highway No. 39

039

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.

References

Route Numbers
None

Road Establishment Files
None

Former Names
Deschutes River (1920 – 1922)

History

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
Undocumented Item
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
Undocumented Item
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

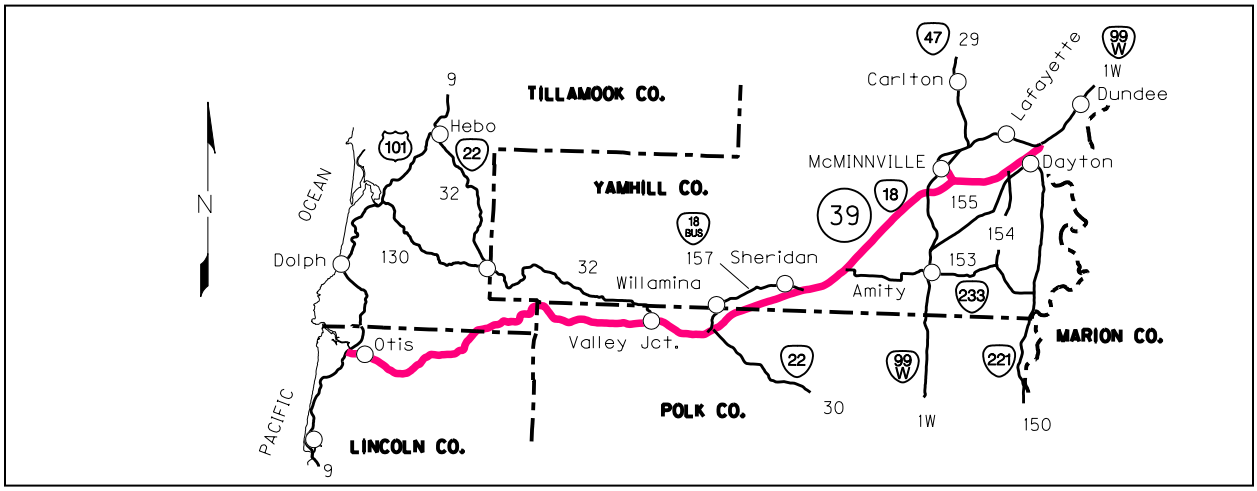
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
264	Wasco	Toll Br Cut-Off (Wasco Co Rd to Deschutes River Br)	07/11/1952		

Throughway

None

Salmon River Highway No. 39

039



Highway No. 39 was formerly the Deschutes Highway. See the previous chapter for information on that highway.

References

Route Numbers
OR 18 OR 22 OR 233

Road Establishment Files
50100 Polk County
6010074 Lincoln County/Yamhill County

Former Names
None

History

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
Redesignating 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
Redesignating a portion of the Three Mile Lane Highway No. 152 as an extension of the this highway. Redesignating 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 redesignates 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.
See also RW Drawing 10B-15-35.

Jurisdictional Transfers

JT NO.	County	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

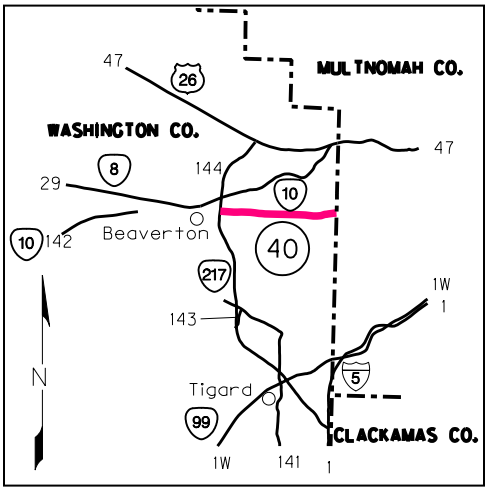
October 30, 1945
Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

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

Beaverton - Hillsdale Highway No. 40

040

References



Route Number
OR 10

Road Establishment Files
6010075 Washington /Multnomah County

Former Names
Canyon Road (1920)
Bertha – Beaverton (1920 – 1937)

History

1920
Undocumented Item
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
Undocumented Item
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
Readoption 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. Capital 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 redesignates 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

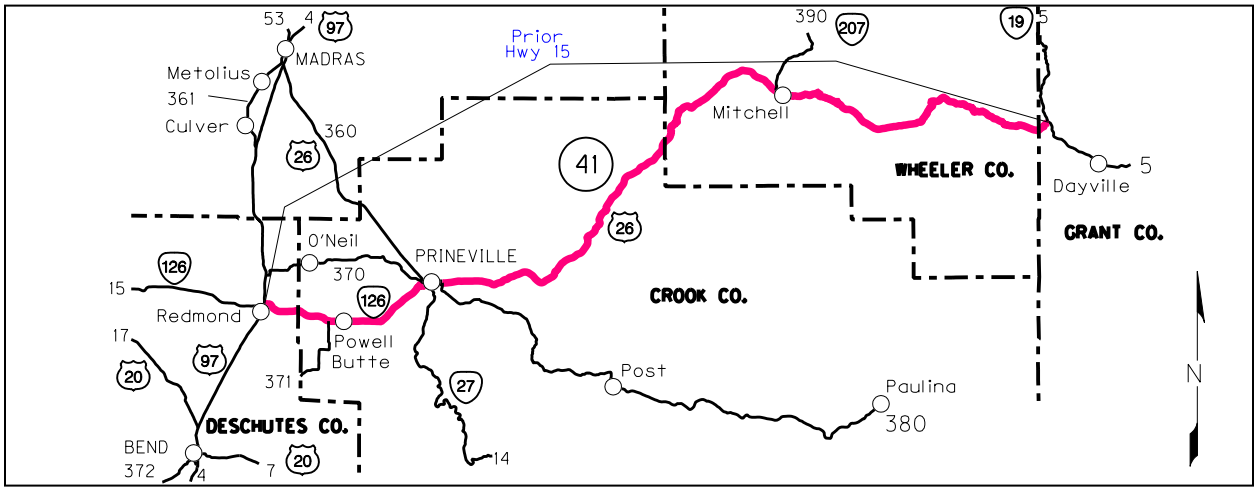
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
15	Multnomah	Bertha - Washington County Line		11/30/1935	12/23/1935
18	Multnomah	Bertha - Washington County line		11/30/1935	
533	Washington	NW Broadway Street (Beaverton)	12/12/1972		
579	Washington	Beaverton	03/27/1979	03/27/1979	
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

041



References

Route Number
US 26 OR 126

Road Establishment Files
51278 Crook County

Former Names
None

History

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 redesignated 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 redesignates 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

JT NO.	County	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	

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
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

Sherman Highway No. 42

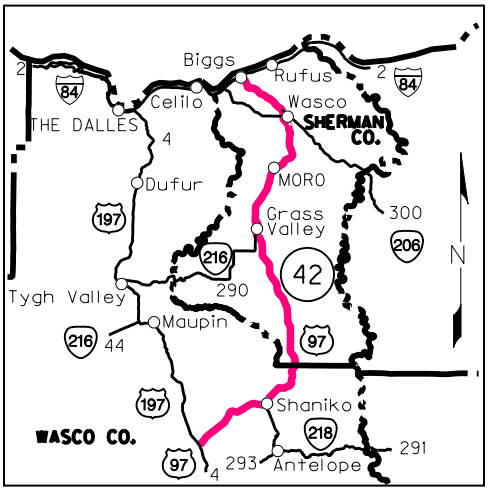
042

References

Route Number
US 97

Road Establishment Files
None

Former Names
None



History

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 redesignates 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

JT NO.	County	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	

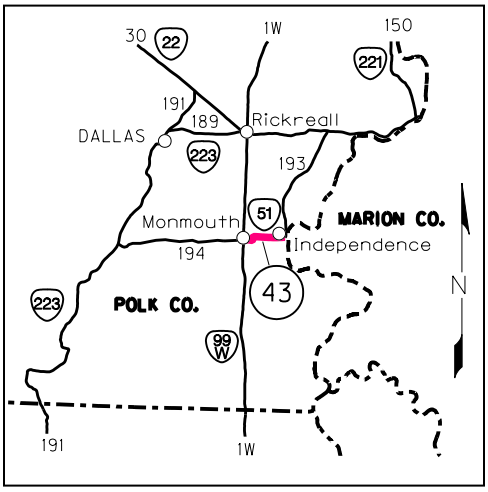
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
442	Sherman	South Unit, Wasco - Moro		04/21/1966	
520	Sherman	Thornberry - Lamborn Co Rd (Wasco Bypass)	05/04/1971 06/22/1971 10/31/1972	06/26/1974	

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

Monmouth - Independence Highway No. 43

043



References

Route Number
OR 51

Road Establishment Files
49947 Polk County

Former Names
None

History

1922
Undocumented Item
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 redesignates 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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

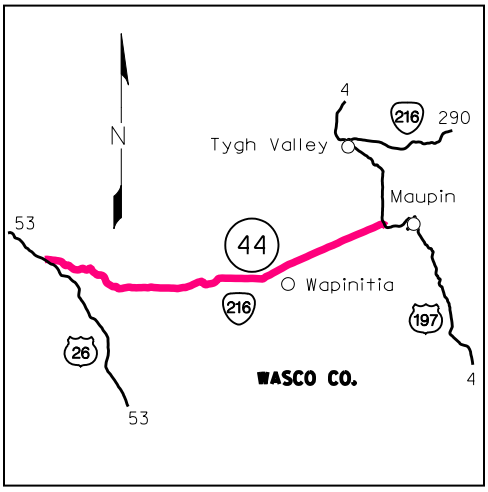
Throughway

None

Wapinitia Highway No. 44

044

References



Route Number
OR 216

Road Establishment Files
56251

Former Names
None

History

1922/26
Undocumented Item
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 The Dalles – California Highway, ORE23, approximately 3 miles northeast of Maupin.*

1954

Undocumented Item

A portion of the highway was apparently redesignated 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 redesignates 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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

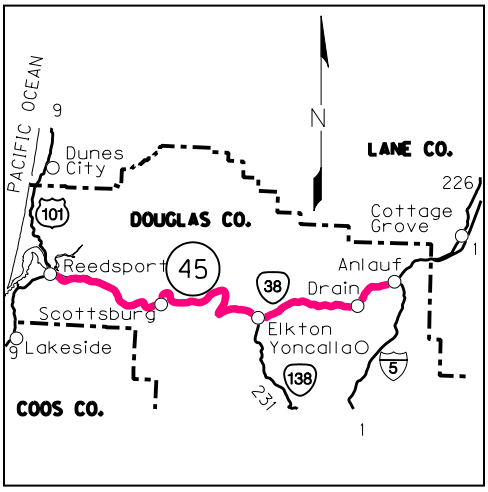
Throughway

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

Umpqua Highway No. 45

045

References



Route Number
OR 38 OR 99

Road Establishment Files
51933 Douglas County

Former Names
None

History

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 redesignated 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 redesignates 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 redesignated 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

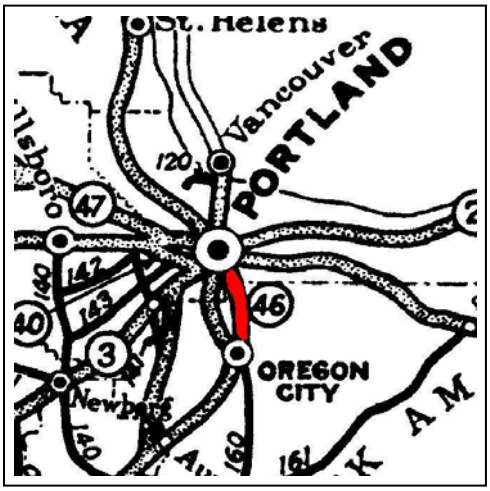
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
39	Douglas	Reedsport		01/07/1937	
66	Douglas	Scottsburg - Drain		04/11/1935	
311	Douglas	Reedsport - Dean Creek		12/19/1955	

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.

East Portland - Oregon City Hwy. No. 46

046



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.

References

Route Numbers
None

Road Establishment Files
None

Former Names
None

History

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 19238and the 1938 map of the State Highway System.

Undocumented Item

Jurisdictional Transfers

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

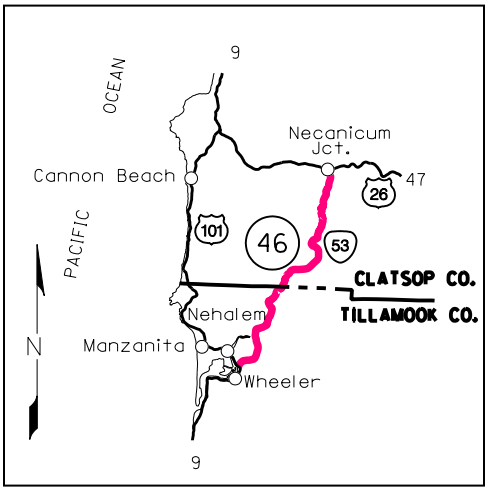
Throughway

None

Necanicum Highway No. 46

046

Highway No. 46 was formerly the East Portland – Oregon City Highway. See the previous chapter for information on that highway.



References

Route Numbers
OR 53

Road Establishment Files

49951	Clatsop County
6010076	Tillamook County

Former Names
None

History

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 redesignated 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 redesignated 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 redesignates 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

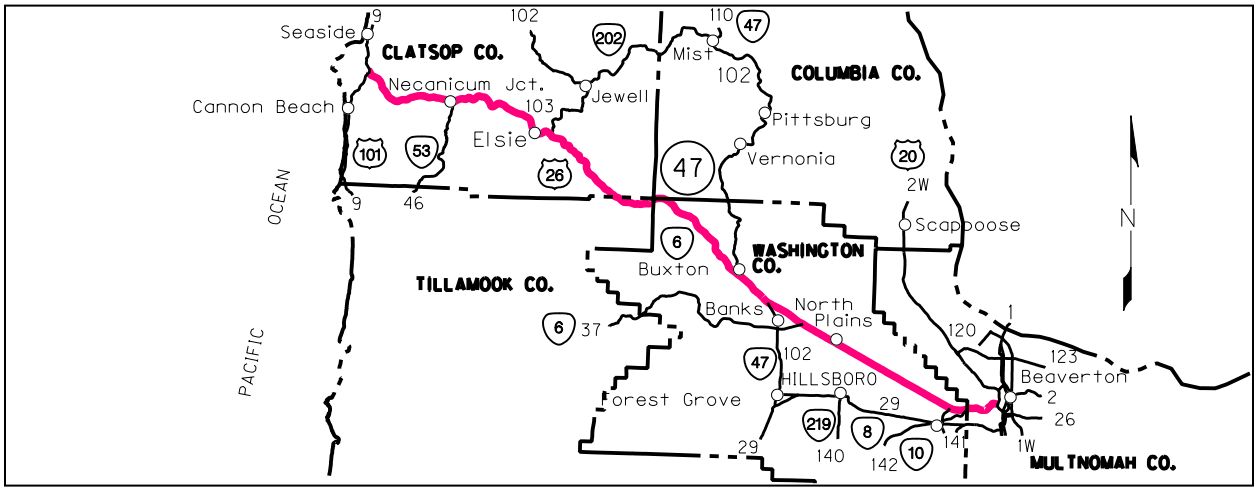
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Sunset Highway No. 47

047



References

Route Numbers
US 26 OR 47

Road Establishment Files
50610 Washington County
6010077 Clatsop County

Former Names
Wolf Creek Highway (1932 – 1946)

History

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 redesignates 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.

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.
See also RW Drawing 1A-22-20.

Jurisdictional Transfers

JT NO.	County	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 Ave	01/24/2002 06/26/2003	01/10/2005	
769	Washington	SW Pointer Rd (SW 75th Ave to SW Camelot Ct)	03/03/2006	05/03/2006	

Throughway

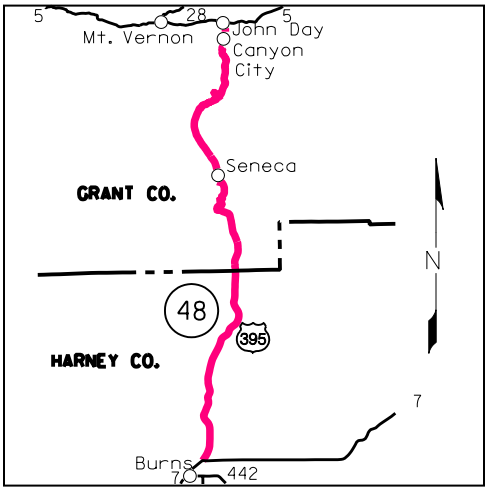
April 4, 1941
Barnes Road – Wilson River Highway Junction Section
All rights of access from abutting properties to be acquired.
See Throughways and Rights of Access Resolution File No. 1

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

John Day - Burns Highway No. 48

048



References

Route Numbers
US 395

Road Establishment Files
6010078 Grant County

Former Names
None

History

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 redesignates 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

JT NO.	County	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

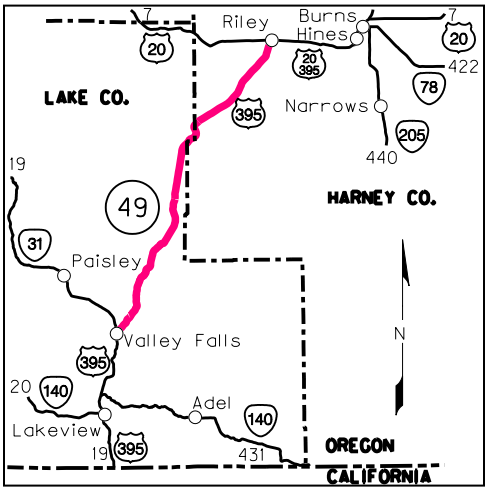
049

References

Route Numbers
US 395

Road Establishment Files
50171 Harney County

Former Names
None



History

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 redesignates 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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

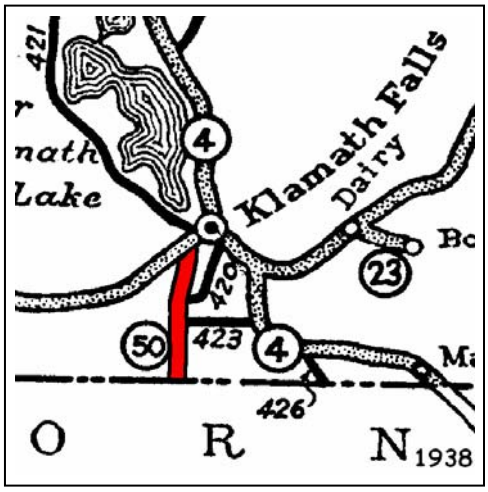
Throughway

None

Klamath Falls - Weed Highway No. 50

050

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.

References

Route Numbers
None

Road Establishment Files
None

Former Names
None

History

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

Undocumented Item

No documentation has been found showing this highway being incorporated into the Dalles - California Highway No. 4.

Jurisdictional Transfers

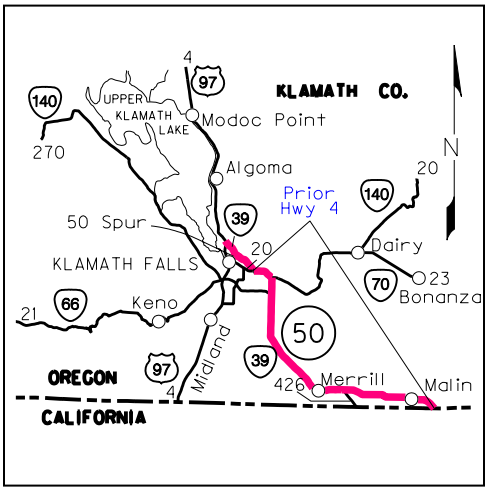
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Klamath Falls - Malin Highway No. 50 | 050

Highway No. 50 was formerly the Klamath Falls – Weed Highway. See the previous chapter for information on that highway.



References

Route Numbers
US 97B OR 39 OR 140

Road Establishment Files
6010079 Klamath County

Former Names
None

History

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
Redesignation 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 a 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 redesignates 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.

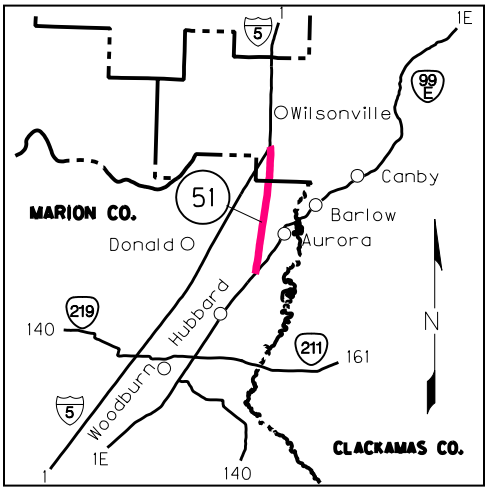
Jurisdictional Transfers

JT NO.	County	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. 51 051



References

Route Numbers
OR 551

Road Establishment Files
None

Former Names
West Portland – Hubbard (1937 – 1954)

History

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
Undocumented Item
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 redesignates 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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

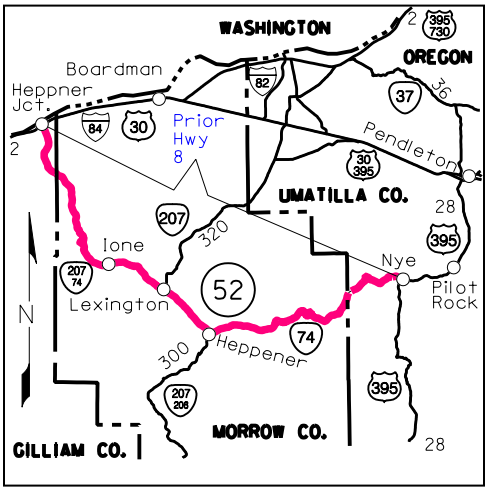
October 30, 1945
West Portland - Hubbard Highway
Entire Highway Section
Resolution by the Highway Commission to acquire all right of access from abutting property to the highway whenever the highway is relocated or the alignment is altered.
See Throughways & Right of Access File No. 2

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

052

References



Route Numbers
OR 74 OR 207

Road Establishment Files
None

Former Names
None

History

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 redesignates 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

JT NO.	County	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	

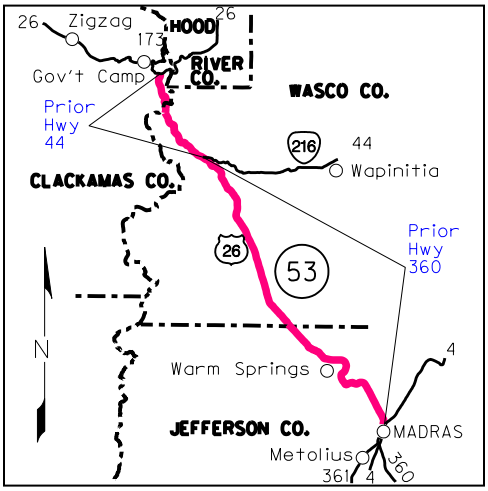
Throughway

None

Warm Springs Highway No. 53

053

References



Route Numbers
US 26

Road Establishment Files
56251 Various Counties

Former Names
None

History

July 19, 1940
Wapinitia Highway Junction to The Dalles - California Highway No. 4 Junction Section
Redesignation 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 ±
Undocumented Item
A portion of the highway was apparently redesignated 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.

October 19, 1971
Deschutes River (Tumalo) Bridge Section
Deschutes County
The Highway Commission adopted a resolution abandoning a portion of the highway.
See Abandonment and Retention Resolution No. 525.

September 22, 1977
Government Camp – Madras Section
Adopted a resolution that redesignates 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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
525	Deschutes	Deschutes River (Tumalo) Bridge	10/19/1971	10/19/1971	

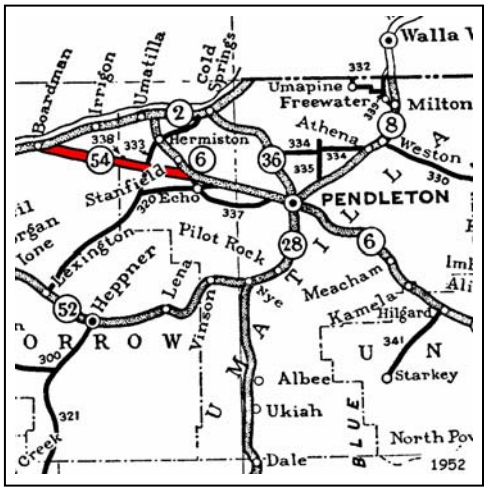
Throughway

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

Boardman - Stanfield Highway No. 54

054

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.

References

Route Numbers
None

Road Establishment Files
None

Former Names
None

History

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.
Undocumented Item
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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
224	Morrow	Willow Creek - Boardman	12/07/1950	03/13/1952	06/30/1952

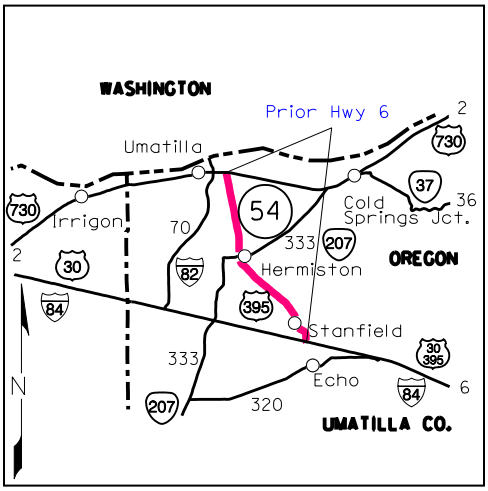
Throughway

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

Umatilla - Stanfield Highway No. 54

054

Highway No. 54 formerly was the Boardman – Stanfield Highway. See prior chapter for information on that highway.



References

Route Numbers
US 395

Road Establishment Files
49507 Umatilla County

Former Names
None

History

1954
Umatilla - Stanfield Highway
Undocumented Item
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 redesignates 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 Oregon Trail Highway at or near Stanfield.*

Jurisdictional Transfers

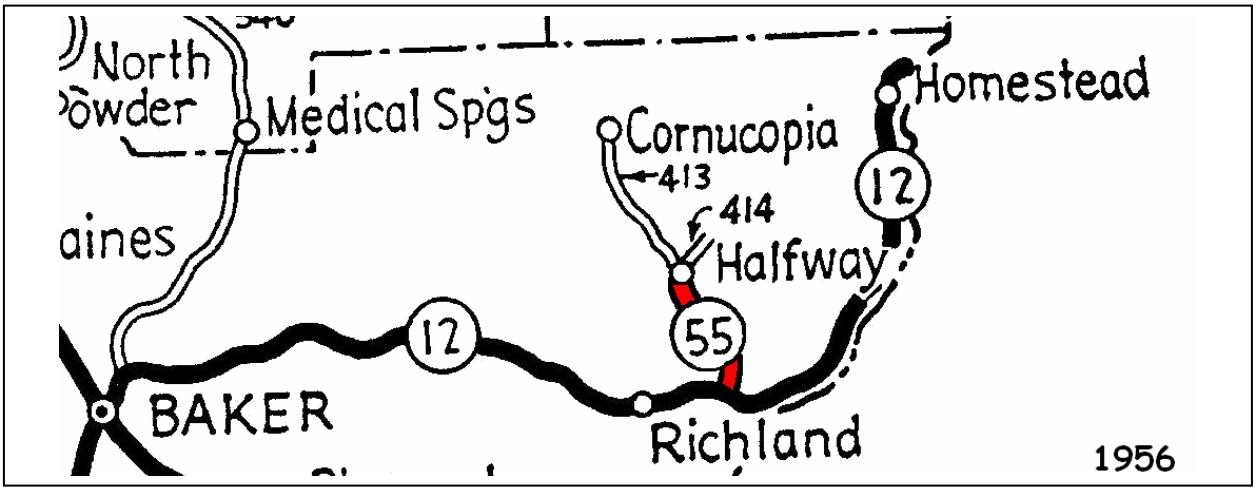
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Halfway Highway No. 55

055



No longer a part of the highway system.

References

Route Number
None

Road Establishment Files
None

Former Names
None

History

April 4, 1941
Baker - Homestead Highway
Timber Canyon Grade – Halfway Section
A section of the Baker – Homestead Highway No. 12 redesignated 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 redesignated.
See Abandonment and Retention Resolution No. 357.

Jurisdictional Transfers

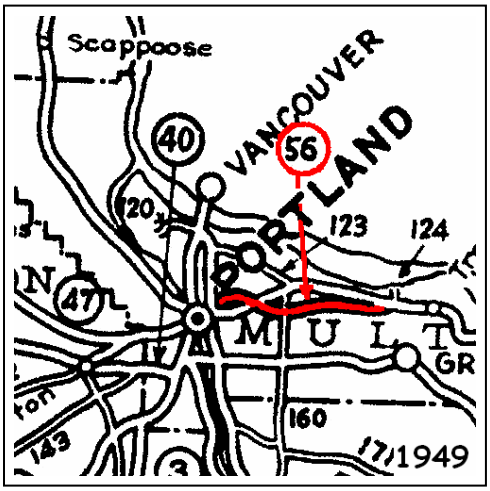
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
357	Baker	Richland - Copperfield	01/19/1959	03/05/1959	

Throughway

None

T.H. Banfield Expressway Hwy. No 56 056

No longer a part of the highway system.



References

Route Number
None

Road Establishment Files
None

Former Names
Sullivan Gulch Highway (1948 – 1952)
The T. H. Banfield Fwy. No 56 (1952 - 1957)

History

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
Undocumented Item
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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

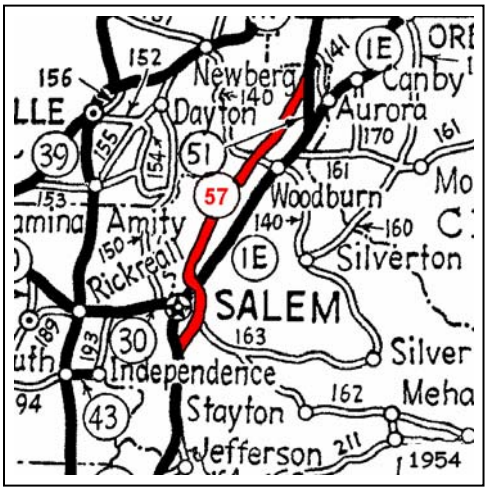
Throughway

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.

Portland - Salem Expressway No. 57

057

No longer a part of the highway system.



References

Route Number
None

Road Establishment Files
None

Former Names
None

History

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

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.

Jurisdictional Transfers

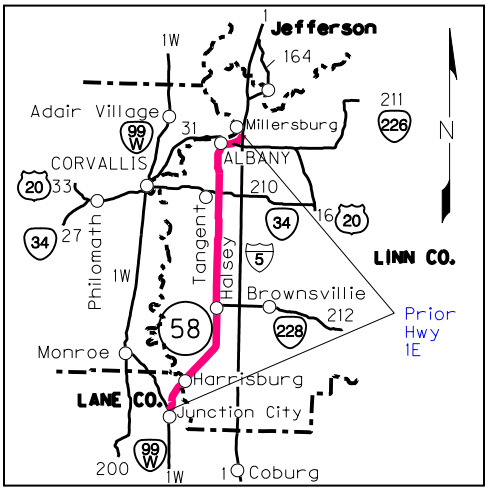
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Albany - Junction City Highway No. 58 058

References



Route Numbers
US 20 OR 99E

Road Establishment Files
None

Former Names
None

History

June 19, 1958
Albany – Junction City Section
Redesignated 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 oredinary 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.
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
See also RW Drawing 10B-7-28.

Jurisdictional Transfers

JT NO.	County	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	

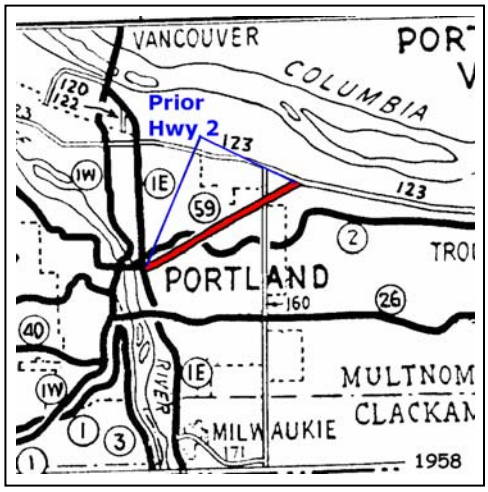
Throughway

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.

Sandy Boulevard Highway No. 59

059

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

Former Names
None

History

June 19, 1958
Willamette River – Parkrose Section
Redesignated 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 redesignated 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

JT NO.	County	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	

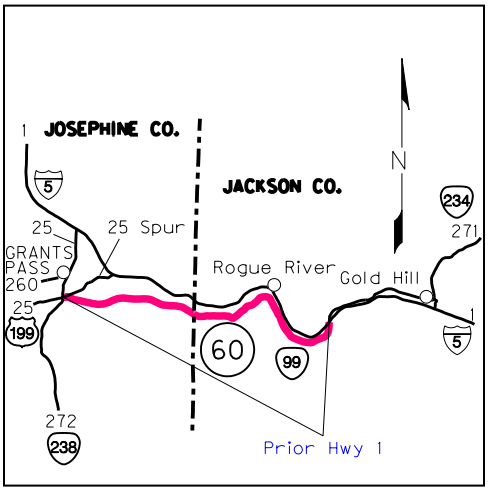
Throughway

None

Rogue River Highway No. 60

060

References



Route Numbers
OR 99

Road Establishment Files
49728 Jackson County

Former Names
None

History

March 5, 1959
Grants Pass – Rock Point Section
Redesignates 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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

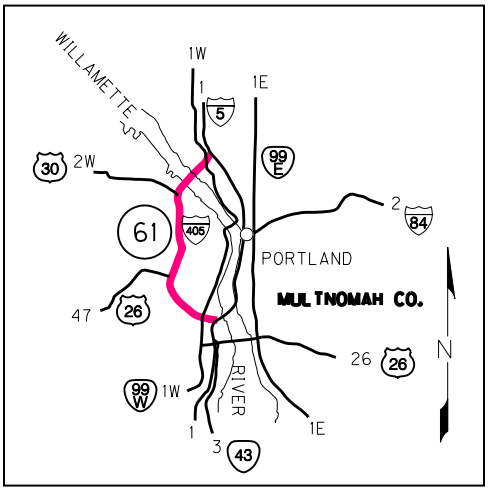
Throughway

None

Stadium Freeway No. 61

061

References



Route Numbers
US 26 US 30 I - 405

Road Establishment Files
None

Former Names
None

History

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

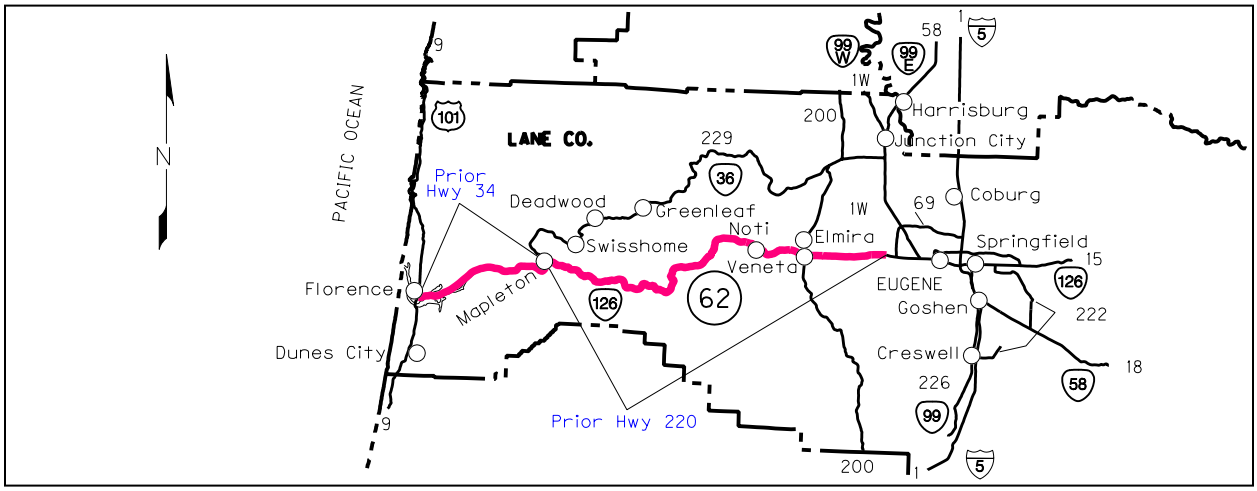
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
536	Multnomah	NW Johnson - SW Montgomery		07/10/1973	
710	Multnomah	Clay St. – River Parkway		09/05/2010	

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

062



References

Route Numbers
OR 126

Road Establishment Files
49736 Lane County

Former Names
None

History

November 22, 1966
Florence – Eugene Section
The Mapleton - Eugene Highway No. 220 and a portion of the Siuslaw Highway No. 34 are redesignated 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
Redesignating 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 redesignated 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

JT NO.	County	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	

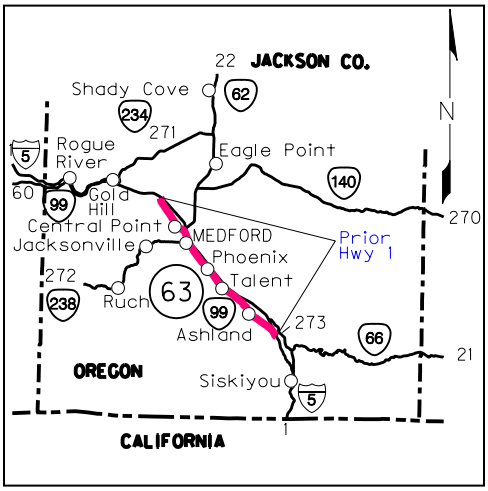
Throughway

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

Rogue Valley Highway No. 63

063

References



Route Numbers
OR 99

Road Establishment Files

49728	Jackson County
6010080	Jackson County

Former Names
None

History

November 1, 1962
Seven Oaks Interchange - South Ashland Interchange Section
Redesignated 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
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.

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.

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 redesignated as a portion of the Highway.
See State Highway Designation Resolution No. 99.

Jurisdictional Transfers

JT NO.	County	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 Dr, 1st & 4th St between Main and Bear Ck Dr	01/03/2006	02/10/2006	

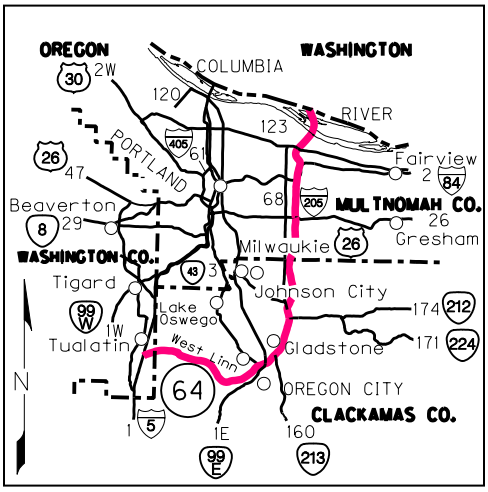
Throughway

None

East Portland Freeway No. 64

064

References



Route Numbers
I - 205 OR 213 OR 224

Road Establishment Files
6010092 Multnomah County

Former Names
None

History

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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
601	Clackamas	Lake Road - Clackamas River		03/25/1981	

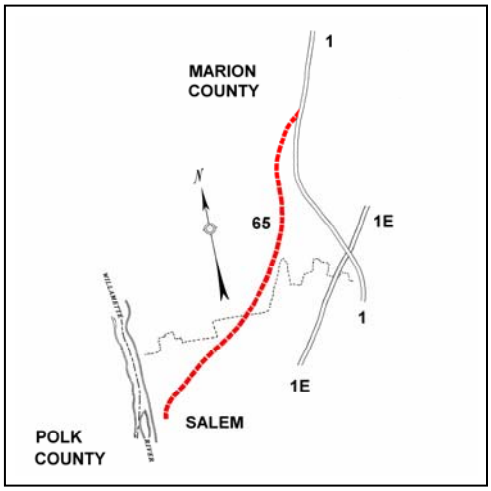
Throughway

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.

Salem Freeway Highway No. 65

065

No longer a part of the highway system.



References

Route Numbers
(I - 305)

Road Establishment Files
None

Former Names
None

History

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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

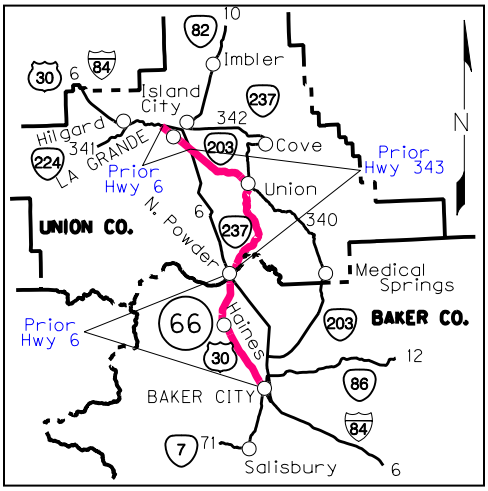
Throughway

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 Highway No. 66

066



References

Route Numbers
US 30 OR 7 OR 203 OR 237

Road Establishment Files
6010081 Union County

Former Names
None

History

March 5, 1968
La Grande –Encina Section
Redesignate 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

JT NO.	County	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	

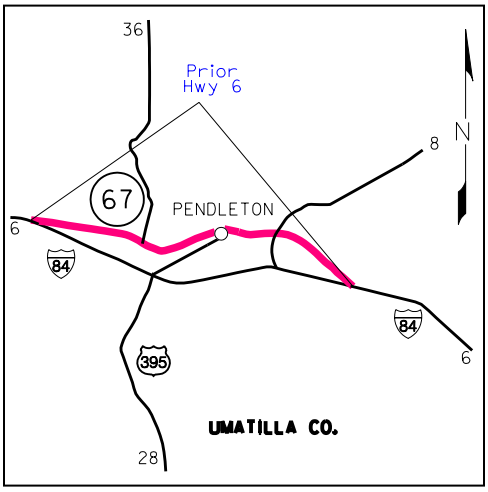
Throughway

None

Pendleton Highway No. 67

067

References



Route Numbers
US 30 OR 11 OR 37

Road Establishment Files
None

Former Names
None

History

August 19, 1969
Pendleton Section
Redesignated 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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
785	Umatilla	Cold Springs Hwy – Court (Pendleton)		10/04/2007	

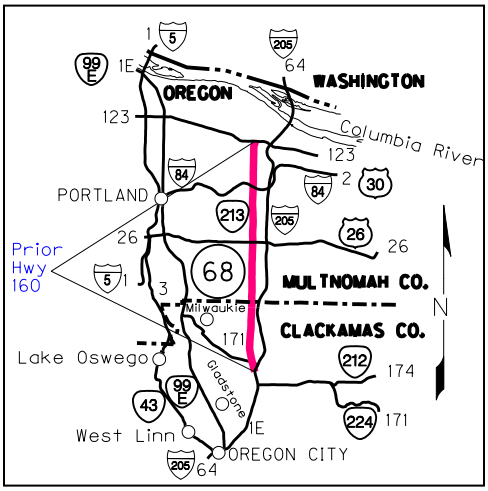
Throughway

None

Cascade Highway North No. 68

068

References



Route Number
OR 213

Road Establishment Files
6010082 Multnomah County

Former Names
None

History

March 30, 1971
Columbia Boulevard – Lake Road Interchange (Milwaukie) Section
Redesignating 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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

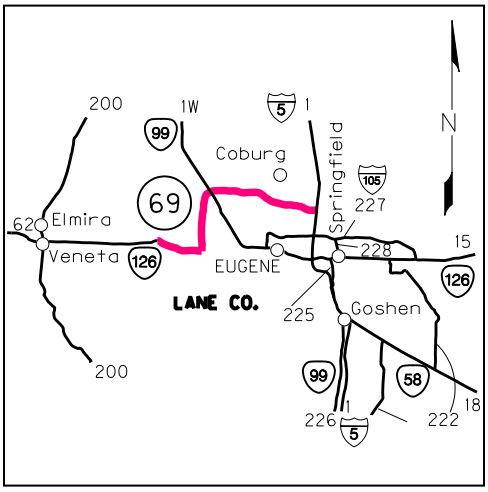
Throughway

None

Beltline Highway No. 69

069

References



Route Number
OR 69 OR 126

Road Establishment Files
49321 Lane County

Former Names
None

History

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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

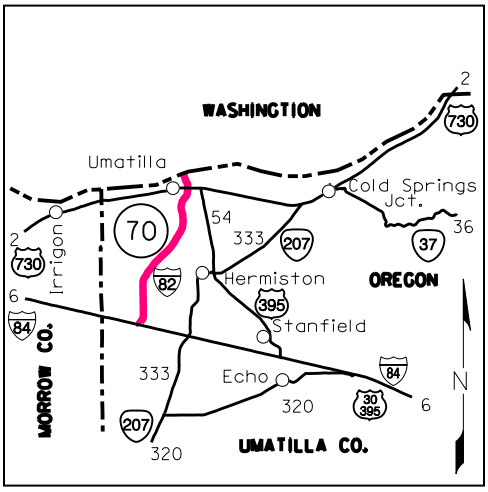
Throughway

None

McNary Highway No. 70

070

References



Route Number
I - 82 US 395

Road Establishment Files
None

Former Names
None

History

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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

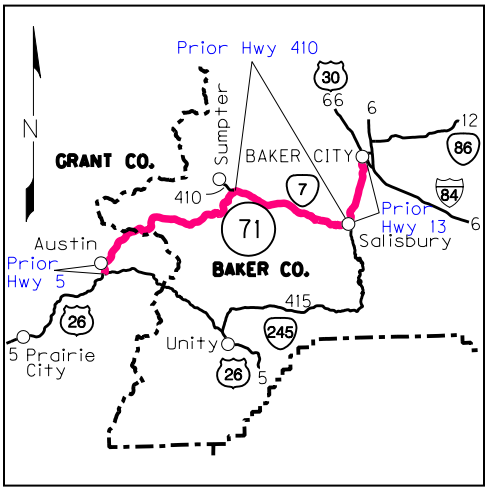
Throughway

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.

Whitney Highway No. 71

071

References



Route Number
OR 7

Road Establishment Files
53057 Baker County

Former Names
None

History

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

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order

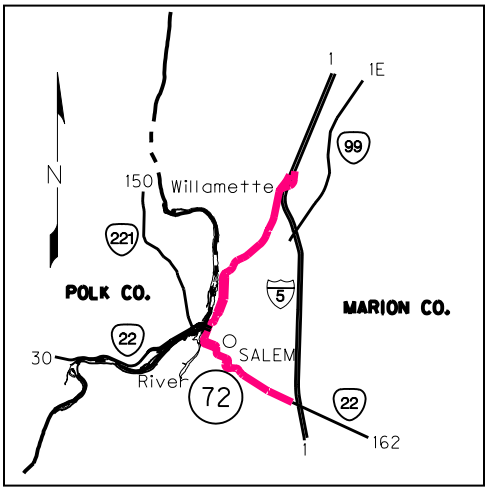
Throughway

None

Salem Highway No. 72

072

References



Route Number
OR 22 OR 99EB

Road Establishment Files
6010083 Marion County

Former Names
None

History

April 17, 1985
Chemawa Road Interchange – Battle Creek Interchange Section
Redesignates 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

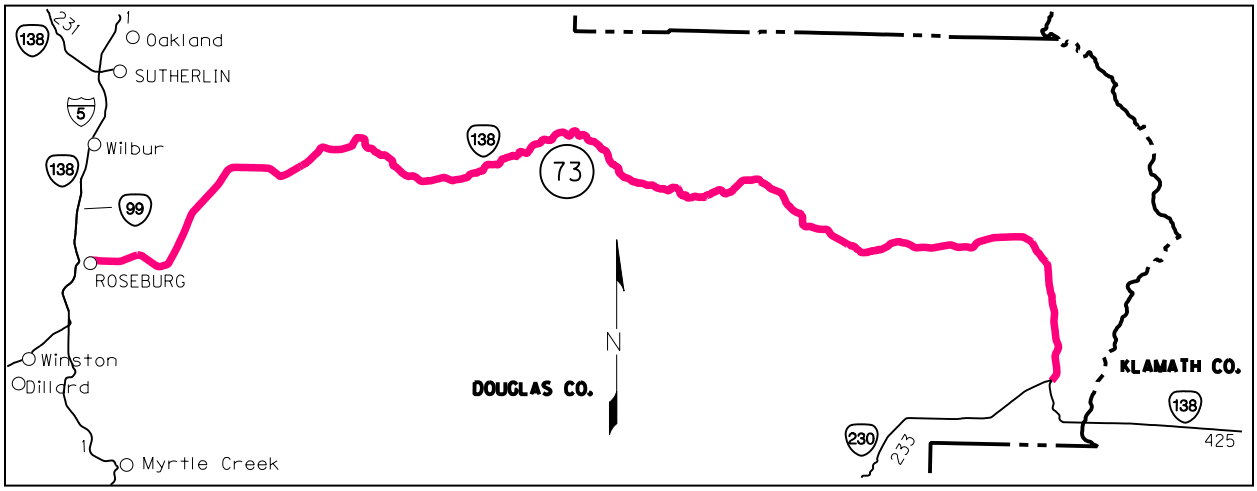
JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
621	Marion	SE Commercial/SE Liberty	12/05/1986	12/18/1986	
641	Marion	12th St SE - 24th St SE (Mission St)	09/07/1989	02/20/1990	

Throughway

None

North Umpqua Highway No. 73

073



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.

References

Route Number
None

Road Establishment Files

RW12650	Douglas County
58479	Douglas County
59178	Douglas County

Former Names
None

History

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), redesignated as North Umpqua Highway No. 138.
See A&R No. 693.
See also Secondary Highway Designation File No. 94.

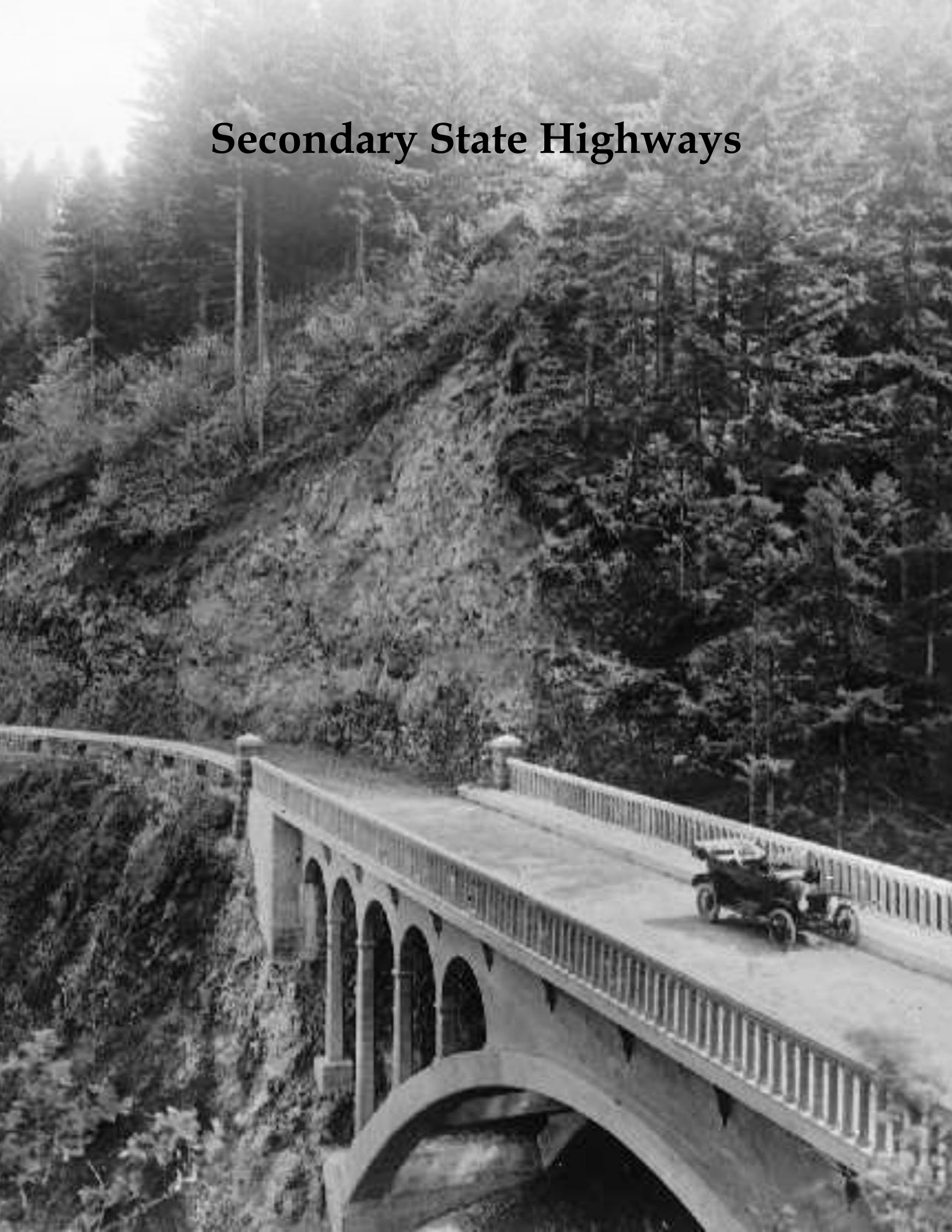
Jurisdictional Transfers

JT NO.	County	Section	Commission Agreement	Commission Resolution	Court Order
632	Douglas	Diamond Lake Boulevard	06/17/1988	09/20/1988	

Throughway

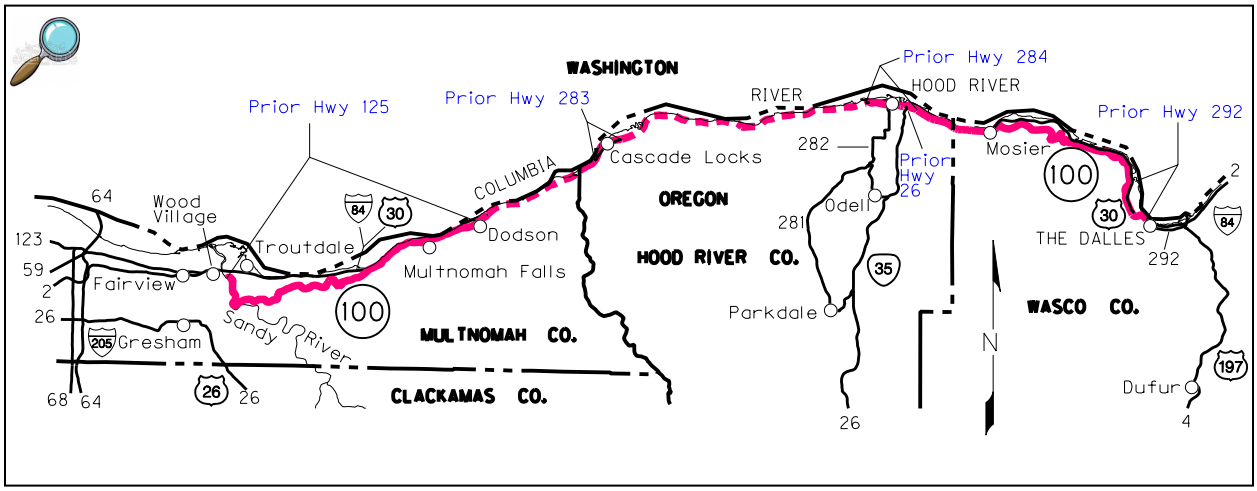
None

Secondary State Highways



Historic Columbia River Hwy No. 100

100



References

Route Numbers
I 84 US 30 OR 35

Road Establishment Files
None

County
Hood River Multnomah Wasco

Former Names
None

History

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 - Hwys - 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

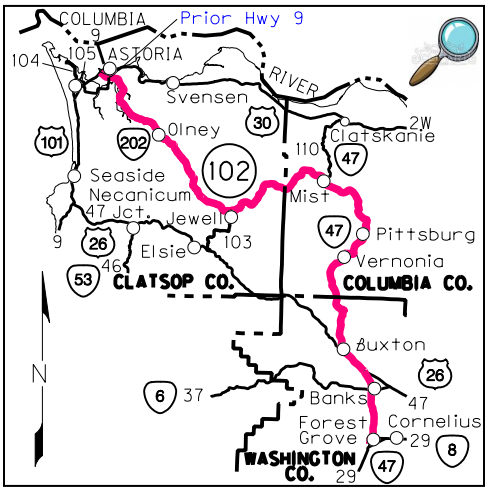
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

Nehalem Highway No. 102

102

References



Route Numbers

OR 47	OR 202	US26	US 101 Bus.

Road Establishment Files

49320	Clatsop County
49839	Columbia County
6010084	Washington County

County

Clatsop	Columbia	Washington

Former Names

None

History

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

Redesignation 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 redesignation 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

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 Ck – 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

JT No.	County	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	

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
701a	Washington	Council Creek - Quince Street	10/28/1998	02/28/2003	
701b	Washington	Council Creek - Quince Street	10/28/1998	02/28/2003	

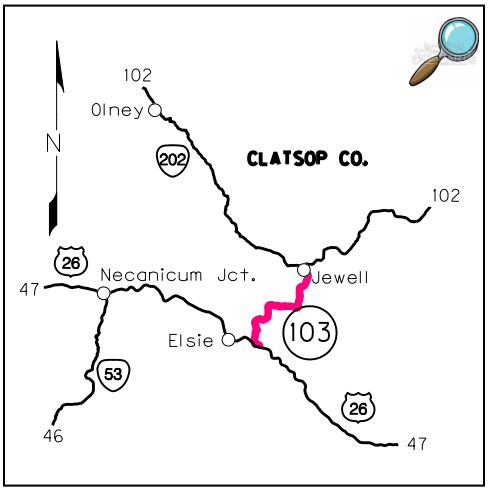
Throughway

None

Fishhawk Falls Highway No. 103

103

References



Route Numbers
OR 103

Road Establishment Files
6010004 Clatsop County

County
Clatsop

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

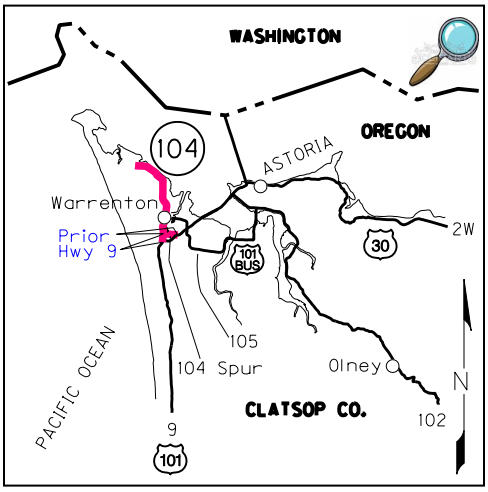
Throughway

None

Fort Stevens Highway No. 104

104

References



Route Numbers
OR 104 OR 104S

Road Establishment Files
None

County
Clatsop

Former Names
None

History

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
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
494	Clatsop	MP 1.2 (Hammond & Warrenton)	09/30/1969		

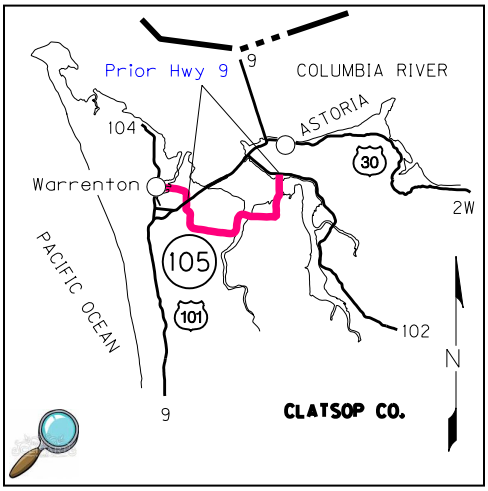
Throughway

None

Warrenton - Astoria Highway No. 105

105

References



Route Numbers
US 101 Bus.

Road Establishment Files
None

County
Clatsop

Former Names
Warrenton Highway (1946 – 1964)

History

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
Redesignation 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:
<u>Unit A</u>
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

JT No.	County	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	

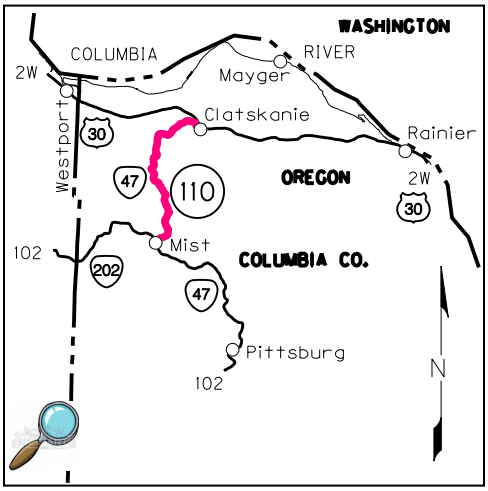
Throughway

None

Mist - Clatskanie Highway No. 110

110

References



Route Numbers
OR 47

Road Establishment Files
None

County
Columbia

Former Names
None

History

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

> **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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
676	Columbia	Station 303+00 to 310+00	12/17/1997	01/13/1998	

Throughway

None

Swift Highway No. 120

120

References

Route Number
OR 120

Road Establishment Files
6010093 Multnomah County

County
Multnomah

Former Names
None

History

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.

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

JT No.	County	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	

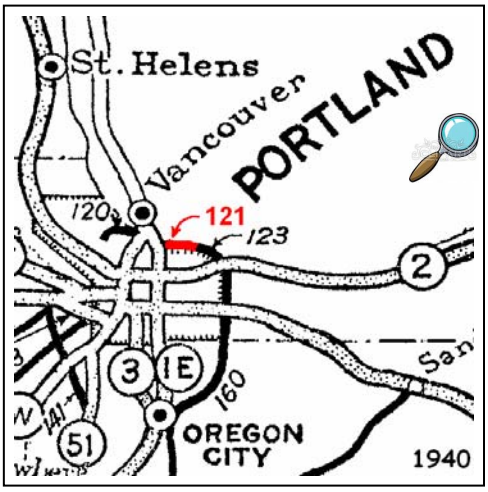
Throughway

None

Lombard Street Highway No. 121

121

No longer a part of the highway system.



References

Route Number
None

Road Establishment Files
50620 Multnomah County

County
Multnomah

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
101	Multnomah	NE 10th to Columbia Boulevard		02/13/1942	3/04/1942

Throughway

None

Vancouver Highway No. 122

122

No longer a part of the highway system.

References

Route Number
None

Road Establishment Files
None

County
Multnomah

Former Names
None

History

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 redesignation 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 redesignated 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
617	Multnomah	Entire Highway	04/11/1986	05/20/1986	

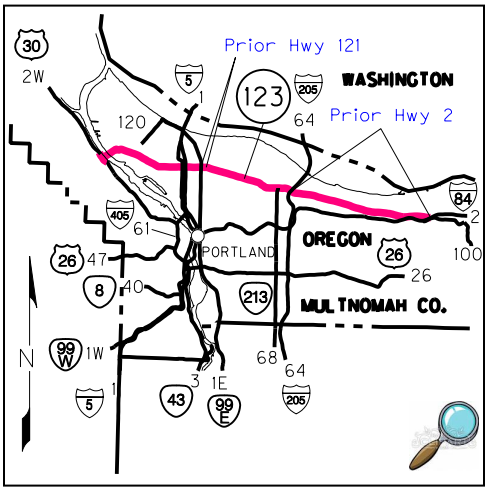
Throughway

None

Northeast Portland Highway No. 123

123

References



Route Numbers
US 30 Bypass

Road Establishment Files
50620 Multnomah

County
Multnomah

Former Names
None

History

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
Redesignation 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 redesignation 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…

Redesignated 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:
<u>Unit A</u>
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

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

JT No.	County	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	Sandy Blvd - NE 207th Avenue	09/02/2005	09/16/2005	

Throughway

None

Sun Dial Highway No. 124

124

No longer a part of the highway system.

References

Route Number
None

Road Establishment Files
50620 Multnomah (Straightline Chart)

County
Multnomah

Former Names
None

History

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.

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

JT No.	County	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	

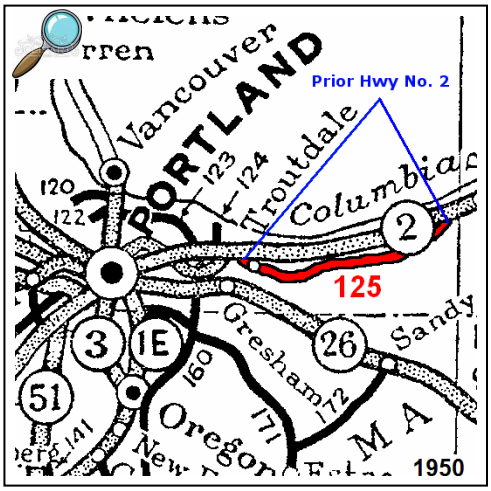
Throughway

None

Crown Point Highway No. 125

125

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files

6010085	Multnomah County
53955	Multnomah County

County
Multnomah

Former Names
None

History

September 6, 1949
MP 0.00 – Dodson Section
Redesignation 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
Redesignation 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., 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 - Hwys - 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
653	Multnomah	Troutdale	12/21/1992	02/17/1993	

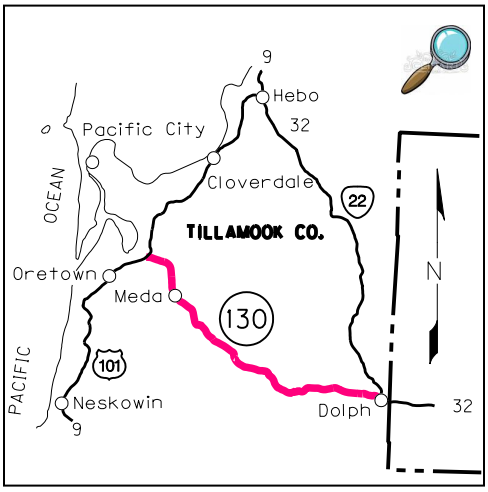
Throughway

None

Little Nestucca Highway No. 130

130

References



Route Numbers
OR 130

Road Establishment Files
48615 Tillamook County

County
Tillamook

Former Names
None

History

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

JT No.	County	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	

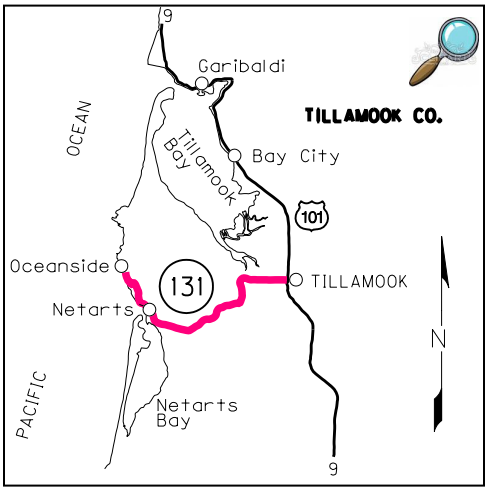
Throughway

None

Netarts Highway No. 131

131

References



Route Numbers
OR 131

Road Establishment Files
50276 Tillamook County

County
Tillamook

Former Names
None

History

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

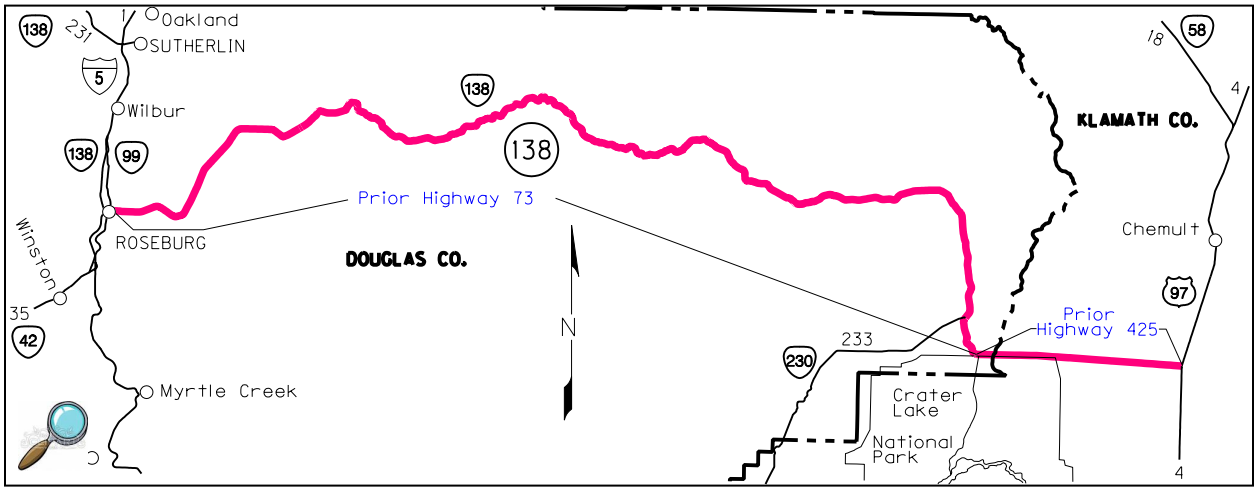
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
390	Tillamook	Tillamook River Bridge	01/19/1962	01/19/1962	

Throughway

None

North Umpqua Highway No. 138

138



References

Route Numbers
OR 138 OR 99

Road Establishment Files
None

County
Douglas Klamath

Former Names
None

Prior Highways
Highway 73
Highway 425

History

June 18, 2003
Roseburg to The Dalles – California Highway Section
Redesignation 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

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

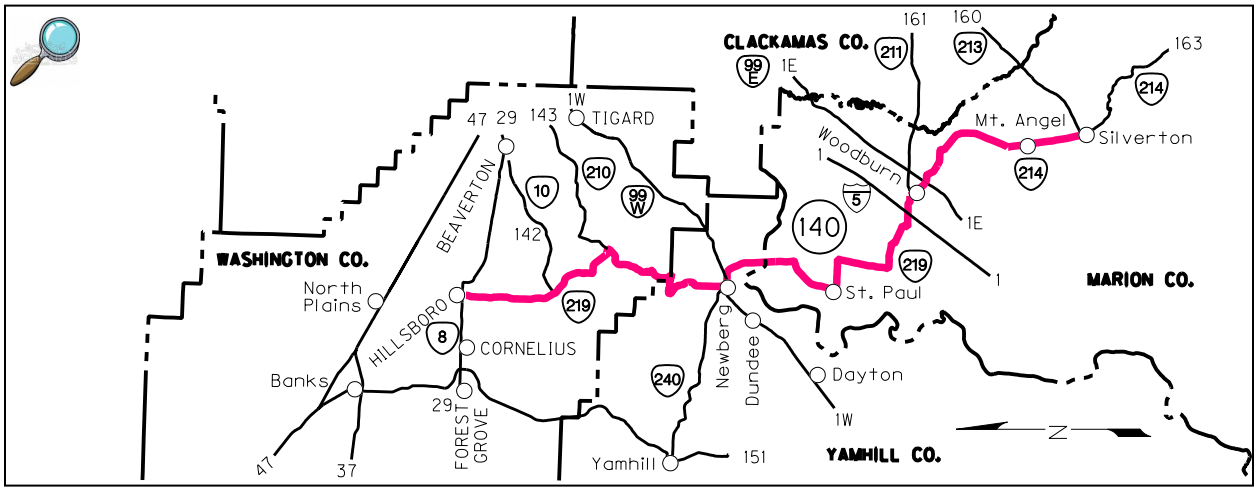
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
780	Douglas	Kester – Quarry Frontage Road	12/19/2006	02/28/2007	

Throughway

None

Hillsboro - Silverton Highway No. 140

140



References

Route Numbers
OR 219 OR 214 OR 99E OR 99W

Road Establishment Files
50280 Marion County

County
Marion Washington Yamhill

Former Names
Hillsboro - Woodburn Highway (1931 - 1938)

History

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.

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

JT No.	County	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

References

Route Numbers
OR 141

Road Establishment Files
49952
50610

County
Washington

Former Names
Beaverton - Aurora Highway (1931 - 1955)

History

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 northbound leg…*

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.

Jurisdictional Transfers

JT No.	County	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	

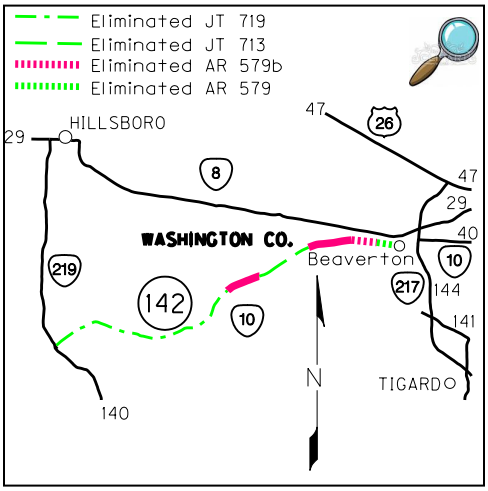
Throughway

None

Farmington Highway No. 142

142

References



Route Numbers
OR 10

Road Establishment Files
50610

County
Washington

Former Names
None

History

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

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.

Jurisdictional Transfers

JT No.	County	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	

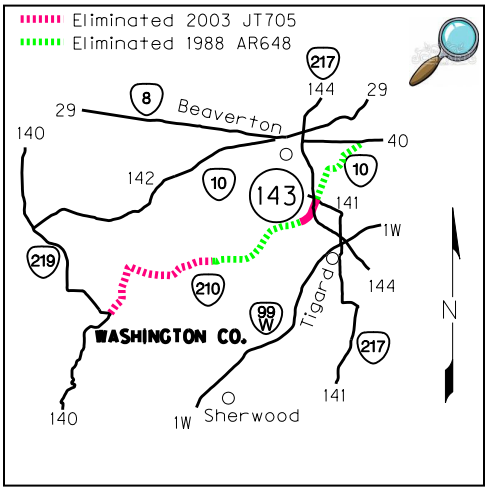
Throughway

None

Scholls Highway No. 143

143

References



Route Numbers
OR 210

Road Establishment Files
50604 Washington County

County
Washington

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
628	Washington	Murray – Fanno Creek	05/09/1988		
648	Washington	Old Scholls Ferry Rd – Beav. Hillsdale Hwy	09/20/1991	11/19/1991	
705	Washington	MP 0.0 to MP 5.5	05/23/2003	07/07/2003	

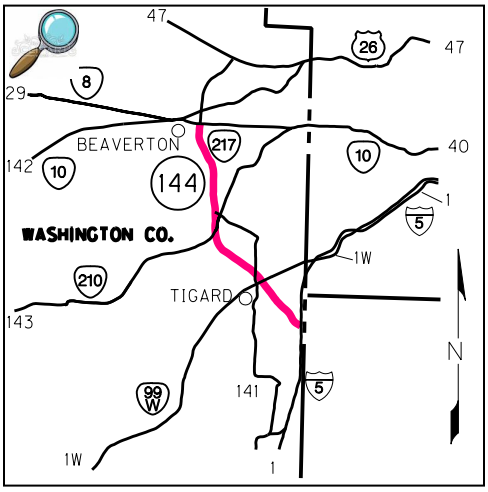
Throughway

None

Beaverton - Tigard Highway No. 144

144

References



Route Numbers
OR 217

Road Establishment Files
6010086 Washington County

County
Washington

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
530	Washington	Scholls Ferry Road Interchange	05/16/1972		

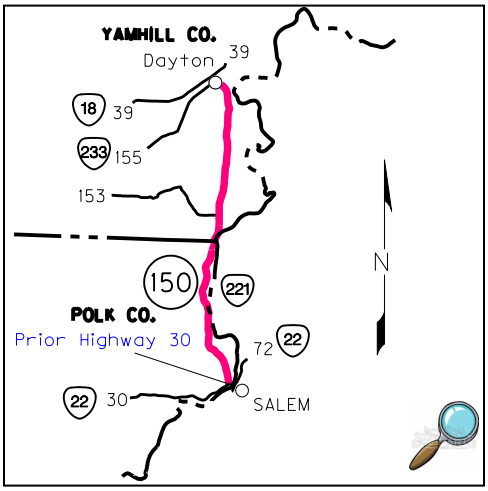
Throughway

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

Salem - Dayton Highway No. 150

150

References



Route Numbers
OR 221

Road Establishment Files
48720 Polk County

County
Polk Yamhill

Former Names
None

History

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
Redesignation 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:
<u>*Unit A*</u>
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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
17	Polk/Yam	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	

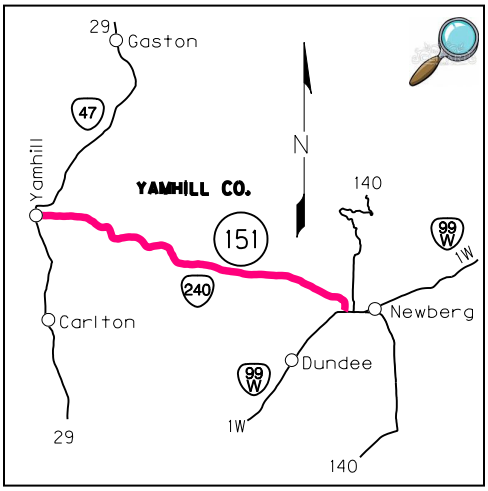
Throughway

None

Yamhill - Newberg Highway No. 151

151

References



Route Numbers
OR 240

Road Establishment Files
6010087 Yamhill County

County
Yamhill

Former Names
None

History

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 (pg 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

JT No.	County	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

Three Mile Lane Highway No. 152

152

No longer a part of the highway system.

References

Route Numbers
None

Road Establishment Files
None

County
Yamhill

Former Names
None

History

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
Redesignation 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
Redesignation 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
Redesignated as a portion of the Salmon River Highway No. 39.
See Primary Highway Designation File No. 41.

Jurisdictional Transfers

JT No.	County	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	

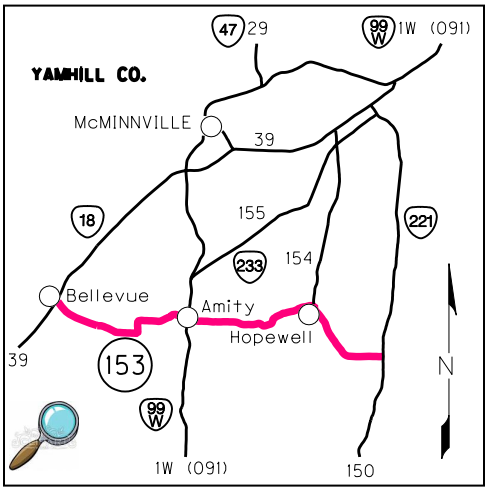
Throughway

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

References



Route Numbers
OR 153 OR 99W

Road Establishment Files
6010088 Yamhill County

County
Yamhill

Former Names
None

History

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

JT No.	County	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

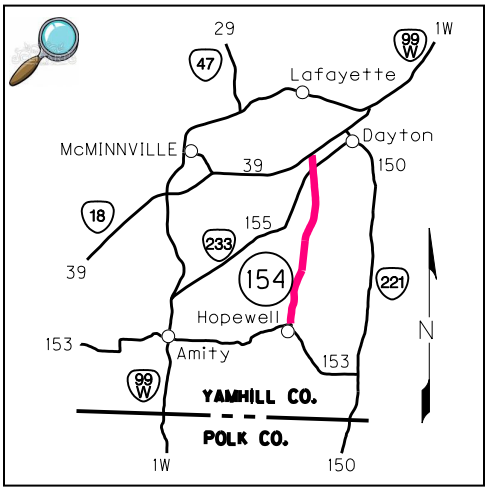
Throughway

None

Lafayette Highway No. 154

154

References



Route Numbers
OR 154 OR 233

Road Establishment Files
50732 Yamhill County

County
Yamhill

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Amity - Dayton Highway No. 155

155

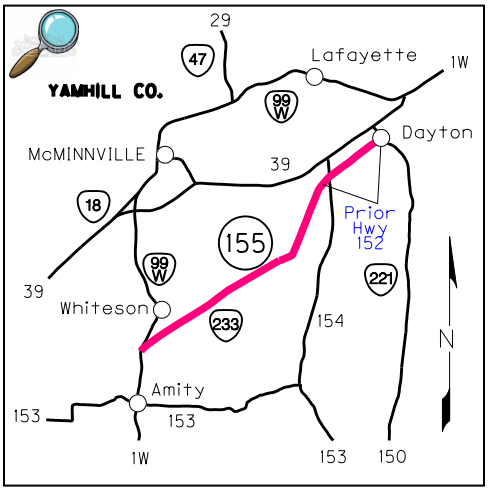
References

Route Numbers
OR 233

Road Establishment Files
None

County
Yamhill

Former Names
None



History

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
Redesignation 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
Redesignation 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 redesignated 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
308	Yamhill	Dayton		07/ 31/1958	

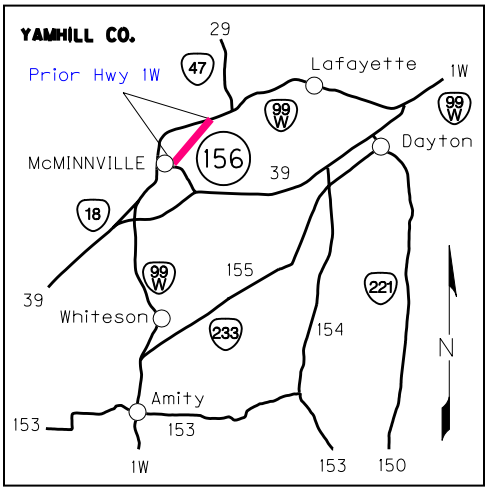
Throughway

None

McMinnville Highway No. 156

156

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Yamhill

Former Names
None

History

July 23, 1941
Pacific Highway West – Johnson Street Section
Redesignation 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

JT No.	County	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	

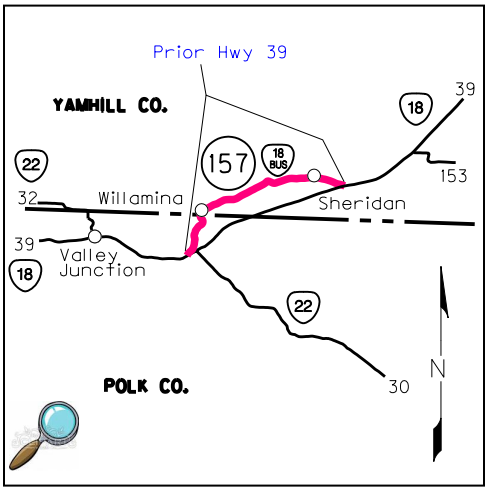
Throughway

None

Willamina – Sheridan Hwy No. 157

157

References



Route Numbers
OR 18 Bus

Road Establishment Files
51820 Yamhill/Polk Counties

County
Polk Yamhill

Former Names
None

History

January 22, 1959
Willamina Salem Highway – Sheridan Section
Polk & Yamhill County
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
574	Yamhill	Rock Creek		09/19/1978	

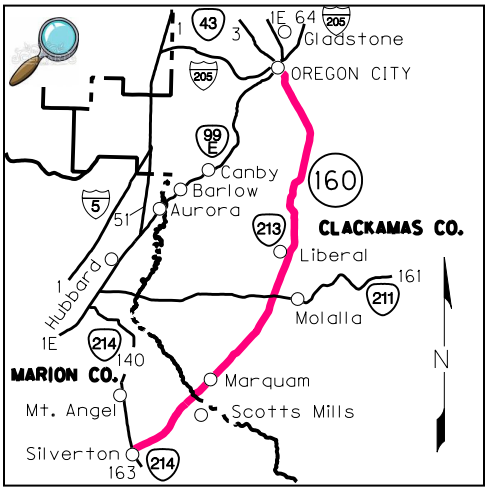
Throughway

None

Cascade Highway South No. 160

160

References



Route Numbers
OR 213

Road Establishment Files
50847 Marion/Clackamas Counties

County
Clackamas Marion

Former Names
Cascade Highway (1931 - 1971)

History

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
Redesignation 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 redesignated 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.

Jurisdictional Transfers

JT No.	County	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	

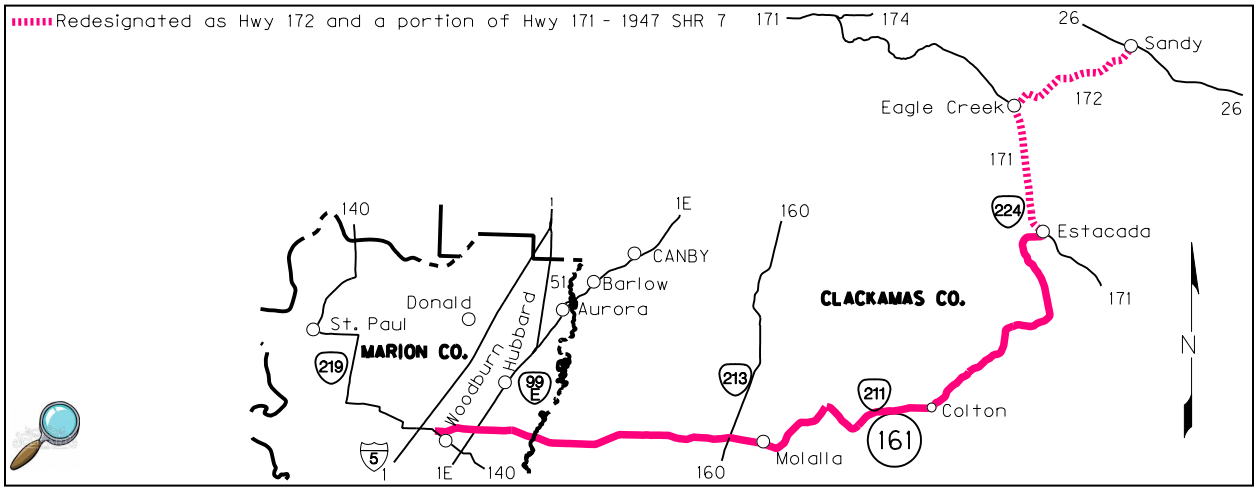
447	Marion	Silverton	03/08/1966	12/19/1966	
624	Clackamas	Park Place - CCC, Oregon City Bypass	03/11/1982	11/17/1987	
625	Clackamas	Park Place - CCC, Oregon City Bypass	03/11/1982	11/17/1987	
637	Clackamas	Park Place - CCC, Oregon City Bypass	03/11/1982	01/13/1989	
787	Clackamas	Molalla Avenue at OR 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.

Woodburn - Estacada Highway No. 161

161



References

Route Numbers
OR 211

Road Establishment Files
51277 Marion/Clackamas Counties

County
Marion Clackamas

Former Names
Woodburn - Mt Hood Loop Highway (1931 - 1940)
Woodburn - Sandy Highway (1940 - 1947)

History

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 redesignated 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-3-955

Jurisdictional Transfers

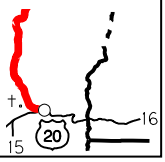
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
32	Clackamas	Portions of old County Rd		06/16/1936	
151	Clackamas	Sandy		11/25/1946	
288	Clackamas	Little Creek - Estacada	03/25/1954	02/27/1958	3/11/1958
484	Marion	Killin Bridge	12/17/1968	12/23/1969	

Throughway

None

North Santiam Highway No. 162

162



References

Route Numbers
OR 22

Road Establishment Files
48827 Linn/Marion Counties

County
Linn Marion

Former Names
None

History

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 redescribed, 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
Redesignation 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
Redesignation 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
Redesignation 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
Redesignation 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 redesignating 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

JT No.	County	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

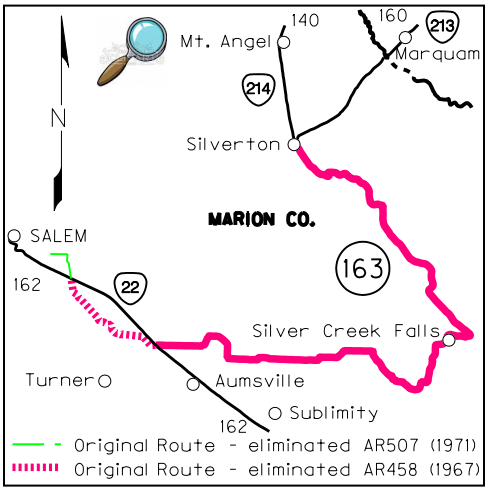
References

Route Numbers
OR 214

Road Establishment Files
49733 Marion County

County
Marion

Former Names
None



History

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 (pg 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 redescribed, 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
Redesignation 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

JT No.	County	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

Butteville Rd - 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.

References

Route Numbers
None

Road Establishment Files
None

County
Marion

Former Names
None

History

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
Undocumented Item
Various resources name this highway, but to date, no official Commission documents have been located abandoning this highway.
4± miles in length

Jurisdictional Transfers

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

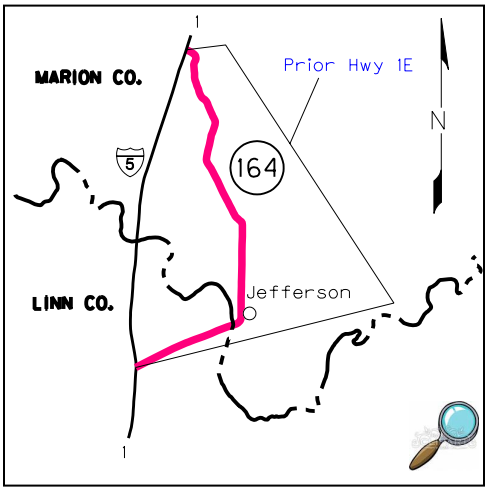
Throughway

None

Jefferson Highway No. 164

164

Formerly Highway 164 was designated the Butteville Road - Hubbard Highway. (1936 - 1937)
See the previous chapter for information on that highway.



References

Route Numbers
OR 164

Road Establishment Files
6010089 Linn County

County
Linn Marion

Former Names
None

History

June 19, 1945
Salem – Albany Section
Linn & Marion County
Agreement for redesignation 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
Redesignation 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
Redesignation 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

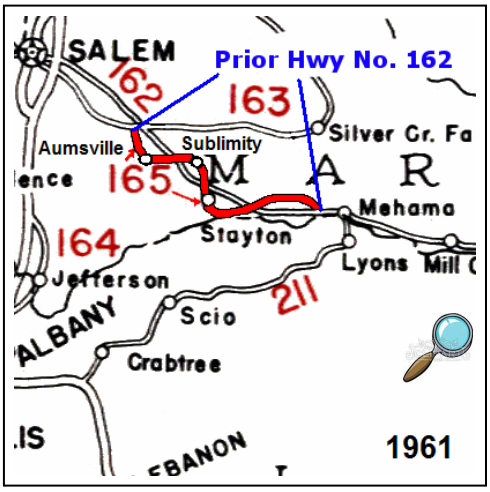
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
124	Linn/Marion	Salem – Albany Section	06/19/1945		06/19/1945
126	Linn/Marion	Steiwer Hill – Albany (Salem-Albany)		07/09/1945	

Throughway

None

Aumsville - Mehama Highway No. 165 165

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Linn Marion

Former Names
None

History

September 15, 1961
Silver Creek Falls highway – North Santiam Highway Section
Marion County
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
458	Marion	Abandon entire route	10/06/1966	08/29/1967	

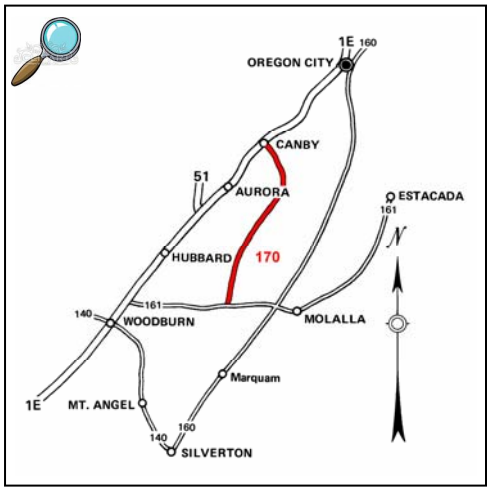
Throughway

None

Canby - Marquam Highway No. 170

170

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
49949 Clackamas County

County
Clackamas

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
568	Clackamas	Transferred to County	10/27/1977	11/16/1994	

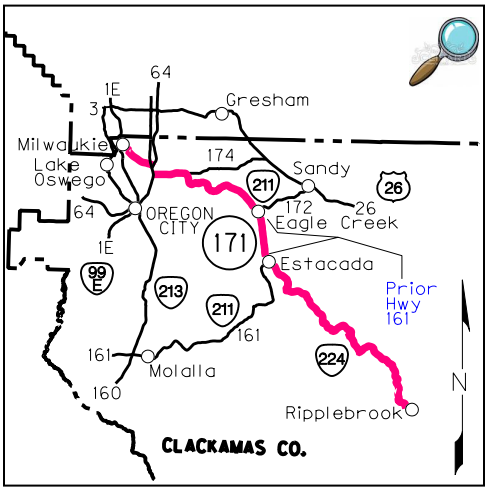
Throughway

None

Clackamas Highway No. 171

171

References



Route Numbers
OR 211 OR 212 OR 213 OR 224
I 205

Road Establishment Files
50275 Clackamas County

County
Clackamas

Former Names
None

Note:
The Clackamas Highway was originally designated Highway No. 27 (1917) and extended from Oregon City to Pleasant Home. It was discontinued the following year.

History

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

JT No.	County	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	"	"	03/30/1971	04/17/1973	
506	Clackamas	Eagle Creek - Estacada (supplemental)	06/30/1971		
506	"	"	08/08/1972	07/10/1973	
640	Clackamas	Cazadero – N Fork Clackamas River		09/19/1989	

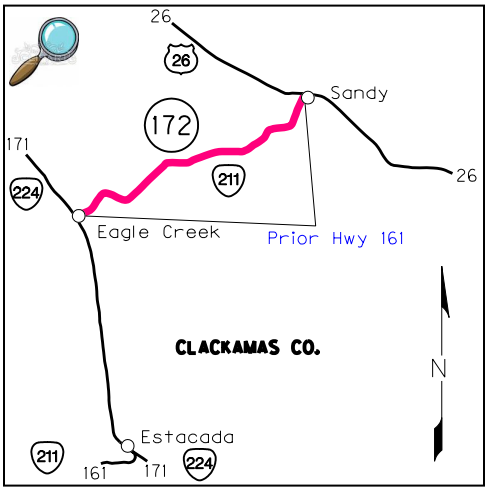
Throughway

March 17, 1970
Eagle Creek - Estacada Section
Designated a Throughway by the Highway Commission.
See Abandonment & Retention File No. 506

Eagle Creek - Sandy Highway No. 172

172

References



Route Numbers
OR 211

Road Establishment Files
None

County
Clackamas

Former Names
None

History

March 24, 1947
Eagle Creek – Sandy Section
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
150	Clackamas	Eagle Creek Sandy	11/26/1946	01/24/1949	04/12/1949

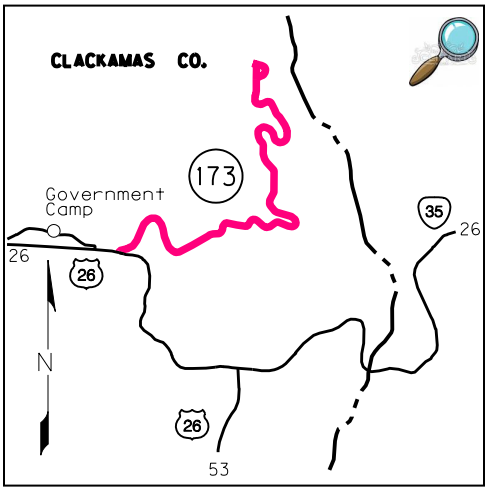
Throughway

None

Timberline Highway No. 173

173

References



Route Numbers
OR 173

Road Establishment Files
49514 Clackamas County

County
Clackamas

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
577	Clackamas	Timberline Access	12/11/1978	11/16/1994	

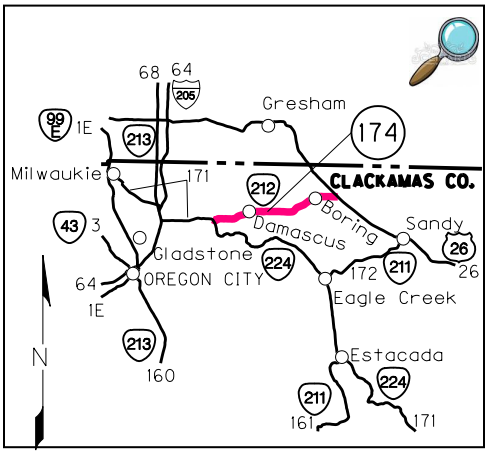
Throughway

None

Clackamas - Boring Highway No. 174

174

References



Route Number
OR 212

Road Establishment Files
None

County
Clackamas

Former Names
None

History

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

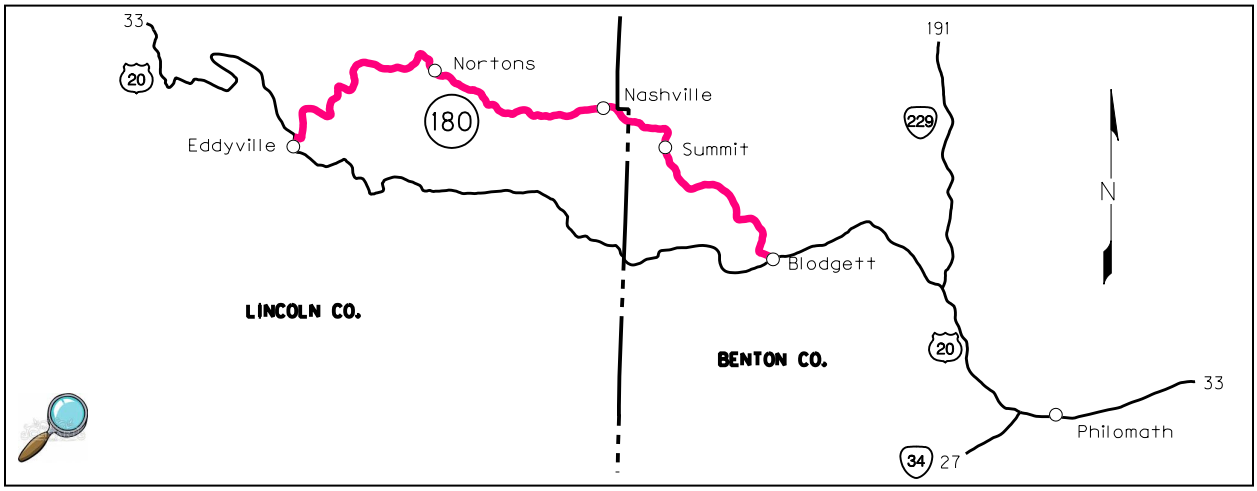
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
568	Clackamas	Boring County Road	10-27-1977	11-16-1994	

Throughway

None

Eddyville - Blodgett Hwy No. 180

180



References

Route Numbers
OR 180

Road Establishment Files
48440 Benton/Lincoln Counties

County
Benton Lincoln

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

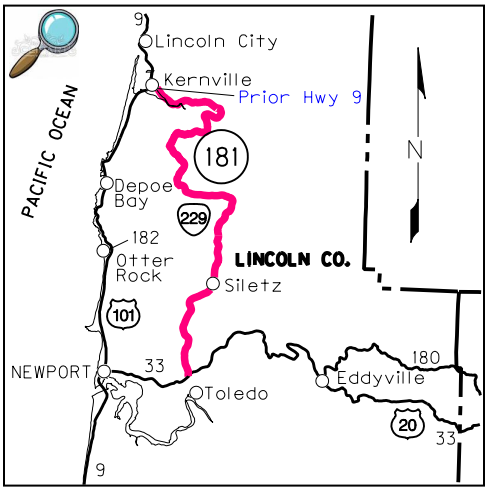
Throughway

None

Siletz Highway No. 181

181

References



Route Number
OR 229

Road Establishment Files
48502 Lincoln County

County
Lincoln

Former Names
None

History

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

JT No.	County	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	
402	"	"		12/17/1968	
522	Lincoln	Siletz River (Kernville) Bridge	04/21/1970	09/25/1974	

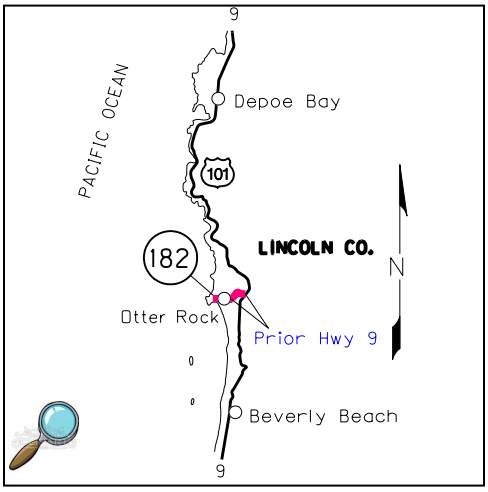
Throughway

None

Otter Rock Highway No. 182

182

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Lincoln

Former Names
None

History

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 redesignating 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

Jurisdictional Transfers

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
758	Lincoln	MP 0.0 - MP 0.75 and connections	06/07/2005	09/26/2005	

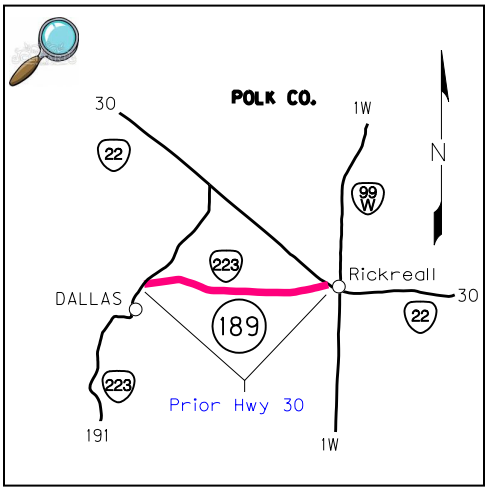
Throughway

None

Dallas - Rickreall Highway No. 189

189

References



Route Numbers
OR 223

Road Establishment Files
6010027 Polk County

County
Polk

Former Names
None

History

December 10, 1953
Dallas – Rickreall Section
Redesignation 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 redescribed, 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
Redesignation 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
Redesignation 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
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
396	Polk	Junction of Highway 191 to MP 2.63	03/02/1962	11/22/1963	

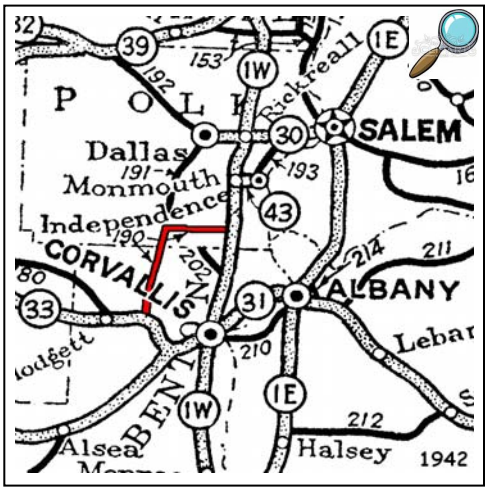
Throughway

June 23, 1987
MP 0.12 – MP 0.68 Section
Redesignation 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 Highway No. 190

190

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Benton Polk

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
122	Polk	(1W) South Monmouth (Camp Adair)		12/19/1944	11/14/1944

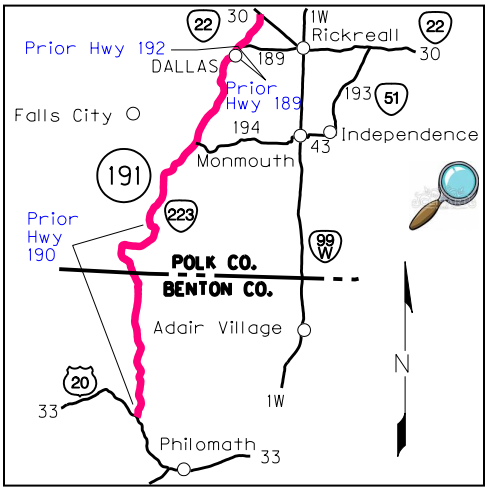
Throughway

None

Kings Valley Highway No. 191

191

References



Route Numbers
OR 223

Road Establishment Files
55299 Polk County

County
Benton Polk

Former Names
Dallas - Kings Valley Highway (1931 - 1946)

History

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 (pg 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 redescribed, 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

JT No.	County	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

Dallas - Dolph Corner Hwy No. 192

192

No longer a part of the highway system.

References

Route Numbers
None

Road Establishment Files
None

County
Polk

Former Names
Dallas – Coast Highway (1931 – 1954)
Dallas - Dolph Corner Highway (1954 – 1963)

History

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
Redesignation 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 herby renamed and redesignated 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 redesignated 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 redesignated Kings Valley Highway, State Secondary Highway No. 191, at MP 2.55 on the redesignated Kings Valley Highway, a distance of 2.82 miles.

Jurisdictional Transfers

JT No.	County	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	

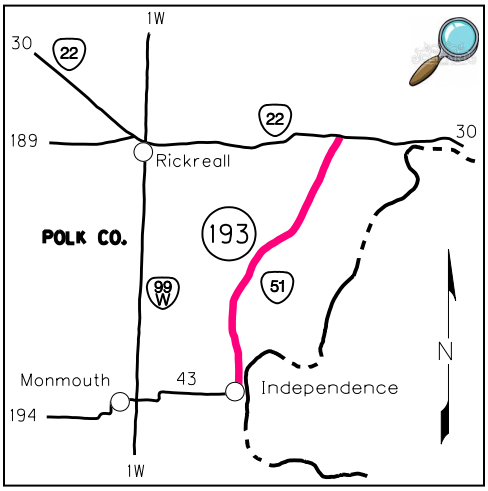
Throughway

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

References



Route Numbers
OR 51

Road Establishment Files
55298 Polk County
58478 Polk County

County
Polk

Former Names
Brunk's Corner - Independence

History

November 13, 1931
Brunk's 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
Brunk's 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
Brunk's Corner – Independence Highway
Eng. Station 25+00 to Brunk's 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 Brunk's 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 know as Brunk's 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(pg 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
4	Polk	Brunk's 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

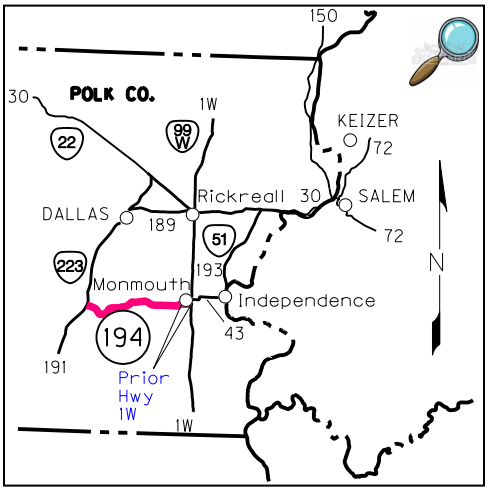
Throughway

None

Monmouth Highway No. 194

194

References



Route Numbers
OR 194

Road Establishment Files
55297 Polk County
49947 Polk County

County
Polk

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Territorial Highway No. 200

200

References

Route Numbers
OR 36 OR 200

Road Establishment Files
49218 Various Counties
55296 Lane County

County
Benton Lane

Former Names
None

History

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
Redesignation 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.

Jurisdictional Transfers

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
300	Lane	Crow - Gillespie Corners	04/14/1955	11/03/1955	11/25/1955

Throughway

None

Alsea - Deadwood Highway No. 201

201

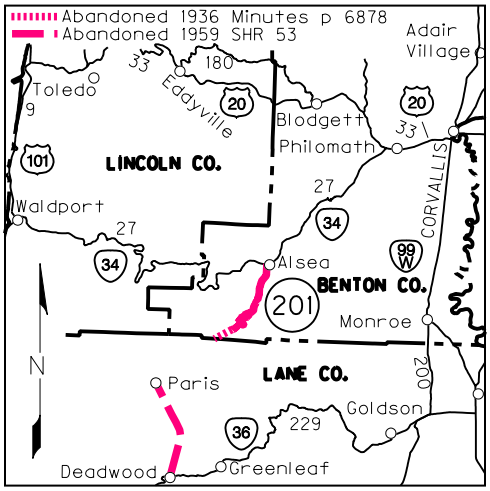
References

Route Numbers
OR 501

Road Establishment Files
None

County
Benton

Former Names
None



History

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
Elimination of a 5 mile section approved by the Highway Commission.
Benton County
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

JT No.	County	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.

References

Route Numbers
None

Road Establishment Files
None

County
Benton

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
195	Benton	Tampico - Lewisville		11/03/1948	
229	Benton	Eliminated (Transferred to SHD # 18)		01/23/1951	

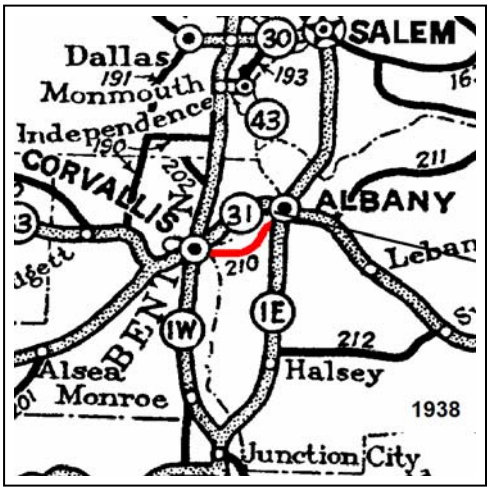
Throughway

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.

References

Route Numbers
None

Road Establishment Files
None

County
Benton Linn

Former Names
None

History

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 (pg 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

JT No.	County	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.

References

Route Numbers
US 20 OR 34

Road Establishment Files
RW12747 Linn

County
Benton Linn

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
534	Linn	Orleans - Lake Creek		12/12/1972	
658	Linn	Lebanon	04/20/1994	04/20/1994	

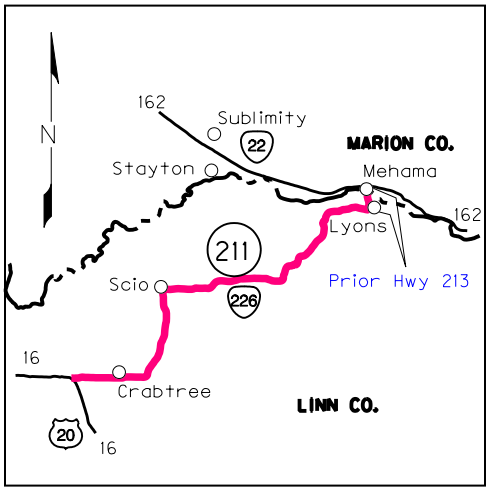
Throughway

None

Albany - Lyons Highway No. 211

211

References



Route Numbers
OR 226

Road Establishment Files
49424 Linn County

County
Linn Marion

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
61	Linn	Fleming Ranch - Shindler Bridge		01/26/1939	04/05/1939
146	Linn	Crabtree - Scio		09/24/1946	
"	"	"	05/09/1947	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 Ck (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	

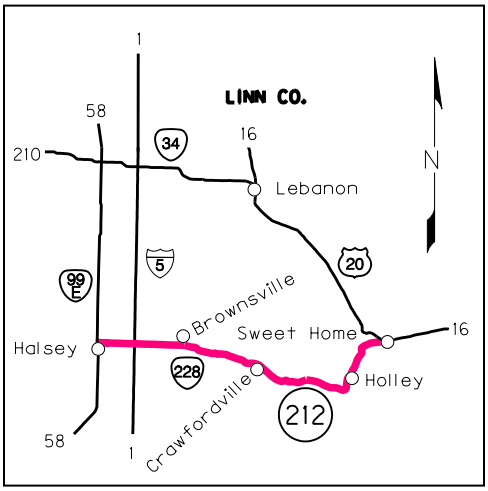
Throughway

None

Halsey - Sweet Home Hwy No. 212

212

References



Route Numbers
OR 228

Road Establishment Files
55295 Linn County

County
Linn

Former Names
None

History

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

JT No.	County	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	

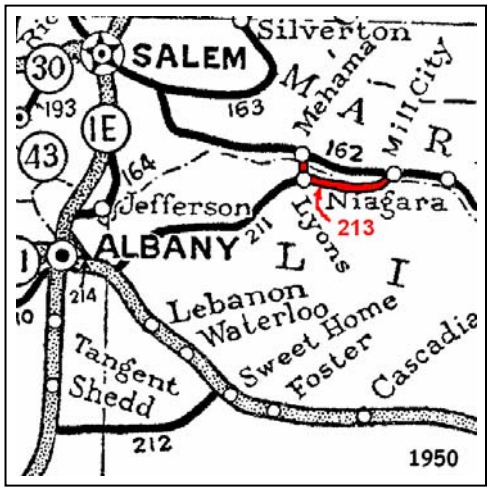
Throughway

None

Mehama – Mill City Highway No. 213

213

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
49424

County
Linn Marion

Former Names
None

History

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 redesignated as an extension to the Albany – Lyons Highway No. 211,

portion in Mill City redesignated as a connection the North Santiam Highway No. 162, by the Highway Commission.
See Secondary Highway Designation File No. 58.

Jurisdictional Transfers

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

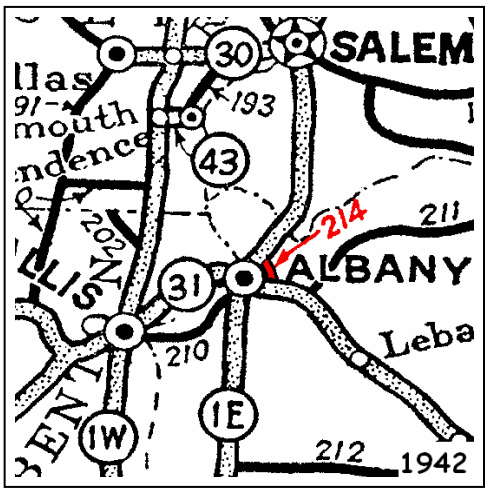
Throughway

None

Albany Airport Highway No. 214

214

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
50603

County
Linn

Former Names
None

History

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
Redesignation 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

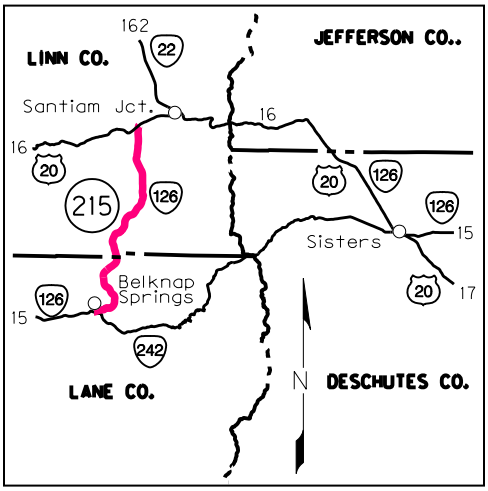
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Clear Lake - Belknap Springs Highway No. 215

215



References

Route Numbers
US 126

Road Establishment Files
None

County
Lane Linn

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Mapleton - Eugene Highway No. 220

220

No longer a part of the highway system.

References

Route Numbers
None

Road Establishment Files
None

County
Lane

Former Names
Eugene - Swisshome Highway (1931 - 1941)
Richardson - Eugene Highway (1941 - 1960)
Mapleton - Eugene Highway (1960 - 1966)

History

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 relocation's 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.

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
Redesignation 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

JT No.	County	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

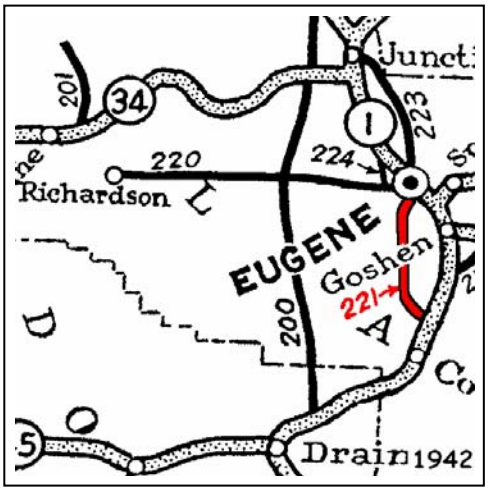
November 22, 1966
Mapleton-Eugene Highway

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.

Fox Hollow Highway No. 221

221

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Lane

Former Names
None

History

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 (pg 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
303	Lane	SCL Eugene to Pacific Highway		04/27/1955	4/15/1955

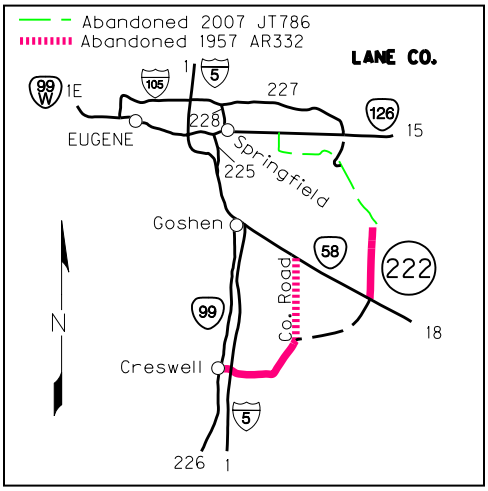
Throughway

None

Springfield – Creswell Hwy No. 222

222

References



Route Numbers
OR 222

Road Establishment Files
None

County
Lane

Former Names
Springfield - Cottage Grove Highway (1931-1938)

History

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 Mp 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

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

Jurisdictional Transfers

JT No.	County	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	

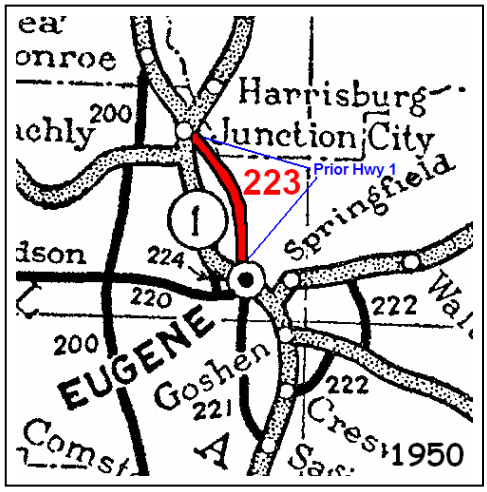
Throughway

None

Junction City - Eugene Hwy No. 223

223

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
49321 Lane County

County
Lane

Former Names
None

History

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
Redesignation 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…

Redesignated 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

JT No.	County	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	

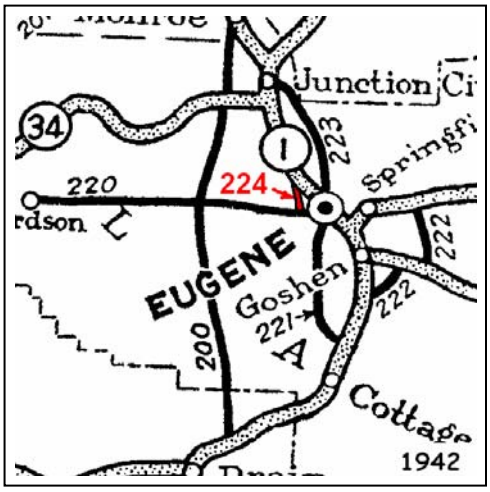
Throughway

None

West 7th St. – West 11th St. Hwy No. 224

224

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Lane

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
298	Lane	Entire		01/18/1955	

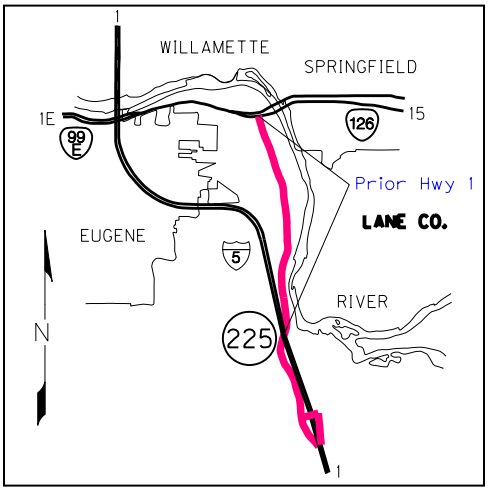
Throughway

None

McVay Highway No. 225

225

References



Route Numbers
OR 225

Road Establishment Files
None

County
Lane

Former Names
None

History

September 12, 1951
Springfield Junction – Goshen Section
Redesignation 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
Redesignation 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

> **Redesignated 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

Jurisdictional Transfers

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
238	Lane	Judkins Point – Goshen (Designation of)	09/12/1951	04/08/1953	07/14/1953

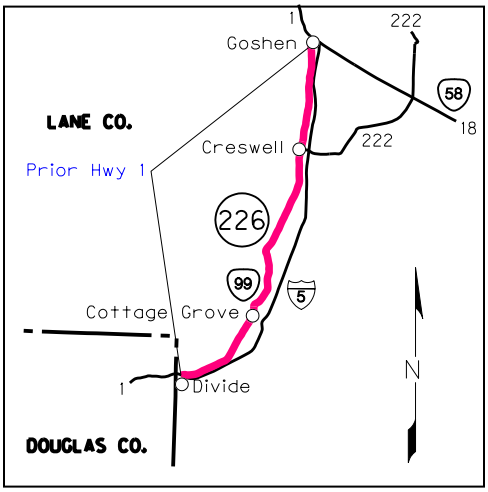
Throughway

None

Goshen - Divide Highway No. 226

226

References



Route Numbers
OR 99

Road Establishment Files
None

County
Lane

Former Names
None

History

September 12, 1957
Goshen – Divide Section
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
630	Lane	Cottage Grove Line Change		06/21/1988	

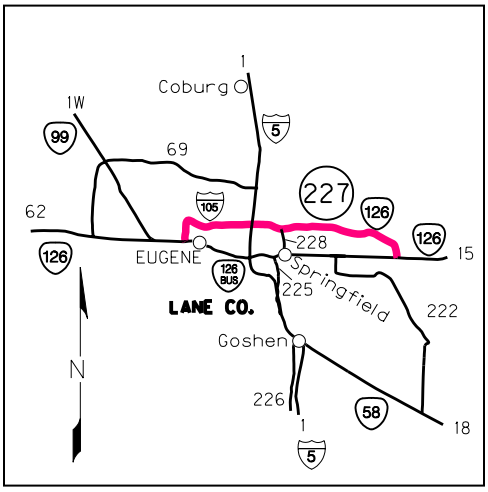
Throughway

None

Eugene - Springfield Highway No. 227

227

References



Route Numbers
I 105 OR 126

Road Establishment Files
55294 Lane County

County
Lane

Former Names
None

History

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

JT No.	County	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

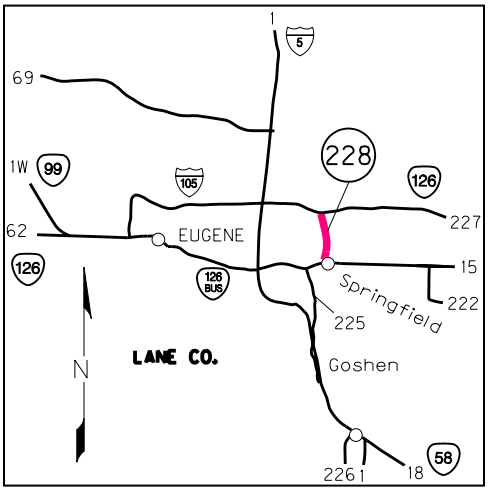
April 14, 1961
First Avenue - Coburg Road Section
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 184b

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

References



Route Numbers
OR 528

Road Establishment Files
55293 Lane County

County
Lane

Former Names
None

History

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

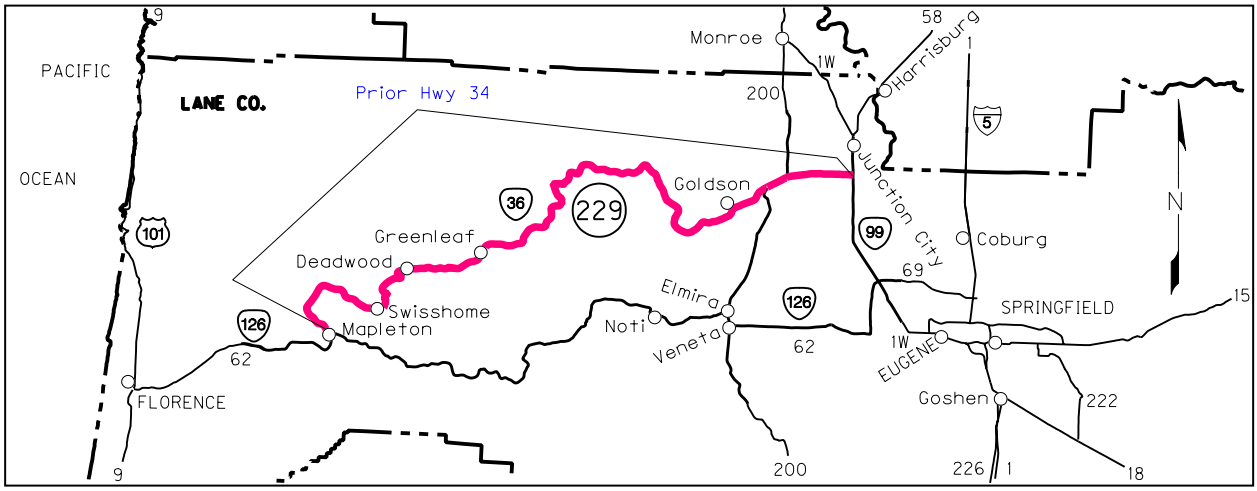
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Mapleton - Junction City Hwy No. 229

229



References

Route Numbers
OR 36

Road Establishment Files
53944 Lane County

County
Lane

Former Names
None

History

November 22, 1966
Mapleton – Junction City Section
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

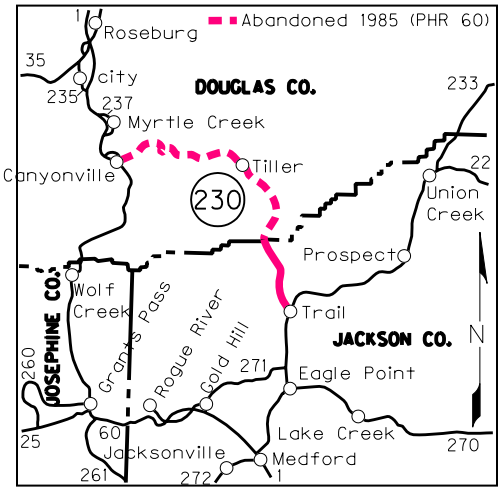
Throughway

None

Tiller - Trail Highway No. 230

230

Highway No. 38 existed around 1920 as the Tiller – Summit Forest Road from Tiller, south to the Jackson County line.



References

Route Numbers
OR 227

Road Establishment Files
48833 Douglas/Jackson Counties

County
Jackson

Former Names
None

History

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
Redesignation 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

Jurisdictional Transfers

JT No.	County	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	

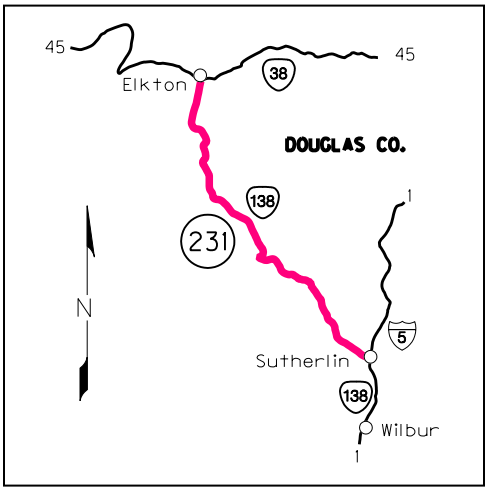
Throughway

None

Elkton - Sutherlin Highway No. 231

231

References



Route Numbers
OR 138

Road Establishment Files
52914 Douglas County

County
Douglas

Former Names
None

History

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 Spurt 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.

Jurisdictional Transfers

JT No.	County	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	

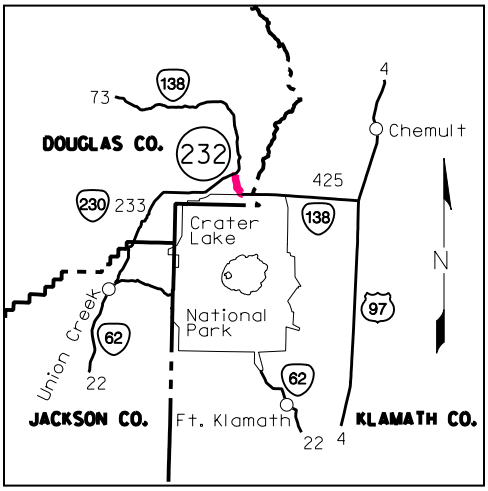
Throughway

None

Crater Lake Highway North No. 232

232

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Douglas

Former Names
None

History

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).*

> **Redesignated 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
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
595	Douglas	MP 0.00 – MP 0.83		08/19/1980	

Throughway

None

West Diamond Lake Highway No. 233

233

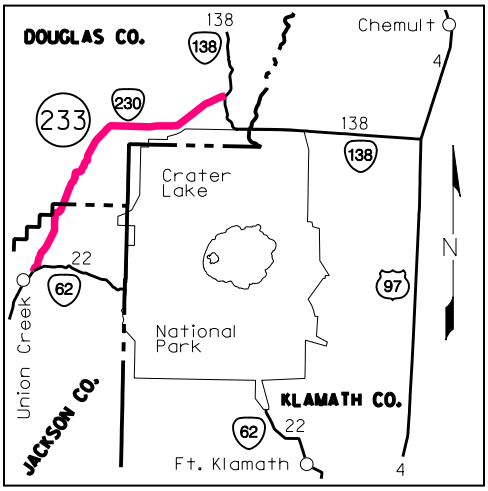
References

Route Numbers
OR 230

Road Establishment Files
None

County
Douglas Jackson

Former Names
None



History

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 redesignating the highway approved by the Transportation Commission.
See Abandonment & Retention File No. 595

Redesignated 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
595	Douglas	MP 23.62 – Crater Lake North		08/19/1980	

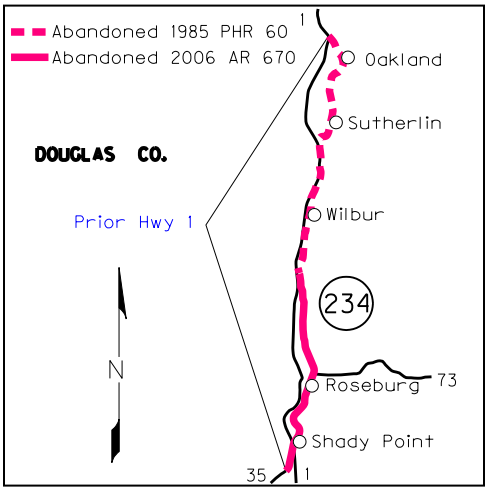
Throughway

None

Oakland - Shady Highway No. 234

234

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
55292 Douglas County

County
Douglas

Former Names
None

History

January 26, 1956
Oakland – Shady Point Section
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
670	Douglas	College Road - Shady	02/26/1996	02/27/2006	
693	Douglas	Harvard, Washington, Oak & Stephens Sts	04/11/2000	02/13/2002	

Throughway

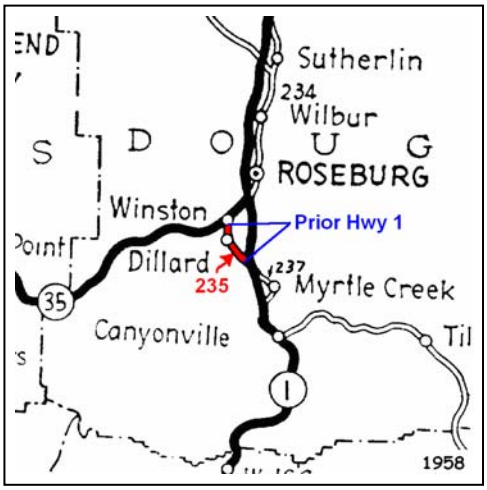
November 13, 1990
NW Hooker Road - NE Alameda Avenue Section
Declared a Throughway by the Transportation Commission
See Highway Corridor & Design Resolution No. 496

> **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 No. 235

235

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Douglas

Former Names
None

History

September 12, 1957
Winston – Myrtle Creek Section
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

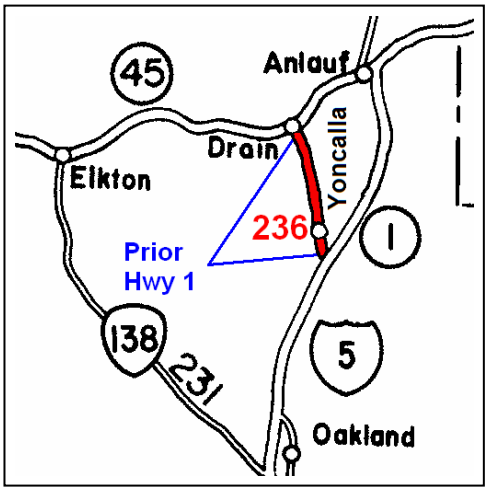
Throughway

None

Drain - Yoncalla Highway No. 236

236

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Douglas

Former Names
None

History

January 26, 1956
Drain to Pacific Highway Section
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

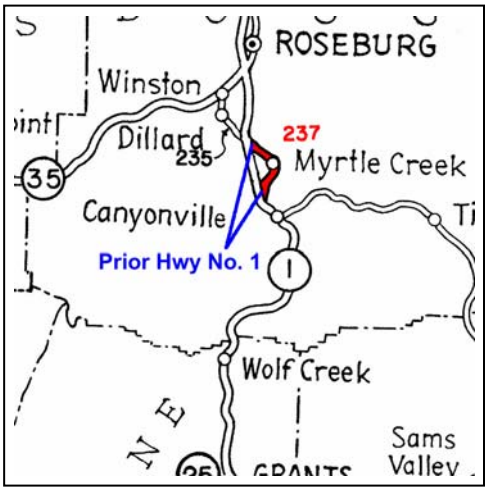
Throughway

None

Myrtle Creek Highway No. 237

237

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Douglas

Former Names
None

History

January 22, 1959
Myrtle Creek – Missouri Bottom Section
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Cape Arago Highway No. 240

240

References

Route Numbers
OR 540

Road Establishment Files
48947 Coos County

County
Coos

Former Names
None

History

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 (pg 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
MP 2.24 – MP 4.49 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 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

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

JT No.	County	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

Coos River Highway No. 241

241

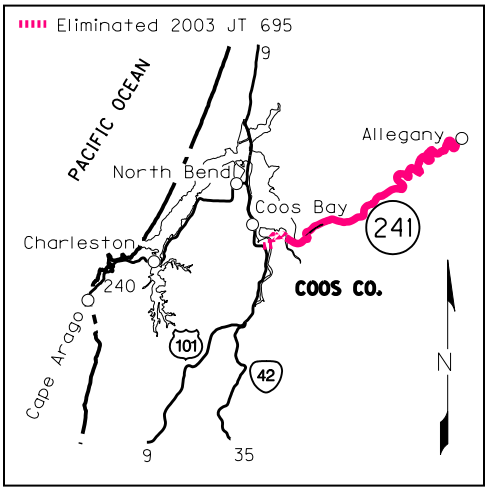
References

Route Numbers
OR 241

Road Establishment Files
48948 Coos County

County
Coos

Former Names
None



History

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
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

JT No.	County	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

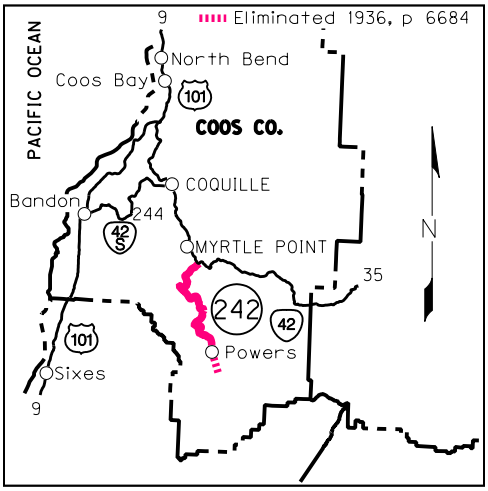
References

Route Numbers
OR 542

Road Establishment Files
51693 Coos County

County
Coos

Former Names
None



History

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

JT No.	County	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	

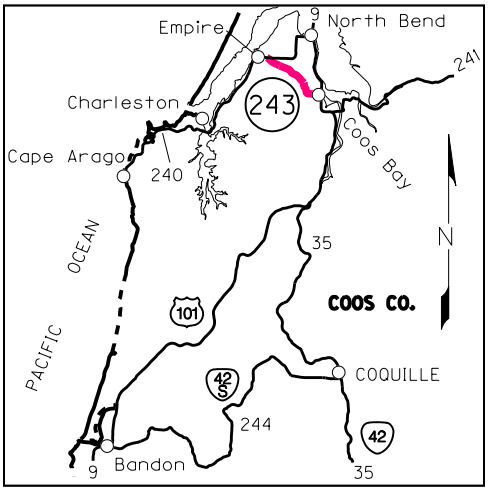
Throughway

None

Empire – Coos Bay Highway No. 243

243

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Coos

Former Names
Empire Marshfield Highway (1936 - 1952)
Empire - Coos Bay Highway (1952 - 2001)

History

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:**
> <u>Unit B</u>
> *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

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

JT No.	County	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	

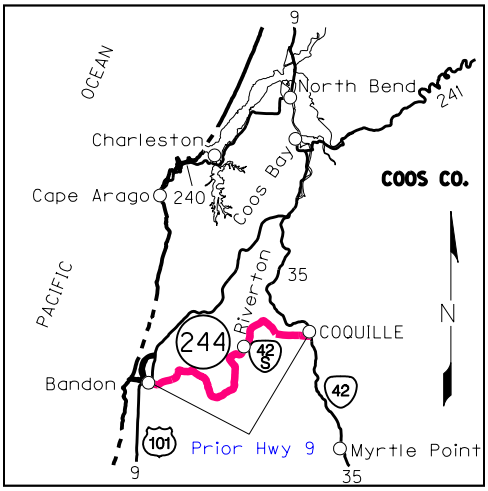
Throughway

None

Coquille - Bandon Highway No. 244

244

References



Route Numbers
OR 42S

Road Establishment Files
48949 Coos County

County
Coos

Former Names
None

History

March 28, 1957
Bandon – Coquille Section
Redesignation 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
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Cape Blanco Highway No. 250

250

References

Route Numbers
OR 250

Road Establishment Files
50954 Curry County

County
Curry

Former Names
None

History

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

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
764	Curry	MP 0.16 – MP 3.05	10/19/2005	11/18/2009	

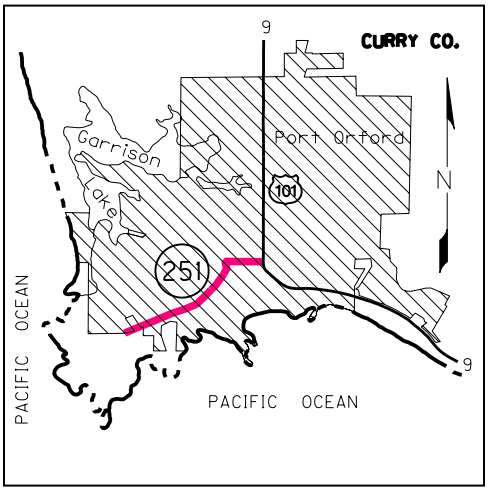
Throughway

None

Port Orford Highway No. 251

251

References



Route Numbers
OR 251

Road Establishment Files
None

County
Curry

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Carpenterville Highway No. 255

255

References

Route Numbers
US 101 OR 255

Road Establishment Files
None

County
Curry

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

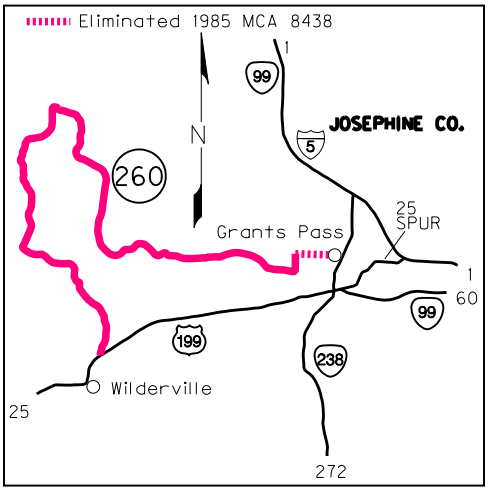
Throughway

None

Rogue River Loop Highway No. 260

260

References



Route Numbers
OR 260

Road Establishment Files

48951	Josephine County
RW31280	Josephine County

County
Josephine

Former Names
None

History

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 (pg 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
Redesignation 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
Redesignation 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
Redesignating 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

Jurisdictional Transfers

JT No.	County	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		

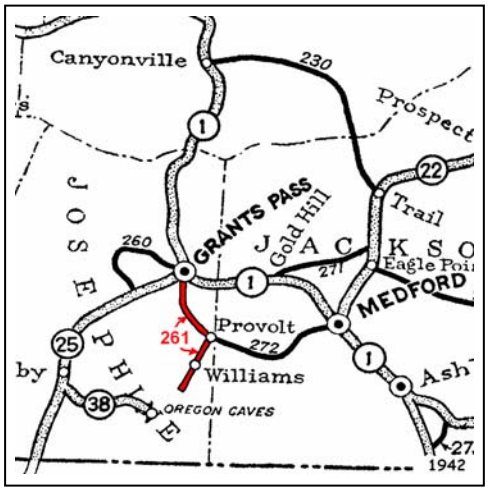
Throughway

None

Williams Highway No. 261

261

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Josephine

Former Names
None

History

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
Redesignation 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

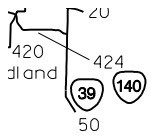
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
22	Josephine	Murphy - Provolt		08/02/1935	
476	Josephine	Between Provolt & Williams	05/29/1968	01/28/1969	

Throughway

None

Lake of the Woods Highway No. 270

270



References

Route Numbers
OR 140

Road Establishment Files

55291	Jackson and Klamath County
6010015	Jackson County

County

Jackson	Klamath

Former Names
Little Butte Highway (1931 - 1958)

History

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
Redesignation 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.

Redesignated 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
Redesignation 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.*

October 17, 2007
Lake of the Woods Highway
Crater Lake Highway – Pacific Highway Section
Jackson County
Agreement to extend the highway signed by State Right of Way Manager
See Jurisdictional Transfer No. 781

Jurisdictional Transfers

JT No.	County	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	08/19/1969	
"	"	"	11/18/1969		
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

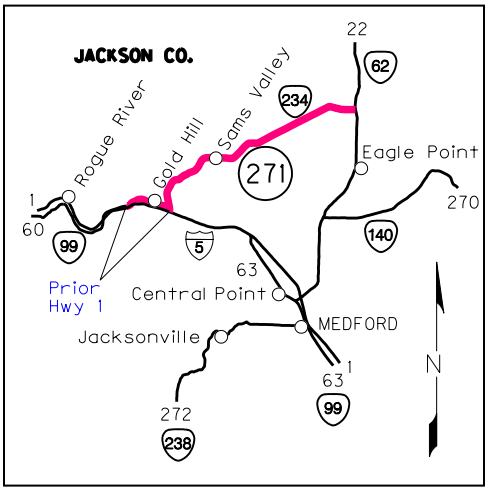
August 25, 1966
Lake of the Woods Highway
Crater Lake Highway - Brownsboro Section
Jackson County
Designated a Throughway by the Highway Commission.
See Resolutions Adopting Surveys No. 319.
Rescinded by Resolutions Adopting Surveys No. 319a.

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

Sams Valley Highway No. 271

271

References



Route Numbers
OR 234 OR 99

Road Establishment Files
49728 Jackson

County
Jackson

Former Names
None

History

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:
<u>Unit "B"</u>
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.

<u>Unit "C"</u>
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 redesignating a portion of the Pacific Highway No. 1 approved by the Highway Commission.
See Abandonment & Retention File No. 284.

Redesignated 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

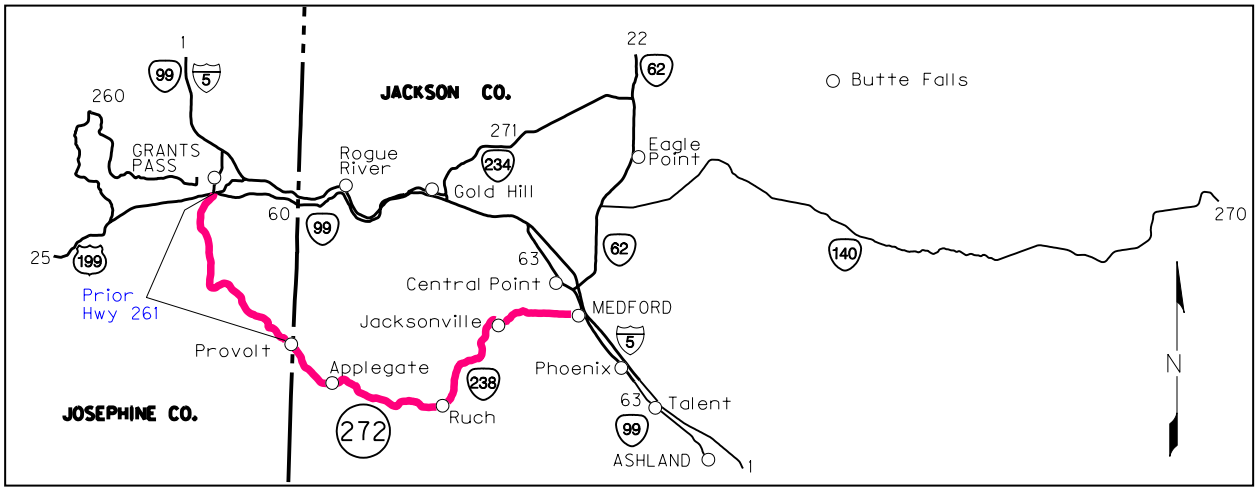
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
164	Jackson	Ramsay Canyon - Crater Lake Highway	10/08/1947	Nullified	
205	Jackson	Snider Creek - Dodge Bridge (nullifies 164)	03/01/1949	07/26/1950	12/17/1954
227	Jackson	Sam's Creek - Snider Creek	12/19/1950	04/21/1952	07/01/1952
284	Jackson	Rock Point Bridge – Gold Hill	01/15/1954	01/21/1954	07/08/1954

Throughway

None

Jacksonville Highway No. 272

272



References

Route Numbers
OR 238

Road Establishment Files
49508 Jackson County

County
Jackson Josephine

Former Names
Medford Provolt Highway (1931 - 1969)

History

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
Redesignation 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 on-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
Redesignation 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. 63. 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

Jurisdictional Transfers

JT No.	County	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	

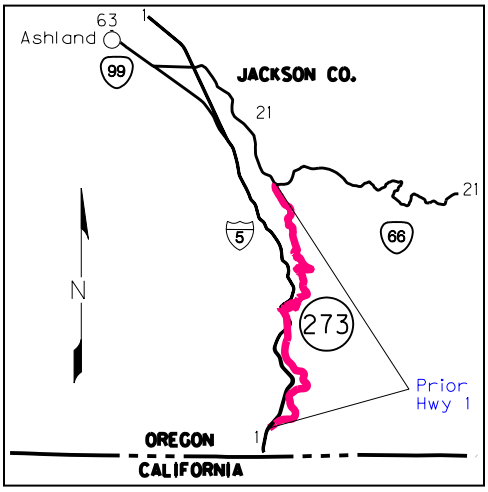
Throughway

None

Siskiyou Highway No. 273

273

References



Route Numbers
OR 273

Road Establishment Files
49728 Jackson

County
Jackson

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
366	Jackson	Emigrant Reservoir		12/16/1959	

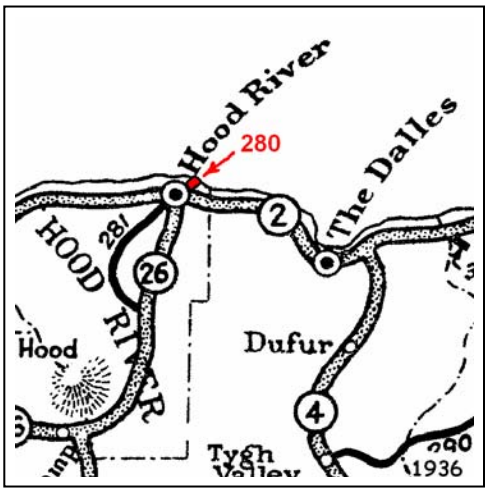
Throughway

None

Interstate Bridge Highway No. 280

280

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Hood River

Former Names
None

History

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 (pg 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

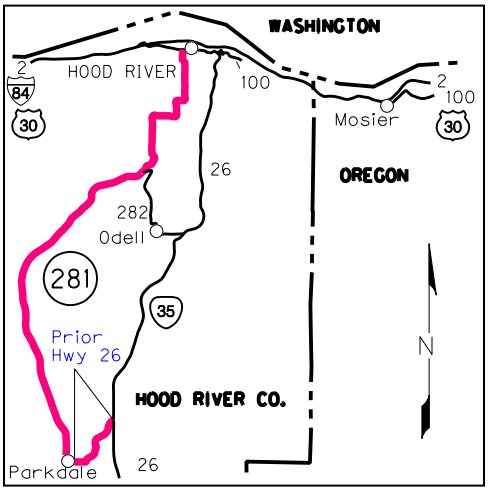
Throughway

None

Hood River Highway No. 281

281

References



Route Numbers
OR 281

Road Establishment Files
50277 Hood River County
50278 Hood River County

County
Hood River

Former Names
None

History

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 (pg 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
Redesignation of a portion of the Mt. Hood Highway No. 26 approved by the Highway Commission.
See Abandonment & Retention File No. 352

> **Redesignated 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

JT No.	County	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	

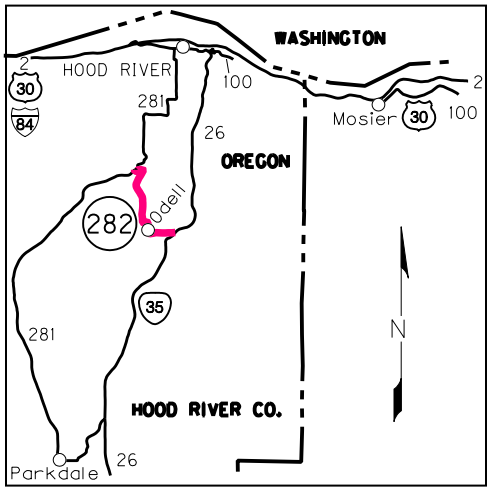
Throughway

None

Odell Highway No. 282

282

References



Route Numbers
OR 282

Road Establishment Files
55290 Hood River County

County
Hood River

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
185	Hood River	Hood River Junction - Odell Creek	06/09/1948	06/28/1949	12/05/1949

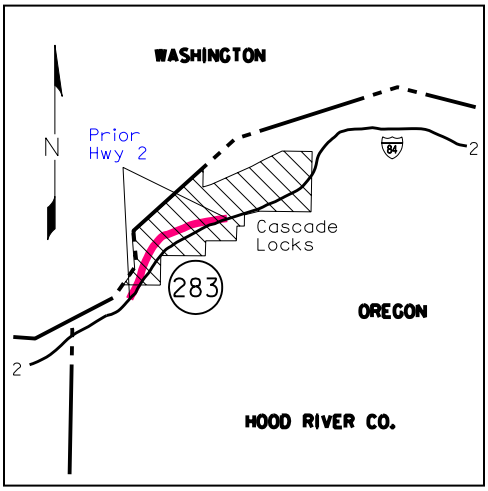
Throughway

None

Cascade Locks Highway No. 283

283

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Hood River

Former Names
None

History

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 - Hwys - 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

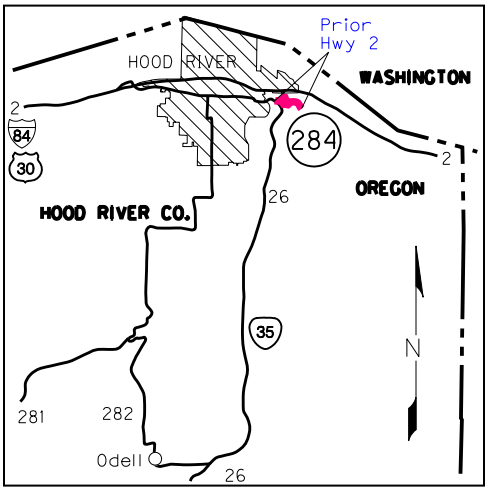
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Old Columbia River Drive
Highway No. 284

284



No longer a part of the highway system.

References

Route Numbers
None

Road Establishment Files
None

County
Hood River

Former Names
None

History

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 - Hwys - 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

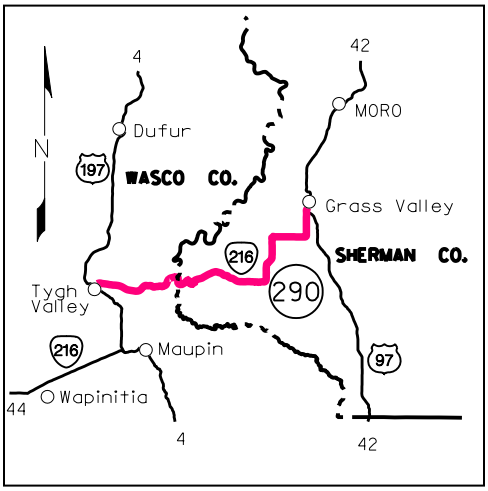
Throughway

None

Sherars Bridge Highway No. 290

290

References



Route Numbers
OR 216

Road Establishment Files
None

County
Sherman Wasco

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
192	Wasco	White School - Sherman County Line		09/13/1948	12/08/1949

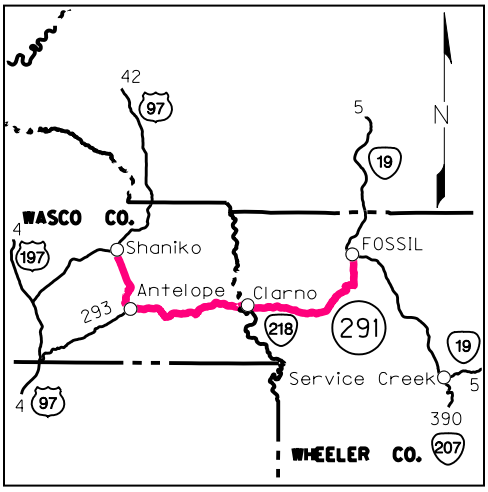
Throughway

None

Shaniko - Fossil Highway No. 291

291

References



Route Numbers
OR 218

Road Establishment Files
None

County
Wasco Wheeler

Former Names
None

History

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

JT No.	County	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	

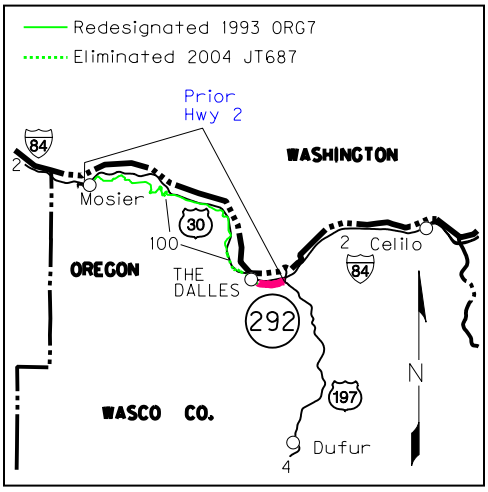
Throughway

None

Mosier - The Dalles Highway No. 292

292

References



Route Numbers
US 30

Road Establishment Files
50848 Wasco County

County
Wasco

Former Names
None

History

May 25, 1955
Mosier – The Dalles Section
Redesignation 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
Redesignation 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 redesignated route*

of the The Dalles – California Highway, State Primary Highway No. 4 at Mile Point 0.91 of said redesignated 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 – Mp 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 - Hwys - 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

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

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

Jurisdictional Transfers

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
687	Wasco	Various Streets (The Dalles)	11/17/2004	01/06/2005 12/04/2008	
755	Wasco	West 2nd St & Hostetler St	10/12/2004	01/06/2005	

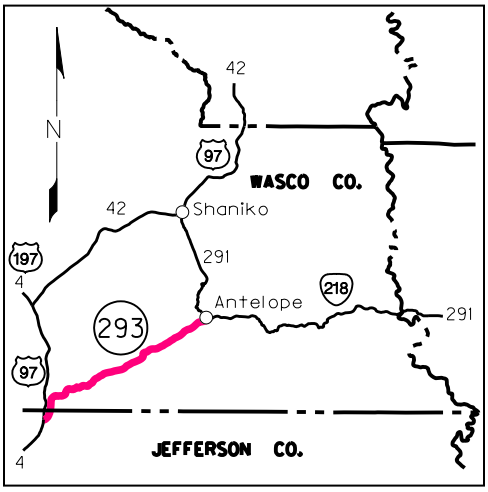
Throughway

None

Antelope Highway No. 293

293

References



Route Number
OR 293

Road Establishment Files
None

County
Jefferson Wasco

Former Names
None

History

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

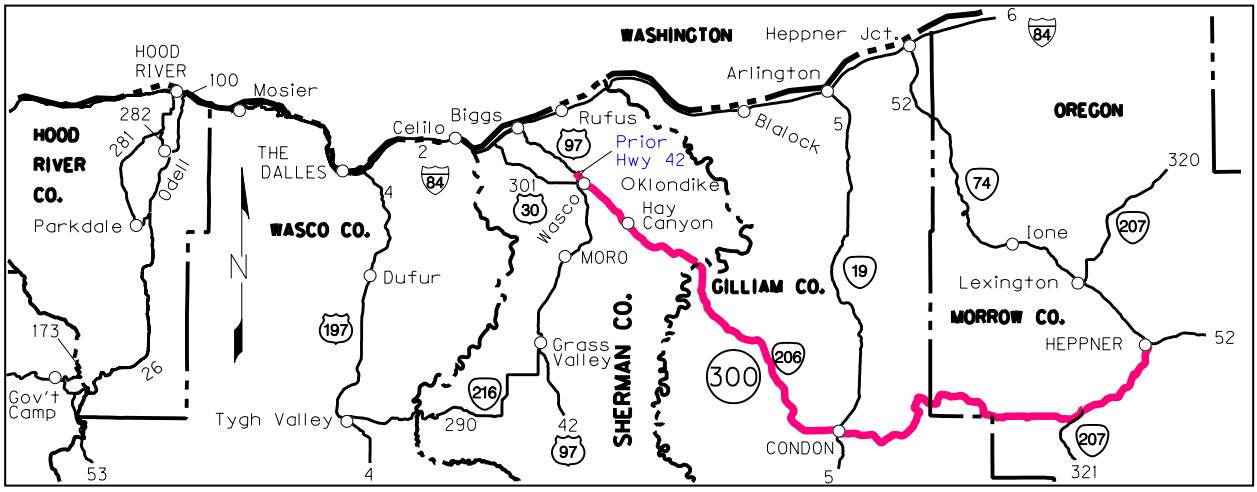
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Wasco - Heppner Highway No. 300

300



References

Route Numbers
OR 19 OR 206 OR 207

Road Establishment Files
55289 Gilliam and Sherman Counties

County
Gilliam Morrow Sherman

Former Names
None

History

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

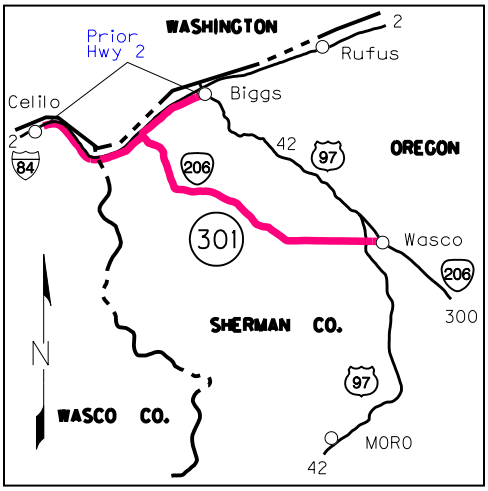
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
139	Morrow	Gilliam County Line - Eightmile		04/04/1946	
158	Gilliam	Hay Creek - Condon	07/07/1947	12/20/1948	02/02/1949
165	Gilliam	East Cottonwood Canyon	11/05/1947	08/03/1951	01/02/1952
221	Gilliam	Cottonwood Canyon - Condon	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 No. 301

301



References

Route Numbers
OR 206

Road Establishment Files
None

County
Sherman Wasco

Former Names
Fulton Canyon - Wasco Hwy (1936 - 1966)

History

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
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
160	Sherman	North Unit, Fulton Canyon		07/21/1947	

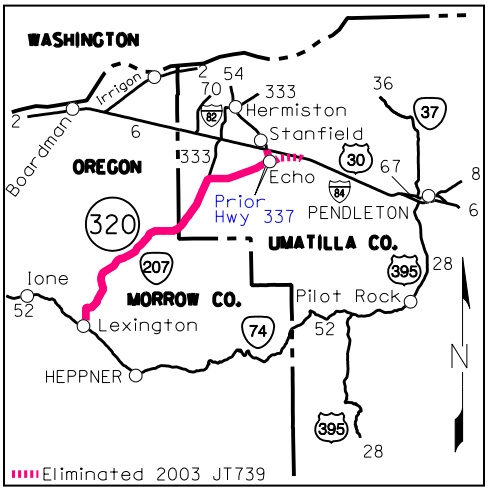
Throughway

None

Lexington - Echo Highway No. 320

320

References



Route Numbers
OR 207

Road Establishment Files
51935 Umatilla County

County
Morrow Umatilla

Former Names
None

History

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
Redesignation of a portion of the Stanfield - Pendleton Highway No. 337, by the Highway Commission.
See Abandonment & Retention File No. 342.

Redesignated 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

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.

Jurisdictional Transfers

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
342	Umatilla	Echo	12/06/1957	12/06/1957	
613	Morrow	Bombing Ranch Road - Butter Creek Road		12/20/1983	
739	Umatilla	Thielson Road to I - 84 & Correa Lane	09/08/2003	09/22/2003	

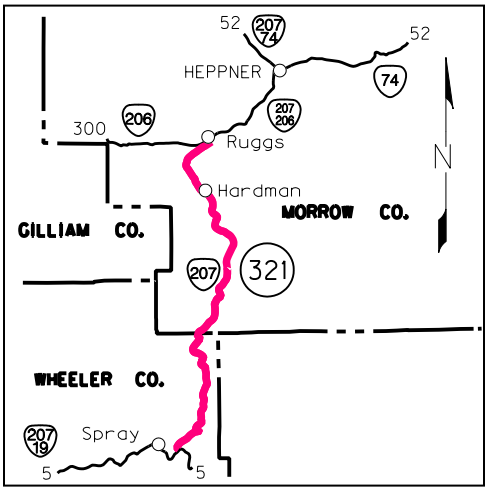
Throughway

None

Heppner - Spray Highway No. 321

321

References



Route Numbers
OR 207

Road Establishment Files
55288 Morrow/Wheeler Counties

County
Morrow Wheeler

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

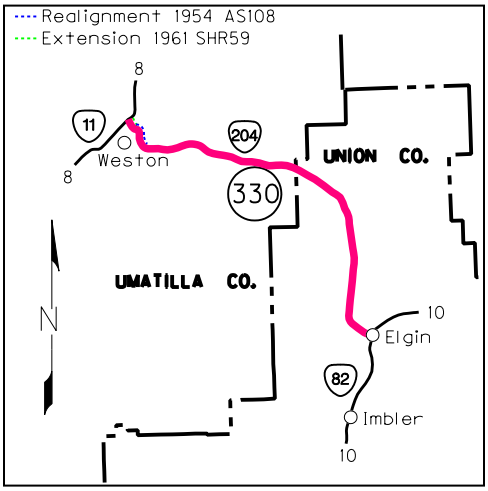
Throughway

None

Weston - Elgin Highway No. 330

330

References



Route Numbers
OR 204

Road Establishment Files
None

County
Umatilla Union

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
304	Umatilla	West Unit, Weston - Weston Mountain	05/23/1955	11/03/1955	

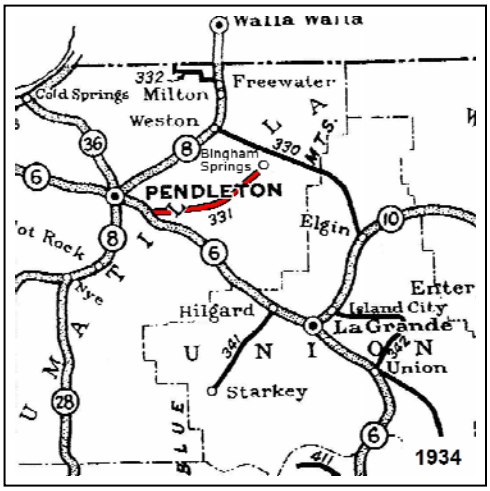
Throughway

None

Bingham Springs Highway No. 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.

References

Route Numbers
None

Road Establishment Files
None

County
Umatilla

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

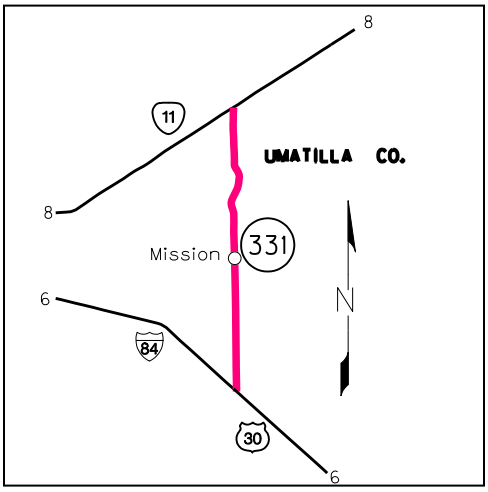
Throughway

None

Umatilla Mission Highway No. 331

331

Formerly Highway No. 331 was designated the Bingham Springs Highway. (1931 - 1936) See the previous chapter for information on that highway.



References

Route Numbers
OR 331

Road Establishment Files
None

County
Umatilla

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
369	Umatilla	Oregon - Washington Hwy - Old OR Trail	01/28/1960	12/18/1963	

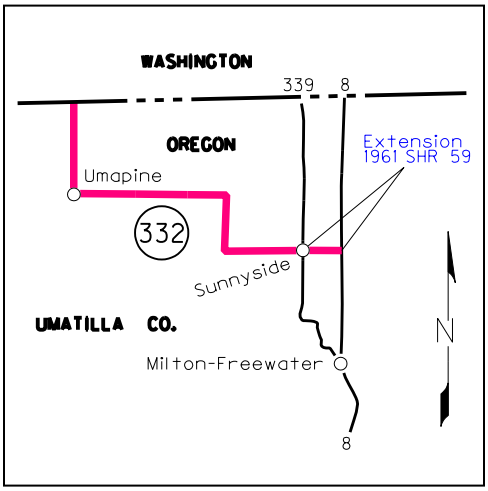
Throughway

None

Sunnyside – Umapine Hwy No. 332

332

References



Route Numbers
OR 332

Road Establishment Files
None

County
Umatilla

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

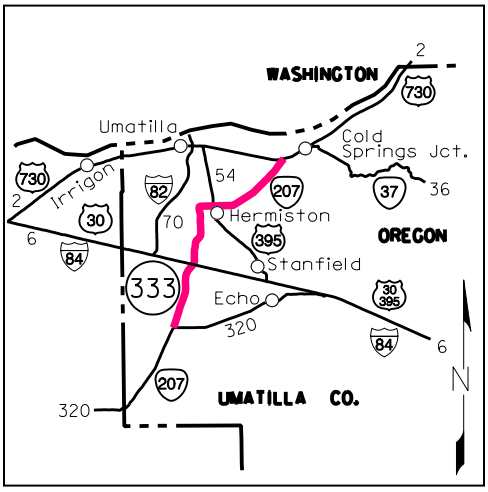
Throughway

None

Hermiston Highway No. 333

333

References



Route Numbers
OR 207

Road Establishment Files
55287 Umatilla County

County
Umatilla

Former Names
None

History

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 know 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
Redesignation 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

JT No.	County	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		

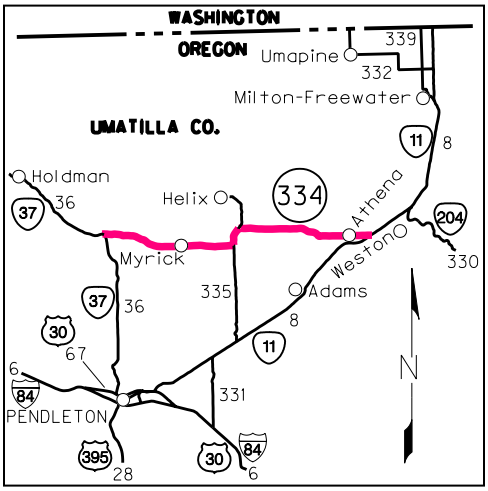
Throughway

None

Athena - Holdman Highway No. 334

334

References



Route Numbers
OR 334

Road Establishment Files
None

County
Umatilla

Former Names
Athena - Cold Springs Hwy (1936 - 1938)

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
177	Umatilla	Campbell Ranch - Gerking School	12/30/1947	09/21/1949	

Throughway

None

Havana - Helix Highway No. 335

335

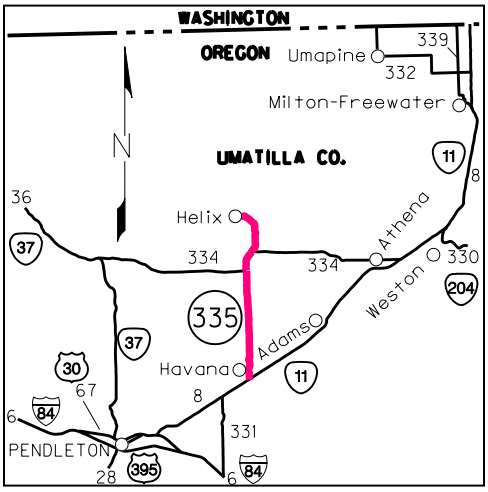
References

Route Numbers
OR 335

Road Establishment Files
None

County
Umatilla

Former Names
None



History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
319	Umatilla	Havana	04/27/1956	09/27/1956	

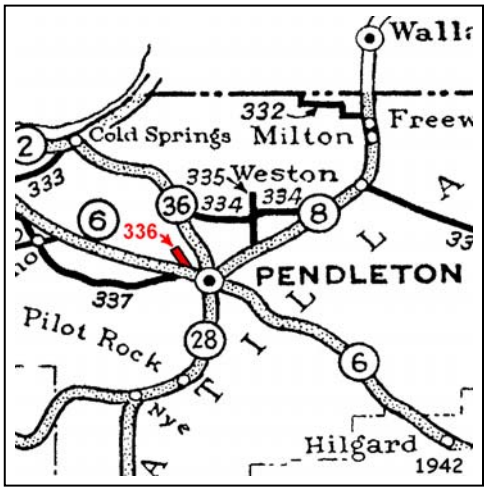
Throughway

None

Pendleton Airport Highway No. 336

336

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Umatilla

Former Names
None

History

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:
1. 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
100	Umatilla	Old Oregon Trail Hwy – Recon-Pendleton		01/21/1942	
218	Umatilla	Pendleton		10/26/1950	

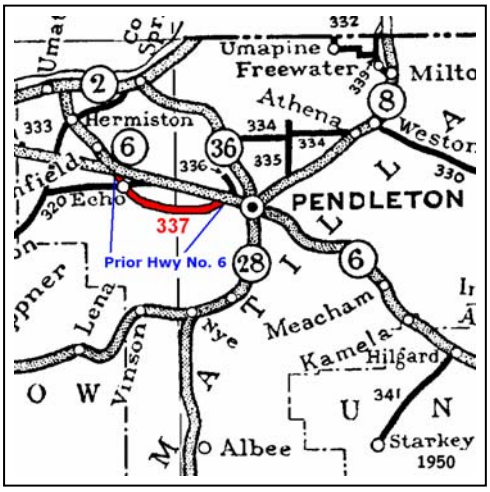
Throughway

None

Stanfield - Pendleton Hwy No. 337

337

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
49511 Umatilla County

County
Umatilla

Former Names
None

History

March 25, 1938
Stanfield – Pendleton Section
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
342	Umatilla	Echo	12/06/1957	12/06/1957	

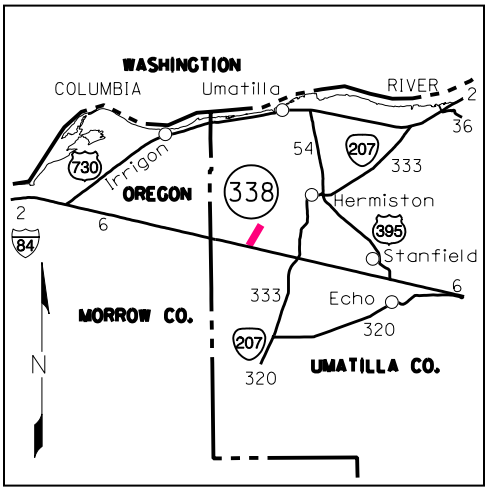
Throughway

None

Ordnance Depot Highway No. 338

338

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Umatilla

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
454	Umatilla	Entire Highway	08/25/1966	06/27/1972	

Throughway

None

Freewater Highway No. 339

339

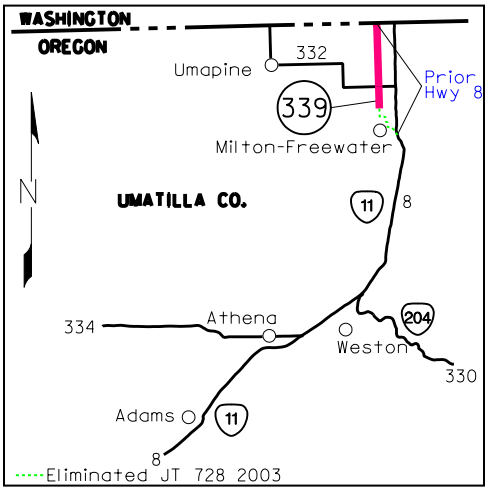
References

Route Numbers
OR 339

Road Establishment Files
None

County
Umatilla

Former Names
None



History

February 4, 1946
Milton – Washington State Line Section
Redesignation 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
Redesignation of a portion of the Oregon – Washington Highway No. 8 approved by the Highway Commission.
See Abandonment & Retention File No. 132

> **Redesignated 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

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

JT No.	County	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	

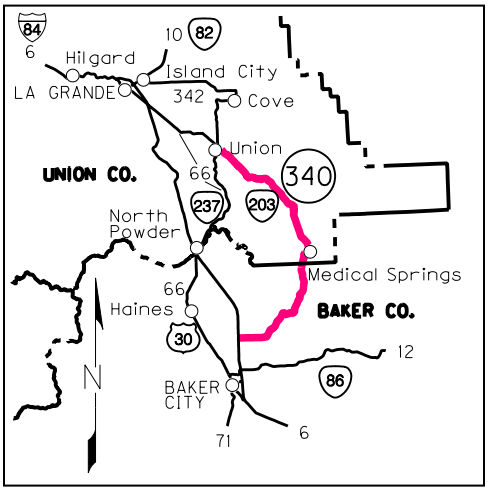
Throughway

None

Medical Springs Highway No. 340

340

References



Route Numbers
OR 203

Road Establishment Files
55286 Baker

County
Baker Union

Former Names
None

History

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

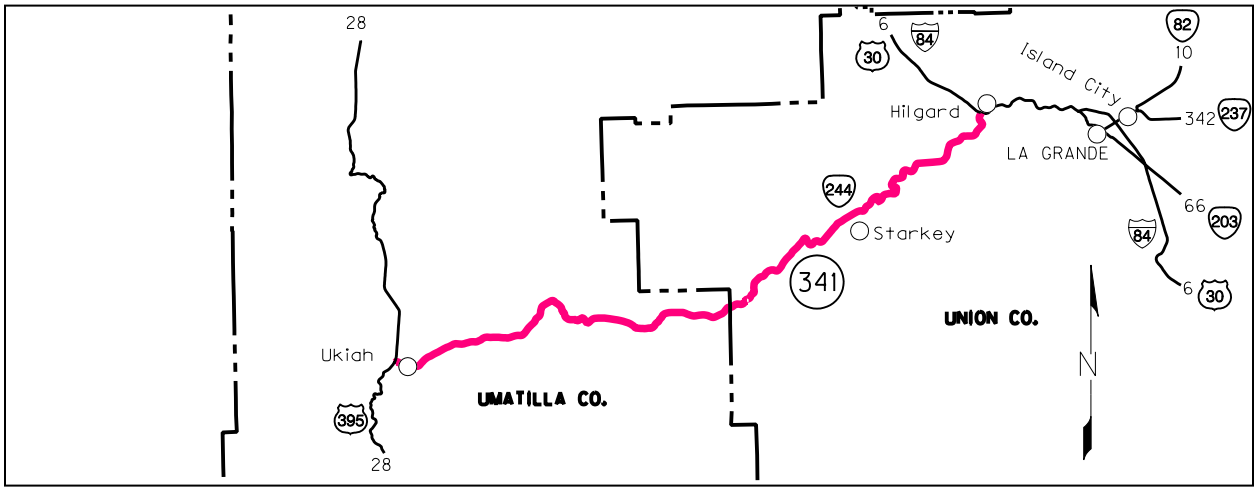
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
496	Baker	Richland Interchange	09/30/1969	08/14/1973	
512	Union	Union	09/30/1969	09/30/1969	
587	Baker	MP 38.47 – MP 42.54)	09/26/1979	05/20/1980	

Throughway

None

Ukiah - Hilgard Highway No. 341

341



References

Route Numbers
OR 244

Road Establishment Files
55285 Union/Umatilla Counties

County
Union Umatilla

Former Names
Starkey Highway (1931 - 1954)

History

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

JT No.	County	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

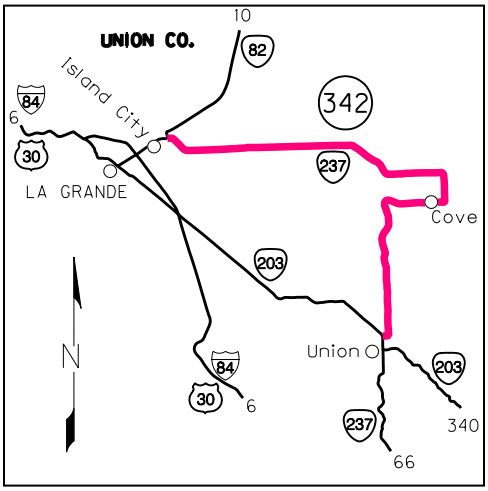
References

Route Numbers
OR 237

Road Establishment Files
None

County
Union

Former Names
None



History

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

Jurisdictional Transfers

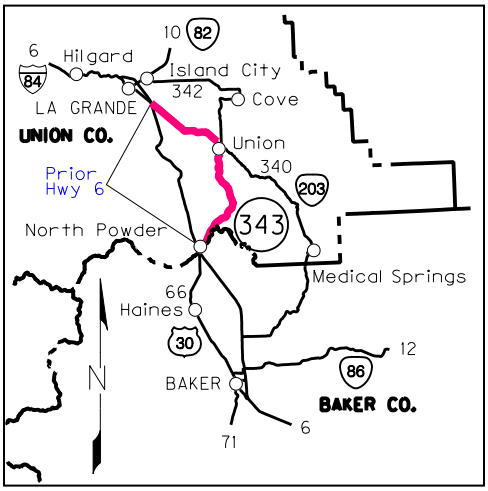
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
173	Union	Cove - Union		11/25/1947	10/14/1947
540	Union	Island City - Cove		10/24/1973	

Throughway

None

LaGrande - North Powder Highway No. 343

343



No longer a part of the highway system.

References

Route Numbers
None

Road Establishment Files
None

County
Baker Union

Former Names
None

History

February 6, 1950
LaGrande – North Powder Section
Baker & Union County
Redesignation 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
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
496	Baker	North Powder	09/30/1969	08/14/1973	

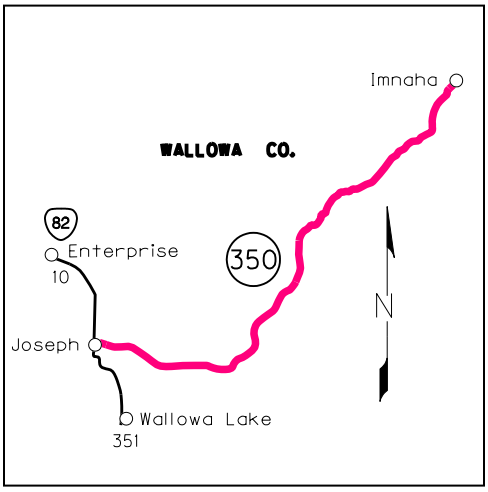
Throughway

None

Little Sheep Creek Highway No. 350

350

References



Route Numbers
OR 350

Road Establishment Files
None

County
Wallowa

Former Names
None

History

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

JT No.	County	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 Creek 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	

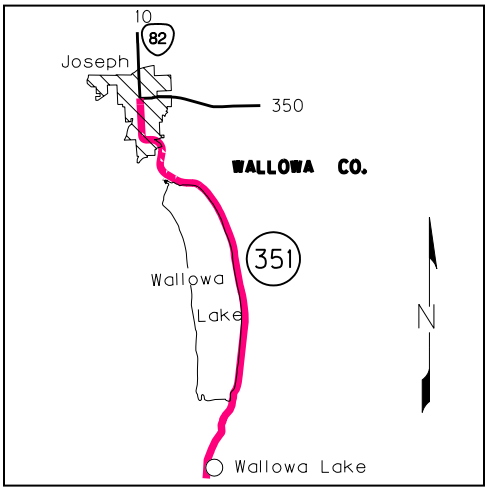
Throughway

None

Joseph - Wallowa Lake Hwy No. 351

351

References



Route Numbers
OR 351

Road Establishment Files
None

County
Wallowa

Former Names
None

History

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

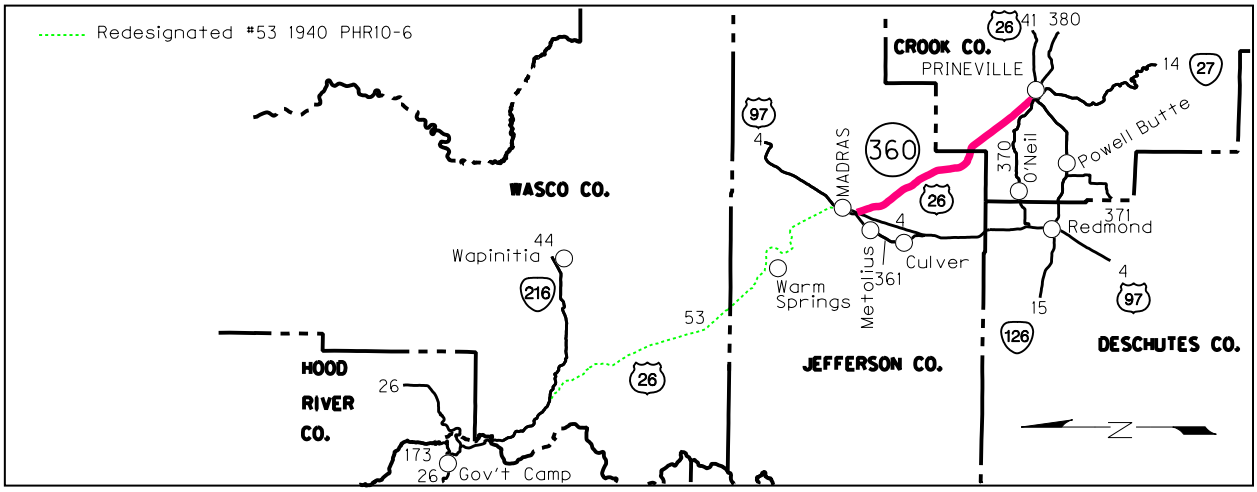
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
219	Wallowa	Vicinity of Joseph		10/26/1950	12/06/1950

Throughway

None

Madras - Prineville Highway No. 360

360



References

Route Numbers
US 26

Road Establishment Files
55284 Jefferson/Crook

County
Jefferson Crook

Former Names
Warm Springs Highway (1931 - 1942)

History

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
Redesignation 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

JT No.	County	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

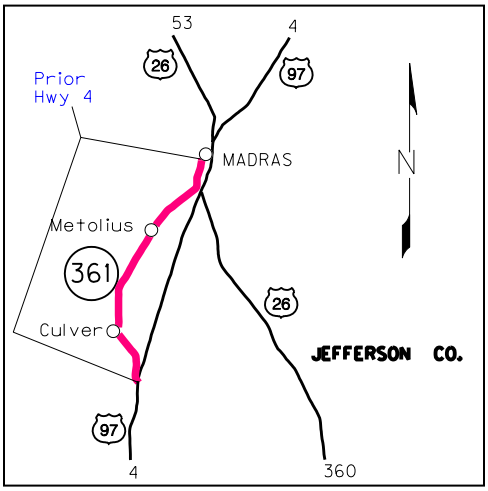
Throughway

None

Culver Highway No. 361

361

References



Route Numbers
OR 361

Road Establishment Files
55283 Jefferson County

County
Jefferson

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

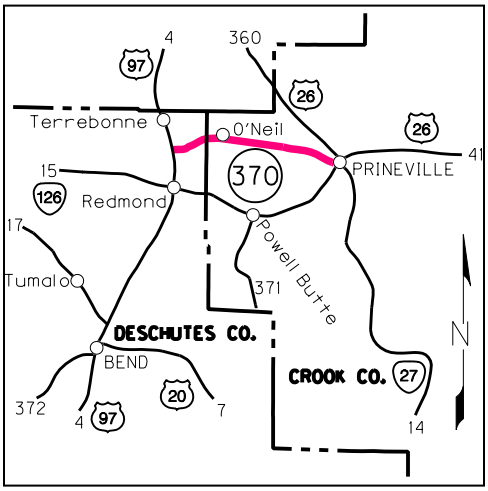
Throughway

None

O'Neil Highway No. 370

370

References



Route Numbers
OR 370

Road Establishment Files
None

County
Deschutes Crook

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
242	Crook	West Unit, Deschutes Co. Line - Prineville		08/20/1951	
291	Crook	E Unit, Deschutes Co. Line - Prineville		05/11/1954	

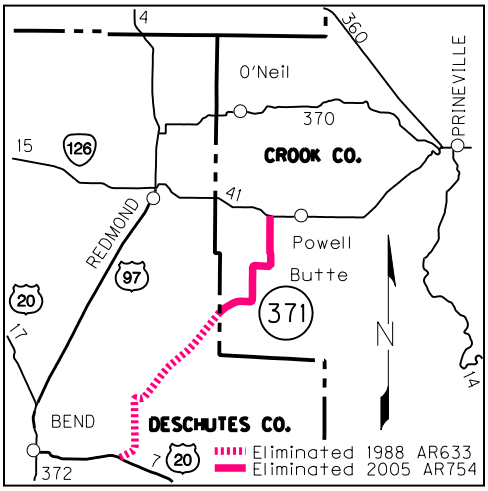
Throughway

None

Powell Butte Highway No. 371

371

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
55282 Crook County

County
Crook Deschutes

Former Names
None

History

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

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
248	Deschutes	Airport		02/19/1952	

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
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 No. 372

372

References

Route Numbers
None

Road Establishment Files
50398 Deschutes County

County
Deschutes

Former Names
None

History

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 (pg 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
Redesignation 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 redesignation 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…*
>
> **Redesignated 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

> **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

JT No.	County	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	

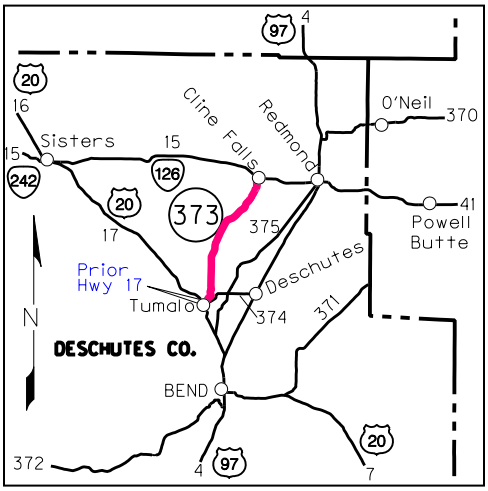
Throughway

None

Cline Falls Highway No. 373

373

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
50399 Deschutes County

County
Deschutes

Former Names
None

History

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
Redesignation of portions of the McKenzie - Bend Highway No. 17 by the Highway Commission.
See Abandonment & Retention File No. 261

> **Redesignated 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

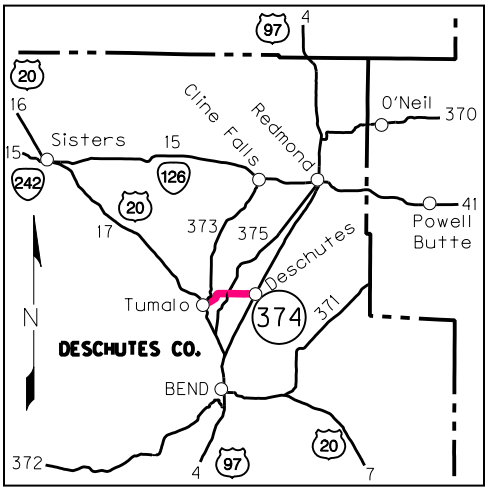
Throughway

None

Tumalo - Deschutes Highway No. 374

374

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
50400 Deschutes County

County
Deschutes

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

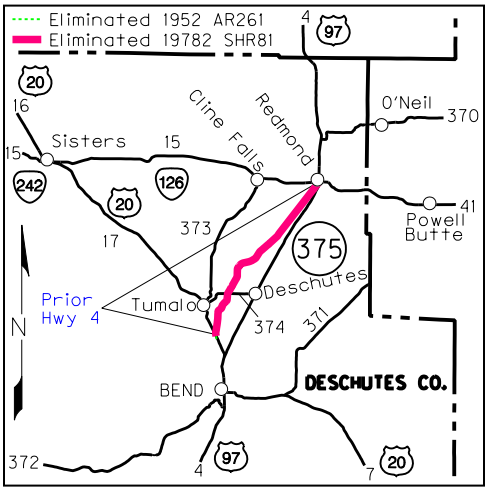
Throughway

None

Redmond - Bend Highway No. 375

375

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
50401 Deschutes County

County
Deschutes

Former Names
None

History

November 17, 1937
Redmond to McKenzie - Bend Highway Section
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

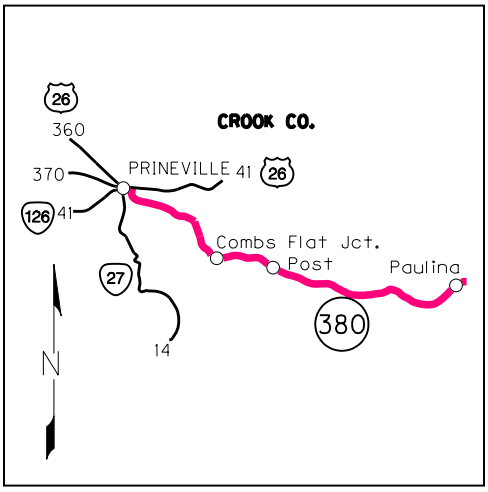
Throughway

None

Paulina Highway No. 380

380

References



Between 1920 and 1922 this route was designated the Crooked River Highway No. 37.

Route Numbers
OR 380

Road Establishment Files
48826 Crook County

County
Crook

Former Names
Crooked River Highway (1931 - 1936)
Crooked River - Paulina Hwy (1936 - 1944)

History

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

JT No.	County	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	

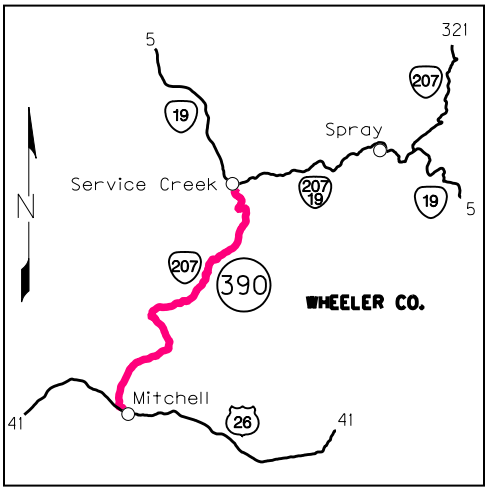
Throughway

None

Service Creek – Mitchell Hwy No. 390

390

References



Route Numbers
OR 207

Road Establishment Files
None

County
Wheeler

Former Names
None

History

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

JT No.	County	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 Road		04/29/1975	
556	Wheeler	N Unit Richmond Junction - Girds Cr Road		01/22/1976	
566	Wheeler	Shoo Fly Creek		09/22/1977	

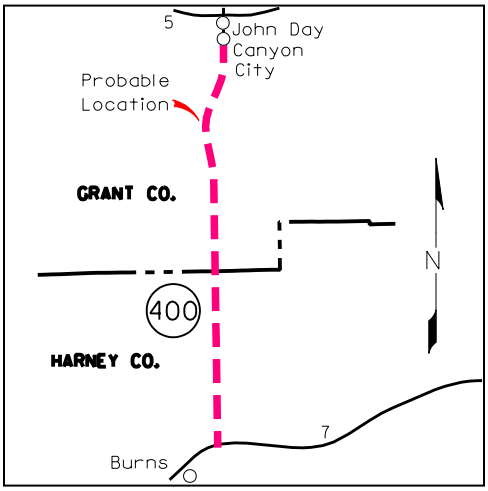
Throughway

None

Canyon City - Burns Highway No. 400

400

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Grant Harney

Former Names
None

History

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 redesignating 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

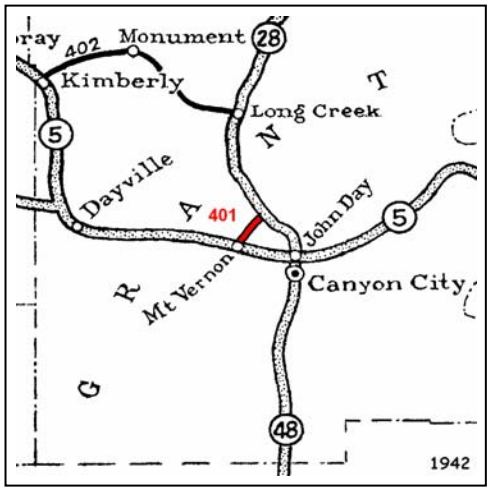
Throughway

None

Beech Creek Highway No. 401

401

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Grant

Former Names
None

History

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
Redesignated as a part of the Pendleton - John Day Highway No. 28 by the Highway Commission.
See Primary Highway Designation File No. 38.

Jurisdictional Transfers

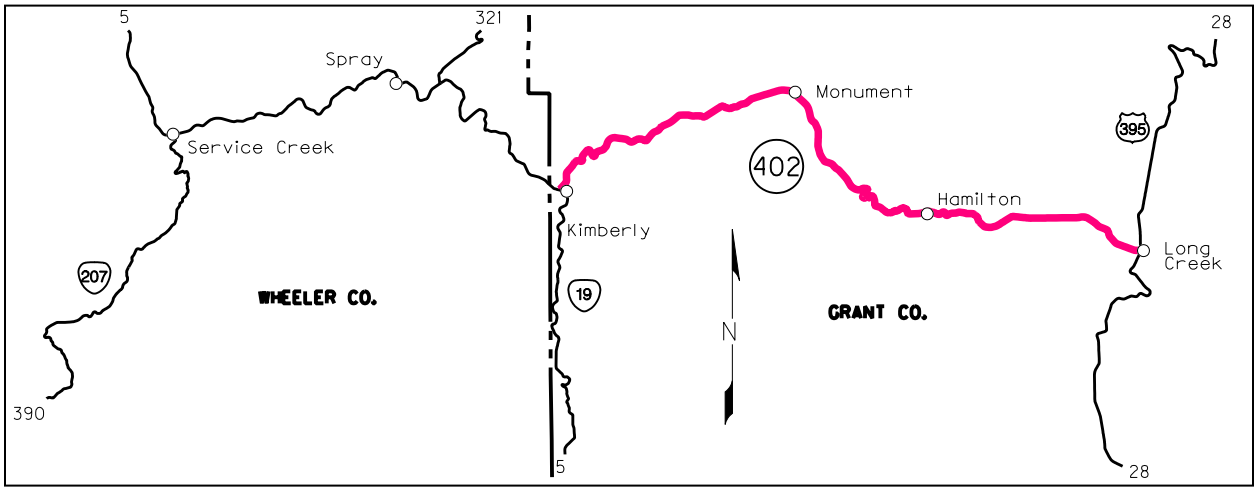
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Kimberly - Long Creek Hwy No. 402

402



References

Route Numbers
OR 402

Road Establishment Files
55281 Grant County

County
Grant

Former Names
Monument Highway (1933 - 1939)

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
147	Grant	Kimberly - Monument & Monument Br	10/29/1946	12/20/1948	03/24/1949
243	Grant	West Unit, Hamilton - Long Creek		10/11/1951	

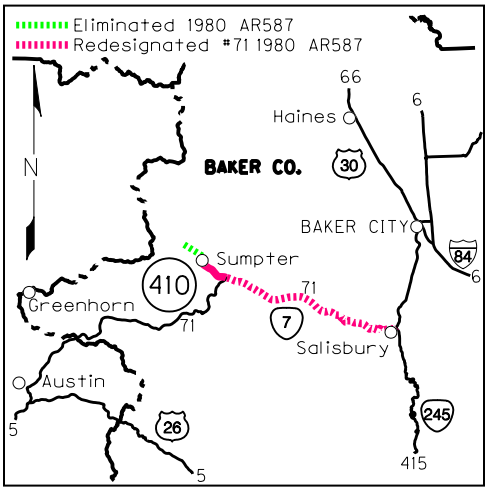
Throughway

None

Sumpter Highway No. 410

410

References



Route Numbers
OR 410

Road Establishment Files
55280 Baker County

County
Baker

Former Names
Sumpter Valley Highway (1931 - 1980)

History

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 (redesignated)
Abandon a portion of the highway (MP 0.00 – MP 2.35). Redesignation of a portion (MP 5.91 - MP 22.78) to become part of the Whitney Highway No. 71. Also redesignating 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

JT No.	County	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	

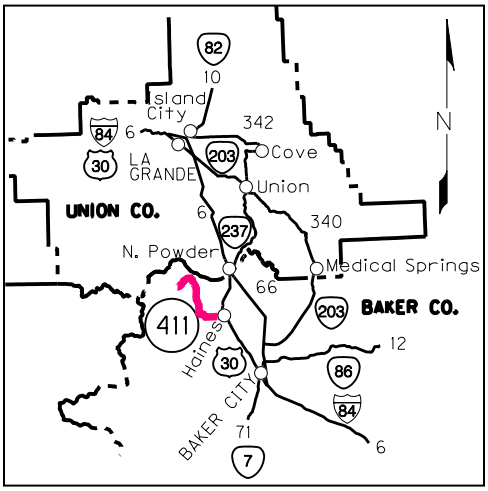
Throughway

None

Haines - Anthony Highway No. 411

411

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Baker

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
587	Baker	MP 0.00 to MP 15.32	09/26/1979	05/20/1980	

Throughway

None

Robinette - Homestead Hwy No. 412

412

No longer a part of the highway system.

References

Route Numbers
None

Road Establishment Files
None

County
Baker

Former Names
None

History

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
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

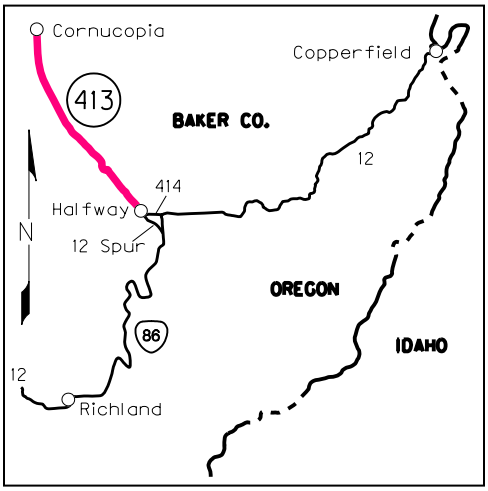
Throughway

None

Halfway – Cornucopia Hwy No. 413

413

The section between Cornucopia and Halfway was designated as the Baker – Cornucopia Highway between 1917 and approximately 1934.



References

Route Numbers
OR 413

Road Establishment Files
50403 Baker County

County
Baker

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
598	Baker	Pine Creek Bridge		12/22/1980	

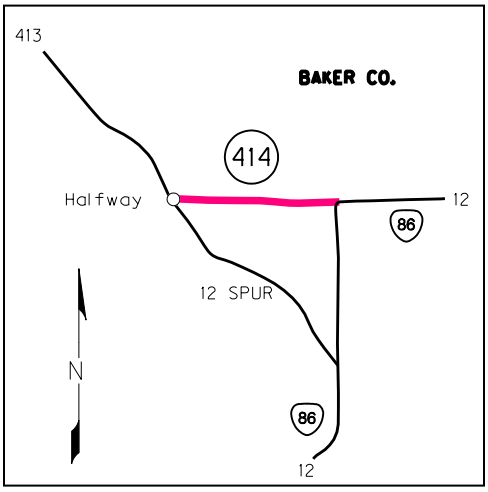
Throughway

None

Pine Creek Highway No. 414

414

References



Route Numbers
OR 414

Road Establishment Files
None

County
Baker

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
357	Baker	Richland - Copperfield	01/19/1959	03/05/1959	

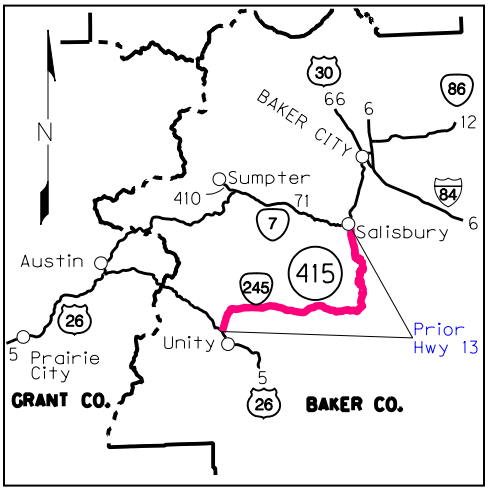
Throughway

None

Dooley Mountain Highway No. 415

415

References



Route Number
OR 245

Road Establishment Files
None

County
Baker

Former Names
None

History

May 20, 1980
Unity – Salisbury (MP 0.00 – MP 37.03) Section
Resolution redesignating a portion of the Baker - Unity Highway No. 13 approved by the Transportation Commission.
See Abandonment & Retention File No. 587

> **Redesignated 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
587	Baker	MP 0.00 – MP 37.03		05/20/1980	

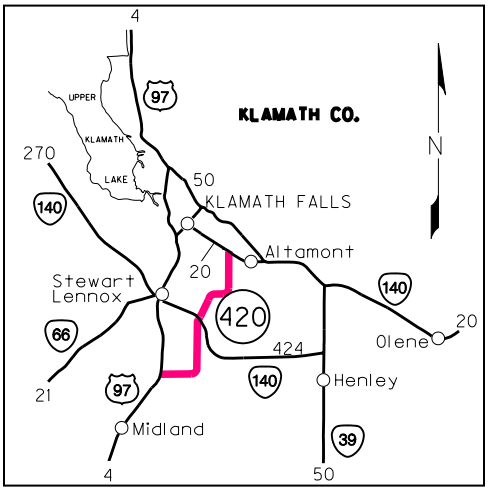
Throughway

None

Midland Highway No. 420

420

References



Route Numbers
None

Road Establishment Files
None

County
Klamath

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
659	Klamath	Washburn Way (Klamath Falls)	07/27/1994	11/16/1994	

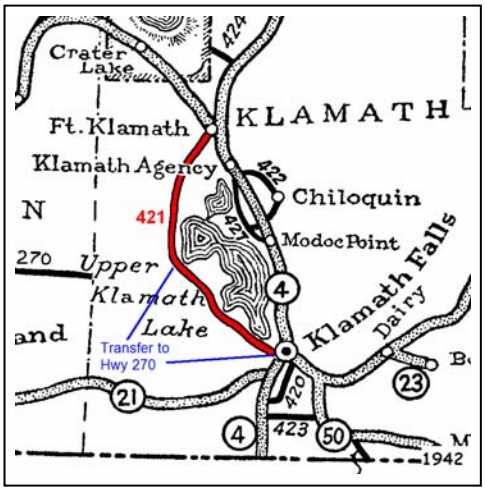
Throughway

None

Klamath Lake Highway No. 421

421

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Klamath

Former Names
None

History

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 (pg 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
Redesignation 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

JT No.	County	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

Chiloquin Highway No. 422

422

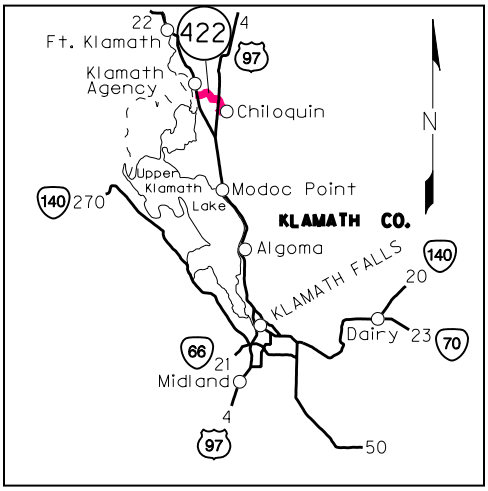
References

Route Numbers
OR 422 OR 422S

Road Establishment Files
None

County
Klamath

Former Names
None



History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

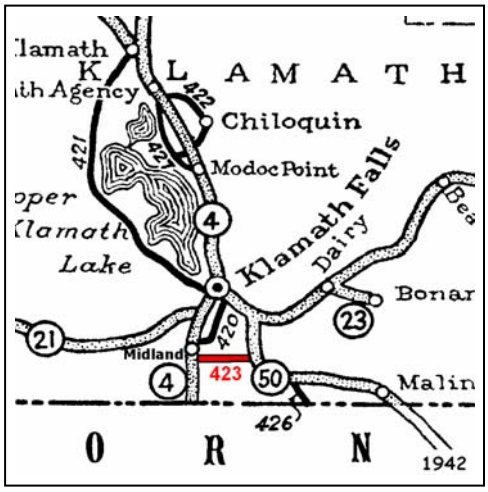
Throughway

None

Lower Klamath Highway No. 423

423

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Klamath

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
193	Klamath	The Dalles - Cal Hwy – K Falls - Malin Hwy		09/13/1948	09/29/1948

Throughway

None

Sand Creek Highway No. 424

424

No longer a part of the highway system.

Highway No. 424 is the current designation for the South Klamath Falls Highway.
See the next chapter for information on that Highway.

References

Route Number
None

Road Establishment Files
None

County
Klamath

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

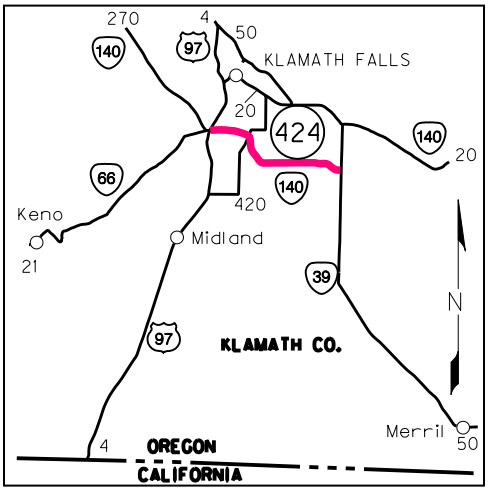
Throughway

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.



References

Route Number
OR 140

Road Establishment Files
None

County
Klamath

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

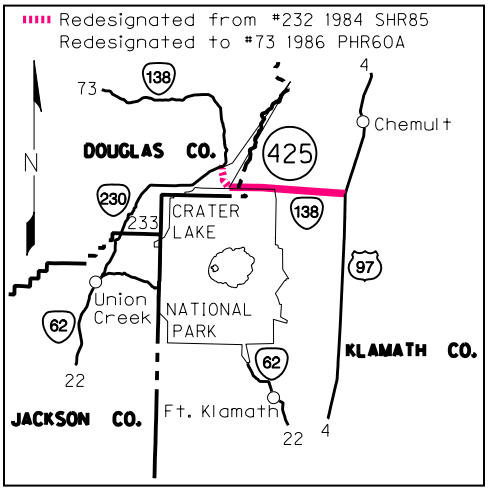
Throughway

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



References

Route Numbers
OR 138

Road Establishment Files
49732 Klamath County

County
Douglas Klamath

Former Names
None

History

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 (redesignated)
Douglas & Klamath County
Redesignation 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
Redesignation 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
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Hatfield Highway No. 426

426

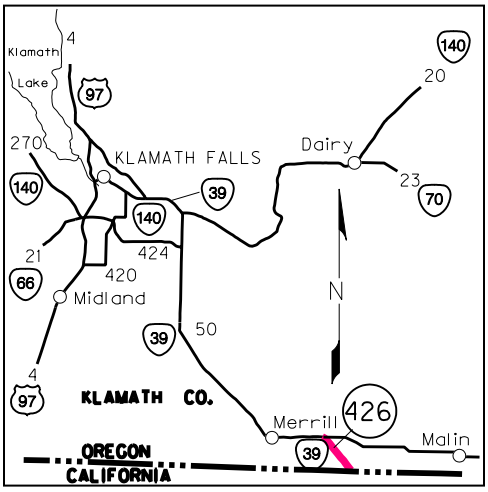
References

Route Numbers
OR 39

Road Establishment Files
None

County
Klamath

Former Names
Merrill - Hatfield



History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

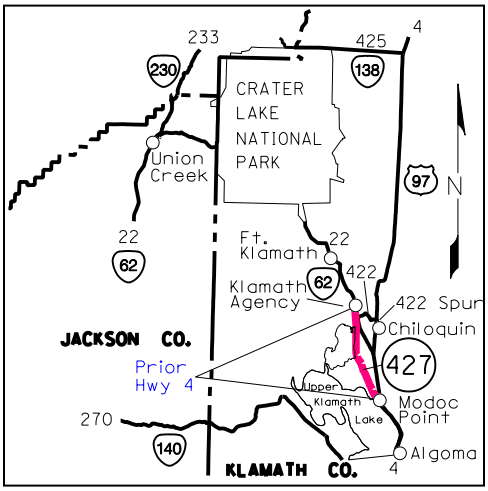
Throughway

None

Modoc Point Highway No. 427

427

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Klamath

Former Names
Klamath Agency - Modoc Point Highway (1940 - 1944)
Modoc Point Highway (1944 - 1987)

History

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.

Undocumented Item

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

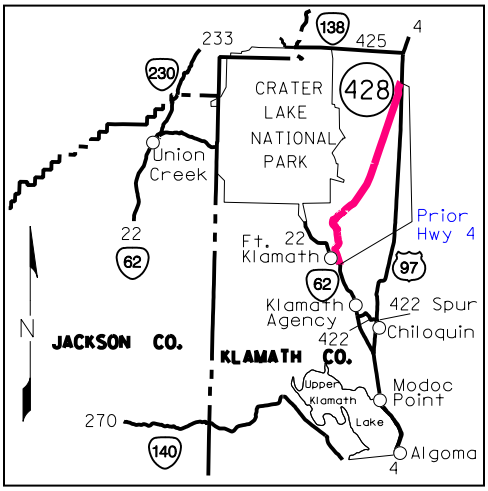
Throughway

None

Sun Mountain Highway No. 428

428

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
55279 Klamath County

County
Klamath

Former Names
None

History

August 9, 1948
The Dalles – California Highway to Fort Klamath Junction Section
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
609	Klamath	Entire Highway	03/03/1983	11/20/1984	

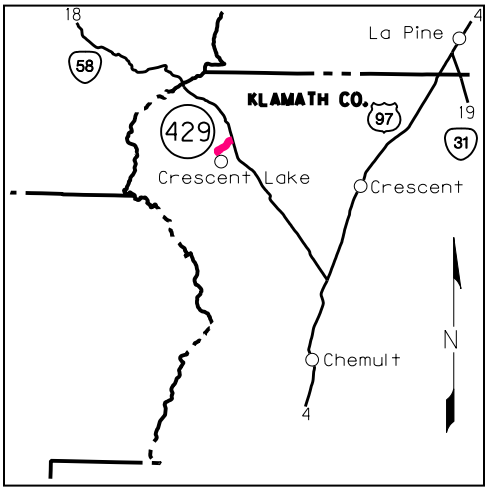
Throughway

None

Crescent Lake Highway No. 429

429

References



Route Numbers
OR 429

Road Establishment Files
None

County
Klamath

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

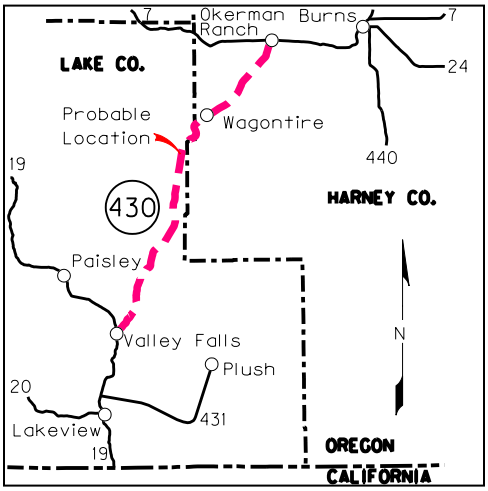
Throughway

None

Yellowstone Cutoff Highway No. 430

430

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Harney Lake

Former Names
None

History

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 redesignating 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

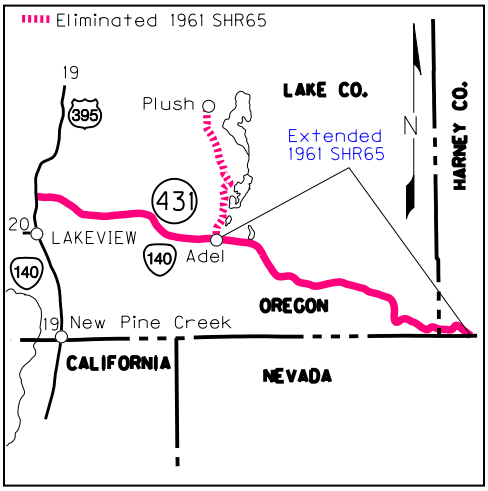
Throughway

None

Warner Highway No. 431

431

References



Route Numbers
OR 140

Road Establishment Files
49730 Lake County

County
Harney Lake

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Frenchglen Highway No. 440

440

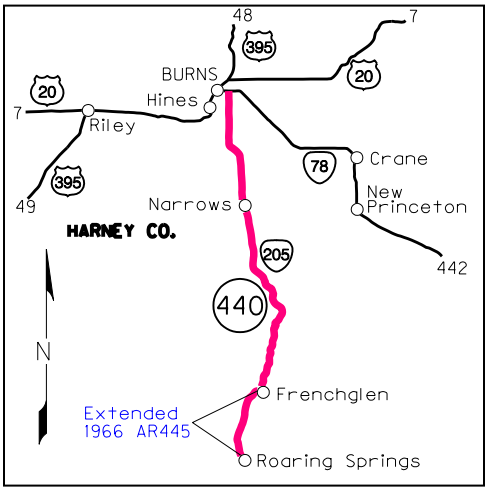
References

Route Numbers
OR 205

Road Establishment Files
None

County
Harney

Former Names
None



History

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

JT No.	County	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	

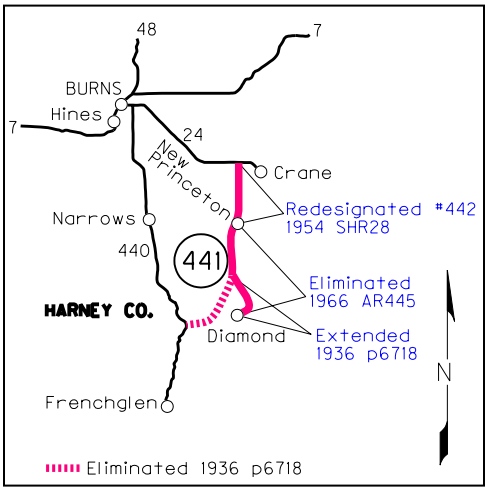
Throughway

None

Diamond Highway No. 441

441

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Harney

Former Names
Diamond Valley Highway (1931 - 1954)
Diamond Highway (1954 - 1966)

History

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:
1 …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….

2 …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

JT No.	County	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	

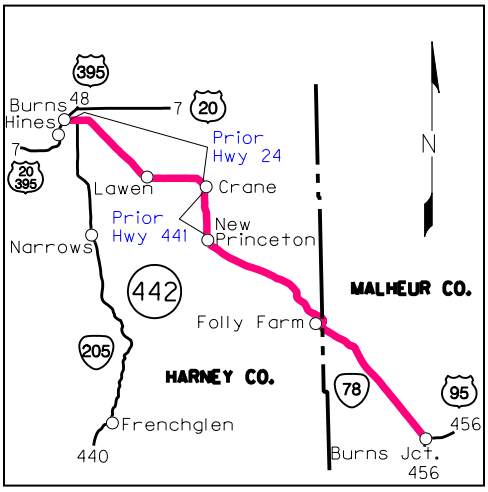
Throughway

None

Steens Highway No. 442

442

References



Route Numbers
OR 78

Road Establishment Files
None

County
Harney Malheur

Former Names
Rome - Princeton Highway (1939 - 1954)
Cranes - Scotts Butte Highway (1954 - 1965)

History

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
Redesignation 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

JT No.	County	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	

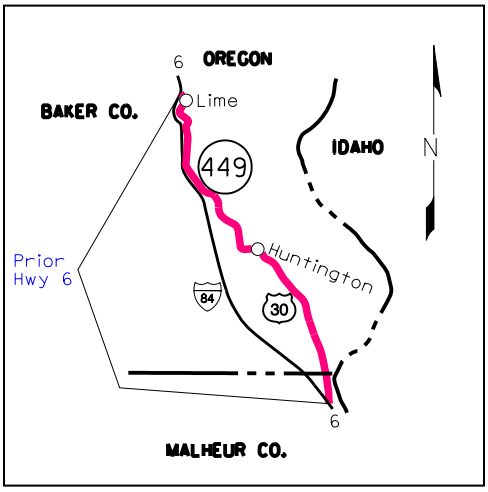
Throughway

None

Huntington Highway No. 449

449

References



Route Number
US 30

Road Establishment Files
None

County
Baker Malheur

Former Names
None

History

March 5, 1968
Lime – Malheur County Line Section
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

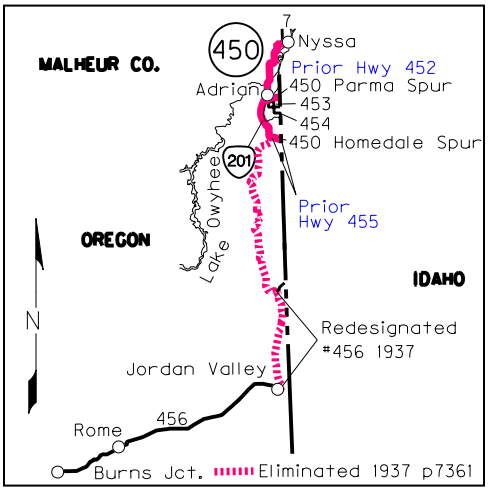
Throughway

None

Succor Creek Highway No. 450

450

References



Route Numbers
OR 201 OR 452

Road Establishment Files
49726 Malheur County

County
Malheur

Former Names
Jordan Valley Highway (1931 - 1938)
Nyssa - Adrian Highway (1938 - 1971)

History

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
Redesignation 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
Redesignation 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 redesignated 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.

Jurisdictional Transfers

JT No.	County	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	

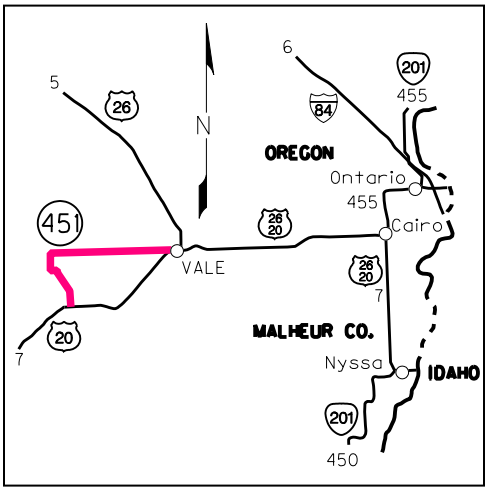
Throughway

None

Vale West Highway No. 451

451

References



Route Numbers
OR 451

Road Establishment Files
None

County
Malheur

Former Names
None

History

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

JT No.	County	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	

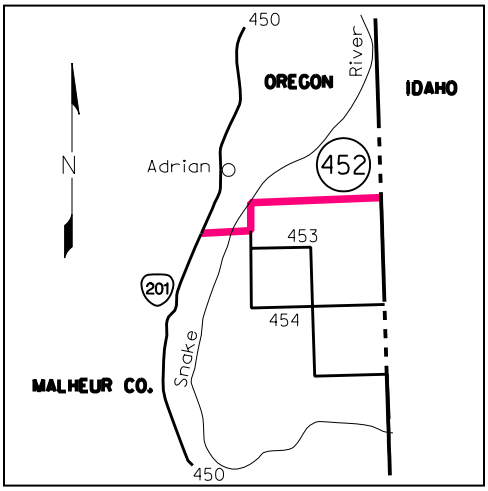
Throughway

None

Adrian Parma Highway No. 452

452

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
None

County
Malheur

Former Names
None

History

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
Redesignation 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
Redesignation 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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

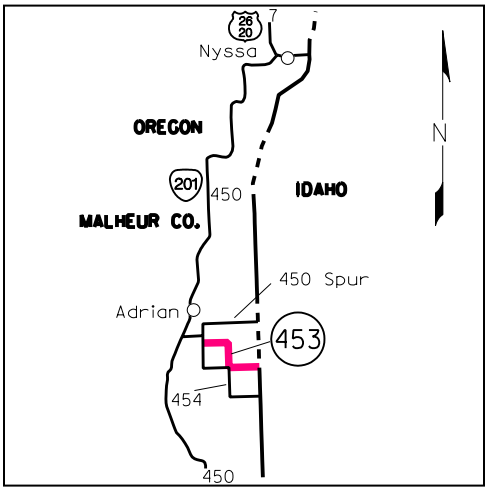
Throughway

None

Adrian - Arena Valley Hwy No. 453

453

References



Route Numbers
OR 453

Road Establishment Files
None

County
Malheur

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

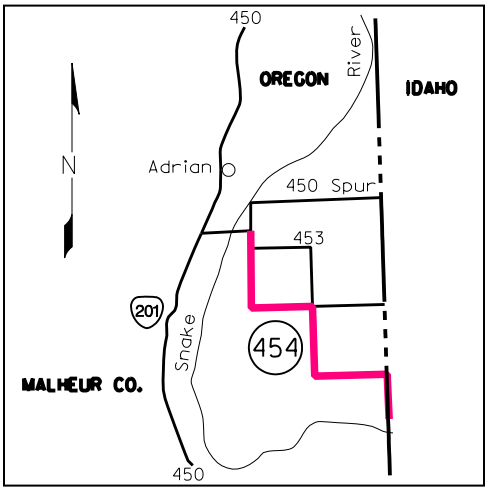
Throughway

None

Adrian - Caldwell Highway No. 454

454

References



Route Numbers
OR 454

Road Establishment Files
None

County
Malheur

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Homedale Spur Highway No. 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.

References

Route Numbers
None

Road Establishment Files
None

County
Malheur

Former Names
None

History

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
Redesignation as a part of the Nyssa - Adrian Highway No. 450 by the Highway Commission.
See Secondary Highway Designation File No. 6.

Jurisdictional Transfers

JT No.	County	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.

References

Route Numbers
US 30 US 30 BUS OR 52 OR 201
US 95S

Road Establishment Files
55278 Malheur County

County
Malheur

Former Names
None

History

December 17, 1956
Olds Ferry – Ontario Section
Redesignation 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:
<u>Unit A</u>
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.

<u>Unit B</u>
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

Jurisdictional Transfers

JT No.	County	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	

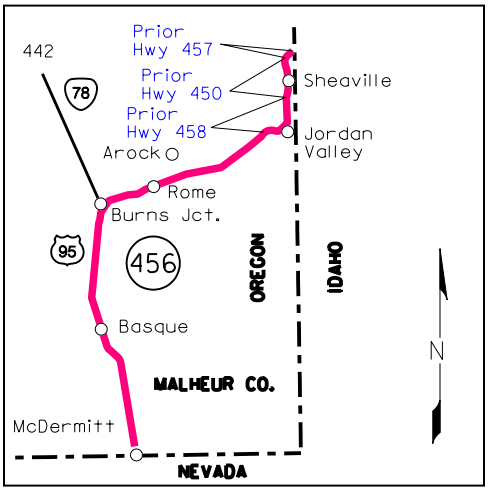
Throughway

None

I.O.N. Highway No. 456

456

References



Route Numbers
US 95

Road Establishment Files
6010023 Malheur County

County
Malheur

Former Names
McDermitt North Highway (1931 - 1937)

History

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:**
> *1. 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 sough 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
Redesignation 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

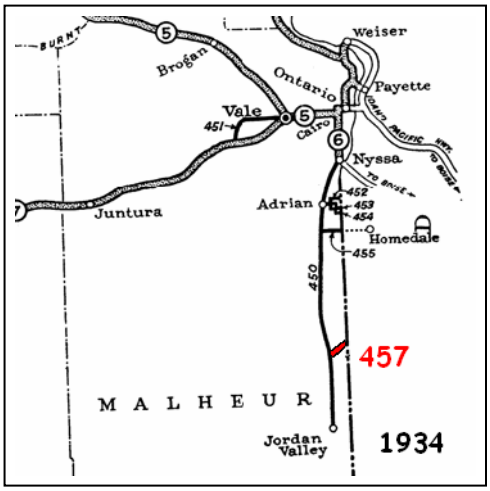
JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order
125	Malheur	Malloy Ranch - Hooker Creek		07/09/1945	08/31/1945

Throughway

None

Malloy Ranch - Idaho Line
Highway No. 457

457



No longer a part of the highway system.

References

Route Numbers
None

Road Establishment Files
6010023 Malheur County

County
Malheur

Former Names
None

History

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

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

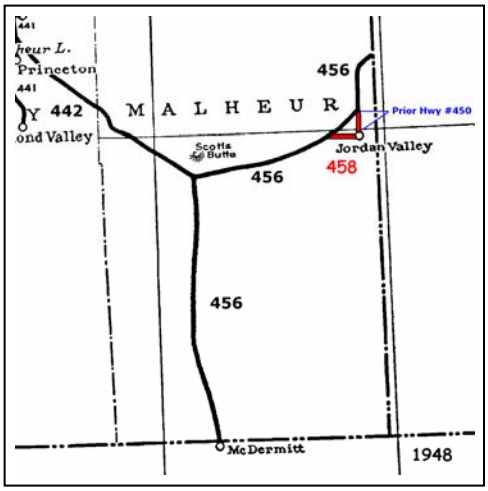
Throughway

None

Jordan Valley Highway No. 458

458

No longer a part of the highway system.



References

Route Numbers
None

Road Establishment Files
6010023 Malheur County

County
Malheur

Former Names
Hooker Creek - Jordan Valley Highway (1937)
Jordan Valley Highway (1937 - 1966)

History

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

Redesignation as a portion of the route of the I.O.N. Highway No. 456.
See Secondary Highway Designation File No. 69.

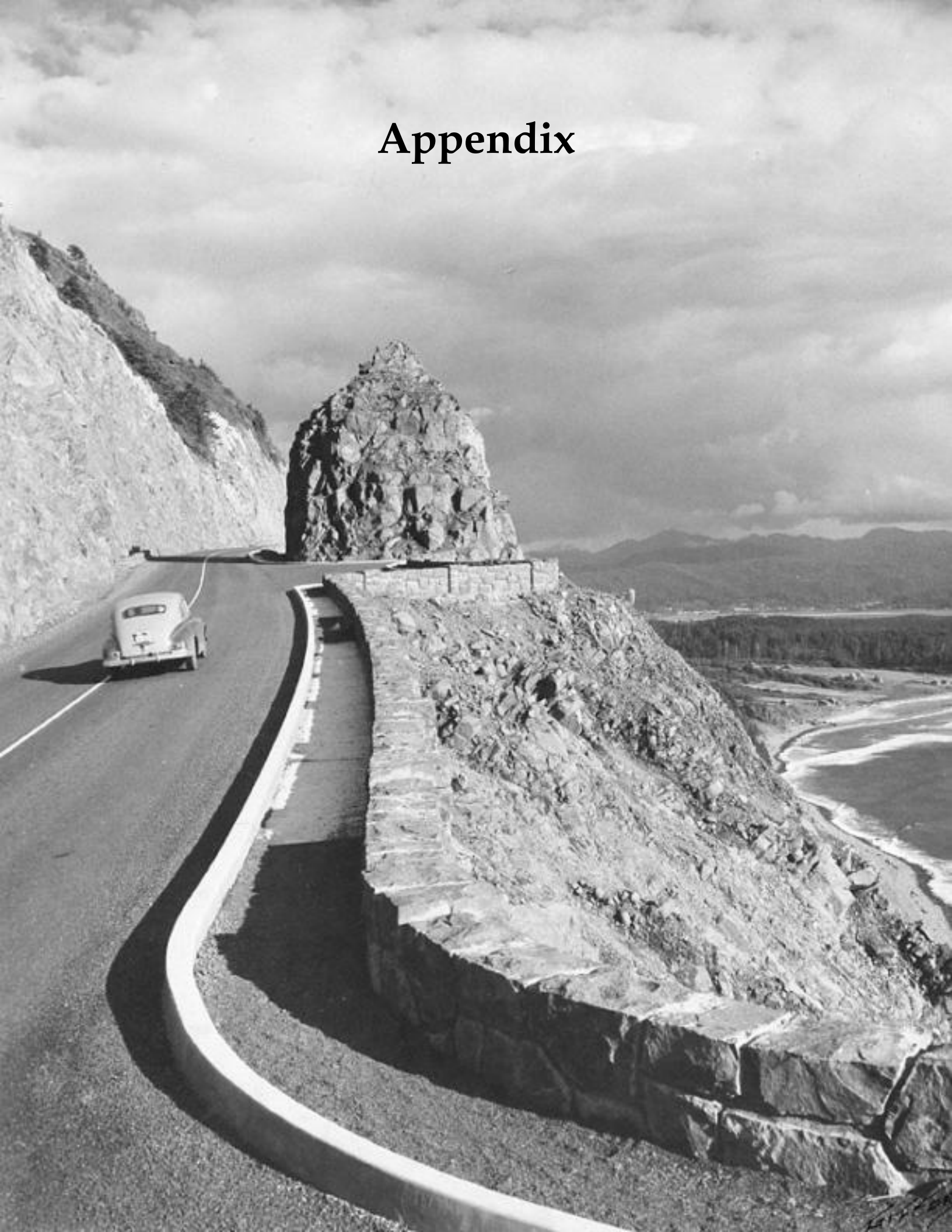
Jurisdictional Transfers

JT No.	County	Section	Commission Agreement	Commission Resolution	Court Order

Throughway

None

Appendix



1 – Highway Numbers

A link to the official State Highways listed numerically and also alphabetically. This list comes from the ODOT Inventory and Mapping Unit web site.

The latest list can be obtained from the following ODOT site:

www.oregon.gov/ODOT/TD/TDATA/rics/docs/AlphaNumericHighways.pdf

2 – Route Numbers to State Highway Numbers Cross Reference

ODOT Inventory and Mapping Unit maintains a cross reference of ODOT Highway numbers to Route numbers (Interstate, US and Oregon). This list comes from the ODOT Inventory and Mapping Unit web site.

Check here for the latest version:

www.oregon.gov/ODOT/TD/asset_mgmt/docs/OTMS/Routes2HwyCrossRef.pdf

3 – Throughway Maps

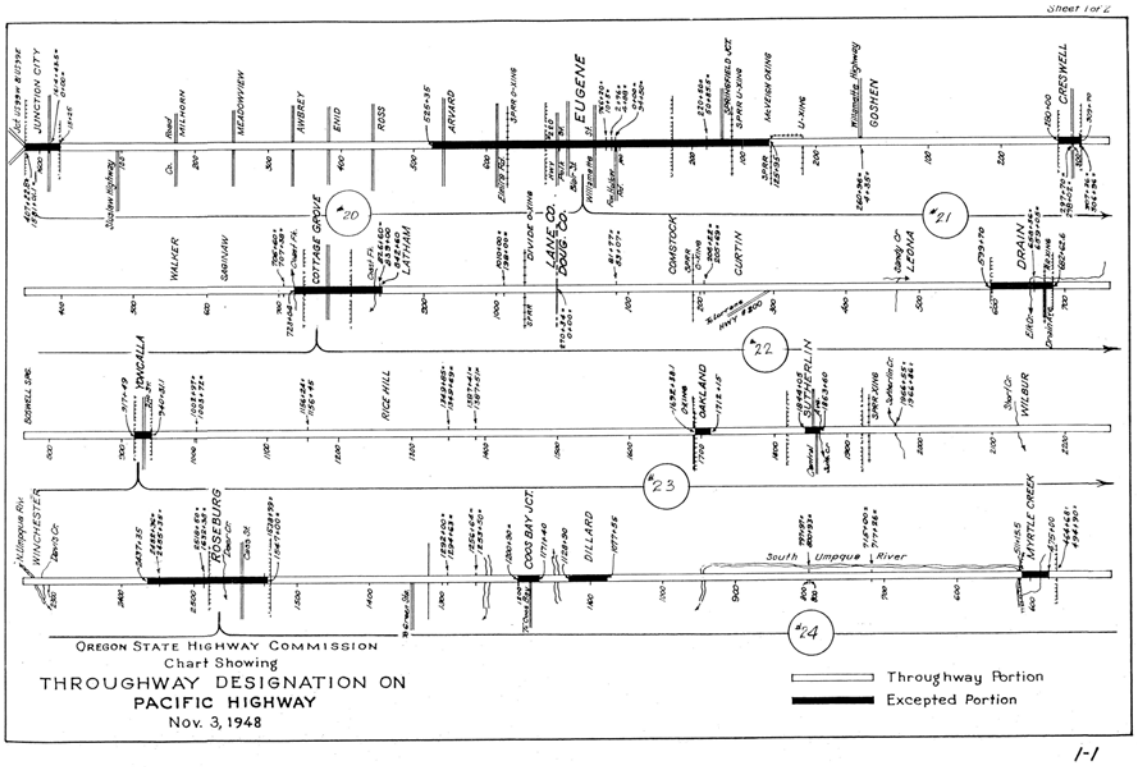
The throughway system was authorized by the Oregon Legislature in 1947, and enacted by the Oregon Transportation Commission in 1948. This system, as originally conceived was to provide a continuing method of protecting the integrity of the highway system and to provide for a safer and more viable highway 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 as a 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



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 what ever documents they found or created in their research, such as letters, county resolutions, maps, viewers 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 what ever 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".

70

Road_Establishment_Files.pdf

The 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 Calapoia 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

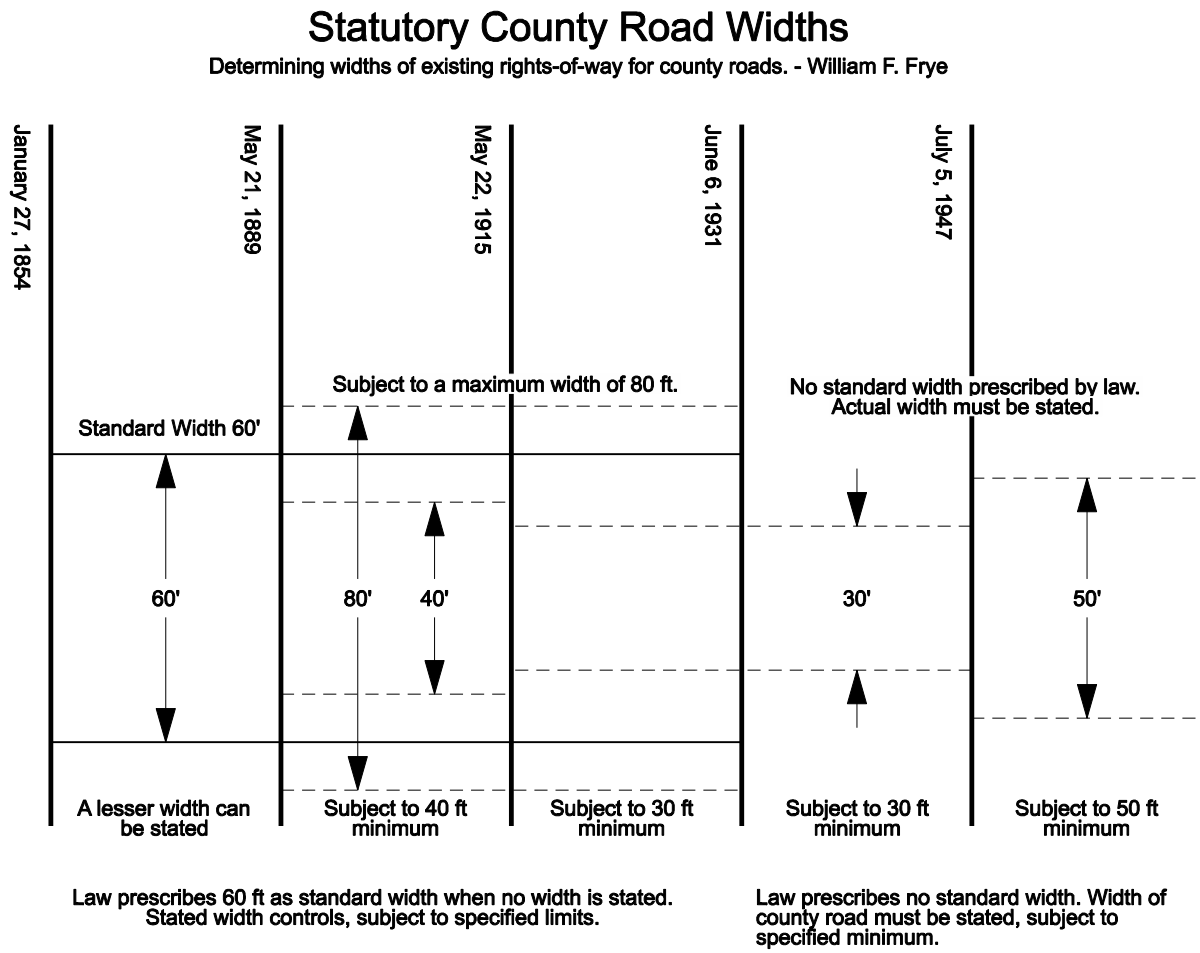
5 – Determining Widths of Existing Rights-Of-Way for County Roads

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.



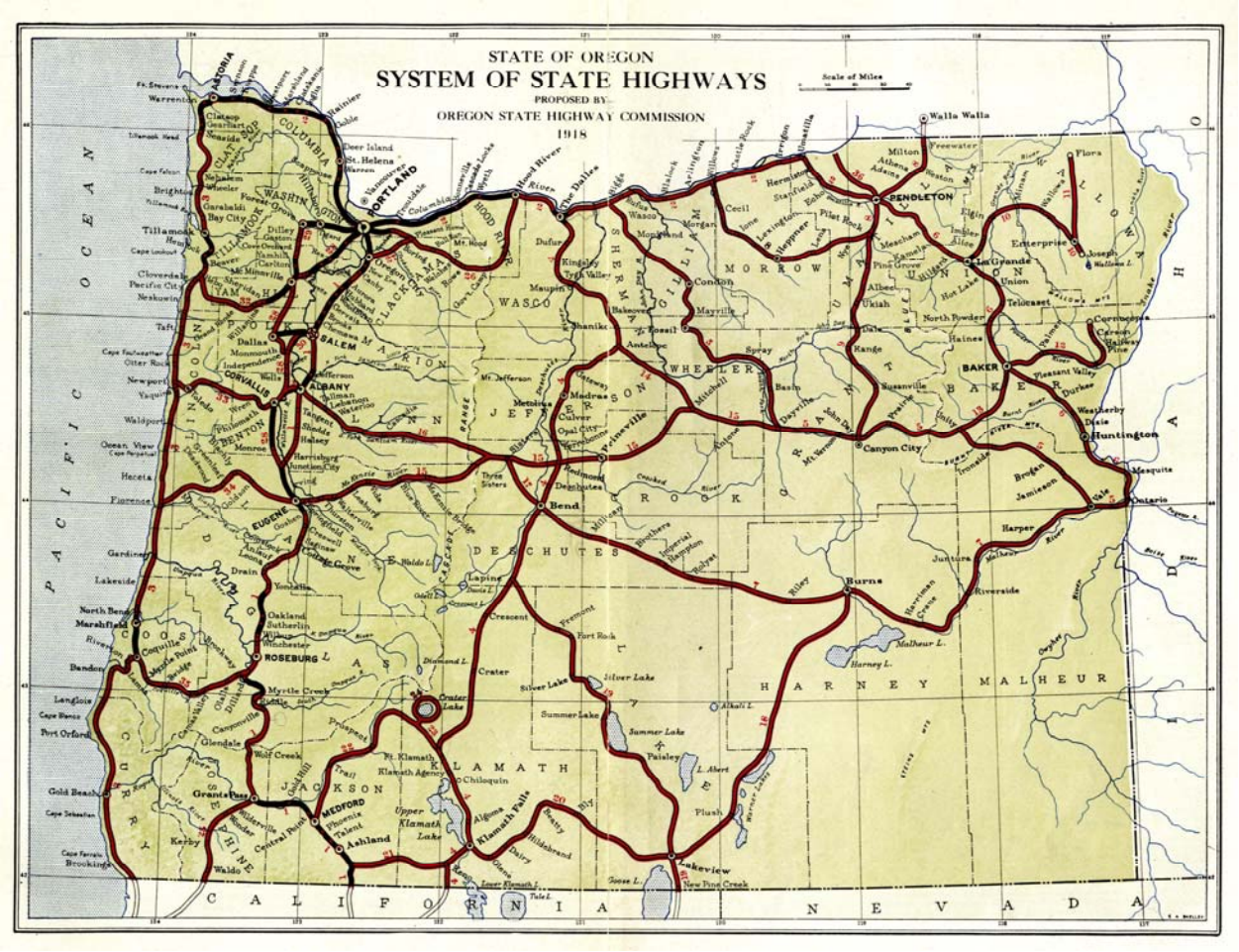
6 –State Highway Maps

Located in the library of the ODOT STLS building is a collection of ODOT Biennial Reports. In each volume is a map of Oregon showing the highways as they existed at that time. 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 spit into three sets.

The following links will take you to a scanned collection of these Historical State Maps.
BiennialCollectionMaps.pdf

Large File Alert

Traffic Volume Maps
StateHwy1961-1979.PDF
StateHwy1980-1999.PDF
StateHwy2000-2005.PDF

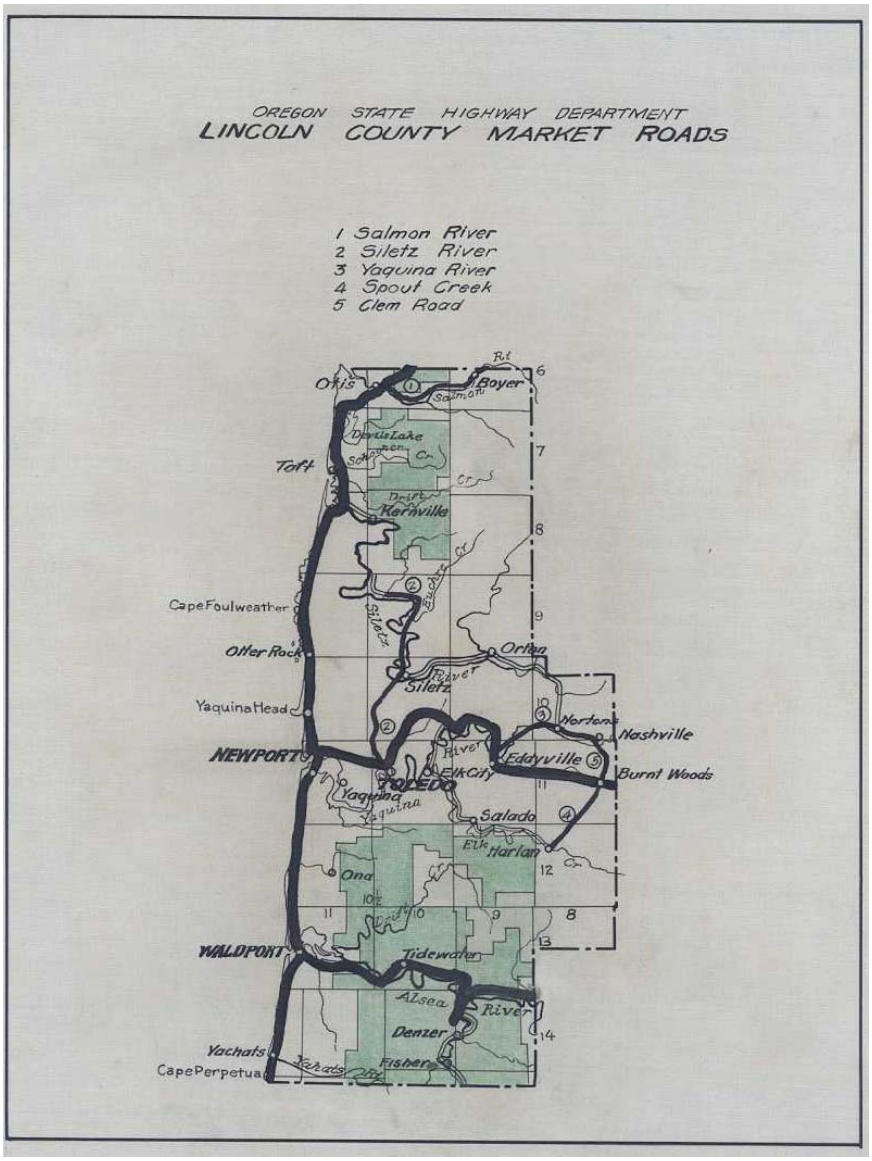


7 – Market Road Drawings

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.

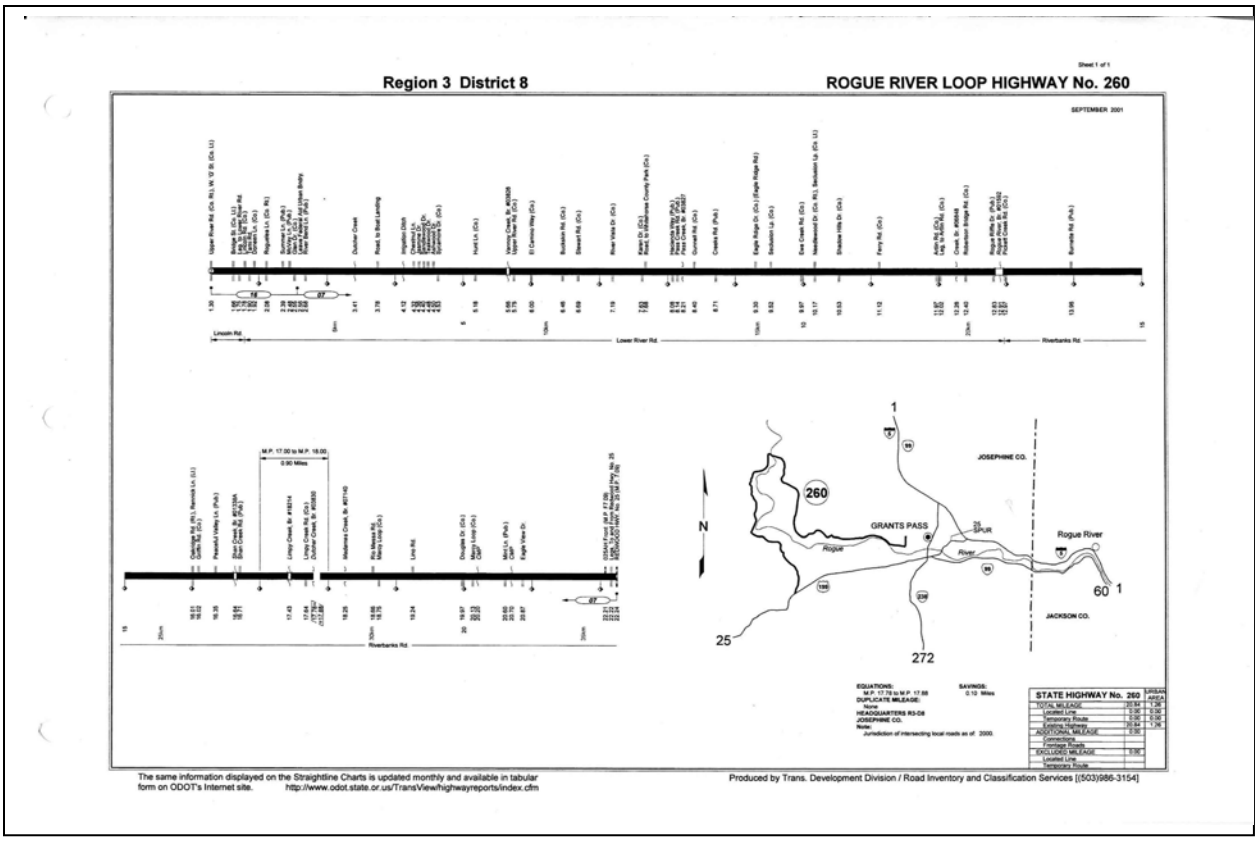
Market_Road_Drawings



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.

http://www.oregon.gov/ODOT/TD/TDATA/rics/docs/Straightline_Charts/slchart_pdfs/

An example of a Straightline Chart.