

# DIVISION OF HIGHWAYS -- DISTRICT IV

P. O. BOX 3366 -- RINCON ANNEX  
150 OAK STREET, SAN FRANCISCO, CALIF.  
Telephone: UNDERhill 3-0222

## STAFF ORGANIZATION - MAY 1, 1959

Assistant State Highway Engineer - - - - - J. P. Sinclair  
District Engineer (Operations) - - - - - L. A. Weymouth  
District Engineer (Planning) - - - - - R. A. Hayler  
Assistant Chief Right of Way Agent - - - - - Rudolph Hess  
Northern Division

### Assistant District Engineer - Construction - - - - - H. Ayanian

G. L. Beckwith, Constr. Engr., North	W. Travis, Constr. Engr., Central
C. Hendrickson, Constr. Engr., South	V. O. Smith, Constr. Engr.,
J. F. O'Brien, Constr. Engr., East	MacArthur Freeway
J. B. Watson, Constr. Engr., Admin.	

### Assistant District Engineer - Cooperative Projects - - - - - F. W. Montell

A. M. Fortney, Asst. Cooper. Projects Engr.

### Assistant District Engineer - Design Central Area - - - - - J. A. Spence

L. M. Petersen, Design Engr.	M. M. Wallace, Design Engr.
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### Assistant District Engineer - Design East Area - - - - - A. E. Simmons

L. E. Carpenter, Design Engr.	W. W. Russell, Design Engr.
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### Assistant District Engineer - Design North Area - - - - - W. P. Smith

B. C. Bachtold, Design Engr.	L. C. Gaberel, Design Engr.
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### Assistant District Engineer - Design South Area - - - - - J. C. Black

D. Elder, Design Engr.	E. J. Stewart, Design Engr.
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### Senior Highway Engineer - Administration & Public Relations - - - - - A. C. Birnie

(Vacancy) District Personnel Analyst	Paul Cowgill, Chief Clerk
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### Assistant District Engineer - Hydraulics & Special Services - - - - - T. E. Ferneau

H. C. Suenderman, Hydraulics Engr.	P. H. Talbot, Special Services Engr.
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### Assistant District Engineer - Maintenance - - - - - R. D. Kinsey

A. D. Mayfield, Maintenance Engr.	Tom Fox Jr., Maintenance Engr.
	F. A. Gyorgy, Permit Engr.

### Assistant District Engineer - Materials & Surveys - - - - - D. C. Ryman

L. Wulff, Materials Engr.	G. W. Levier, Surveys Engr.
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### Assistant District Engineer - Planning - - - - - C. F. Greene

C. E. Back, Planning Engr.	J. H. Smith, Planning Engr.
B. N. Crowell, Planning Engr.	H. A. Summers, Advance Planning Engr.

### Assistant District Engineer - Traffic - - - - - J. F. O'Shea

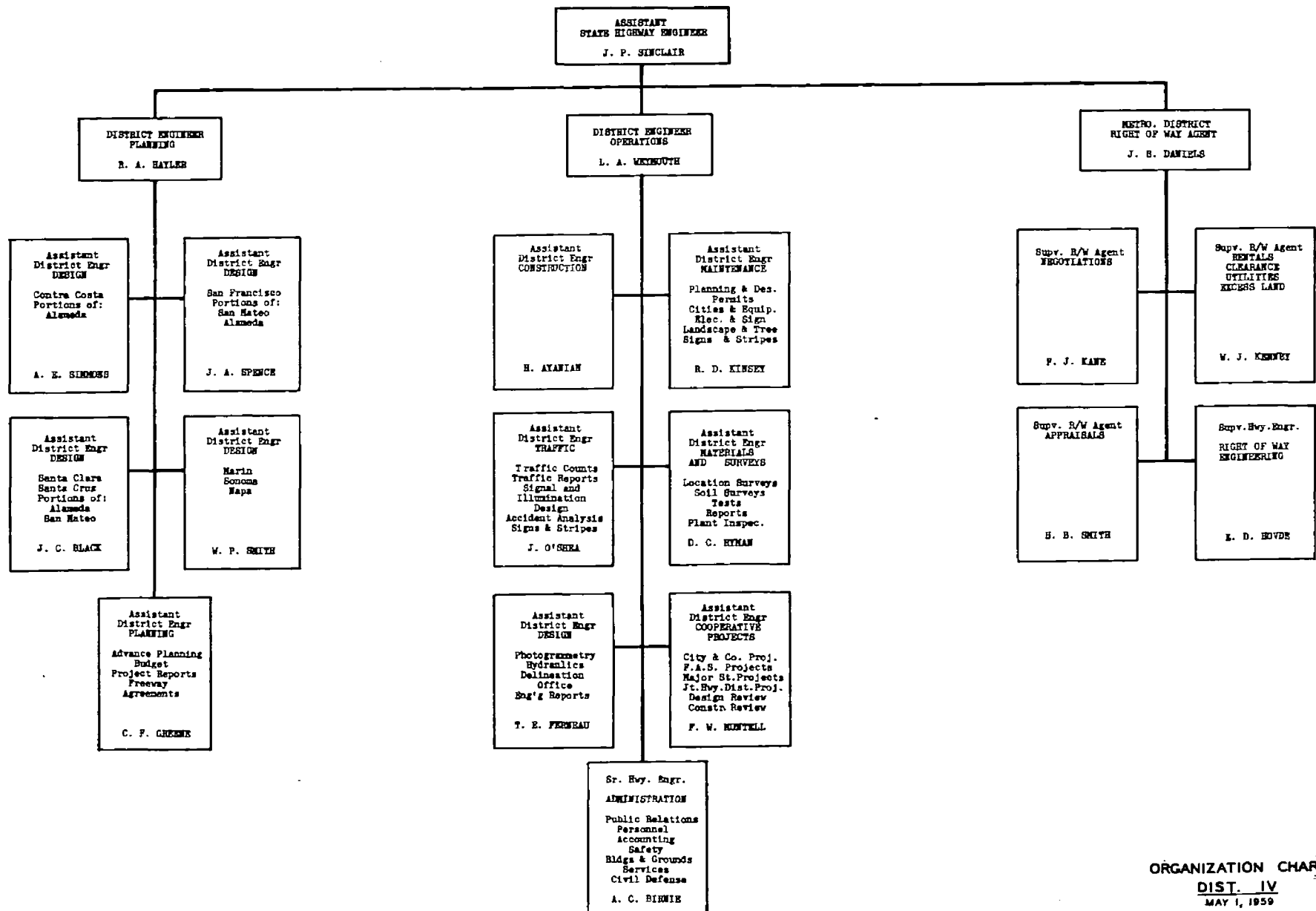
G. Dillon, Traffic Engr.	R. L. Richardson, Traffic Engr.
C. R. Nordfelt, Traffic Engr.	H. Skootsky, Electrical Engr.

### Metropolitan District Right of Way Agent - - - - - J. S. Daniels

F. J. Kane, Supv. Agent, Negotiations	W. J. Kenney, Supv. Agent, Rentals, Clearance,
D. C. Gardner, Senior Agent, Negotiations	Utilities and Excess Land
E. D. Hodge, Senior Agent, Negotiations	B. C. Caldwell, Senior Agent, Rentals
H. L. Kagan, Senior Agent, Negotiations	F. O. Gibbons, Senior Agent, Condemnation
H. B. Smith, Supv. Agent, Appraisals	J. L. Kergel, Sr. Hwy. Engr., R/W Clearance
N. A. Grover, Senior Agent, Appraisals	E. D. Hovde, Supv. Hwy. Engr., R/W Engineering
E. J. McKenney, Senior Agent, Appraisals	H. C. Farris, Sr. Hwy. Engr., Condemnation Engr's
	J. Olayos, Sr. Hwy. Engr., R/W Engineering

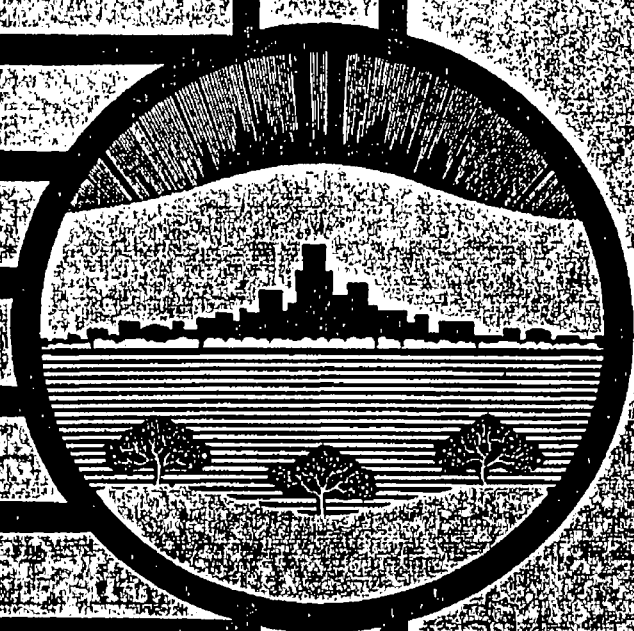
### Equipment Superintendent, Shop 4 - - - - - F. L. Vacher

Office: 1112 - 29th Ave., Oakland 1  
Telephone: KEllogg 4-3322



**ORGANIZATION CHART**  
**DIST. IV**  
MAY 1, 1959

28



# PLANNING SAN JOSE

*Prepared by the  
Planning Commission  
of the City of San Jose*

## MAJOR STREETS

CITY PLANNING COMMISSION

San Jose California

III 24-1050





THE PROPOSED  
MOORPARK AVENUE - STORY ROAD  
FREEWAY

MAY 23, 1958



CITY MANAGER

CITY OF SAN JOSE  
CALIFORNIA

CITY HALL

TELEPHONE: CYPRESS 2-3141

The City of San Jose is proposing a freeway, for your consideration and adoption into the State Highway System, that would extend from the intersection of the Route 5 Freeway and Moorpark Avenue to the intersection of the Bayshore Freeway and Story Road.

The proposed route on a State level, will directly connect into the newly adopted Junipero Serra Freeway; provide a direct connection to Route 5 Freeway and Bayshore Freeway; and link the three freeways at the core of the metropolitan area of the City of San Jose.

The proposed route would provide access from the residential areas on the west and the east to the Central Business District and industrial areas. In addition, it would provide continuity of travel across the valley and would directly connect the cities of San Jose, Campbell and Cupertino.

In proposing this route, it is the City of San Jose's contention that certain portions of existing State Highways, now transgressing the City, might be abandoned in favor of the proposed route. The existing system of State Highways, now located in the City, is totally inadequate to take care of future needs, and is in areas where economically it would not be practicable to widen these facilities.

In the transfer of State Highway mileage in the City, it is proposed that 3.3 miles of existing highway system be abandoned and 5.3 miles of new routing be added to the highway system.

While the new routing adds an additional two miles to the State System, it provides a means of increasing the capacity to eight lanes.

Because we realize the need for the proposed highway, the City of San Jose is willing to contribute financial assistance to the project, but due to the magnitude of this project, San Jose cannot practically or economically build this facility without State support.

Enclosed herewith are maps showing the following:

Proposed Route

Major Street and Highway Plan

Traffic Flow Map

Segments of Existing State Routes to  
be Abandoned

In addition we are enclosing data relative to:

Growth

Population

Traffic

Resolutions of the San Jose City Council and the City  
Planning Commission are included herewith and are made a  
part of this report.

Respectfully submitted for  
The City of San Jose,

A. P. Hamann  
City Manager

APH:NRT

### GROWTH IN AREA

The City of San Jose's accelerated annexation program is increasing the area of the City by five to ten square miles annually. The present area of the City is 41 square miles. Based upon logical planning areas and annexations already consummated, San Jose can be a city of 125 square miles.

Metropolitan San Jose serves an area of 270 square miles. This is six times the area of the City and County of San Francisco. It is through the core of this metropolitan area that we are proposing that a freeway be constructed.

### GROWTH IN POPULATION

The present population of the City of San Jose is estimated at 160,000 persons. Based upon our annexation program in our planning areas, the population of the City increases by 10% each year. By the year 2000 San Jose will be, at the minimum, a City of 851,000 persons.

Of even greater significance is the growth of the Metropolitan San Jose Area. Migratory increases are accountable for 36,000 persons annually. Conservatively speaking, the metropolitan area will have a population of 1,500,000 by the year 2000. The established daily rate of population growth for the County of Santa Clara is 100 persons per day.

### GROWTH BY CONSTRUCTION

Further growth in San Jose is evidenced by the amount of building permits issued in the past three years. Many of the new homes recently constructed lie within the areas to be directly served by the proposed freeway. The following table gives a brief recapitulation of the increase in residential construction.

<u>YEAR</u>	<u>NUMBER OF HOMES</u>	<u>AMOUNT</u>
1955	2,728	\$39,002,944
1956	2,936	\$56,554,790
1957	4,493	\$57,845,289

### EXISTING MAJOR STREETS

The existing major streets serving the San Jose Metropolitan Area do not provide a continuity of travel between existing cities, residential areas, industrial areas, and the Central Business District. The existing volumes of traffic on major thoroughfares far exceed their capacities. Widening of street facilities would not provide the continuity of travel nor the capacity to meet our growing needs. Wherever possible one-way systems have been placed in operation.

### TRAFFIC VOLUMES

As indicated on the attached flow map, San Carlos Street, a four-lane arterial, is carrying 34,000 vehicles per day. There are no other existing streets that can be utilized for through traffic. It is anticipated that facilities will be required to serve 90,000 additional motor vehicles in the West sector of the City by the year 1980.

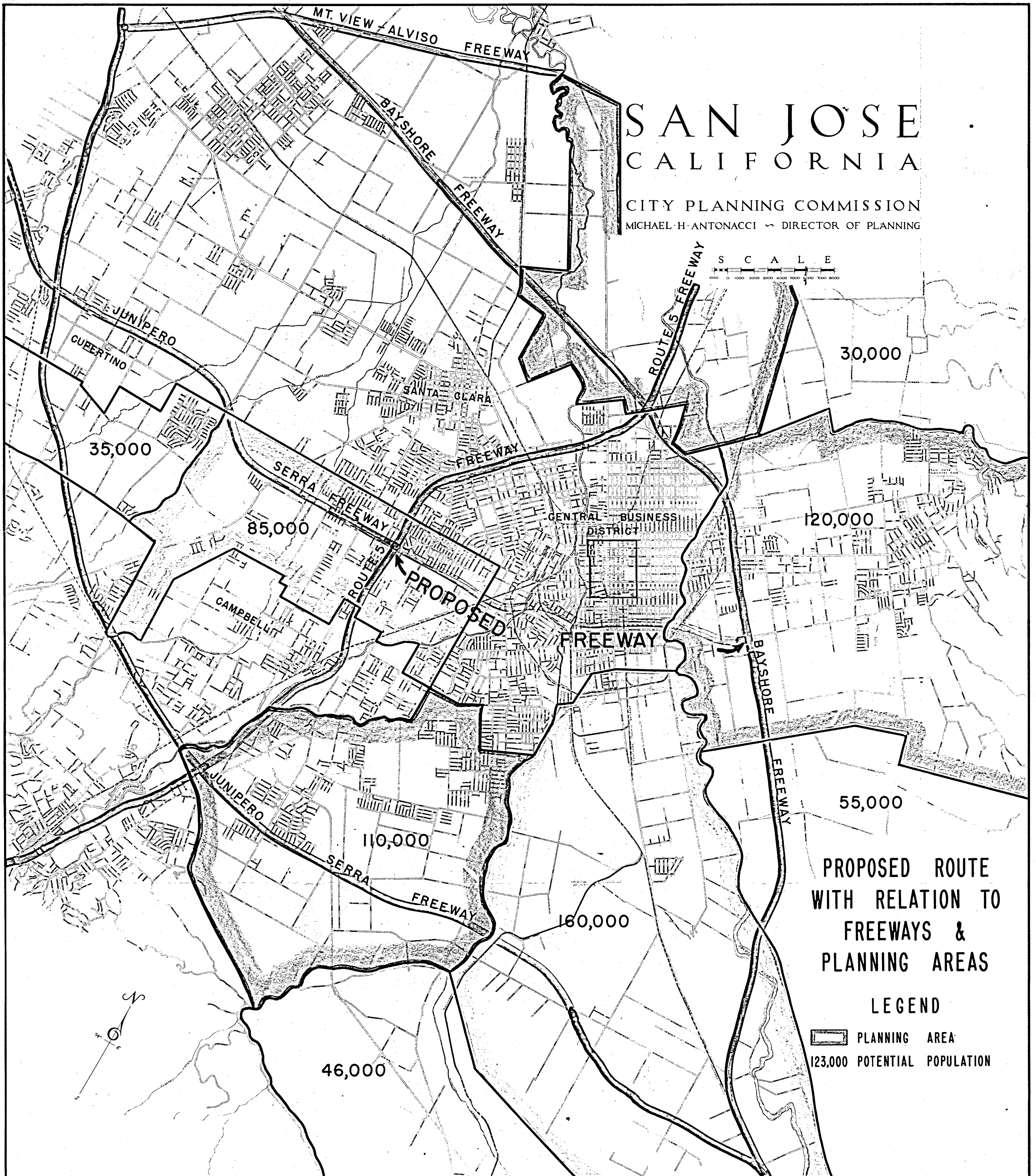
San Carlos Street's maximum widened capacity would be accomodation for six lanes. This would provide a capacity for an additional 20,000 vehicles; however, facilities would still be required for 70,000 more vehicles.



# SAN JOSE CALIFORNIA

CITY PLANNING COMMISSION  
MICHAEL H. ANTONACCI - DIRECTOR OF PLANNING

SCALE  
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# SAN JOSE CALIFORNIA

CITY PLANNING COMMISSION  
MICHAEL H. ANTONACCI ~ DIRECTOR OF PLANNING

SCALE  
1000 0 1000 2000 3000 4000 5000 6000 7000 8000  
ONE INCH EQUALS ONE THOUSAND FEET

MAP SHOWING  
MAJOR STREET  
& HIGHWAY PLAN,  
SAN JOSE & VICINITY,  
AS AMENDED  
1958 (I)  
BEING A PART OF THE  
CIRCULATION ELEMENT OF THE  
MASTER PLAN OF THE CITY OF SAN JOSE,  
CALIFORNIA

WE HEREBY CERTIFY THAT THE CITY PLANNING COMMISSION OF  
SAN JOSE, CALIFORNIA DID, ON THE \_\_\_\_ DAY OF \_\_\_\_ 1958  
APPROVE THE ABOVE-MENTIONED MAP AS A PART OF THE  
CIRCULATION ELEMENT OF THE MASTER PLAN OF THE CITY  
OF SAN JOSE, CALIFORNIA.

CHAIRMAN,  
CITY PLANNING COMMISSION,  
SAN JOSE, CALIFORNIA

SECRETARY,  
CITY PLANNING COMMISSION,  
SAN JOSE, CALIFORNIA

I HEREBY CERTIFY THAT THE COUNCIL OF THE CITY OF SAN  
JOSE, CALIFORNIA DID BY ORDINANCE NO. \_\_\_\_ ADOPT THE  
ABOVE-MENTIONED MAP AS A PART OF THE CIRCULATION  
ELEMENT OF THE MASTER PLAN OF SAID CITY ON THIS  
\_\_\_\_ DAY OF \_\_\_\_ 1958.

MAYOR,  
SAN JOSE, CALIFORNIA

ATTEST:  
CITY CLERK,  
SAN JOSE, CALIFORNIA

## LEGEND

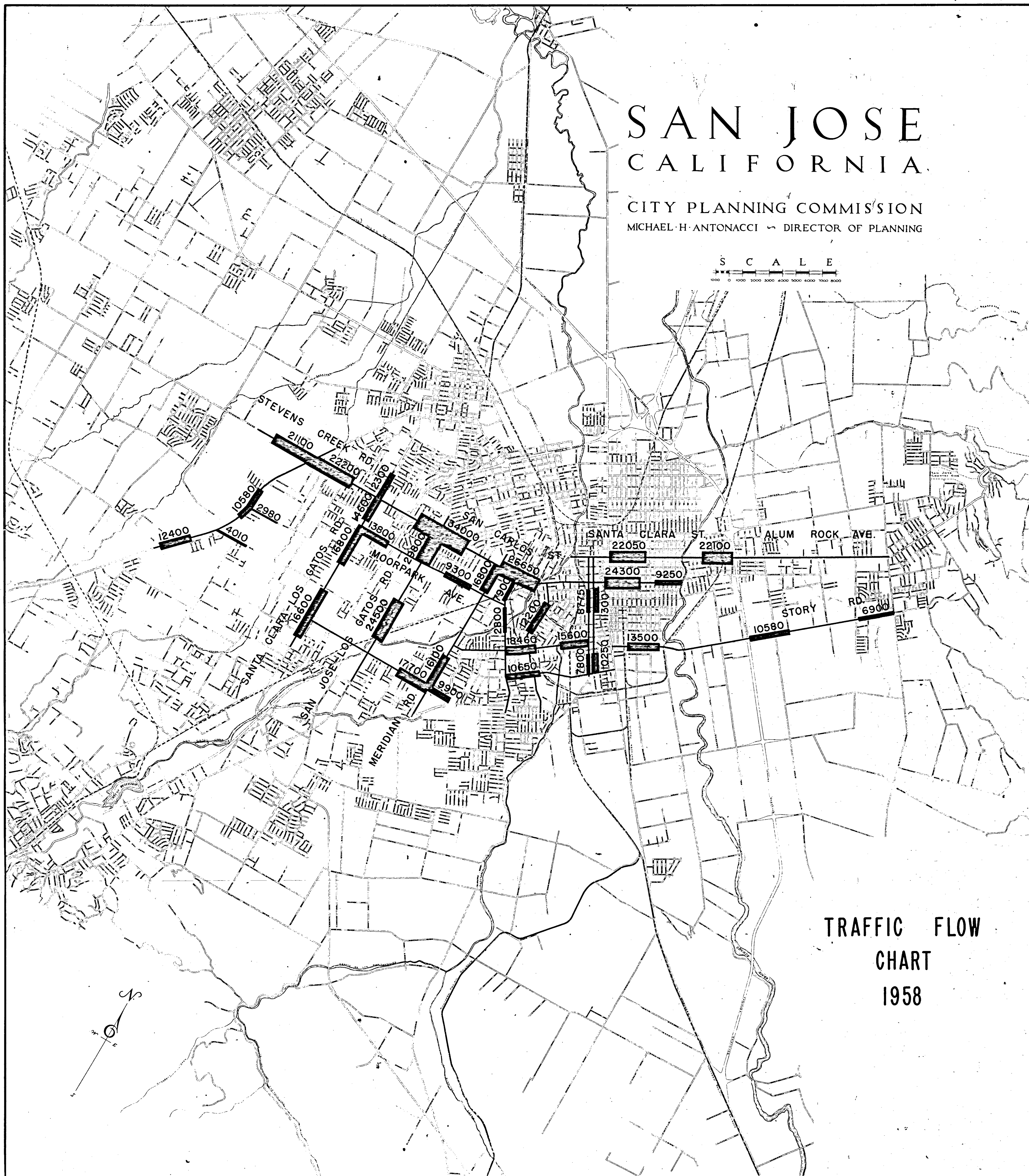
	WIDTH		WIDTH
MAJOR STREET EXISTING	100'-170'	SECONDARY STREET EXISTING	80'-90'
MAJOR STREET EXISTING (TO BE WIDENED)	100'-170'	SECONDARY STREET EXISTING (TO BE WIDENED)	80'-90'
MAJOR STREET PROPOSED	100'-170'	SECONDARY STREET PROPOSED	80'-90'
FREEWAY EXISTING		GRADE SEPARATION*	
FREEWAY PROPOSED		INTERCHANGE	





CITY PLANNING COMMISSION  
MICHAEL H. ANTONACCI ~ DIRECTOR OF PLANNING

CITY PLANNING COMMISSION  
MICHAEL H. ANTONACCI ~ DIRECTOR OF PLANNING



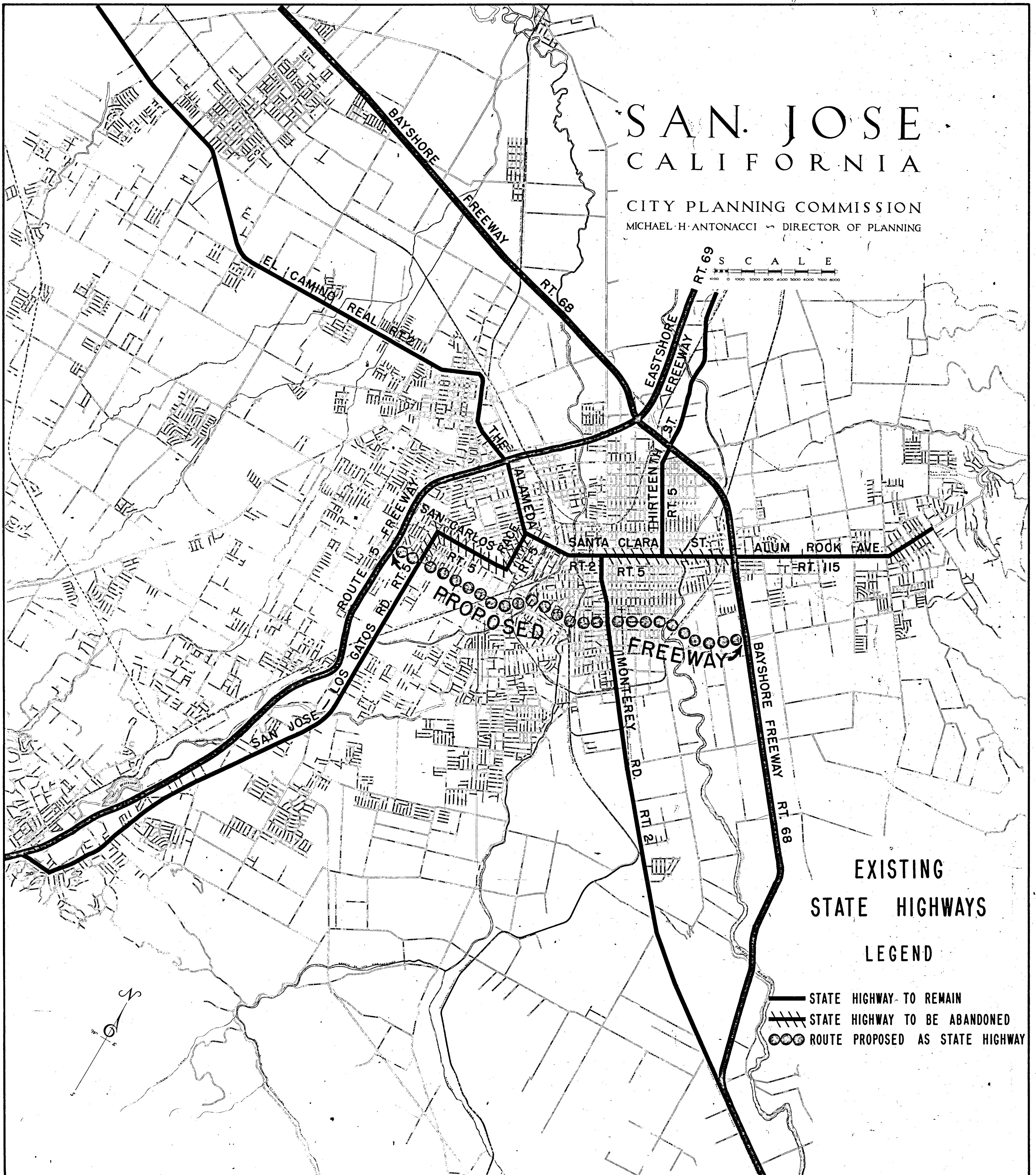
# TRAFFIC FLOW CHART 1958



# SAN JOSE CALIFORNIA

CITY PLANNING COMMISSION  
MICHAEL H. ANTONACCI ~ DIRECTOR OF PLANNING

SCALE  
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EXCERPT OF MINUTES OF  
ADJOURNED MEETING OF THE CITY PLANNING COMMISSION  
OF THE CITY OF SAN JOSE, CALIFORNIA


Thursday, 29 May, 1958

43. PROPOSED MOORPARK AVENUE - STORY ROAD FREEWAY.

City Manager A. P. Hamann appeared before the Planning Commission to speak in regard to a proposal by the City of San Jose recommending to the State Division of Highways, the State Highway Commission and the appropriate legislative bodies of the State for the inclusion in the State Freeway System that portion of the Major Street and Highway Plan extending between Route 5 Freeway and the Bayshore Freeway along the route of Moorpark Avenue, Virginia Street, and Story Road. Mr. Hamann explained the need for this Freeway Unit in terms of traffic needs based on the DeLeuw - Cather Co, report which indicates a future traffic potential of 126,000 cars per day by the year 1985.

It was moved by Commissioner Caputo, seconded by Commissioner Appleton, and carried, that the proposed Moorpark Avenue-Story Road Freeway section from Route 5 Freeway to Bayshore Freeway be recommended for approval as a part of the State Freeway System, and that said plan and report be submitted to the City Council for adoption.

Ayes: Commissioners - Appleton, Caputo, Santana  
Noes: Commissioners - None  
Absent: Commissioners - Butcher, Mise

  
Michael H. Antonacci  
Director - Secretary  
City Planning Commission

RESOLUTION NO. 14955

RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE  
APPROVING RECOMMENDATION FOR INCLUSION OF THE  
MOORPARK AVENUE - STORY ROAD FREELWAY CONNECTION IN  
THE STATE HIGHWAY SYSTEM.

WHEREAS, the City Planning Commission and the City Manager of the City of San Jose have recommended the inclusion of the Moorpark Avenue - Story Road Freeway Connection in the State of California Highway System as the same is shown in a report entitled: "The Proposed Moorpark Avenue - Story Road Freeway", dated May 23, 1958;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE:

That said recommendation be approved and the City Manager is hereby authorized to submit the proposal to the State of California for consideration.

ADOPTED THIS 2nd day of June, 1958, by the following vote:

AYES: Councilmen - Delmas, Hathaway, Moore, Solari,  
Starbird, Watson and Doerr.

NOES: Councilmen - none.

ABSENT: Councilmen - none.

R. C. DOERR, MAYOR

ATTEST:

FRANCIS L. GREINER  
CITY CLERK

The foregoing instrument is a  
correct copy of the original  
on file in this office.

Attest: JUN 19 1958

FRANCIS L. GREINER  
City Clerk and ex-officio clerk of the City of San Jose,  
County of Santa Clara, State of California.

By: Roy H. Hildebrand Deputy.

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 3366, RINCON ANNEX  
SAN FRANCISCO 19

December 7, 1959

PLEASE REFER  
TO FILE NO.

Ut. 0.10

County of Santa Clara  
County Courthouse  
Santa Clara, California

Attention: County Clerk

Dear Sir:

The Collier-Burns Act of 1947 provides that under certain circumstances the cost of relocating privately owned utility facilities to accommodate construction of a freeway must be paid from highway funds. These funds are allocated by law in a fixed proportion for each county. Any funds expended for relocating utilities results in a reduction in funds available for actual highway construction within the county.

Whether the State or the utility company must bear the cost of relocating utilities could be determined by the provisions contained in franchises granted to the utility by the county.

When your county is considering granting a franchise to a privately owned utility or railroad, it would be appreciated if you would examine the possible effects of such a franchise on future State highway developments. When such franchises are being considered, will you please advise the Department of the date of the hearing and furnish this office with a copy of the proposed Notice of Intention. This copy could be similar to that which is published in the newspaper.

This would give the Division of Highways opportunity to review the Notice of Intention and appear at the hearing if we so desire.

This request was originally sent to all cities and counties in District IV in December 1950, and annually thereafter as the Division of Highways feels this is an important statute.

Yours very truly,

J. P. SINCLAIR  
Assistant State Highway Engineer

By

*John L. Kergel*  
JOHN L. KERDEL  
Right of Way Clearance Agent

INFORMATION ONLY

CC & DPW



J. W. VICKREY  
STATE HIGHWAY ENGINEER

EDMUND G. BROWN  
GOVERNOR OF CALIFORNIA

ROBERT B. BRADFORD  
DIRECTOR

STATE OF CALIFORNIA  
Department of Public Works  
SACRAMENTO

DIVISION OF HIGHWAYS  
PUBLIC WORKS BUILDING  
P. O. BOX 1489  
SACRAMENTO 7

November 13, 1959

PLEASE REFER TO  
FILE NO.

IV-SC1-68-A

Board of Supervisors  
County of Santa Clara  
San Jose, California

NOTICE OF INTENTION TO RELINQUISH  
PORTION OF STATE HIGHWAY

Gentlemen:

It is necessary to relinquish the portion of frontage road as described in the attached proposed Vote of Relinquishment to County jurisdiction 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 to the County of Santa Clara 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 portion described in the attached proposed Vote of Relinquishment and as shown on the attached set of three 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,

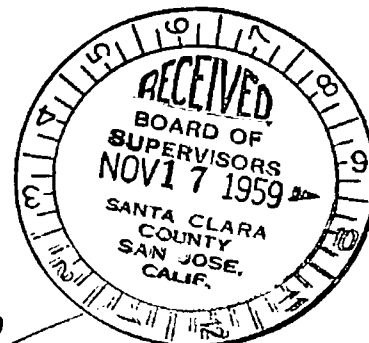
J. W. Vickrey  
State Highway Engineer

By *Tom S. Hart*  
Deputy State Highway Engineer

Attach.

NOV 23 1959

Date \_\_\_\_\_  
APPROVED *[Signature]*  
RE: CE CC PC DPW FLD  
CO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_



RELINQUISHMENT OF STATE HIGHWAY IN THE  
COUNTY OF SANTA CLARA, ROAD IV-SCL-68-A

WHEREAS, the California Highway Commission on May 18, 1944, adopted a resolution declaring certain sections of State highway in Santa Clara County between San Mateo County line and Santa Clara Street in San Jose, road IV-SCL-68-A, B, SJs, Sunv, to be a freeway; and

WHEREAS, the State of California has acquired right of way for and has constructed a certain frontage road in the County of Santa Clara between Moffett Boulevard and 1/8 mile east of Whisman Road, road IV-SCL-68-A, in connection with said freeway; and

WHEREAS, by freeway maintenance agreement dated December 15, 1958, the County of Santa Clara agreed to accept control and maintenance over and title to said frontage road 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 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 that portion of said frontage road in said county, together with the right of way and appurtenances thereof, described as follows:

A portion of a frontage road which lies on the southerly side of the main traveled ways of State freeway, road IV-SCL-68-A, and extends southeasterly from Moffett Boulevard (66 feet wide) to Ellis Street, said portion being bounded on the southerly side by the northerly city limits line of the City of Mountain View (said limits being along the southerly line of the existing State highway, road IV-SCL-68-A) and being more particularly described as follows:

COMMENCING at the northwesterly corner of that parcel of land conveyed to the State of California by deed recorded June 28, 1957 in Volume 3832, at page 420, Official Records of Santa Clara County, said corner being on said northerly city limits line; thence along last said line S. 73°43'38" E., 2880.45 feet; thence the following courses and curves: N. 65°36'27" W., 230.63 feet, along a tangent curve to the left with a radius of 1005 feet, through an angle of 8°06'36", an arc length of 142.25 feet, N. 73°43'03" W., 1469.57 feet, N. 72°50'27" W., 130.72 feet, N. 73°43'03" W., 467.40 feet, N. 75°23'56" W., 379.13 feet, along a tangent curve to the left with a radius of 130 feet, through an angle of 25°06'22", an arc length of 56.96 feet and S. 79°29'42" W., 44.51 feet to said northerly city limits line; thence along last said line S. 73°43'38" E., 30.80 feet to the point of commencement.

The length of State highway hereby relinquished is 0.55 of a mile, more or less.

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

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000546 to obtain ground level distances.

The purposes of this resolution is to vest in the County of Santa Clara as a county highway all of the State of California's right, title and interest in and to the portion of the State highway hereby relinquished.

Limits of Freeway Maintenance Agreement

This set of prints is for retention by the County of Santa Clara.

U. S. N A V A L A I R S T A T I O N

M O F F E T T F I E L D

PARCEL  
0.55 Mi.±

Road No 62266

307+15

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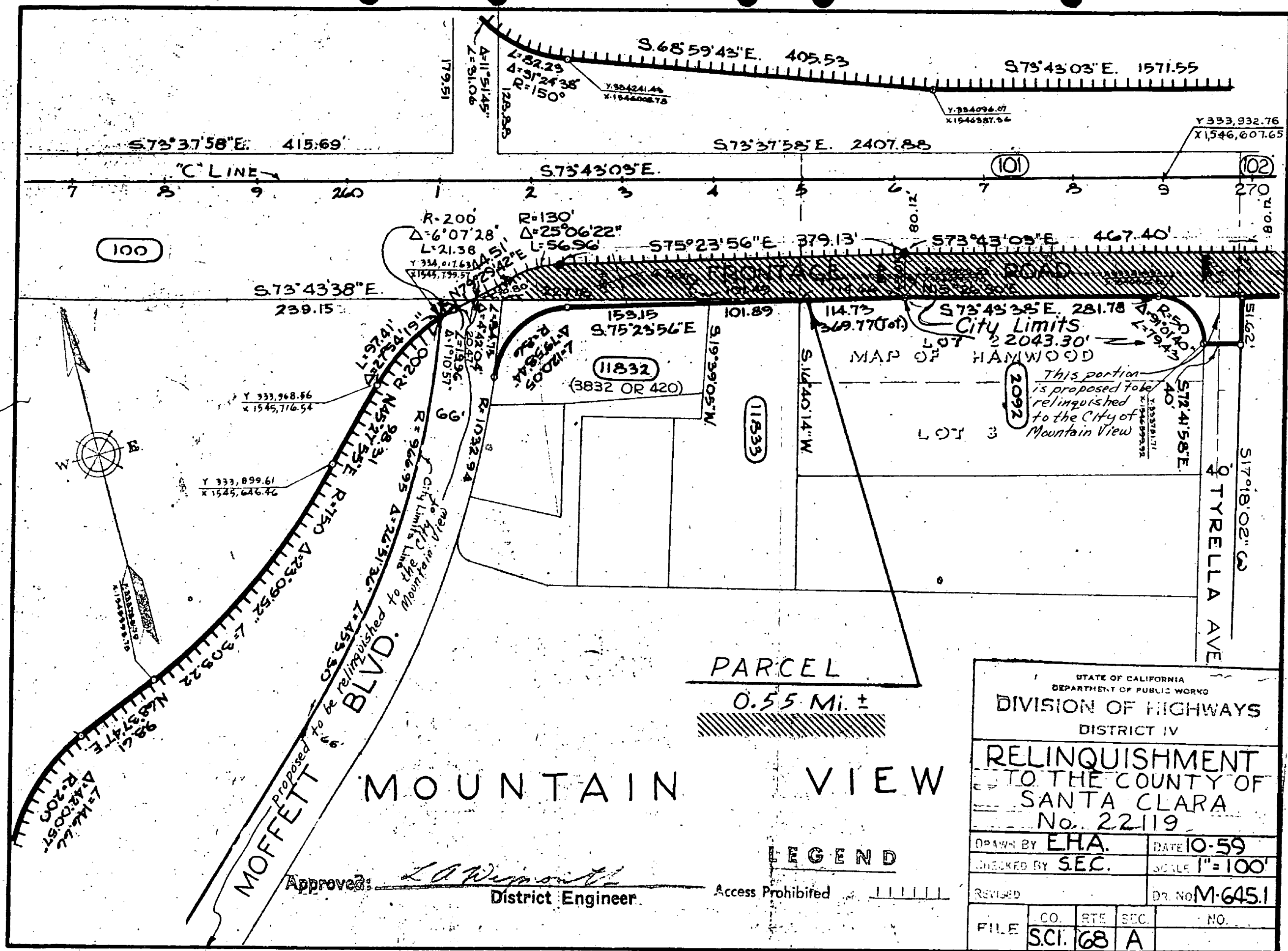
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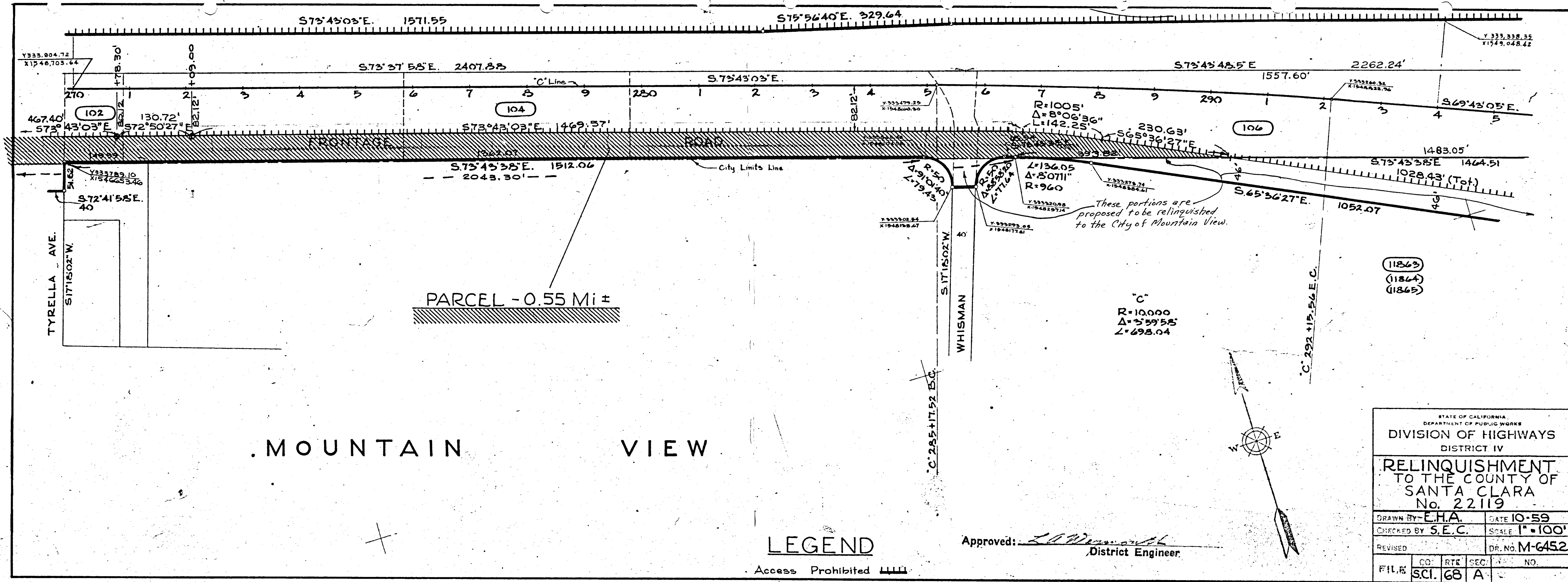
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STATE OF CALIFORNIA			
DEPARTMENT OF PUBLIC WORKS			
DIVISION OF HIGHWAYS			
DISTRICT IV			
RELINQUISHMENT TO COUNTY OF SANTA CLARA NO. 22119			
DRAWN BY	SEC	DATE	Oct. '59
CHECKED BY		SCALE	1"=400'
REVISED		DR. NO	M6450
FILE	CO. RTE. SEC.	NO	
	SCI 68 A		

City Limits





STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

DISTRICT IV

180 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UN DERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

November 13, 1959

PLEASE REFER  
TO FILE NO.

IV-SCL, SM-107-Mlp, PA  
4QT2107-R

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

Gentlemen:

The Division of Highways has scheduled a public meeting at the Menlo Park City Council Chambers on November 23, 1959 at 2:00 p.m. for the purpose of announcing that planning studies are commencing to determine the location of the new freeway, Route 107, between the Dumbarton Bridge and generally following Willow and Sand Hill Roads to the vicinity of Whiskey Hill Road.

The Council Chambers are located at 701 Laurel Street, Menlo Park.

The meeting will be exploratory in nature. Representatives of local governments, civic groups and interested individuals will be encouraged to present their views regarding factors which could influence the location of the freeway. Since studies are just commencing, alternate route studies are not available for presentation at this meeting.

Section 75.5 of the Streets and Highways Code as enacted by Chapter 69, Statutes of 1956 Special Session, provides that at any public hearing before the department of the selection of any freeway route at which comparative estimates are presented of the benefits that would accrue to drivers of motor vehicles in the use of the alternate routes; there will also be presented upon request of any city or county affected, estimates for the same period of the effect that the selection of any alternates may have upon community values, included but not limited to property values, State and local public facilities and city street and county highway traffic.

Attached is a copy of Section 75.5 together with a resolution of the California Highway Commission which was adopted on February 26, 1958, setting forth the interim procedure of the department.

As is noted in the Statute, these estimates are only required if requested by an affected city or county which transmits with its request such information relative to the estimates as it may wish to have presented.

NOV 23 1959

Date.....  
APPROVED.....  
RE: CE CC PC DPW FLD  
NO:..... ABSTAINS.....



Honorable Board of Supervisors

-2-

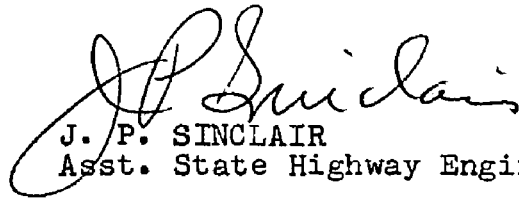
November 13, 1959

If the County of Santa Clara desires to avail itself of the provisions of Section 75.5, an opportunity will be afforded the County at subsequent public meetings to have such information made a part of the record.

This meeting will be announced in the public press.

You are cordially invited to attend.

Yours very truly,

A handwritten signature in cursive script, appearing to read "J. P. Sinclair".

J. P. SINCLAIR  
Asst. State Highway Engineer

Attachment

Assembly Bill No. 65

CHAPTER 69

*An act to add Section 75.5 to the Streets and Highways Code, relating to state highway and freeway routes.*

[Approved by Governor May 4, 1956. Filed with Secretary of State May 4, 1956.]

*The people of the State of California do enact as follows:*

SECTION 1. Section 75.5 is added to the Streets and Highways Code, to read:

75.5. At any public hearing or meeting before the commission or department on the selection of any state highway or freeway route at which comparative estimates are presented of the benefits that would accrue to drivers of motor vehicles in the use of alternative routes, on request of any city or county affected, estimates for the same time period, and based on similar assumptions, as the driver benefit estimates shall also be presented of the effect that the selection of either route would have upon community values, including but not limited to property values, state and local public facilities, and city street and county highway traffic. Such estimates are required only if requested by an affected city or county which transmits with its request such information relative to the estimates as it may wish to have presented. The department, whenever it announces that a public hearing or meeting is to be held on the selection of any state highway or freeway route, shall notify any affected city or county that it may make such a request. Failure of the department or the commission to comply with the requirements of this section shall not invalidate any action of the commission as to the adoption of a routing for any state highway, nor shall such failure be admissible evidence in any litigation for the acquisition of rights of way or involving the allocation of funds or the construction of the highway.

o

RESOLUTION RESTATING PROCEDURE RELATIVE TO ADOPTION OF FREEWAY LOCATIONS BY THE CALIFORNIA HIGHWAY COMMISSION.

RESOLVED, by the California Highway Commission, that the following procedure shall be followed in the adoption of freeway locations in the State highway system:

1. When it is proposed to locate or relocate any portion of a State highway as a freeway, the State Highway Engineer, or his authorized representative, shall:

(a) At the initiation of the studies necessary to determine the possible locations to be presented to the Commission for consideration, and from time to time thereafter, confer with the appropriate local governing bodies, and other agencies that may be affected thereby and with their technical and planning personnel, obtaining where available any master or general plan of the area;

(b) Call to the attention of the appropriate local governing body, in writing, the provisions of Section 75.5 of the Streets and Highways Code;

(c) When sufficient information has been accumulated to permit intelligent discussion, publicize and hold such public meeting, or meetings, as may be reasonably necessary to acquaint interested individuals, officials and civic or other groups with the studies made and the information developed, and to obtain their views with respect thereto.

In conducting any such meetings where major controversy appears probable, the State Highway Engineer may arrange for a Division or Highways Employee, not employed in the District Office involved, to act as presiding officer.

2. The State Highway Engineer shall submit to the Commission a written report, covering the results of such conferences and meetings, the relationship between all proposed locations and any master or general plans of the affected local agency or agencies, any information submitted pursuant to Section 75.5 of the Streets and Highways Code, the studies made, and a recommendation as to the location of the freeway.

3. When authorized so to do by the Commission, the State Highway Engineer shall notify the appropriate local governing body, which notice shall be publicized, of the intention of the Commission to consider the location of the freeway. Such notification shall include a statement that the Commission or designated members thereof will hold a public hearing on the proposal, if requested to do so by the local legislative body within thirty (30) days after the first regular meeting of such body following receipt of such written notification; provided, however, that if, prior to receipt

of such notification from the Commission, the local legislative body or bodies shall have, by resolution, declared that no public hearing by the Commission is necessary, then the notification by the State Highway Engineer shall advise such local body only of the intention of the Commission to consider the matter.

4. If any such legislative body requests such hearing, the Commission, or a designated member or members thereof, will hold a hearing, after public notice given in such manner as the Commission may determine, at which time and place all persons, and official bodies and other organizations interested in the matter, shall be afforded an opportunity to be heard. The Commission may also, on its own motion, call a public meeting or hold such hearings as it may deem appropriate.

5. After the expiration of such period of thirty (30) days, if no hearing is requested, or after such meetings or hearings as the Commission may hold, the Commission will adopt a location for the freeway between the limits under consideration.

6. The authorization referred to in numbered paragraph 3 of this resolution, to give public notice of the Commission's intention to hold a hearing, shall be by resolution of the Commission relating to each specific freeway location proposed to be considered. In all other respects, this resolution authorizes the State Highway Engineer, without further resolution or order of this Commission, to do such things and take such action as may appear to him to be necessary or proper to comply with the above specified procedure.

7. At any public meetings held by the State Highway Engineer, or his authorized representative, any material transmitted by an affected city or county pursuant to Section 75.5 of the Streets and Highways Code shall be presented at the meeting by the person conducting the meeting or hearing, if so requested by the affected city or county, or shall be received in such manner as the affected city or county requests.

8. It is recognized that, in addition to the foregoing, the State Highway Engineer, through his representatives, may hold any additional meetings or hearings required to qualify any highway project for the use of Federal funds pursuant to any Federal statute or rule or regulation promulgated thereunder.

9. The resolution of the Commission regarding the subject matter hereof, adopted on February 18, 1955, is hereby rescinded.

This resolution is hereby adopted by the California Highway Commission at Sacramento, California, this 26th day of February, 1958.

Re: Route 113

October 15, 1959

Mr. J. B. Enochs  
Director of Public Works  
County of Santa Clara  
Civic Center Building  
San Jose, California

Attention: Mr. Myron Jose

Dear Jay:

Re: County v. Manuel T. Freitas et al.

Title to the above-identified property has been acquired by the County of Santa Clara, and the escrow is closed except for payment of title insurance fees.

Enclosures listed below are being forwarded to the Clerk of the Board of Supervisors.

Original Deed

~~Title Policy~~

~~Request to Cancel Taxes~~

~~Resolution Accepting Deed.~~

Very truly yours,

SPENCER M. WILLIAMS  
County Counsel

By <sup>en</sup>  
Robert P. McNamee  
Deputy County Counsel

RPM:bn  
Encls.

cc: Mr. Richard Olson

FILED FOR RECORD  
AT REQUEST OFCounty Council  
OCT 6 3 02 P 1959OFFICIAL RECORDS  
SANTA CLARA COUNTY

## DIRECTOR'S DEED

DISTRICT	COUNTY	ROUTE	SECTION
IV	SC1	113	Sunv

Sta. "A3" 211

No. 20940-DD

g

KNOW ALL MEN BY THESE PRESENTS:

That the STATE OF CALIFORNIA, acting by and through its Director of Public Works, does hereby grant to

COUNTY OF SANTA CLARA

all that certain real property situate, lying and being in the City of Sunnyvale

County of Santa Clara, State of California, described as follows, to-wit:

All of PARCEL 2 described in Deed No. 20940 to the State of California; recorded October 10, 1958 in Volume 4198, page 222, Official Records of the County of Santa Clara, more particularly described as follows:

COMMENCING at the southwesterly corner of said PARCEL 2, said corner being on the curve described in PARCEL 1 of said Deed No. 20940 with the length of 527.48 feet; thence along the boundaries of said PARCEL 2: from a tangent that bears N. 81°11'57" E., along said curve to the right with the radius of 640.00 feet, through an angle of 9°22'41", an arc length of 104.75 feet; N. 13°00'27" E., 286.84 feet; along a tangent curve to the left with a radius of 1200.00 feet, through an angle of 38°00'27", an arclength of 796.03 feet; N. 25°00'00" W., 98.31 feet, along a tangent curve to the right, with a radius of 1100.00 feet, through an angle of 40°45'18", an arc length of 782.44 feet; N. 74°14'42" W., 50.00 feet; S. 15°45'18" W., 342.78 feet; from a tangent that bears S. 0°50'34" E., along a curve to the left with a radius of 1200.00 feet, through an angle of 24°09'26", an arc length of 505.95 feet; S. 25°00'00" E., 98.31 feet; along a tangent curve to the right, with a radius of 1100.00 feet, through an angle of 38°00'27", an arc length of 729.69 feet and S. 13°00'27" W., 317.64 feet to the point of commencement.

CONTAINING 4.282 acres, more or less.

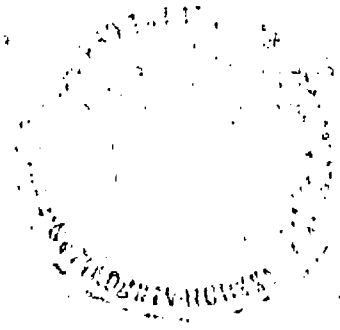
EXCEPTING AND RESERVING unto the State of California any and all rights of ingress to or egress from the land herein conveyed over and across the southerly line thereof.

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 State highway, provided, however, that the above described

real property shall abut upon and have access to Mathilda Avenue, as relocated, which will pass under said freeway.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000546 to obtain ground level distances.

BOOK 4566 PAGE 693





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

AND BE IT FURTHER KNOWN:

FIRST, the Director of Public Works has heretofore found and determined and does hereby find and determine, that the said lands were acquired for State highway purposes and are no longer necessary, and are not now being used for highway uses or purposes;

- SECOND, that this conveyance is executed pursuant to the authority vested in the Director of Public Works by law and, in particular, by the Streets and Highways Code.

WITNESS the hand of the Director of Public Works, and the seal of the Department of Public Works of the State of California, this 8th day of September, 1959.

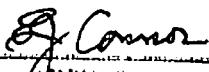
STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS

ROBERT B. BRADFORD

DIRECTOR OF PUBLIC WORKS

By   
JAMES F. WRIGHT  
Deputy Director

APPROVED AS TO FORM AND PROCEDURE

  
ATTORNEY  
DEPARTMENT OF PUBLIC WORKS

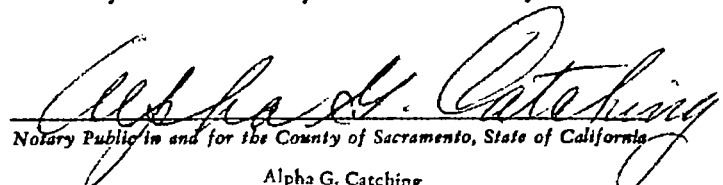
STATE OF CALIFORNIA  
COUNTY OF SACRAMENTO }

ss.

SEP 8 - 1959

On this 8th day of September, in the year 1959, before me, ALPHA G. CATCHING, a Notary Public in and for the County of Sacramento, State of California, residing therein, duly commissioned and sworn, personally appeared JAMES F. WRIGHT, known to me to be the DEPUTY Director of the Department of Public Works of the State of California, described in and that executed the within instrument, and also known to me to be the person who executed the same on behalf of the State of California therein named and he acknowledged to me that the State of California executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal at my office in said county and State aforesaid, the day and year in this certificate first above written.

1 X   
Notary Public in and for the County of Sacramento, State of California

Alpha G. Catching  
Notary Public in and for the County of  
Sacramento, State of California  
My Commission expires April 30, 1961

JUL 9 1959

## RESOLUTION

RESOLVED by the California Highway Commission that, it having approved the manner and terms and conditions of the transaction, the execution by the Director of Public Works on behalf of the State of California of a deed conveying to COUNTY OF SANTA CLARA all of PARCEL 2 of the parcels of land described in Deed No. 20940 to the State of California dated June 18, 1958 and recorded in Volume 4198, page 222, Official Records of the County of Santa Clara, and being

in the City of Sunnyvale, County of Santa Clara, State of California,

is hereby authorized and approved.

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 26th day of August, 1959, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 31st day of August, 1959.

G. N. COOK  
ASSISTANT SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION

WHEREAS, STATE OF CALIFORNIA

has tendered to COUNTY OF SANTA CLARA

a Grant Deed, which Deed is sufficient in form to convey good and merchantable title to that certain real property situate and being in the County of Santa Clara, State of California, more particularly described hereinbelow, to said COUNTY OF SANTA CLARA

All of PARCEL 2 described in Deed No. 20940 to the State of California, recorded October 10, 1958 in Volume 4198, page 222, Official Records of the County of Santa Clara, more particularly described as follows:

COMMENCING at the southwesterly corner of said PARCEL 2, said corner being on the curve described in PARCEL 1 of said Deed No. 20940 with the length of 527.48 feet; thence along the boundaries of said PARCEL 2: from a tangent that bears N. 81° 11' 57" E., along said curve to the right with the radius of 640.00 feet, through an angle of 9° 22' 41", an arc length of 104.75 feet; N. 13° 00' 27" E., 286.84 feet; along a tangent curve to the left with a radius of 1200.00 feet, through an angle of 38° 00' 27", an arc length of 756.03 feet; N. 25° 00' 00" W., 98.31 feet, along a tangent curve to the right, with a radius of 1100.00 feet, through an angle of 40° 45' 18", an arc length of 782.44 feet; N. 74° 14' 42" W., 50.00 feet; S. 15° 45' 18" W., 342.78 feet; from a tangent that bears S. 0° 50' 34" E., along a curve to the left with a radius of 1200.00 feet, through an angle of 24° 09' 26", an arc length of 505.95 feet; S. 25° 00' 00" E., 98.31 feet; along a tangent curve to the right, with a radius of 1100.00 feet, through an angle of 38° 00' 27", an arc length of 729.69 feet and S. 13° 00' 27" W., 317.64 feet to the point of commencement.

CONTAINING 4.282 acres, more or less.

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 southerly 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 State highway, provided, however, that the above described real property shall abut upon and have access to Mathilda Avenue, as relocated, which will pass under said freeway.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000546 to obtain ground level distances.

NOW, THEREFORE, IT IS HEREBY RESOLVED that said Board of Supervisors of the County of Santa Clara accept said Deed so tendered to is; and

IT IS HEREBY FURTHER ORDERED that the Clerk of the Board of Supervisors be, and he is hereby authorized to record said Deed.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on September 28, 1959, by the following vote:

AYES: Supervisors, DELLA MAGGIORE, HUBBARD, LEVIN, SLAGHT, WEICHERT

NOES: Supervisors, None

ABSENT: Supervisors, None

WESLEY L. HUBBARD

Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of  
the Board of Supervisors.

By

Jean Pullan

Deputy Clerk of the Board of Supervisors

The foregoing instrument is a  
correct copy of the original on  
file in this office.

ATTEST: RICHARD OLSON  
Clerk, Board of Supervisors

By

Jean Pullan

Dated: SEP 30 1959

Return to:  
County Counselor's Office

COMMISSIONERS  
EVERETT C. MCKEAGE, PRESIDENT  
PETER E. MITCHELL  
MATTHEW J. DOOLEY  
C. LYN FOX  
THEODORE H. JENNER



## Public Utilities Commission

STATE OF CALIFORNIA

October 14, 1959

ADDRESS ALL COMMUNICATIONS  
TO THE COMMISSION

FILE NO. A 41008

CALIFORNIA STATE BUILDING  
SAN FRANCISCO 2, CALIF.

Board of Supervisors  
County of Santa Clara  
County Office Building  
First and Rosa Streets  
San Jose, California

Gentlemen:

We enclose a copy of a First Amendment and Substitution of Exhibits to Application No. 41008 of the State, Department of Public Works, for authority to construct certain grade separations and grade crossings and to eliminate an existing grade crossing involving an improvement project of State Route No. 68, U.S. Highway 101 at the Moffett Field rail line in the vicinity of Mountain View, Santa Clara County. A copy of the original application was mailed you on April 21, 1959.

You are being provided with copies of these filings so that the county may be cognizant this is now a matter before the Commission.

If you have any representations, an early reply will be appreciated.

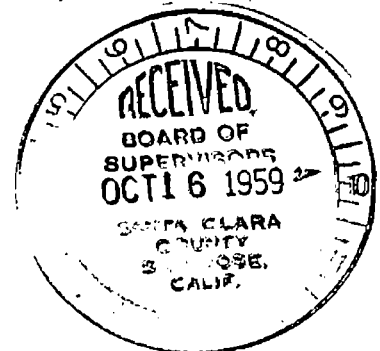
Yours very truly

PUBLIC UTILITIES COMMISSION  
STATE OF CALIFORNIA

By *R. J. Pajalich*  
R. J. PAJALICH, Secretary

Enclosure

Date OCT 26 1959  
APPROVED \_\_\_\_\_  
RE: CE CC PC DPW FLD  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_



RECORDED

COPY

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California, Department of Public Works, for an order authorizing construction of a crossing at separated grades whereby State Route IV-SC1-68-A will be carried over the tracks of the Southern Pacific Company and the construction of four new crossings at grade, the elimination of an existing crossing at grade, in Santa Clara County, sometimes referred to as "Moffett Field Overhead".

APR 2 1959

SAN FRANCISCO OFFICE  
No. 41008

FIRST AMENDMENT OF APPLICATION AND SUBSTITUTION OF EXHIBITS

The First Amendment of Application of the State of California, Department of Public Works, respectfully shows that:

1. The application in the above-entitled proceeding, No. 41008, was filed April 6, 1959; that after the filing of said application, it was found that it contained several technical errors; that in order to correct those errors, Exhibit "A" has been revised and Sheet 2 of Exhibit "B" and Sheet 2 of Exhibit "C" have been revised.

2. Said revisions have been properly incorporated in Exhibit "A", dated April 2, 1959, revised September 30, 1959; Sheet 2 of Exhibit "B", dated December 4, 1958, revised September 14, 1959; and Sheet 2 of Exhibit "C", dated November 26, 1958, revised September 14, 1959, and are herewith substituted for said exhibits attached to the original application and by this reference are made a part hereof.

3. In all other respects, said application remains the same as originally filed.

WHEREFORE, applicant requests the Public Utilities Commission of the State of California to issue its order authorizing

construction of the Moffett Field Overhead, and related work, as shown in applicant's original application and as herein revised.

DATED at Sacramento, California, this 30th day of September, 1959.

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS (SEAL)  
G. T. McCoy, State Highway Engineer

By George D. Moe  
GEORGE D. MOE, Attorney

ROBERT E. REED, WARREN P. MARSDEN  
GEORGE D. MOE, EMERSON W. RHYNER

By George D. Moe  
GEORGE D. MOE  
Attorneys for Applicant

STATE OF CALIFORNIA }  
County of Sacramento } ss

GEORGE D. MOE, being first duly sworn, deposes and says:

That he is an attorney for the Division of Contracts and Rights of Way, Department of Public Works of the State of California, applicant in the proceedings entitled as above, that he has read the foregoing First Amendment of Application and Substitution of Exhibits and knows the contents thereof, and that the same is true of his own knowledge, except as to matters which are therein stated on information or belief, and that as to those matters, he believes it to be true.

George D. Moe  
GEORGE D. MOE

Subscribed and sworn to before me  
this 30th day of September, 1959  
(SEAL)

Allen L. Hubbard  
Notary Public in and for the County  
of Sacramento, State of California

My Commission expires July 5, 1962.



AFFIDAVIT OF MAILING

STATE OF CALIFORNIA     }  
County of Sacramento    } ss

DEANE N. PALMER, being first duly sworn, deposes and says:

That affiant is a citizen of the United States, over the age of eighteen years, a resident of the County of Sacramento, and not a party to the attached First Amendment of Application and Substitution of Exhibits; that affiant's business address is Public Works Building, Sacramento, California; that on the 30th day of September, 1959, affiant served a copy of the aforementioned document upon the persons or parties listed below, by mailing a copy thereof to those persons or parties, properly addressed and with postage prepaid, and that there is delivery service by United States mail at the place so addressed:

Mr. W. M. Jaekle, Chief Engineer  
Southern Pacific Company  
65 Market Street  
San Francisco 5, California

Deane N. Palmer  
Affiant

Subscribed and sworn to before me  
this 30th day of September, 1959  
(SEAL)

Aden L. Hubbard  
Notary Public in and for the County  
of Sacramento, State of California

My Commission expires July 5, 1962.

Revised Sept. 30, 1959

EXHIBIT "A"

I. GENERAL INFORMATION

The State of California, Department of Public Works, proposes to construct State Route 68 as a freeway southerly of the Moffett Field Naval Air Station and in connection therewith proposes:

- A. To construct a crossing at separated grades by means of an overhead between State Route 68 and the spur track of the Southern Pacific Company, sometimes referred to as "Moffett Field Overhead".
- B. To construct four grade crossings across the spur track of the Southern Pacific Company.
- C. To eliminate existing grade crossing No. E-38.27-C across the spur track of the Southern Pacific Company.

II. SPECIFIC DATA

(A) NEW CROSSING TO BE CONSTRUCTED AT SEPARATED GRADES

- 1. Crossing of Southern Pacific Company's spur track at approximate Railroad Milepost 38.0 and Highway Station C302+08.39, as shown on Exhibit "B", sheet 2.

(a) The proposed overhead will consist of two parallel bridges. Each bridge will be four-span with open-end reinforced concrete abutments, reinforced concrete bents and reinforced concrete deck, supported on piles. Each bridge will be 195'4" long and will provide a width of 49' between curbs. Initial construction will provide for three traffic lanes each way with a 36' median. Ultimate construction will provide for an additional 12' traffic lane on the inside of each bridge.

(b) The easement area over railroad right of way is delineated on Exhibit "B", sheet 2.

(c) The nearest existing westerly public grade crossing is No. E-37.9, and the nearest existing easterly public grade crossing is No. E-38.6.

(d) The proposed freeway will alleviate the inadequate vehicular traffic capacity of the present highway. Railroad traffic will consist of one movement each way per day. The estimated average daily traffic will be 44,080 vehicles in 1980.

(e) Plan, elevation, typical section and railroad-highway profiles are shown on Exhibit "B".

(f) Minimum clearances for the proposed permanent structure will be not less than specified in PUC General Order No. 26-D.

(g) Railroad traffic will use the relocated spur track during construction.

(B) NEW CROSSINGS TO BE CONSTRUCTED AT GRADE

1. Crossing of Southern Pacific Company's spur track at Railroad Station 16+21.71 and VF2 Frontage Road Station 3+88.01.

(a) The proposed grade crossing will be located approximately 400' southerly of the proposed overhead.

(b) The proposed crossing construction will conform with Standard No. 2-B, PUC General Order No. 72, or equal. The proposed grade crossing will provide a crossing width of 32', consisting of a concrete curb on the left, a 24' pavement and an 8' shoulder on the right.

(c) The nearest existing westerly public grade crossing is No. E-37.9, and the nearest existing easterly public grade crossing is No. E-37.6.

(d) Visibility will be good and the design speed at the proposed grade crossing will be 35 miles per hour or less.

(e) The proposed crossing at grade at this location is required to handle interchange traffic.

(f) The estimated traffic will be approximately 200 vehicles per day. Rail traffic will consist of one train

movement each way per day. The recommended protection for the crossing will consist of two Standard No. 8 flashing light signals, PUC General Order No. 75-B.

(g) Plan of proposed crossing, typical sections and profiles are shown on Exhibit "C", sheet 2.

2. Crossing of Southern Pacific Company's spur track at Railroad Station 17+94.24 and V4 On-Ramp Station 2+82.19.

(a) The proposed grade crossing will be located 170' southerly of the proposed overhead.

(b) The proposed crossing construction will conform with Standard No. 2-B, PUC General Order No. 72, or equal. The proposed crossing will provide a crossing width of 42' with a traffic island and concrete curbs on either side of the roadway.

(c) The nearest existing westerly public grade crossing is No. E-37.9, and the nearest existing easterly public grade crossing is E-38.6.

(d) The proposed crossing at grade at this location is required to handle on-ramp traffic.

(e) The estimated traffic will be approximately 1,250 vehicles per day. Rail traffic will consist of one train movement each way per day. The design speed at the grade crossing will be 35 miles per hour or less. Visibility will be good at the crossing and the recommended protection will consist of two Standard No. 8 flashing light signals, PUC General Order No. 75-B.

(f) Plan of the proposed crossing, typical sections and profiles are shown on Exhibit "C", sheet 2.

3. Crossing of Southern Pacific Company's spur track at Railroad Station 21+32.43 and V2 Off-Ramp Station 10+32.28.

(a) The proposed grade crossing will be located approximately 100' northerly of the proposed overhead.

(b) The proposed crossing construction will conform with Standard No. 2-B, PUC General Order No. 72, or equal. The proposed crossing will provide a crossing width of 14'.

(c) The nearest existing westerly public grade crossing is No. E-37.9, and the nearest existing easterly public grade crossing is No. E-38.6.

(d) The proposed crossing will be constructed on new alignment and will provide good sight distances at the point of crossing.

(e) The proposed crossing at this location is required to handle interchange traffic.

(f) The estimated traffic will be approximately 200 vehicles per day. Rail traffic will consist of one train movement each way per day. The design speed at this grade crossing will be 35 miles per hour or less with good visibility. The recommended protection for the crossing will consist of one Standard No. 8 flashing light signal, PUC General Order No. 75-B.

(g) Plan of the proposed crossing, typical section, and profiles are shown on Exhibit "C", sheet 2.

4. Crossing of Southern Pacific Company's spur track at Railroad Station 21+92.56 and V5 Roadway Station 12+03.62.

(a) The proposed grade crossing will be located approximately 225' northerly of the proposed overhead.

(b) The proposed crossing construction will conform with Standard No. 2-B, PUC General Order No. 72, or equal.

(c) The nearest existing westerly public grade crossing is No. E-37.9, and the nearest existing easterly public grade crossing is No. E-38.6.

(d) Good sight distances will be provided for at the point of crossing.

(e) The proposed crossing at this location is required to handle traffic to and from the proposed south entrance to Moffett Field Naval Air Station.

(f) The estimated traffic will be approximately 5,500 vehicles per day in 1980. Rail traffic will consist of one train movement each way per day. The recommended protection for the crossing will consist of one Standard No. 8 flashing light signal and one Cantilever No. 8 flashing light signal. The Cantilever No. 8 flashing light signal with a 12' mast arm and a vertical clearance of 17' is to be located on the left side of approaching traffic in the center island on Ellis Street for northbound traffic.

(C) EXISTING GRADE CROSSING TO BE ELIMINATED

1. Crossing of Southern Pacific Company's spur track at Highway Station 306+85.

(a) The assigned number of the crossing to be eliminated is No. E-38.27-C.

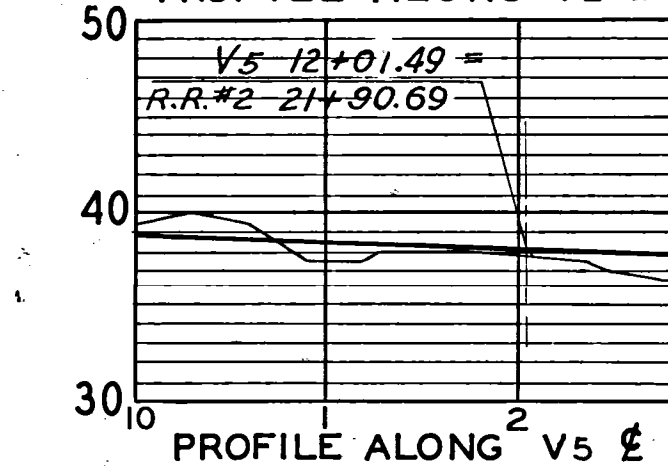
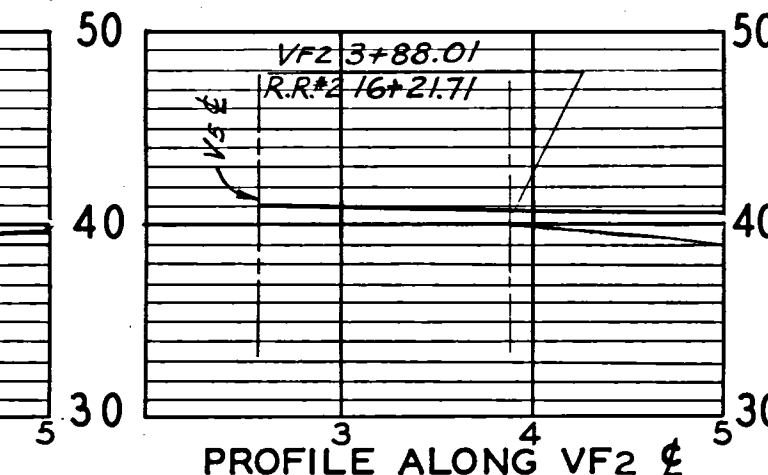
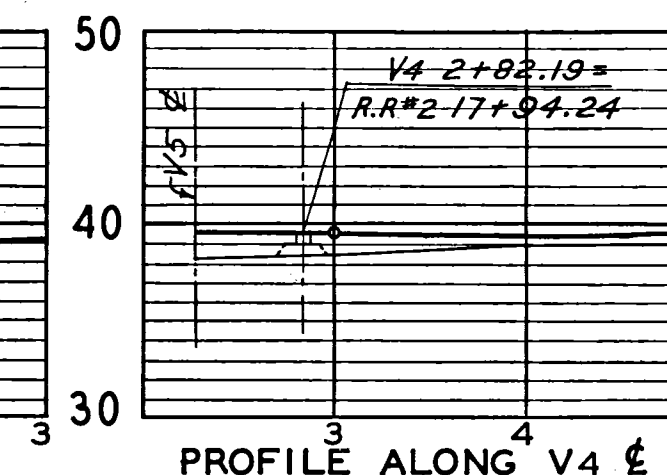
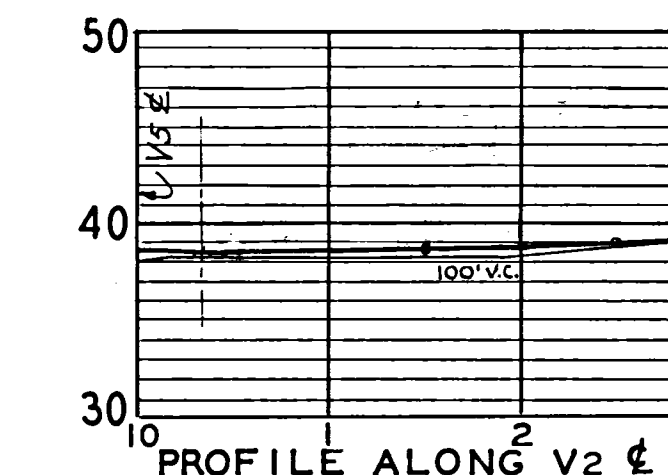
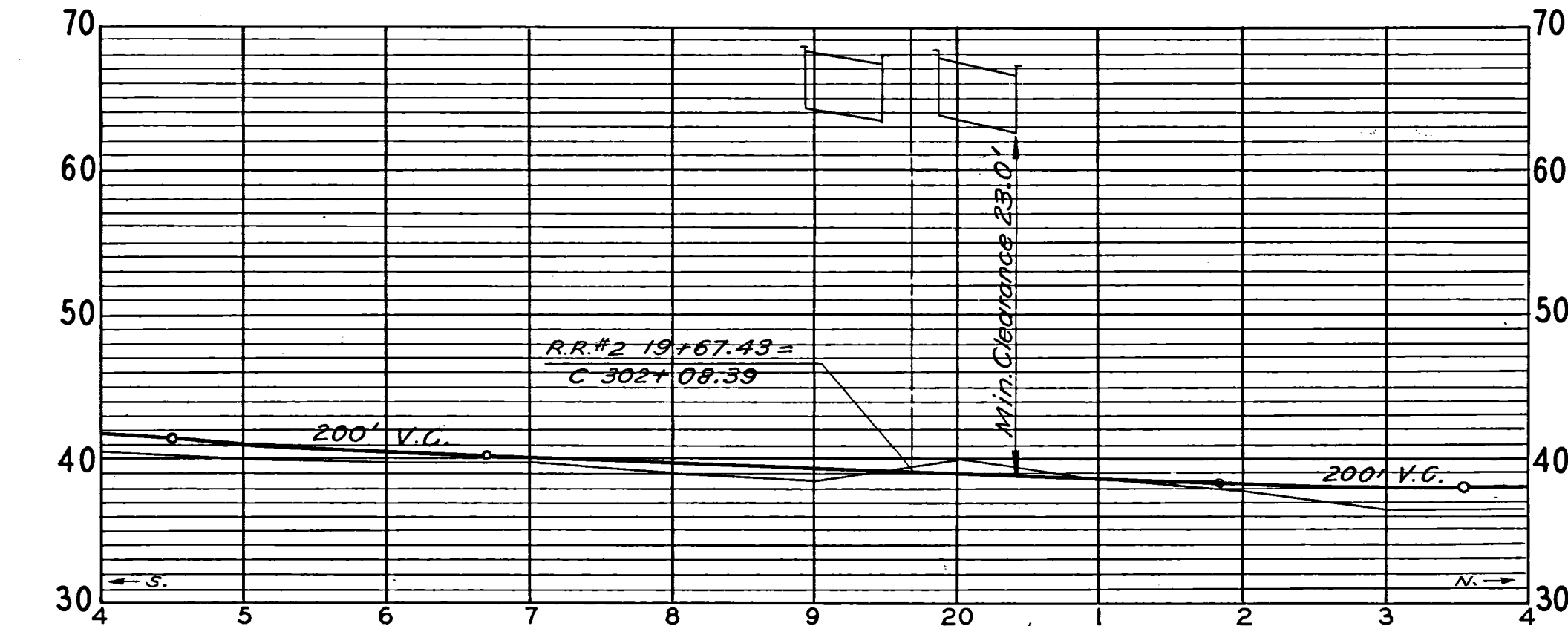
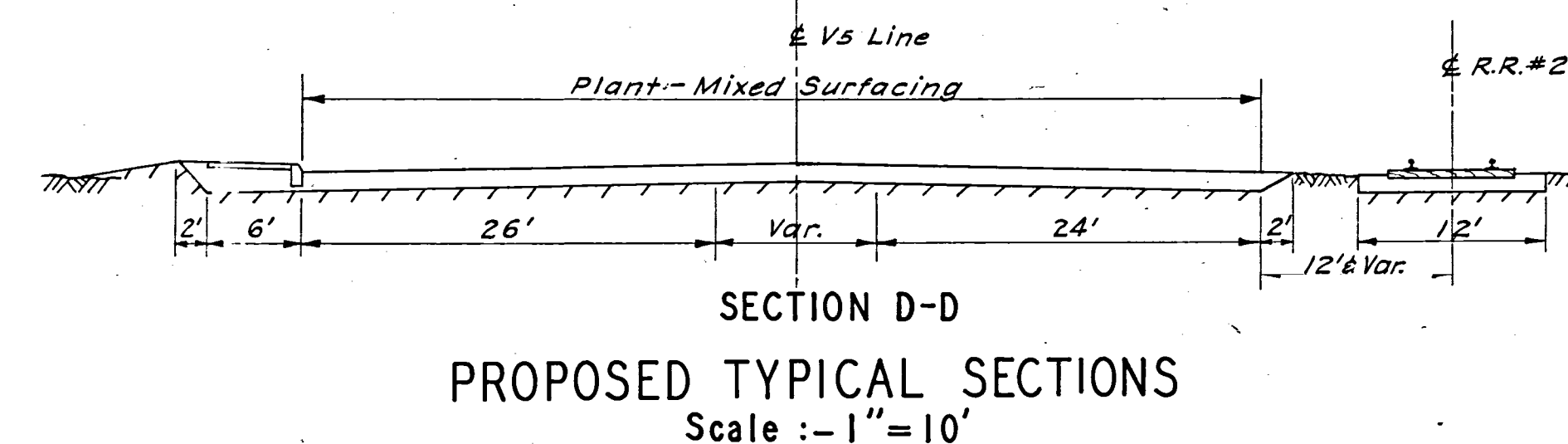
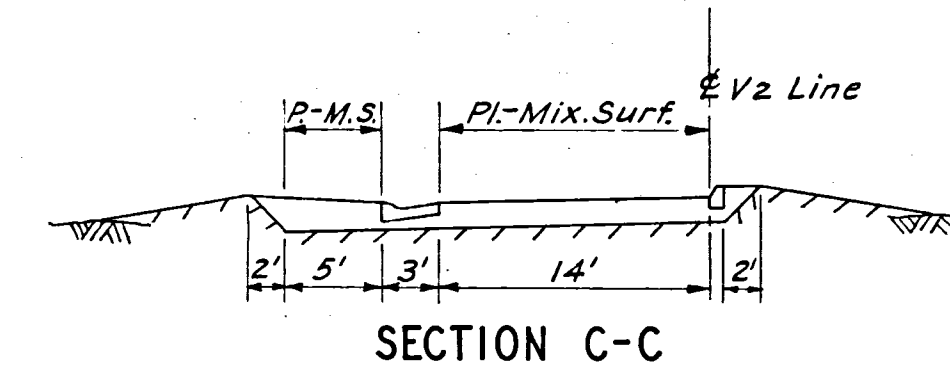
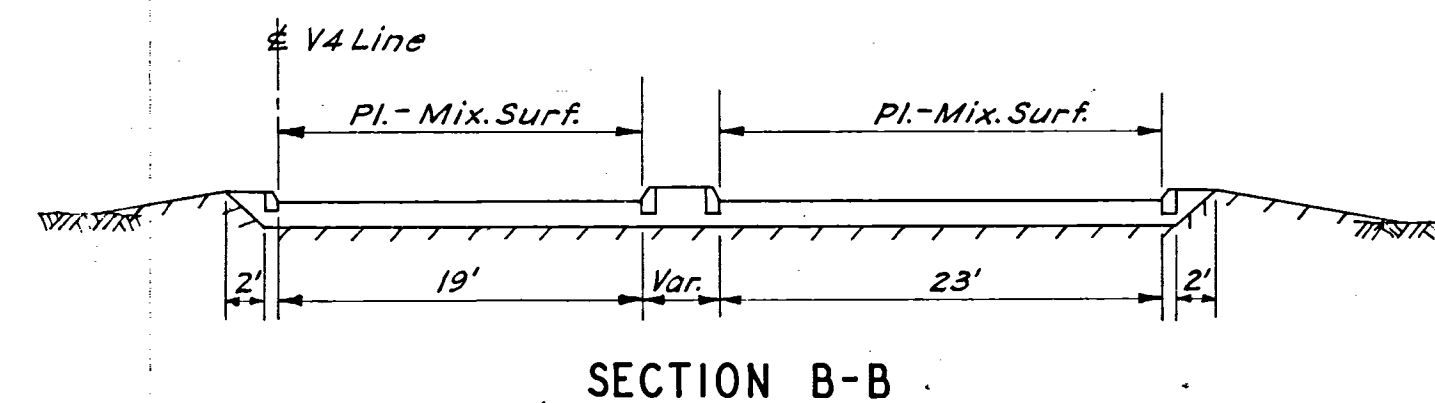
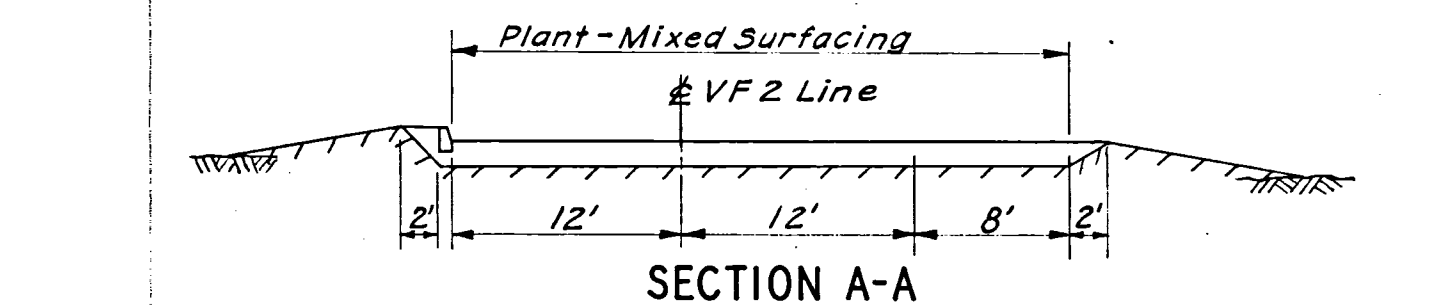
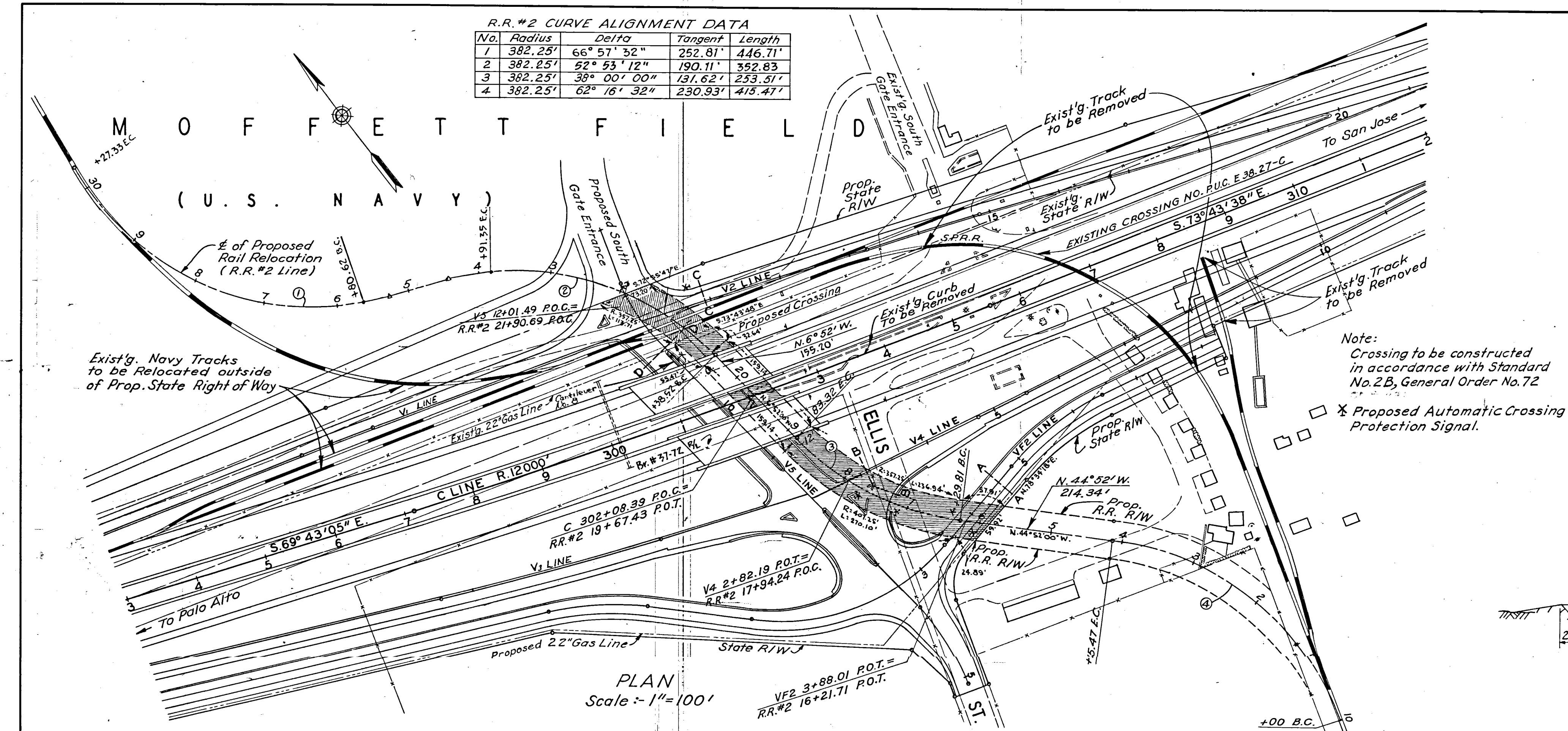
(b) The crossing is located near the South Gate entrance to Moffett Field Naval Air Station.

(c) The grade crossing will be relocated as shown on Exhibit "C", sheet 2, and the overhead constructed over the relocated track. The present traffic is approximately 30,000 vehicles per day.

(d) The Southern Pacific Company is agreeable to the elimination of this crossing.

(e) Vicinity map illustrating location of crossing to be abandoned in relation to other crossings, existing and proposed, in the vicinity, is shown on Exhibit "C", sheets 1 and 2.

R.R. #2 CURVE ALIGNMENT DATA				
No.	Radius	Delta	Tangent	Length
1	382.25'	66° 51' 32"	252.81'	446.71'
2	382.25'	52° 53' 12"	190.11'	352.83'
3	382.25'	38° 00' 00"	131.62'	253.31'
4	382.25'	62° 16' 32"	230.93'	415.47'



PROFILES

Scales :- Horiz. 1" = 100'  
Vert. 1" = 10'

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
IV	S.CL.	68	A		

R. A. Hayler  
DISTRICT ENGINEER DIST. IV

APPROVED                      NOV 2 1958

G. Langer

doi:10.1017/S0022292412001907

Rev: SEP 1 1959

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DIST. IV - S.CL-68-A  
PROPOSED RELOCATION  
& GRADE CROSSING  
OF THE  
SOUTHERN PACIFIC RAILROAD  
BY  
STATE HIGHWAY  
AT  
MOFFETT FIELD

Sheet 2 of 2  
EXHIBIT "C"

4QT 1109.3







G. T. MCCOY  
STATE HIGHWAY ENGINEER

EDMUND G. BROWN  
GOVERNOR OF CALIFORNIA

ROBERT B. BRADFORD  
DIRECTOR

STATE OF CALIFORNIA  
Department of Public Works  
SACRAMENTO

DIVISION OF HIGHWAYS  
PUBLIC WORKS BUILDING  
P. O. BOX 1499  
SACRAMENTO 7

September 29, 1959

PLEASE REFER TO  
FILE NO.

18.  
Board of Supervisors  
Santa Clara County  
County Office Building  
San Jose, California

Gentlemen:

Policy of California  
Highway Commission in  
Allocation of State  
Highway Funds to Cities  
and Counties Under  
Provisions of Section  
143.3 of the Streets  
and Highways Code

For your information, attached are copies of a resolution adopted by the California Highway Commission on September 24, 1959, relating to policy of the Commission in the allocation of State Highway Funds to cities and counties under provisions of Section 143.3 of the Streets and Highways Code. At the 1959 Session of the State Legislature, Section 143.3 was added to the Streets and Highways Code so as to permit the California Highway Commission and the Department to include allocations of State Highway Funds for projects on extensions of federal-aid secondary highways within urban areas.

Very truly yours,

*G T McCoy*

G. T. MCCOY  
State Highway Engineer

Attach.

Date **OCT 13 1959**  
APPROVED \_\_\_\_\_  
RE: CE GC PC DPW FLD  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_

Policy and Procedure of California Highway Commission  
In Allocation of State Highway Funds to Cities and  
Counties Under Provisions of Section 143.3,  
Streets and Highways Code

WHEREAS, At the 1959 Regular Session of the Legislature Section 143.3 was added to the Streets and Highways Code, reading as follows:

"The commission and the department may include in the annual budget prepared under Section 143.1 amounts not to exceed the equivalent of the amounts made available by the Federal Government annually for projects on extensions of federal-aid primary or federal-aid secondary highways within urban areas for allocation to cities or counties for the construction of city streets or county roads within urban areas which would qualify as extensions of federal-aid secondary highways. The design standards of such projects shall be such as would qualify the project for the expenditure of such federal funds.

Upon the written request of any city or county, the commission and the department may include an allocation for the city or county in the next succeeding annual budget. Not more than five hundred thousand dollars (\$500,000) shall be allocated for such purpose to any city or county in any one year. Any amounts allocated to a city or county shall be paid from the State Highway Fund and shall be included in the computation of compliance with the requirements of Sections 188 and 188.4. No allocation shall be made to a city or county for any project unless the city or county has made provision, to the satisfaction of the commission and the department, for the expenditure on such project of amounts from any other sources available for such purpose at least equal to the amounts to be allocated by the commission and the department.

The projects for which funds are made available pursuant to this section may be constructed by the local agency or agencies concerned, or, by agreement between the local agency or agencies and the department, the department may acquire the necessary rights-of-way in the name of the local agency or agencies, and perform all other acts to complete the project. Construction work by the department shall be subject to the State Contract Act. Agreements between the department and local agencies are authorized relative to the handling and accounting of funds, including the making of advancements so as to permit prompt payment for the work accomplished, and relative to any other phase of the work." and

WHEREAS, In the opinion of this Commission the purpose of the statute was to permit the completion of Federal-aid Secondary highways without regard to the boundary lines of urban areas and to permit the construction with State funds of the necessary portions of Federal-aid Secondary highways within urban areas, and

WHEREAS, It is deemed advisable to indicate to the local agencies of government the types of projects which this Commission will consider for allocations of such funds,

NOW, THEREFORE, BE IT RESOLVED, That allocations of such funds will be considered only where all the following conditions are met:

- (1) The project would qualify as an extension of a Federal-aid Secondary highway;
- (2) The necessity for the project within the limits of the urban area is occasioned by traffic conditions created or to be created by completed, under contract or budgeted improvement of a Federal-aid Secondary highway in the contiguous rural area;

- (3) That the proposed project will be of the extent and type of construction that would meet the requirements of the Federal Government for the expenditure of urban funds;
- (4) That the plans, specifications and estimate for any proposed project be approved by the Department before advertisement and that no contract be awarded before allocation of funds by the Commission pursuant to Section 143.3, Streets and Highways Code.
- (5) That the allocations will not exceed the permitted amounts set forth in the statute.

And, BE IT FURTHER RESOLVED, That the State Highway Engineer is requested to send a copy of this resolution to all counties and cities.

This resolution is hereby adopted by the California Highway Commission at Sacramento, California, this 24th day of September, 1959.

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 3366, RINCON ANNEX  
SAN FRANCISCO 19

September 29, 1959

PLEASE REFER  
TO FILE NO.

IV-SCL-68-A  
Relinquishment  
No. 22096

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

Gentlemen:

Attached for your files is a copy of the resolution of the California Highway Commission, as recorded on September 8, 1959, relinquishing to the County of Santa Clara a portion of a frontage road just south of the San Mateo County Line, Road IV-SCL-68-A.

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

Yours very truly,

J. P. SINCLAIR  
Asst. State Highway Engineer

By *L. A. Weymouth*  
L. A. WEYMOUTH  
District Engineer

Attachment

1690982

RELINQUISHMENT OF STATE HIGHWAY IN THE  
COUNTY OF SANTA CLARA, ROAD IV-SCL-68-A

WHEREAS, the California Highway Commission on May 18, 1944, adopted a resolution declaring certain sections of State highway in Santa Clara County between San Mateo County line and Santa Clara Street in San Jose, road IV-SCL-68-A, B, SJs, Sunv, to be a freeway; and

WHEREAS, the State of California has acquired right of way for and has constructed a certain frontage road east of said freeway, lying partly in the County of Santa Clara and partly in the City of Palo Alto between San Francisquito Creek and 1/4 mile south, road IV-SCL-68-A, in connection with said freeway; and

WHEREAS, by freeway maintenance agreement dated April 21, 1958, the County of Santa Clara agreed to accept control and maintenance over and title to said portion of said frontage road lying in said county; 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 portion of said frontage 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 that portion of frontage road in said county, together with the right of way and appurtenances thereof, described as follows:

A portion of that frontage road which lies on the northeasterly side of the main traveled ways of State freeway, road IV-SCL-68-A, which portion is bounded on the northeasterly side by that Palo Alto city limits line which is the northeasterly line of the old Bayshore highway (125 feet wide) and being more particularly described as follows:

COMMENCING at a point in the above said city limits line distant thereon N. 52°37'25" W., 70.30 feet from the southeasterly terminus of that course described as "N. 52°37'25" W., 129.67 feet" in the deed to the State of California recorded June 2<sup>d</sup>, 1957 in Volume 3828, at page 444, Official Records of Santa Clara County; thence along said city limits line S. 52°37'25" E., 70.30 feet and along a tangent curve to the right with a radius of 5062.22 feet, through an angle of 12°28'53", an arc length of 1102.76 feet; thence N. 45°27'20" W., 484.59 feet; thence along a tangent curve to the left with a radius of 4994 feet, through an angle of 7°10'05", an arc length of 624.78 feet; thence N. 52°37'25" W., 54.60 feet; thence N. 21°18'35" E., 20.96 feet to the point of commencement.

A length of 0.22 of a mile, more or less.

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

The bearing and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000546 to obtain ground level distances.

The purpose of this resolution is to vest in the County of Santa Clara as a county highway all of the State of California's right, title and interest in and to the portion of the State highway hereby relinquished.



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 26th day of August, 1959, in the City of Sacramento a majority of the members of said Commission being present and voting therefor.

Dated this 31st day of August, 1959.

G. N. COOK  
ASSISTANT SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION

NET. 1088. 90552 1-87 5M SPO

1690982  
BOOK 4538 PAGE 405  
FILED FOR RECORD  
AT REQUEST OF  
State of California  
SEP 8 2 34 PM 1959  
OFFICE OF THE COUNTY CLERK  
SANTA CLARA COUNTY  
K-41

STATE OF CALIFORNIA  
Department of Public Works  
SACRAMENTO

DIVISION OF HIGHWAYS  
PUBLIC WORKS BUILDING  
P. O. BOX 1498  
SACRAMENTO 7

September 10, 1959

PLEASE REFER TO  
FILE NO.

Relinquishment of  
Superseded State  
Highways to Local  
Authorities

21  
Board of Supervisors  
Santa Clara County  
County Office Building  
San Jose, California

Gentlemen:

For your information, attached is copy of a resolution adopted by the California Highway Commission on August 27, 1959 relating to policy and procedure in the relinquishment of superseded State highways to local authorities. At the 1959 Session of the State Legislature, Section 73 of the Streets and Highways Code was amended to include a revision in the procedure where protests are received from Boards of Supervisors or City Councils.

The resolution sets forth the full procedure followed by the State Highway Engineer and the California Highway Commission with respect to the relinquishment of superseded State highways.

Very truly yours,

*G. T. McCoy*  
G. T. McCOY  
State Highway Engineer

Attach.

SEP 21 1959  
Date \_\_\_\_\_  
APPROVED \_\_\_\_\_  
RE: CE CC PC DPW FLD  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_



Policy and Procedure  
of California Highway Commission  
in Relinquishing Superseded State Highways

WHEREAS, in accordance with the provisions of Section 73 of the Streets and Highways Code, the Department, through the State Highway Engineer, advises each affected city or county of the intention to relinquish any portion of a state highway at least 90 days in advance of proposed relinquishment, and the notice of intention to relinquish specifies either that the highway is in a state of good repair or that it will be placed in a state of good repair prior to the date of relinquishment; and

WHEREAS, the Commission subsequently receives the recommendation of the State Highway Engineer in respect to relinquishment and thereafter takes appropriate action; and

WHEREAS, Chapter 1799, Statutes of 1959, added the following requirement to Section 73 of the Streets and Highways Code relative to relinquishment of superseded State highway:

"Within the 90-day period the board of supervisors or the city council may protest in writing to the commission stating the reasons therefor, including, but not limited to, objections that the highway is not in a state of good repair or is not needed for public use and should be abandoned by the commission. In the event that the commission does not comply with the requests of the protesting body it may proceed with the relinquishment only after a public hearing given to the protesting body on 10 days written notice."

IT IS RESOLVED, that the Department, through the State Highway Engineer, shall continue to give notice of intention to relinquish in accordance with existing procedure, except that reference shall be made to the requirements of said Section 73 as amended, and if protests are received by the Commission, they will be referred to the State Highway Engineer for a report on the circumstances involved and his recommendations.

If, after consideration of a protest and the recommendation of the State Highway Engineer, it appears to the Commission that compliance with the request of a protesting body would be contrary to law or not in the best public interest, the Commission will set a date of public hearing for the protesting body, with written notice given not less than 10 days in advance.

IT IS FURTHER RESOLVED, that after information as to the grounds of protest are received at the public hearing, the Commission will proceed with its determination as to relinquishment, including consideration of the state of repair of the highway.

IT IS FURTHER RESOLVED, that copies of this resolution shall be transmitted to the Boards of Supervisors and City Councils of this State.

This resolution is hereby adopted by the California Highway Commission at Sacramento, California, this 27th day of August, 1959.

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 3366, RINCON ANNEX  
SAN FRANCISCO 19

September 11, 1959

PLEASE REFER  
TO FILE NO.

IV-SC1-68-A  
Relinquishment  
No. 22096

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

Gentlemen:

This is to advise that the relinquishment to the County of Santa Clara of a portion of a frontage road just south of the San Mateo County Line was recorded on September 8, 1959, under Recorder's Serial No. 1690982.

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 file.

Although this frontage road serves only areas within the City of Palo Alto the portion covered by this relinquishment lies in County territory and it was therefore necessary that it be relinquished to the County. Remaining portion of the road have been relinquished to the City.

Yours very truly,

J. P. SINCLAIR  
Asst. State Highway Engineer

By *L. A. Weymouth*

L. A. WEYMOUTH  
District Engineer

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

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3388, RINCON ANNEX  
SAN FRANCISCO 19

September 8, 1959

PLEASE REFER  
TO FILE NO.

IV-SM, SCL-107-Various

Santa Clara County Board of Supervisors  
First and Rosa Streets  
Court House  
San Jose, California

Gentlemen:

I am writing to advise you of the inclusion, by Senate Bill 480, of State Highway Route 107, the Dumbarton Bridge Road, in the California Freeway and Expressway System. The bill becomes effective on September 17, 1959.

The new legislative description is "From Route 56 (the Coast Highway) to Sunol..." (in Alameda County). This removes the former restrictions which specified that the route must be via Redwood City and Woodside and thereby makes possible its relocation on a more direct route such as, for example, the Willow-Sand Hill Road location which has been locally discussed for some years.

Although we have as yet undertaken no formal studies to determine best location, type of facility, number of lanes, etc., it seems apparent that the Willow-Sand Hill Road routing may offer a practical solution. It is expected that our route studies will be started within the next sixty to ninety days.

Although final Highway Commission action on adoption of a route, subsequent to the customary public hearings, may not be for a year or more we shall be in a position to plan with you with much greater assurance that at present some months after the studies get underway.

In the interim period before definite route determination it would be to our mutual advantage and in the best public interest to cooperate closely in the planning problems affecting land uses which could affect a location. To this end it is requested that all plans for new subdivisions, rezonings or other physical planning matters along the general study area of Willow-Sand Hill Roads be referred to this office for study and comment aimed at minimizing future conflicts and needless costs.

It is felt that this type of cooperative planning can assist greatly in minimizing future problems and in so doing expedite the ultimate realization of this needed traffic facility.

SEP 14 1959

Date \_\_\_\_\_  
APPROVED *[Signature]*  
RE: CE CC PC DPW FLD  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_

Copy each Bd Member - HWC - DPW - ~~PC~~ - ~~W~~


Santa Clara County Board  
of Supervisors

-2-

September 8, 1959

Your cooperation and that of your staff members will be most  
sincerely appreciated.

Yours very truly,

  
J. P. SINCLAIR  
Asst. State Highway Engineer

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

7/18  
ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

August 13, 1959

PLEASE REFER  
TO FILE NO.

IV-SC1-5-B  
Relinquishment  
No. 22085

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

Gentlemen:

Attached for your files is a copy of the resolution of the California Highway Commission, as recorded on August 3, 1959, in Book 4501, at Page 624, Official Records of Santa Clara County, relinquishing to the County the superseded sections of State Highway Route 5 between the north town limits of Los Gatos and Stevens Creek Road, Road IV-SC1-5-B.

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

Yours very truly,

J. P. SINCLAIR  
Asst. State Highway Engineer

By *L. A. Weymouth*  
L. A. WEYMOUTH  
District Engineer

Attachment

Date AUG 17 1959  
APPROVED \_\_\_\_\_  
RE: CE CC PC DPW FLD \_\_\_\_\_  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_

RELINQUISHMENT OF SUPERSEDED STATE HIGHWAY  
IN THE COUNTY OF SANTA CLARA, ROAD IV-SC1-5-B

WHEREAS, portions of the State highway within the County of Santa Clara, between the north city limit of Los Gatos near Caldwell Avenue and Stevens Creek Road, road IV-SC1-5-B, hereinafter particularly described, have been superseded by a change in the location of said highway; 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 portions of the State highway so superseded be relinquished to the County of Santa Clara for use as county highways;

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, those portions of superseded State highway in said county together with the right of way and appurtenances thereof, described as follows:

PARCEL 1:

That portion of the superseded State highway, Route 5, known as San Jose-Los Gatos Road, which is bounded on the southwesterly end by that Los Gatos city limit line which crosses said highway approximately 100 feet northeasterly of Caldwell Avenue in the City of Los Gatos and on the northeasterly end by that course described in the Los Gatos City Ordinance No. 399 as "thence southeasterly along the northeasterly line of Parcel One as described in Deed from San Jose Abstract and Title Insurance Co. to Bernice Rylatt, recorded 2-28-46 in Book 1339 OR, Page 40, Santa Clara Co. Records, and along the southeasterly prolongation thereof to the southeasterly line of the San Jose-Los Gatos Road as it now exists", said road being the herein relinquished State highway, Route 5.

A length of 1.39 miles, more or less.

PARCEL 2:

That portion of the superseded State highway, Route 5, which is bounded on the southwesterly end by that course described in the Los Gatos City Ordinance No. 428 as "thence

along the southwesterly line of Lot 9 (etc.) and along the northwesterly prolongation thereof, northwesterly to the northwesterly line of the San Jose-Los Gatos Road", said road being the herein relinquished State highway, Route 5, and on the general northeasterly end by the westerly and northwesterly line of San Jose City Ordinance No. 5562, (said northwesterly line being along the center line of said highway) and by the Southerly line of San Jose City Ordinance No. 5470 (being along the center line of Shelley Avenue).

A length of 0.85 of a mile, more or less, full width and a length of 0.39 of a mile, more or less, in half width being that portion of said highway lying immediately adjacent to and northwesterly of said northwesterly line of Ordinance 5562 and terminating at said southerly line of Ordinance 5470.

A total length of 1.24 miles, more or less.

PARCEL 3:

That portion of the superseded State highway, Route 5, at Foxworthy Avenue, as said portion is bounded on the southwesterly end, northwesterly side and northerly end by the boundary line of San Jose City Ordinance No. 5540, said northwesterly side being the center line of said highway.

A length of 0.05 of a mile, more or less, in half width being the southeasterly half of said highway.

PARCEL 4:

That portion of the superseded State highway, Route 5, at Jewell Drive, said portion being composed of two portions: (a) the southeasterly half of said highway bounded on the southerly end and northwesterly side by the general easterly boundary line of San Jose City Ordinance No. 5540 and the northerly end by the southerly line of San Jose City Ordinance No. 5166, said northwesterly side being the center line of said highway, and (b) the northwesterly half of said highway bounded on the southerly end by the said general easterly boundary line of San Jose City Ordinance No. 5540, on the northerly end by the southerly line of San Jose City Ordinance No. 6182 (recently annexed) and on the southeasterly side by the northwesterly line of San Jose City Ordinance No. 5166, last said line being the center line of said highway, also said ordinance lines common to said highway center line are extended northeasterly in (a) and southwesterly in (b) to meet the end limits of portions (a) and (b).



The total length of portions (a) and (b) being 0.23 of a mile, more or less, half width of highway.

PARCEL 5:

That portion of superseded State highway, Route 5, which is bounded on the general southwesterly end by the northerly line of San Jose City Ordinance No. 6182 (recently annexed), bounded on the southeasterly side by the northwesterly lines of San Jose City Ordinances Nos. 5166, 5035 and 5552 (said northwesterly lines being along the center line of said highway) and bounded on the general northeasterly end by the westerly line of San Jose City Ordinance No. 6483.

A length of 0.28 of a mile, more or less, in half width.

PARCEL 6:

That portion of the superseded State highway, Route 5, which is bounded on the general southerly end by the easterly and southeasterly lines of San Jose City Ordinance No. 6483 and by the northeasterly line of San Jose City Ordinance No. 5969 and bounded on the northerly end by southerly city limits of the City of Campbell.

A length of 0.08 of a mile, more or less, in half width of 50 feet, being that portion lying southeasterly of said Ordinance No. 6483 and a length of 0.72 of a mile, more or less in full width.

PARCEL 7:

That portion of the superseded State highway, Route 5, which is bounded on the southerly end by the northerly city limits line of the City of Campbell and on the general northerly end by the southeasterly and general westerly boundary lines of San Jose City Ordinance No. 5920.

A length of 0.20 of a mile, more or less, full width, measured along the center line of said highway from said northerly city limits line to the most southerly corner of the annexed triangular parcel described in said Ordinance 5920 and a length of 0.22 of a mile, more or less, half width, measured along that portion of the westerly line of said annexed parcel which is common to said highway center line.

A total length of 0.42 of a mile, more or less.

PARCEL 8:

That portion of the superseded State highway, Route 5, which is bounded on the southerly end by the general northerly boundary line of San Jose City Ordinance No. 4810 and on the northerly end by the general southerly boundary line of San Jose City Ordinance No. 5403.

A length of 0.15 of a mile, more or less, full width.

PARCEL 9:

That portion of the superseded State highway, Route 5, which is bounded on the general southerly end by the general northerly boundary line of San Jose City Ordinance No. 5403 and on the northerly end by the southerly line of Stevens Creek Road.

A length of 0.09 of a mile, more or less, half width being that portion of said highway lying immediately adjacent to and westerly of the general westerly boundary line of said Ordinance 5403 and terminating at its northerly end by the easterly prolongation across said highway of the southerly line of Fruitdale Avenue, and a length of 0.88 of a mile, more or less, full width.

A total length of 0.97 of a mile, more or less.

The sum total mileage of the above relinquished PARCELS 1 through 9 being 5.53 miles, more or less.

The purpose of this resolution is to vest in the County of Santa Clara as county highways all of the State of California's right, title and interest in and to the portions of the State highway hereby relinquished.



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 22nd day of July, 1959, in the City of Los Angeles a majority of the members of said Commission being present and voting therefor.

Dated this 29th day of July, 1959.

G. N. COOK  
ASSISTANT SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION

EST. 1068. 80582 1-59 SM BPO

1673109  
BOOK 4501 PAGE 524  
FILED FOR RECORD  
AT RECORDING OF  
AUG 3 4 23 P 1959  
OFFICIAL RECORDS  
SANTA CLARA COUNTY  
RECORDED  
INDEXED

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

DISTRICT IV

150 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 3-0222

August 5, 1959

70  
ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3368, RINCON ANNEX  
SAN FRANCISCO 19

PLEASE REFER  
TO FILE NO.

IV-SC1-5-B

Mr. James B. Enochs  
Director of Public Works  
First and Rosa Streets  
San Jose, California

Dear Sir:

This is to advise your office that Relinquishment  
No. 22085 was recorded on August 3, 1959 under Recorder's  
Serial No. 1673109, Official Records of Santa Clara County.

This relinquishes to the County all superseded  
portions of State highway Route 5 (San Jose-Los Gatos Road).

With the recordation of this relinquishment, the  
maintenance of this superseded highway became the respon-  
sibility of the County and the State will no longer  
maintain this highway.

Yours very truly,

J. P. Sinclair  
Asst. State Highway Engineer

By *R. D. Kinsey*  
R. D. Kinsey  
Assistant District Engineer

AUG 17 1959  
Date \_\_\_\_\_  
APPROVED \_\_\_\_\_  
RE: CE CC PC DPW FLD  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_

STATE OF CALIFORNIA  
Department of Public Works

SACRAMENTO

July 27, 1959

DIVISION OF HIGHWAYS  
PUBLIC WORKS BUILDING  
P. O. Box 1499  
SACRAMENTO 7

PLEASE REFER TO  
FILE NO.

IV-SC1-5-B

Board of Supervisors  
County of Santa Clara  
San Jose, California

RELINQUISHMENT OF PORTIONS OF STATE HIGHWAY

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 portions of State highway.

Relinquishment of these portions of superseded State highway becomes effective upon the recordation of a certified copy thereof. Our district office in San Francisco 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.

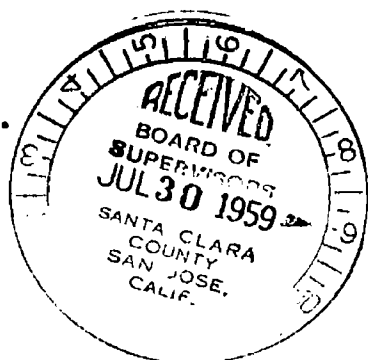
Under Section 2004 of the Streets and Highways Code, you may request revisions in the county's primary road system at any time.

Your attention is also directed to the requirements of Section 100.9 of the Code, that where State highways are relocated in such a manner as to bypass a city or business district, the directional and other signs erected by the State on the old highway must be left in place when such highway is relinquished, and must thereafter be maintained by the local agency or agencies which have jurisdiction over the relinquished roadway.

Very truly yours,

*G. T. McCoy*  
G. T. McCOY  
State Highway Engineer

Attach.



RELINQUISHMENT OF SUPERSEDED STATE HIGHWAY  
IN THE COUNTY OF SANTA CLARA, ROAD IV-SCL-5-B

WHEREAS, portions of the State highway within the County of Santa Clara, between the north city limit of Los Gatos near Caldwell Avenue and Stevens Creek Road, road IV-SCL-5-B, hereinafter particularly described, have been superseded by a change in the location of said highway; 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 portions of the State highway so superseded be relinquished to the County of Santa Clara for use as county highways;

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, those portions of superseded State highway in said county together with the right of way and appurtenances thereof, described as follows:

PARCEL 1:

That portion of the superseded State highway, Route 5, known as San Jose-Los Gatos Road, which is bounded on the southwesterly end by that Los Gatos city limit line which crosses said highway approximately 100 feet northeasterly of Caldwell Avenue in the City of Los Gatos and on the northeasterly end by that course described in the Los Gatos City Ordinance No. 399 as "thence southeasterly along the northeasterly line of Parcel One as described in Deed from San Jose Abstract and Title Insurance Co. to Bernice Rylatt, recorded 2-28-46 in Book 1339 OR, Page 40, Santa Clara Co. Records, and along the southeasterly prolongation thereof to the southeasterly line of the San Jose-Los Gatos Road as it now exists", said road being the herein relinquished State highway, Route 5.

A length of 1.39 miles, more or less.

PARCEL 2:

That portion of the superseded State highway, Route 5, which is bounded on the southwesterly end by that course described in the Los Gatos City Ordinance No. 428 as "thence

along the southwesterly line of Lot 9 (etc.) and along the northwesterly prolongation thereof, northwesterly to the northwesterly line of the San Jose-Los Gatos Road", said road being the herein relinquished State highway, Route 5, and on the general northeasterly end by the westerly and northwesterly line of San Jose City Ordinance No. 5562, (said northwesterly line being along the center line of said highway) and by the Southerly line of San Jose City Ordinance No. 5470 (being along the center line of Shelley Avenue).

A length of 0.85 of a mile, more or less, full width and a length of 0.39 of a mile, more or less, in half width being that portion of said highway lying immediately adjacent to and northwesterly of said northwesterly line of Ordinance 5562 and terminating at said southerly line of Ordinance 5470.

A total length of 1.24 miles, more or less.

PARCEL 3:

That portion of the superseded State highway, Route 5, at Foxworthy Avenue, as said portion is bounded on the southwesterly end, northwesterly side and northerly end by the boundary line of San Jose City Ordinance No. 5540, said northwesterly side being the center line of said highway.

A length of 0.05 of a mile, more or less, in half width being the southeasterly half of said highway.

PARCEL 4:

That portion of the superseded State highway, Route 5, at Jewell Drive, said portion being composed of two portions: (a) the southeasterly half of said highway bounded on the southerly end and northwesterly side by the general easterly boundary line of San Jose City Ordinance No. 5540 and the northerly end by the southerly line of San Jose City Ordinance No. 5166, said northwesterly side being the center line of said highway, and (b) the northwesterly half of said highway bounded on the southerly end by the said general easterly boundary line of San Jose City Ordinance No. 5540, on the northerly end by the southerly line of San Jose City Ordinance No. 6182 (recently annexed) and on the southeasterly side by the northwesterly line of San Jose City Ordinance No. 5166, last said line being the center line of said highway, also said ordinance lines common to said highway center line are extended northeasterly in (a) and southwesterly in (b) to meet the end limits of portions (a) and (b).

The total length of portions (a) and (b) being 0.23 of a mile, more or less, half width of highway.

PARCEL 5:

That portion of superseded State highway, Route 5, which is bounded on the general southwesterly end by the northerly line of San Jose City Ordinance No. 6182 (recently annexed), bounded on the southeasterly side by the northwesterly lines of San Jose City Ordinances Nos. 5166, 5035 and 5552 (said northwesterly lines being along the center line of said highway) and bounded on the general northeasterly end by the westerly line of San Jose City Ordinance No. 6483.

A length of 0.28 of a mile, more or less, in half width.

PARCEL 6:

That portion of the superseded State highway, Route 5, which is bounded on the general southerly end by the easterly and southeasterly lines of San Jose City Ordinance No. 6483 and by the northeasterly line of San Jose City Ordinance No. 5969 and bounded on the northerly end by southerly city limits of the City of Campbell.

A length of 0.08 of a mile, more or less, in half width of 50 feet, being that portion lying southeasterly of said Ordinance No. 6483 and a length of 0.72 of a mile, more or less in full width.

PARCEL 7:

That portion of the superseded State highway, Route 5, which is bounded on the southerly end by the northerly city limits line of the City of Campbell and on the general northerly end by the southeasterly and general westerly boundary lines of San Jose City Ordinance No. 5920.

A length of 0.20 of a mile, more or less, full width, measured along the center line of said highway from said northerly city limits line to the most southerly corner of the annexed triangular parcel described in said Ordinance 5920 and a length of 0.22 of a mile, more or less, half width, measured along that portion of the westerly line of said annexed parcel which is common to said highway center line.

A total length of 0.42 of a mile, more or less.

PARCEL 8:

That portion of the superseded State highway, Route 5, which is bounded on the southerly end by the general northerly boundary line of San Jose City Ordinance No. 4810 and on the northerly end by the general southerly boundary line of San Jose City Ordinance No. 5403.

A length of 0.15 of a mile, more or less, full width.

PARCEL 9:

That portion of the superseded State highway, Route 5, which is bounded on the general southerly end by the general northerly boundary line of San Jose City Ordinance No. 5403 and on the northerly end by the southerly line of Stevens Creek Road.

A length of 0.09 of a mile, more or less, half width being that portion of said highway lying immediately adjacent to and westerly of the general westerly boundary line of said Ordinance 5403 and terminating at its northerly end by the easterly prolongation across said highway of the southerly line of Fruitdale Avenue, and a length of 0.88 of a mile, more or less, full width.

A total length of 0.97 of a mile, more or less.

The sum total mileage of the above relinquished PARCELS 1 through 9 being 5.53 miles, more or less.

The purpose of this resolution is to vest in the County of Santa Clara as county highways all of the State of California's right, title and interest in and to the portions of the State highway hereby relinquished.

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 22nd day of July, 19 59, in the City of Los Angeles a majority of the members of said Commission being present and voting therefor.

Dated this 29th day of July, 19 59

G. N. COOK  
ASSISTANT SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION



STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
**DIVISION OF HIGHWAYS**  
DISTRICT IV  
150 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 8-0222

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

May 6, 1959

PLEASE REFER  
TO FILE NO.

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

IV-SC1-5-LGts  
Deed No. AF-11742  
PSR 3267

Board of Supervisors  
Santa Clara County  
County Courthouse  
First and Rosa Sts.  
San Jose, California

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.

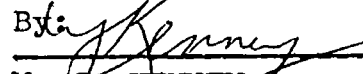
Therefore, we would appreciate it if you would place a copy of this Notice on your public bulletin board and forward a copy to your Engineering Office, Planning Office, the Board of Supervisors, or Council, and any other interested departments.

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   
W. J. KENNEY  
Right of Way Agent

Attachs.

2

A U C T I O N    S A L ENOTICE TO BIDDERS OF SALE OF LAND AND IMPROVEMENTS

An AUCTION SALE will be conducted by the State of California, Department of Public Works, Division of Highways, 150 Oak Street, San Francisco, California, for the sale of one parcel of land with improvements on TUESDAY, JUNE 9, 1959. Bidding will begin at 11:00 A.M. The sale will be held ON THE PREMISES located at 226 Edelen Avenue in the City of Los Gatos.

Property to be sold to the highest responsible bidder.

SALE UNIT NO. 1 (PSR 3267 -- Deed No. AF 11742):

A sloping, irregular shaped parcel of land, together with a one-story wood frame house, a barn, a tool shed, smoke house, aviary and pump house, containing 2.805 acres, more or less, located at 226 Edelen Avenue in the City of Los Gatos. (SEE ATTACHED SKETCH).

This parcel was zoned Residential as of June 25, 1958. Prospective purchasers should determine with the local Planning and Zoning offices, the uses to which this property may be developed.

The State will start the bidding on this parcel at \$13,500.00. A deposit of \$1,300.00 in CASH, CASHIER'S CHECK or CERTIFIED CHECK must be in the hands of all potential bidders upon their arrival on the premises. PERSONAL CHECKS WILL NOT BE ACCEPTED UNDER ANY CIRCUMSTANCES.

SIXTY DAYS' TIME WILL BE GIVEN TO THE SUCCESSFUL BIDDER TO PAY THE BALANCE.

Property is rented on a month-to-month rental agreement. This rental agreement may be terminated by a thirty-day written notice from purchaser at any time after recordation of the deed.

It is understood and agreed that all rents will be prorated as of the date of recordation of the Director's Deed.

This property will be open for inspection on June 8, 1959 from 11:00 A.M. until 1:00 P.M. It will also be open for inspection from 10:00 A.M. until 11:00 A.M. on the morning of the sale.

IV-SC1-5-LGts  
Sta. "CH" 85  
No. 11742-Left

EXCESS PROPERTY DESCRIPTION

All that real property situate, lying and being in the Town of Los Gatos, County of Santa Clara, State of California described as follows:

COMMENCING at the most westerly corner of that certain tract of land conveyed to the State of California by deed dated January 24, 1955 and recorded in Volume 3108, page 109, Official Records of the County of Santa Clara; thence S.  $29^{\circ}49'24''$  W., 617.05 feet; S.  $37^{\circ}25'03''$  W., 79.12 feet and N.  $72^{\circ}26'42''$  W., 27.39 feet to the general westerly line of Parcel 2 of that certain tract of land conveyed to the State of California by deed dated March 23, 1953 and recorded in Volume 2639, page 270, Official Records of the County of Santa Clara; thence along said general westerly line from a tangent that bears N.  $3^{\circ}16'48''$  W., along a curve to the left with a radius of 955.00 feet, through an angle of  $18^{\circ}02'52''$ , an arc length of 300.82 feet and N.  $21^{\circ}31'37''$  E., 36.23 feet to the easterly line of said Parcel 2; thence along said easterly line from a tangent that bears S.  $22^{\circ}52'50''$  E., along a curve to the right with a radius of 980.00 feet, through an angle of  $1^{\circ}41'48''$ , an arc length of 29.02 feet to the easterly line of Edelen Avenue; thence along last said easterly line N.  $21^{\circ}31'37''$  E., 141.41 feet to the southerly line of Lot 6 in Block 9, as said lot and block are shown on that certain map entitled "Map of Vineyard Lots in the Town of Los Gatos" which map was filed for record in the Office of the County Recorder of the County of Santa Clara, State of California, on April 21, 1888 in Book "C" of Maps, page 87; thence along said southerly line of Lot 6 and the easterly line of said Block 9: S.  $68^{\circ}28'23''$  E., 120.00 feet and N.  $21^{\circ}31'37''$  E., 292.89 feet, respectively, to the most northerly line of said State's tract (2639 OR 270); thence along last said line S.  $65^{\circ}05'03''$  E., 165.11 feet to the point of commencement.

CONTAINING 2.805 acres, more or less.

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 courses described above with lengths of 617.05 feet, 79.12 feet and 27.39 feet.

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 1.0000478 to obtain ground level distances.

SUBJECT TO special assessments, if any, restrictions, reservations and easements of record.

It is the buyer's responsibility to pay for documentary stamp tax fees, if required, escrow fees, if applicable, and policy of title insurance, if desired.

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 Division of Highways will not pay any brokerage fees, real estate fees, or commissions of any kind in the sale of the subject property.

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. The property will be sold on an "as is" basis.

All bids shall be submitted orally.

Bidders must be prepared to deposit the amount indicated either in CASH, by CASHIER'S CHECK or by CERTIFIED CHECK AT THE CONCLUSION OF THE AUCTION SALE. PERSONAL CHECKS WILL NOT BE ACCEPTED.

The successful bidder will be required to execute the usual "BID FORM AND AGREEMENT" at the completion of the Auction.

The successful bidder is required to deposit with the Division of Highways, 150 Oak Street, San Francisco, California, within the above-mentioned specified period of time, either CASH, a CASHIER'S CHECK or a CERTIFIED CHECK in the amount of the balance of the bid, plus a deposit in the amount of \$7.00 to cover the cost of recording the Director's Deed to be delivered by the State; the difference between the actual recording fee and the \$7.00 deposit will be refunded to the successful bidder.

Upon full payment to the Division of Highways as aforesaid, the Assistant State Highway Engineer will, through regular departmental procedure, request that a Director's Deed be prepared conveying the land referred to above to the successful bidder. Delivery of the Director's Deed will be delayed until the necessary departmental procedure can be complied with.

Time is of the essence on this Agreement. The Division of Highways reserves the right to declare a forfeiture of any and all rights of the successful bidder, in the event of his default or failure to perform this Agreement in whole or in part, and all payments made by him, including the proposal guaranty, may be forfeited and become the property of the State of California.

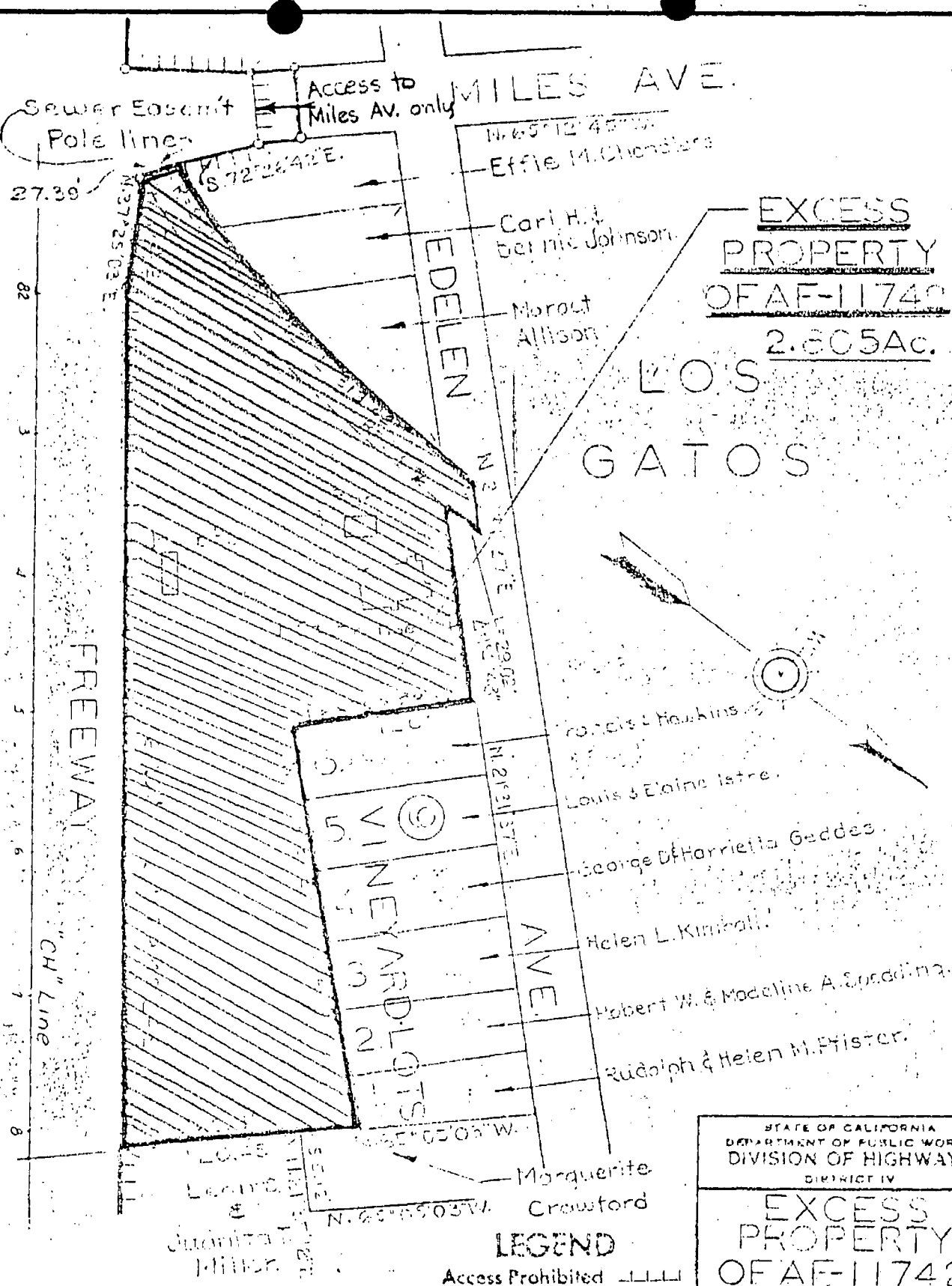
In the event of a default or failure to perform the terms and conditions of this Agreement, the Division of Highways may, at its discretion, advertise for other bids and resell the property for the account of the original successful bidder, and out of the proceeds of said sale retain a sufficient amount to pay the difference between the original bid price and the second bid price, if any, together with all reasonable cost, charges and expenses incurred in so doing.

The Division of Highways reserves the right to reject any or all bids at any time prior to written notification by letter specifically stating a bid has been accepted. The acceptance of final payment by the Division of Highways shall not be construed as final acceptance of any bid. Delivery of said Director's Deed and/or letters shall be considered accomplished when directed by mail to the address of the bidder as shown on the "BID FORM".

DIVISION OF HIGHWAYS, DISTRICT IV

By J. P. SINCLAIR  
Assistant State Highway Engineer





**LEGEND**  
Access Prohibited

STATE OF CALIFORNIA DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS DISTRICT IV			
<b>EXCESS PROPERTY OF AF-11742</b>			
DRAWN BY: F.W.W.		DATE: 10-14-58	
CHECKED BY: J.W.		SCALE: 1"=100'	
REVISED:		DRAWN BY: F.W.W.	
FILE	CO.	SUB.	SEC.
	5	16	

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 3366, RINCON ANNEX  
SAN FRANCISCO 19

April 17, 1959

PLEASE REFER  
TO FILE NO.  
IV-SC1-5,42-LGts,D,  
Cmb,SJs;LGts  
Contract 58-4TC20-FI

Board of Supervisors  
Santa Clara County  
San Jose, California

Gentlemen:

Please refer to our letter of March 18, 1959, regarding the opening of the Route 5 Freeway between Saratoga Avenue in Los Gatos and Bascom Avenue in San Jose.

The firm date for this opening has been set for April 30. Dedication ceremonies will be held on that date, sponsored by the Chambers of Commerce of Los Gatos, Campbell, Santa Clara and Greater San Jose.

Yours very truly,

B. W. BOOKER  
Asst. State Highway Engineer

By

*L. A. Weymouth*

L. A. Weymouth  
District Engineer

cc: James B. Enoch  
Director of Public Works  
Santa Clara County

Date APR 20 1959  
APPROVED \_\_\_\_\_  
RE: CE CC PC DPW FLD 7  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_



7

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 3986, RINCON ANNEX  
SAN FRANCISCO 19

April 8, 1959

PLEASE REFER  
TO FILE NO.

IV-SCL-5-SJs,B

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

Gentlemen:

I wish to advise that on March 18, 1959, the California Highway Commission passed a resolution adopting a traversable route for a portion of State Highway Route 5 in the City of San Jose and the County of Santa Clara on Stevens Creek Road between the new Route 5 freeway at Stevens Creek Road Overcrossing and the junction of Bascom Avenue with Los Gatos-San Jose Road.

This action was taken by the Highway Commission to establish a continuous routing for this highway pending the completion of the freeway between Bascom Avenue and Route 68.

Copies of this letter and attachment are being forwarded to the County Planning Commission, the Director of Public Works and the County Building Inspector.

Yours very truly,

B. W. BOOKER  
Asst. State Highway Engineer

By

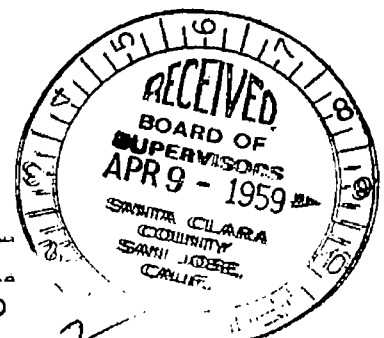
*R. A. Hayler*  
R. A. HAYLER  
District Engineer

Date APR 13 1959

APPROVED \_\_\_\_\_

RE: CE CC PC DPW FLD

NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_



MAR 18 1959

RESOLUTION ADOPTING TRAVERSABLE HIGHWAY IN THE CITY  
OF SAN JOSE AND THE COUNTY OF SANTA CLARA AS A STATE  
HIGHWAY, ROAD IV-SC1-5-SJs,B

WHEREAS, Route 5 has been constructed on revised alignment between Los Gatos and Bascom Avenue in San Jose, and

WHEREAS, the northerly terminus of this new construction does not connect with existing State highway Route 5, and

WHEREAS, this Commission has found and determined that there exists a traversable highway along Stevens Creek Road which traversable highway should, in the public interest, be taken over as a temporary connection and maintained as a State highway; now therefore

BE IT RESOLVED by the California Highway Commission that pursuant to the authority vested in it by law and in particular by Section 81 of the Streets and Highways Code it hereby adopts and designates as a State highway and a part of said Route 5 the existing traversable highway in the City of San Jose and the County of Santa Clara, State of California, described as follows:

Stevens Creek Road from the new Route 5 freeway at Stevens Creek Road Overcrossing easterly to the junction of Bascom Avenue with Los Gatos - San Jose Road.

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 18th day of March, 1959, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 23rd day of March, 1959

G. N. COOK  
ASSISTANT SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION

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

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3368, RINCON ANNEX  
SAN FRANCISCO 19

PLEASE REFER  
TO FILE NO.

March 18, 1959

IV-SC1-5,42-LGts,D,Cmb,SJs;LGts  
Contract 58-4TC20-FI

Board of Supervisors  
Santa Clara County  
San Jose, California

Gentlemen:

The Division of Highways wishes to announce that the portion of the Route 5 Freeway between Saratoga Avenue in Los Gatos and Bascom Avenue in San Jose will be opened to traffic about the first of May. Two weeks' notice will be given when a firm date for the opening has been set.

✓ Mr. Jay Kramer, Manager, Civic Affairs Department of the Greater San Jose Chamber of Commerce, has expressed a desire to have his organization sponsor a celebration commemorating the opening. If this is satisfactory with you, it is suggested that you communicate with Mr. Kramer and also notify this office of your decision.

Yours very truly,

*B. W. Booker*  
B. W. Booker  
Asst. State Highway Engineer

cc: Mr. Jay Kramer  
Mr. James B. Enochs, Director of Public Works,  
Santa Clara County

Date MAR 23 1959  
~~APPROVED~~ 5-12  
RE: CE CC PC DPW FLD  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_

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

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

PLEASE REFER  
TO FILE NO.

February 16, 1959

IV-SC1-2-SJs  
4QT1711R

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

Attn: Wesley L. Hubbard, Chairman

Gentlemen:

The Division of Highways has scheduled a public hearing on Wednesday, March 18, 1959, for the purpose of presenting the results of studies which have been made for the future development of U. S. 101 (State Highway Route 2) Monterey Highway, between Ford Road and Tully Road in San Jose.

The hearing will be held at 3:00 p.m. in the Andrew Hill High School, 13000 Senter Road, south of San Jose.

You are invited to attend this hearing and make such comment as you may desire concerning the development proposed for this highway.

This hearing has been announced in the public press.

Exhibits will be displayed for public review prior to the hearing between the hours of 3:00 p.m. and 9:00 p.m. on March 11, 1959 at the Andrew Hill High School.

Yours very truly,



B. W. BOOKER  
Asst. State Highway Engineer

Date FEB 24 1959  
APPROVED \_\_\_\_\_  
RE: CE CC PC DPW FLD  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_

# COUNTY OF SAN MATEO

## OFFICE OF THE COUNTY MANAGER

HALL OF JUSTICE AND RECORDS • REDWOOD CITY, CALIF.

EMERSON 9-1441

January 16, 1959

The Honorable Board of Supervisors  
County of Santa Clara  
Court House  
San Jose, California

Gentlemen:

Subject: Addition of Sand Hill-Willow Road Connection to State Highway System

For your records I am enclosing copy of resolution adopted by the Board of Supervisors of the County of San Mateo urging the addition of Sand Hill-Willow Road connection to the California State Highway System as a new State Highway route. We know that you appreciate the necessity of having this accomplished, and we are informed that your honorable body has taken similar action.

It is my understanding that the legislative representatives from San Mateo County have introduced legislation to effect the action called for in the resolution, and we are pleased to know of your support in this very important undertaking.

Very truly yours,



E.R. STALLINGS  
County Manager

ERS:jm  
Encl. Resolution #13524

7

RESOLUTION NO. 13524

BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

RESOLUTION URGING ADDITION OF SAND HILL-  
WILLOW ROAD CONNECTION TO CALIFORNIA STATE  
HIGHWAY SYSTEM AS NEW STATE HIGHWAY ROUTE.

RESOLVED, by the Board of Supervisors of the County of San Mateo, State of California, that

WHEREAS, it is necessary for the orderly and direct movement of east-west traffic in the southern portion of the County of San Mateo that a Sand Hill-Willow Road connecting highway be constructed as a state highway in order to connect the Bayshore Freeway (State Highway Route No. 69) at the intersection of said Bayshore Freeway and Willow Road with the Skyline Boulevard (State Highway Route No. 2) at the intersection of said Skyline Boulevard and Sand Hill Road; and

WHEREAS, it is necessary and desirable that said Sand Hill-Willow Road connecting highway be added to the California State Highway System in order that said connecting highway may be constructed as a major traffic artery to the standards and specifications for state highways to relieve heavy traffic congestion in the affected areas; and

WHEREAS, said connecting highway has been included as a necessary element of the California Freeway System on the State Freeway - Expressway Plan of the State of California in a report presented to the Joint Interim Committee on highway problems in conformity with Senate Concurrent Resolution No. 26; and

WHEREAS, the addition of said connecting highway as a new state highway route has had the support of the County of Santa Clara and of the Cities of Palo Alto and Menlo Park and this Board of Supervisors desires to urge on behalf of the County of San Mateo that said connecting highway be included within the California State Highway System as a new state highway route at the 1959 legislative session of the California Legislature;

NOW, THEREFORE, IT IS HEREBY ORDERED AND DETERMINED  
as follows:

1. That the addition of said Sand Hill - Willow Road  
connection to the California State Highway System is of the utmost  
importance to the health, safety and welfare of the residents of  
the County of San Mateo.

2. That the California State Legislature be, and it is  
hereby, urged and requested to add said Sand Hill - Willow Road  
Connection to the State Highway System of the State of California  
as a new state highway route at its 1939 legislative session.

3. That the Clerk of this Board of Supervisors be,  
and he is hereby, authorized and directed to send certified copies  
of this resolution to the legislative representatives of the County  
of San Mateo in the California Legislature, and to the Division  
of Highways of the Department of Public Works of the State of  
California.

- - - - -

Regularly passed and adopted this 16th day of

December, 1958.

Ayes and in favor of said resolution:

Supervisors: THOMAS J. CALLAN

M. A. POSS

W. M. WERDER

ALVIN S. HATCH

E. R. McDONALD

Noes and against said resolution:

Supervisors: NONE

Absent Supervisors:

NONE

ALVIN S. HATCH

Chairman, Board of Supervisors  
County of San Mateo, State of  
California

ATTEST:

(SEAL) JOHN A. BRUNING

Clerk of said Board of Supervisors

(ENDORSED)  
BOARD OF SUPERVISORS  
**FILED**

DEC 16 1958

JOHN A. BRUNING, Clerk

BK. \_\_\_\_\_ PAGE \_\_\_\_\_

COUNTY OF CALIFORNIA }  
COUNTY OF SAN MATEO }  
JOHN A. BRUNING, County Clerk of the County of San  
Mateo, State of California, and ex-officio Clerk of the  
Board of Supervisors thereof, does hereby certify that the  
above and foregoing is a full, true and correct copy of

Resolution No. 13524

entered in the minutes of said board.

In Witness Whereof, I have hereunto set my hand and the  
seal of said Board this 16th day of December, 1958.

JOHN A. BRUNING, CLERK

By Edna DeHouy Deputy



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 3366, RINCON ANNEX  
SAN FRANCISCO 19

November 19, 1958

PLEASE REFER  
TO FILE NO.

I V-SC1-5-LGts  
Deed No. AF 11742  
PSR 3033

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

County Clerk  
Board of Supervisors  
Santa Clara County  
County Courthouse  
First and 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,

B. W. BOOKER  
Asst. State Highway Engineer

By:

*W. J. Kenney*  
W. J. KENNEY  
Right of Way Agent

Attachs.

7

A U C T I O N   S A L E

NOTICE TO BIDDERS OF SALE OF LAND AND IMPROVEMENTS

An AUCTION SALE will be conducted by the State of California, Department of Public Works, Division of Highways, 150 Oak Street, San Francisco, California, for the sale of one parcel of land with improvements on THURSDAY, DECEMBER 18, 1958. Bidding will begin at 11:00 A.M. The sale will be held ON THE PREMISES located at 226 Edelen Avenue in the City of Los Gatos.

Property to be sold to the highest responsible bidder.

SALE UNIT NO. 1 (PSR 3033 -- Deed No. AF 11742):

A sloping, irregular shaped parcel of land, together with a one-story wood frame house, a barn, a tool shed, smoke house, aviary and pump house, containing 2.805 acres, more or less, located at 226 Edelen Avenue in the City of Los Gatos. (SEE ATTACHED SKETCH)

This parcel was zoned Residential as of June 25, 1958.

The State will start the bidding on this parcel at \$19,300.00. A deposit of \$1,750.00 in CASH, CASHIER'S CHECK or CERTIFIED CHECK must be in the hands of all potential bidders upon their arrival on the premises. PERSONAL CHECKS WILL NOT BE ACCEPTED UNDER ANY CIRCUMSTANCES.

SIXTY DAYS' TIME WILL BE GIVEN TO THE SUCCESSFUL BIDDER TO PAY THE BALANCE.

Property is rented on a month-to-month rental agreement. This rental agreement may be terminated by a thirty-day written notice from purchaser at any time after recordation of the deed.

It is understood and agreed that all rents will be prorated as of the date of recordation of the Director's Deed.

This property will be open for inspection on December 17, 1958 from 11:00 A.M. until 1:00 P.M. It will also be open for inspection from 10:00 A.M. until 11:00 A.M. on the morning of the sale.

IV-SC1-5-LGts  
Sta. "CH" 85  
No. 11742-Left

8

EXCESS PROPERTY DESCRIPTION

All that real property situate, lying and being in the Town of Los Gatos, County of Santa Clara, State of California described as follows:

COMMENCING at the most westerly corner of that certain tract of land conveyed to the State of California by deed dated January 24, 1955 and recorded in Volume 3108, page 109, Official Records of the County of Santa Clara; thence S.  $29^{\circ}49'24''$  W., 617.05 feet; S.  $37^{\circ}25'03''$  W., 79.12 feet and N.  $72^{\circ}26'42''$  W., 27.39 feet to the general westerly line of Parcel 2 of that certain tract of land conveyed to the State of California by deed dated March 23, 1953 and recorded in Volume 2639, page 270, Official Records of the County of Santa Clara; thence along said general westerly line from a tangent that bears N.  $3^{\circ}16'48''$  W., along a curve to the left with a radius of 955.00 feet, through an angle of  $18^{\circ}02'52''$ , an arc length of 300.82 feet and N.  $21^{\circ}31'37''$  E., 36.23 feet to the easterly line of said Parcel 2; thence along said easterly line from a tangent that bears S.  $22^{\circ}52'50''$  E., along a curve to the right with a radius of 980.00 feet, through an angle of  $1^{\circ}41'48''$ , an arc length of 29.02 feet to the easterly line of Edelen Avenue; thence along last said easterly line N.  $21^{\circ}31'37''$  E., 141.41 feet to the southerly line of Lot 6 in Block 9, as said lot and block are shown on that certain map entitled "Map of Vineyard Lots in the Town of Los Gatos" which map was filed for record in the Office of the County Recorder of the County of Santa Clara, State of California, on April 21, 1888 in Book "C" of Maps, page 87; thence along said southerly line of Lot 6 and the easterly line of said Block 9: S.  $68^{\circ}28'23''$  E., 120.00 feet and N.  $21^{\circ}31'37''$  E., 292.89 feet, respectively, to the most northerly line of said State's tract (2639 OR 270); thence along last said line S.  $65^{\circ}05'03''$  E., 165.11 feet to the point of commencement.

CONTAINING 2.805 acres, more or less.

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 courses described above with lengths of 617.05 feet, 79.12 feet and 27.39 feet.

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 1.0000478 to obtain ground level distances.

SUBJECT TO special assessments, if any, restrictions, reservations and easements of record.

It is the buyer's responsibility to pay for documentary stamp tax fees, if required, escrow fees, if applicable, and policy of title insurance, if desired.

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 Division of Highways will not pay any brokerage fees, real estate fees, or commissions of any kind in the sale of the subject property.

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. The property will be sold on an "as is" basis.

All bids shall be submitted orally.

Bidders must be prepared to deposit the amount indicated either in CASH, by CASHIER'S CHECK or by CERTIFIED CHECK AT THE CONCLUSION OF THE AUCTION SALE. PERSONAL CHECKS WILL NOT BE ACCEPTED.

The successful bidder will be required to execute the usual "BID FORM AND AGREEMENT" at the completion of the Auction.

The successful bidder is required to deposit with the Division of Highways, 150 Oak Street, San Francisco, California, within the above-mentioned specified period of time, either CASH, a CASHIER'S CHECK or a CERTIFIED CHECK in the amount of the balance of the bid, plus a deposit in the amount of \$7.00 to cover the cost of recording the Director's Deed to be delivered by the State; the difference between the actual recording fee and the \$7.00 deposit will be refunded to the successful bidder.

Upon full payment to the Division of Highways as aforesaid, the Assistant State Highway Engineer will, through regular departmental procedure, request that a Director's Deed be prepared conveying the land referred to above to the successful bidder. Delivery of the Director's Deed will be delayed until the necessary departmental procedure can be complied with.

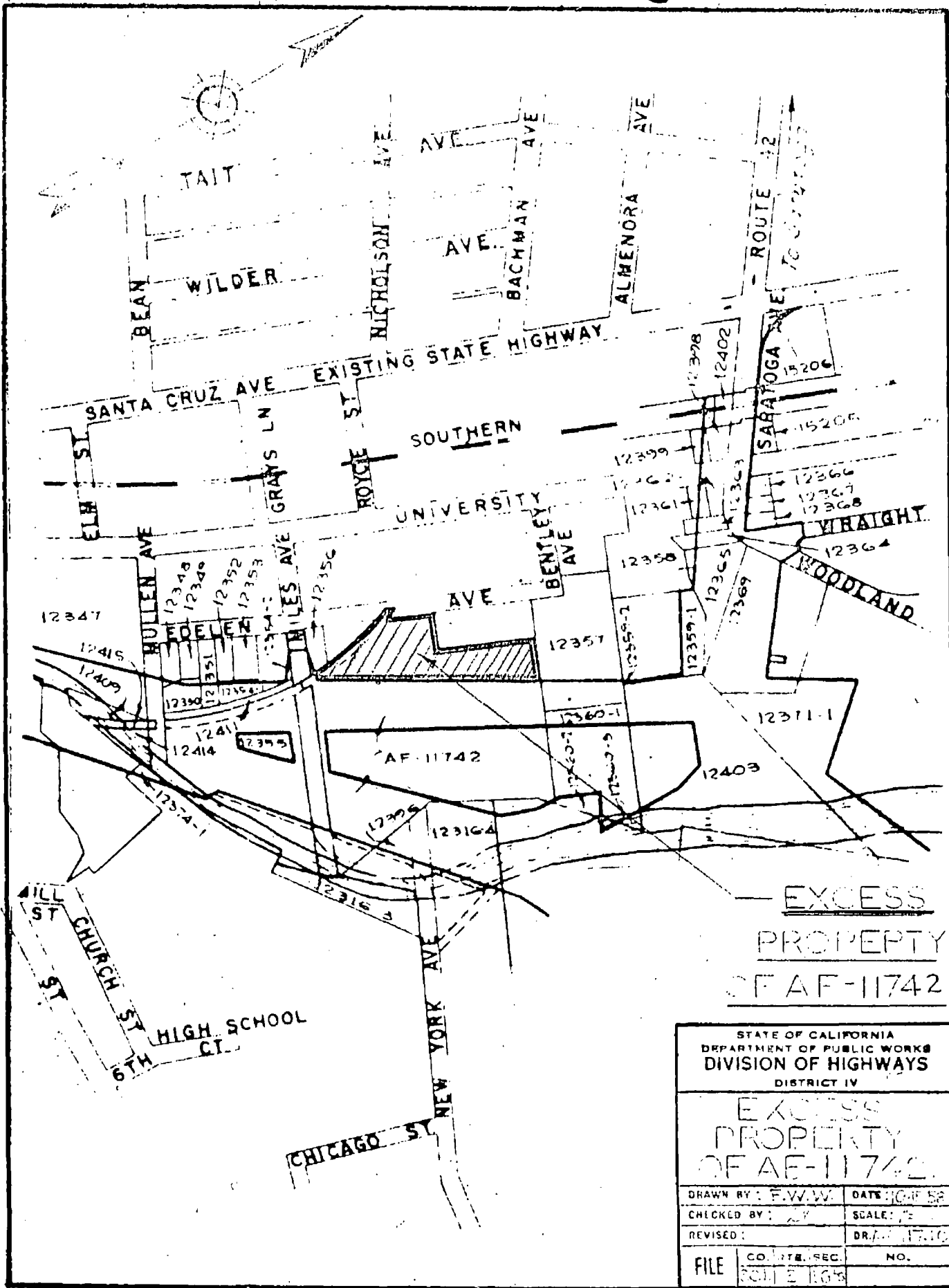
Time is of the essence of this Agreement. The Division of Highways reserves the right to declare a forfeiture of any and all rights of the successful bidder, in the event of his default or failure to perform this Agreement in whole or in part, and all payments made by him, including the proposal guaranty, may be forfeited and become the property of the State of California.

In the event of a default or failure to perform the terms and conditions of this Agreement, the Division of Highways may, at its discretion, advertise for other bids and resell the property for the account of the original successful bidder, and out of the proceeds of said sale retain a sufficient amount to pay the difference between the original bid price and the second bid price, if any, together with all reasonable cost, charges and expenses incurred in so doing.

The Division of Highways reserves the right to reject any or all bids at any time prior to written notification by letter specifically stating a bid has been accepted. The acceptance of final payment by the Division of Highways shall not be construed as final acceptance of any bid. Delivery of said Director's Deed and/or letters shall be considered accomplished when directed by mail to the address of the bidder as shown on the "BID FORM".

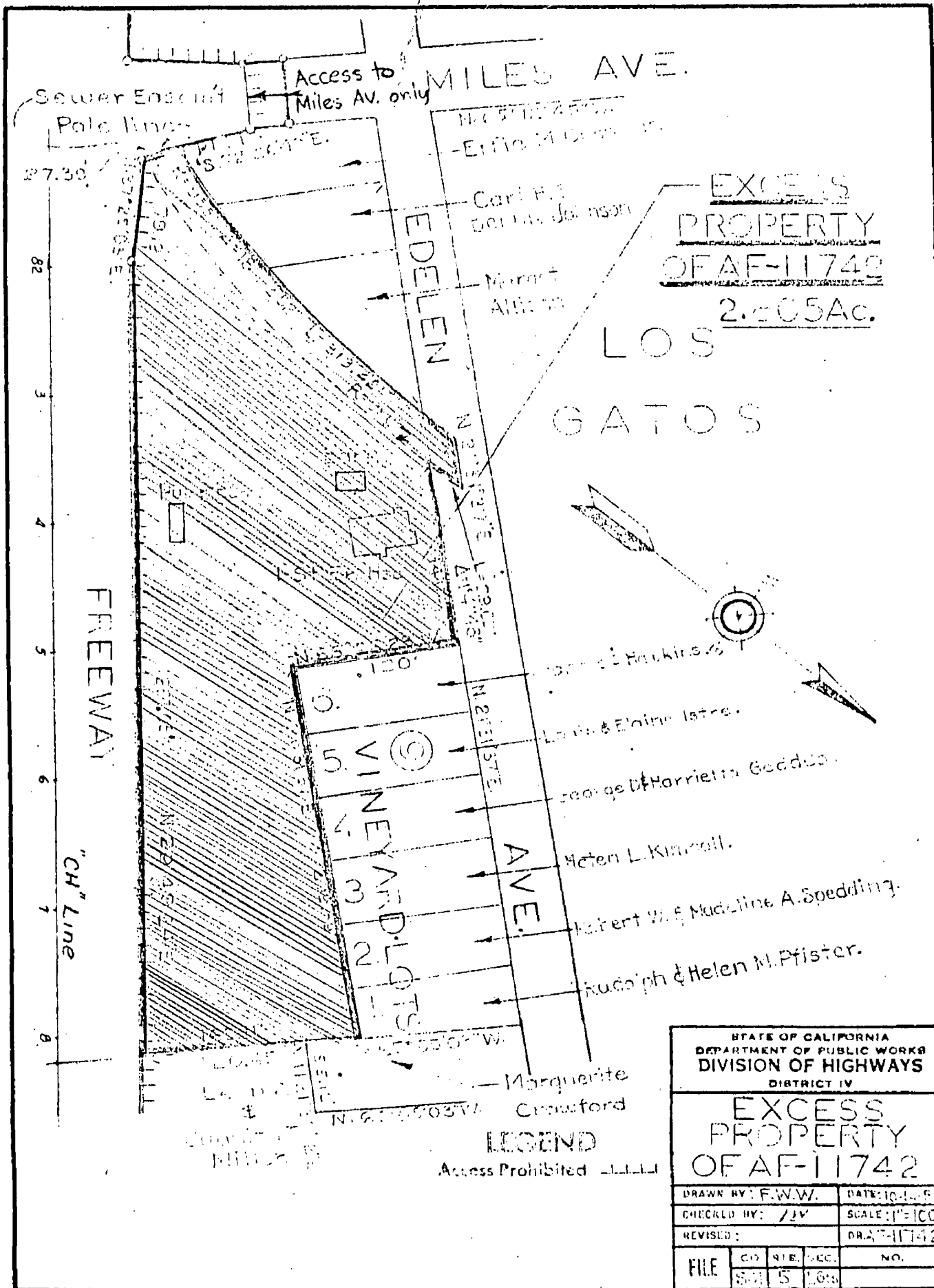
DIVISION OF HIGHWAYS, DISTRICT IV

By B. W. BOOKER  
Assistant State Highway Engineer



EXCESS  
PROPERTY  
OF AF-11742

STATE OF CALIFORNIA DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS DISTRICT IV		
EXCESS PROPERTY OF AF-11742		
DRAWN BY: F.V.W.	DATE: 10/1/52	
CHECKED BY: J.V.	SCALE: 1" = 100'	
REVISED:	DRAWN BY: J.V.	
FILE	CO. 17E. SEC. 10N. E. 10E.	NO.



STATE OF CALIFORNIA DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS DISTRICT IV			
EXCESS PROPERTY OF AF-11742			
DRAWN BY: F.W.W.		DATE: 10.1.54	
CHECKED BY: J.V.		SCALE: 1"=100'	
REVISED:		DRAWN: 11742	
FILE	CD	ST	NO.
	5	10	

# COUNTY OF SANTA CLARA

## Office of the COUNTY COUNSEL

SPENCER M. WILLIAMS

COUNTY COUNSEL

ROBERT E. HALEY

ASSISTANT COUNTY COUNSEL

### DEPUTIES:

JOHN R. KENNEDY

JOAN A. SYMON

ROBERT S. STURGES

ROBERT P. MCNAMEE

PETER G. YOUNG

RICHARD S. HARRISON

BOND & TAX CLERK

DOROTHY V. FANNING

COURT HOUSE

SAN JOSE 13, CALIFORNIA

TELEPHONE CYPRESS 5-1050

November 14, 1958

Mr. Oran L. Slaght  
Chairman, Board of Supervisors  
Civic Center  
San Jose, California

Re: Billboards on Landscaped Freeways, Request  
of Palo Alto Chamber of Commerce

Dear Mr. Slaght:

Recently you referred to us the request of the Palo Alto Chamber of Commerce that we review our ordinances to determine whether the County regulations would be effective in preventing billboards along state freeways where landscaping is desired.

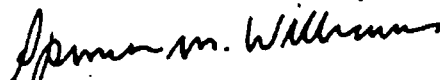
This review is unnecessary since there is authority within the framework of the State statutes to control billboards along landscaped freeways in the unincorporated areas.

California Business and Professions Code Section 5291 simply provides: ". . . no advertising display shall be placed or maintained on property adjacent to a section of freeway which has been, or hereafter may be, landscaped as defined herein, if the advertising display is designed to be viewed primarily by persons traveling on such landscaped section of a freeway."

We inquired of the State Division of Highways and were informed that as to unincorporated areas, the prohibition in the cited statute is sufficient to permit landscaping freeways as far as that department is concerned.

They feel that the statute is inapplicable in cities and that it is necessary for cities to enact adequate zoning measures before billboards can be banned or regulated along freeways within their boundaries.

Very truly yours,



SPENCER M. WILLIAMS  
County Counsel

SMW:RSS:meh



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

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

PLEASE REFER  
TO FILE NO.

October 7, 1958

IV-SC1-113-A,MVw

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

Gentlemen:

I wish to advise that on September 17, 1958, the California Highway Commission passed resolutions adopting the route for a portion of State Highway Route 113 in Santa Clara County between Route 2 and Route 68 and establishing a freeway thereon.

A certified copy of the resolution adopting the route, a copy of the resolution establishing a freeway and a print of the signed general route map referred to therein are attached.

The law pertaining to freeways prohibits connecting any new public road, street or highway to the freeway without the consent of the Department of Public Works. The Department may give or withhold its consent as in its opinion will best subserve the public interest. Also the State is empowered to acquire by purchase the rights of access to abutting properties should such action be deemed advisable.

Your cooperation is requested in doing all possible to prevent the planning or construction of improvements which might conflict with the freeway. To this end may I request that this office be promptly notified of any contemplated subdivisions, applications for building permits, or plans for other possible conflicting developments on or near the route?

Copies of this letter and attachments are being forwarded to the County Planning Commission, the Director of Public Works and the County Building Inspector.

Yours very truly,

B. W. BOOKER  
Asst. State Highway Engineer

By *R. A. Hayler*  
R. A. HAYLER  
District Engineer

RESOLUTION ADOPTING STATE HIGHWAY ROUTE IV-SC1-113-A,MVW

RESOLVED by the California Highway Commission that pursuant to the authority vested in it by law, this Commission does hereby select and adopt the route for a portion of State highway in Santa Clara County, between Route 2 and Route 68, road IV-SC1-113-A,MVW, as outlined in project reports dated July 29, 1957, February 11, 1958 and March 3, 1958 and as shown on a map thereof signed by B. W. Booker, Assistant State Highway Engineer, dated August 21, 1958, approved August 22, 1958 by G. T. McCoy, State Highway Engineer, and further identified by the signatures of a majority of the Commissioners, and this Commission does hereby alter and change the location of said portion of State highway from the existing location thereof to the location marked "Proposed State Highway" on said map, provided, however, that the existing traversable highway shown on said map as the existing State highway shall remain as the State highway until such new portion is constructed and available for traffic and the existing State highway has been relinquished as provided by law, and

BE IT FURTHER RESOLVED that this Commission has found and determined, and hereby declares, that such alteration or change of the location of said State highway is for the best interest of the State.

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 17th day of Sept., 1958, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 22nd day of September, 1958

  
G. N. COOK  
ASSISTANT SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION

SEP 17 1958

## RESOLUTION ESTABLISHING A FREEWAY

ON

ROAD IV-SC1-113-A, MVW

RESOLVED by the California Highway Commission:

1. That the public interest and necessity require the laying out, acquisition and construction as a freeway of the section of State highway hereinafter described, lying within the City of Mountain View and County of Santa Clara, and designated as Road IV-SC1-113-A, MVW.

2. That the section of State highway hereinafter described is hereby declared to be and from the date hereof shall have the status of a freeway, as said term is defined in Section 23.5 of the Streets and Highways Code, for all purposes provided by law.

3. The section of State highway hereinbefore referred to is specifically described as follows:

That portion of State Highway Route 113 in the City of Mountain View and County of Santa Clara between Route 2 and Route 68, as same is shown on the general route map thereof adopted by the California Highway Commission on September 17, 1958, which general route map is on file in the office of the Department of Public Works at Sacramento, California.

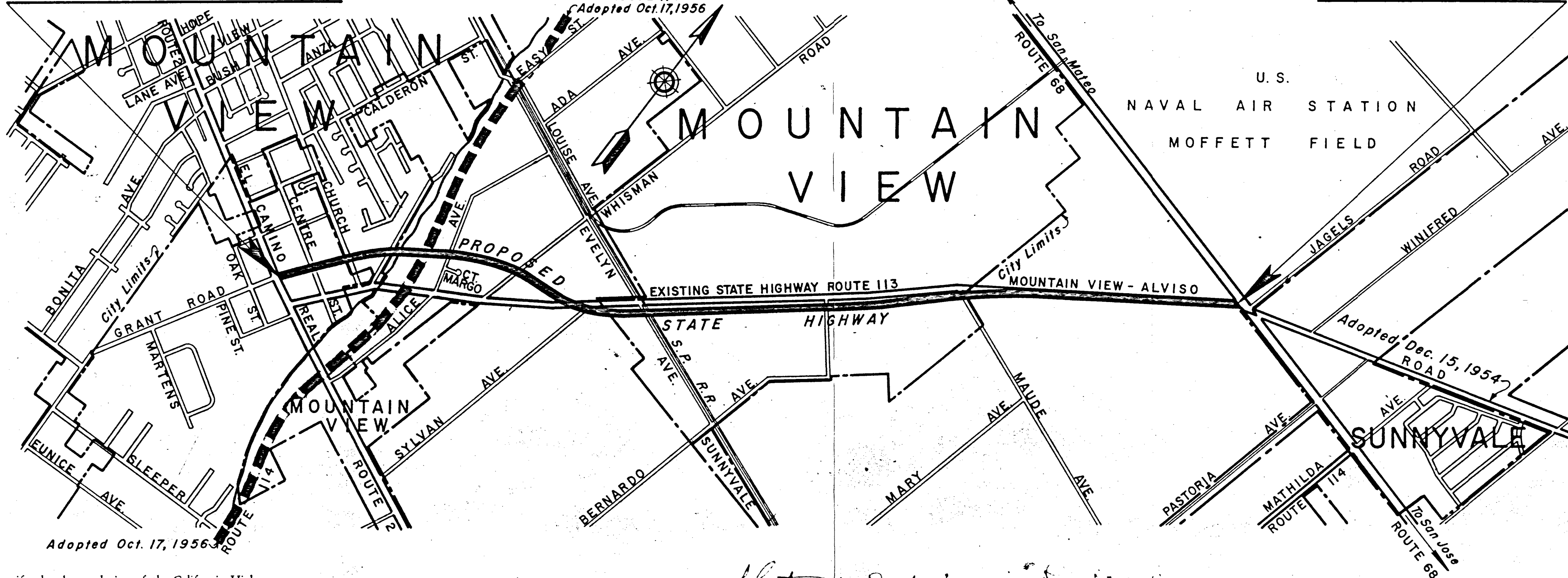
THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution passed by the California Highway Commission at its meeting regularly called and held on the 17th day of September, 1958 in the City of Sacramento a majority of the members of said Commission being present and voting therefor.

Dated this 22nd day of September, 1958

  
O. M. COOK  
ASSISTANT SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION

BEGINNING OF ROUTE ADOPTION

END OF ROUTE ADOPTION



August 21, 1958

*B. W. Boone*  
Asst. State Highway Engr.

Approval Recommended:  
*J. A. Adams*  
Planning Engineer

Approved: August 22, 1958

*H. M. M. M.*  
State Highway Engineer  
Civil Engineer—License No. 2084

*J. M. M. M.*  
Director of Public Works and Ex Officio  
Member and Chairman of the California  
Highway Commission

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DIST. IV SCI-113-A, MVW  
MAP SHOWING

**ROUTE OF PROPOSED  
STATE HIGHWAY  
IN SANTA CLARA COUNTY  
BETWEEN  
ROUTE 2  
AND  
ROUTE 68**

Scale in Feet  
0 500 1000 2000  
AUGUST 1958

I hereby certify that by resolution of the California Highway Commission adopted September 17, 1958 the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 113 in Santa Clara County between Route 2 and Route 68

Attest: *John A. Adams*  
Secretary  
California Highway Commission

*Arthur W. Spears*  
*Robert L. Perkins*  
MEMBERS OF CALIFORNIA HIGHWAY COMMISSION  
September 17, 1958

# COUNTY OF SANTA CLARA

HOWARD W. CAMPEN

## OFFICE of the COUNTY EXECUTIVE

SANTA CLARA COUNTY OFFICE BLDG. • CIVIC CENTER  
180 WEST ROSA STREET SAN JOSE, CALIFORNIA

October 1, 1958

Mr. George T. McCoy, Chief of  
Division and State Highway Engineer  
Division of Highways  
State Department of Public Works  
Sacramento, California

Dear Mr. McCoy:

Enclosed herewith you will have certified copy of a resolution of the Board of Supervisors of the County of Santa Clara regularly passed and adopted the 15th day of September, 1958, urging the State Division of Highways to include within the State Freeway System in the County of Santa Clara the Moorpark Avenue-Story Road Connection, which is more particularly described in the report attached to said resolution.

Very truly yours,

HOWARD W. CAMPEN  
County Executive

HWC:mc  
Enclosure

cc: ~~Board of Supervisors~~  
B. W. Booker, Asst. State  
Highway Engineer, District IV

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF  
SANTA CLARA APPROVING RECOMMENDATION FOR INCLUSION OF  
THE MOORPARK AVENUE-STORY ROAD FREEWAY CONNECTION IN THE  
STATE HIGHWAY SYSTEM

WHEREAS, the City Council of the City of San Jose has adopted the Moorpark Avenue-Story Road Freeway Connection and is recommending said Freeway as same is shown in a report entitled: "The Proposed Moorpark Avenue-Story Road Freeway," dated May 23, 1958, for inclusion in the State of California Highway System; and

WHEREAS, this freeway is needed for the following reasons:

(1) Said freeway will provide continuity of travel from the West foothills to the East foothills, thus serving the cities of Cupertino, Campbell, San Jose, and the County of Santa Clara;

(2) Future traffic volumes, as predicated by the City of San Jose and by the DeLeuw, Cather Company, anticipate 126,000 vehicular movements in this area by the year 1958;

(3) Said freeway will serve major residential and industrial areas;

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors of the County of Santa Clara does hereby approve the recommendation of the City Council of the City of San Jose and does hereby direct the County Executive of Santa Clara County to submit said proposal to the Division of Highways, State of California, for consideration.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this 15th day of September, 1958, by the following vote:

AYES: Supervisors, Brown, Della Maggiore, Hubbard, Levin, Slaght

NOES: Supervisors, None

ABSENT: Supervisors, None

ATTEST: RICHARD OLSON, Clerk of  
the Board of Supervisors

SMW:fs  
9-15-58

cc: Co Exec  
City of San Jose

September 24, 1958

Mr. A. P. Hamann, Manager  
City of San Jose  
City Hall  
San Jose, California

Dear Mr. Hamann:

In accordance with your request of July 10, 1958, the Board of Supervisors adopted the enclosed resolution favoring the inclusion of the proposed Moorpark-Story Road Freeway in the State Highway System.

Yours very truly,

BOARD OF SUPERVISORS

Mrs. Jean Pullan, Deputy Clerk  
of the Board

Encl. 1  
cc: County Executive



# City of Sunnyvale

CITY HALL — SUNNYVALE, CALIFORNIA — REgent 9-0531

September 5, 1958

Mr. Wesley L. Hubbard  
Santa Clara County Board of Supervisors  
First and Rosa Streets  
San Jose, California

Dear Mr. Hubbard:

The City Council of Sunnyvale has considered the request to support a freeway connection between Route 5 and Bayshore as proposed by the City of San Jose. It is our view that this request is premature and is designed to give the City of San Jose a headstart in promoting those portions of the overall County system that are within their city limits.

Our Councilmen are quite concerned about the fact that Lawrence Station Road has for many years been proposed as an addition to the State Highway System and that there is no concerted effort to push this program at this time. We think that the Board of Supervisors should carefully weigh all projects and not endorse a specific one at this time.

Once the DeLeuw Cather findings are before us it is the unanimous recommendation of the City Council that we jointly develop in this County a formula for financing the total program over the long haul. It is our suggestion that we establish a formula for the expenditure of gas tax monies on a pro rata basis established on population.

We would be happy to meet with the Board of Supervisors to discuss this further at the appropriate time.

Yours very truly,

*Ernest N. Stout*  
Ernest N. Stout  
Chairman  
Council Highway Committee

DATE SEP 15 1958

ENS:cm

APPROVED *H. H. H. H.*

RE: CE CC PG ENG

*0300 2.0 ... + 7 2.0 ...*

*9/15*

RR1  
1859 Santa Clara  
Papa Tape  
7/11/58

Howard:

How should this be handled.

Thanks - Dick

28  
27  
Agenda - 7/21/58 -

next item after the Belsen  
report the state highway projects  
for 1959-60



CITY MANAGER

CITY OF SAN JOSE  
CALIFORNIA

CITY HALL

TELEPHONE: CYPRESS 2-3141

July 10, 1958

Board of Supervisors  
1st and Rosa Streets  
San Jose, California

Gentlemen:

It is respectfully requested that the Board of Supervisors adopt a resolution favoring the inclusion of the proposed Moorpark-Story Road Freeway from Route 5 to Bayshore Highway in the State Highway system.

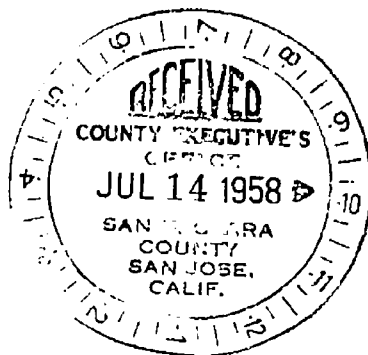
28  
The City of San Jose has had preliminary conversations with the State Highway engineers and has also sent out a brochure to all highway and legislative officials concerning this project. It is now desirous of securing the support of your Honorable Body for this vitally needed project.

Sincerely,

*A. P. Hamann*  
A. P. Hamann  
City Manager

APH:k

JUL 21 1958



28  
RESOLUTION NO.

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY  
OF SANTA CLARA APPROVING RECOMMENDATION FOR INCLUSION  
OF THE MOORPARK AVENUE-STORY ROAD FREEWAY CONNECTION  
IN THE STATE HIGHWAY SYSTEM

WHEREAS, the City Council of the City of San Jose has adopted the Moorpark Avenue-Story Road Freeway Connection and is recommending said Freeway as same is shown in a report entitled: "The Proposed Moorpark Avenue-Story Road Freeway," dated May 23, 1958 for inclusion in the State of California Highway System, and

WHEREAS, this freeway is needed for the following reasons:

- (1) Said freeway will provide continuity of travel from the West foothills to the East foothills thus serving the cities of Cupertino, Campbell, San Jose and the County of Santa Clara;
- (2) Future traffic volumes, as predicated by the City of San Jose and by the DeLeuw, Cather Company, anticipate 126,000 vehicular movements in this area by the year 1985;
- (3) Said freeway will serve major residential and industrial areas;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA:

That it approves the recommendation of the Council of the City of San Jose and that the County Executive be authorized to submit the proposal to the Division of Highways, State of California for consideration.

JUL 21 1958

OFFICE OF THE  
DIRECTOR OF PUBLIC WORKS

Goodwin J. Knight  
Governor

CHAIRMAN OF THE  
CALIFORNIA HIGHWAY COMMISSION



## California Highway Commission

P. O. BOX 1499  
SACRAMENTO 7, CALIFORNIA

Road IV-SC1-5-SJs

July 2, 1958

*Re: Route 5*

Board of Supervisors  
Santa Clara County  
Court House  
San Jose, California

Gentlemen:

Enclosed for your information is  
copy of a Resolution passed by the California  
Highway Commission at its regular monthly  
meeting held in Sacramento on June 25, 1958.

Very truly yours,

*C. A. Maghetti*

CHELSO A. MAGHETTI, Secretary  
California Highway Commission

Enc.

*7*

## RESOLUTION OF THE CALIFORNIA HIGHWAY COMMISSION

WHEREAS, on April 19, 1951, the California Highway Commission formally adopted a freeway route in Santa Clara County on Route 5 from Route 42 in Los Gatos to the Bayshore Freeway, and

WHEREAS, on October 21, 1954, following extended negotiations between the City of San Jose and the Division of Highways, a freeway agreement was approved by the City Council, and

WHEREAS, on March 23, 1955 the City Council requested a modification in the Freeway Agreement to provide a pedestrian crossing at Forest Avenue, which request was not granted for the reason that it was determined that a pedestrian crossing was not warranted at that time, and

WHEREAS, on December 26, 1956, by Resolution No. 12911, the City Council of San Jose requested that a vehicular crossing on Route 5 at Forest Avenue be constructed, and

WHEREAS, on January 23, 1957 the California Highway Commission granted the request of the City of San Jose for a vehicular crossing at Forest Avenue with plans and specifications as now in effect, providing for Forest Avenue to pass under the Freeway and to curve to the North, the Freeway to remain at grade, with the State assuming the cost of the separation structures and the City of San Jose assuming the cost of the approach work on Forest Avenue, and

WHEREAS, the California Highway Commission appropriated \$13,000,000 in the 1957-58 fiscal year budget for right of way and construction on 8.8 miles from Route 42 in Los Gatos to Eucaly Avenue in San Jose, including the Forest Avenue section, and

WHEREAS, on June 13, 1957 a contract was awarded for construction of this Freeway and the work is now going forward on schedule and will be completed and ready for public use within six months, and

WHEREAS, the City Council of San Jose, by its Resolution No. 14820, adopted April 23, 1958 and presented to the California Highway Commission on May 22, 1958 has requested stoppage of work on the project at Forest Avenue; removal of the freeway structures now in place and the rebuilding to provide for depressing of the Freeway and the construction of Forest Avenue at grade, and

WHEREAS, Resolution No. 14820 above referred to reads in part as follows: "Be it further Resolved that the City of San Jose hereby agrees to assume such additional cost as may be involved to the City of San Jose and/or to the Division of

Highways in depressing 'Route 5' to pass under Forest Avenue maintained at grade and extended without a curve", and

WHEREAS, the Department of Public Works, by letter dated June 9, 1958, addressed to the San Jose City Council, a copy of which is attached, outlined certain basic conditions which would have to be agreed to including assumption by the City of San Jose of all costs involved, and particularly any loss which might result through withdrawal of Federal-aid because of the necessary demolition of existing structures in which the Federal government has participated to the extent of 92% of the cost, before the State could give further consideration to the requested change, and

WHEREAS, the City of San Jose, by its letter dated June 18, 1958, a copy of which is attached, has indicated its unwillingness to comply with all of the requirements which the State feels must be met to justify consideration of the proposed change, specifically stating that the City of San Jose would not agree to assume cost of demolition of existing structures or assume liability for any possible withdrawal of Federal financial participation.,

NOW THEREFORE BE IT RESOLVED that the proposal contained in Resolution No. 14820 of the City Council of San Jose be denied, and

BE IT FURTHER RESOLVED that a copy of this Resolution be sent to the City Council of San Jose and all other civic and public agencies and individuals who have shown an interest in this matter.

Adopted this 23th day of June, 1958.



September 8, 1958

Division of Highways, District IV  
G. T. McCoy, State Highway Engineer  
150 Oak Street  
San Francisco 2, California

Attention: Mr. J. P. Sinclair

Reference: IV-SC1-113-A, MVw

Gentlemen:

In reply to your communication dated September 2, 1958, relative to relocation and improvement as a freeway of a portion of State Route 113 in Santa Clara County, located between Route 2 and Route 68, the Board of Supervisors today resolved that a public hearing by the California Highway Commission is unnecessary.

Yours very truly,

RICHARD OLSON  
Clerk of the Board

RO:eo

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 3366, RINCON ANNEX  
SAN FRANCISCO 19

September 2, 1958

PLEASE REFER  
TO FILE NO.

IV-SC1-113-A,MVw

Board of Supervisors  
County of Santa Clara  
County Court House  
San Jose, California

Gentlemen:

The California Highway Commission has before it for consideration the matter of the relocation and improvement as a freeway of a portion of State Highway Route 113 in Santa Clara County, Road IV-SC1-113-A,MVw, between Route 2 and Route 68.

The State Highway Engineer, in accord with established practice, has recommended to the Commission that the route be relocated as shown on the attached map.

A copy of the "Notice of Intention on Freeway Location" resolution as adopted by the Commission on August 27, 1958, is also attached.

The Commission desires to have before it for consideration all pertinent data in order that it may act for the best interest of the State.

That the Commission may be informed as to local interest, it requests that your Honorable Board advise it as to whether in your opinion a public hearing in this matter is necessary.

If your Honorable Board considers that a public hearing in the matter of this proposed relocation is necessary, the commission will hold or cause to be held such a hearing. If your Honorable Board considers that a public hearing in the matter is unnecessary, will you please so advise by regular resolution of your Board.

If further presentation or explanation of this matter is required, please so advise District IV office in San Francisco so that a representative may be present at the next regular meeting of your Board.

Your cooperation in this matter will be appreciated.

Sincerely,

G. T. McCOY  
State Highway Engineer

By

*J. P. Sinclair*  
J. P. SINCLAIR  
District Engineer

DATE SEP 8 - 1958

APPROVED

RE: CE CC PC ENG

enclosure

*W. J. [unclear]*

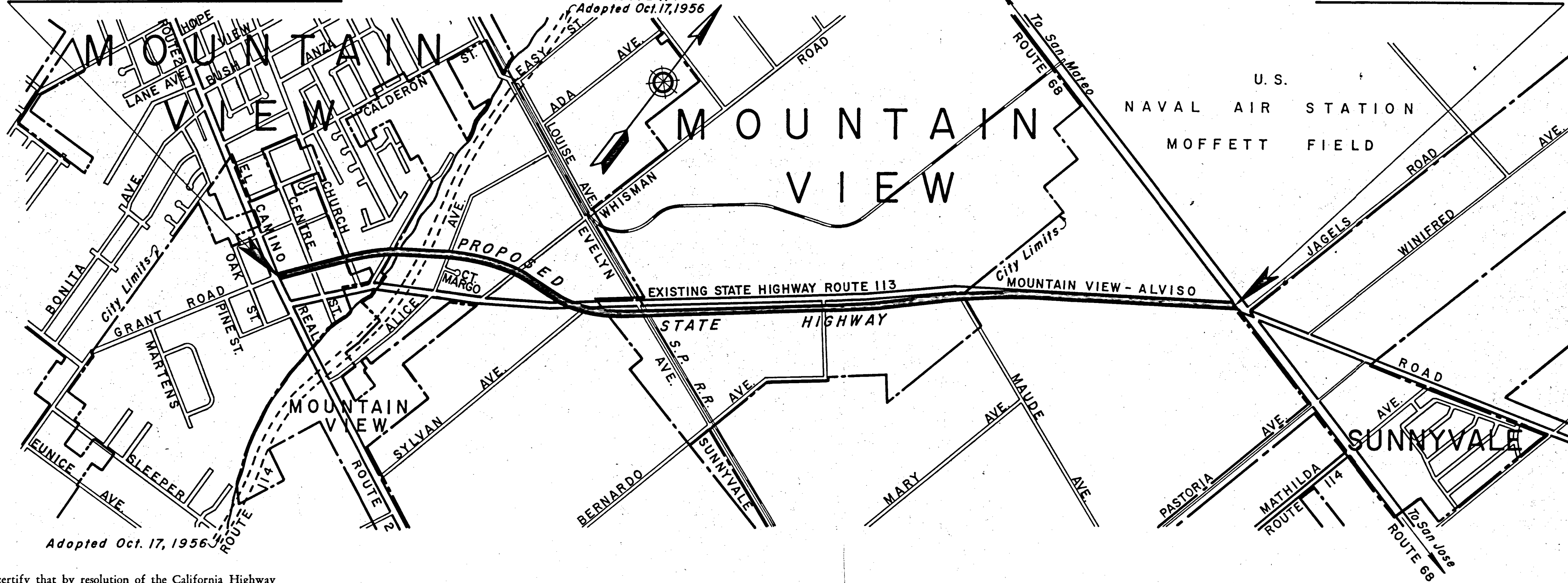
NOTICE OF INTENTION ON FREEWAY LOCATION, ROAD IV-SC1-113-A, MVW.

WHEREAS, memorandum dated August 22, 1958, by G. T. McCoy, State Highway Engineer, reporting to the California Highway Commission that studies for a freeway along a revised location of State Highway IV-SC1-113-A, MVW, between Route 2 and Route 68, have been completed and submitting therewith a map showing the location which is recommended for adoption; having been read and discussed,

NOW, THEREFORE, BE IT RESOLVED that the State Highway Engineer be authorized and directed to give public notice of the Commission's intention to consider the adoption of a location of a freeway on State Highway IV-SC1-113-A, MVW, between Route 2 and Route 68, and also to give written notice to the Board of Supervisors of Santa Clara County and the City Council of Mountain View of such intention. Such notice to the Board of Supervisors of Santa Clara County and the City Council of Mountain View shall specify that if either of these bodies considers a public hearing on the matter necessary, the Commission will hold or cause to be held such hearing, if requested by such local legislative body within thirty days after the first regular meeting of such local legislative body following receipt of written notice by the State Highway Engineer.

BEGINNING OF ROUTE ADOPTION

END OF ROUTE ADOPTION



District Engineer  
Approval Recommended:  
Asst. State Highway Engr.  
Approved: 19  
State Highway Engineer  
Civil Engineer—License No.  
Director of Public Works and Ex Officio  
Member and Chairman of the California  
Highway Commission

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DIST. IV SCI-113-A, MVw  
MAP SHOWING  
**ROUTE OF PROPOSED  
STATE HIGHWAY  
IN SANTA CLARA COUNTY  
BETWEEN  
ROUTE 2  
AND  
ROUTE 68**

Scale in Feet  
0 500 1000 2000  
AUGUST 1958

I hereby certify that by resolution of the California Highway Commission adopted the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 113 in Santa Clara County between Route 2 and Route 68

Attest: Secretary  
California Highway Commission

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION

# COUNTY OF SANTA CLARA

## Office of the BOARD OF SUPERVISORS

DATE Sept. 3, 1958

THE BOARD OF SUPERVISORS AT ITS MEETING OF Sept. 2, 1958  
REFERRED THE ATTACHED COMMUNICATION TO:

### DIRECTIVE:

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

Executive  
DEPARTMENT

REMARKS: Report back to Board Sept. 8

ATTEST: RICHARD OLSON, CLERK OF THE BOARD

By RO.

JEAN AND/OR EILEEN:

ATTACHED IS ORIGINAL DOCUMENT WHICH,  
I BELIEVE, SHOULD BE KEPT IN YOUR FILES.

MR. CAMPEN MADE ORAL REPORT ABOUT  
THIS MATTER AT BOARD MEETING HELD ON  
MONDAY, SEPTEMBER 8TH -- RE ITEM NO. 14.

MARILYN

Copy each Bd member

CLASS OF SERVICE

This is a fast message unless transferred character is indicated by the proper symbol.

# WESTERN UNION

## TELEGRAM

W. P. MARSHALL, PRESIDENT

SF-1201

SYMBOLS

DL = Day Letter

NL = Night Letter

LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

OB282

O SXA437 LONG PD FAX SACRAMENTO CALIF 27 11:55 AMP 1958 AUG 27 PM 12 29  
BOARD OF SUPERVISORS COUNTY OF SANTA CLARA

COUNTY COURT HOUSE SANJOSE CALIF

THE CALIFORNIA HIGHWAY COMMISSION REQUESTED THE STATE HIGHWAY ENGINEER TO ADVISE THE BOARD OF SUPERVISORS OF SANTA CLARA COUNTY OF THE COMMISSIONS INTENTION TO CONSIDER THE ADOPTION OF A FREEWAY ROUTING IN SANTA CLARA CNTY, ROAD IV-SCL-113-A, MVW, BETWEEN ROUTE 2 AND ROUTE 68. THE STATE HIGHWAY ENGINEER HAS BEEN REQUESTED TO CONSULT WITH YOUR HONORABLE BODY PRIOR TO FURTHER ACTION N THIS MATTER BY THE COMMISSION. EXPLANATORY LETTER FROM THE DIVISION OF HIGHWAYS WILL FOLLOW

SEP 2 - 1958

G T MCCOY STATE HIGHWAY ENGINEER

(58).

APPROVED

RE: CE CC PG ENG

*State Route 113-A*  
~~San Jose~~ Road #113- between El Camino #2 & Bayshore Hwy #68)

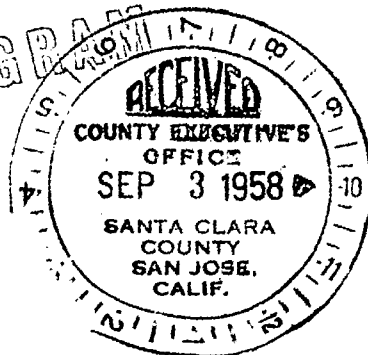
REG. B TIME RTD 11P

NR CLM UNKN UNCLD NSN

QIC LG NVD \_\_\_\_\_

LN REMARKS \_\_\_\_\_

WESTERN UNION  
TELEGRAM



55083



OFFICE OF THE  
DIRECTOR OF PUBLIC WORKS

Goodwin J. Knight  
Governor

CHAIRMAN OF THE  
CALIFORNIA HIGHWAY COMMISSION



## California Highway Commission

P. O. BOX 1499  
SACRAMENTO 7, CALIFORNIA

September 3, 1958

Mr. Richard Olson  
Clerk of the Board  
County of Santa Clara  
Santa Clara County Office Building  
Civic Center  
First and Rosa Streets  
San Jose, California

Dear Mr. Olson:

Receipt is acknowledged of your letter of August 27, 1958, addressed to the California Highway Commission, enclosing certified copy of resolution requesting the California Highway Commission to make a commitment for the construction of a grade separation structure across the Bayshore Highway at Brokaw Road when and if a traffic survey and the traffic flow at the intersection of Bayshore Highway and Brokaw Road justifies such construction.

Your resolution is being referred to Mr. G. T. McCoy, State Highway Engineer, for investigation and report. Upon receipt of this report the subject matter of your resolution will be presented to the California Highway Commission.

Very truly yours,

A handwritten signature in dark ink, appearing to read "G. N. Cook".

G. N. COOK  
Assistant Secretary

7

30

R E S O L U T I O N

WHEREAS, the City of Santa Clara has heretofore adopted a resolution urging the construction of grade crossing structures at the intersections of Bayshore Highway (State Route 101) with Coffin Road and Brokaw Road within the County of Santa Clara, if and when traffice surveys indicate a need for same; and

WHEREAS, the Board of Supervisors of Santa Clara County is apprised of this resolution of the City of Santa Clara and wishes to express its concurrence therewith;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Santa Clara County does hereby request and urge the Highway Commission of the State of California to give favorable consideration to the construction of grade crossing structures at the intersection of Bayshore Highway (State Route 101) with Coffin Road and Brokaw Road in the County of Santa Clara when and if traffic surveys conducted by the State of California indicate a need for such structures; provided, however, that the Highway Commission's consideration of this resolution and the structures hereby urged, causes no alteration of the Commission's present programming for construction of grade crossing interchanges in the County of Santa Clara.

AND BE IT FURTHER RESOLVED that the Clerk be and he is hereby directed to transmit copies of this resolution to the Highway Commission of the State of California and to the City Council of the City of Santa Clara.

PASSED AND ADOPTED by the Board of Supervisors of the County

ROLL CALL: YES 5 D 1 A 1 S NO: 0 *D-H*

AUG 28 1959

of Santa Clara, State of California, this 25th day of August, 1958,  
by the following vote:

AYES: Supervisors **Brown, Della Maggiore, Hubbard, Levin, Slight**

NOES: Supervisors, **None**

ABSENT: Supervisors, **None**

  
Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of  
said Board of Supervisors

## RESOLUTION

WHEREAS, the City of Santa Clara has heretofore adopted a resolution urging the construction of grade crossing structures at the intersections of Bayshore Highway (State Route 101) with Coffin Road and Brokaw Road within the County of Santa Clara, if and when traffic surveys indicate a need for same; and

WHEREAS, the Board of Supervisors of Santa Clara County is apprised of this resolution of the City of Santa Clara and wishes to express its concurrence therewith;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Santa Clara County does hereby request and urge the Highway Commission of the State of California to give favorable consideration to the construction of grade crossing structures at the intersection of Bayshore Highway (State Route 101) with Coffin Road and Brokaw Road in the County of Santa Clara when and if traffic surveys conducted by the State of California indicate a need for such structures; provided, however, that the Highway Commission's consideration of this resolution and the structures hereby urged causes no alteration of the Commission's present programming for construction of grade crossing interchanges in the County of Santa Clara.

AND BE IT FURTHER RESOLVED that the Clerk be and he is hereby directed to transmit copies of this resolution to the Highway Commission of the State of California and to the City Council of the City of Santa Clara.

PASSED AND ADOPTED by the Board of Supervisors of the County

of Santa Clara, State of California, this 25th day of August, 1938,  
by the following vote:

AYES: Supervisors, Brown, Della Maggiore, Hubbard, Levin, Slaght

NOES: Supervisors, None

ABSENT: Supervisors, None

CRAN L. SLAGHT

Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of  
said Board of Supervisors

RICHARD OLSON

38  
August 27, 1958

California Highway Commission  
Post Office Box 1499  
Sacramento, California

Subject: Grade Crossing Structures at Intersections of  
Bayshore Highway with Coffin Road and Brokaw  
Road

Gentlemen:

Enclosed please a certified copy of a resolution adopted by the Board of Supervisors of the County of Santa Clara on August 25, 1958, urging the State Highway Commission to give favorable consideration to the construction of grade crossing structures as stated therein.

Yours very truly,

RICHARD OLSON  
Clerk of the Board

RO:eo  
Enclosure

cc: A. S. Belick, City Clerk, City of Santa Clara  
(resolution attached)

8-14-58 2 pm

Hold until work from HWC - this PM?

~~35~~  
30

8/18 CC prepare Resol for 8/25

July 8

Dick:

Mr. Campen asked to have the matter of City of Santa Clara re Bayshore Freeway, Coffin Road, and Brokaw Road grade separation structures (which was referred to him by the Board on July 7) placed on the agenda of August 18.

*Eileen*

*Aug 18*



25  
ITEM FOR JULY 7TH AGENDA

--- 10:30 A.M.

CITY OF SANTA CLARA RE BAYSHORE FREEWAY-COFFIN ROAD-  
AND BROKAW ROAD GRADE SEPARATION STRUCTURES

DATE JUL 7 - 1958  
APPROVED \_\_\_\_\_  
RE: CE CC PC ENG \_\_\_\_\_ *D.H.*

RESOLUTION NO. 638

A RESOLUTION REQUESTING THE CALIFORNIA HIGHWAY COMMISSION TO MAKE A COMMITMENT THAT A GRADE SEPARATION STRUCTURE WILL BE BUILT ACROSS THE BAYSHORE HIGHWAY AT COFFIN ROAD WHEN AND IF A TRAFFIC SURVEY AND THE TRAFFIC FLOW AT THE INTERSECTION OF BAYSHORE HIGHWAY AND COFFIN ROAD JUSTIFIES SUCH CONSTRUCTION.

Be it resolved by the City Council of the City of Santa Clara that:

WHEREAS, on or about the 17th day of August, 1954, the City Council of the City of Santa Clara, pursuant to Resolution No. 377 adopted on said date, and the Board of Supervisors of Santa Clara County consented to the closing of Coffin Road at Bayshore Highway when said Bayshore Highway would become a Freeway, and

WHEREAS, at the time of adopting said resolution it was contemplated by the City of Santa Clara and the County of Santa Clara that Coffin Road would be closed, and

WHEREAS, since the adoption of said resolution, it appears that areas of considerable size on both sides of Coffin Road and both sides of the Bayshore Highway will be developed industrially and commercially within the immediate future, and

WHEREAS, the City of Santa Clara believes that when said development occurs, a large amount of traffic which will serve said development will necessarily require the erection of a grade separation structure across Bayshore Highway at Coffin Road, and

WHEREAS, the City of Santa Clara is advised and recognizes that any attempt to make provision for these facilities under the present construction plans will seriously hamper the current program and result in undue delays, now therefore,

Be it resolved by the City Council of the City of Santa Clara that the California Highway Commission be and it is hereby requested to assure the City of Santa Clara that when and if the traffic flow along Coffin Road justifies the erection and construction of a grade separation at Bayshore Highway, then the California Highway Commission will provide for and install said grade separation structure.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA this 29th day of April, 1958, by the following vote:

AYES: COUNCILMEN: Kiely, Levin, Moore, Rebeiro, Salberg, Toledo and Mayor Nicholson

NOES: COUNCILMEN: None

I, A. S. Belick, City Clerk of the City of Santa Clara, do hereby certify that the within Ordinance or Resolution is a correct copy of the original, and that same has been published as required by law.

ATTEST:

*A. S. Belick*  
City Clerk

A RESOLUTION REQUESTING THE CALIFORNIA HIGHWAY COMMISSION TO MAKE A COMMITMENT THAT A GRADE SEPARATION STRUCTURE WILL BE BUILT ACROSS THE BAYSHORE HIGHWAY AT BROKAW ROAD, WHEN AND IF A TRAFFIC SURVEY AND THE TRAFFIC FLOW AT THE INTERSECTION OF BAYSHORE HIGHWAY AND BROKAW ROAD JUSTIFIES SUCH CONSTRUCTION.

Be it Resolved by the City Council of the City of Santa Clara that:

WHEREAS, on or about the 16th day of November, 1954, the City Council of the City of Santa Clara, pursuant to Resolution No. 391 adopted on said date, consented to the closing of Brokaw Road at Bayshore Highway when said Bayshore Highway would become a Freeway, and

WHEREAS, at the time of adopting said resolution it was contemplated by the cities of San Jose and Santa Clara that Brokaw Road would be closed, and

WHEREAS, since the adoption of said resolution the idea of closing Brokaw Road for airport development by the City of San Jose has been abandoned, and the City of San Jose, because of the evident need, now contemplates the installation of a subway or tube under the airport runway and that Brokaw Road will not be closed, and

WHEREAS, it now appears that an area on both sides of Brokaw Road and both sides of the Bayshore Highway will develop industrially and commercially within the immediate future, and

WHEREAS, the City of Santa Clara believes that when said development occurs, the large amount of traffic which will serve said development will require a grade separation structure across Bayshore Highway at Brokaw Road, and

WHEREAS, the City of Santa Clara is advised and recognizes that any attempt to make provision for these facilities under the present construction plans will seriously hamper the current program and result in undue delays, now therefore,

Be it resolved by the City Council of the City of Santa Clara that the California Highway Commission be and it is hereby requested to assure the City of Santa Clara that, when and if the traffic flow along Brokaw Road justifies the erection and construction of a grade separation structure at Bayshore Highway, then the California Highway Commission will provide for and install said grade separation structure.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA  
this 29th day of April, 1958, by the following vote:

AYES: COUNCILMEN: Kiely, Levin, Moore, Rebeiro, Salberg, Toledo  
and Mayor Nicholson

NOES: COUNCILMEN: None

ABSENT: COUNCILMEN: None

ATTEST:

A. S. Belick  
City Clerk

I, A. S. Belick, City Clerk of the City of Santa Clara, do hereby certify that the within Ordinance or Resolution is a correct copy of the original, and that same has been published as required by law.

A. S. Belick  
City Clerk

CITY OF SANTA CLARA, CALIFORNIA

OFFICE OF THE CITY MANAGER

APRIL 28, 1958

Honorable Mayor and City Council  
Santa Clara,  
California

Re: Bayshore Freeway Connections

Gentlemen:

I am submitting herewith a status report concerning the Bayshore Freeway project to be used in replying to the State Highway Commission letters of February 25th and 27th pertaining to the City's responsibility and state of preparedness regarding the San Tomas and De La Cruz inter-change connections.

The meeting of April 22nd between the various municipalities involved, produced the following tentative results:

A. De La Cruz Interchange:

✓ The Santa Clara County Roads and Highways Department will assume responsibility for extending Trimble Road through county territory, to connect to the interchange from the north.

The City of San Jose, under previous agreements pertaining to Airport expansion, will assume responsibility for connecting De La Cruz boulevard to the interchange from the South.

It will be the responsibility of the City of Santa Clara to make such improvements as are necessary to improve the existing De La Cruz Boulevard to handle traffic into the City. In this regard, it is recommended that Matthew Street be improved between De La Cruz and Lafayette Street to syphon traffic away from the congested Brokaw Road - Southern Pacific Railroad crossing, pending construction of the overpass.

B. San Tomas Interchange:

✓ The County of Santa Clara Roads and Highways Department will assume responsibility for extending Montague Road through County territory to connect to the interchange from the North.

✓ The County will also extend a connection from the south of the proposed San Tomas Parkway to intersect with Kifer Road.

It will be the responsibility of the City to make such improvements as are necessary to improve the existing Kifer Road and Scott Lane to handle traffic into the City, pending the completion of San Tomas Parkway to the south. The City has already programmed the


April 23, 1958

improvement of Scott Lane between El Camino Real and the north City limits. It is suggested that further negotiations be held with the County in respect to sharing the cost of improvement of the remainder of Scott Lane and Kifer Road which is considered to be in transition from County to City jurisdiction.

I am also submitting herewith for your action, proposed resolution requesting certain commitments from the State Highway Commission regarding the future construction of Freeway overpasses at Coffin Road and Brokaw Road.

The need for these measures is supported by the County and the City of San Jose, and they have tentatively agreed to take similar action.

Respectfully Submitted

  
Loyd Brady  
City Manager

LB/mg

24



CITY MANAGER

CITY OF SAN JOSE  
CALIFORNIA  
July 23, 1958

CITY HALL  
TELEPHONE: CYPRESS 2-3141

The Honorable Board of Supervisors  
Of the County of Santa Clara, California

Gentlemen:

The City of San Jose is requesting that the Board of Supervisors reconsider their action of July 21, 1958, which deferred any resolution on the adoption of the Proposed Moorpark Avenue-Story Road Freeway.

We feel that the proposed freeway is so vital to the development of Santa Clara County and the Cities of Cupertino, Campbell and San Jose that to delay a positive action of approving this freeway at this time, will have serious consequence on the movement of motor vehicles in the years to come.

In order to reach a position where the State will adopt such a route into the State System takes considerable time. The State is presently studying its system of Freeways and Highways to see which best serve the system, where new roads should be added and others deleted. In view of the fact the State Highway Commission is considering this matter at the present, we feel that it is of paramount importance that the proposed freeway be presented to the Highway Commission at this time.

As you know, the City of San Jose feels the need of this freeway so strongly, not only on a City level, but also of County wide importance, that the City is willing to provide financial assistance towards the construction of this project.

We do not feel that the adoption of this route into the State System will divert any funds appropriated or proposed for appropriation from existing State projects planned by this County. Any funds expended for this project would undoubtedly come from Federal appropriations for Highway construction.

DATE JUL 28 1958  
APPROVED \_\_\_\_\_  
RE: CE CC PC ENG \_\_\_\_\_

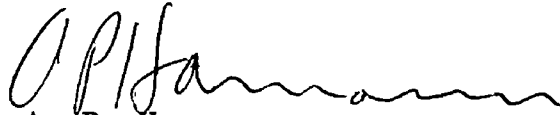
7/25 Copy each Bd member

The Honorable Board of Supervisors -2-

July 23, 1958

We are requesting this matter be placed on your agenda of July 28, 1958, so that we may appear before the Board of Supervisors to once again urge your adoption of a resolution proposing the Moorpark Avenue - Story Road Freeway be included into the State Highway System.

Respectfully submitted for  
the City of San Jose,

A handwritten signature in cursive script, appearing to read 'A. P. Hamann', written in dark ink.

A. P. Hamann  
City Manager

APH:SZT:N



STATE HIGHWAY NEEDS,

SANTA CLARA COUNTY

JULY 9 1958

Recommendations of the County Wide Highway  
Committee of the Chamber of Commerce  
Report prepared by County of Santa Clara  
Planning Department, Karl J. Belser, Director

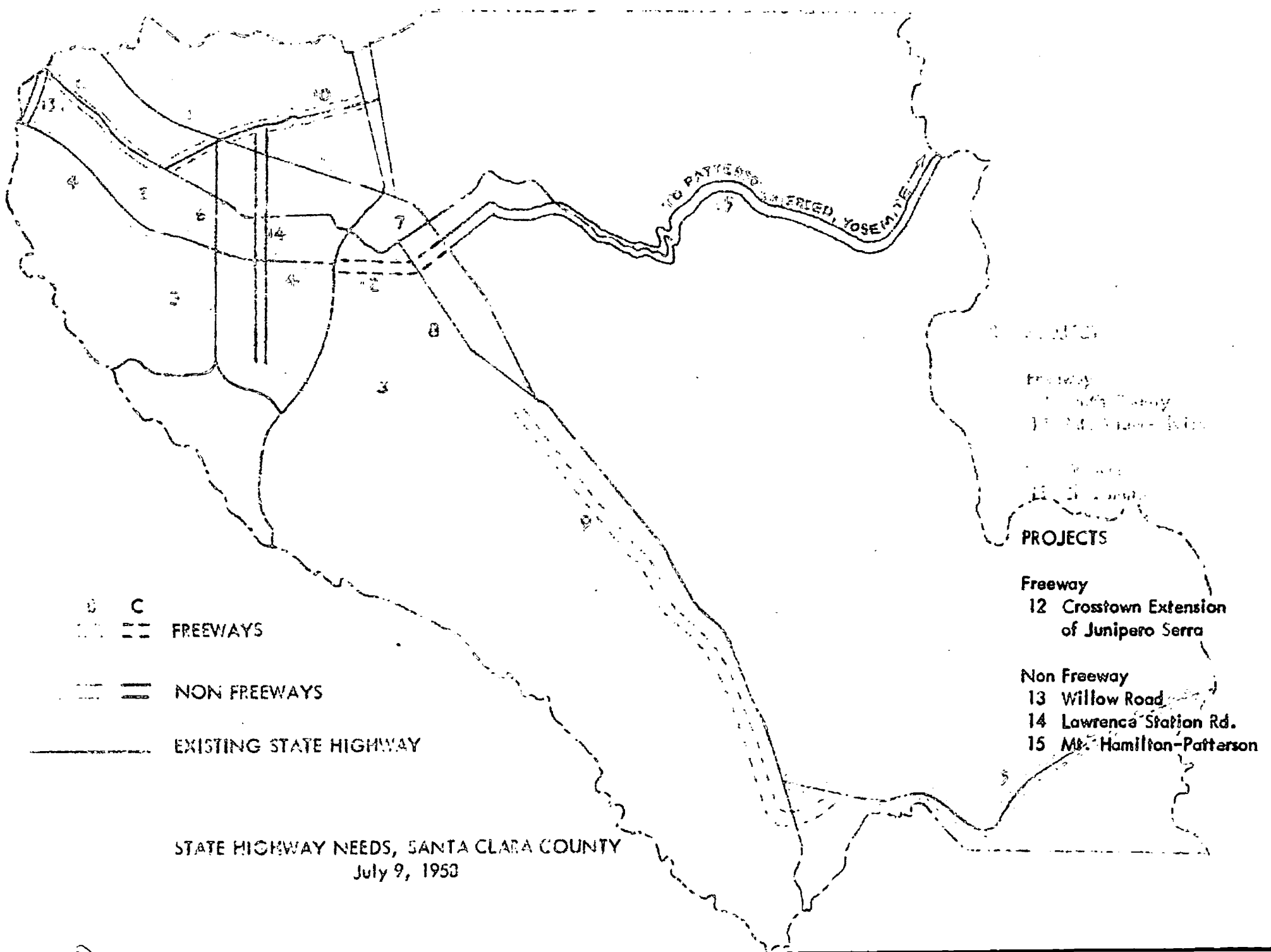
The rate of Santa Clara County's growth is shooting ahead of all other counties in the bay area. We have become a metropolitan county almost overnight. Yet the modernization of our highway system has hardly begun. An aggressive, far-reaching program of highway construction and planning is needed during the coming year to keep pace with our rapid growth.

Although some Bay Area counties have slackened in growth, this county continues to grow rapidly. From 1950 to 1957 our motor vehicle registrations increased 82%, while the Bay Area average was only 42%. A total of 2,260 acres were subdivided in 1956-1957, twice the acreage of the next highest county. In 1957 Santa Clara County issued 12,215 residential building permits, for an annual increase of 33% over 1956. For this same period Alameda, Contra Costa, Marin and San Mateo Counties showed a decreasing percent of change of as much as 30%.

The climate for a highway improvement program in Santa Clara County is good. There has been careful thoroughfare planning on the county level for many years. The State, the County, and the Cities are participating in the cost of a \$200,000 traffic study now being conducted by DeLeuw, Cather and Company, Engineers. The recommendations in this report are consistent with the findings and preliminary recommendations of this study.

The quality as well as the quantity of our highway network is important and requires thoughtful planning by both state and county. All county freeways deserve landscaping and protection against outdoor advertising. This is particularly important for roads in the Interstate Highway system, since federal participation is greater where there is this protection. Further classifications of roads according to their function are needed, along with appropriate standards for each classification. Rather than "Primary" and "Secondary", we need such classifications as Freeway, Expressway, Industrial Road, Parkway, Recreation Road. The identification of roads according to functions will make it easier to plan for circulation in relation to other land uses and community values.

JUL 21 1958



- C  
FREEWAYS
- NON FREEWAYS
- EXISTING STATE HIGHWAY

- PROJECTS
- Freeway
    - 12 Crosstown Extension of Junipero Serra
  - Non Freeway
    - 13 Willow Road
    - 14 Lawrence Station Rd.
    - 15 Mt. Hamilton-Patterson

STATE HIGHWAY NEEDS, SANTA CLARA COUNTY  
July 9, 1953

## STATE HIGHWAY NEEDS, SANTA CLARA COUNTY, JULY 9, 1958

GROUP A: Projects for Construction or Right-of-way Allocation to Permit  
Prompt ConstructionFreeways

No.	Project Name	Route No.	Miles	Portion	Work Needed	Comment
1	Bayshore Freeway 101 Bypass	168	8.5	Moffett Blvd. to Brokaw Road	Complete Construction. Build inter- changes at San Antonio, Story, Tully. Build overpass with provision for future access at Aborn.	Bayshore, along with Route 5, is the founda- tion of the arterial system in Santa Clara County and should be completed to freeway standards as soon as possible.
2	Elisha Stevens	114	5	Bayshore to Junipero Serra near Homestead	Complete agreements, acquire rights- of-way and proceed with detailed design.	Elisha Stevens Freeway, continued as West Valley Freeway, becomes the north valley's outer circumferential loop road, feeding into the Bayshore Freeway (north bound) or the South Valley Freeway (south bound).
3	West Valley	114 & 239	18	Junction of Junipero Serra and Elisha Stevens to Bay- shore south of Ford Road	Complete agreements, acquire rights- of-way and proceed with detailed design.	
4	Junipero Serra	239	15.5	North County line to Junction with Route 5 at Moorpark	Complete agreements, acquire rights- of-way and proceed with detailed design.	As a part of a federal loop and as a badly needed cross valley route leading to San Francisco, this freeway merits early completion.
5	Pacheco Pass	32	25	Terminus of South Valley Freeway south of Gilroy to Merced County line	Realign and improve to 4 lanes.	This heavily used connection to the Central Valley is now a dangerous bottleneck.

Project Name	Route No.	Miles	Portion	Work Needed	Comment
Utah Route 2	113	17	Bayshore at Millida to West Valley Freeway near Prospect Road.	Widen to 4 lanes with shoulders	This narrow, heavy traffic carrying road has long been one of the County's most seriously congested highways.
Alameda Ave.	113	2.5	Bayshore to White Road	Widen to 4 lanes	The work begun on this road should be completed.
Harvey Road (US 101)	2	4.5	Milly Road to Bayshore at Ford Road	Widen to 4 lanes	This stretch is the last remaining of the dangerous 3 lane portions of 101, and should be widened at once.

GROUP B. PROJECTS: Projects for Surveys, Designs, and Commencement of Right-of-way Acquisition.

ROUTE

9	South County (New Site)	2	23	Terminus of West Valley Freeway south of I84 to point south of Gilroy	Route alignment and design studies.	Studies are needed leading to early acquisition of rights-of-way preceding urbanization of south valley.
13	Mr. Vester-Alvizo Road	113	9	Junction of Elsie Stevens Freeway near El Cerrito to Mills Freeway at Millitas	Study alignment in vicinity of Millitas. Continue design studies.	

ROUTE

11	El Cerrito (US 101)	2	6.5	Embarcadero Rd. to Junction with Elsie Stevens Freeway	Continue studies for six lane project.	
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GROUP C PROJECTS: Long Term Planning

Freeways

No.	Project Name	Route No.	Miles	Portion	Work Needed	Comment
12	Crosstown Extension of Junipero Serra		2	Terminus of Junipero Serra at Moorpark to Bayshore at Story Road	Study Route preliminary to adoption into state highway system.	This extension is needed to complete a circumferential loop.

Non-Freeways

13	Willow Road Extension		2	North County Line at San Francisquito Creek to Sand Hill Road	Study Route preliminary to adoption into state highway system.	
14	Lawrence Station Road		3	Junction with Mt. View-Alviso Road to West Valley Freeway	Study Route preliminary to adoption into state highway system.	
15	Mt. Hamilton-Patterson Road	115	31	Terminus crosstown Extension Junipero Serra at Bayshore to Stanislaus County line.	Study Route preliminary to adoption into state highway system.	This suggested relocation of approach to Mt. Hamilton Road offers a logical continuation of Junipero Serra to the Central Valley via Patterson.

27  
March 22, 1956

PRESENTATION TO STATE HIGHWAY COMMISSION  
ON  
SANTA CLARA COUNTY HIGHWAY NEEDS

Karl J. Belser, Director  
County of Santa Clara Planning Department, San Jose, California

Mr. Durkee,  
Gentlemen of the Commission:

As you know, the problem of highway deficiency in Santa Clara County is extremely acute. Not only are the existing State Highway routes substandard in width and improvement, but the necessary new alignments have not been established so that we at the local level can plan for them and protect them.

The population is increasing each month at the rate of roughly 4000 persons. Last year close to 50,000 people came into the county, and 12,580 dwelling units were built. This represented approximately 25 percent of all home construction in the nine county area. Our total population is approaching the half million mark, making Santa Clara County the fifth most populous county in the state.

Yet with all this growth we are still travelling the same basic State Highway net that we had in 1940. Two of our main State routes, #9 and #17, are still 2-lane country roads trying to serve a new metropolitan community of approximately a half million people.

This growth is still going on and the indications are that it will accelerate in the next five years.

JUL 21 1958

Thus we feel that we are headed straight toward disaster on the traffic front unless something is done immediately to rectify the situation.

Today we are here to request this Commission to seriously consider the matter of giving our county relief on the existing routes of the State System. We have for a number of years been advocating this sort of interim improvement and we would like to indicate at this time that we feel that perhaps the most helpful thing that the Commission has done for us in the past three years has been the improvement of the Monterey Highway from Ford Road south to San Martin. This improvement, which took approximately six months to build and cost less than half a million dollars, has opened up a bottleneck and made the whole south county mobile.

We further feel that this expenditure did not materially deter the basic freeway plan and that it certainly makes us better able to await the completion of the long stretch of freeway in the south county.

We would like to suggest that it would be possible in not more than three years to give us this sort of relief in the major bottlenecks in the State System in the County.

The following are the projects which we would have you consider as qualifying for this sort of treatment.

1. Route #9, Saratoga Sunnyvale Road from El Camino south to Azule Junction (5.4 miles).

We feel the current improvements contemplated on this road to be inadequate and that a full scale widening to four lanes be undertaken. If this is done now it will be far less costly than the piecemeal program now contemplated.

2. The San Jose-Los Gatos Road from Stevens Creek Road south to Camden Avenue (4.2 miles).

This road at present is a shambles of miscellaneous projects. It is presently confusing, hazardous and unsightly.

Since the county has for 20 years protected this road with adequate plan lines, there are practically no improvements in the right-of-way. This would be a simple job of four laning and should have a median strip.

3. El Camino between Santa Clara and Sunnyvale (3.9 miles).

This is one of the few three-lane sections of State highway in the System.

It is perfectly obvious to us that no portion of this main route should be less than four lanes. This again is a minor project since the rights-of-way are fully protected and it means merely the construction of an additional lane and a median strip.

4. Alum Rock Avenue (3.1 miles)

This road is in serious need of improvement. The county has agreed with state engineers that the right-of-way of 100 feet can be developed without undue interference with existing development and would serve the community with adequate capacity for many years to come.

The county has cooperated in working out the drainage and it has been estimated that the cost would not be excessive.



5. The old Route #2 from Tully Road south to Ford Road (4.7 miles).

We feel that this is a key artery, and with the massive International Business Machines Plant on Monterey Road near Ford Road, the impact of new industrial traffic is certain to be felt in the next few years.

This road should be four lanes and divided as much as the portion to the south. The rights-of-way are relatively unimpaired and it should be no more difficult than the project which has just been completed.

These five projects total approximately 21.5 miles. This is very little more than the south Monterey Highway project and certainly appears to be capable of improvement at an economical cost. If they were completed in the next two years all of our important bottle necks would be taken care of. We could then better accommodate ourselves to the more slowly moving freeway program which we also need desperately but which we can see will not be ready for us for a long time.

Freeway construction on Bayshore from the north county line to Route #5, a distance of 12 miles, has not yet begun, and the Route #5 from Bayshore to Los Gatos, a distance of 12 miles, is just getting under way. The new line to replace the old Route #9 is not yet an adopted route and will require the building of almost 20 miles of limited access roadway. Realization of these facts makes it obvious to us that we will need interim relief before these improvements come about.

We feel that if this Commission were to approve such a program paralleling the program of freeways we would profit greatly in the long run. It is certainly true

that none of this work would be wasted as in the nature of duplication since the work we are requesting is merely the developing of the major feeder system to the freeways. These it seems to us are of the greatest importance, and the mere existence of the freeways will make them mandatory. By adopting the program we propose we will be much better able at the time freeways are completed to use them to the optimum with relatively minor problems of adequate loading and unloading capacity.

We again wish to express the opinion that the consummation of these projects will in only a minor way decelerate the larger projects and that in the long range the community will be better able to handle its traffic problem.

We wish to express our appreciation to the Commission for the time that has been afforded us at this hearing. We hope that our suggestions will be of value to you in determining solutions of problems in our area.

MEMBERS

6 a  
THOMAS REES  
VICE CHAIRMAN  
BRUCE F. ALLEN  
DON A. ALLEN, SR.  
JACK A. BEAVER  
FRANK P. BELOTTI  
WILLIAM BIDDICK  
JOHN L. E. COLLIER  
PAULINE L. DAVIS  
DONALD D. DOYLE  
WILLIAM W. HANSEN  
SHERIDAN N. HEGLAND

# California Legislature

## Assembly Interim Committee

### Conservation, Planning, and Public Works

ROOM 3126, STATE CAPITOL  
SACRAMENTO 14, CALIFORNIA

FRANCIS C. LINDSAY  
CHAIRMAN

#### INVITATION TO TESTIFY

MEMBERS

VERNON KILPATRICK  
LLOYD W. LOWREY  
CHARLES W. MEYERS  
ALLEN MILLER  
WILLIAM A. MUNNELL  
EUGENE G. NISBET  
JACK SCHRADE  
HAROLD SEDGWICK  
BRUCE SUMNER  
JESSE M. UNRUH

MARGARET E. RATY  
COMMITTEE SECRETARY

July 14, 1958

TO: All Concerned

SUBJECT: Hearings on Problems of State Freeway Location (House Resolution No. 80, First Extraordinary Session of 1958 Legislature, by Assemblyman Charles W. Meyers)

LOCATION: August 5-6, 1958 - Room 115, State Building, Los Angeles  
/ August 7-8, 1958 - Room 367, State Building, San Francisco

The Subcommittee on Public Works of the Assembly Interim Committee on Conservation, Planning and Public Works has scheduled a hearing in Los Angeles on August 5 and 6 and in San Francisco on August 7 and 8, beginning at 10:00 a.m. in each instance.

You are invited to appear at either of these hearings to present testimony relating to the problems involved in the selection of state freeway locations. The sole purpose of this subcommittee hearing is to receive testimony on city and county relationships with the State Division of Highways which will enable the Legislature to act on matters of statewide importance with all the facts at its command. To this end your testimony should be confined to the immediate problem and be in prepared form with sufficient copies for the committee members.

In view of the short time before the hearing, this office requests that in the event you desire to testify please let us know on or before July 31, 1958, in order that the agenda may be properly prepared.

Testimony will be taken in the following order at both hearings:

1. State Division of Highways
2. Mayor's Committee on Freeway Location
3. County Supervisors Association
4. Representatives of cities

DATE JUL 21 1958

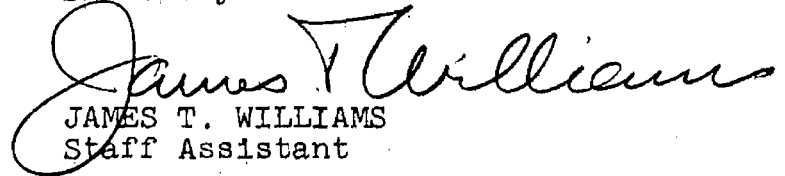
APPROVED

RE: CE CC PC ENG

July 14, 1958

5. Representatives of counties
6. Chambers of Commerce and other civic organizations
7. Others

Sincerely

  
JAMES T. WILLIAMS  
Staff Assistant

9  
The Hunter Ranch  
Rt 1 Box 1859  
Santa Clara, Calif

Board of Supervisors  
Santa Clara County Office Building  
1st and Rosa Sts  
San Jose, Calif.

DATE JUL 14 1958

APPROVED

RE: CE CG PG ENG

Dear Sirs,

I am writing to urge that the Board of Supervisors give top priority to the non-freeway state highway projects including Alum Rock Avenue widening, Route 9 widening, and Monterey Road south of Tully Road.

These projects cost very little compared with freeway construction and would relieve traffic bottlenecks. They would provide maximum relief, and state highway funds are adequate so that all should be asked for in one year.

I believe that Planning Director Karl Belser has been intimidated by the Palo Alto and Sunnyvale Chambers of Commerce in stressing the improvement of Bayshore from Moffett field to Brokaw Road.

This vast program would take more than the available funds and would probably leave no funds for the non-freeway projects including Alum Rock Avenue widening.

Bayshore Highway could be made into an almost-freeway by building the structures at Mathilda, Fair Oaks, and Lawrence Roads in Sunnyvale and the elimination of left turns at the few remaining intersections. The existing four lanes would be adequate to carry present traffic if hazardous left turns and blocking of the middle

lanes especially at peak hours  
was eliminated.

This more realistic program  
would be within fund limitations  
and would amount to giving some  
leadership to the state highway  
program.

Asking for so much more than  
available funds actually deflates  
the purpose in making recommendations.  
The field becomes so broad we  
in effect hand the actual selection  
of projects back to the state officials.  
They favor freeway spending  
exclusively.

Yours truly,  
Wm B. Ward

July 9, 1958

Mr. Loyd Brady  
City Manager  
City of Santa Clara  
City Hall  
Santa Clara, California

Subject: Bayshore Freeway, Coffin Road and  
Brokaw Road grade separation structures

Dear Mr. Brady:

With reference to the above, you no doubt know that the Board of Supervisors requested of this office the ascertaining of the recommendation of the City of San Jose particularly with respect to the Brokaw Road grade separation. I am informed by one of the City of San Jose Engineers that the Engineering Department is in the process of preparing a comprehensive plan relating to Brokaw Road, Guadalupe Parkway, Bayshore Highway and North First Street, and that this plan will be completed within the next month. Accordingly, I have taken the liberty of setting this matter on the Board of Supervisors agenda for Monday, August 18, 1958 at 11:30 A. M., with the hope that by that time this matter may be sufficiently resolved in order that the Board may take definitive action.

Very truly yours,

HOWARD W. CAMPEN  
County Executive

HWC:cy  
cc: A. P. Hansen  
Richard Olson  
Robert Haley



STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

DISTRICT IV

180 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

May 29, 1958

PLEASE REFER  
TO FILE NO.

IV-SC1-113-MVw,A  
4QT1421-R

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

Gentlemen:

An invitation is extended to your Honorable Board to attend a public hearing to be held at the Mountain View Union High School, Castro and Church Streets, Mountain View, at 10:00 a.m., Tuesday, July 1, 1958, for the purpose of acquainting officials and interested individuals with the results of studies for the location of State Highway 113 (Mountain View-Alviso Road) as a freeway, between the Bayshore Highway and El Camino Real in Santa Clara County and receiving comments thereto.

Section 75.5 of the Streets and Highways Code, as enacted by Chapter 69, Statutes of 1956 Special Session, provides that at any public hearing before the department of the selection of any freeway route at which comparative estimates are presented of the benefits that would accrue to drivers of motor vehicles in the use of alternate routes, there will also be presented upon request of any city or county affected, estimates for the same period of the effect that the selection of any alternates may have upon community values, including but not limited to property values, State and local public facilities, and city street and county highway traffic.

Attached is a copy of Section 75.5 together with a resolution of the California Highway Commission which was adopted on June 20, 1956, setting forth the interim procedure of the department.

As is noted in the Statute, these estimates are only required if requested by an affected city or county which transmits with its request such information relative to the estimates as it may wish to have presented.

DATE JUN 9 - 1958  
APPROVED \_\_\_\_\_  
RE: CE CC PC ENG \_\_\_\_\_

Honorable Board of Supervisors -2-

May 29, 1958

If the County of Santa Clara desires to avail itself of the provisions of Section 75.5 it is requested that such information be filed with this office immediately in order that it may be made a part of the public hearing on July 1, 1958.

This hearing has been announced in the public press.

Maps will be on display prior to the hearing, the date, time and place to be announced later.

Yours very truly,

A handwritten signature in cursive script, appearing to read "B. W. Booker".

B. W. BOOKER  
Asst. State Highway Engineer

Attachment

Assembly Bill No. 65

CHAPTER 69

*An act to add Section 75.5 to the Streets and Highways Code, relating to state highway and freeway routes.*

[Approved by Governor May 4, 1956. Filed with Secretary of State May 4, 1956.]

*The people of the State of California do enact as follows:*

SECTION 1. Section 75.5 is added to the Streets and Highways Code, to read:

75.5. At any public hearing or meeting before the commission or department on the selection of any state highway or freeway route at which comparative estimates are presented of the benefits that would accrue to drivers of motor vehicles in the use of alternative routes, on request of any city or county affected, estimates for the same time period, and based on similar assumptions, as the driver benefit estimates shall also be presented of the effect that the selection of either route would have upon community values, including but not limited to property values, state and local public facilities, and city street and county highway traffic. Such estimates are required only if requested by an affected city or county which transmits with its request such information relative to the estimates as it may wish to have presented. The department, whenever it announces that a public hearing or meeting is to be held on the selection of any state highway or freeway route, shall notify any affected city or county that it may make such a request. Failure of the department or the commission to comply with the requirements of this section shall not invalidate any action of the commission as to the adoption of a routing for any state highway, nor shall such failure be admissible evidence in any litigation for the acquisition of rights of way or involving the allocation of funds or the construction of the highway.

June 20, 1956

Upon motion of Commissioner Chase, seconded by Commissioner Bishop, the following action was unanimously taken:

WHEREAS, a revision of the policy of the California Highway Commission in regard to the adoption of freeway routes for the inclusion of a section to conform to the provisions of Chapter 69, Statutes of 1956 Special Session, was informally discussed; and

WHEREAS, such a revision is postponed until a later date due to the absence of three members of the Commission;

NOW, THEREFORE, BE IT RESOLVED that the State Highway Engineer is requested to proceed in the interim, pending adoption of a revised policy of procedure, by notifying the City Council or Board of Supervisors, or both such Council and Board, of the provisions of Section 75.5 of the Streets and Highways Code as enacted by Chapter 69, Statutes of 1956 Special Session, as a part of the usual notification when it is proposed to locate or relocate a state highway as a freeway.

C. M. GILLISS  
DIRECTOR

Goodwin J. Knight  
Governor



STATE OF CALIFORNIA

## Department of Public Works

SACRAMENTO

May 15, 1958

Mr. Richard Olson, Clerk  
Board of Supervisors  
Santa Clara County  
Civic Center  
First and Rosa Streets  
San Jose, California

Dear Mr. Olson:

This will acknowledge receipt of your letter of May 13, 1958 and six certified copies of a Resolution adopted by the Board of Supervisors of the County of Santa Clara on May 12, 1958, joining with the City of San Jose in the findings and objections of the City's Resolution 14820 regarding the modification of the plans for Route 5 at and near its intersection with Forest Avenue in the City of San Jose.

It is my understanding that representatives of this City are to appear before the California Highway Commission at its meeting in Sacramento on May 22, 1958 for a presentation of this problem. Your letter and the Resolution by the Board of Supervisors will be called to the attention of the Commission at that time.

Very truly yours,

A handwritten signature in dark ink, appearing to read "C. M. Gilliss", written over a horizontal line.

C. M. GILLISS  
Director of Public Works

7

R E S O L U T I O N

BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara, State of California:

WHEREAS, said County and its officials approve the findings and objections of Resolution 14820 adopted by the City of San Jose on the 28th day of April, 1958.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara, State of California, that said County joins with the City of San Jose in urging that the Highway Commission of the State of California modify the plans for Route 5 at and near the point where said freeway would intersect with Forrest Avenue in the City of San Jose to permit said Forrest Avenue to be extended at grade and without a curve to the north with Route 5 depressed to pass under said Forrest Avenue.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this 12th day of May, 1958, by the following vote:

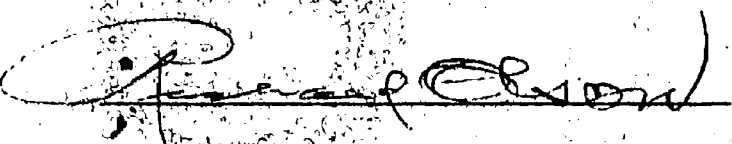
AYES: Supervisors, Brown, Della Maggiore, Hubbard, Levin, Slaght

NOES: Supervisors, None

ABSENT: Supervisors, None

  
Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of  
the Board of Supervisors

  
SMW:ls  
5-12-58

5/14/58 Dups to Hugh Center

May 13, 1958

Mr. C. M. Gillis  
Chairman and Director of Public Works  
California Highway Commission  
Post Office Box 1499  
Sacramento, California

Dear Mr. Gillis:

Enclosed please find six certified copies of a resolution adopted by the Board of Supervisors on May 12, 1958 urging the California Highway Commission to modify the plans for Route 5 near the point where said Freeway would intersect with Forrest Avenue, as requested in said resolution.

Yours very truly,

RICHARD OLSON  
Clerk of the Board

RO:eo  
Enclosures  
cc: Mr. John Burnett

24 again

Resolutions

Be It Resolved by the Board  
of Supervisors of the County of Santa  
Clara, State of California:

Whereas said County and its  
Officers approve the findings  
and objectives of Resolution 14820  
adopted by the City of San Jose  
on the 24th day of April, 1958

Now Therefore Be It Resolved by  
the Board of Supervisors of the County of  
Santa Clara of the State of California  
that said County joins with the  
City of San Jose in urging that  
the Highway Commission of the State of  
California modify the Plan for "Route 5"

at and near the point where said Highway  
would intersect with Forest Avenue in the  
City of San Jose so ~~forward~~ permit said Forest  
Avenue to be extended at grade and without a  
curve to the North with Road 5 depressed to  
pass under said Forest Avenue.



3. If Forest Avenue is depressed <sup>and</sup> ~~and~~ curved to the north, it will seriously handicaps the utilization of many parcels of land on Forest Avenue and on O'Connor Way for their highest and best use, as locations for medical center and related endeavor <sup>to be</sup> operated in conjunction with the facilities of O'Connor Hospital. If Forest Avenue is maintained at grade and not curved, such uses in the public interest will be preserved and facilitated.

4. If Forest Avenue is depressed and curved to the north, the

greater portion of the private property which the City would be required to acquire

10-F  
April 28, 1958

Division of Highways  
District IV  
Post Office Box 3366, Rincon Annex  
San Francisco 19, California

Subject: File No. IV-SC1-114-Var.

Gentlemen:

Your letter of April 24, 1958 stating that a meeting will be held on May 14, 1958 at your San Francisco office to discuss the proposed Stevens Creek Freeway was submitted to the Board of Supervisors this morning.

Please be advised that Supervisor Wesley L. Hubbard, Post Office Box 398, Mountain View, and Acting County Engineer James B. Enochs will attend said meeting.

Very truly yours,

RICHARD OLSON  
Clerk of the Board

RO:eo

10-11

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

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

April 24, 1958

PLEASE REFER  
TO FILE NO.

IV-SC1-114-Var.

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

Gentlemen:

A proposed freeway agreement was submitted to your Honorable Board last year covering the development of State Highway Route 114 (the so-called Stevens Creek Freeway) to a full freeway. Alignment for this freeway was adopted by the California Highway Commission on October 17, 1956. It is necessary that a freeway agreement be executed between the County and the State before design can be completed and right of way purchased.

We are requesting a meeting with representatives of the City of Mountain View, the City of Cupertino, and the County of Santa Clara to discuss development of this freeway, and are suggesting a tentative date of Wednesday, May 14, 1958, at 10:00 A.M. The meeting is to be held in the third floor conference room of the Division of Highways building at 150 Oak Street, San Francisco.

Will you please advise whether this time is satisfactory for such a meeting.

Very truly yours,

B. W. Booker  
Asst. State Highway Engineer

By

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

DATE APR 28 1958  
APPROVED *afv*  
RE: 02 61 13 DIV

*H. J. Edwards*  
*Attended*



# California Highway Commission

P. O. BOX 1499  
SACRAMENTO 7, CALIFORNIA

March 3, 1958

Board of Supervisors  
Santa Clara County  
County Court House  
San Jose, California

Attn: Mr. Paul R. Teilh, Clerk

Gentlemen:

On February 26, 1958, the California Highway Commission by formal action restated and revised its freeway route adoption procedure on location or major relocation of freeways on the State Highway System. For your information, attached is a copy of this procedural resolution.

Freeway route adoption procedure has been in force since 1948 and the purpose of this revision is to redefine its procedure and to provide additional guarantees that local governmental bodies, organizations, and citizens will be given ample opportunity to express their views before any conclusions or recommendations as to specific routes are made. The reworded resolution clarifies the procedure to provide for frequent consultation between local officials and State Highway officials from the initiation of route studies to the adoption of a route by the Commission.

The Commission will be happy to afford further explanation of any matters in this regard arising from your interest in specific freeway locations.

Very truly yours,

*C. G. Maghetti*  
CHELSE A. MAGHETTI, Secretary  
California Highway Commission

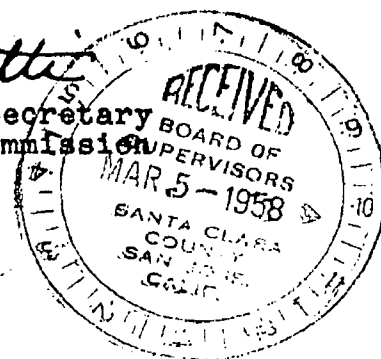
MAR 10 1958

Attch.

DATE \_\_\_\_\_

APPROVED \_\_\_\_\_

RE: CE CC PC ENG \_\_\_\_\_



RESOLUTION RESTATING PROCEDURE RELATIVE TO ADOPTION OF FREEWAY LOCATIONS BY THE CALIFORNIA HIGHWAY COMMISSION.

RESOLVED, by the California Highway Commission, that the following procedure shall be followed in the adoption of freeway locations in the State highway system:

1. When it is proposed to locate or relocate any portion of a State highway as a freeway, the State Highway Engineer, or his authorized representative, shall:

(a) At the initiation of the studies necessary to determine the possible locations to be presented to the Commission for consideration, and from time to time thereafter, confer with the appropriate local governing bodies, and other agencies that may be affected thereby and with their technical and planning personnel, obtaining where available any master or general plan of the area;

(b) Call to the attention of the appropriate local governing body, in writing, the provisions of Section 75.5 of the Streets and Highways Code;

(c) When sufficient information has been accumulated to permit intelligent discussion, publicize and hold such public meeting, or meetings, as may be reasonably necessary to acquaint interested individuals, officials and civic or other groups with the studies made and the information developed, and to obtain their views with respect thereto.

In conducting any such meetings where major controversy appears probable, the State Highway Engineer may arrange for a Division or Highways Employee, not employed in the District Office involved, to act as presiding officer.

2. The State Highway Engineer shall submit to the Commission a written report, covering the results of such conferences and meetings, the relationship between all proposed locations and any master or general plans of the affected local agency or agencies, any information submitted pursuant to Section 75.5 of the Streets and Highways Code, the studies made, and a recommendation as to the location of the freeway.

3. When authorized so to do by the Commission, the State Highway Engineer shall notify the appropriate local governing body, which notice shall be publicized, of the intention of the Commission to consider the location of the freeway. Such notification shall include a statement that the Commission or designated members thereof will hold a public hearing on the proposal, if requested to do so by the local legislative body within thirty (30) days after the first regular meeting of such body following receipt of such written notification; provided, however, that if, prior to receipt

of such notification from the Commission, the local legislative body or bodies shall have, by resolution, declared that no public hearing by the Commission is necessary, then the notification by the State Highway Engineer shall advise such local body only of the intention of the Commission to consider the matter.

4. If any such legislative body requests such hearing, the Commission, or a designated member or members thereof, will hold a hearing, after public notice given in such manner as the Commission may determine, at which time and place all persons, and official bodies and other organizations interested in the matter, shall be afforded an opportunity to be heard. The Commission may also, on its own motion, call a public meeting or hold such hearings as it may deem appropriate.

5. After the expiration of such period of thirty (30) days, if no hearing is requested, or after such meetings or hearings as the Commission may hold, the Commission will adopt a location for the freeway between the limits under consideration.

6. The authorization referred to in numbered paragraph 3 of this resolution, to give public notice of the Commission's intention to hold a hearing, shall be by resolution of the Commission relating to each specific freeway location proposed to be considered. In all other respects, this resolution authorizes the State Highway Engineer, without further resolution or order of this Commission, to do such things and take such action as may appear to him to be necessary or proper to comply with the above specified procedure.

7. At any public meetings held by the State Highway Engineer, or his authorized representative, any material transmitted by an affected city or county pursuant to Section 75.5 of the Streets and Highways Code shall be presented at the meeting by the person conducting the meeting or hearing, if so requested by the affected city or county, or shall be received in such manner as the affected city or county requests.

8. It is recognized that, in addition to the foregoing, the State Highway Engineer, through his representatives, may hold any additional meetings or hearings required to qualify any highway project for the use of Federal funds pursuant to any Federal statute or rule or regulation promulgated thereunder.

9. The resolution of the Commission regarding the subject matter hereof, adopted on February 18, 1955, is hereby rescinded.

This resolution is hereby adopted by the California Highway Commission at Sacramento, California, this 26th day of February, 1958.

