

# CROSS REFERENCE SHEET

Name or Subject    ROADS    General State Highway    File No.  
Route #~~239~~ *now 280*  
Junipero Serra Expressway

Regarding    Date, concerning Junipero Serra Blvd    Date

## SEE

Name or Subject    ROAD 1212    Junipero Serra Blvd    File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."



Cat. No. 30-5902.1  
For use in all Filing Systems

#5

RESOLUTION OF THE BOARD OF SUPERVISORS  
OF THE COUNTY OF SANTA CLARA APPROVING  
PORTIONS OF THE PLANS FOR GUADALUPE  
FREEWAY (STATE ROUTE 87) AND ROUTE 280

WHEREAS, the State of California through its Department of Public Works, Division of Highways, has presented a revised schematic plan of the proposed Guadalupe Freeway (State Route 87, formerly Route 292) within the City of San Jose, County of Santa Clara, between Jerome Street and Coleman-Market Street and Route 280 (formerly Route 5) between Gregory Street and Almaden Avenue; and

WHEREAS, the Board of Supervisors has reviewed the revised plans and is in agreement with the provisions thereof;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara that the following described plans be and the same are, hereby approved: 4-SC1-87 P.M. 5.5 to P.M. 6.5 (Old 4-SC1-292) Freeway in the City of San Jose between San Carlos Street and Coleman Street dated July 5, 1966.

BE IT FURTHER RESOLVED that the resolution dated August 3, 1965 approving plans for the above described freeway is hereby rescinded.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on NOV 21 1966, 1966, by the following vote:

AYES: Supervisors, Della Maggiore Spangler Mehrkens Sanchez Quinn  
NOES: Supervisors, None  
ABSENT: Supervisors, None

*Charles A. Quinn*  
Chairman, Board of Supervisors

ATTEST: JEAN PULLAN, Clerk  
of the Board of Supervisors

*Donald M. Rains*

DONALD M. RAINS  
Assistant Clerk Board of Supervisors

JRK:mab - 10/4/66  
cc: P.W. Council

NOV 21 1966

9

C/R - original papers filed in Rt. 87

# memorandum



|  |      |
|--|------|
| TO   | FROM |
| FILE/per JP  | SVM  |
| SUBJECT  | DATE |
| Agmt with State of California                          |      |
| 2-26-69  |      |
| For Improvement of Silver Creek-Interstate #680 & #280 |      |

Nothing further on this agreement

November 21, 1966

04-SC1-280,680  
279511

Mr. Frank C. Tedesco, Projects Engineer  
Department of Public Works, Highways Division  
P. O. Box 3366, Rincon Annex  
San Francisco, California 94119

Subject: Agreement with State of California  
For Improvement of Silver Creek-Interstate #680

Dear Mr. Tedesco:

Enclosed please find copy of Agreement dated May 31, 1966, between the State of California and Santa Clara County Flood Control and Water District for improvement of Interstate Highway No. 680 at Silver Creek near Jackson Avenue in San Jose. Also enclosed is a copy of our transmittal letter dated June 3, 1966.

We have no indication of having received an originally executed copy of this document and would appreciate your advising us of the status of the Agreement.

Thank you for your courtesy in this matter.

Very truly yours,

BOARD OF SUPERVISORS

By \_\_\_\_\_  
Assistant Clerk of the Board

DMR:sh  
Enclosures

11-21-66

cc Mickey Bauer, (F/C) 12-7-66

FC#8

File: L-B, Drainage Ditch Easements  
Story Rd. Silver Creek?  
State Highway 680 -  
9-28-66 Nothing in file - check with F/C -  
nothing in this file.  
10-21-66 Not in F/C (Silver Creek) file 2 zone  
State 680 San.

04-SC1-280,680  
279511

June 3, 1966

Mr. Frank C. Tedesco, Projects Engineer  
Department of Public Works, Highways Division  
P O Box 3366, Rincon Annex  
San Francisco 94119, California

Subject: Agreement with State of California  
For Improvement of Silver Creek - Interstate #680

Dear Mr. Tedesco:

Enclosed you will find an original and 5 copies of  
an agreement between the Santa Clara County Flood  
Control and Water District and the party named above.  
The Board of Supervisors at its regularly scheduled  
meeting on May 31, 1966 authorized its chairman to  
execute this agreement on behalf of the District.

After execution of all copies, we would appreciate  
your returning one copy to this office.

Very truly yours,

JEAN PULLAN, Clerk  
of the Board of Supervisors

By: \_\_\_\_\_  
Deputy Clerk

JP:DMR:jc  
Encls: Agreements  
Certified copies of Resolution

cc: Flood Control District

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P.O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119

February 21, 1968

4-SC1-680  
04215 - 279511

Mrs. Jean Pullan, Clerk  
of the Board of Supervisors  
County of Santa Clara  
County Administration Building  
Room 524  
70 West Hedding Street  
San Jose, California 95110

Dear Mrs. Pullan:

Thank you for your letter of January 31, 1968, requesting information about the proposed Cooperative Agreement for improving Silver Creek Channel, between Jackson Avenue and our proposed Route 680 freeway.

The Agreement is still in our Headquarters awaiting execution. Pending the outcome of current negotiations with the Flood Control District, the Agreement may have to be revised. If revision is necessary, we will also include a clause which will permit the State to execute the revised Agreement without waiting for appropriation of the necessary funds by the California Highway Commission.


If no revision of the Agreement is necessary, the information in our letter of December 1, 1966 still applies. Namely, that the Agreement will not be executed by the State until funds for the construction have been provided by the California Highway Commission. Since present plans call for advertising the project in 1970, the funds will probably not be appropriated until some time in 1969.

Thank you for your interest in this matter.

Very truly yours,

ALAN S. HART  
District Engineer

By

  
FRANK C. TEDESCO  
City and County  
Cooperative Projects Engineer

cc: Flood Control  
2-27-68

COUNTY OF  
SANTA CLARA

FEB 27 11 26 AM '68

RECEIVED  
CLERK OF SUPERVISORS

January 31, 1968

Mr. Frank C. Tedesco  
City & County Cooperative Projects Engineer  
State Division of Highways  
P. O. Box 3366, Rincon Annex  
San Francisco, California 94119

Subject: Cooperative Agreement between the State and the  
Santa Clara County Flood Control and Water Dis-  
trict - Your File Reference: 04-SCL-280,680  
04-279511

Dear Mr. Tedesco:

In reviewing our pending files, we find we have not as yet received a fully executed copy of the captioned agreement. The last data we have on this Agreement is receipt of your letter of December 1, 1966, a copy of which is enclosed.

If the captioned agreement has been lost in the mails, we will appreciate receiving a copy of it for our files. If the agreement was not executed by the State, we should like data on this so that we may close our file.

Your cooperation will be appreciated.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan, Clerk

By: \_\_\_\_\_  
Deputy Clerk

JP:kb  
Enclosure (1)



DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119

December 1, 1966



2-7-67

*Let Mickey Bauer  
know if we hear  
further.*

04-SC1-280,680

04-279511 4-28-67 No return sh  
5-17-67 Ch. w/FC no  
return.

Office of the Board of Supervisors  
County of Santa Clara  
County Administration Building  
70 West Hedding Street.  
San Jose, California

Gentlemen:

Reference is made to your letter to this office dated May 31, 1966, inquiring as to the status of the proposed Cooperative Agreement between the State and the Santa Clara County Flood Control and Water District providing for the widening of the open channel between Jackson Avenue and State Route 680, which work is to be accomplished in connection with State's contemplated freeway construction contract between 0.2 mile east of ~~Mc~~Joeklyn Avenue and 0.5 mile north of State Route 130 (Alum Rock Avenue).

*McLaughlin*

This letter will acknowledge receipt of the executed copies of the Agreement by the County and the Board of Supervisors' Resolution approving the Agreement and authorizing its execution, which was received in this office on June 3, 1966.

The Agreement has been forwarded to our Headquarters for execution. Execution of the Agreement by the State is contingent upon the Highway Commission appropriating the necessary funds to cover State's financing for the above mentioned project. Upon approval of funds and subsequent execution of the Agreement, the County will be furnished with a fully executed copy of this document.

Thanking you for your interest in this matter, I remain,

Very truly yours,

ALAN S. HART  
District Engineer

By

*Frank C. Tedesco*  
FRANK C. TEDESCO  
City and County  
Cooperative Projects Engineer

CC: Flood Control  
2-7-67

SANTA CLARA  
COUNTY OF

DEC 5 8 35 AM '66

RECEIVED  
CLERK OF SUPERVISORS

# memorandum



|         |                    |      |                      |
|---------|--------------------|------|----------------------|
| TO      | FLOOD CONTROL      | FROM | BOARD OF SUPERVISORS |
|         | Attn: Mickey Bauer |      | Sunny (2323)         |
| SUBJECT | DATE               |      |                      |

AGREEMENT WITH STATE OF CALIFORNIA  
FOR IMPROVEMENT OF SILVER CREEK -  
INTERSTATE #680

October 21, 1966

At your convenience please check your records to see if you might have a signed copy of the attached Agreement.

Please forward the executed copy to this office in order that we may close our "pending" file.

| Info. Act.             | Date & Init.      |
|------------------------|-------------------|
| _____                  | Manager _____     |
| _____                  | Dis. Eng. _____   |
| _____                  | Bus. Mgr. _____   |
| _____                  | Plan. Div. _____  |
| _____                  | D&C Div. _____    |
| _____                  | Oper. Div. _____  |
| _____                  | Fiscal Div. _____ |
| _____                  | W.U. Div. _____   |
| _____                  | S.S. Div. _____   |
| Return to Central File |                   |

*Still Pending*  
*10/24/66*  
*11-16-66: FC does not have this as yet. If we should follow up, they request copy of our letter. They do not plan to follow up. (ok)*  
*11-21 (see attached letter to State)*

24 JUL 1953

SANTA CLARA COUNTY  
FLOOD CONTROL DIST.  
ALBUQUERQUE, N.M.

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31

AGREEMENT

The Santa Clara County Flood Control and Water District, a body politic and corporate hereinafter referred to as "DISTRICT", and the State of California, Department of Public Works, Division of Highways, hereinafter referred to as "STATE", do enter into the following Agreement:

WHEREAS, State contemplates improvement of a portion of State Highway Route 280 and 680 to interstate freeway standards between 0.2 mile east of McLaughlin Avenue and 0.5 mile north of State Highway Route 130 (Alum Rock Avenue) in the City of San Jose; and

WHEREAS, said improvement requires construction of a double 15' x 14' reinforced concrete box culvert at the Route 680 crossing of Silver Creek near Jackson Avenue in San Jose; and

WHEREAS, District contemplates improvement of that reach of Silver Creek Channel between the outfall of the existing culvert beneath Jackson Avenue and the inlet wingwall and apron of State's proposed culvert beneath said Route 680 by lining said reach of open channel with reinforced portland cement concrete; and

WHEREAS, District has requested and State is willing to include in State's construction contract for said improvement to Route 280 and 680 the lining of the aforesaid reach of open channel; and

WHEREAS, State and District mutually desire to cooperate and jointly participate in financing and construction of said improvement of Silver Creek Channel and desire to specify herein the conditions under which said improvement shall be constructed, financed and maintained;

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

SECTION I

ORIGINAL

*not executed by State*

5/31/66

*(m)*

1 For and in consideration of the covenants and conditions  
2 to be kept and performed by District as set forth in this  
3 Agreement, State agrees:

4 1.) To cause to be constructed in connection with State's  
5 proposed contract for construction of the aforesaid improvement  
6 to State Highway Route 280 and 680 pursuant to laws governing  
7 State in the performance of such work approximately 203 linear  
8 feet of open concrete lined channel between the outfall of  
9 existing culvert under Jackson Avenue and the inlet wingwall and  
10 apron of State's proposed double 15' x 14' reinforced concrete  
11 box culvert, said channel lining to have a bottom width of 22  
12 feet, side slopes of 1:1, and a minimum depth of 12.5 feet, all  
13 as shown in green on attached "Exhibit A" which by this reference  
14 is incorporated in full herein, said improvements to be con-  
15 structed in accordance with plans and specifications prepared  
16 by State but subject to the review and approval of District as  
17 to adequacy of District's facilities.

18 2.) To bear the entire expense of preliminary engineering,  
19 construction and construction engineering, including assessment  
20 for indirect charges to be made at current rates, except for  
21 the engineering and construction costs to be borne by District  
22 as set forth hereinafter in Section II, Subsection 2.

23 3.) To maintain all facilities as constructed pursuant  
24 to this Agreement which lie within State's freeway right of  
25 way and to make no claim against District for any portion of  
26 expense thereof.

27 4.) Upon completion and acceptance by State of State's  
28 construction contract for improvements referred to herein, to  
29 furnish District with a detailed statement of the construction  
30 and engineering costs required to complete the aforesaid work  
31 for District by State and to refund to District, any amount of

1 District's deposit as provided for hereinafter in Section II,  
2 Subsection 2, remaining after actual costs to be borne by  
3 District have been deducted.

#### 4 SECTION II

5 For and in consideration of the covenants and conditions  
6 to be kept and performed by State as set forth in this Agreement,  
7 District agrees:

8 1.) Prior to award date of State's construction contract  
9 for improvements referred to herein, to regrade and clean out the  
10 channel of Silver Creek downstream from State's proposed culvert  
11 for a minimum distance of 250 feet to a bottom width of no less  
12 than 15 feet and side slopes of  $1\frac{1}{2}:1$  so that State's contractor  
13 may conform to this Section.

14 2.) To deposit with State prior to award date by State of  
15 a construction contract for aforesaid improvements and upon re-  
16 ceipt of billing therefor, an amount of \$17,700, which sum  
17 represents the estimated cost to District for engineering and  
18 construction work performed by State for District pursuant to  
19 this Agreement. The actual cost to District for the aforesaid  
20 work shall be determined upon completion and acceptance of  
21 aforesaid contract and shall be computed as follows:

22 (a) Construction Costs: District's share of construction  
23 costs shall be determined by multiplying actual quantities required  
24 for completion of aforesaid channel lining by unit bid prices  
25 in State's construction contract less the sum determined by  
26 multiplying the estimated quantity of 93 cubic yards of sacked  
27 concrete slope protection by the unit bid price therefor in  
28 State's contract, the difference of which is estimated to be  
29 \$15,000 including contingencies.

30 (b) Engineering Costs: Preliminary and construction  
31 engineering costs, inspection costs and assessments for indirect

1 charges to be made at current rates shall be a sum representing  
2 18 percent of the aforesaid construction costs, estimated to  
3 be \$2,700.

4 3.) To pay State promptly upon receipt of billing there-  
5 for, any amount over and above said deposit required to complete  
6 District's share of the financing.

7 4.) To hold State, its officers and employees harmless  
8 from any claim or claims alleged to have resulted from alterations  
9 in the previously existing drainage patterns due to the construction  
10 of facilities pursuant to this Agreement.

11 5.) To maintain as constructed, all facilities referred  
12 to herein which lie outside State's freeway right of way and to  
13 make no claim against State for any portion of expense thereof.

14 6.) Upon request therefor, to issue to State an Encroachment  
15 Permit for purpose of constructing aforesaid improvements within  
16 District right of way and outside freeway right of way, and sub-  
17 sequently for purpose of maintaining State's box culvert.

### 18 SECTION III

19 IT IS UNDERSTOOD AND AGREED that neither State nor any  
20 officer or employee thereof shall be responsible for any damage  
21 or liability occurring by reason of anything done or omitted to  
22 be done by District under or in connection with any work,  
23 authority or jurisdiction delegated to District under this  
24 Agreement. It is also understood and agreed that, pursuant to  
25 Government Code Section 895.4, District shall fully indemnify  
26 and hold State harmless from any liability imposed for injury  
27 (as defined by Government Code Section 810.8) occurring by  
28 reason of anything done or omitted to be done by District under  
29 or in connection with any work, authority or jurisdiction  
30 delegated to District under this Agreement.

31 IT IS UNDERSTOOD AND AGREED that neither District nor any



1 officer or employee thereof, is responsible for any damage or  
2 liability occurring by reason of anything done or omitted to be  
3 done by State under or in connection with any work, authority or  
4 jurisdiction not delegated to District under this Agreement. It  
5 is also understood and agreed that, pursuant to Government Code  
6 Section 895.4, State shall fully indemnify and hold District  
7 harmless from any liability imposed for injury (as defined by  
8 Government Code Section 810.8) occurring by reason of anything  
9 done or omitted to be done by State under or in connection with  
10 any work, authority or jurisdiction not delegated to District  
11 under this Agreement.

12 SECTION IV

13 IT IS MUTUALLY UNDERSTOOD AND AGREED that credit to  
14 District of sacked concrete slope protection referred to herein-  
15 before in Section II, Subsection 2, paragraph (a) represents  
16 the estimated cost to State for State's obligation to furnish  
17 slope protection upstream from State's reinforced box culvert  
18 if concrete lining of the aforesaid reach of channel were not  
19 to be performed as set forth in this Agreement.

20 IN WITNESS WHEREOF, The parties hereto have caused this  
21 Agreement to be executed by their respective officers, duly  
22 authorized, by District this \_\_\_\_\_ day of MAY 31 1966, 1966,  
23 and by State this \_\_\_\_\_ day of \_\_\_\_\_, 1966.

24 APPROVAL RECOMMENDED:

25 \_\_\_\_\_  
26 Deputy District Engineer

27 APPROVED AS TO FORM AND  
28 PROCEDURE:

29 \_\_\_\_\_  
30 Attorney, Department  
31 of Public Works

\_\_\_\_\_

STATE OF CALIFORNIA  
Department of Public Works  
Division of Highways

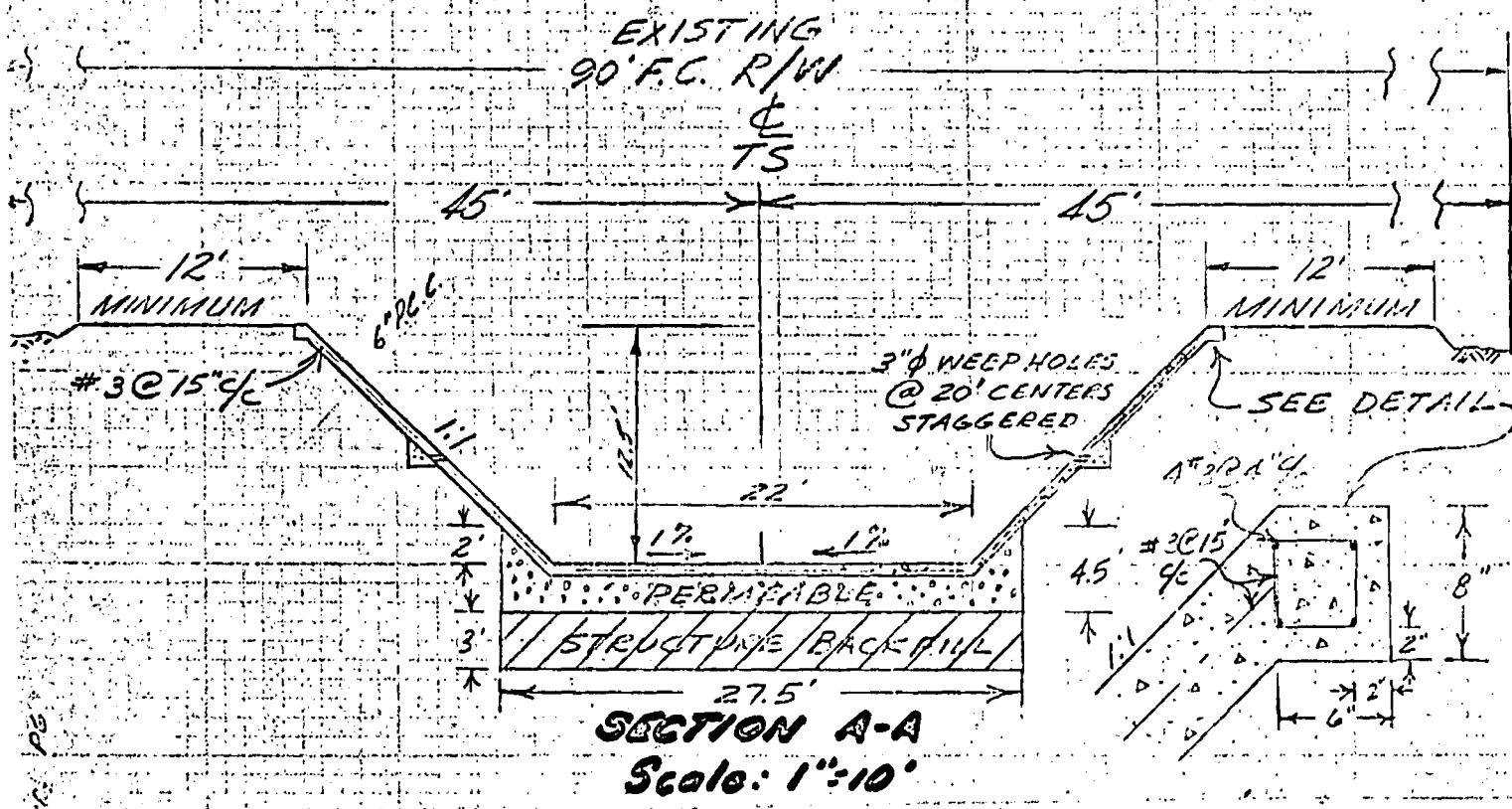
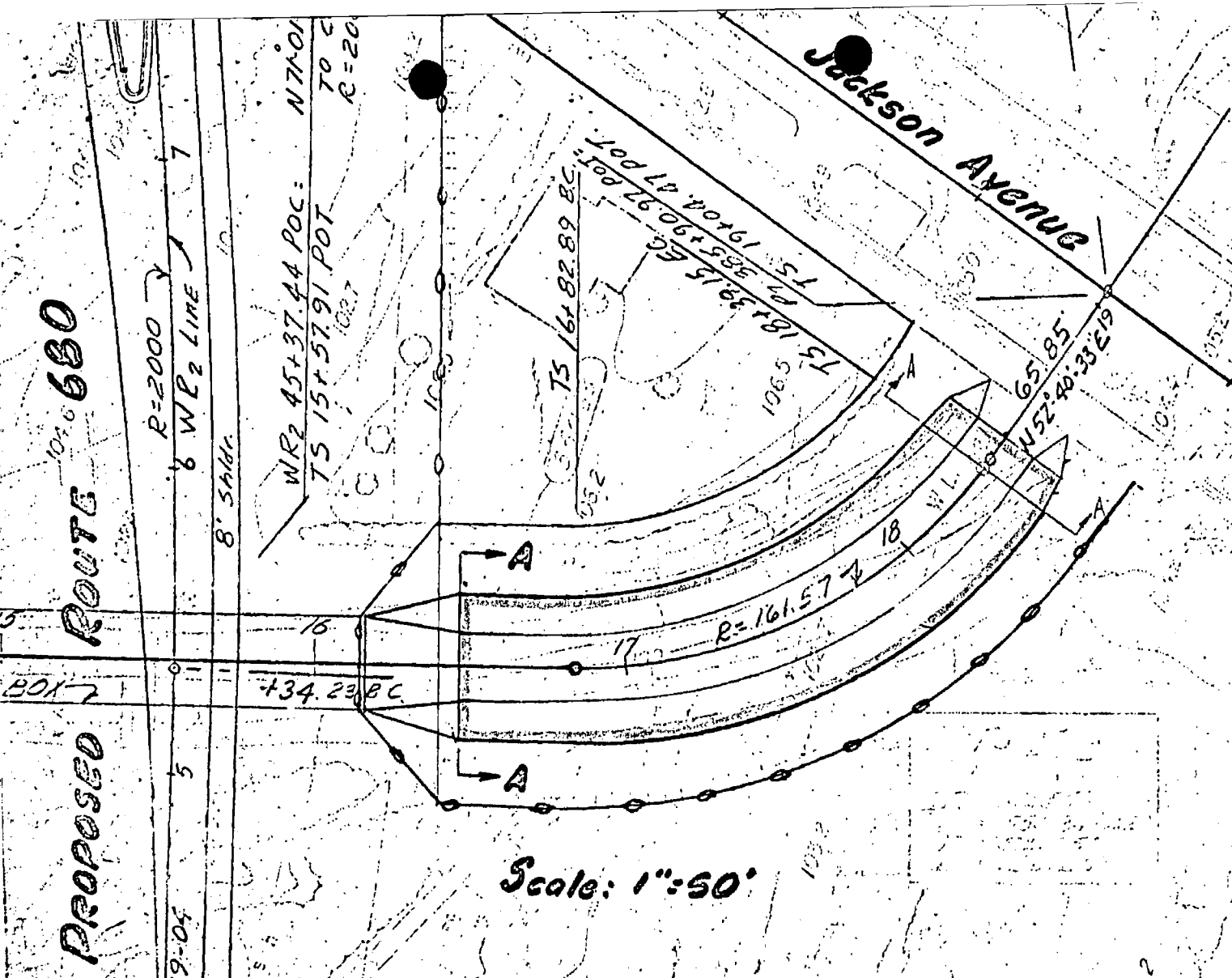
J. C. WOMACK  
State Highway Engineer

By \_\_\_\_\_  
Deputy State Highway Engineer

SANTA CLARA COUNTY FLOOD CONTROL  
AND WATER DISTRICT

By Charles A. Fuma  
Chairman, Board of Supervisors

By Jean Bullon  
Clerk, Board of Supervisors



- Limits of Channel Lining  
by State for District

04-SCI-680  
279511

EXHIBIT "A"

RESOLUTION

7. F.C. #8 *8a*

BE IT RESOLVED by the Board of Supervisors of the Santa Clara County Flood Control and Water District that the Chairman of this Board is hereby authorized and directed to execute that Agreement by and between the District and the State of California, Division of Highways, relating to lining Silver Creek between Jackson Street and the freeway (Route 680).

PASSED AND ADOPTED by the Board of Supervisors of the Santa Clara County Flood Control and Water District, State of California, on MAY 31 1966, by the following vote:

AYES: Supervisors Della Maggiore Spangler Mehrkens Sanchez Quinn  
NOES: Supervisors None  
ABSENT: Supervisors None

Charles A. Quinn  
Chairman of the Board of Supervisors

ATTEST: JEAN PULLAN, Clerk of said  
Board of Supervisors

Jean Pullan

MAY 31 1966

## DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119



April 22, 1966

04-SC1-280,680  
279511

Mr. Donald K. Currllin  
Manager - Counsel  
Santa Clara County Flood Control  
and Water District  
70 West Hedding Street  
San Jose, California

Attention Mr. Lloyd Fowler

Dear Mr. Currllin:

| Info. Act.             | Date & Init.       |
|------------------------|--------------------|
| 1                      | Manager <i>DKC</i> |
| 3                      | Dist. Eng.         |
|                        | Bus. Mgr.          |
|                        | Plan Div.          |
| 2                      | D&C Div. <i>JK</i> |
|                        | Oper. Div.         |
|                        | Fiscal Div.        |
|                        | W.U. Div.          |
|                        | S.S. Div.          |
| Return to Central File |                    |

Attached are the original and four copies of the proposed Cooperative Agreement between the State and the Santa Clara County Flood Control and Water District which provides for lining of approximately 203 linear feet of open channel between Jackson Avenue and Route 680, which work will be accomplished in connection with State's contemplated freeway construction between 0.2 mile east of McLaughlin Avenue and 0.5 mile north of State Route 130 (Alum Rock Avenue), Road 04-SC1-280,680.

In brief, the Agreement provides that State will, in connection with State's proposed freeway construction contract between the above-mentioned limits, include the construction of approximately 203 linear feet of open concrete lined channel between the outfall of the existing culvert under Jackson Avenue and the inlet wingwall of State's proposed double 15'x14' reinforced concrete box culvert, details of which are shown on "Exhibit A" which is attached to the proposed Agreement.

State will maintain all facilities constructed pursuant to the proposed Agreement which lie within State's freeway right of way and the Flood Control District will maintain all facilities which lie outside State's freeway right of way.

It is estimated that the Flood Control District's financial liability pursuant to this Agreement is \$17,700. The actual cost to the Flood Control District will be determined upon completion of the contract and in the event that final tabulation indicates that Flood Control District's advance deposit is in excess of payment due State, the appropriate refund will be made. The Flood Control District will, of course, be liable for any amount in excess of the aforesaid advance deposit required to complete the Flood Control District's financial obligation pursuant to the proposed Agreement.

Mr. Donald K. Currlin

-2-

April 22, 1966

The matters referred to herein have been the subject of numerous discussions and correspondence between the State and the Flood Control District and the Agreement has been prepared on the basis of mutual understandings derived from these communications.

If the attached Agreement is satisfactory to the Flood Control District, please have the original and four copies signed by the appropriate Flood Control District officials and return the Agreements to this office for execution by the State.

Also, please furnish four certified copies of a resolution adopted by the Board of Supervisors approving the Agreement and authorizing its execution.

The Department appreciates the Flood Control District's interest and cooperation in this joint undertaking.

Very truly yours,

ALAN S. HART  
District Engineer

By   
FRANK C. TEDESCO  
City and County  
Cooperative Projects Engineer

Attach.

Santa Clara County Flood Control and Water District

MEMORANDUM

FROM: Donald K. Currllin

TO: Board of Supervisors

SUBJECT: Explanation of Item #  
on Agenda of May 31, 1966

DATE: May 25, 1966

*7.0 Item #8*

This is an agreement with the State of California, Division of Highways, that provides for the lining of Silver Creek between Jackson Street and the freeway (Route 680). The agreement takes advantage of the fact that State will contribute the cost they would have incurred in lining a portion of this reach in order to provide an entrance transition into the State culvert. Estimated cost to the District is \$17,700.

Approval of this agreement is recommended.

MAY 31 1966

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119



October 27, 1966

04-SC1-280 - 9.3  
Relinquishment No.  
31331-1

Honorable Board of Supervisors  
County of Santa Clara  
San Jose, California

Gentlemen:

Attached for your files is a copy of the resolution of the California Highway Commission, as recorded on October 3, 1966, under Serial No. 3126205 relinquishing to the County of Santa Clara of a frontage road at Lucille Avenue, Road 04=SC1-280.

Copies of this resolution are also enclosed for the Clerk, Director of Public Works, Engineer, and the County Planning Commission.

Very truly yours,

ALAN S. HART  
District Engineer

By

B. L. CALDWELL  
Supervising Right of Way Agent

cc: Pub. Works  
Planning.

RECEIVED  
BOARD OF SUPERVISORS

Nov 1 11 43 AM '66

COUNTY OF  
SANTA CLARA





TELEPHONE UNDERHILL 3-0222  
HOME 62 ANRRIGHT 1-2088

MASARU KAWAGUCHI  
RIGHT OF WAY CLEARANCE SECTION

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DISTRICT IV

180 OAK STREET  
SAN FRANCISCO, CALIF.

3126205

BOOK 7523 PAGE 269  
RECORDED FOR RECORD  
AT REQUEST OF

*State of California*

OCT 3 10 55 AM 1966

OFFICIAL RECORDS  
SANTA CLARA COUNTY  
PAUL P. TEILH  
RECORDER

BOOK 7523 PAGE 269

HIGHWAY COMMISSION  
RESOLUTION NO.  
R 777

Passed by C.H.C.

SEP 21 1966

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY IN THE  
COUNTY OF SANTA CLARA, ROAD 04-SC1-280-9.3  
REQUEST NO. 31331-1

WHEREAS, the California Highway Commission on July 23, 1958, adopted a resolution declaring a certain section of State highway, road 04-SC1-280, to be a freeway; and

WHEREAS, by freeway agreement dated July 2, 1962, between the County of Santa Clara and the State of California, the County agreed to accept title to a frontage road upon relinquishment thereof to said County by the State of California; and

WHEREAS, the State of California has acquired right of way for and has constructed said road in the County of Santa Clara, at Lucille Avenue, road 04-SC1-280, in connection with said freeway; and

WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and in the public interest that said road be relinquished to the County of Santa Clara for use as a county highway;

NOW, THEREFORE, IT IS VOTED by the California Highway Commission that it relinquish, and it does hereby relinquish, to the County of Santa Clara, effective upon the recordation of a certified copy hereof with the Recorder of Santa Clara County, all of the State of California's right, title and interest in and to said road in said county, together with the right of way and appurtenances thereof, described as follows:

PARCEL 1:

A portion of Lucille Avenue lying on the general southerly side of the main traveled ways of State freeway, road 04-SC1-280, described as follows:

COMMENCING at a point on the general southerly right of way line of said freeway, said point being the easterly terminus of the course described as "S. 76°09'09" W., 280.15 feet" in PARCEL 5B of the Final Order of Condemnation No. 135750, recorded June 10, 1964, in Volume 6537, Page 165, Official Records of Santa Clara County; thence along said general southerly right of way line S. 76°09'09" W., 45.72 feet and S. 89°31'19" E., 300.00 feet; thence N. 0°28'41" E., 35.67 feet to said general southerly right of way line; thence along last said line S. 87°39'00" W., 110.33 feet and along a tangent curve to the left with a radius of 919.00 feet, through an angle of 9°09'29", an arc length of 146.89 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying inside the corporate limits of the City of Cupertino.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000495 to obtain ground level distances.



THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution duly passed by the California Highway Commission at its meeting regularly called and held on the 21st day of September, 1966, in the City of Sacramento.

Dated this 26th day of September, 1966.

*A. J. Cooper*  
A. J. COOPER  
SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION

DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119

*Road Gen*  
*State Highways*  
*Route 280*



October 3, 1966

04-SC1-280-9.3  
Relinquishment No.  
31331-1

Honorable Board of Supervisors  
County of Santa Clara  
San Jose, California

Gentlemen:

This is to advise that the relinquishment to the County of Santa Clara of a frontage road at Lucille Avenue, Road 04-SC1-280 was recorded on October 3, 1966, under Recorder's Serial No. 3126205.

With this recordation all of the State's right, title and interest in this road vests in the County of Santa Clara.

A copy of the recorded document will be forwarded for your files.

Yours very truly,

ALAN S. HART  
District Engineer

By

*B. L. Caldwell*  
B. L. CALDWELL  
Supervising Right of Way Agent

*ru*

RECEIVED  
BOARD OF SUPERVISORS  
OCT 5 10 26 AM '66  
COUNTY OF  
SANTA CLARA



Board of Supervisors  
County of Santa Clara  
San Jose, California

September 27, 1966  
04-SC1-280-9.3  
Rel. Req. No. 31331-1  
Re: Notice letter  
June 6, 1966  
Collateral facility

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY

Gentlemen:

Attached for your information is a certified copy of the above referenced California Highway Commission Vote of Relinquishment. This action was taken in accordance with Section 73 of the Streets and Highway Code.

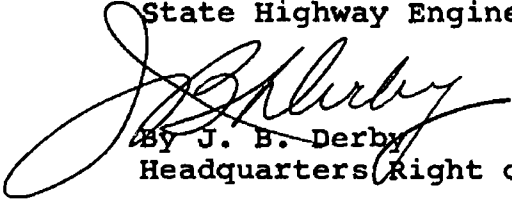
Your attention is directed to Section 100.9 of the Streets and Highways Code regarding relocated State highways which bypass cities or business districts. The directional signs erected by the State on such highways shall be left in place and maintained by the local agency.

The relinquishment will become effective upon recording and your office will be notified immediately thereafter.

Very truly yours,

J. C. WOMACK  
State Highway Engineer

Attach.

  
By J. B. Derby  
Headquarters Right of Way Engineer

*mu*

TO THE HONORABLE  
JUDGE OF THE  
COURT OF APPEALS  
AT THE CITY OF  
SAN FRANCISCO  
FROM THE  
SANTA CLARA COUNTY  
SHERIFF

RECEIVED  
SEP 30 12 05 PM '65  
SANTA CLARA COUNTY  
SHERIFF

RECEIVED  
BOARD OF SUPERVISORS  
SEP 30 12 05 PM '65  
COUNTY OF  
SANTA CLARA

HIGHWAY COMMISSION  
RESOLUTION NO.

R 777

Passed by C.H.C.

SEP 21 1966

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY IN THE  
COUNTY OF SANTA CLARA, ROAD 04-SCL-280-9.3  
REQUEST NO. 31331-1

WHEREAS, the California Highway Commission on July 23, 1958, adopted a resolution declaring a certain section of State highway, road 04-SCL-280, to be a freeway; and

WHEREAS, by freeway agreement dated July 2, 1962, between the County of Santa Clara and the State of California, the County agreed to accept title to a frontage road upon relinquishment thereof to said County by the State of California; and

WHEREAS, the State of California has acquired right of way for and has constructed said road in the County of Santa Clara, at Lucille Avenue, road 04-SCL-280, in connection with said freeway; and

WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and in the public interest that said road be relinquished to the County of Santa Clara for use as a county highway;



NOW, THEREFORE, IT IS VOTED by the California Highway Commission that it relinquish, and it does hereby relinquish, to the County of Santa Clara, effective upon the recordation of a certified copy hereof with the Recorder of Santa Clara County, all of the State of California's right, title and interest in and to said road in said county, together with the right of way and appurtenances thereof, described as follows:

PARCEL 1:

A portion of Lucille Avenue lying on the general southerly side of the main traveled ways of State freeway, road 04-SC1-280, described as follows:

COMMENCING at a point on the general southerly right of way line of said freeway, said point being the easterly terminus of the course described as "S. 76°09'09" W., 280.15 feet" in PARCEL 5B of the Final Order of Condemnation No. 135750, recorded June 10, 1964, in Volume 6537, Page 165, Official Records of Santa Clara County; thence along said general southerly right of way line S. 76°09'09" W., 45.72 feet and S. 89°31'19" E., 300.00 feet; thence N. 0°28'41" E., 35.67 feet to said general southerly right of way line; thence along last said line S. 87°39'00" W., 110.33 feet and along a tangent curve to the left with a radius of 919.00 feet, through an angle of 9°09'29", an arc length of 146.89 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying inside the corporate limits of the City of Cupertino.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000495 to obtain ground level distances.

THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution duly passed by the California Highway Commission at its meeting regularly called and held on the 21st day of September, 1966, in the City of Sacramento.

Dated this 26th day of September, 1966.

*A. J. Cooper*  
A. J. COOPER  
SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 1499, SACRAMENTO



Board of Supervisors  
County of Santa Clara  
San Jose, California

June 6, 1966

04-SC1-280-9.3

Rel. Req. No. 31331-1  
Collateral facility

NOTICE OF INTENTION TO RELINQUISH  
HIGHWAY RIGHT OF WAY

Gentlemen:

Attached for your information is a proposed California Highway Commission relinquishment resolution.

This letter provides you with notice of our intention to present this resolution to the California Highway Commission on or after 90 days from the date you receive this notice. When the Commission passes the resolution, you will receive a certified copy of the approved action.

The relinquishment will not become effective until it is filed with the County Recorder. This is in accordance with Section 73 of the Streets and Highways Code which covers highway relinquishments to counties and cities. Our District office will handle the recording and will advise you immediately thereafter.

Very truly yours,

J. C. WOMACK  
State Highway Engineer

Attach.

  
By J. B. Derby  
Headquarters Right of Way Engineer

40.

1. The first step is to identify the problem.
 2. The second step is to define the problem.
 3. The third step is to analyze the problem.
 4. The fourth step is to develop a solution.
 5. The fifth step is to implement the solution.
 6. The sixth step is to evaluate the solution.
 7. The seventh step is to monitor the solution.
 8. The eighth step is to maintain the solution.
 9. The ninth step is to improve the solution.
 10. The tenth step is to document the solution.

JUN 9 11 28 AM '66  
COUNTY OF  
SANTA CLARA

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY IN THE  
COUNTY OF SANTA CLARA, ROAD 04-SC1-280-9.3  
REQUEST NO. 31331-1

WHEREAS, the California Highway Commission on July 23, 1958, adopted a resolution declaring a certain section of State highway, road 04-SC1-280, to be a freeway; and

WHEREAS, by freeway agreement dated July 2, 1962, between the County of Santa Clara and the State of California, the County agreed to accept title to a frontage road upon relinquishment thereof to said County by the State of California; and

WHEREAS, the State of California has acquired right of way for and has constructed said road in the County of Santa Clara, at Lucille Avenue, road 04-SC1-280, in connection with said freeway; and

WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and in the public interest that said road be relinquished to the County of Santa Clara for use as a county highway;

NOW, THEREFORE, IT IS VOTED by the California Highway Commission that it relinquish, and it does hereby relinquish, to the County of Santa Clara, effective upon the recordation of a certified copy hereof with the Recorder of Santa Clara County, all of the State of California's right, title and interest in and to said road in said county, together with the right of way and appurtenances thereof, described as follows:

PARCEL 1:

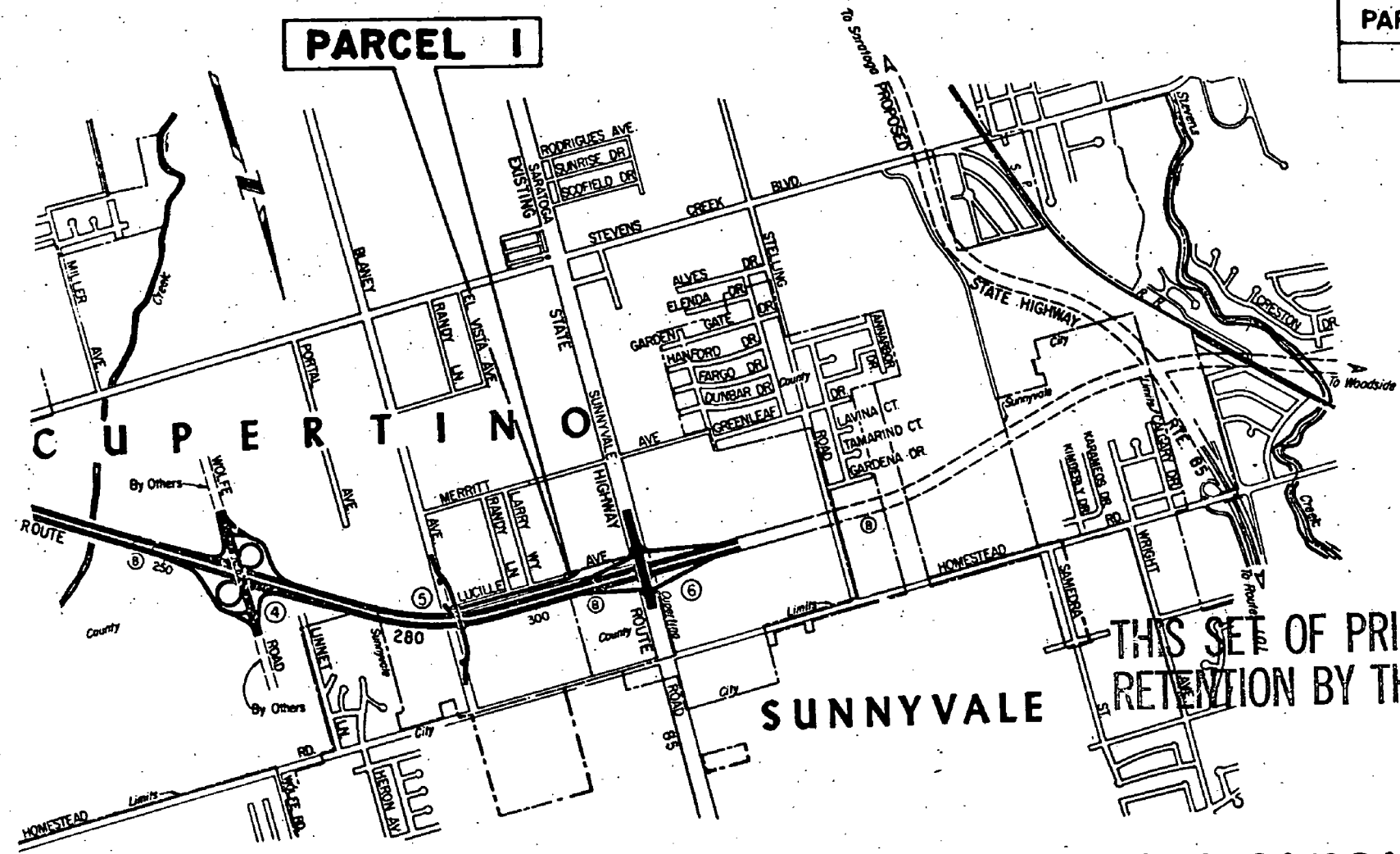
A portion of Lucille Avenue lying on the general southerly side of the main traveled ways of State freeway, road 04-SC1-280, described as follows:

COMMENCING at a point on the general southerly right of way line of said freeway, said point being the easterly terminus of the course described as "S. 76°09'09" W., 280.15 feet" in PARCEL 5B of the Final Order of Condemnation No. 135750, recorded June 10, 1964, in Volume 6537, Page 165, Official Records of Santa Clara County; thence along said general southerly right of way line S. 76°09'09" W., 45.72 feet and S. 89°31'19" E., 300.00 feet; thence N. 0°28'41" E., 35.67 feet to said general southerly right of way line; thence along last said line S. 87°39'00" W., 110.33 feet and along a tangent curve to the left with a radius of 919.00 feet, through an angle of 9°09'29", an arc length of 146.89 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying inside the corporate limits of the City of Cupertino.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000495 to obtain ground level distances.

| REL. MILEAGE |       |
|--------------|-------|
| PARCEL       | MILES |
| 1            | 0     |

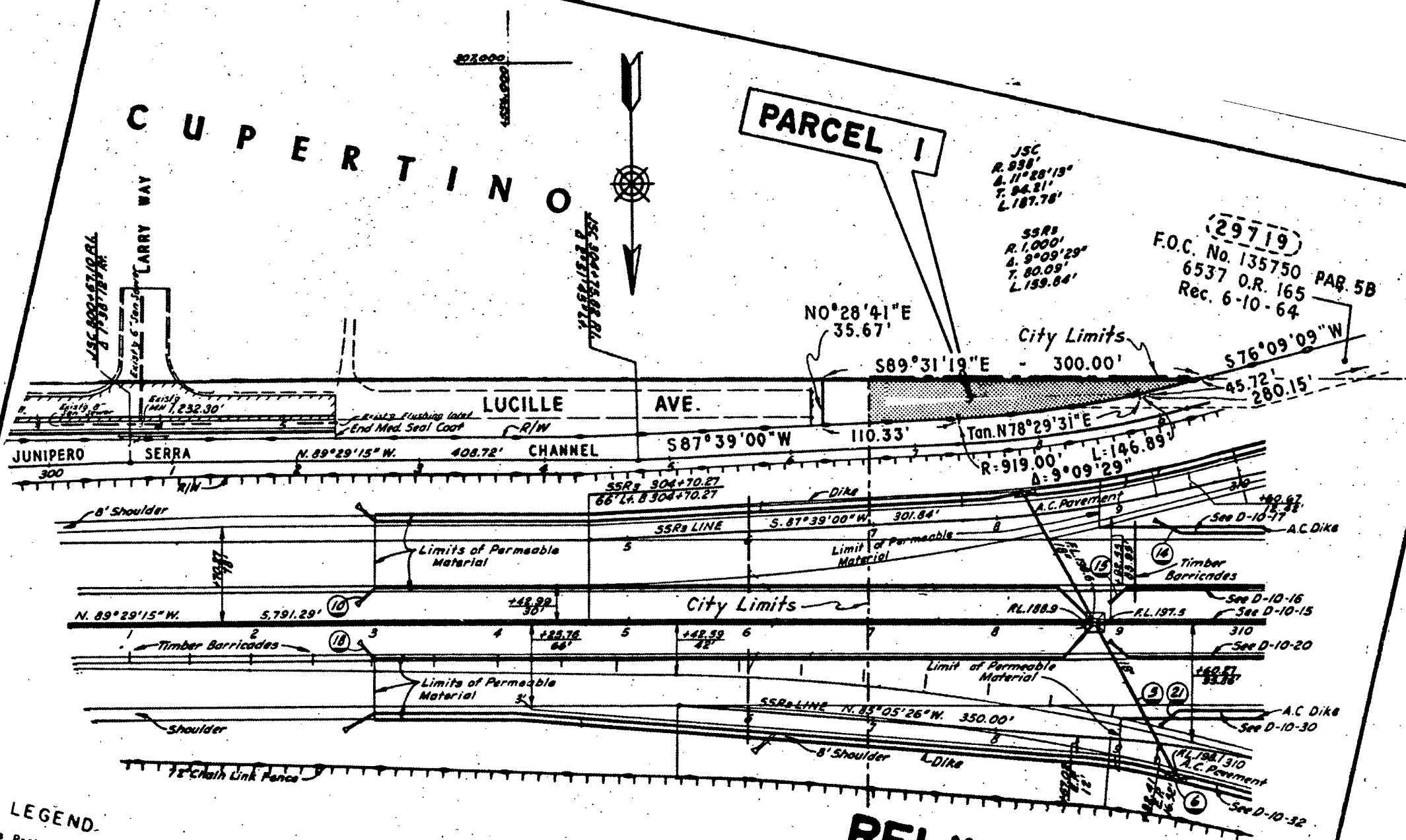


**RELINQUISHMENT**  
**STATE OF CALIFORNIA**  
**TO THE**  
**COUNTY OF SANTA CLARA**  
**NO. 31331-1 ROAD 04-SCL-280-9.3**  
**DATE 3-66 SCALE: AS SHOWN**  
**DR. BY M.Y. CHECKED BY H.D. M-914.1**



CUPERTINO

PARCEL 1



JSC  
R. 838'  
A. 11° 28' 13"  
T. 94.81'  
L. 187.78'

SSR  
R. 1,000'  
A. 9° 09' 29"  
T. 80.09'  
L. 139.84'

(29719)  
F.O.C. No. 135750 PAR. 5B  
6537 O.R. 165  
Rec. 6-10-64

LEGEND  
Access Prohibited

Approved: *H. Pagan*  
Deputy District Engineer

RELINQUISHMENT  
STATE OF CALIFORNIA  
TO THE  
COUNTY OF SANTA CLARA  
NO. 31331-1  
DATE 3-66 SCALE: 1"=100'  
DR. BY M.Y. CHECKED BY H.D.  
ROAD 04-SCL-280  
M-914.2

AGREEMENT

The Santa Clara County Flood Control and Water District, a body politic and corporate, hereinafter referred to as "DISTRICT", and the State of California, Department of Public Works, Division of Highways, hereinafter referred to as "STATE", enter into the following Agreement:

WHEREAS, State is currently constructing a portion of State Highway Route 280 between Foothill Boulevard and 0.5 mile north of Page Mill Road to interstate freeway standards along new alignment; and

WHEREAS, said freeway construction involves realignment of a portion of Deer Creek Channel between Elena and Arastradero Roads, which channel realignment lies within rights of way now vested in State's name; and

WHEREAS, State has requested and District is willing to accept maintenance responsibility for said realigned channel and appurtenances provided State conveys channel rights of way to District; and

WHEREAS, State and District mutually desire to cooperate and specify the terms under which said rights of way shall be conveyed and accepted, and to arrange herein for future maintenance of said realigned Deer Creek Channel and appurtenances.

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

SECTION I

For and in consideration of the covenants and conditions to be kept and performed by District as set forth herein, State agrees:

1.) Upon acceptance by District of maintenance responsibility as provided hereinafter in Section II, Article 1, to convey to District all right, title or interest held by State

DUPLICATE ORIGINAL

cc to F/C, Co Counsel, P/W

Original is in F.C. Northwest zone Proj 10034  
Deer Creek Gen

JUL 12 1966

# CROSS REFERENCE SHEET

Name or Subject

File No.

ROADS State Highways  
Route 280  
General (1966)

Regarding

Date

Cooperative Agreement with State for  
State Acquisition of Rights of Way for  
Routes 280 & 680 between the Santa Clara-  
Los Gatos Road overcrossing and 0.5 mile  
south of Calaveras Road.

Agenda, May 9, 1966

Roads affected: Landess Ave, Cropley Ave, Capitol Ave, Hostetter Road,  
Berryessa Road, Jackson Ave, and Moorpark Ave.

## SEE

Name or Subject

File No.

ROADS Contracts & Agreements  
Cost Sharing - Rt 280 & Rt 680  
State Div of Hwy  
SH: State Acquisition of Rights of Way

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."



At 280  
Gen

#6

April 27, 1966

Mr. Alan S. Hart  
District Highway Engineer  
Division of Highways, Dist. IV  
P. O. Box 3366 Rincon Annex  
San Francisco, California

Subject: Resolution requesting Pedestrian Crossing at  
State #280 at Casa Blanca Drive by State Highway  
Commission

Dear Mr. Hart:

Enclosed you will find a certified copy of a resolution adopted by the Board of Supervisors of Santa Clara County at its regularly scheduled meeting on April 26, 1966. This resolution requests the State Highway Commission to provide a pedestrian crossing at Federal Intersecting #280 Freeway and Casa Blanca Drive.

This overcrossing will provide access to a future school of the Cupertino Union School District and a San Jose City Park.

Your cooperation in transmitting this matter for consideration by the Highway Commission will be appreciated.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan  
Clerk of the Board

JP:je  
Encls.

cc: City of San Jose w/Resol  
Public Works w/Resol  
County Counsel w/Resol

EO.

6  
RESOLUTION OF THE BOARD OF SUPERVISORS  
OF THE COUNTY OF SANTA CLARA REQUESTING  
THE STATE HIGHWAY COMMISSION TO PROVIDE  
A PEDESTRIAN CROSSING AT FEDERAL INTERSTATE  
ROUTE 280 FREEWAY AND CASA BLANCA DRIVE

WHEREAS, the City Council of the City of San Jose has adopted its Resolution No. 28645 requesting the California Highway Commission to provide a pedestrian crossing of Route 280 freeway in the vicinity of Casa Blanca Drive; and

WHEREAS, the Route 280 freeway bisects the school service areas of the Cupertino Union School District and the Casa View Park;

WHEREAS, the County of Santa Clara has investigated the pedestrian crossing need and found that the number of students that would benefit from the crossings are sufficient to warrant the pedestrian crossing; and

WHEREAS, a portion of the school service area is in the unincorporated territory of the County of Santa Clara.

NOW, THEREFORE, the Board of Supervisors of the County of Santa Clara does hereby request the State Highway Commission to provide a pedestrian crossing on State Route 280 freeway, provided, and upon the express condition, that no cost or expense whatsoever resulting from said crossing (including, but without limitation, cost of engineering, land acquisition, or construction) be imposed upon or made in any way an obligation of the County of Santa Clara.

*City of SJ - 4 certified copies*

APR 25 1966 (2)

BE IT FURTHER RESOLVED that the Clerk of this Board be,  
and hereby is, directed to send executed copies of this  
Resolution to the City of San Jose, and the State of California,  
Department of Public Works, Division of Highways.

PASSED AND ADOPTED by the Board of Supervisors of the  
County of Santa Clara, State of California this APR 25 1966  
\_\_\_\_\_ by the following vote:

AYES: Supervisors Della Maggiore Spangler McArkens Sanchez Quinn  
NOES: Supervisors None  
ABSENT: Supervisors None

Charles A. Quinn  
Chairman of the Board of Supervisors

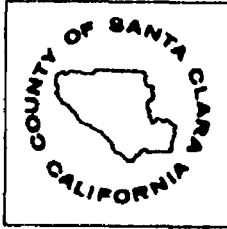
Jean Pullan  
ATTEST: JEAN PULLAN, Clerk  
of the Board of Supervisors

APPROVED AS TO FORM:

JOHN R. KENNEDY, Acting County Counsel

by Heather Thompson  
Deputy County Counsel

Date: April 15, 1966



TRANSMITTAL MEMORANDUM

DEPARTMENT OF PUBLIC WORKS

DATE: April 15, 1966

FOR: BOARD OF SUPERVISORS AGENDA OF April 25, 1966

FROM: STEFFANI, DESIGN, PUBLIC WORKS

TITLE: RESOLUTION REQUESTING THE STATE TO PROVIDE A PEDESTRIAN  
CROSSING AT STATE ROUTE 280 AND CASA BLANCA DRIVE

DESCRIPTION:

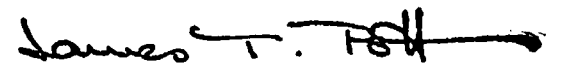
This resolution requests that the State construct a pedestrian crossing over the freeway in the vicinity of Casa Blanca Drive. The overcrossing will provide access to a future school of the Cupertino Union School District north of and adjacent to the freeway, and a San Jose City Park adjacent to the freeway on the south.

The City of San Jose passed a similar resolution on January 24, 1966.

Approval is recommended.

ECS:PTW:nc  
Attachment

APPROVED:

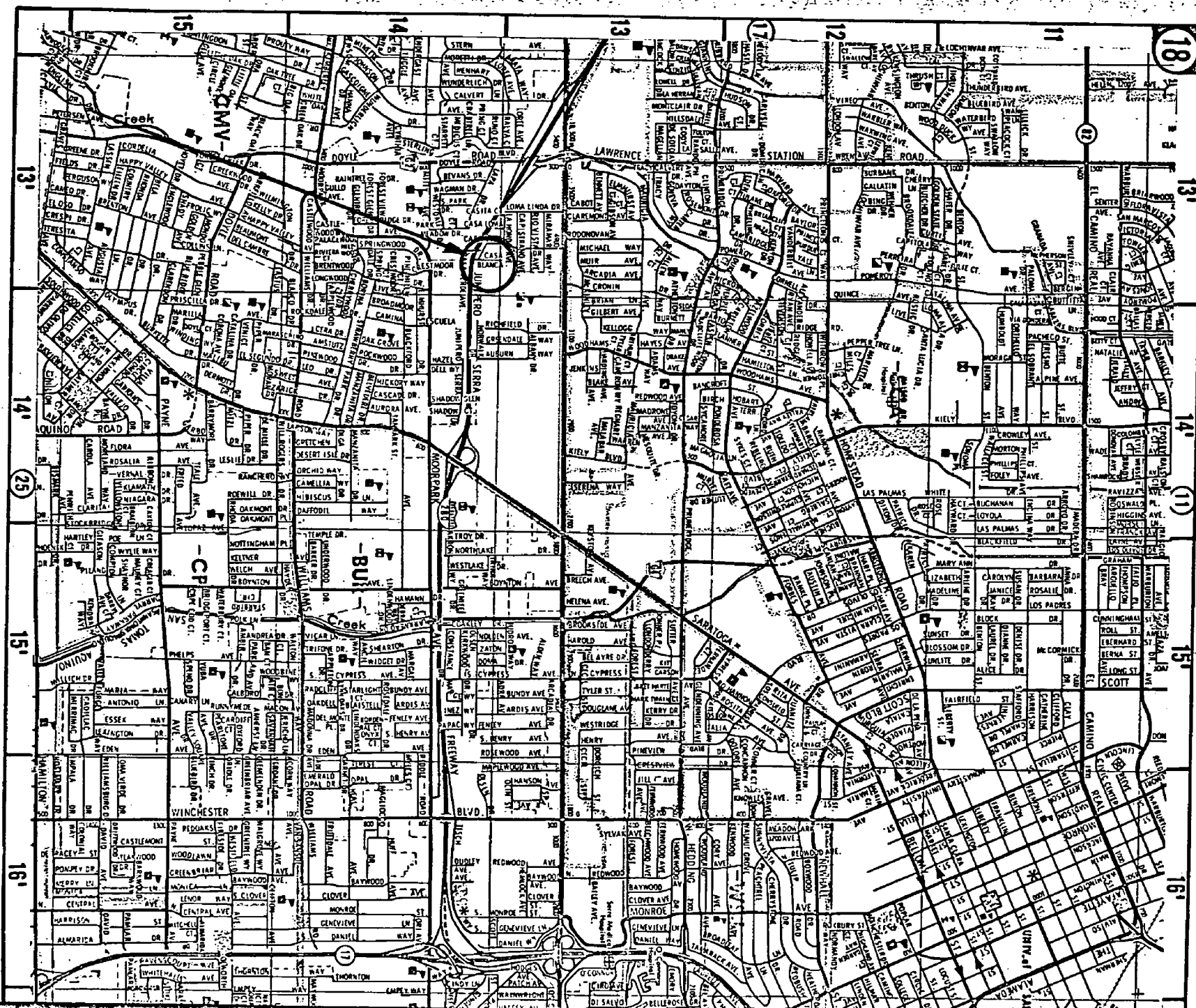
  
JAMES T. POTT, COUNTY ENGINEER

AGENDA DATA


DATE: \_\_\_\_\_

ITEM NO: \_\_\_\_\_

BOARD ACTION \_\_\_\_\_





|   |   |                               |  |
|---|---|-------------------------------|--|
|    | <b>REFERRAL TO DEPARTMENT</b><br>COUNTY OF SANTA CLARA  | TO:<br><b>Public Works</b>    | FROM<br><input checked="" type="checkbox"/> BOARD OF SUPERVISORS <input type="checkbox"/> COUNTY EXECUTIVE |
| DATE<br><b>April 20, 1966</b>   |   | AGENDA DATE<br><b>4/18/66</b> | AGENDA ITEM NUMBERS OR DESCRIPTION<br><b>#18</b>   |
| THE ATTACHED ITEM IS BEING REFERRED TO YOU FOR THE PURPOSE INDICATED.   |   |                               |  |
| <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"><input type="checkbox"/> STUDY AND RECOMMENDATION</div> <div style="width: 50%;"><input type="checkbox"/> PREPARE NECESSARY PAPERS</div> <div style="width: 50%;"><input type="checkbox"/> NOTIFY WRITER OF ACTION</div> <div style="width: 50%;"><input checked="" type="checkbox"/> REPLY TO WRITER</div> <div style="width: 50%;"><input type="checkbox"/> REPORT</div> <div style="width: 50%;"><input type="checkbox"/> POWER TO ACT</div> <div style="width: 50%;"><input type="checkbox"/> CONSIDERATION</div> <div style="width: 50%;"><input type="checkbox"/> SEE NRH</div> <div style="width: 50%;"><input type="checkbox"/> SEE HWC</div> <div style="width: 50%;"><input type="checkbox"/> ATTEND MEETING</div> <div style="width: 50%;"><input type="checkbox"/> APPROPRIATE ACTION</div> <div style="width: 50%;"><input type="checkbox"/> RECONSIDERATION</div> <div style="width: 50%;"><input type="checkbox"/> _____</div> </div> |   |                               |  |
| RE-AGENDIZE FOR:  | ◀ IF THERE IS AN ENTRY IN THIS SPACE, THE BOARD OF SUPERVISORS HAS ORDERED THAT THE MATTER BE CONSIDERED ON THE DATE SHOWN. YOU MUST HAVE A RESPONSE ON THE AGENDA FOR THAT DATE.     |                               |  |
| FOLLOW-UP DATE  | ◀ IF THERE IS AN ENTRY IN THIS SPACE, THE ITEM WILL BE FOLLOWED UP BY THE COUNTY EXECUTIVE. IF YOU ARE UNABLE TO TAKE ACTION BY THE DATE SHOWN, YOU MUST NOTIFY THE COUNTY EXECUTIVE. |                               |  |
| CHECK PROGRESS ON:  |   |                               |  |
| REMARKS   |   |                               |  |
| ACTION COMPLETED BY:  |   |                               | DATE   |

#18  
April 6, 1966

Board of Supervisors  
County of Santa Clara  
70 W. Hedding St.  
San Jose, Calif.

Gentlemen:

In the interest of public safety and fire protection, I urge you to petition the State Highway Department to install feed off and on lanes on the east side of the Junipero Serra Freeway at Maryknoll Road in Los Altos to serve the area bounded by Granger Avenue, Permanente Creek and Woodland Acres.

It is my understanding when this area is developed to its full capacity, there will be almost 1000 homes plus a Junior High School. Each household has from 2 to 4 automobiles and there will be additional cars during school sessions for personnel and taxi service by parents. This area will have two roads to take care of traffic; (1) St. Joseph leading to the Bothill Expressway and Grant Road and (2) Granger, using part of St. Joseph to approach Granger, to leave the area at Loyola Drive. These two roads necessitate the movement of all traffic in this area into the lower edge of the property described in Paragraph I of this letter. The amount of traffic into these two roads in the event of an emergency could be enormous and conceivably immovable.

To open Maryknoll for northbound traffic only onto the Freeway would serve the upper regions of the area. Maryknoll Road is in excellent condition and physically accessible to the Freeway at this time. The amount of grading to make this feasible should be considerably less at this time than in the future.

At present about 2/3 of the area is built up. An additional 54 houses are scheduled to be built in the next few months. There are no restrictions on the amount of building in the area, although at present, there are insufficient exits to handle the number of cars already here. When the extension of Granger is completed, it is my understanding St. Joseph will be closed to traffic for expressway work. The Maryknoll Road might be ready for use before this time.

I believe it will require the combined stated approval of the County Board of Supervisors, The City Council of Los Altos, Fire, Police and School Districts to the State Highway Department to justify the opening of Maryknoll Road. This is such an outstanding solution to traffic problems in the area, I again urge you to act immediately and unitedly against any local opposition.

In the event I have not clearly defined the road in question, I am attaching a diagram for your study.

Sincerely,

*Edris Mathiesen*

Mrs. James Mathiesen  
11840 Larnel Place  
Los Altos, Calif.

APR 18 1966

...to Highway D...  
...to Highway D...  
...to Highway D...

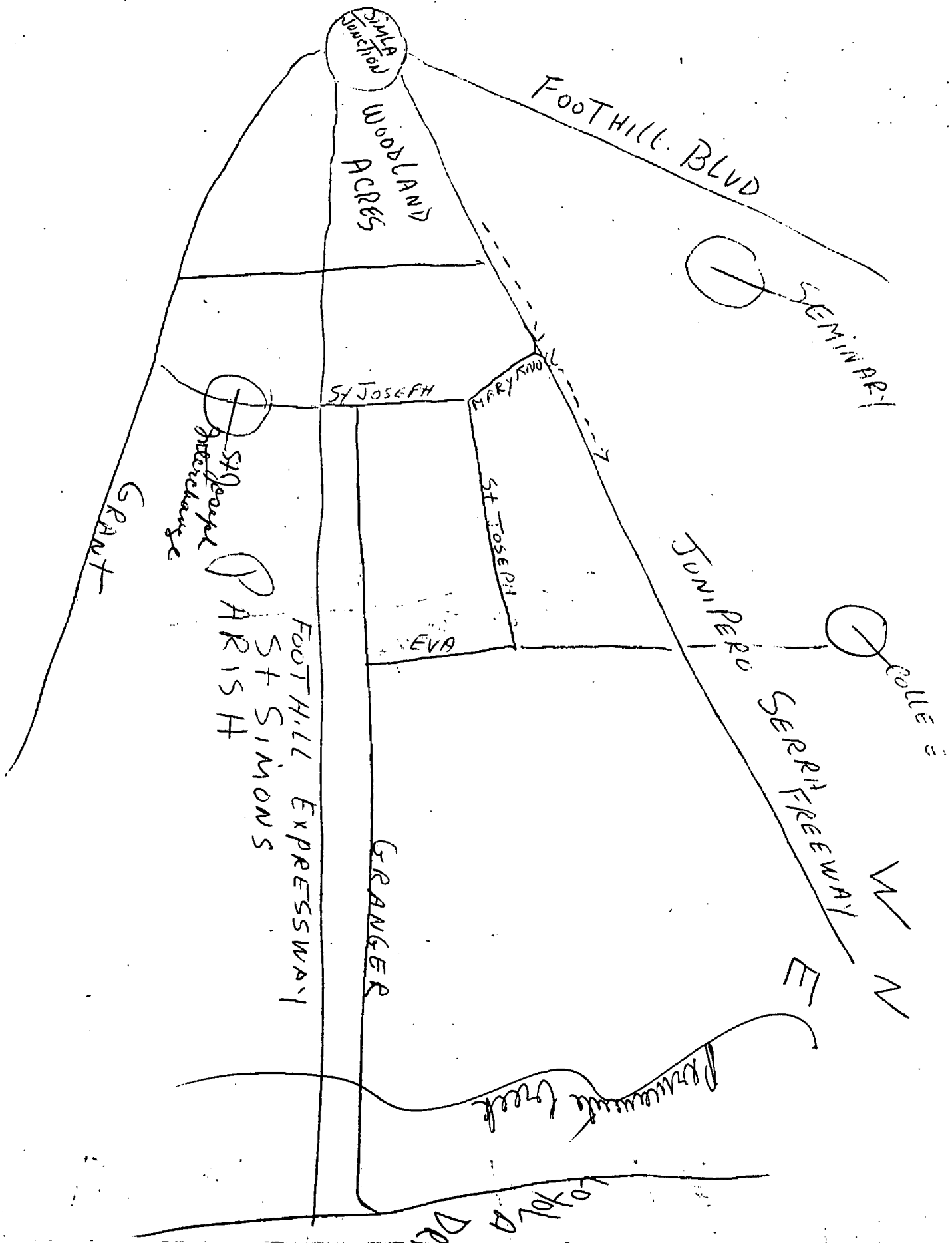
...I am from 2 to 4...  
...I am from 2 to 4...  
...I am from 2 to 4...

...to Highway D...  
...to Highway D...  
...to Highway D...

...to Highway D...  
...to Highway D...  
...to Highway D...

RECEIVED  
BOARD OF SUPERVISORS  
APR 13 10 48 AM '66  
COUNTY OF  
SANTA CLARA

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#56-66  
4-4-66

RESOLUTION REGARDING PEDESTRIAN-  
BICYCLE-EQUESTRIAN UNDERCROSSING  
PAGE MILL-JUNIPERO SERRA INTERCHANGE

BE IT RESOLVED that the Board of Supervisors of the County of Santa Clara, State of California, does hereby request the State Highway Commission to adopt a policy resolution providing for a separate pedestrian-bicycle-equestrian undercrossing at the Page Mill-Junipero Serra Interchange utilizing grade separations at the ramps.

BE IT FURTHER RESOLVED that the Director of Public Works and the Director of Planning of the County of Santa Clara, or their duly authorized representatives, be authorized and directed to present a certified copy of this resolution to the State Highway Commission at its meeting of April 21, 1966 in Sacramento, California.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on April 4, 1966 by the following vote:

AYES: Supervisors, Della Maggiore, Spangler, Mehrkens, Quinn

NOES: Supervisors, None


ABSENT: Supervisors, Sanchez

  
Chairman, Board of Supervisors

ATTEST: JEAN PULLAN, Clerk  
of the Board of Supervisors



JRK:meb-4/18/66

APPROVED AS TO FORM  
  
ACTING COUNTY COUNSEL

Joint Study Committee  
On Page Mill-Junipero  
Serra Intersection  
DEPARTMENT



April 15, 1966

*Agenda extra*

Mr. Martin J. Spangler  
Santa Clara Board of Supervisors  
70 W. Hedding Street  
San Jose, California

Dear Mr. Spangler:

I am writing this letter per our conversation Friday, April 15. It is regrettable that you have a conflicting appointment next Thursday, April 21. Our committee felt that you would have been an asset to our cause.

While talking to Mr. Belser, our County Planning Officer, he indicated that since he would already be in Sacramento that day, he would be happy to represent the County at the State Highway Commission meeting, April 21. He indicated that it would be best if the County Board authorized him to represent you.

Therefore, this letter is a request that Mr. Karl Belser be authorized to represent Santa Clara County before the State Highway Commission, April 21, 9:30 a.m. re the Junipero Serra-Page Mill Interchange.

Anything that you can do to emphasize the need for undercrossings at the ramps for pedestrians at your meeting with the Commission on the 20th will be greatly appreciated.

Thank you for your help and continued interest.

Sincerely yours,

*Enid Pearson*

Mrs. Enid Pearson  
Chairman,

4-18-66 (46)  
S/M. approved  
as set forth in Board  
Resolution.

# 56  
4-4-66

April 19, 1966

Mrs. Enid Pearson, Chairman  
Joint Study Committee on Page Mill  
Junipero Serra Intersection  
City of Palo Alto  
Palo Alto, California

Subject: Request for Separate Pedestrian-Bicycle-Equestrian  
Undercrossing at Page Mill-Junipero Serra Inter-  
change

Dear Mrs. Pearson:

The Board of Supervisors at its meeting on April 18, 1966  
passed and adopted a resolution requesting the State High-  
way Commission to adopt a policy resolution providing for  
a separate pedestrian-bicycle-equestrian undercrossing at  
Page Mill-Junipero Serra intersection.

A copy of this resolution is enclosed for your information.

Mr. Belser is being given a certified copy of this reso-  
lution for presenting to the State Highway Commission at  
its meeting on April 21, in Sacramento.

Thank you for calling the above matter to the attention of  
the Board.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Sullen  
Clerk of the Board

JP:jc

Encl.

cc: Planning  
County Counsel  
Public Works



DEPARTMENT OF PUBLIC WORKS

## CALIFORNIA HIGHWAY COMMISSION

P. O. BOX 1079, SACRAMENTO 95805



May 4, 1966

Board of Supervisors  
County of Santa Clara  
County Courthouse  
San Jose, California

Gentlemen:

This will acknowledge receipt of your resolution concerning a pedestrian-bicycle-equestrian undercrossing at the Page Mill-Junipero Serra Interchange.

The resolution was presented to the Commission by your Planning Director, Karl J. Belser, on April 21 and the matter is now under study.

Sincerely,

A handwritten signature in cursive script, reading "Robert T. Martin".

ROBERT T. MARTIN  
Assistant Secretary

RECEIVED  
BOARD OF SUPERVISORS

MAY 5 1 08 PM '66

COUNTY OF  
SANTA CLARA

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119



March 10, 1966

04-SC1-280 PM 7.8  
Relinquishment No. 31331

Honorable Board of Supervisors  
County of Santa Clara  
San Jose, California

Gentlemen:

Attached for your files is a copy of the resolution of the California Highway Commission, as recorded on March 1, 1966, under Serial No. 3017060 relinquishing to the County of Santa Clara of reconstructed county road at Stevens Creek Boulevard, Road 04-SC1-280.

Copies of this resolution are also enclosed for the Clerk, Director of Public Works, and the County Planning *sent*  
*3-14-66*  
Commission.

Very truly yours,

ALAN S. HART  
District Engineer

By

A handwritten signature in cursive script, appearing to read "B L Caldwell".

B. L. CALDWELL  
Supervising Right of Way Agent

Att.

RECEIVED  
BOARD OF SUPERVISORS

MAR 11 11 56 AM '66

COUNTY OF  
SANTA CLARA

*Masam Kawaguchi*  
*150 Oak St.*  
*San Francisco, Calif.*

3017069

BOOK 7295 PAGE 348

FILED FOR RECORD  
AT REQUEST OF

*State Division of Highways*

MAR 1 9 42 AM 1966

OFFICIAL RECORDS  
SANTA CLARA COUNTY  
PAUL R. TEILH  
RECORDER

*D/A*

BOOK 7295 PAGE 348

HIGHWAY COMMISSION  
RESOLUTION NO.

R 641

Passed by C.H.C.

FEB 16 1966

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY IN THE  
COUNTY OF SANTA CLARA, ROAD 04-SCL-280-7.8  
REQUEST NO. 31331

WHEREAS, the California Highway Commission on July 23, 1958, adopted a resolution declaring a certain section of State highway, road 04-SCL-280 (former IV-SCL-239-B), to be a freeway; and

WHEREAS, by County Director's letter of acceptance dated October 4, 1965, the County agreed to accept control and maintenance of a reconstructed county road upon relinquishment thereof to said County by the State of California; and

WHEREAS, the State of California has acquired right of way for and has constructed said road in the County of Santa Clara at Stevens Creek Boulevard, road 04-SCL-280, in connection with said freeway; and

WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and in the public interest that said road be relinquished to the County of Santa Clara for use as county highway;

NOW, THEREFORE, IT IS VOTED by the California Highway Commission that it relinquish, and it does hereby relinquish to the County of Santa Clara, effective upon the recordation of a certified copy hereof with the Recorder of Santa Clara County, all of the State of California's right, title and interest in and to said road in said county, together with the right of way and appurtenances thereof, described as follows:

PARCEL 1:

A portion of Stevens Creek Boulevard lying on the general southerly side of the main traveled ways of State freeway, road 04-SC1-280, described as follows:

COMMENCING at a point on the general southerly right of way line for said freeway distant thereon S.  $0^{\circ}37'03''$  W., 15.00 feet from the westerly terminus of that course described as "N.  $84^{\circ}43'38''$  E., 217.97 feet" in PARCEL 1 of Deed No. 13867 to the State of California, recorded September 7, 1962 in Book 5712, Page 687, Official Records of Santa Clara County; thence along said general southerly right of way line N.  $89^{\circ}22'57''$  W., 389.23 feet, S.  $0^{\circ}37'03''$  W., 105.00 feet and S.  $89^{\circ}22'57''$  E., 389.23 feet; thence N.  $0^{\circ}37'03''$  E., 105.00 feet to the point of commencement.

EXCEPTING THEREFROM all those portions of the above described parcel lying inside the corporate limits of the City of San Jose and the corporate limits of the City of Santa Clara.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000619 to obtain ground level distances.

EXCEPTING AND RESERVING to the State of California any and all rights of ingress to and egress from PARCEL 1 hereby relinquished in and to the adjacent and adjoining freeway lying generally northerly of said PARCEL 1, except at such points as now are or may be established by resolution of this Commission.

BOOK 7295 PAGE 351

THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution duly passed by the California Highway Commission at its meeting regularly called and held on the 16th day of February, 1966, in the City of Sacramento.

Dated this 23rd day of February, 1966.

*Robert T. Martin*  
 ROBERT T. MARTIN  
 ASSISTANT SECRETARY OF THE  
 CALIFORNIA HIGHWAY COMMISSION

DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119



*Rds Gen State Hwy  
RX 280 Gen*

March 1, 1966

04-SC1-280-7.8  
Relinquishment No. 31331

Honorable Board of Supervisors  
County of Santa Clara  
San Jose, California

Gentlemen:

This is to advise that the relinquishment to the County of Santa Clara of reconstructed county road at Stevens Creek Boulevard, Road 04-SC1-280 was recorded on March 1, 1966, under Recorder's Serial No. 3017060.

With this recordation all of the State's right, title and interest in this road vests in the County of Santa Clara.

A copy of the recorded document will be forwarded for your files.

Very truly yours,

ALAN S. HART  
District Engineer

By *B L Caldwell*  
B. L. CALDWELL  
Supervising Right of Way Agent



RECEIVED  
BOARD OF SUPERVISORS  
MAR 3 11 53 AM '66  
COUNTY OF  
SANTA CLARA

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 1499, SACRAMENTO



Board of Supervisors  
County of Santa Clara  
San Jose, California

February 23, 1966  
04-SCL-280-7.8  
Rel. Req. No. 31331  
Re: Notice letter  
October 27, 1965  
Collateral facilities

## RELINQUISHMENT OF HIGHWAY RIGHT OF WAY

Gentlemen:

Attached for your information is a certified copy of the above referenced California Highway Commission Vote of Relinquishment. This action was taken in accordance with Section 73 of the Streets and Highway Code.

Your attention is directed to Section 100.9 of the Streets and Highways Code regarding relocated State highways which bypass cities or business districts. The directional signs erected by the State on such highways shall be left in place and maintained by the local agency.

The relinquishment will become effective upon recordation and your office will be notified immediately thereafter.

Very truly yours,

J. C. WOMACK  
State Highway Engineer

Attach.

  
By J. B. Derby  
Headquarters Right of Way Engineer

RECEIVED  
BOARD OF SUPERVISORS

FEB 25 12 04 PM '66

COUNTY OF  
SANTA CLARA

HIGHWAY COMMISSION  
RESOLUTION NO.

R 6 4 1

Passed by C.H.C.

FEB 16 1966

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY IN THE  
COUNTY OF SANTA CLARA, ROAD 04-SCL-280-7.8  
REQUEST NO. 31331

WHEREAS, the California Highway Commission on July 23, 1958, adopted a resolution declaring a certain section of State highway, road 04-SCL-280 (former IV-SCL-239-B), to be a freeway; and

WHEREAS, by County Director's letter of acceptance dated October 4, 1965, the County agreed to accept control and maintenance of a reconstructed county road upon relinquishment thereof to said County by the State of California; and

WHEREAS, the State of California has acquired right of way for and has constructed said road in the County of Santa Clara at Stevens Creek Boulevard, road 04-SCL-280, in connection with said freeway; and

WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and in the public interest that said road be relinquished to the County of Santa Clara for use as county highway;

NOW, THEREFORE, IT IS VOTED by the California Highway Commission that it relinquish, and it does hereby relinquish to the County of Santa Clara, effective upon the recordation of a certified copy hereof with the Recorder of Santa Clara County, all of the State of California's right, title and interest in and to said road in said county, together with the right of way and appurtenances thereof, described as follows:

PARCEL 1:

A portion of Stevens Creek Boulevard lying on the general southerly side of the main traveled ways of State freeway, road 04-SC1-280, described as follows:

COMMENCING at a point on the general southerly right of way line for said freeway distant thereon S.  $0^{\circ}37'03''$  W., 15.00 feet from the westerly terminus of that course described as "N.  $84^{\circ}43'38''$  E., 217.97 feet" in PARCEL 1 of Deed No. 13867 to the State of California, recorded September 7, 1962 in Book 5712, Page 687, Official Records of Santa Clara County; thence along said general southerly right of way line N.  $89^{\circ}22'57''$  W., 389.23 feet, S.  $0^{\circ}37'03''$  W., 105.00 feet and S.  $89^{\circ}22'57''$  E., 389.23 feet; thence N.  $0^{\circ}37'03''$  E., 105.00 feet to the point of commencement.

EXCEPTING THEREFROM all those portions of the above described parcel lying inside the corporate limits of the City of San Jose and the corporate limits of the City of Santa Clara.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000619 to obtain ground level distances.

EXCEPTING AND RESERVING to the State of California any and all rights of ingress to and egress from PARCEL 1 hereby relinquished in and to the adjacent and adjoining freeway lying generally northerly of said PARCEL 1, except at such points as now are or may be established by resolution of this Commission.

THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution duly passed by the California Highway Commission at its meeting regularly called and held on the 16th day of February, 1966, in the City of Sacramento

Dated this 23rd day of February, 1966.

*Robert T. Martin*  
ROBERT T. MARTIN  
ASSISTANT SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION

#18

*Robert*  
*Harold*

February 1, 1966

Mr. Edward S. Arnold  
Mayor of City of Palo Alto  
1313 Newell Road  
Palo Alto, California

Subject: Committee for Safe Equestrian-Pedestrian-  
Hikers-Bikers' Access at Page Mill Road and  
Junipero Serra Freeway Intersection

Dear Mr. Arnold:

As stated in our letter to you of January 13 1966  
we are writing you to advise you of the action taken  
by the Santa Clara County Board of Supervisors rela-  
tive to the appointment to above named committee.

At the meeting held on January 31, 1966, the Board  
appointed Mr. James Pott, Director of Public Works  
Department, to represent the County on the Committee  
for Safe Equestrian-Pedestrian-Hikers-Bikers' Access  
at Page Mill and Junipero Serra Freeway Intersection.

By copy of this letter we are notifying Mr. Pott of  
this appointment.


Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan  
Clerk of the Board

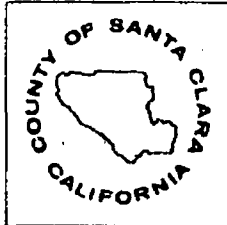
JP:DIR:jc

cc: James Pott, P. W. Dept.

|   |   |   |  |   |   |  |  |                                 |                                       |  |   |   |  |  |                                |
|---|---|---|--|---|---|--|--|---------------------------------|---------------------------------------|--|---|---|--|--|--------------------------------|
|    | <b>REFERRAL TO DEPARTMENT</b><br>COUNTY OF SANTA CLARA  | TO:<br><b>Public Works</b>                        | FROM<br><input checked="" type="checkbox"/> BOARD OF SUPERVISORS <input type="checkbox"/> COUNTY EXECUTIVE |   |   |  |  |                                 |                                       |  |   |   |  |  |                                |
| DATE<br><b>February 2, 1966</b>   | AGENDA DATE<br><b>1/31/66</b>   | AGENDA ITEM NUMBERS OR DESCRIPTION<br><b>#18.</b> |  |   |   |  |  |                                 |                                       |  |   |   |  |  |                                |
| THE ATTACHED ITEM IS BEING REFERRED TO YOU FOR THE PURPOSE INDICATED.   |   |   |  |   |   |  |  |                                 |                                       |  |   |   |  |  |                                |
| <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;"><input type="checkbox"/> STUDY AND RECOMMENDATION</td> <td style="width: 25%;"><input type="checkbox"/> PREPARE NECESSARY PAPERS</td> <td style="width: 25%;"><input type="checkbox"/> NOTIFY WRITER OF ACTION</td> <td style="width: 25%;"><input type="checkbox"/> REPLY TO WRITER</td> </tr> <tr> <td><input type="checkbox"/> REPORT</td> <td><input type="checkbox"/> POWER TO ACT</td> <td><input type="checkbox"/> CONSIDERATION</td> <td><input type="checkbox"/> SEE NRH    <input type="checkbox"/> SEE HWC</td> </tr> <tr> <td><input type="checkbox"/> ATTEND MEETING</td> <td><input checked="" type="checkbox"/> APPROPRIATE ACTION</td> <td><input type="checkbox"/> RECONSIDERATION</td> <td><input type="checkbox"/> _____</td> </tr> </table> |   |   |  | <input type="checkbox"/> STUDY AND RECOMMENDATION | <input type="checkbox"/> PREPARE NECESSARY PAPERS | <input type="checkbox"/> NOTIFY WRITER OF ACTION | <input type="checkbox"/> REPLY TO WRITER | <input type="checkbox"/> REPORT | <input type="checkbox"/> POWER TO ACT | <input type="checkbox"/> CONSIDERATION | <input type="checkbox"/> SEE NRH <input type="checkbox"/> SEE HWC | <input type="checkbox"/> ATTEND MEETING | <input checked="" type="checkbox"/> APPROPRIATE ACTION | <input type="checkbox"/> RECONSIDERATION | <input type="checkbox"/> _____ |
| <input type="checkbox"/> STUDY AND RECOMMENDATION   | <input type="checkbox"/> PREPARE NECESSARY PAPERS   | <input type="checkbox"/> NOTIFY WRITER OF ACTION  | <input type="checkbox"/> REPLY TO WRITER   |   |   |  |  |                                 |                                       |  |   |   |  |  |                                |
| <input type="checkbox"/> REPORT   | <input type="checkbox"/> POWER TO ACT   | <input type="checkbox"/> CONSIDERATION            | <input type="checkbox"/> SEE NRH <input type="checkbox"/> SEE HWC  |   |   |  |  |                                 |                                       |  |   |   |  |  |                                |
| <input type="checkbox"/> ATTEND MEETING   | <input checked="" type="checkbox"/> APPROPRIATE ACTION  | <input type="checkbox"/> RECONSIDERATION          | <input type="checkbox"/> _____   |   |   |  |  |                                 |                                       |  |   |   |  |  |                                |
| RE-AGENDIZE FOR:  | IF THERE IS AN ENTRY IN THIS SPACE, THE BOARD OF SUPERVISORS HAS ORDERED THAT THE MATTER BE CONSIDERED ON THE DATE SHOWN. YOU MUST HAVE A RESPONSE ON THE AGENDA FOR THAT DATE.     |   |  |   |   |  |  |                                 |                                       |  |   |   |  |  |                                |
| FOLLOW-UP DATE  | IF THERE IS AN ENTRY IN THIS SPACE, THE ITEM WILL BE FOLLOWED UP BY THE COUNTY EXECUTIVE. IF YOU ARE UNABLE TO TAKE ACTION BY THE DATE SHOWN, YOU MUST NOTIFY THE COUNTY EXECUTIVE. |   |  |   |   |  |  |                                 |                                       |  |   |   |  |  |                                |
| CHECK PROGRESS ON:  |   |   |  |   |   |  |  |                                 |                                       |  |   |   |  |  |                                |
| REMARKS<br><p>The Board appointed Director James Pott to committee to investigate the need for equestrian, pedestrian etc access at Page Mill and Junipero Serra Freeway intersection per request of Palo Alto.</p> <p style="text-align: right;"><b>MS</b></p>   |   |   |  |   |   |  |  |                                 |                                       |  |   |   |  |  |                                |
| ACTION COMPLETED BY:  |   |   | DATE   |   |   |  |  |                                 |                                       |  |   |   |  |  |                                |



#18



TRANSMITTAL MEMORANDUM

DEPARTMENT OF PUBLIC WORKS

DATE: January 19, 1966

FOR: BOARD OF SUPERVISORS AGENDA OF January 31, 19 66

FROM: James T. Pott, Director of Public Works

TITLE: Page Mill Road at Junipero Serra Freeway

DESCRIPTION:

On January 10, 1966, the Board of Supervisors considered a request from the Mayor of the City of Palo Alto for the County to participate in the activities of a committee to investigate the need for safe equestrian, pedestrian hikers-bikers access at the Page Mill and Junipero Serra Freeway intersection. The matter was referred to the Department of Public Works for report.

Attached is a drawing of the interchange in question as it has apparently been modified due to the activities of the other local agencies interested in the interchange. The Board of Supervisors has already considered these proposed modifications and suitable reports are on file. This attached map also shows jurisdictional boundaries in the vicinity of the interchange. It is noted that Los Altos Hills essentially has jurisdiction over all of the existing Page Mill Road and the land westerly thereof and southerly of the existing Arastradero Road east of Page Mill Road. It is noted also that unincorporated territory occupies the remainder of the interchange area.

The proposed equestrian provisions all lie on the westerly side of the existing Page Mill Road. The report of the Page Mill Road coordinating committee for a proposed Page Mill Road trailway similarly shows provision for trailways on the westerly side

Date JAN 31 1966

APPROVED

RE: CE

NO:

PC LPW FLD

(Continued)

AESTAINS

AGENDA DATA

DATE:

ITEM NO:

BOARD ACTION

APPROVED:

JAMES T. POTT, COUNTY ENGINEER

TRANSMITTAL MEMORANDUM

- 2 -

January 19, 1966

Agenda of: January 31, 1966

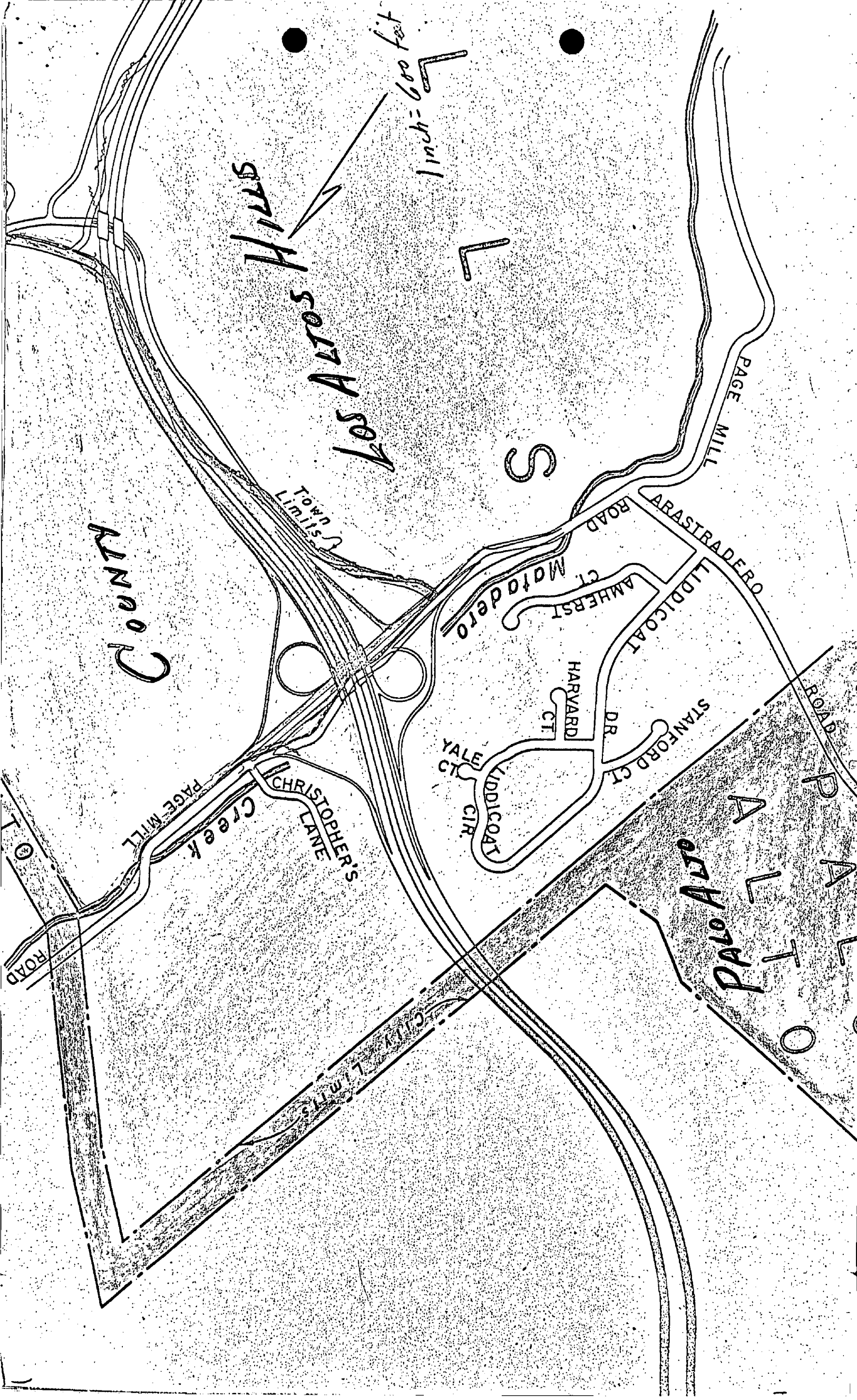
Title: Page Mill Road at Junipero Serra Freeway

of the existing Page Mill Road in this vicinity.

If the purpose of the proposed committee is truly to investigate the need for non-vehicular travel in the interchange area, participation by the County in the deliberations of the Committee would be desirable. If the purpose of the Committee is simply to pursue an already determined course of action, it is suggested that participation by representatives appointed by the Board of Supervisors would be unwise since the Board of Supervisors has already considered many of the problems in this area due to previous reports from the Department of Public Works. The letter from Palo Alto is not sufficiently clear as to the objectives of the Committee.

If the Board of Supervisors desires to pursue the matter further, this office would be pleased to provide representation on the Committee insofar as members of County administration may represent the legislative body.

JTP:ilb



County

Los Altos Hills

1 inch = 600 feet

S

Creek

Town Limits

CHRISTOPHER'S LANE

ARASTRADERO ROAD

AMHERST CT

HARVARD CT

YALE CT

LUDDICOAT CIR

STANFORD CT

LUDDICOAT ROAD

PAGE MILL ROAD

PALO ALTO

ROAD

# COUNTY OF SANTA CLARA

*Roads*

*Planning*

## Office of the BOARD OF SUPERVISORS

DATE 1-14, 1966

THE BOARD OF SUPERVISORS AT ITS MEETING OF 1-10, 1966  
REFERRED THE ATTACHED COMMUNICATION TO:

### DIRECTIVE:

- |                          |                                 |
|--------------------------|---------------------------------|
| <input type="checkbox"/> | STUDY AND RECOMMENDATION        |
| <input type="checkbox"/> | REPORT                          |
| <input type="checkbox"/> | ATTEND MEETING                  |
| <input type="checkbox"/> | PREPARATION OF NECESSARY PAPERS |
| <input type="checkbox"/> | POWER TO ACT                    |
| <input type="checkbox"/> | APPROPRIATE ACTION              |
| <input type="checkbox"/> | NOTIFY WRITER OF ACTION         |
| <input type="checkbox"/> | CONSIDERATION                   |
| <input type="checkbox"/> | RECONSIDERATION                 |
| <input type="checkbox"/> | REPLY TO WRITER                 |

*Public Works*  
DEPARTMENT

REMARKS: *Study and report*

ATTEST: JEAN PULLAN, CLERK OF THE BOARD

By *A. Lear*

*Reeling Roads*

#28

January 13, 1966

Mr. Edward S. Arnold, Mayor  
City of Palo Alto  
1313 Newell Road  
Palo Alto, California

Subject: Committee for Safe Equestrian-Pedestrian-  
Hikers-Bikers Access at Page Mill Road and  
Junipero Serra Freeway intersection

Dear Mr. Arnold:

The Board of Supervisors received your recent letter relating to the request for an appointment of two members to the temporary committee for safe equestrian-pedestrian-hikers-bikers access at Page Mill Road and Junipero Serra Freeway intersection.

At the meeting held January 10, 1966 this matter was referred by the Board to the Department of Public Works for study and report back to the Supervisors.

This office will keep you advised after Public Works Department makes their report to the Board of Supervisors.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan  
Clerk of the Board

JP:DMR:jc

cc: Public Works Dept.



OFFICE OF THE MAYOR

#20

January 3, 1966

Board of Supervisors  
Santa Clara County  
70 West Hedding  
San Jose, California

Gentlemen:

The Palo Alto City Council at its December 20, 1965 meeting approved the formation of a temporary committee, composed of representatives of affected jurisdictions, to investigate the need for a safe equestrian-pedestrian-hikers-bikers access at the Page Mill and Junipero Serra Freeway intersection. The Palo Alto City Council endorsed the objective of this committee, which is to investigate the possibility of achieving either state financing or cooperative financing from the jurisdictions involved to insure that safe nonvehicular traffic access be provided. The Council also hoped that the impact of mass action by all the jurisdictions involved might influence the Division of Highways to reverse their decision not to allot \$160,000 to provide the safe nonvehicular pathway at this intersection.

The Mayor of Palo Alto was empowered to approach each of the jurisdictions involved and invite them to appoint two members each to this important committee. At the December 20 meeting, I appointed Mrs. Enid Pearson and Mr. Kirke Comstock to represent Palo Alto.

JAN 10 1966

Date

APPROVED

RE: CE CC PC

(DPW)

FLD

NO: ABSTAINS:

for further study and report.

Santa Clara County

-2-

January 3, 1966

Plans for the intersection have already been started and are to be completed by June 1966. We feel that this committee must begin its work as soon as possible. This is a unique opportunity for all the affected jurisdictions to work together to solve a problem which will affect the future of this area. We cordially invite and earnestly solicit your participation.

The time of the first meeting will be announced as soon as I receive the names of all the appointees. Will you please advise me the names of your representatives.

Yours truly,



Edward S. Arnold  
Mayor of the  
City of Palo Alto

RECEIVED  
BOARD OF SUPERVISORS

JAN 5 11 39 AM '66

COUNTY OF  
SANTA CLARA



DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119



November 30, 1965

ORIGINAL

4-SC1,Ala-17-P.M.14.0(SC1)-1.9(Ala)  
4-SC1-280-P.M. 0.0-15.4 -  
4-SC1,Ala-680-P.M.0.0(SC1)-3.0(Ala)

Honorable Board of Supervisors  
County of Santa Clara  
Room 524  
70 West Hedding Street  
San Jose, California 95110

Gentlemen:

This is to advise that on October 21, 1965, the California Highway Commission passed resolutions redesignating portions of former State Highway Routes 280 and 680 between Route 280 and Route 262 as Route 17; a portion of Route 17 between Route 101 and Route 17 as Route 280; and a portion of Route 17 between Route 101 and 0.4 mile south of Prune Avenue as Route 680.

This was done to conform to legislative changes in the descriptions of these routes and they will hereafter be designated and/or maintained under the revised route numbers.

Certified copies of these resolutions and prints showing the revised routings are attached.

Yours very truly,

ALAN S. HART  
District Engineer

By

  
C. F. GREENE  
Deputy District Engineer

*Original in Route 17*

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 1499, SACRAMENTO



October 27, 1965

04-SC1-280-7.8

Rel. Req. No. 31331

Board of Supervisors  
County of Santa Clara  
San Jose, California

NOTICE OF INTENTION TO RELINQUISH  
HIGHWAY RIGHT OF WAY

Gentlemen:

It is necessary to relinquish the highway right of way as described in the attached proposed Vote of Relinquishment as a result of the relocation of the State highway.

As required by Section 73 of the Streets and Highways Code, the Department of Public Works hereby gives notice of the Department's intention to request the California Highway Commission, on or after ninety days from the date of your receipt of this notice, to relinquish the highway right of way described in the attached proposed Vote of Relinquishment and as shown on the attached set of prints.

The relinquishment when voted will not be effective until it is filed with the County Recorder and our District Office will inform you of the recording.

Very truly yours,

J. C. WOMACK  
State Highway Engineer

A handwritten signature in cursive script, appearing to read "J. B. Derby".

By J. B. Derby  
Headquarters Right of Way Engineer

Attach.

RECEIVED  
BOARD OF SUPERVISORS  
OCT 28 11 10 AM '65  
COUNTY OF  
SANTA CLARA

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 1499, SACRAMENTO



October 27, 1965

04-SC1-280-7.8

Rel. Req. No. 31331

Board of Supervisors  
County of Santa Clara  
San Jose, California

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HIGHWAY RIGHT OF WAY

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Very truly yours,

J. C. WOMACK  
State Highway Engineer

Original signed by  
J. B. Derby

By J. B. Derby  
Headquarters Right of Way Engineer

Attach.

Receipt of the foregoing notice of intention to relinquish highway right of way is hereby acknowledged this \_\_\_\_\_ day of \_\_\_\_\_, 196 .

\_\_\_\_\_  
Clerk of Board of Supervisors

(Note: Please acknowledge and return this copy to J. C. Womack, State Highway Engineer, P. O. Box 1499, Sacramento, Attention: J. B. Derby.)

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY IN THE  
COUNTY OF SANTA CLARA, ROAD 04-SCL-280-7.8  
REQUEST NO. 31331

WHEREAS, the California Highway Commission on July 23, 1958, adopted a resolution declaring a certain section of State highway, road 04-SCL-280 (former IV-SCL-239-B), to be a freeway; and

WHEREAS, by County Director's letter of acceptance dated October 4, 1965, the County agreed to accept control and maintenance of a reconstructed county road upon relinquishment thereof to said County by the State of California; and

WHEREAS, the State of California has acquired right of way for and has constructed said road in the County of Santa Clara at Stevens Creek Road, road 04-SCL-280, in connection with said freeway; and

WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and in the public interest that said road be relinquished to the County of Santa Clara for use as county highway;

NOW, THEREFORE, IT IS VOTED by the California Highway Commission that it relinquish, and it does hereby relinquish to the County of Santa Clara, effective upon the recordation of a certified copy hereof with the Recorder of Santa Clara County, all of the State of California's right, title and interest in and to said road in said county, together with the right of way and appurtenances thereof, described as follows:

PARCEL 1:

A portion of Stevens Creek Boulevard lying on the general southerly side of the main traveled ways of State freeway, road 04-SC1-280, described as follows:

COMMENCING at a point on the general southerly right of way line for said freeway distant thereon S.  $0^{\circ}37'03''$  W., 15.00 feet from the westerly terminus of that course described as "N.  $84^{\circ}43'38''$  E., 217.97 feet" in PARCEL 1 of Deed No. 13867 to the State of California, recorded September 7, 1962 in Book 5712, Page 687, Official Records of Santa Clara County; thence along said general southerly right of way line N.  $89^{\circ}22'57''$  W., 389.23 feet, S.  $0^{\circ}37'03''$  W., 105.00 feet and S.  $89^{\circ}22'57''$  E., 389.23 feet; thence N.  $0^{\circ}37'03''$  E., 105.00 feet to the point of commencement.

EXCEPTING THEREFROM all those portions of the above described parcel lying inside the corporate limits of the City of San Jose and the corporate limits of the City of Santa Clara.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000619 to obtain ground level distances.

EXCEPTING AND RESERVING to the State of California any and all rights of ingress to and egress from PARCEL 1 hereby relinquished in and to the adjacent and adjoining freeway lying generally northerly of said PARCEL 1, except at such points as now are or may be established by resolution of this Commission.

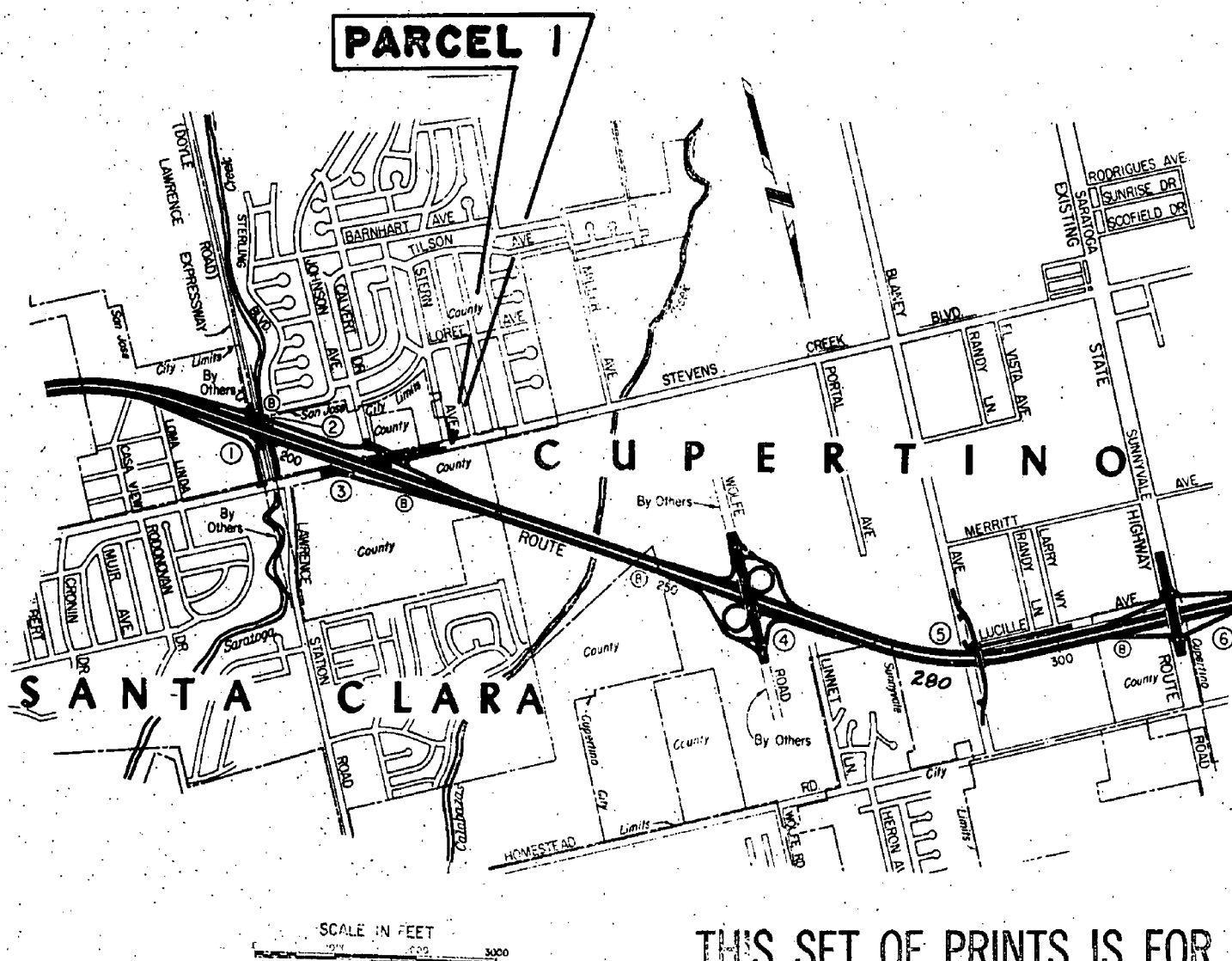
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BOARD OF SUPERVISORS

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COUNTY OF  
SANTA CLARA



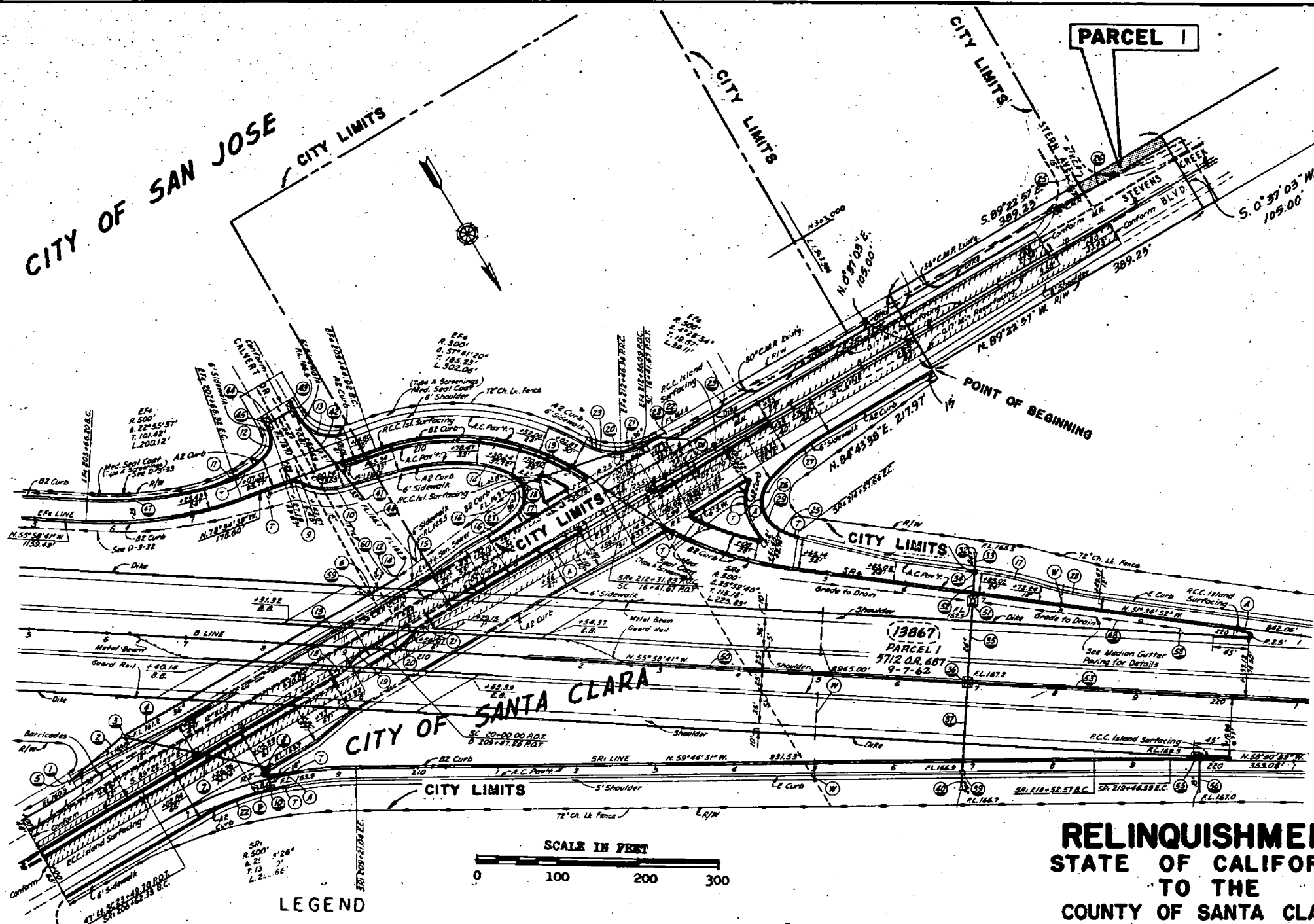
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| PARCEL | MILES |
| 1      | 0     |



THIS SET OF PRINTS IS FOR  
RETENTION BY THE COUNTY

**RELINQUISHMENT  
STATE OF CALIFORNIA  
TO THE  
COUNTY OF SANTA CLARA**

NO. 31331 ROAD 04-SCI-280-78  
DATE 6-65 SCALE: AS SHOWN  
DR. BY H.D. CHECKED BY M.Y. M-875.1



**RELINQUISHMENT  
STATE OF CALIFORNIA  
TO THE  
COUNTY OF SANTA CLARA**

NO. 31331 ROAD 04-SCL-280

DATE 6-65 SCALE: AS SHOWN  
DR. BY N.D. CHECKED BY M.Y. M-875.2

Approved: \_\_\_\_\_

Deputy District Engineer

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119



June 1, 1965

4-SC1-280  
Contract 04-170374

Mr. James T. Pott  
Director of Public Works  
County of Santa Clara  
20 West Hedding Street  
San Jose, California

*Juniperio Lema Trum*  
*Cont. of Jmt*  
*X ref Page Mill Rd*

Dear Mr. Pott:

Please refer to the re-study of the interchange on Interstate Route 280 at Page Mill Road, and to your letter of April 21 advising of action of the Board of Supervisors of the County of Santa Clara following your memorandum report of April 16, 1965 to the Board.

The State Highway Engineer has carefully reviewed this matter in the light of request to save whatever trees are possible while still preserving the traffic capacity needed for this traffic facility.

Decision has been made to proceed on the basis of constructing the northeast and southwest loops and ramps as originally planned. In the southeast quadrant the diamond ramp is being moved in close to the freeway so that Arastradero Road can remain generally in its present position in order to save the existing eucalyptus trees for the present. In the northwesterly quadrant the loop is omitted and the diamond ramp is to be constructed so as to allow future construction of the loop inside the diamond ramp at a later date.

The State considers this construction to be of an interim nature, and when traffic demands require completion of the interchange this will be done at a future date. Grading for the future ramps in the northwest and southeast quadrants is not being done initially.

It is anticipated that this initial construction will satisfactorily handle the traffic which will be using this facility. We propose to review the traffic demands at a later date prior to completion of the Interstate period and take whatever action is indicated at that time.

We are sending under separate cover a print showing the proposed interim construction, our Drawing No. 04-SC1-280-170371-84 A 9.

Very truly yours,

Alan S. Hart  
District Engineer

By

*R. A. Hayler*  
R. A. Hayler  
Deputy District Engineer

*No  
amend  
fury  
agile*

RECEIVED  
BOARD OF SUPERVISORS  
JUN 9 2 19 PM '65  
COUNTY OF  
SANTA CLARA

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119



December 8, 1964

04-SC1-280 3.4-6.2  
Relinquishment No. 31309*old  
(ex 239)*

Honorable Board of Supervisors  
County of Santa Clara  
County Office Building  
Civic Center  
20 West Rosa Street  
San Jose, California

Gentlemen:

Attached for your files is a copy of the resolution of the California Highway Commission, as recorded on November 12, 1964, relinquishing to the County of Santa Clara of frontage road and reconstructed county roads, formerly Road 04-SC1-239-B.

Copies of this resolution are also being transmitted to the County Planning Commission, the Director of Public Works.

Very truly yours,

ALAN S. HART  
District Engineer

*B. L. Caldwell*  
B. L. CALDWELL  
Supervising R/W Agent

SANTA CLARA  
COUNTY OF

Dec 9 11 15 AM '64

RECEIVED  
BOARD OF SUPERVISORS

HIGHWAY COMMISSION  
RESOLUTION NO. R-342D.H.  
2740793

Passed by C.H.C.

OCT 28 1964

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY  
IN THE COUNTY OF SANTA CLARA, ROAD IV-SC1  
280-3.4-6.2, REQUEST NO. 31309

WHEREAS, the California Highway Commission on April 19, 1951 and on November 25, 1957 adopted resolutions declaring certain sections of State highway in the County of Santa Clara, road IV-SC1-280, formerly IV-SC1-239-B, to be a freeway; and

WHEREAS, the State of California has acquired right of way for and has constructed a frontage road and has reconstructed county roads in the County of Santa Clara between Stevens Creek Boulevard and Saratoga Avenue, road IV-SC1-280, in connection with said freeway; and

WHEREAS, by freeway agreements dated December 14, 1953 and December 24, 1962 between the County of Santa Clara and the State of California, the county agreed to accept control and maintenance of said frontage road and reconstructed county roads upon relinquishment thereof to said county by the State of California; and

WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and

in the public interest that said frontage road and reconstructed county roads be relinquished to the County of Santa Clara for use as county roads;

NOW, THEREFORE, IT IS VOTED by the California Highway Commission that it relinquish, and it does hereby relinquish to the County of Santa Clara effective upon the recordation of a certified copy hereof with the Recorder of the County of Santa Clara, all of the State of California's right, title and interest in and to that certain frontage road and reconstructed county roads in said county together with the right of way and appurtenances thereof, described as follows:



PARCEL 1:

A frontage road and a portion of DiSalvo Avenue lying on the northeasterly side of the main traveled ways of State freeway, Road IV-SC1-239-B (IV-SC1-280 designation after July 1, 1964) being described as follows:

COMMENCING at a point on the general easterly right of way line of said freeway, said point being the westerly terminus of that course described as "S.  $80^{\circ}49'55''$  E., 44.59 feet" in Deed No. 10284 to State of California, recorded May 14, 1956 in Book 3494, Page 314, Official Records of Santa Clara County; thence S.  $9^{\circ}10'05''$  W., 44.00 feet; thence S.  $80^{\circ}49'55''$  E., 44.59 feet; thence along a tangent curve to the left with a radius of 417.00 feet, through an angle of  $27^{\circ}13'21''$ , an arc length of 198.13 feet; thence N.  $71^{\circ}56'44''$  E., 88.20 feet; thence along a tangent curve to the right with a radius of 74.00 feet, through an angle of  $22^{\circ}22'21''$ , an arc length of 28.90 feet; thence S.  $0^{\circ}39'07''$  W., 48.84 feet; thence S.  $89^{\circ}20'53''$  E., 79.42 feet to said general easterly right of way line; thence along last said line N.  $0^{\circ}39'07''$  E., 118.51 feet, N.  $89^{\circ}20'53''$  W., 60.00 feet, from a tangent that bears S.  $0^{\circ}39'07''$  W., along a curve to the right with a radius of 15.00 feet, through an angle of  $71^{\circ}17'37''$ , an arc length of 18.67 feet, S.  $71^{\circ}56'44''$  W., 142.90 feet, along a tangent curve to the right with a radius of 373.00 feet, through an angle of  $27^{\circ}13'21''$ , an arc length of 177.22 feet and N.  $80^{\circ}49'55''$  W., 44.59 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying within the city limits of the City of San Jose.

The length of the above described parcel lying outside the city limits of the City of San Jose is 0.08 of a mile, more or less.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000438 to obtain ground level distances.

PARCEL 2:

A portion of Santa Clara-Los Gatos Road lying on the northerly side of the main traveled ways of State freeway, Road IV-SC1-239-B (IV-SC1-280 designation after July 1, 1964) being described as follows:

COMMENCING at a point on the general northerly right of way line of said freeway, said point being the southerly terminus of that course described as "N. 0°40'07" E., 110.42 feet" in PARCEL 1A of the Final Order of Condemnation No. 134825 (State Deed No. 13927), recorded April 4, 1963 in Book 5969, Page 661, Official Records of Santa Clara County; thence S. 89°19'53" E., 12.00 feet; thence S. 0°40'07" W., 107.71 feet; thence S. 85°39'14" E., 150.00 feet; thence N. 4°20'46" E., 46.00 feet to said general northerly right of way line; thence along last said line N. 85°39'14" W., 79.68 feet, N. 0°40'07" E., 176.74 feet, N. 89°20'08" W., 85.13 feet and S. 0°40'07" W., 110.42 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying within the city limits of the City of San Jose.

The length of the above described parcel lying outside the city limits of the City of San Jose as 0.04 of a mile, more or less.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000495 to obtain ground level distances.

PARCEL 3:

A portion of Saratoga Avenue lying on the northerly side of the main traveled ways of State freeway, Road IV-SC1-239-B (IV-SC1-280 designation after July 1, 1964), being described as follows:

COMMENCING at a point on the general northerly right of way line of said freeway, said point being the northerly terminus of that course described as "N. 16°14'06" E., 139.08 feet" in

PARCEL 2 of Deed No. 13824 to State of California, recorded November 27, 1962, in Book 5805, Page 55, Official Records of Santa Clara County; thence along said general northerly right of way line from a tangent that bears N. 16°14'06" E., along a curve to the left with a radius of 80.00 feet, through an angle of 53°03'55", an arc length of 74.09 feet, N. 36°49'49" W., 65.37 feet, N. 34°39'59" E., 200.87 feet, N. 55°20'01" W., 100.00 feet and S. 34°39'59" W., 156.72 feet; thence S. 55°20'01" E., 10.06 feet; thence S. 34°39'59" W., 133.57 feet; thence S. 16°46'28" E., 127.88 feet to an interior right of way line of said freeway; thence along last said line N. 39°45'55" E., 74.59 feet and along a tangent curve to the right with a radius of 20.00 feet, through an angle of 156°28'11", an arc length of 54.62 feet; thence S. 73°45'54" E., 60.00 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying within the city limits of the City of San Jose.

The length of the above described parcel lying outside the city limits of the City of San Jose is 0.04 of a mile, more or less (full width) and 0.02 of a mile, more or less (half-width).

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000495 to obtain ground level distances.

PARCEL 4:

A portion of Saratoga Avenue lying on the southerly side of the main traveled ways of State freeway, Road IV-SC1-239-B, (IV-SC1-280 designation after July 1, 1964), being described as follows:

COMMENCING at a point on the general southerly right of way line of said freeway distant thereon N.  $56^{\circ}55'29''$  W., 6.90 feet from the southeasterly terminus of that course described as "N.  $56^{\circ}55'29''$  W., 56.90 feet" in PARCEL 1 of Deed No. 13845 to State of California, recorded September 21, 1960, in Book 4923, Page 244, Official Records of Santa Clara County; thence N.  $66^{\circ}21'25''$  W., 101.24 feet to said general southerly right of way line; thence along last said line S.  $32^{\circ}36'29''$  W., 104.23 feet, S.  $57^{\circ}23'31''$  E., 100.00 feet and N.  $32^{\circ}36'29''$  E., 120.00 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying within the city limits of the City of San Jose.

The length of the above described parcel lying outside the city limits of the City of San Jose is 0.02 of a mile, more or less, (half-width).

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000495 to obtain ground level distances.

The total length of the herein relinquished parcels being 0.16 of a mile, more or less (full width) and 0.04 of a mile, more or less (half-width).

EXCEPTING AND RESERVING to the State of California any and all rights of ingress to and egress from the parcels hereby relinquished in and to the adjacent and adjoining freeway lying generally westerly of PARCEL 1, generally southerly of PARCELS 2 and 3 and generally northerly of PARCEL 4, except at such points as now are or may be established by resolution of this Commission.



THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution passed by the California Highway Commission at its meeting regularly called and held on the 28th day of October, 1964, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 5th day of November, 1964.

*Robert T. Martin*

ROBERT T. MARTIN  
ASSISTANT SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION

EST. 1966, 84416 12-61 RM SPO

2740793

BOOK 6737 PAGE 270

FILED FOR RECORD  
AT REQUEST OF

DIVISION OF HIGHWAYS  
Nov 12 10 28 AM 1964

OFFICIAL RECORDS  
SANTA CLARA COUNTY  
PAUL R. TEILH  
RECORDER

D.H.

#16

1212  
Ken

SUPPLEMENTAL REPORT

REQUEST FOR PEDESTRIAN OVERCROSSING  
OF THE JUNIPERO SERRA FREEWAY AT  
CASA BLANCA DRIVE

On October 26, 1964, the Board of Supervisors considered a report from the Department of Public Works on subject matter. This report described the physical situation leading to the requests for a pedestrian separation of the Junipero Serra Freeway at Casa Blanca Drive. Residential areas lie both north and south of the existing freeway. The Cupertino Union School District is on both sides of the Freeway. Seventy-five per cent of the area which might be tributary to any pedestrian separation is in the City of San Jose. Twenty-five per cent of the tributary area is unincorporated. A City park is on the southerly side of the Freeway.

The Board of Supervisors received copies of correspondence addressed to Mr. Sinclair from the Queen of Apostles Church, from the Home and School Club of D. W. Luther School, and from the Board of Education of the Cupertino Union School District. None of the correspondence was addressed directly to the Board of Supervisors. The carbon copies were referred to Public Works and Planning. When the report of the Public Works Department was considered by the Board of Supervisors, it was referred back to the Public Works Department for additional report on the willingness of the schools to participate in the cost of the requested pedestrian separation. Approximately \$20,000.00 remains to be financed since the State is prepared to pay 50% of the cost and the City of San Jose is prepared to contribute 25% of the cost.

On October 30, 1964, the Cupertino Union School District, the Principal of the De Vargas Elementary School, and the Pastor of the Queen of Apostles Church were informed of the action of the Board of Supervisors and were requested to express whether or not there would be a willingness to participate in the cost of the pedestrian separation and to what extent.

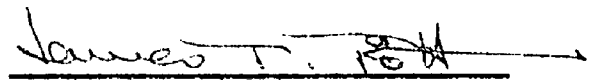
The Queen of Apostles Church reports that it is not in a position to give financial support to the project.

The Cupertino Union School District reports that County Counsel has advised that Education Code Section 15805 prohibits the expenditure of District funds for this purpose. The School District also exhibits concern over potential isolation of various service areas of elementary and high schools because of freeway construction.



The County has previously lent its support to the construction of pedestrian separation facilities over freeways, but has not, to the best of my knowledge, participated financially in the cost of these separation facilities.

It is recommended that no action be taken at this time. There has been no direct request of the Board of Supervisors. If there is subsequently a direct request for the Board of Supervisors to participate in the cost of the financing pedestrian separation facilities at this location, it is recommended that the possibilities of the establishing an assessment district for the financing of the cost be considered unless the Board is prepared to adopt a basic policy change which will undoubtedly lead to a large number of future requests for financial participation in the construction of such facilities.

  
JAMES T. POTT

Junipero Serra Fry

Gen 7/2/3



DEPARTMENT OF PUBLIC WORKS

DATE: October 13, 1964

FOR: BOARD OF SUPERVISORS AGENDA OF October 26, 1964

FROM: James T. Pott, Director, Public Works

TITLE: Report on Request for Pedestrian Separation facilities  
of Junipero Serra Freeway at Casa Blanca Drive

**DESCRIPTION:**

The subject matter was referred to the Department of Public Works and to the Planning Department during May and June of 1964. A report has been completed and is forwarded herewith. The report has been coordinated with the actions of the City of San Jose and is self-explanatory.

If the Board of Supervisors desires the installation of the crossing at this location, it is apparent that the Board will be asked to contribute approximately \$20,000 toward the cost of the structure. Because of the time lapse involved, it is apparent that the Cupertino School District will not participate in the cost.

JTP:ilb

Date \_\_\_\_\_

OCT 26 1964

**APPROVED**

RE: CE CC / PC DPW FLO

NO: ..... ABSTAINS: .....

Copy each Bd Member - ~~WMC - DPTW - CS - PC - War~~

**APPROVED:**

JAMES T. POTT, COUNTY ENGINEER

## AGENDA DATA

DATE:

ITEM NO:

## BOARD ACTION

## REPORT

### REQUEST FOR PEDESTRIAN OVERCROSSING OF THE JUNIPERO SERRA FREEWAY AT CASA BLANCA DRIVE

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| Effect of Overcrossing on Schools              | 2           |
| Park Site                                      | 3           |
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#### Attachments:

1. Pedestrian Traffic
2. Letters
3. Map

## REPORT

### REQUEST FOR PEDESTRIAN OVERCROSSING OF THE JUNIPERO SERRA FREEWAY AT CASA BLANCA DRIVE

#### INTRODUCTION

The Junipero Serra Freeway is being constructed through the residential area south of Stevens Creek Boulevard between Saratoga Avenue and Doyle Road (see attached map).

The schools in this vicinity, a home and school association, and a church have expressed concern for moving pedestrians from one side of the Freeway to the other and have written to the State Division of Highways explaining conditions and requesting construction of a pedestrian overcrossing. Copies of these letters were sent to the Santa Clara County Board of Supervisors and were then referred to the Department of Public Works for investigation and report. Copies of these letters are attached.

#### LOCATION OF PROPOSED PEDESTRIAN OVERCROSSING

The proposed location of the requested overcrossing is from the foot of Casa Blanca Drive to the San Jose Park Site. This location does not involve private property, therefore it is assumed there would be no right of way costs. This is a convenient location for the Zaravich School, the DeVargas School and the park.

#### JURISDICTION

The principal area affected by the requested overcrossing is shown on the attached map. Within this area, 75% is San Jose, and 25% is unincorporated.

The frontage along the Freeway between Doyle Road and Saratoga Avenue is 64% San Jose and 36% unincorporated.

This entire area is within the Cupertino School District.

#### EFFECT OF OVERCROSSING ON SCHOOLS

1. Zaravich Junior High School - This school will be constructed in approximately 3 years and will be composed of 7th, 8th, and possibly 9th grade. The boundaries will include areas on both sides of the Freeway. Enrollment capacity will be approximately 1200. As presently planned, pedestrian access to this school for the area south of the Freeway is at Saratoga Avenue or Doyle Road and the average distance is one and one-half miles. By way of the overcrossing, the average distance would be three-quarters of a mile.
2. DeVargas School - This school will open in December, 1964, and will be composed of kindergarten through 6th grade. Capacity enrollment will be 550.

There are approximately 200 new apartment units directly east of the Zaravich School Site and 170 more will be constructed in the near future. These apartments will yield an estimated 450 students, at least 300 of which will be in the kindergarten to 6th grade level. Since Eisenhower and Luther are near capacity these students will be required to attend the new DeVargas School. With a pedestrian overcrossing, the average walk would be one mile; without a pedestrian overcrossing, the walk would be one and three-quarters mile.

3. Eisenhower School - This is a kindergarten through 6th grade school north of Stevens Creek Boulevard and enrollment is at capacity. The boundaries will not include any area south of the Freeway, so the overcrossing will have no effect on this school.
4. Luther School - This is a kindergarten through 6th grade school north of Stevens Creek Boulevard and enrollment is at capacity. Since the boundaries do not include any area south of the Freeway, the overcrossing will have no effect on this school.
5. The Queen of Apostles Grammar School - This parochial school has an enrollment of 150 students and a capacity of 400 to be reached by 1967. Those students living in the vicinity of the new apartments would benefit from an overcrossing, but most students come from a broader area and are transported.
6. The Mitty High School - This parochial high school is under construction for occupancy by 1965, and will have a capacity of 1000. Some students will benefit from the overcrossing, but most will come from a broader area and will be transported or will drive.

#### PARK SITE

This is a future City of San Jose Park Site south of the Freeway. No attempt has been made to estimate the number of people who would use the overcrossing to go to the park although it is an important consideration to the high density areas north of the Freeway.

### BUS TRANSPORTATION

The Cupertino School District provides transportation to students who live beyond established walking distances. These distances are:

Grades kindergarten through 3rd - three-quarters mile

Grades 4 through 6 - 1.1 miles

Grades 7 through 9 - 1.25 miles

Without an overcrossing, transportation will be required for an estimated 500 students. With an overcrossing, transportation would be required for approximately 200 students.

### OTHER EXISTING AND PROPOSED CROSSINGS OF FREEWAY

There are pedestrian facilities along the west side of Saratoga Avenue. The Freeway crosses under Saratoga Avenue and there are no problems for pedestrian traffic.

### USE OF PROPOSED IMPROVEMENTS

Referring to Attachment 1, it is estimated that approximately 800 students would make one round trip per day via the overcrossing. Pedestrians, to the church and park site would be additional.

### COST ESTIMATE

The estimated cost of this requested pedestrian overcrossing is \$80,000. This does not include any costs for right of way or for paths or sidewalks which may be needed through the park.

#### STUDY BY CITY OF SAN JOSE

The City of San Jose has also received numerous letters from interested parties requesting a pedestrian overcrossing in this vicinity. The matter was studied and the City has informed the County that informal agreement was reached for the State to pay 50% of the cost, subject to approval by the State Highway Commission, providing local agencies pay the remaining 50%.

The City of San Jose, because of the affect on the City Park Site, will contribute 25% of the costs. This is contingent upon the contribution of the remaining 25% by the Cupertino School District. Because the District has not volunteered to contribute any funds toward the project, the City has taken no further action.

#### CONCLUSION

Indications are that a pedestrian overcrossing would be beneficial, however, the Freeway Agreements signed by both the City and County did not provide for one. If the State and the City of San Jose are in fact willing to contribute 75% of the cost, it seems reasonable that the remaining cost should be born by the area benefitted.

DPW/LB  
9-24-64



PEDESTRIAN TRAFFIC

FROM OPPOSITE SIDE OF FREEWAY TO:

| <u>DESTINATION</u>                      | <u>STUDENTS USING<br/>OVERCROSSING DAILY</u> | <u>WITHOUT<br/>OVERCROSSING</u>       | <u>WITH<br/>OVERCROSSING</u> |
|---|--|---------------------------------------|------------------------------|
| DeVargas K-6                            |  | 1.75 miles                            | 1 mile                       |
| K-3                                     | 150  | all transported                       | walk*                        |
| 4-6                                     | 150  | all transported                       | walk                         |
| <br>Zaravich Jr. High                   | <br>400                                      | <br>1 - 1.5 miles<br>some transported | <br>0.75 mile<br>all walk    |
| <br>Queen of Apostles<br>Grammar School | <br>50                                       | <br>1 mile<br>most walk               | <br>0.50 mile<br>all walk    |
| <br>Mitty High<br>School                | <br>50                                       | <br>1 mile<br>most walk               | <br>0.50 mile<br>all walk    |
| <br>Park                                | <br>Unknown                                  | <br>1.25 miles                        | <br>0.50 mile                |

---

800 = estimated number of students  
who would use pedestrian  
overcrossing daily

or = 1600 crossings per day

\*Gordon Chamberlain of Cupertino School District says these  
children would walk because it is a safe route - normal  
limit is 0.75 mile for K-3.

21  
May 20, 1964

Mr. J. P. Sinclair  
Assistant State Highway Engineer  
P. O. Box 3366 Rincon Annex  
San Francisco 19, California

Dear Mr. Sinclair:

The Queen of Apostles Church is situated on a 30 acre tract of land, south of the Junipero Serra Freeway, bounded on the west by Doyle Road and on the east by Moorpark Avenue. On our Church site we have an elementary school and are constructing a high school to open next year.

We are aware that freeways are needed. However we feel something should be done to keep our church and schools accessible to our church community, who were cut off from us by this freeway. We were aware that some pedestrian overpasses were to be a part of this freeway system and felt it a certainty that the Division of Highways, in their studies of the area, would take into consideration that this section of the freeway above all others needs a pedestrian overpass. We, of course, are primarily interested in our church family and our schools and the discomfort and hardship that faces our families by this freeway. We are also concerned as members of the larger community in the overall lack of planning that is apparent in not having an overpass at this section of the freeway. The Cupertino Union School District has a 7-8th grade school site on the north side of the freeway, adjacent to Casa Bianca Street, a school of the Kindergarten thru 6th grade level under construction near our site and the City of San Jose has a park site on the south side of the freeway. The children in the area using these various parochial and public schools live within walking distance, but they cannot walk unless an overpass is constructed. They would have to be transported by school bus, which we do not have now or in the foreseeable future, or by their family car, both means a seemingly unnecessary expense. Another source of irritation to everyone in the area is the recreation park that will not be available to small children and their mothers from the apartment house area north of the freeway unless they drive to the park. With the pedestrian separation all of the families living on the north side of the freeway would have ready access not only to their church but to their public and parochial schools and their recreation park.

AGENDA DATA

DATE: JUN 1 1964

SECRETED

ITEM NO. 11.31

BOARD ACTION

We trust that your office will take into consideration the fact that this is a high density residential area, cut in half by a freeway, with no walking provision for children to attend their schools, play in their park or for families to be able to walk to church.

May we ask that you treat this request with great consideration and with a favorable reply.

Sincerely yours,

*E. F. Geary*

Reverend Elwood F. Geary, Pastor  
Queen of Apostles Church  
4911 Moorpark Avenue  
San Jose, California

CC: Cupertino Union School District  
Santa Clara County Board of Supervisors ✓  
City of San Jose Planning Department  
Senator Clark Bradley  
Assemblyman Alfred Alquist

May 14, 1964

Mr. J. P. Sinclair  
Assistant State Highway Engineer  
P. O. Box 3366 Rincon Annex  
San Francisco 19, California

Dear Mr. Sinclair:

We have become aware of a situation in our school district that creates a great deal of concern to us as parents of children attending the D. W. Luther School, 220 Blake Avenue, Santa Clara, California.

Our school is presently filled to capacity. We have learned that, because no pedestrian overpass has been provided over the Junipero Serra Freeway (between Saratoga and Doyle Roads) our school may be threatened with double sessions to absorb the yield of apartments under construction on the north side of the Freeway.

If a pedestrian overpass were available, these children could attend the new de Vargas School now being constructed three blocks south of the freeway.

In addition a new park is planned on the south side of this freeway, which will not be accessible to any of the citizens on the north side.

If a pedestrian overpass were installed from Casa Blanca Street on the north to the San Jose park property on the south, it would be a real and needed boon for our school community.

On behalf of our 300 members we respectfully request that your office give every possible consideration to the construction of this vitally important overpass to avoid congestion at our school or to relieve our taxpayers of the necessity of operating an expensive bus schedule that they can ill afford to operate.

AGENDA DATA

DATE: JUN 1 1964

ITEM NO. 11.21

BOARD ACTION

Respectfully,

David V. Jones

David Jones, President  
Home and School Club  
D. W. Luther School  
220 Blake Avenue, Santa Clara, California  
Cupertino Union School District

cc:

Board of Education, Cupertino Union School District, 10300 Vista Dr., Cupertino City of San Jose, Planning Department, City Hall, 1st & Mission, San Jose, Calif.  
Santa Clara County Board of Supervisors, 70 W. Hedding St., San Jose, Calif.  
Senator Clark Bradley, California State Senate, State Capitol, Sacramento, Calif.  
Assemblyman Alfred Alquist, 24th Assembly District, State Capitol, Sacramento, Calif.

# CUPERTINO UNION SCHOOL DISTRICT

10300 VISTA DRIVE • CUPERTINO, CALIFORNIA 95014

Telephone 252-3000

CHARLES S. KNIGHT, SUPERINTENDENT AND SECRETARY TO THE BOARD OF EDUCATION  
GEORGE J. LOVOS, DEPUTY SUPERINTENDENT - INSTRUCTION  
JAMES A. IGLEHART, ASSISTANT SUPERINTENDENT - BUSINESS

BOARD OF EDUCATION  
RALPH CARLSON, PRESIDENT  
STERLING MITCHELL, VICE-PRESIDENT  
JUDITH CASSELD, CLERK  
BETTY SELLERS  
O. M. JEFFERY

May 11, 1964

Mr. J. P. Sinclair  
Assistant State Highway Engineer  
P. O. Box 3366 Rincon Annex  
San Francisco 19, California

Dear Mr. Sinclair:

The Junipero Serra Freeway will form the south boundary of our Zarevich 7-8 grade school site. This site is more specifically located as: south of Stevens Creek Boulevard, east of Casa Blanca, and north of the Freeway.

The school site is adjacent to a rapidly expanding, high density, multiple dwelling area, and a large shopping area. Many of the children who will attend this school would be able to walk if there was a Pedestrian Separation from the south side of the freeway to the north side, terminating at the end of Casa Blanca or onto the southwest corner of the school site. The residents in this area now find their community cut in half by the freeway, with all the attending difficulties of getting to their immediate shopping centers, schools and Churches. When the Recreation Park, planned by the City of San Jose, is completed on the south side of the freeway the residents on the north side will be completely cut off from it unless they drive a considerable distance around the Doyle interchange to get to it. A pedestrian overpass would allow residents and their children to cross over the freeway in safety and positively affect their feelings toward freeways that cut thru residential areas with apparent disregard for the many inconveniences caused to these people.

We note with interest that there are two pedestrian separations planned in this general area. One at Cypress and one at Monroe. We feel our request for one is of prime importance. There are several reasons, the one uppermost in our minds is the access to the schools in the area by means of a pedestrian overpass, which would avoid the unnecessary and costly alternative of transporting these children by bus. There is our Zarevich 7-8th grade school that is planned in the near future, the Queen of Apostles Church schools, an elementary school and a high school that they are now building; plus an elementary school, the Manuel de Vargas school our District is presently constructing on Moorpark Avenue. The residents north of the Freeway are very upset as many of them moved into

DATE MAY 25 1964

ITEM NO. M. 15

BOARD ACTION *Referred to*

*Public Works*

*Planning*

Copy each Bd Member • HWC • DPW • CC • PE • WD

Page - 2 -

that area because of the recreation park just south of them. They now find themselves unable to use this park.

We are respectfully requesting that you give favorable consideration to this much needed overpass at the end of Casa Blanca on the north of the Freeway and the Park site on the south.

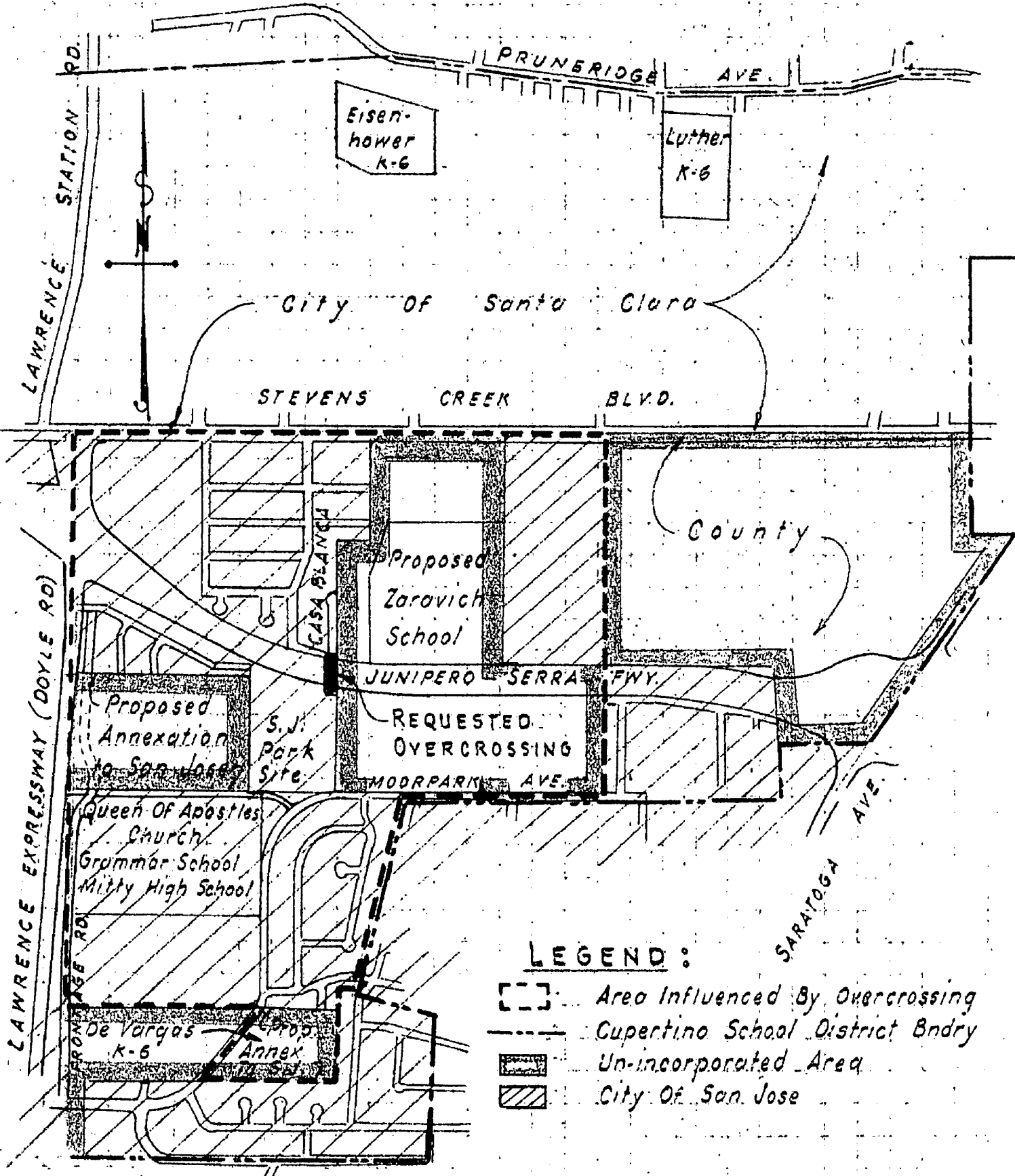
Very truly yours

*Julith Bassett*  
J.C.

Clerk of the Board  
Board of Education  
Cupertino Union School District

GLC/fc

cc: Santa Clara County Board of Supervisors  
City of San Jose Planning Department  
Senator Clark Bradley, California State Senate  
Assemblyman Alfred Alquist, 24th Assembly District



**REQUESTED PEDESTRIAN OVERCROSSING  
 OF JUNIPERO SERRA FREEWAY**

Spencer Batt 1856 2  
W. M. G. H.



*Rds Gen State Hwy*  
*239*

EDMUND G. BROWN, Governor

*(now Rt 280)*



November 4, 1964  
04-SC1-280-3.4-6.2  
former IV-SC1-239-B  
Rel. Req. No. 31309

Board of Supervisors  
County of Santa Clara  
San Jose, California

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY

Gentlemen:

In conformance with Section 73 of the Streets and Highways Code, there is hereby filed with your county the attached certified copy of the vote of the California Highway Commission relinquishing described highway right of way.

Relinquishment of the highway right of way becomes effective upon the recordation of a certified copy hereof. Our district office will immediately upon recordation of the relinquishment inform your board thereof, giving you recordation data.

Section 2121 of the Code requires the Department to certify to the State Controller the mileage relinquished, with the further requirement that it be added to the maintained mileage in the county. This procedure is mandatory upon the Department.

Very truly yours,

J. C. WOMACK  
State Highway Engineer

By *[Signature]*  
Deputy State Highway Engineer

Attach.

NOV 9 10 35 AM '64  
COUNTY OF  
SANTA CLARA  
RECEIVED

NOV 9 10 35 AM '64  
COUNTY OF  
SANTA CLARA  
RECEIVED

NOV 9 10 35 AM '64  
COUNTY OF  
SANTA CLARA  
RECEIVED

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 1499, SACRAMENTO



November 4, 1964  
04-SC1-280-3.4-6.2  
former IV-SC1-239-B  
Rel. Req. No. 31309

Board of Supervisors  
County of Santa Clara  
San Jose, California

## RELINQUISHMENT OF HIGHWAY RIGHT OF WAY

Gentlemen:

In conformance with Section 73 of the Streets and Highways Code, there is hereby filed with your county the attached certified copy of the vote of the California Highway Commission relinquishing described highway right of way.

Relinquishment of the highway right of way becomes effective upon the recordation of a certified copy hereof. Our district office will immediately upon recordation of the relinquishment inform your board thereof, giving you recordation data.

Section 2121 of the Code requires the Department to certify to the State Controller the mileage relinquished, with the further requirement that it be added to the maintained mileage in the county. This procedure is mandatory upon the Department.

Very truly yours,

J. C. WOMACK  
State Highway Engineer

By Original Signed by G. Langsner  
Deputy State Highway Engineer

Attach.

Receipt of the above mentioned certified copy of vote relinquishing highway right of way is hereby acknowledged this  
\_\_\_\_\_ day of \_\_\_\_\_, 196 .

\_\_\_\_\_  
Clerk of Board of Supervisors

(Note: Please acknowledge and return this copy to J. C. Womack, State Highway Engineer, P.O. Box 1499, Sacramento.)

Passed by C.H.C.

OCT 28 1964

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY  
IN THE COUNTY OF SANTA CLARA, ROAD IV-SC1  
280-3.4-6.2, REQUEST NO. 31309

WHEREAS, the California Highway Commission on April 19, 1951 and on November 25, 1957 adopted resolutions declaring certain sections of State highway in the County of Santa Clara, road IV-SC1-280, formerly IV-SC1-239-B, to be a freeway; and

WHEREAS, the State of California has acquired right of way for and has constructed a frontage road and has reconstructed county roads in the County of Santa Clara between Stevens Creek Boulevard and Saratoga Avenue, road IV-SC1-280, in connection with said freeway; and

WHEREAS, by freeway agreements dated December 14, 1953 and December 24, 1962 between the County of Santa Clara and the State of California, the county agreed to accept control and maintenance of said frontage road and reconstructed county roads upon relinquishment thereof to said county by the State of California; and

WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and

in the public interest that said frontage road and reconstructed county roads be relinquished to the County of Santa Clara for use as county roads;

NOW, THEREFORE, IT IS VOTED by the California Highway Commission that it relinquish, and it does hereby relinquish to the County of Santa Clara effective upon the recordation of a certified copy hereof with the Recorder of the County of Santa Clara, all of the State of California's right, title and interest in and to that certain frontage road and reconstructed county roads in said county together with the right of way and appurtenances thereof, described as follows:

PARCEL 1:

A frontage road and a portion of DiSalvo Avenue lying on the northeasterly side of the main traveled ways of State freeway, Road IV-SC1-239-B (IV-SC1-280 designation after July 1, 1964) being described as follows: .

COMMENCING at a point on the general easterly right of way line of said freeway, said point being the westerly terminus of that course described as "S.  $80^{\circ}49'55''$  E., 44.59 feet" in Deed No. 10284 to State of California, recorded May 14, 1956 in Book 3494, Page 314, Official Records of Santa Clara County; thence S.  $9^{\circ}10'05''$  W., 44.00 feet; thence S.  $80^{\circ}49'55''$  E., 44.59 feet; thence along a tangent curve to the left with a radius of 417.00 feet, through an angle of  $27^{\circ}13'21''$ , an arc length of 198.13 feet; thence N.  $71^{\circ}56'44''$  E., 88.20 feet; thence along a tangent curve to the right with a radius of 74.00 feet, through an angle of  $22^{\circ}22'21''$ , an arc length of 28.90 feet; thence S.  $0^{\circ}39'07''$  W., 48.84 feet; thence S.  $89^{\circ}20'53''$  E., 79.42 feet to said general easterly right of way line; thence along last said line N.  $0^{\circ}39'07''$  E., 118.51 feet, N.  $89^{\circ}20'53''$  W., 60.00 feet, from a tangent that bears S.  $0^{\circ}39'07''$  W., along a curve to the right with a radius of 15.00 feet, through an angle of  $71^{\circ}17'37''$ , an arc length of 18.67 feet, S.  $71^{\circ}56'44''$  W., 142.90 feet, along a tangent curve to the right with a radius of 373.00 feet, through an angle of  $27^{\circ}13'21''$ , an arc length of 177.22 feet and N.  $80^{\circ}49'55''$  W., 44.59 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying within the city limits of the City of San Jose.

The length of the above described parcel lying outside the city limits of the City of San Jose is 0.08 of a mile, more or less.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000438 to obtain ground level distances.

PARCEL 2:

A portion of Santa Clara-Los Gatos Road lying on the northerly side of the main traveled ways of State freeway, Road IV-SC1-239-B (IV-SC1-280 designation after July 1, 1964) being described as follows:

COMMENCING at a point on the general northerly right of way line of said freeway, said point being the southerly terminus of that course described as "N.  $0^{\circ}40'07''$  E., 110.42 feet" in PARCEL 1A of the Final Order of Condemnation No. 134825 (State Deed No. 13927), recorded April 4, 1963 in Book 5969, Page 661, Official Records of Santa Clara County; thence S.  $89^{\circ}19'53''$  E., 12.00 feet; thence S.  $0^{\circ}40'07''$  W., 107.71 feet; thence S.  $85^{\circ}39'14''$  E., 150.00 feet; thence N.  $4^{\circ}20'46''$  E., 46.00 feet to said general northerly right of way line; thence along last said line N.  $85^{\circ}39'14''$  W., 79.68 feet, N.  $0^{\circ}40'07''$  E., 176.74 feet, N.  $89^{\circ}20'08''$  W., 85.13 feet and S.  $0^{\circ}40'07''$  W., 110.42 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying within the city limits of the City of San Jose.

The length of the above described parcel lying outside the city limits of the City of San Jose as 0.04 of a mile, more or less.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000495 to obtain ground level distances.



PARCEL 3:

A portion of Saratoga Avenue lying on the northerly side of the main traveled ways of State freeway, Road IV-SC1-239-B (IV-SC1-280 designation after July 1, 1964), being described as follows:

COMMENCING at a point on the general northerly right of way line of said freeway, said point being the northerly terminus of that course described as "N. 16°14'06" E., 139.08 feet" in PARCEL 2 of Deed No. 13824 to State of California, recorded November 27, 1962, in Book 5805, Page 55, Official Records of Santa Clara County; thence along said general northerly right of way line from a tangent that bears N. 16°14'06" E., along a curve to the left with a radius of 80.00 feet, through an angle of 53°03'55", an arc length of 74.09 feet, N. 36°49'49" W., 65.37 feet, N. 34°39'59" E., 200.87 feet, N. 55°20'01" W., 100.00 feet and S. 34°39'59" W., 156.72 feet; thence S. 55°20'01" E., 10.06 feet; thence S. 34°39'59" W., 133.57 feet; thence S. 16°46'28" E., 127.88 feet to an interior right of way line of said freeway; thence along last said line N. 39°45'55" E., 74.59 feet and along a tangent curve to the right with a radius of 20.00 feet, through an angle of 156°28'11", an arc length of 54.62 feet; thence S. 73°45'54" E., 60.00 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying within the city limits of the City of San Jose.

The length of the above described parcel lying outside the city limits of the City of San Jose is 0.04 of a mile, more or less (full width) and 0.02 of a mile, more or less (half-width).

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000495 to obtain ground level distances.

PARCEL 4:

A portion of Saratoga Avenue lying on the southerly side of the main traveled ways of State freeway, Road IV-SC1-239-B, (IV-SC1-280 designation after July 1, 1964), being described as follows:

COMMENCING at a point on the general southerly right of way line of said freeway distant thereon N.  $56^{\circ}55'29''$  W., 6.90 feet from the southeasterly terminus of that course described as "N.  $56^{\circ}55'29''$  W., 56.90 feet" in PARCEL 1 of Deed No. 13845 to State of California, recorded September 21, 1960, in Book 4923, Page 244, Official Records of Santa Clara County; thence N.  $66^{\circ}21'25''$  W., 101.24 feet to said general southerly right of way line; thence along last said line S.  $32^{\circ}36'29''$  W., 104.23 feet, S.  $57^{\circ}23'31''$  E., 100.00 feet and N.  $32^{\circ}36'29''$  E., 120.00 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying within the city limits of the City of San Jose.

The length of the above described parcel lying outside the city limits of the City of San Jose is 0.02 of a mile, more or less, (half-width).

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000495 to obtain ground level distances.

The total length of the herein relinquished parcels being 0.16 of a mile, more or less (full width) and 0.04 of a mile, more or less (half-width).

EXCEPTING AND RESERVING to the State of California any and all rights of ingress to and egress from the parcels hereby relinquished in and to the adjacent and adjoining freeway lying generally westerly of PARCEL 1, generally southerly of PARCELS 2 and 3 and generally northerly of PARCEL 4, except at such points as now are or may be established by resolution of this Commission.

THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution passed by the California Highway Commission at its meeting regularly called and held on the 28th day of October, 1964, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 5th day of November, 1964.

*Robert T. Martin*

ROBERT T. MARTIN  
ASSISTANT SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P. O. BOX 1499, SACRAMENTO



July 16, 1964

IV-SC1-280-3.4-6.2  
former IV-SC1-239-B  
Rel. Req. No. 31309Board of Supervisors  
County of Santa Clara  
San Jose, CaliforniaNOTICE OF INTENTION TO RELINQUISH  
HIGHWAY RIGHT OF WAY

Gentlemen:

It is necessary to relinquish the highway right of way as described in the attached proposed Vote of Relinquishment as a result of the relocation of the State highway.

As required by Section 73 of the Streets and Highways Code, the Department of Public Works hereby gives notice of the Department's intention to request the California Highway Commission, on or after ninety days from the date of your receipt of this notice, to relinquish the highway right of way described in the attached proposed Vote of Relinquishment and as shown on the attached set of prints.

The relinquishment when voted will not be effective until it is filed with the County Recorder and our District Office will inform you of the recording.

Very truly yours,

J.C. WOMACK  
State Highway EngineerBy   
Deputy State Highway Engineer

Attach.

1. *Pharmaceuticals* (1997) 10: 101-102.  
 2. *Pharmaceuticals* (1997) 10: 103-104.  
 3. *Pharmaceuticals* (1997) 10: 105-106.  
 4. *Pharmaceuticals* (1997) 10: 107-108.  
 5. *Pharmaceuticals* (1997) 10: 109-110.  
 6. *Pharmaceuticals* (1997) 10: 111-112.  
 7. *Pharmaceuticals* (1997) 10: 113-114.  
 8. *Pharmaceuticals* (1997) 10: 115-116.  
 9. *Pharmaceuticals* (1997) 10: 117-118.  
 10. *Pharmaceuticals* (1997) 10: 119-120.  
 11. *Pharmaceuticals* (1997) 10: 121-122.  
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 106. *Pharmaceuticals* (1997) 10: 311-312.  
 107. *Pharmaceuticals* (1997) 10: 313-314.  
 108. *Pharmaceuticals* (1997) 10: 315-316.  
 109. *Pharmaceuticals* (1997) 10: 317-318.  
 110. *Pharmaceuticals* (1997) 10: 319-320.  
 111. *Pharmaceuticals* (1997

...and the fact that the *in vitro* and *in vivo* results are in good agreement.

RECEIVED  
BOARD OF SUPERVISORS  
JUL 20 10 45 AM '64  
COUNTY OF  
SANTA CLARA

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY  
IN THE COUNTY OF SANTA CLARA, ROAD IV-SC1  
280-3.4-6.2, REQUEST NO. 31309

WHEREAS, the California Highway Commission on April 19, 1951 and on November 25, 1957 adopted resolutions declaring certain sections of State highway in the County of Santa Clara, road IV-SC1-280, formerly IV-SC1-239-B, to be a freeway; and

WHEREAS, the State of California has acquired right of way for and has constructed a frontage road and has reconstructed county roads in the County of Santa Clara between Stevens Creek Boulevard and Saratoga Avenue, road IV-SC1-280, in connection with said freeway; and

WHEREAS, by freeway agreements dated December 14, 1953 and December 24, 1962 between the County of Santa Clara and the State of California, the county agreed to accept control and maintenance of said frontage road and reconstructed county roads upon relinquishment thereof to said county by the State of California; and

WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and

in the public interest that said frontage road and reconstructed county roads be relinquished to the County of Santa Clara for use as county roads;

NOW, THEREFORE, IT IS VOTED by the California Highway Commission that it relinquish, and it does hereby relinquish to the County of Santa Clara effective upon the recordation of a certified copy hereof with the Recorder of the County of Santa Clara, all of the State of California's right, title and interest in and to that certain frontage road and reconstructed county roads in said county together with the right of way and appurtenances thereof, described as follows:



PARCEL 1:

A frontage road and a portion of DiSalvo Avenue lying on the northeasterly side of the main traveled ways of State freeway, Road IV-SC1-239-B (IV-SC1-280 designation after July 1, 1964) being described as follows: .

COMMENCING at a point on the general easterly right of way line of said freeway, said point being the westerly terminus of that course described as "S. 80°49'55" E., 44.59 feet" in Deed No. 10284 to State of California, recorded May 14, 1956 in Book 3494, Page 314, Official Records of Santa Clara County; thence S. 9°10'05" W., 44.00 feet; thence S. 80°49'55" E., 44.59 feet; thence along a tangent curve to the left with a radius of 417.00 feet, through an angle of 27°13'21", an arc length of 198.13 feet; thence N. 71°56'44" E., 88.20 feet; thence along a tangent curve to the right with a radius of 74.00 feet, through an angle of 22°22'21", an arc length of 28.90 feet; thence S. 0°39'07" W., 48.84 feet; thence S. 89°20'53" E., 79.42 feet to said general easterly right of way line; thence along last said line N. 0°39'07" E., 118.51 feet, N. 89°20'53" W., 60.00 feet, from a tangent that bears S. 0°39'07" W., along a curve to the right with a radius of 15.00 feet, through an angle of 71°17'37", an arc length of 18.67 feet, S. 71°56'44" W., 142.90 feet, along a tangent curve to the right with a radius of 373.00 feet, through an angle of 27°13'21", an arc length of 177.22 feet and N. 80°49'55" W., 44.59 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying within the city limits of the City of San Jose.

The length of the above described parcel lying outside the city limits of the City of San Jose is 0.08 of a mile, more or less.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000438 to obtain ground level distances.

PARCEL 2:

A portion of Santa Clara-Los Gatos Road lying on the northerly side of the main traveled ways of State freeway, Road IV-SC1-239-B (IV-SC1-280 designation after July 1, 1964) being described as follows:

COMMENCING at a point on the general northerly right of way line of said freeway, said point being the southerly terminus of that course described as "N.  $0^{\circ}40'07''$  E., 110.42 feet" in PARCEL 1A of the Final Order of Condemnation No. 134825 (State Deed No. 13927), recorded April 4, 1963 in Book 5969, Page 661, Official Records of Santa Clara County; thence S.  $89^{\circ}19'53''$  E., 12.00 feet; thence S.  $0^{\circ}40'07''$  W., 107.71 feet; thence S.  $85^{\circ}39'14''$  E., 150.00 feet; thence N.  $4^{\circ}20'46''$  E., 46.00 feet to said general northerly right of way line; thence along last said line N.  $85^{\circ}39'14''$  W., 79.68 feet, N.  $0^{\circ}40'07''$  E., 176.74 feet, N.  $89^{\circ}20'08''$  W., 85.13 feet and S.  $0^{\circ}40'07''$  W., 110.42 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying within the city limits of the City of San Jose.

The length of the above described parcel lying outside the city limits of the City of San Jose as 0.04 of a mile, more or less.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000495 to obtain ground level distances.

PARCEL 3:

A portion of Saratoga Avenue lying on the northerly side of the main traveled ways of State freeway, Road IV-SC1-239-B (IV-SC1-280 designation after July 1, 1964), being described as follows:

COMMENCING at a point on the general northerly right of way line of said freeway, said point being the northerly terminus of that course described as "N. 16°14'06" E., 139.08 feet" in PARCEL 2 of Deed No. 13824 to State of California, recorded November 27, 1962, in Book 5805, Page 55, Official Records of Santa Clara County; thence along said general northerly right of way line from a tangent that bears N. 16°14'06" E., along a curve to the left with a radius of 80.00 feet, through an angle of 53°03'55", an arc length of 74.09 feet, N. 36°49'49" W., 65.37 feet, N. 34°39'59" E., 200.87 feet, N. 55°20'01" W., 100.00 feet and S. 34°39'59" W., 156.72 feet; thence S. 55°20'01" E., 10.06 feet; thence S. 34°39'59" W., 133.57 feet; thence S. 16°46'28" E., 127.88 feet to an interior right of way line of said freeway; thence along last said line N. 39°45'55" E., 74.59 feet and along a tangent curve to the right with a radius of 20.00 feet, through an angle of 156°28'11", an arc length of 54.62 feet; thence S. 73°45'54" E., 60.00 feet to the point of commencement.

EXCEPTING THEREFROM all that portion of the above described parcel lying within the city limits of the City of San Jose.

The length of the above described parcel lying outside the city limits of the City of San Jose is 0.04 of a mile, more or less (full width) and 0.02 of a mile, more or less (half-width).

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000495 to obtain ground level distances.

PARCEL 4:

A portion of Saratoga Avenue lying on the southerly side of the main traveled ways of State freeway, Road IV-SC1-239-B, (IV-SC1-280 designation after July 1, 1964), being described as follows:

COMMENCING at a point on the general southerly right of way line of said freeway distant thereon N.  $56^{\circ}55'29''$  W., 6.90 feet from the southeasterly terminus of that course described as "N.  $56^{\circ}55'29''$  W., 56.90 feet" in PARCEL 1 of Deed No. 13845 to State of California, recorded September 21, 1960, in Book 4923, Page 244, Official Records of Santa Clara County; thence N.  $66^{\circ}21'25''$  W., 101.24 feet to said general southerly right of way line; thence along last said line S.  $32^{\circ}36'29''$  W., 104.23 feet, S.  $57^{\circ}23'31''$  E., 100.00 feet and N.  $32^{\circ}36'29''$  E., 120.00 feet to the point of commencement.

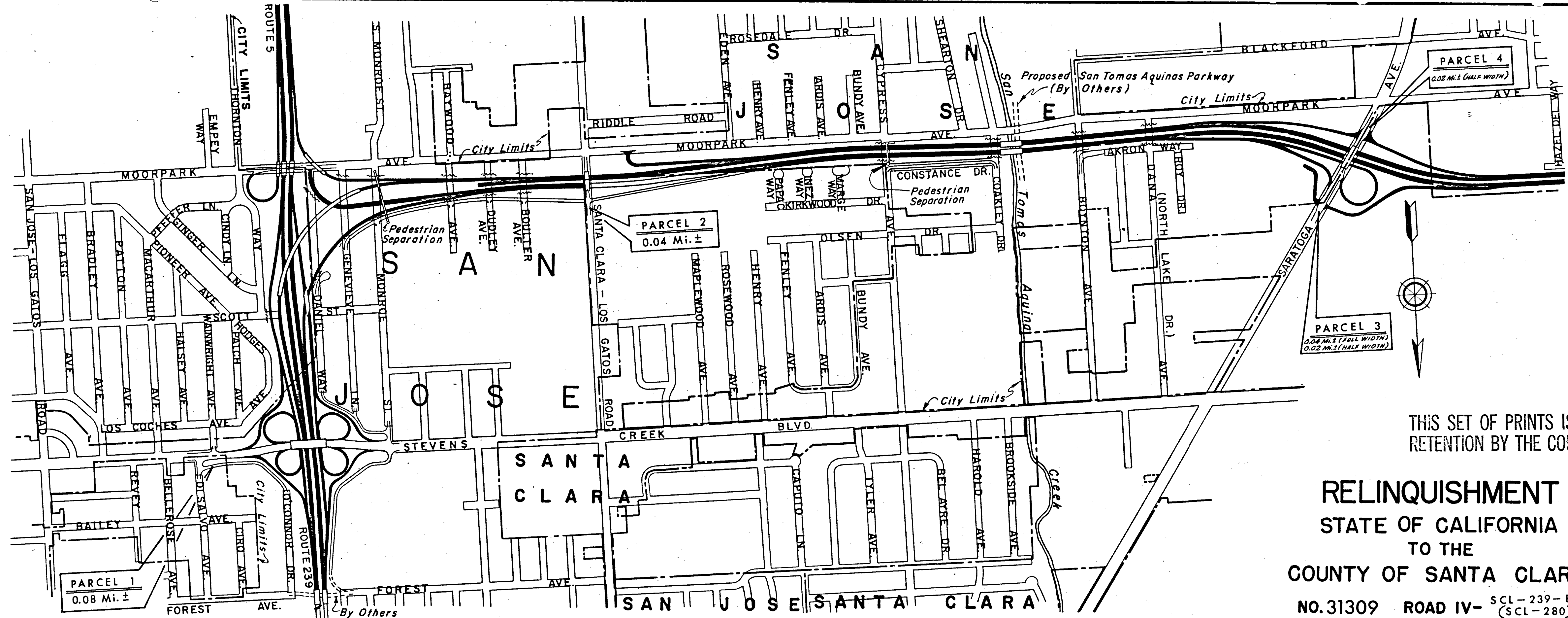
EXCEPTING THEREFROM all that portion of the above described parcel lying within the city limits of the City of San Jose.

The length of the above described parcel lying outside the city limits of the City of San Jose is 0.02 of a mile, more or less, (half-width).

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000495 to obtain ground level distances.

The total length of the herein relinquished parcels being 0.16 of a mile, more or less (full width) and 0.04 of a mile, more or less (half-width).

EXCEPTING AND RESERVING to the State of California any and all rights of ingress to and egress from the parcels hereby relinquished in and to the adjacent and adjoining freeway lying generally westerly of PARCEL 1, generally southerly of PARCELS 2 and 3 and generally northerly of PARCEL 4, except at such points as now are or may be established by resolution of this Commission.

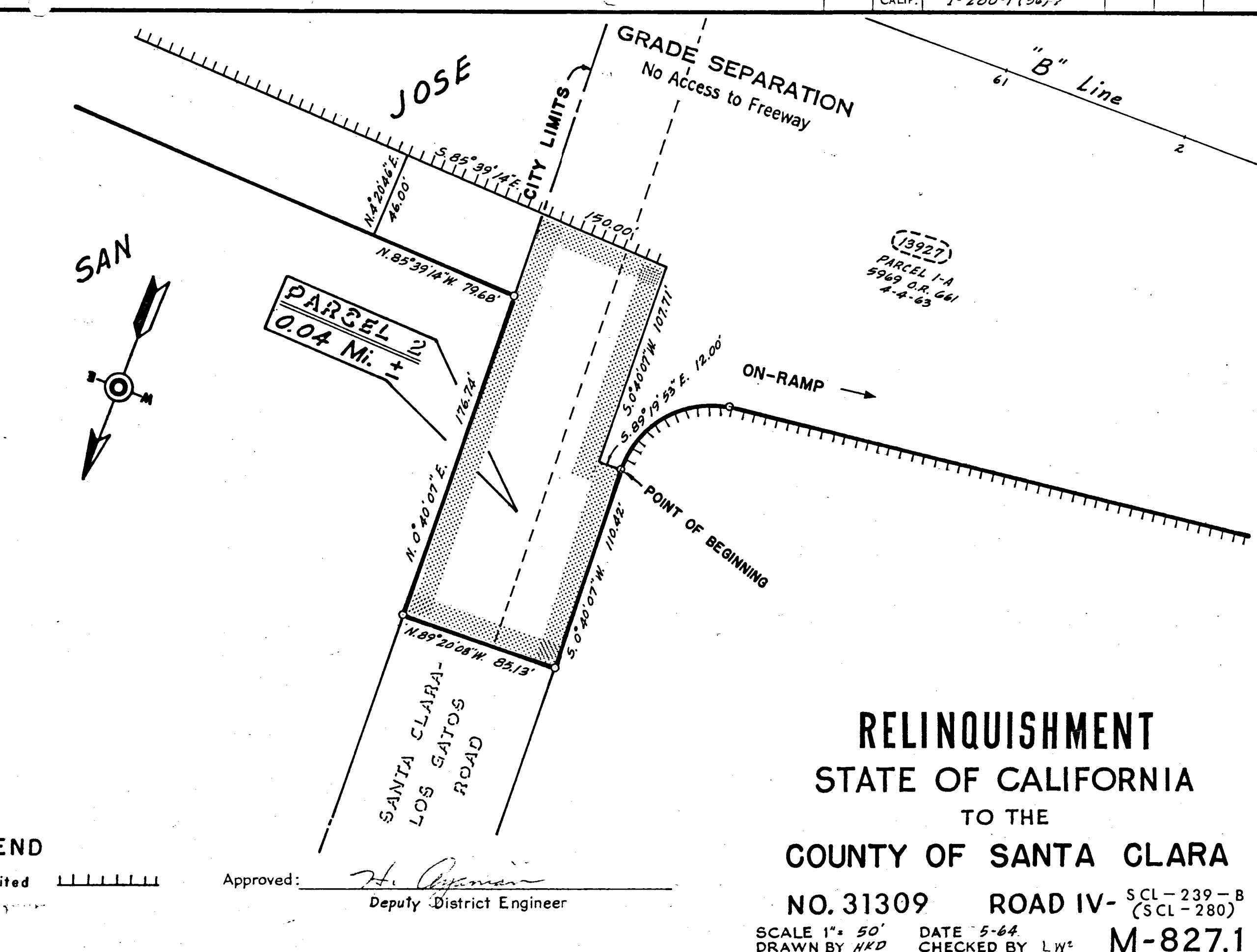
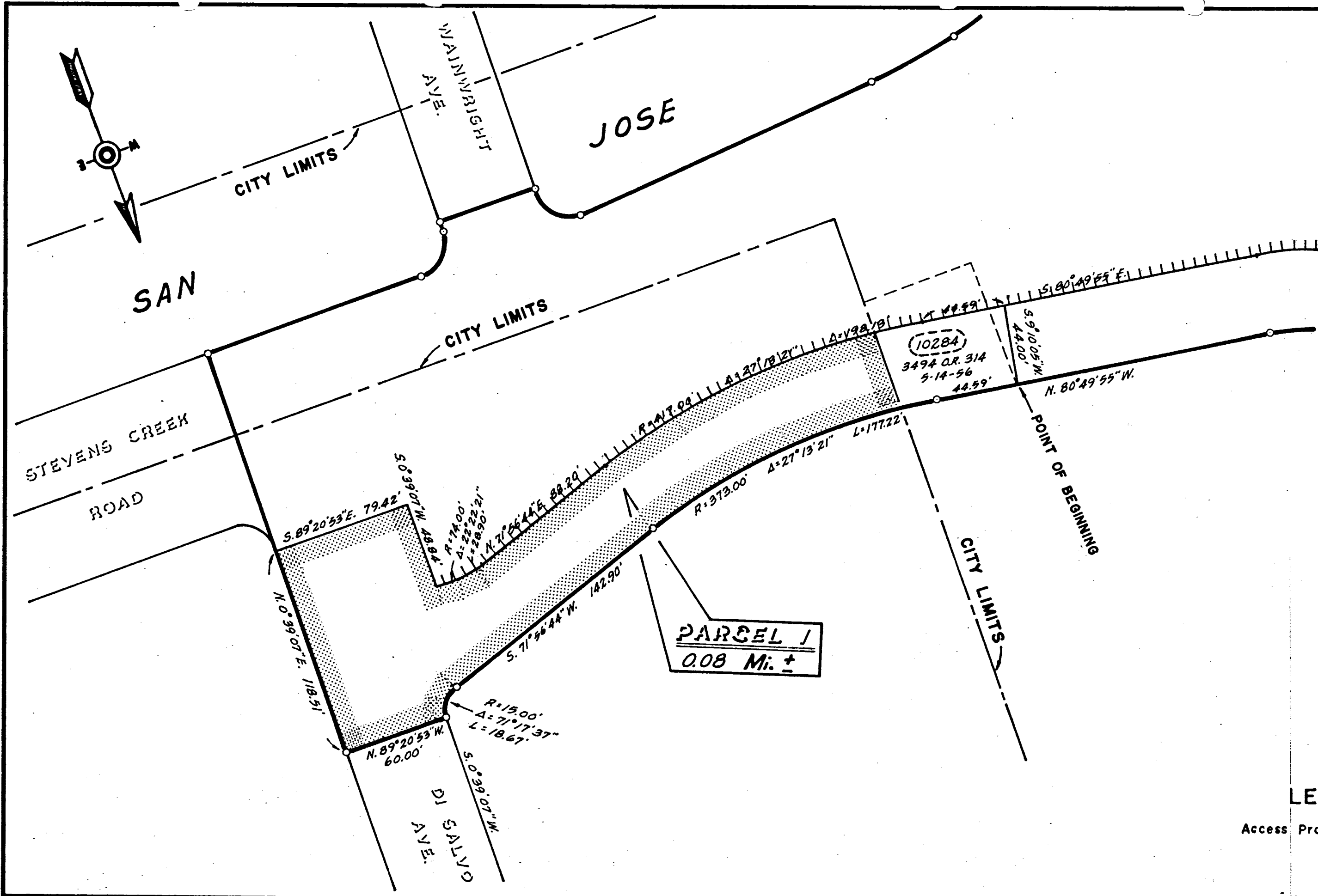


THIS SET OF PRINTS IS FOR  
RETENTION BY THE COUNTY

# RELINQUISHMENT STATE OF CALIFORNIA TO THE COUNTY OF SANTA CLARA

NO. 31309 ROAD IV- SCL-239-B  
SCALE 1"=600' DATE 5-64 (SCL-280)  
DRAWN BY HKD CHECKED BY LW<sup>2</sup> M-827.0



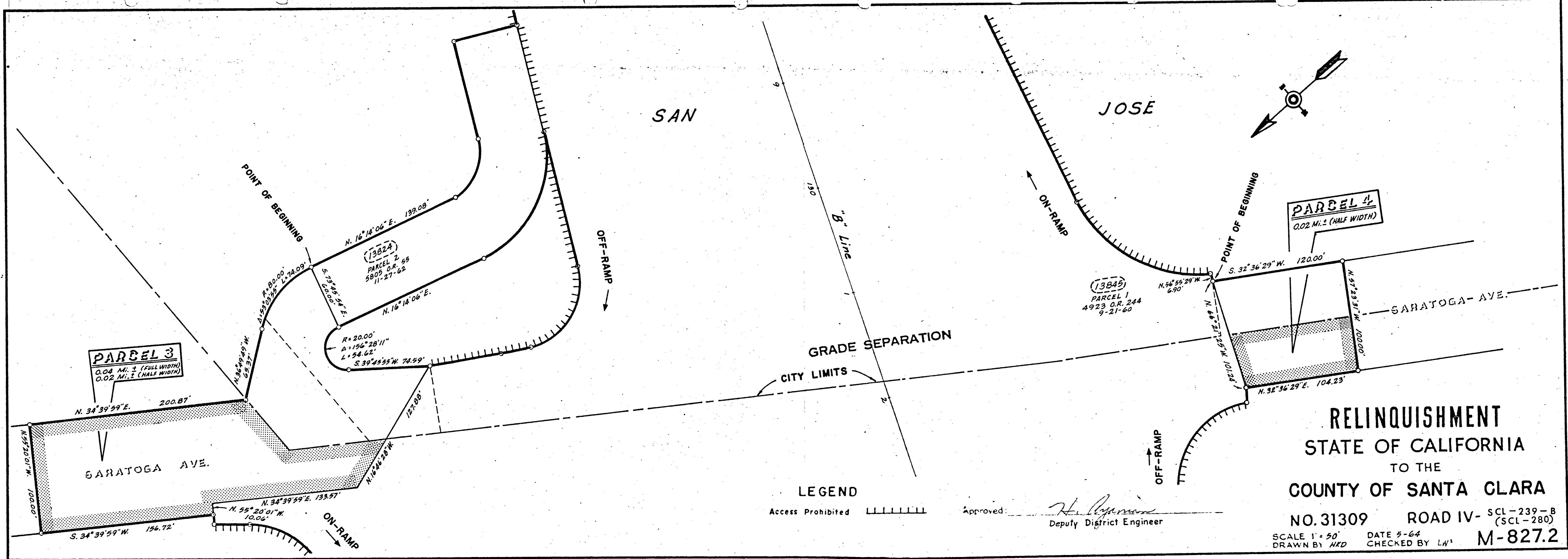


**RELINQUISHMENT**  
**STATE OF CALIFORNIA**  
 TO THE  
**COUNTY OF SANTA CLARA**

**NO. 31309 ROAD IV-** SCL-239-B (SCL-280)

SCALE 1" = 50' DATE 5-64  
 DRAWN BY HKD CHECKED BY LW<sup>2</sup> **M-827.1**

Approved: *H. Chapman*  
 Deputy District Engineer

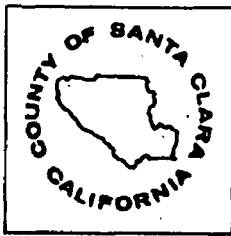


**LEGEND**  
 Access Prohibited [Hatched Symbol]

Approved: *H. [Signature]*  
 Deputy District Engineer

**RELINQUISHMENT**  
**STATE OF CALIFORNIA**  
 TO THE  
**COUNTY OF SANTA CLARA**  
 NO. 31309 ROAD IV- SCL-239-B  
 (SCL-280)  
 SCALE 1" = 50' DATE 5-64  
 DRAWN BY HKD CHECKED BY LW<sup>2</sup> **M-827.2**

county of santa clara



DEPARTMENT OF PUBLIC WORKS  
20 WEST HEDDING STREET SAN JOSE, CALIFORNIA 95110

June 17, 1964

Mr. N. S. Thompson, President  
San Antonio Hills, Inc.  
P. O. Box 54  
Los Altos, California

Subject: Junipero Serra Freeway

Dear Mr. Thompson:

Your letter of June 6, 1964, addressed to the Board of Supervisors, was considered by the Board at its regular meeting of June 15. It was referred to the Department of Public Works for incorporation with other letters on this same subject.

Please be advised that this office is in the process of completing a rather extensive traffic and engineering analysis of the concern and apprehension of the residents in the area of the Freeway as to the impact of the Freeway crossings on local streets. It is planned that there will be a full and public consideration of the published analysis of this office when the analysis has been completed. The Board of Supervisors, of course, will be the agency through which the information will be made public.

It is hoped that this office will be able to recommend specific financing alternatives to the Board of Supervisors, keeping in mind, of course, that the expenditure of Road Funds for purely pedestrian facilities not necessitated by road construction is presently an illegal expenditure of Road Funds.

Your interest in the traffic circulation problems in the vicinity of Loyola Corners and Mora Drive is greatly appreciated.

Very truly yours,

JAMES T. POTT  
Director

JTP:rc  
cc: Supervisor Spangler  
Howard W. Campen  
Jean Pullan ✓  
ECS

RECEIVED  
BOARD OF SUPERVISORS

JUN 22 9 58 AM '64

COUNTY OF  
SANTA CLARA

# COUNTY OF SANTA CLARA

## Office of the BOARD OF SUPERVISORS

DATE 6-18-, 19 64

THE BOARD OF SUPERVISORS AT ITS MEETING OF June 15, 19 64  
REFERRED THE ATTACHED COMMUNICATION TO:

### DIRECTIVE:

- |                                     |                                 |
|-------------------------------------|---------------------------------|
| <input type="checkbox"/>            | STUDY AND RECOMMENDATION        |
| <input type="checkbox"/>            | REPORT                          |
| <input type="checkbox"/>            | ATTEND MEETING                  |
| <input type="checkbox"/>            | PREPARATION OF NECESSARY PAPERS |
| <input type="checkbox"/>            | POWER TO ACT                    |
| <input type="checkbox"/>            | APPROPRIATE ACTION              |
| <input type="checkbox"/>            | NOTIFY WRITER OF ACTION         |
| <input checked="" type="checkbox"/> | CONSIDERATION                   |
| <input type="checkbox"/>            | RECONSIDERATION                 |
| <input type="checkbox"/>            | REPLY TO WRITER                 |

REMARKS: \_\_\_\_\_

ATTEST: JEAN PULLAN, CLERK OF THE BOARD

By \_\_\_\_\_

## AND PROPERTY OWNERS' APPROVAL COMMITTEE

P. O. BOX 54

LOS ALTOS (LOYOLA), CALIFORNIA

June 6, 1964

#12

The Board of Supervisors  
Santa Clara County  
70 West Hedding Street  
San Jose, California

Gentlemen:

The Board of Directors of San Antonio Hills, Inc., at a meeting held on May 18, 1964, unanimously adopted the following resolution:

"We resolve that the Santa Clara County Board of Supervisors and the California Division of Highways re-evaluate the modified Junipero Serra Freeway Agreement, Route 239, dated December 28, 1959, which provided for the closing of Loyola Drive, and propose that Loyola Drive undercrossing be kept open as per the original Junipero Serra Freeway Agreement dated October 14, 1959."

We consider that a re-evaluation of this matter will reveal that it would be a mistake to close Loyola, thereby funneling all traffic to Loyola Corners through Mora Drive, a narrow, winding, hilly road.

Since the Loyola closing was adopted, traffic patterns have changed greatly with the opening of Eastbrook School and Foothill College. Closing Loyola and leaving Mora open presents a definite and extreme danger to more than 100 elementary school children who must walk to Eastbrook School. We believe that consideration should be given to closing Mora Drive at the new Freeway and keeping Loyola open, even though it would be necessary to provide a pedestrian crossing for children attending Eastbrook School.

It is requested that you give this matter your most serious and immediate attention.

Copy each Bd Member - HWC - DPW - CC - ~~RE-100~~

Nst/t

Very truly yours,

*N. S. Thompson*  
N. S. Thompson, President  
San Antonio Hills, Inc.

Date JUN 15 1964  
APPROVED M/L Rfer  
RE: CE CC PC DPW FLD  
NO. 100 ABSTAINS  
NBFY

RECEIVED  
BOARD OF SUPERVISORS  
JUN 9 10 27 AM '64  
COUNTY OF  
SANTA CLARA



DEPARTMENT OF PUBLIC WORKS JAMES B. ENOCHS, DIRECTOR  
SANTA CLARA COUNTY OFFICE BUILDING 20 WEST HEDDING STREET  
CIVIC CENTER SAN JOSE 10, CALIFORNIA

June 10, 1964

Mrs. Ethel R. Ortenburger, Clerk  
Board of Trustees  
Los Altos School District  
P. O. Box 188  
Los Altos, California

Subject: Eastbrook School Traffic Circulation --  
Mora Drive

Dear Mrs. Ortenburger:

Your letter of June 1, addressed to Mr. Spangler, was considered by the Board of Supervisors at its regular meeting of June 8, 1964. It was referred to the Department of Public Works for incorporation with the other letters received by the County on the same subject.

This office is in process of completing a rather complete traffic and engineering analysis of the concern and apprehension of the residents in the area of the Freeway as to the impact of the Freeway crossings on local streets. It is planned that there will be a full and public consideration of the published analysis of this office when the analysis has been completed. The Board of Supervisors, of course, will be the agency through which the information will be made public.

Your interest in the traffic circulation problems in the Mora Drive area is appreciated. It is hoped that this office will be able to recommend specific financing alternatives to the Board of Supervisors, keeping in mind, of course, that the expenditure of Road Funds for purely pedestrian facilities not necessitated by road construction is presently an illegal expenditure of Road Funds.

Very truly yours,

JAMES T. POTTS  
Director

JTP:rh  
cc: Supervisor Spangler  
Howard W. Campen  
Jean Pullan  
ECS

COPY

700 11 3 12 PM '64  
BOARD OF SUPERVISORS  
RECEIVED

Copy made for PWD 6/10/64



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BOARD OF SUPERVISORS

JUN 11 3 49 PM '64

COUNTY OF  
SANTA CLARA

20 COUNTY OF SANTA CLARA

Office of the BOARD OF SUPERVISORS

DATE June 10, 1964

THE BOARD OF SUPERVISORS AT ITS MEETING OF June 8, 1964  
REFERRED THE ATTACHED COMMUNICATION TO:

DIRECTIVE:

- |                                     |                                 |
|-------------------------------------|---------------------------------|
| <input checked="" type="checkbox"/> | STUDY AND RECOMMENDATION        |
| <input type="checkbox"/>            | REPORT                          |
| <input type="checkbox"/>            | ATTEND MEETING                  |
| <input type="checkbox"/>            | PREPARATION OF NECESSARY PAPERS |
| <input type="checkbox"/>            | POWER TO ACT                    |
| <input type="checkbox"/>            | APPROPRIATE ACTION              |
| <input type="checkbox"/>            | NOTIFY WRITER OF ACTION         |
| <input type="checkbox"/>            | CONSIDERATION                   |
| <input type="checkbox"/>            | RECONSIDERATION                 |
| <input type="checkbox"/>            | REPLY TO WRITER                 |

Public Works

DEPARTMENT

REMARKS:

Please reply to writer since matter  
is currently under study.

ATTEST: JEAN PULLAN, CLERK OF THE BOARD

BY

Margaret Sawyer

# LOS ALTOS SCHOOL DISTRICT

P. O. BOX 188  
LOS ALTOS, CALIFORNIA

June 1, 1964

Mr. Martin J. Spangler, Chairman  
Board of Supervisors  
Santa Clara County  
70 West Hedding Street  
San Jose, California

Dear Mr. Spangler:

The Board of Trustees would like to express its concern with the safety problems which will be created in the Eastbrook School area by the proposed construction of the Junipero Serra Freeway and its merging roads. The present plan for this Freeway route isolates the school, making it an inaccessible "peninsula" by completely surrounding it with heavily traveled roads.

The Board feels that the main access road, Mora Drive, will have increased vehicular traffic due to the opening of Eastbrook Drive and the closing of Loyola Drive as now proposed. In addition, the plan will create new flow on Mora Drive because of the overpass on Loyola at the Fremont Expressway. The only other major access to this area is Magdalena but, due to the traffic lights at Fremont Expressway, the majority of drivers will use Mora Drive to Loyola. These conditions will make the eastern access to Eastbrook School a safety problem for the children as adequate pathways do not now exist and are not part of the present plans. The Board also feels that the isolated position of the school would greatly diminish its role as a community center.

We would like to emphasize that we do not have an express recommendation for the correction of this problem which is out of the area of our special knowledge, but the Board of Trustees respectfully requests serious consideration of a solution by the appropriate authorities.

Sincerely,

*Ethel R. Ortenburger*

(Mrs.) Ethel R. Ortenburger, Clerk  
Board of Trustees

ERO:am

Copy each Bd Member - 4WC - DPW - CC - ~~PC~~ - ~~WA~~

*Presently under study*  
*notify*  
*writer*  
Date: JUN 8 1964  
APPROVED *m/l*  
RE: CE CC PC DPW FLD *m*  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_

RECEIVED  
BOARD OF SUPERVISORS

JUN 3 10 36 AM '64

COUNTY OF  
SANTA CLARA

# COUNTY OF SANTA CLARA

## Office of the BOARD OF SUPERVISORS

#15.

DATE May 23, 19 64

THE BOARD OF SUPERVISORS AT ITS MEETING OF May 25, 19 64  
REFERRED THE ATTACHED COMMUNICATION TO:

### DIRECTIVE:

*Public Works and  
Planning*

DEPARTMENT

- |                          |                                 |
|--------------------------|---------------------------------|
| <input type="checkbox"/> | STUDY AND RECOMMENDATION        |
| <input type="checkbox"/> | REPORT                          |
| <input type="checkbox"/> | ATTEND MEETING                  |
| <input type="checkbox"/> | PREPARATION OF NECESSARY PAPERS |
| <input type="checkbox"/> | POWER TO ACT                    |
| <input type="checkbox"/> | APPROPRIATE ACTION              |
| <input type="checkbox"/> | NOTIFY WRITER OF ACTION         |
| <input type="checkbox"/> | CONSIDERATION                   |
| <input type="checkbox"/> | RECONSIDERATION                 |
| <input type="checkbox"/> | REPLY TO WRITER                 |

REMARKS: \_\_\_\_\_

ATTEST: JEAN PULLAN, CLERK OF THE BOARD

BY

*Eileen Owen*

# CUPERTINO UNION SCHOOL DISTRICT

10800 VISTA DRIVE • CUPERTINO, CALIFORNIA 95014

Telephone 252-3000

CHARLES S. KNIGHT, SUPERINTENDENT AND SECRETARY TO THE BOARD OF EDUCATION  
GEORGE J. LOVOS, DEPUTY SUPERINTENDENT — INSTRUCTION  
JAMES A. IGLEHART, ASSISTANT SUPERINTENDENT — BUSINESS

BOARD OF EDUCATION  
RALPH CARLSON, PRESIDENT  
STERLING MITCHELL, VICE-PRESIDENT  
JUDITH CASSEID, CLERK  
BETTY SELLERS  
O. M. JEFFREY

May 11, 1964

Mr. J. P. Sinclair  
Assistant State Highway Engineer  
P. O. Box 3366 Rincon Annex  
San Francisco 19, California

Dear Mr. Sinclair:

The Junipero Serra Freeway will form the south boundary of our Zarevich 7-8 grade school site. This site is more specifically located as: south of Stevens Creek Boulevard, east of Casa Blanca, and north of the Freeway.

The school site is adjacent to a rapidly expanding, high density, multiple dwelling area, and a large shopping area. Many of the children who will attend this school would be able to walk if there was a Pedestrian Separation from the south side of the freeway to the north side, terminating at the end of Casa Blanca or onto the southwest corner of the school site. The residents in this area now find their community cut in half by the freeway, with all the attending difficulties of getting to their immediate shopping centers, schools and Churches. When the Recreation Park, planned by the City of San Jose, is completed on the south side of the freeway the residents on the north side will be completely cut off from it unless they drive a considerable distance around the Doyle interchange to get to it. A pedestrian overpass would allow residents and their children to cross over the freeway in safety and positively affect their feelings toward freeways that cut thru residential areas with apparent disregard for the many inconveniences caused to these people.

We note with interest that there are two pedestrian separations planned in this general area. One at Cypress and one at Monroe. We feel our request for one is of prime importance. There are several reasons, the one uppermost in our minds is the access to the schools in the area by means of a pedestrian overpass, which would avoid the unnecessary and costly alternative of transporting these children by bus. There is our Zarevich 7-8th grade school that is planned in the near future, the Queen of Apostles Church schools, an elementary school and a high school that they are now building; plus an elementary school, the Manuel de Vargas school our District is presently constructing on Moorpark Avenue. The residents north of the Freeway are very upset as many of them moved into

RECEIVED  
MAY 11 1964

Copy each to Member - HWC - DPW - CC - ~~PC~~ - ~~W~~

Date MAY 25 1964  
APPROVED M/L  
RE: CE CC PC DPW & PLAN  
NO: ABSTAINS:

Page - 2 -

that area because of the recreation park just south of them. They now find themselves unable to use this park.

We are respectfully requesting that you give favorable consideration to this much needed overpass at the end of Casa Blanca on the north of the Freeway and the Park site on the south.

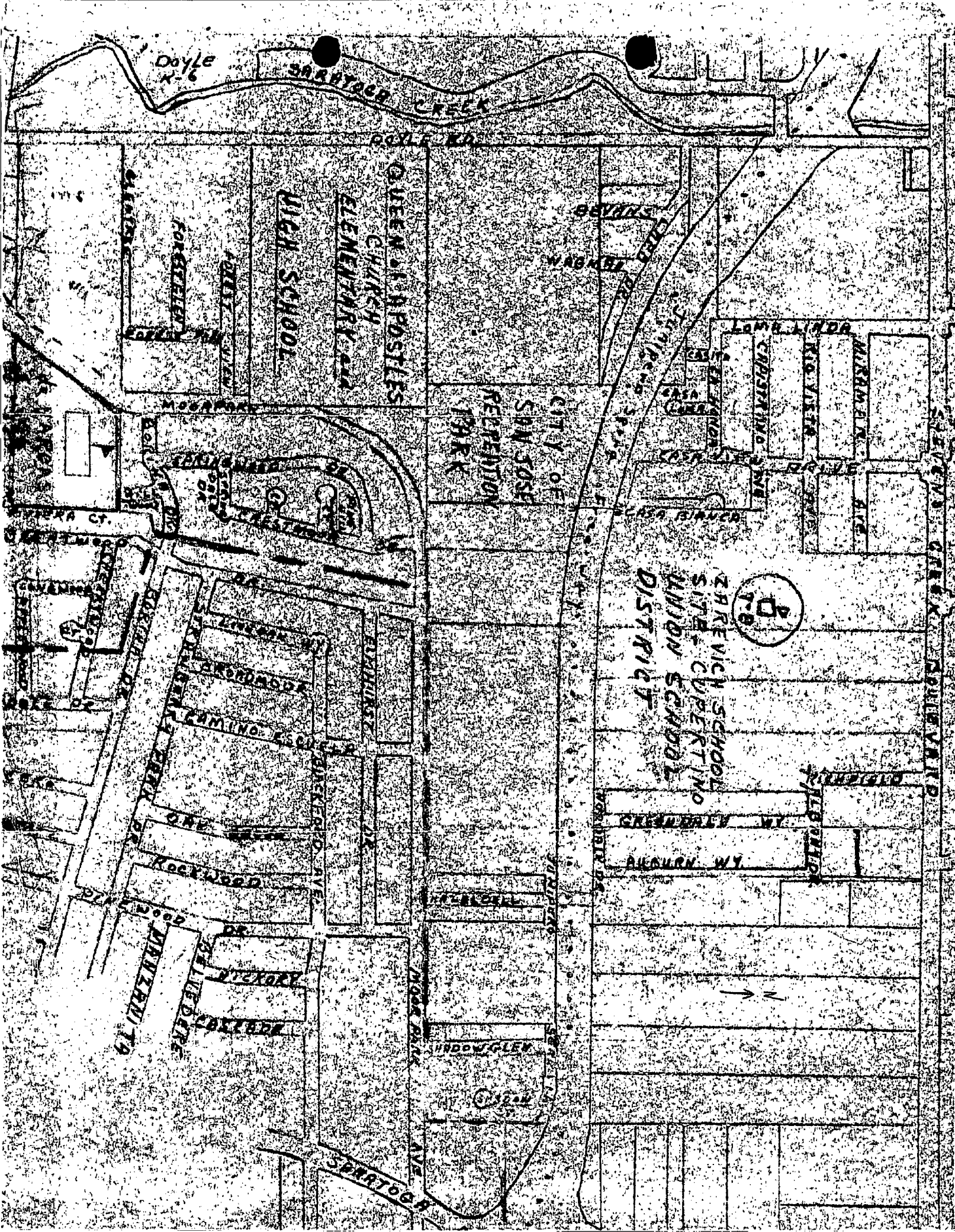
Very truly yours

*Judith Bassett*  
JC.

Clerk of the Board  
Board of Education  
Cupertino Union School District

GLC/fc

cc: Santa Clara County Board of Supervisors  
City of San Jose Planning Department  
Senator Clark Bradley, California State Senate  
Assemblyman Alfred Alquist, 24th Assembly District



Doyle  
Rd

DOYLE CREEK

DOYLE RD

QUEEN OF APOSTLES  
CHURCH

HIGH SCHOOL

ELEMENTARY CHURCH

SAN JOSE  
RECREATION  
PARK

DOYLE RD

DOYLE RD

DOYLE RD

LAKE LINDA

CHRISTIANITY

CHRISTIANITY

CHRISTIANITY

CHRISTIANITY

CHRISTIANITY

LAKE LINDA

LAKE LINDA

THREAVICH SCHOOL  
SITE - CUPERINO  
UNION SCHOOL  
DISTRICT

ROCKWOOD

GREENBAY WY

AUGURN WY

N

ROCKWOOD

ROCKWOOD

SPARTAN



By JTP Date 10/2/63 Subject Junipero Serra Blvd Bridge Sheet No. 1 of 4  
Chkd. By Date @ San Francisquito Creek Job No.

REPORT ON FAILURE  
and  
REQUEST FOR FUNDING AUTHORIZATION

*Junipero Serra  
Fwy.  
Roads Gen  
St. Hwy. et  
239*

Description of Failure:

Surface evidence of bridge failure is compression failure of both concrete handrails. This failure is roughly over the north pier. Pavement cracks are also evident at the San Mateo end of the bridge.

Inspection beneath the surface of the pavement showed that:

1. All four continuous reinforced concrete girders beneath the bridge deck have cracked just north of the north pier which is in San Mateo County.
2. These cracks are shear cracks and tension cracks on the underside of the girders. Cracks become progressively worse from the west girder to the east girder. Tension cracks are severe enough to cause loss of concrete cover below main reinforcing in the bottom of the girders.
3. The downstream spread footing of the north pier has been undermined by streambed scour in San Francisquito Creek. The deepest part of the creek is at the north pier.
4. Failure of the main girders is undoubtedly due to settlement of the north pier and the resulting secondary stresses placed on the girders.
5. Continuation of settlement and girder failure will damage the entire bridge--not just in San Mateo but in Santa Clara County also.

History:

The bridge is a continuous, three-span, reinforced concrete superstructure on reinforced concrete piers about 30 feet high. Each span is about 50 feet long. Piers and abutments are supported by spread footings. There are no piles.

The County of Santa Clara designed the bridge in August 1929. Construction was apparently under the supervision of Santa Clara. According to incomplete information in Board of Supervisors minutes, cost of the bridge was shared equally by Santa Clara County and by San Mateo County. Construction was completed in December 1929.

Assuming that the existing centerline of San Francisquito Creek is the County boundary, the bridge is now half in Santa Clara County and half in the City of Menlo Park.

By JTP Date 10/12/63 Subject Junipero Serra Bridge Sheet No. 2 of 4  
Chkd. By \_\_\_\_\_ Date \_\_\_\_\_ @ San Francisquito Creek Job No. \_\_\_\_\_

### Events to Date:

Failure was first reported on October 1. Field inspection beneath the bridge verified surface evidences of failure. Contact was made with Stanford University and San Mateo County and the bridge was posted in the afternoon for a 5 ton load limit. This limit was selected to prevent continued use by construction trucks to and from the Stanford Linear Accelerator Center. It is believed that these trucks were the trigger to accelerated failure.

Detailed field reviews and preliminary consideration of methods of repair were made on October 2. Arrangements were made to record the existing condition and any further deterioration of condition. Advance warning was placed to make the load limit more effective. Final contacts were made for the diversion of heavy traffic and initial contacts were made to support the bridge temporarily.

On October 7, a meeting was held with the various agencies having an interest in the bridge failure. Representatives of Santa Clara County, San Mateo County, Menlo Park, and Stanford University were present. It was agreed that:

1. Stanford University would informally investigate the possibility of securing Defense Access Funds from the Federal Government to help finance bridge repair.
2. The bridge would be repaired rather than relocated because the precise effect of the future Willow Freeway on this bridge was unknown.
3. Santa Clara County and Menlo Park would share equally in the local cost of repair since these are the two agencies now having jurisdiction over the bridge. The principle of this basis of cost-sharing was established in 1929.
4. Santa Clara County would again be the leader in the project. Necessary legislative agreements, engineering, construction supervision and other administrative matters would be handled by Santa Clara County. Other agencies would work through Santa Clara County.

On October 10, the bridge was closed to all traffic when field measurements showed that cracks in the bridge deck were still moving.

Emergency arrangements have been completed with Kelly Brothers for the temporary shoring of the bridge. Informal estimates were solicited from others but the response was not sufficiently timely.

Preparation of the creekbed to accomodate temporary shoring was accomplished through use of the equipment rental contract currently held by Oscar C. Holmes.

Events have been set into motion to seek Federal or State reimbursement for repair costs under provisions of applicable flood damage relief laws.

By JTP Date 10/3/63 Subject: Junipero Serra Blvd Bridge Sheet No. 3 of 4  
 Chld. By \_\_\_\_\_ Date \_\_\_\_\_ @ San Francisquito Creek Job No. \_\_\_\_\_

### Proposed Repair:

Several alternatives have been considered to accomplish repair at least cost to all agencies. Design has not yet been completed since first emphasis has been upon installing temporary shoring to prevent complete failure. Several possibilities for repair are presently being estimated so that most economical design can be selected.

Because of the heavy volume of traffic which uses Junipero Serra Blvd each day, it is likely that any method of repair finally selected will have to effectively close the bridge to normal traffic.

Because of cost factors, construction of a new bridge has been ruled out as a reasonable alternative.

Because of Willow Freeway uncertainties and necessities for immediate action, relocation of the bridge crossing of San Francisquito Creek has been ruled out as a reasonable alternative.

Any betterment of the existing bridge (from the traffic carrying standpoint) which involves increased cost has been ruled out because of financing problems.

### Proposed Financing:

It is likely that temporary shoring and bridge repair costs will require about \$50,000. Detailed cost estimates are not yet available.

It is proposed that all costs associated with correction of the current failure be shared equally by Menlo Park and Santa Clara County. This cost-sharing conforms to relative jurisdiction for the entire structure.

### Recommendations:

Approval is recommended for the following plan for correction:

1. Temporary shoring by informal bidding supplemented by the existing equipment rental contract of the County.
2. Repair by plans and specifications prepared by the Department of Public Works and advertised for bids in a conventional manner.

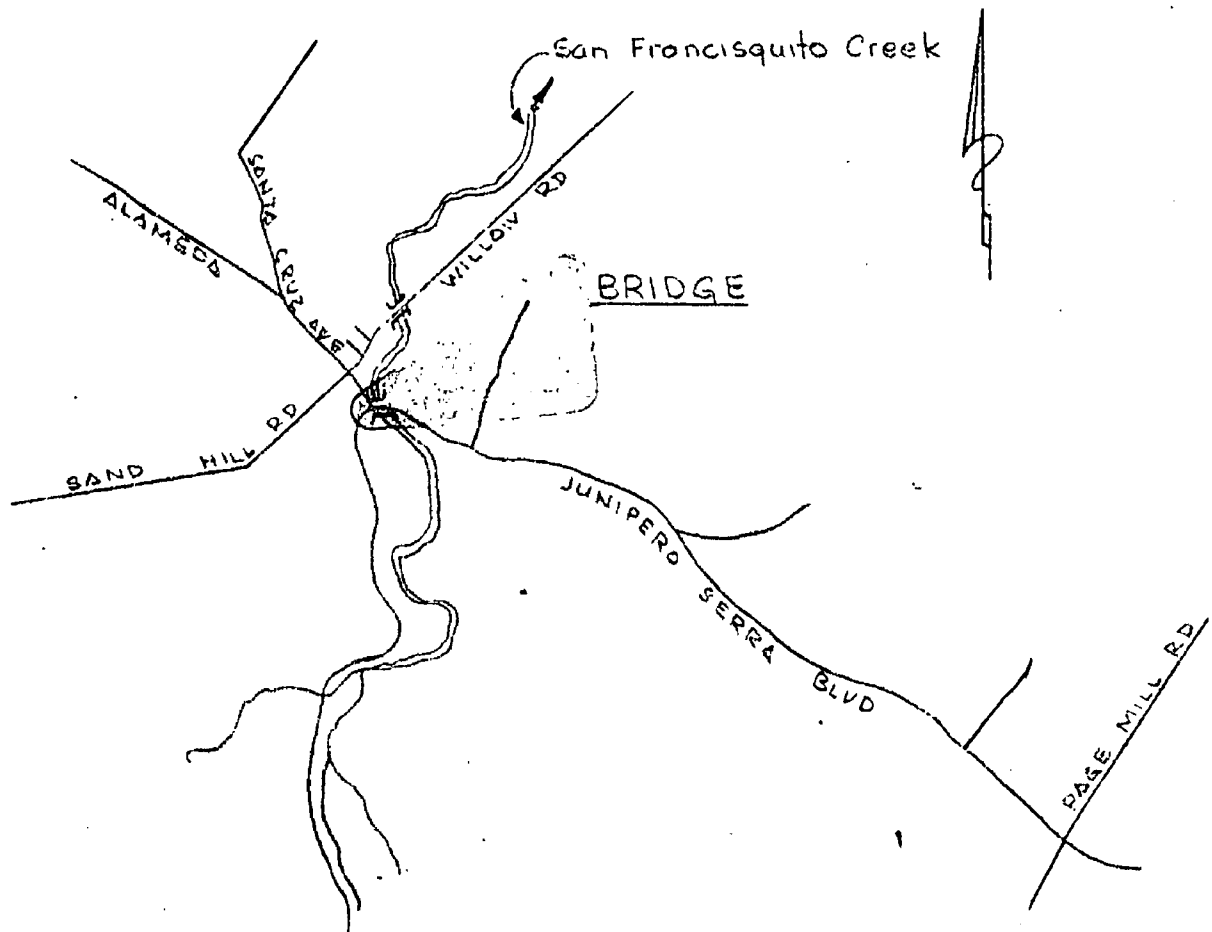
Approval is requested for funding the cost of correction by:

1. Diverting \$60,000 from Magdalena Avenue planning and right-of-way funds authorized for FY 64.
2. Establishing a new budget line item entitled Junipero Serra Blvd Bridge for \$60,000

Approval is requested to seek flood damage relief funds from any source.

Also 5T - 5MPH WHEN SHORING PLACED

By JTP Date 10/3/63 Subject Junipero Serra Rd Bridge Sheet No. 4 of 4  
Chkd. By \_\_\_\_\_ Date \_\_\_\_\_ @ San Francisco Creek Job No. \_\_\_\_\_



*Rds Gen State Hwy  
Rt 239*

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
**DIVISION OF HIGHWAYS**  
DISTRICT IV  
150 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3866, RINCON ANNEX  
SAN FRANCISCO 19

July 8, 1963

PLEASE REFER  
TO FILE NO.

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

IV-SC1-239-SJs  
PSR 5678

Board of Supervisors  
Santa Clara County  
County Courthouse First & Rosa Sts.  
San Jose, Calif.

Gentlemen:

The Division of Highways proposes to dispose of certain land by auction sale, the terms and conditions of which are described in detail in the enclosed Notice of Sale to Bidders.

This land is excess to our highway requirements, and in accordance with our established policy, we propose to sell this property and return it to the tax rolls.

Therefore, we would appreciate it if you would place a copy of this Notice on your public bulletin board and forward a copy to your Engineering Office, Planning Office, the Board of Supervisors, or Council, and any other interested departments.

If there is any anticipated need or requirement of this by the local government and you wish to purchase this property, we would appreciate hearing from you within the next fifteen days.

We shall be glad to furnish you with additional copies of this Notice and answer any questions that you may have.

Very truly yours,

J. P. SINCLAIR  
Asst. State Highway Engineer

By

*D. R. Gardner*  
~~XXXXXXXXXXXX~~ D. R. GARDNER  
Right of Way Agent

Attachs.

RECEIVED  
BOARD OF SUPERVISORS  
JUL 9 10 20 AM '63  
COUNTY OF  
SANTA CLARA

DATE OF SALE: THURSDAY, JULY 25, 1963

IV-SC1-239-SJs  
Nos. 5841 and 5842  
PSR 5678

State of California  
Division of Highways  
150 Oak Street  
San Francisco, California

AUCTION SALE

NOTICE TO BIDDERS OF SALE OF LAND

PUBLIC SALE WILL BE HELD BY THE STATE OF CALIFORNIA, DIVISION OF HIGHWAYS, for the sale of the following real property.

Public Sale will be by auction to be conducted at the site at the time and place indicated. All bids to be submitted orally.

The successful bidder must be prepared to deposit in cash, cashier's check, or certified check at the completion of the bidding, the amount of deposit shown. No personal checks can be accepted.

Beginning at 11:00 A.M., JULY 25, 1963, at the site of item 1 and proceeding to the site of each remaining item in the order listed.

| <u>Item</u> | <u>Location</u>   | <u>Description *</u>  | <u>Deed</u> | <u>Minimum Bid</u> | <u>Amt. of Deposit</u> |
|-------------|---|---|-------------|--------------------|------------------------|
| 1           | Southerly end of O'Connor Drive, adj. to the freeway in the City of San Jose. | A level, irregular shaped parcel of land containing 4,762 sq. ft. | 5841        | \$7,200.00         | \$900.00               |

For additional information contact:

DIVISION OF HIGHWAYS  
150 Oak Street  
San Francisco, California  
Underhill 3-0222, Ext. 415  
Mr. Larkin E. James

\*See sketch and legal description attached hereto.

IV-SC1-239-SJs  
Sta. "D<sub>3</sub>" 485  
Parcels 5841 & 5842

EXCESS PROPERTY DESCRIPTION

COMMENCING at the intersection of the northerly line of that parcel of land conveyed to State of California by Deed No. 5842, recorded April 25, 1956, in Volume 3476, Page 585, Official Records of Santa Clara County with the westerly line of O'Connor Drive, as said drive was established in the deed to the City of San Jose, recorded July 10, 1953, in Book 2681, Page 564, Official Records of Santa Clara County; thence along said westerly line S.  $0^{\circ}34'06''$  W., 99.55 feet; thence N.  $43^{\circ}51'50''$  W., 90.95 feet; thence along a tangent curve to the right with a radius of 152.00 feet, through an angle of  $16^{\circ}17'33''$ , an arc length of 43.22 feet to said northerly line of said parcel (3476 OR 585); thence along last said line S.  $89^{\circ}21'23''$  E., 89.17 feet to the point of commencement.

CONTAINING 4,762 square feet, more or less.

EXCEPTING AND RESERVING unto the State of California AN EASEMENT for utility purposes and incidents thereto upon, over and across a strip of land 5.00 feet wide lying northeasterly of and contiguous to the courses described above with the lengths of 43.22 feet and 90.95 feet. Containing approximately 637 square feet, more or less.

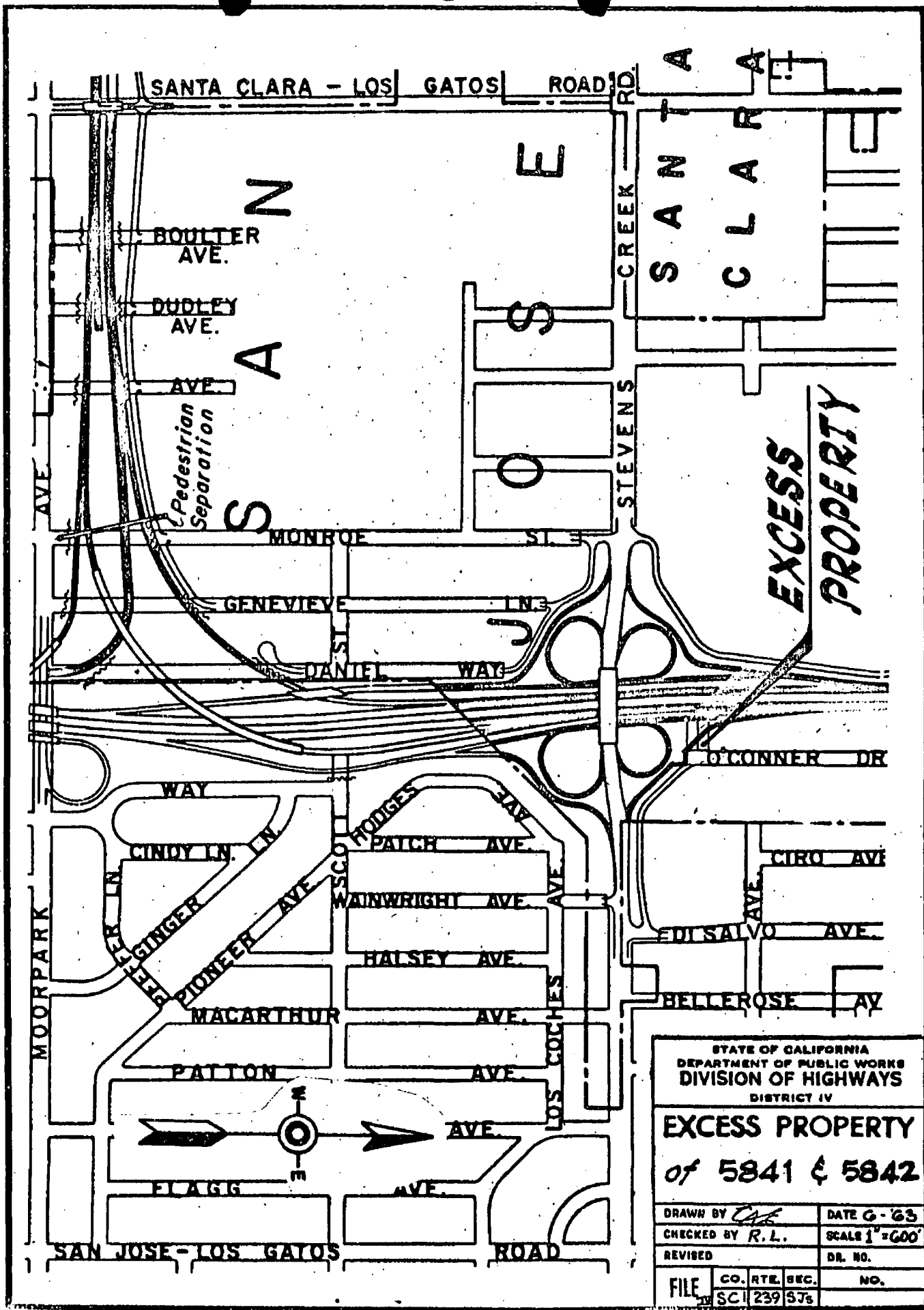
ALSO EXCEPTING AND RESERVING unto the State of California any and all rights of ingress to or egress from the land herein conveyed over and across the southwesterly line thereof.

It is the purpose of the foregoing exception and reservation to provide that no easement of access shall attach or be appurtenant to the property hereby conveyed, by reason of the fact that the same abuts upon a public way and upon a State highway, with access only to the State highway being restricted.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000438 to obtain ground level distances.

Subject to special assessments, if any, restrictions, reservations, and easements of record.





STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DISTRICT IV

**EXCESS PROPERTY**  
*of 5841 & 5842*

|                     |               |
|---------------------|---------------|
| DRAWN BY <i>CAF</i> | DATE G-63     |
| CHECKED BY R.L.     | SCALE 1"=600' |
| REVISED             | DR. NO.       |
| FILE                | NO.           |
| CO. RTE. SEC.       |               |
| SC 239 578          |               |

# CITY OF SAN JOSE

RD.

CREEK

STEVENS

D<sub>3</sub> LINE

481

2

3

4

5

6

7

8

489

N. 89° 21' 23" W.

5841

5842

N. 49° 31' 50" W.  
90.95'

(34760.8-584)

R. 152'  
4.16° 17' 33"  
L. 43.22'

EXCESS PROPERTY

4,762 Sq. Ft.

0.45'

99.55'

N. 0° 34' 06" E.

O'CONNOR

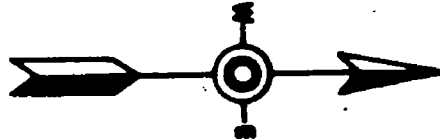
DRIVE

FRONTAGE ROAD

5' Utility Easement - 637 Sq. Ft.

LEGEND

Access Prohibited



STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DISTRICT IV

EXCESS PROPERTY  
of 5841 & 5842

|            |       |         |         |
|------------|-------|---------|---------|
| DRAWN BY   | CAL   | DATE    | 6-63    |
| CHECKED BY | R. L. | SCALE   | 1"=100' |
| REVISED    |       | DR. NO. |         |
| FILE       | CO.   | RTE.    | SEC.    |
| IV         | SCI   | 239     | 5J1     |

- 5 -  
TERMS OF SALE

(Land  
auction)

- 1 - A deposit of cash, cashier's check or certified check, for the amount of the deposit as shown on Notice to Bidders of Sale of Land will be required to be made at the completion of the bidding for each item.
- 2 - Successful bidders will be required to pay the balance due together with the recording fee within thirty (30) days, Sundays included and holidays excluded. Payments must be made at 150 Oak Street, San Francisco, California, in cash, cashier's check or certified check payable to the order of the Division of Highways.
- 3 - It is understood that the bidder acquires no right, title, interest or equity in or to said real property until the full purchase price has been paid, and the sale has been approved in the manner provided by law and a Director's Deed has been executed and delivered. Said Director's Deed will be processed in an expeditious manner by the Division of Highways and will be recommended for approval to the California Highway Commission not later than sixty (60) days after the full purchase price has been paid in the manner set forth above.
- 4 - In the event bidder fails to pay the balance due in the time specified above, bidder shall forfeit all his rights as such bidder, including above deposit and all right, title and interest in said real property shall continue to remain vested in the State free of any claim or equity of the successful bidder or those claiming through him.
- 5 - It is hereby understood that the right, title and interest in the property to be transferred by this sale shall not exceed that vested in the State of California, and that no policy of title insurance will be furnished by the State in connection with this transaction. It is the buyer's responsibility to pay for the documentary stamp tax fees, if required, escrow fees, if applicable, and obtain policy of title insurance, if desired.
- 6 - Upon acceptance by the Division of Highways of the amount bid as aforesaid and the approval of the proposed sale by the California Highway Commission, the State of California shall issue a Director's Deed to the bidder or his assignee conveying the right, title and interest of the State of California in and to the said real property, subject to exceptions and reservations as hereinbefore set forth. No assignment of the bidder's interest under said contract may be made after full payment is made, and any such attempted or purported assignment shall be null and void as against the State of California, Division of Highways.
- 7 - It is understood that the Division of Highways shall record said Director's Deed. Bidder may take possession of said real property as soon as said Director's Deed has been filed for record by the State.

- 8 - The Division of Highways does not guarantee the condition of the property nor does it assume any responsibility for the conformance to codes or permit regulations of the City and/or County in which the property is located. It is the buyer's responsibility to determine all building, planning, and zoning regulations relative to the property and the uses to which it can be put. The property will be sold on an "as is" basis.
- 9 - The State of California reserves the right to reject any or all bids and to cancel the sale at any time prior to recording of Deed. In the event of cancellation of sale, all moneys deposited shall be refunded without payment of interest.

State of California  
Division of Highways  
150 Oak Street  
San Francisco, California

**FIRST CLASS MAIL**

**Congress of the United States**  
**House of Representatives**  
**Washington, D. C.**

March 27, 1963

The Honorable Board of Supervisors  
Santa Clara County  
First and Rosa Streets  
San Jose, California

Gentlemen:

In light of the recent decision by the Finance Review Board of the Interstate Commerce Commission denying Southern Pacific Company the right to abandon its Vasona Branch Line, and the impact of the decision upon the proposed Foothill Expressway, I believe all interested parties will agree that new efforts to compromise this matter are essential.

Accordingly, I am respectfully suggesting that the compromise I offered under date of July 7, 1962, be now reconsidered and adopted as your official policy. You will remember I suggested that as a condition to the right to abandon the line, Southern Pacific be required to furnish alternative service. I have already made contacts with several of the protestants and am optimistic that they will accept my proposal.

I believe it would be unwise to press for the right of Southern Pacific to completely abandon the line without furnishing alternative service for two reasons:

1. The right to abandon has been refused by the Finance Review Board of the Interstate Commerce Commission on the basis of the same facts which would be under review. The request for abandonment with the requirement for alternative service would be a change in the factual situation.

2. It is obvious from recent statements made by the Chairman of the ICC before a Senate hearing on mass transportation legislation that the Commission is reluctant to let railway rights-of-way disappear which might possibly be used slightly beyond the immediate future for rapid transit systems. A realistic assessment of this comparatively new policy does not forecast a receptive attitude toward the company's request for outright abandonment. It clearly points up the need for a spirit of compromise.

The Honorable Board of Supervisors  
March 27, 1963  
Page 2

I, therefore, respectfully suggest that the Board of Supervisors request that Southern Pacific be required to furnish alternative service as a condition for abandonment. I shall work with the protestants and attempt to secure their approval. Then, in a spirit of complete unanimity and harmony, we can approach the Commission after reconsideration is granted.

I am very optimistic that such circumstances could produce a situation which would provide the County with its expressway route as well as provide needed facilities for those who made investments in good faith along the branch line in anticipation of continued service by a public utility.

With all good wishes, I am

Yours respectfully,



Charles S. Gubser  
Member of Congress

CSG:mk

AIRMAIL

*Roads Gen State Hwy  
R# 239*

April 25, 1963

Mr. Fred J. Logan, Chairman  
Trafficways Committee  
303 South Murphy Avenue  
Sunnyvale, California

Subject: Recommendation Regarding Funds Allocated  
To Foothill Expressway Project.

Dear Mr. Logan:

Please be advised that the Board of Supervisors, at its regularly scheduled meeting on April 22, 1963, approved your recommendation that no funds be diverted from the Foothill Expressway monies until a determination has been made by the Interstate Commerce Commission on the abandonment of the Southern Pacific Company's Vasona Line Branch. The Board also approved a limiting clause, as recommended, that these monies be "tied up" no longer than a six-months' period, and that this matter be reviewed by the Trafficways Committee at the end of this period.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan  
Clerk of the Board

DMR:mo'd

cc: Secretary, Trafficways Committee  
Public Works Department

# COUNTY OF SANTA CLARA

~~SECRETARY OF THE BOARD~~

Fred J. Logan, Chairman

## TRAFFICWAYS COMMITTEE

ROOM 524

COUNTY ADMINISTRATION BUILDING

70 WEST ROSA STREET, SAN JOSE 10, CALIFORNIA

April 12, 1963

#29b

Honorable Board of Supervisors  
County of Santa Clara  
70 West Rosa Street  
San Jose, California

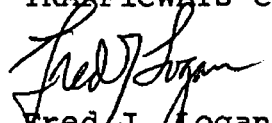
Subject: Recommendation regarding Funds allocated to  
Foothill Expressway

Gentlemen:

The Trafficways Committee at its meeting of April 10, 1963, unanimously approved for recommendation to your Board a motion made by Mayor Thurber of Los Altos, and seconded by Mayor Clayton of Los Altos Hills, that no funds be diverted from the Foothill Expressway monies until a determination has been made by the Interstate Commerce Commission on the abandonment by the Southern Pacific Company of a portion of its Vasona Line Branch. The motion contained a limiting clause that Foothill Expressway monies be "tied up" no longer than a six month period, and that this matter be reviewed by the Trafficways Committee at the end of this period.

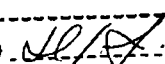

Very truly yours,

TRAFFICWAYS COMMITTEE

  
Fred J. Logan  
Chairman

FJL:kb

CC: ✓ Each Supervisor  
✓ County Executive  
✓ County Counsel  
✓ Controller  
✓ Public Works

APR 22 1963  
Date \_\_\_\_\_  
APPROVED  \_\_\_\_\_  
RE: CE CC PC DPW FLD  
NO: \_\_\_\_\_ ABSTAINS: 



COUNTY OF SANTA CLARA

file in State Rt 239  
ser J.P.

XXXXXXXXXXXXXXXXXXXX

TRAFFICWAYS COMMITTEE

Fred J. Logan, Chairman

ROOM 524,  
COUNTY ADMINISTRATION BUILDING  
70 WEST ROSA STREET, SAN JOSE 10, CALIFORNIA

April 12, 1963

#292

Honorable Board of Supervisors  
County of Santa Clara  
70 West Rosa Street  
San Jose, California

Subject: Resolution in Support of Board of Supervisors'  
Action regarding Foothill Expressway

Gentlemen:

The Trafficways Committee at its meeting of April 10, 1963, unanimously adopted a Resolution supporting the Board of Supervisors' action to request a rehearing before the Interstate Commerce Commission on the application for abandonment by the Southern Pacific Company of a portion of its Vasona Line Branch. The Resolution further requests that the Interstate Commerce Commission reverse its decision and to allow the abandonment as requested.

A copy of this Resolution is attached for your records, and the Trafficways Committee is filing a copy with the Interstate Commerce Commission in order that it be a matter of record.

Very truly yours,

TRAFFICWAYS COMMITTEE

*Fred J. Logan*  
Fred J. Logan  
Chairman

FJL:kb

CC: ✓ County Executive (w Resolution)  
✓ County Counsel (w Resolution)  
✓ Each Supervisor  
✓ Department of Public Works

Date APR 22 1963  
APPROVED [Signature]  
RE: CE CC PC DPW FLD  
MO: \_\_\_\_\_ ABSTAINS: [Signature]

**RESOLUTION OF TRAFFICWAYS COMMITTEE IN  
SUPPORT OF BOARD OF SUPERVISORS' ACTION  
TO REQUEST A REHEARING BEFORE THE INTERSTATE  
COMMERCE COMMISSION ON THE APPLICATION FOR  
ABANDONMENT BY THE SOUTHERN PACIFIC COMPANY  
OF A PORTION OF ITS VASONA LINE BRANCH.**

WHEREAS, on the 13th day of March, 1963, the Interstate Commerce Commission, in Finance Docket No. 22009, denied the application of the Southern Pacific Company, to abandon a portion of its Vasona Branch Line of railroad in Santa Clara County; and

WHEREAS, said decision denying the right to abandon said line will seriously disrupt the expressway program of the County of Santa Clara in that it was proposed that the Foothill Expressway would be constructed over the right of way after it had been abandoned; and

WHEREAS, if said decision is allowed to stand, the increased costs of the Foothill Expressway will be so great and insurmountable that this portion of the expressway program so vitally needed will likely have to be abandoned; and

WHEREAS, it is necessary and essential to the future development of the County of Santa Clara that the Foothill Expressway be constructed as originally designed; and

WHEREAS, the Board of Supervisors of the County of Santa Clara, State of California, has requested a rehearing before the Interstate Commerce Commission; and

WHEREAS, the Trafficways Committee, which is made up of one representative from each of sixteen (16) cities in Santa Clara County, is desirous of supporting the action of the Board of Supervisors in connection with the Foothill Expressway.

NOW, THEREFORE, IT IS HEREBY RESOLVED, that the Trafficways Committee hereby supports the decision of the Board of Supervisors of the County of Santa Clara to request a rehearing on the applica-

tion to permit abandonment by the Southern Pacific Company of a portion of its Vasona Branch Line of railroad in Santa Clara County.


BE IT FURTHER RESOLVED that a copy of this resolution be filed with the Interstate Commerce Commission in order that it be a matter of record that the Trafficways Committee supports the action of the Board of Supervisors in requesting a rehearing, and further that this committee hereby requests that the Interstate Commerce Commission reverse its decision and to allow the abandonment as requested.

PASSED AND ADOPTED by the Trafficways Committee this  
10th day of April, 1963, by the following vote:

AYES: (14) Alviso, Campbell, Cupertino, Los Altos, Los Altos Hills,  
Los Gatos, Milpitas, Monte Sereno, Mountain View, Palo Alto,  
San Jose, Santa Clara, Saratoga, Sunnyvale

NOES: (0) None

ABSENT: (2) Gilroy, Morgan Hill

  
\_\_\_\_\_  
Chairman of Trafficways Committee.

THE BRANCH LINE COMMUTERS ASSOCIATION  
OF  
SANTA CLARA COUNTY, CALIFORNIA

April nineteenth

1  
9  
6  
3

ADDRESS REPLY TO:  
23596 Arbor Avenue  
Los Altos, California

County of Santa Clara  
BOARD OF SUPERVISORS  
San Jose, California

Gentlemen:

The attached letter to the Editor, Palo Alto Times replies to an editorial criticism of the Interstate Commerce Commissions decision in Southern Pacific's Vasona Branch abandonment application.

We respectfully solicit your comments.

Yours very truly,

Branch Line Commuter's Association of  
Santa Clara County

By *Clare G. Bertolucci*  
President

RECEIVED  
BOARD OF SUPERVISORS  
APR 22 8 19 AM '63  
COUNTY OF  
SANTA CLARA

April eighteenth

1

9

6

3

23596 Arbor Avenue  
Los Altos, California

The Editor  
Palo Alto Times  
Palo Alto, California

Dear Sir:

Your twin editorials in Palo Alto Times and Redwood City Tribune obscure the real issue in the I.C.C. denial of Southern Pacific's Vascon Branch abandonment application.

The I.C.C.'s job was to interpret the law as it applies to one question: "Does the Interstate Commerce Act permit a public service corporation to divest itself of its responsibility to the public, on grounds that a County wishes to use the company's property for a road?" The Commission found the road could be built without abandoning the rail line. And all factors considered, the Commission found the public interest was best served by doing just that.

Now let us examine the decision at closer range. The case for the County and S.P. was presented by competent legal counsel. Not once were they denied the right to introduce evidence. The I.C.C. had no emotional involvement here. The Interstate Commerce Act was created for the sole purpose of protecting the public interest. And that is precisely the way it was administered. To suggest that this honorable Commission might have been or might yet be persuaded to twist the law to comply with the wishes of an individual or a group, is to impugn the integrity of every member it seats.

Perhaps it should be pointed out that the I.C.C. is composed of specialists in the fields both of transportation and public service. It has occupied reserved seats at a wide variety of the nation's transportation problems. It has seen the results of community transportation blunders some of which no doubt, have been identical to the one we seem determined to make here in Santa Clara County.

By way of illustration, Santa Clara County testified before the I.C.C. last July, that the County's economic activities are based on a "rubber tired" transportation policy. This County which now boasts a population expectancy the size of Manhattan, Detroit and Philadelphia, thus admitted that its only plan for the mass movement of its tremendous

future population, consists of roads. Does this sound like responsible planning for the burgeoning commercial and industrial center your editorials described? Or is it a policy more in keeping with the popular concept of the "Valley of the Prunes?"

Ours is a County, Mr. Editor, which will double its population in 16 years. Even if it were possible to double every inch of our paved roads, streets and parking areas (which seems extremely doubtful), is it not likely that such action would do nothing at all to relieve our traffic congestion? Would we not still be bumper to bumper or perhaps even worse?

As for those County officials whom you said worked nearly five years preparing for the expressway which would serve far more traffic than the rail line, lets take a good square look at this as well.

The experts say a modernized one-track rail line has a passenger capacity many times greater than Foothill Expressway. In fact the Bay Area Rapid Transit Commission recommended this very thing. But the County testified before the I.C.C. Mr. Editor, that no cost or engineering studies had ever been made concerning joint use of the Vascon right-of-way for rail and highway transportation. Other communities have done this successfully. But our County made no effort at all to preserve the one existing West-Valley facility capable of easy and economical conversion for the mass movement of people.

Does it not strike you as odd also Sir, that these same County officials invested five years of time, money and effort in a defective plan based on the presumptuous assumption that I.C.C. approval of abandonment could be taken for granted? Does it not seem strange that these public officials should insist on abandonment while refusing to let the people vote on the project?

And about that \$3 million right-of-way acquisition and condemnation of 150 homes needed to bypass the railroad about which the County has made so much noise. The record needs to be set straight here as well.

Here's what the I.C.C. had to say about it:

"Although we are unable to determine from this record the total costs of relocating the (branch) line (to the Median strip of the expressway) we believe that the cost estimates presented are GROSSLY EXAGGERATED AND THEREFORE UNRELIABLE".

"Testimony was to the effect that about 48 per cent of the Median strip on the proposed expressway is 18 feet and the remaining 52 per cent is something less than 18 feet. If such is the case, very little additional right-of-way would be required to accommodate both the expressway and the rail operation."

As for Rep. Gubser's stand in the Vascon case, here are the facts. Mr. Gubser's "stand" consisted of a telegram protesting the abandonment unless substitute transportation were furnished. Up to this point, no one seems to have noticed that California's respected Public Utilities Commission took precisely the same position as Mr. Gubser. And P.U.C. took the trouble to visit the area on at least two occasions before it took any position at all. We have the feeling, Mr. Editor, that the experience both of I.C.C. and P.U.C. enabled them to see our future transportation requirements as consisting of something

April 18, 1969

more than mere ribbons of asphalt.

Herein Mr. Editor, lies the substance of the Vasoma Branch problem. We must free our transportation system from domination by the highway builders. We need a County Transportation Authority or some similar body, to keep what little we have. Meanwhile we must develop and work toward a county-wide integrated transportation plan capable of keeping us out of the gigantic traffic jams our antiquated rubber-tired policy is surely thrusting us into.

Be not misled therefore, by the wails of innocence emanating from the County hall. The lady protests too much, methinks.

Yours very truly,

Branch Line Commuter's Association of  
Santa Clara County

By Claire G. Bertolone  
President

copies to:  
The Redwood City Tribune  
County Board of Supervisors  
California Public Utilities Commission  
Interstate Commerce Commission  
The Honorable Charles S. Gubser