

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
**DIVISION OF HIGHWAYS**  
DISTRICT IV  
150 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDEKILL 3-0222  
December 13, 1957

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3886, WINCON ANNEX  
SAN FRANCISCO 18

PLEASE REFER  
TO FILE NO.

IV-SC1-239-A

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

Gentlemen:

I wish to advise that on November 25, 1957, the California Highway Commission passed resolutions adopting the route for a portion of State Highway Route 239 in the County of Santa Clara between Route 2 and Route 5 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 a resolution of the California Highway Commission consenting to the same. The Commission 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 County Surveyor and Road Commissioner 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 DEC 23 1957

APPROVED \_\_\_\_\_

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

RESOLUTION ADOPTING STATE HIGHWAY ROUTE IV-SC1-239-A, SJs

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 5, road IV-SC1-239-A, SJs, as outlined in project reports dated January 25, 1957 and March 18, 1957, and as shown on a map thereof signed by B. W. Booker, Assistant State Highway Engineer, dated November 15, 1957, approved November 18, 1957 by G. T. McCoy, State Highway Engineer, and further identified by the signatures of a majority of the Commissioners, and

BE IT FURTHER RESOLVED that this Commission has found and determined, and hereby declares, that such selection and adoption 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 25th day of November, 1957, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 27th day of November, 1957

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

**RESOLUTION ESTABLISHING A FREEWAY**

**ON**

**ROAD IV-SC1-239-A,SJs**

**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 San Jose and County of Santa Clara, and designated as Road IV-SC1-239-A,SJs.

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 239 in the City of San Jose and County of Santa Clara between Route 2 and Route 5, as same is shown on the general route map thereof adopted by the California Highway Commission on November 25, 1957, 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 25th day of November, 1957, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 27th day of November, 1957.

/s/ G. N. Cook

G. N. COOK

Assistant Secretary of the  
California Highway Commission

BEGINNING OF ROUTE ADOPTION

END OF ROUTE ADOPTION

November 15, 1957

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

Approval Recommended:

*J. A. Segura*  
Planning Engineer

Approved: November 18, 1957

*G. E. Miller*  
State Highway Engineer  
Civil Engineer License No. 2084

*Frank K. Werber*  
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

MAP SHOWING

**ROUTE OF PROPOSED  
STATE HIGHWAY  
IN SANTA CLARA COUNTY  
BETWEEN  
ROUTE 2  
AND  
ROUTE 5  
IV-SCI-239-A,SJs**

Scale in Feet.  
0 2000 4000 8000  
OCTOBER 1957

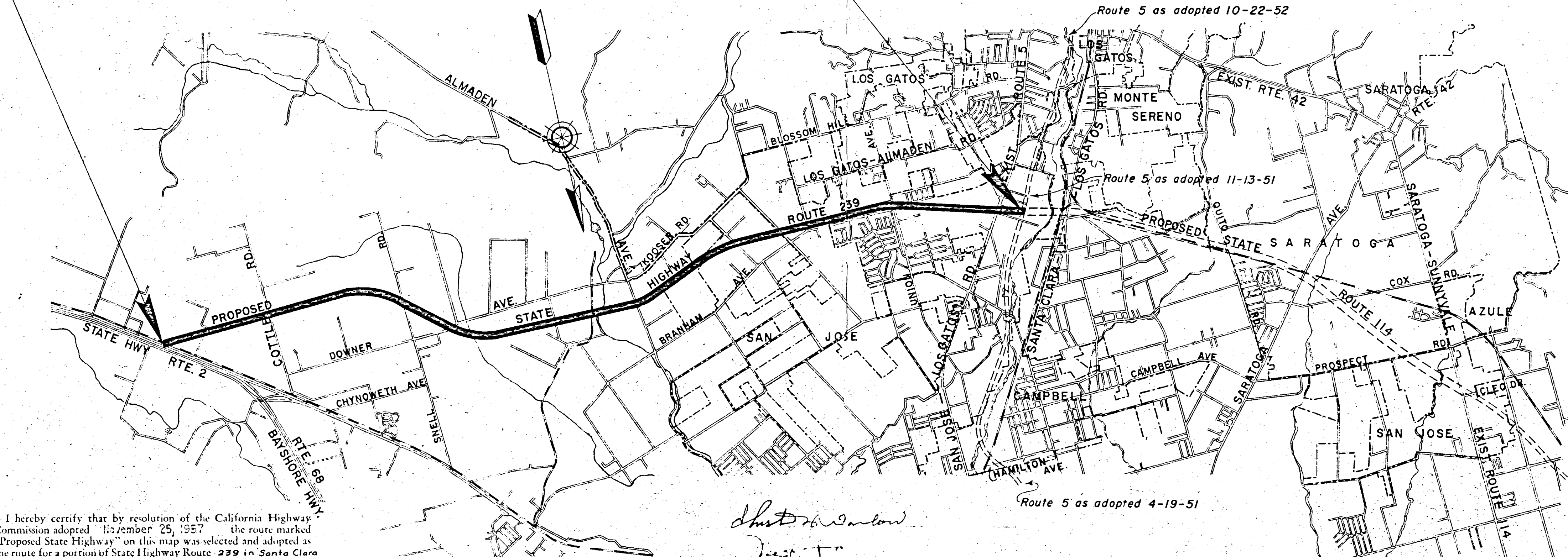
I hereby certify that by resolution of the California Highway Commission adopted November 25, 1957 the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 239 in Santa Clara County between Route 2 and Route 5

Attest: *C. A. Maghetti*  
Secretary  
California Highway Commission

*Justus Wilson*  
*Justus Wilson*  
*Richard Wilson*

*R. L. Bishop*

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION  
November 25, 1957





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 3386, RINCON ANNEX  
SAN FRANCISCO 19

December 13, 1957

PLEASE REFER  
TO FILE NO.

IV-SC1-239-B

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

Gentlemen:

I wish to advise that on November 25, 1957, the California Highway Commission passed resolutions adopting the route for a portion of State Highway Route 239 in the County of Santa Clara between Route 5 and Saratoga Avenue 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 a resolution of the California Highway Commission consenting to the same. The Commission 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 County Surveyor and Road Commissioner 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 DEC 23 1957

APPROVED \_\_\_\_\_

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

RESOLUTION ADOPTING STATE HIGHWAY ROUTE IV-SC1-239-SJs,B

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 5 and Saratoga Avenue, road IV-SC1-239-SJs,B, as outlined in project reports dated January 25, 1957, and March 18, 1957, and as shown on a map thereof signed by B. W. Booker, Assistant State Highway Engineer, dated November 15, 1957, approved November 18, 1957, by G. T. McCOY, State Highway Engineer, and further identified by the Signatures of a majority of the Commissioners, and

BE IT FURTHER RESOLVED that this Commission has found and determined, and hereby declares, that such selection and adoption 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 25th day of November, 1957, in the City of Sacramento a majority of the members of said Commission being present and voting therefor.

Dated this 27th day of November, 1957

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

RESOLUTION ESTABLISHING A FREEWAY

ON

ROAD IV-SC1-239-SJs, B

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 San Jose and County of Santa Clara, and designated as Road IV-SC1-239-SJs, B.

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 followed:

That portion of State Highway Route 239 in the City of San Jose and County of Santa Clara between Route 5 and Saratoga Avenue, as same is shown on the general route map thereof adopted by the California Highway Commission on November 25, 1957, 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 25th day of November, 1957, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 27th day of November, 1957.

/s/ G. N. Cook

G. N. COOK

Assistant Secretary of the  
California Highway Commission

BEGINNING OF ROUTE ADOPTION

END OF ROUTE ADOPTION

November 15, 1957

*B. W. Booker*  
Asst. State Highway Engr.  
Approval Recommended:

*J. A. Legarra*  
Planning Engineer

Approved: November 18, 1957

*H. H. Hume*  
State Highway Engineer  
Civil Engineer License No. 2084

*Frank B. Durbin*  
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

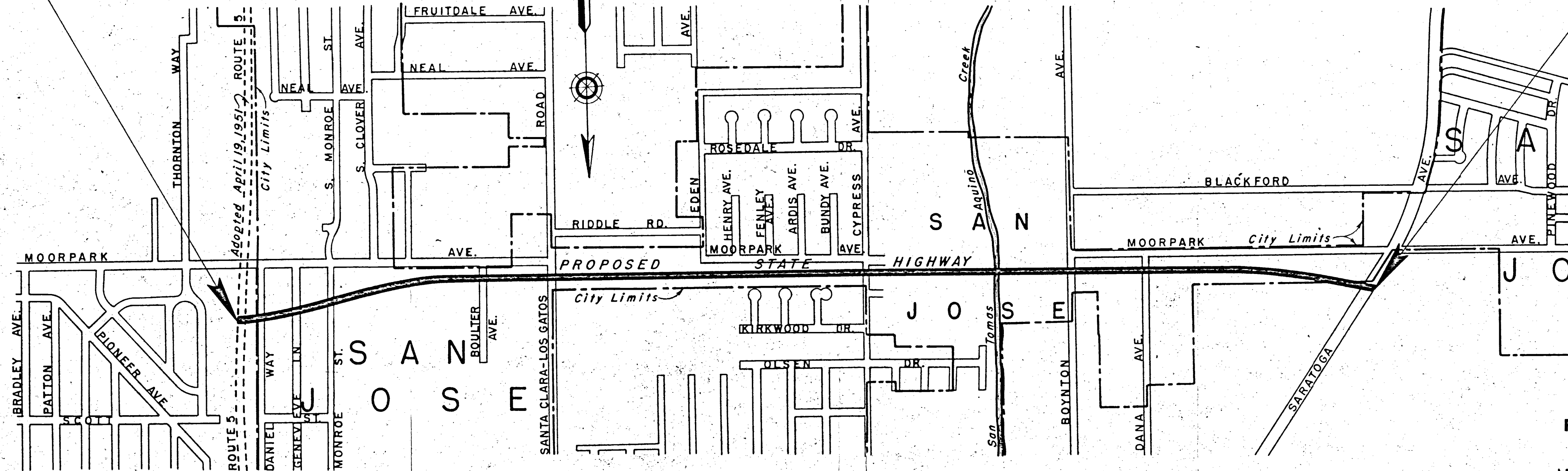
MAP SHOWING

**ROUTE OF PROPOSED  
STATE HIGHWAY**

IN SANTA CLARA COUNTY  
BETWEEN  
ROUTE 5  
AND

SARATOGA AVENUE  
IV-SCI-239-SJs,B

Scale in Feet  
0 300 600 1200  
OCTOBER 1957



I hereby certify that by resolution of the California Highway Commission adopted November 25, 1957, the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 239 in Santa Clara County between Route 5 and Saratoga Avenue.

Attest: *C. H. Magallon*  
Secretary  
California Highway Commission

*Chesler or Warner*  
*J. J. J. J.*

*R. L. Bishop*

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION  
November 25, 1957

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

December 13, 1957

PLEASE REFER  
TO FILE NO.

IV-SC1-114-A

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

Gentlemen:

I wish to advise that on November 25, 1957, the California Highway Commission passed resolutions adopting the route for a portion of State Highway Route 114 in the County of Santa Clara between Route 5 and existing Route 114 north of Azule 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 a resolution of the California Highway Commission consenting to the same. The Commission 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 County Surveyor and Road Commissioner and the County Building Inspector.

DATE DEC 23 1957

APPROVED \_\_\_\_\_

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

Yours very truly,

B. W. BOOKER  
Asst. State Highway Engineer

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

NOV 25 1957

## RESOLUTION ADOPTING STATE HIGHWAY ROUTE IV-SC1-114-A, LGts, Sar, SJs

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 5 and Existing Route 114 north of Azule, road IV-SC1-114-A, LGts, Sar, SJs, as outlined in project reports dated February 18, 1955 and December 8, 1955 and as shown on a map thereof signed by B. W. Booker, Assistant State Highway Engineer, dated November 15, 1957, approved November 18, 1957 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 ultimate 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 25th day of November, 1957, in the City of Sacramento a majority of the members of said Commission being present and voting therefor.

Dated this 27th day of November, 1957

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

RESOLUTION ESTABLISHING A FREEWAY

ON

ROAD IV-SC1-114-A, LGts, Sar, SJs

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 Cities of Los Gatos, Saratoga and San Jose and County of Santa Clara, and designated as Road IV-SC1-114-A, LGts, Sar, SJs.

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 114 in the Cities of Los Gatos, Saratoga and San Jose and County of Santa Clara, between Route 5 and Existing Route 114 north of Azule, as same is shown on the general route map thereof adopted by the California Highway Commission on November 25, 1957, 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 25th day of November, 1957, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 27th day of November, 1957.

/s/ G. N. Cook

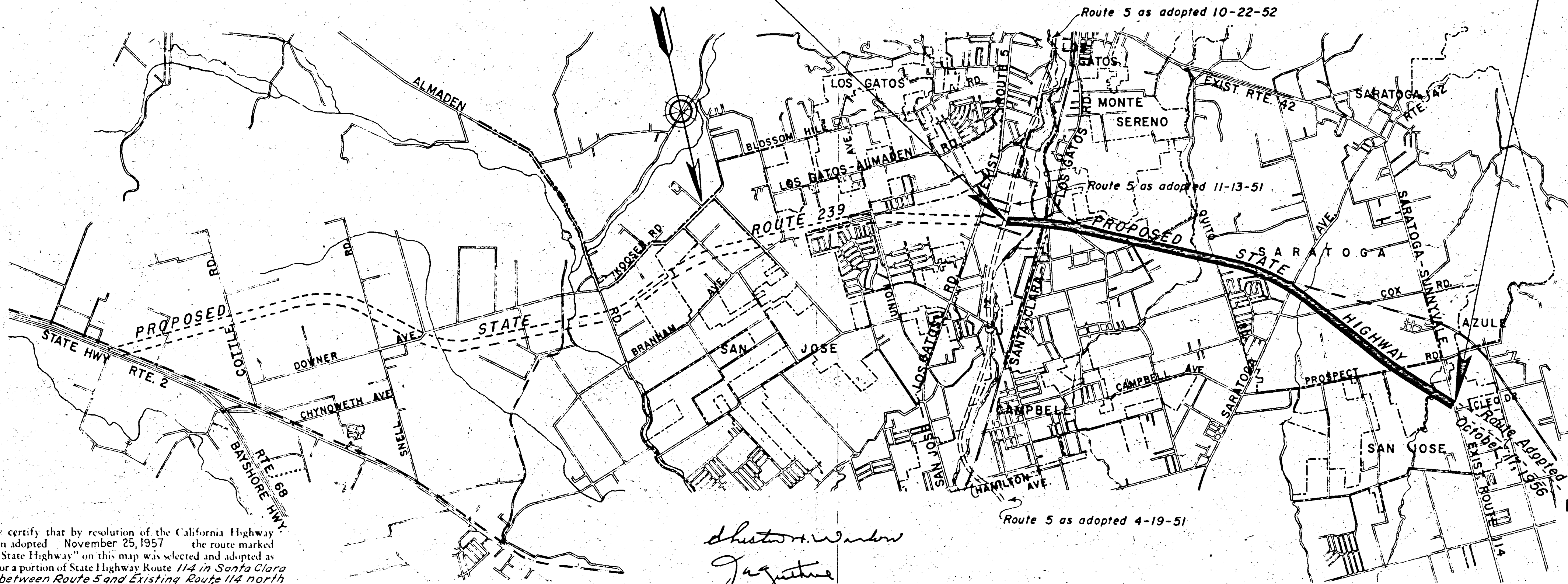
G. N. COOK

Assistant Secretary of the  
California Highway Commission



BEGINNING OF RELOCATION

END OF RELOCATION



November 15, 1957

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

Approval Recommended:

*J. A. Legama*  
Planning Engineer

Approved: November 18, 1957

*H. M. M. M.*  
State Highway Engineer

*Frank B. Durlee*  
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

MAP SHOWING

**ROUTE OF PROPOSED  
STATE HIGHWAY  
IN SANTA CLARA COUNTY  
BETWEEN  
ROUTE 5  
AND  
EXISTING ROUTE 114  
NORTH OF AZULE**

IV-SCI-114-A, LGts, Sar, SJs

Scale in Feet  
0 2000 4000 8000  
OCTOBER 1957

I hereby certify that by resolution of the California Highway Commission adopted November 25, 1957 the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 114 in Santa Clara County between Route 5 and Existing Route 114 north of Azule.

Attest: *C. A. Moghetti*  
California Highway Commission

*John W. Winkler*  
*Jagathra*  
*End W. Spens*

*R. L. Bishop*

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION  
November 25, 1957

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 3266, RINCON ANNEX  
SAN FRANCISCO 19

December 13, 1957

PLEASE REFER  
TO FILE NO.  
IV-SC1-32-A

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

Gentlemen:

I wish to advise that on November 25, 1957, the California Highway Commission passed a resolution adopting the route for a portion of State Highway Route 32 in the County of Santa Clara between 1.1 mile east of Gilroy and 1.7 mile east of Gilroy.

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

Your cooperation is requested in doing all possible to prevent the planning or construction of improvements which might conflict with the highway. 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 County Surveyor and Road Commissioner and the County Building Inspector.

Yours very truly,

B. W. BOOKER  
Asst. State Highway Engineer

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

Attachment

DATE DEC 23 1957

APPROVED                     

RE: CE CC PC ENG                     

*Rejoice H. Morley*

NOV 25 1957

## RESOLUTION ADOPTING STATE HIGHWAY ROUTE IV-SC1-32-A

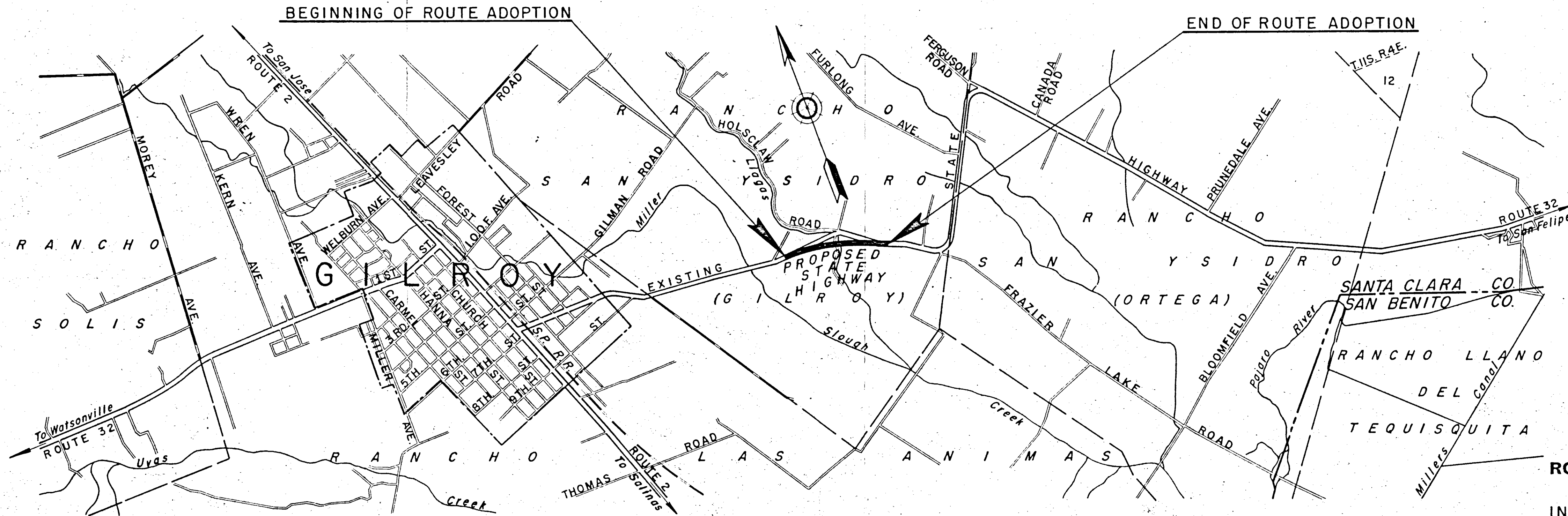
RESOLVED by the California Highway Commission that pursuant to the authority vested in it by law, this Commission does hereby select and adopt the route for a portion of State highway in Santa Clara County, between 1.1 miles east of Gilroy and 1.7 miles east of Gilroy, road IV-SC1-32-A, as outlined in a project report dated December 20, 1956 and as shown on a map thereof signed by B. W. Booker, Assistant State Highway Engineer, dated November 15, 1957, approved November 18, 1957 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 ultimate 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 25th day of November, 19 57, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 29th day of November, 19 57.

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



I hereby certify that by resolution of the California Highway Commission adopted November 25, 1957 the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 32 in Santa Clara County between 1.1 miles east of Gilroy and 1.7 miles east of Gilroy

Attest: *C. H. Maghetti*  
 Secretary  
 California Highway Commission

*Historian*  
*J. C. Maghetti*  
*R. L. Bishop*  
 MEMBERS OF CALIFORNIA HIGHWAY COMMISSION  
 November 25, 1957

November 15, 1957  
*B. W. Bookin*  
 Asst State Highway Engr.  
 Approval Recommended:  
*J. A. Segura*  
 Planning Engineer  
 Approved: November 18, 1957  
*B. W. Bookin*  
 State Highway Engineer  
 Civil Engineering License No. 7084  
*Frank B. Purdie*  
 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  
 MAP SHOWING  
**ROUTE OF PROPOSED  
 STATE HIGHWAY**  
 IN SANTA CLARA COUNTY  
 BETWEEN  
 1.1 MILES EAST OF GILROY  
 AND  
 1.7 MILES EAST OF GILROY  
 IV - SCI-32-A

Scale in Feet  
 0 1000 2000 4000  
 NOVEMBER 1957

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

DISTRIBUTED IN DECEMBER OF EACH YEAR SINCE 1950.

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

PLEASE REFER  
TO FILE NO.

Ut. 0.1

To the Officials of the  
Cities, Towns, and Counties  
in District IV of the  
Division of Highways of the  
State of California

Gentlemen:

The Collier-Burns Act of 1947 provides that, under certain circumstances, the cost of relocating privately owned utility facilities to accommodate construction of a State Highway as a freeway must be paid from State Highway Funds. As you know, State Highway Funds are allocated by law, in a fixed proportion of the total available for the State, for construction of State Highways within each county. Any portion of these funds expended within any county for the relocation of utility facilities results in an equal reduction in the amount available for construction of State Highways within that county.

Whether the State or the private utility company must bear the cost of such relocations is determined in many cases by the provisions contained in franchises granted to the utility by a city or county. In cases where the franchise does not impose on the utility an express contractual obligation to relocate its facilities at its own expense, the State must bear the expense of relocating such facilities wherever necessary to accommodate construction of a State Highway as a freeway.

Under these circumstances it is believed that each city and county government should, before granting any franchise to a privately owned utility company, examine the possible effect of such a franchise on the future development of State Highways within its boundaries. Substantial curtailment of State Highway development can result if the agencies having the power to grant franchises overlook the importance of this matter.

The Division of Highways is vitally concerned in any action having effect upon State Highway development. For this reason it is requested that this office be informed of any public hearing to be held by your Honorable Board in connection with the application by a privately owned utility company for a new franchise or for amendment of an existing franchise. Since it is our intention to delegate a representative of the Division of Highways to attend certain of these hearings, it is requested

7

To Officials of Cities,  
Towns and Counties in  
District IV

Ut. 0.1  
Page 2

that we be notified at the earliest possible moment of the date and the time set for hearings on pending or future applications. In order that we can determine which hearings require attendance of our representative, it is requested that we be furnished a copy of the proposed franchise.

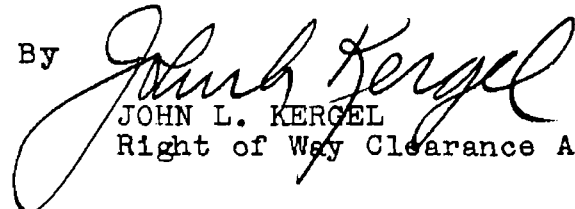
It is further requested that the receipt of this communication be acknowledged by letter. Any comments the Board desires to make will be received with great interest. Please be assured that your cooperation in this matter will be appreciated.

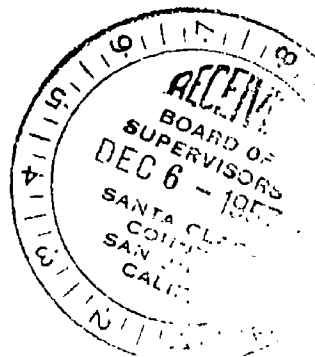
Yours very truly

B. W. BOOKER  
Assistant State Highway Engineer

P.S. This redistributed letter is for your information only.  
No reply is necessary to the last paragraph of the letter.

By

  
JOHN L. KERGEL  
Right of Way Clearance Agent





November 23, 1957

Mr. Frank B. Durkee  
Director of Public Works & Chairman  
Department of Public Works  
California Highway Commission  
P. O. Box 1499  
Sacramento, California

Dear Mr. Durkee:

On behalf of the Board of Supervisors of the County of Santa Clara may I express to you and to the members of the Highway Commission of the State of California our appreciation for the Commission's approval of State highway projects in this county for the fiscal year 1958-59 in the amount of \$19,845,000.

It is our opinion that completion of these projects by the State Division of Highways, in conjunction with major County and city projects which are currently being studied by the engineering consultant firm of De Lauw, Cather and Company, will result in a system of trafficways in this county which will be of extreme benefit for not only the people of this county, but all of the citizens of the State of California.

Very truly,

HOWARD W. CAMPEN  
County Executive

HWC:ee

cc: Honorable John F. Thompson  
Honorable Bruce F. Allen  
Honorable Clark L. Bradley  
Board of Supervisors

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

August 13, 1957

PLEASE REFER  
TO FILE NO.

Subj: Senate Concurrent Res. #26  
Coordination with Plan-  
ning of Counties & Cities

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

Gentlemen:

On April 1, 1957, each County and incorporated City in the State was sent a letter with respect to Senate Concurrent Resolution No. 26, adopted in January, 1957, by the State Senate and Assembly. A copy of Senate Concurrent Resolution No. 26 is attached.

This resolution requests the Department of Public Works to undertake a study to provide a basis for an over-all plan of freeways and expressways in the State of California, which plan will not be limited to State highways. The resolution calls attention to the need for the establishment of a plan for such a Statewide system of freeways and expressways, determined without regard to present jurisdiction over the highways, roads, and streets that might be included, in order that appropriate State, County, and City transportation plans and fiscal arrangements may be worked out and properly coordinated.

If a proper Statewide freeway system is to be developed as a result of the studies undertaken in accordance with Senate Concurrent Resolution No. 26, it is highly essential that each County and City have a well developed Streets and Highways plan to meet the needs of the future. It is only in this way that the proposed Statewide freeway system can be properly coordinated with local planning.

A number of the Counties have recognized this problem, have concluded that now is the time for the development of a local streets and highways plan, and have entered into agreements with the State in the hiring of consulting engineering firms to develop an over-all transportation plan of all highways and streets in their respective Counties to meet future needs. In these instances, each County has obtained proposals from several reliable consulting engineering firms, and, after selecting the proposal it feels most nearly meets its needs, has entered into a contract with the consulting firm after having received approval from the California Division of Highways. The Division has, in turn, entered into an agreement with the County whereby the State agrees to pay one-third of the cost of such study if the County's agreement with the consulting firm fulfills the requirements of Senate Concurrent Resolution No. 26.

We would be pleased to further discuss this arrangement in more detail if you are interested.

Sincerely, *B W Booker*  
B. W. Booker  
Assistant State Highway Engineer *7*

**Senate Concurrent Resolution No. 26**

**CHAPTER 80**

*Senate Concurrent Resolution No. 26—Relative to an over-all state-wide plan of freeways and expressways for the State of California.*

[Filed with Secretary of State, January 25, 1967.]

WHEREAS, The Legislature of California finds:

(a) Adequate, safe, and economical highway transportation is vital to the future development of the State of California.

(b) It has been amply demonstrated that properly designed and located freeways and expressways are the most economical means of providing highway adequacy and safety.

(c) California is rapidly developing individual freeways and expressways and segments thereof, but in many cases on a piecemeal basis, which program has been greatly accelerated by the enactment of the Federal-Aid Highway Act of 1956 and will be expanded considerably more if Congress carries out its stated intentions regarding apportionments of federal funds for interstate highways.

(d) There is need for the people of California and its agriculture and industry to be informed of plans for the ultimate freeway and expressway system of the entire State as nearly as such can now be determined by basic engineering studies.

(e) There is need for the establishment of a plan for such a state-wide system of freeways and expressways determined without regard to present jurisdiction over the highways, roads, and streets that might be included, in order that appropriate state, county, and city transportation plans and fiscal arrangements may be worked out and properly coordinated; now, therefore, be it

*Resolved by the Senate of the State of California, the Assembly thereof concurring, As follows:*

(a) The Department of Public Works is requested to undertake a study which will provide a basis for an over-all state-wide plan of freeways and expressways for the State of California, such study not to be limited to state highways and such study to locate the potential freeway and expressway routes of such a state-wide system and the necessary connections thereto as nearly as is practicable in advance of detailed engineering design of projects.

(b) The Department of Public Works is requested to employ by contract or otherwise such engineering consultants or other specialists as it deems may be needed for conduct of the study and the preparation of reports.

(c) The Department of Public Works is requested to defray the costs of the study from moneys available in the State Highway Fund for highway planning and is further requested to undertake to secure matching contributions of federal funds available for highway planning to the extent that such are available.

(d) Agencies of the State Government and cities and counties and the City and County of San Francisco are requested to cooperate with the Department of Public Works in the conduct of the study.

(e) The Speaker of the Assembly and the President pro Tempore of the Senate are directed jointly to appoint a committee of seven officials of counties and seven officials of cities to act in a technical advisory capacity to the Department of Public Works, and the department is directed to cooperate and confer with the technical advisory committee so appointed.

(f) The Speaker of the Assembly and the President pro Tempore of the Senate shall refer the subject matter of this resolution to the appropriate joint interim committee which may deal with highway transportation problems if such committee is created at this session of the Legislature, or if no such committee is created, then the subject matter shall be referred to the appropriate interim committee of each of the respective houses by the Speaker and the President pro Tempore respectively.

(g) The Department of Public Works is requested to report from time to time on the progress of its study to the appropriate interim committee or committees as designated under the provisions of the preceding paragraph and to submit its final report on the subject matter of this resolution to the appropriate committee or committees not later than September 1, 1958.

G. T. McCOY  
STATE HIGHWAY ENGINEER

GOODWIN J. KNIGHT  
GOVERNOR OF CALIFORNIA

FRANK B. DURKEE  
DIRECTOR

STATE OF CALIFORNIA  
Department of Public Works

SACRAMENTO

August 13, 1957

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

PLEASE REFER TO  
FILE NO.

Section 210 Study

The Board of Supervisors  
Santa Clara County  
San Jose, California

Gentlemen:

Thank you for your submission of the Highway  
Needs Report.

Everyone concerned is aware of the tremendous  
amount of intensive work required of local officials and  
technical staffs by a study of this magnitude. This  
project has been noteworthy not only from the standpoint  
of worthwhile results accomplished, but also with respect  
to the consistently high level of cooperation among the  
various jurisdictions involved.

Sincerely,

G. T. McCOY  
State Highway Engineer

By *F. M. Reynolds*  
F. M. Reynolds  
Planning Survey Engineer

# COUNTY OF SANTA CLARA

HOWARD W. CAMPEN

## OFFICE of the COUNTY EXECUTIVE

SANTA CLARA COUNTY OFFICE BLDG. • CIVIC CENTER  
FIRST AND ROSA STREETS, SAN JOSE, CALIFORNIA

July 30, 1957

Honorable Board of Supervisors  
County of Santa Clara  
Civic Center, First & Rosa Streets  
San Jose, California

Re: City of Sunnyvale Request for Amendment to Existing  
Freeway Agreements

Gentlemen:

With reference to the above and the request of the City of Sunnyvale dated May 27, 1957, please be advised that it is the recommendation of the County Engineer and of this office that said request be denied. The City of Sunnyvale requested that the following be approved for agreement with the State Division of Highways:

1. A four-lane overpass be established at the intersection of Fair Oaks at Mountain View-Alviso Road with complete interchange facilities.
2. A four-lane overpass be established at the intersection of Fair Oaks Avenue and the Bayshore Highway with complete interchange facilities.
3. A complete cloverleaf be established at the intersection of Lawrence Station Road and Mountain View-Alviso Road.

The existing freeway agreements provide for numerous other intersection improvements in the same area at locations and of type as indicated on enclosure number 1. With respect to item 2 above, it provides for an overpass without interchange facilities as contrasted with the present request of the City of Sunnyvale for complete interchange facilities. Items 1 and 3 noted above are not included in the present freeway agreements. The joint recommendation of the County Engineer and this office is predicated upon the following:

- A. Traffic - Although no definite criteria has been established as to what actual traffic load warrants what type of interchange facility, the norm generally used is that there must

DATE AUG 5 - 1957

APPROVED: *Henry Regan*

RE: CE CC PC ENG

*H.B. Regan accepted*

July 30, 1957

be at least a traffic count of 3,000 vehicles per hour or 10,000 vehicles per day on the major road combined with a cross traffic volume equal to at least 10% or more of that of the major road. None of these intersections qualify in this respect. Traffic Counts made at each of these intersections, showing vehicle distribution and turning movements, have been attached as enclosures Nos. 2, 3, and 4 to this report.

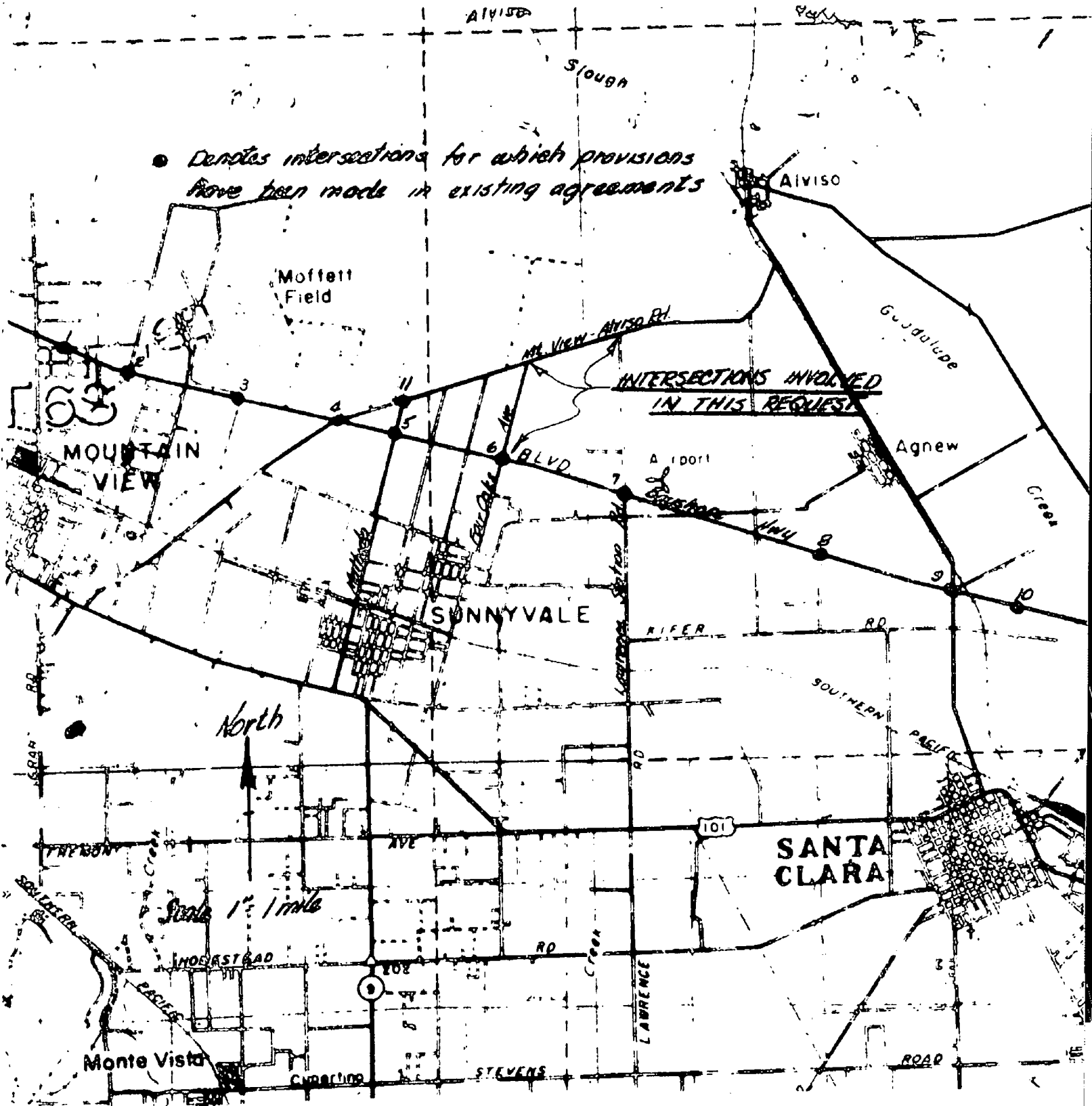
- B. Increased Cost of Construction - The requested additional facilities being of considerable magnitude will greatly increase the cost of improvement of the State highways in question, and it would appear in light of the present Board policy with respect to State highway improvements that these additional funds might well be spent on non-freeway projects.
- C. Delay to Final Completion of Highway Projects - The revision of present freeway agreements would only result in further delaying the final completion of the two State highways in question. The additional improvements requested by the City of Sunnyvale could probably be financed and constructed after the improvement of the State highways pursuant to the present agreements.

Respectfully submitted,

  
HOWARD W. CAMPEN  
County Executive

HWC:eo  
cc: Each Board Member  
Enclosures

- Denotes intersections for which provisions have been made in existing agreements

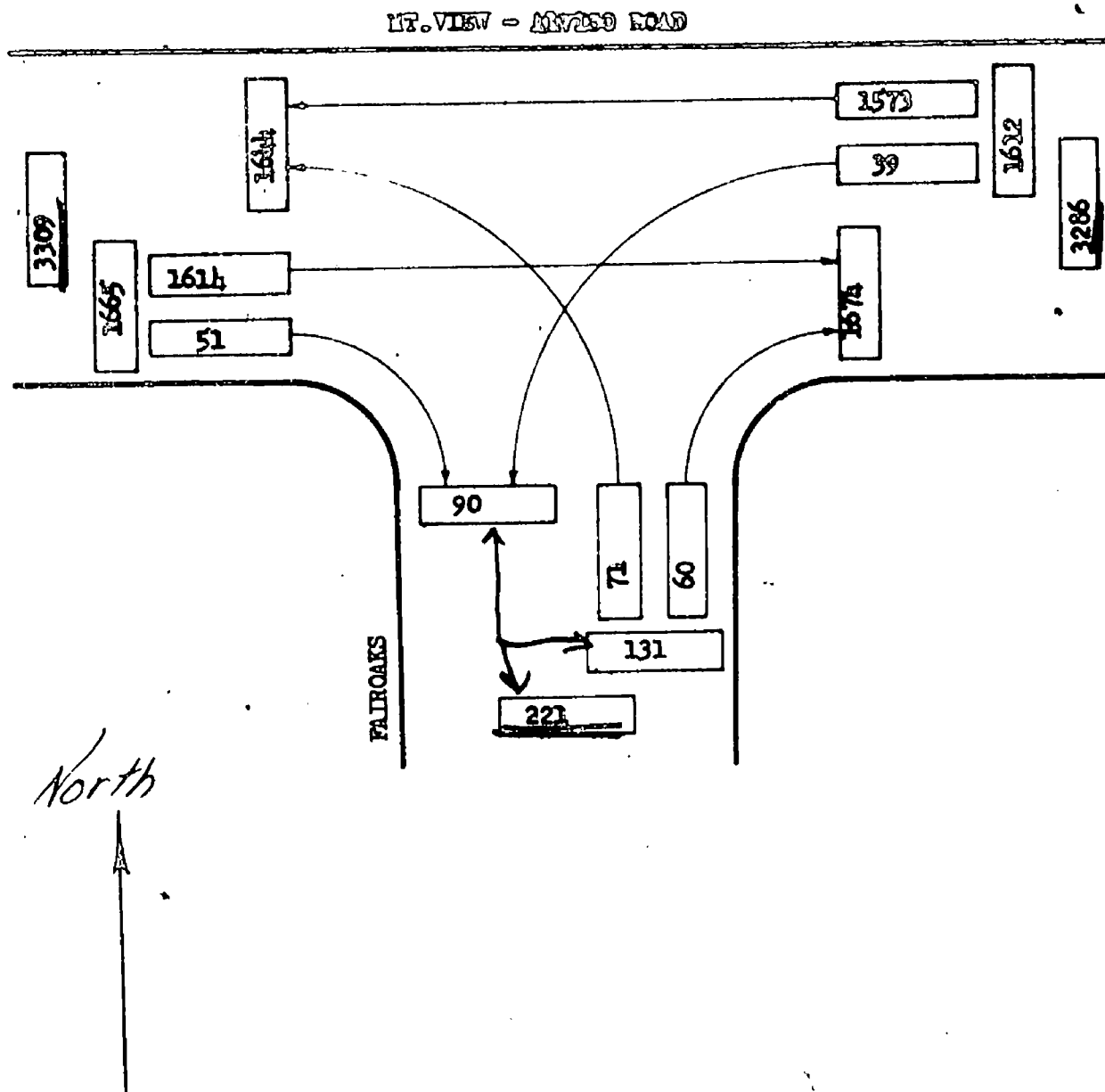




INTERSECTIONS

TYPES

- |                                                          |                                                                                     |
|----------------------------------------------------------|-------------------------------------------------------------------------------------|
| 1. Bayshore Hwy-Stierlin Rd                              | Partial Cloverleaf ( $\frac{1}{2}$ )                                                |
| 2. Bayshore Hwy-Moffett Blvd                             | Full Cloverleaf                                                                     |
| 3. Bayshore Hwy-Moffett Field South<br>gate-Ellis Avenue | Overpass with traffic inter-<br>change at common grade south<br>of freeway proper   |
| 4. Bayshore Hwy-Mt.View-Alviso Rd                        | Overpass with traffic inter-<br>change at common grade north<br>of freeway proper   |
| 5. Bayshore Hwy-Pastoria Ave                             | Partial Cloverleaf (3/4)                                                            |
| 6. Bayshore Hwy-Fair Oaks Ave                            | Overpass without inter-<br>change facilities                                        |
| 7. Bayshore Hwy-Lawrence Station Rd                      | Full Cloverleaf                                                                     |
| 8. Bayshore Hwy-San Tomas Freeway<br>(proposed)          | Full Cloverleaf                                                                     |
| 9. Bayshore Hwy-Lafayette St                             | Overpass without inter-<br>change facilities                                        |
| 10. Bayshore Hwy-Stockton Ave                            | Full Cloverleaf                                                                     |
| 11. Mt. View-Alviso Rd-Pastoria Ave                      | Overpass with traffic inter-<br>section at common grade north<br>of freeway proper. |



## TURNING MOVEMENTS

Mt. View - Alvise Rd. & Fair Oaks Rd.

(Location)

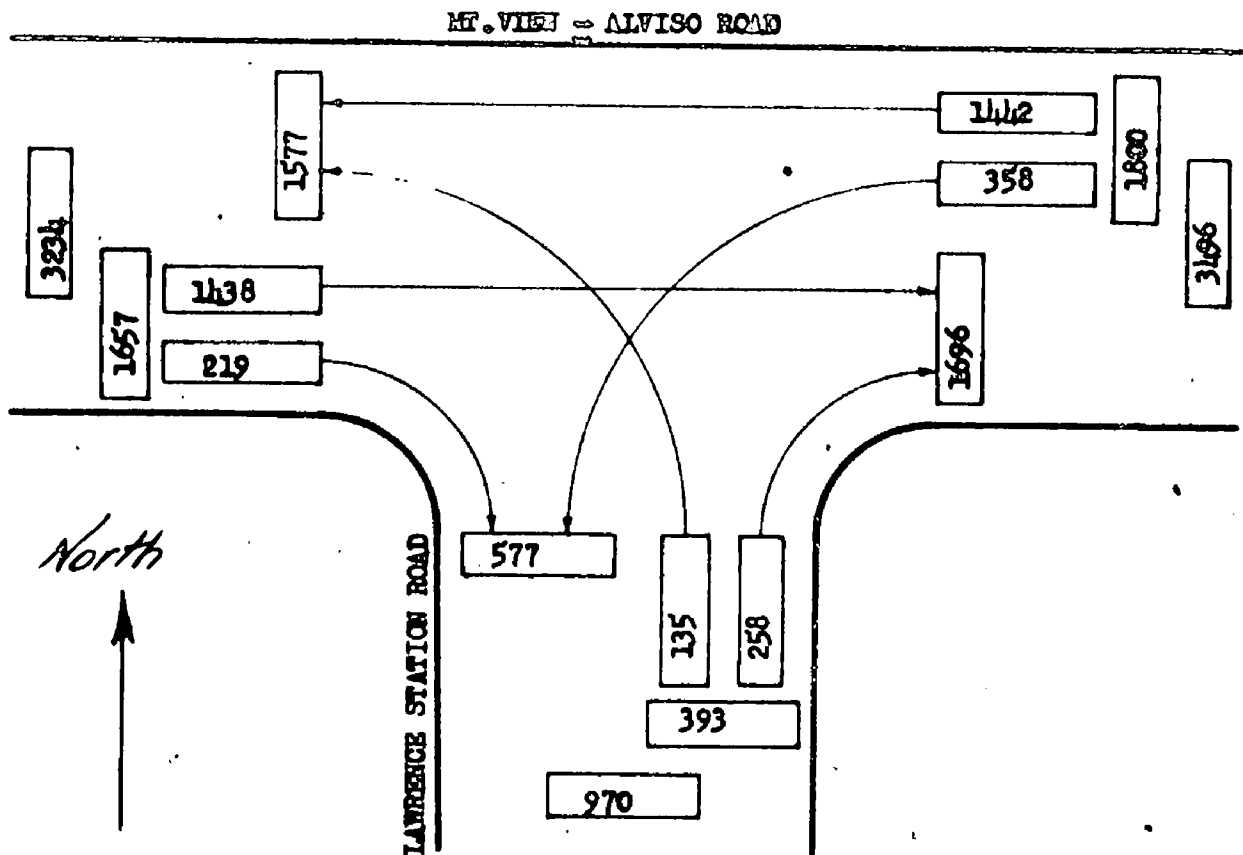
Date: June 10, 1951

Weather: Clear

Total hours: 11

From 7:00 AM to 6:00 P.M.

ENCLOSURE 2



## TURNING MOVEMENTS

Mt. View-Alviso Rd. & Lawrence Sta. Rd.

(Location)

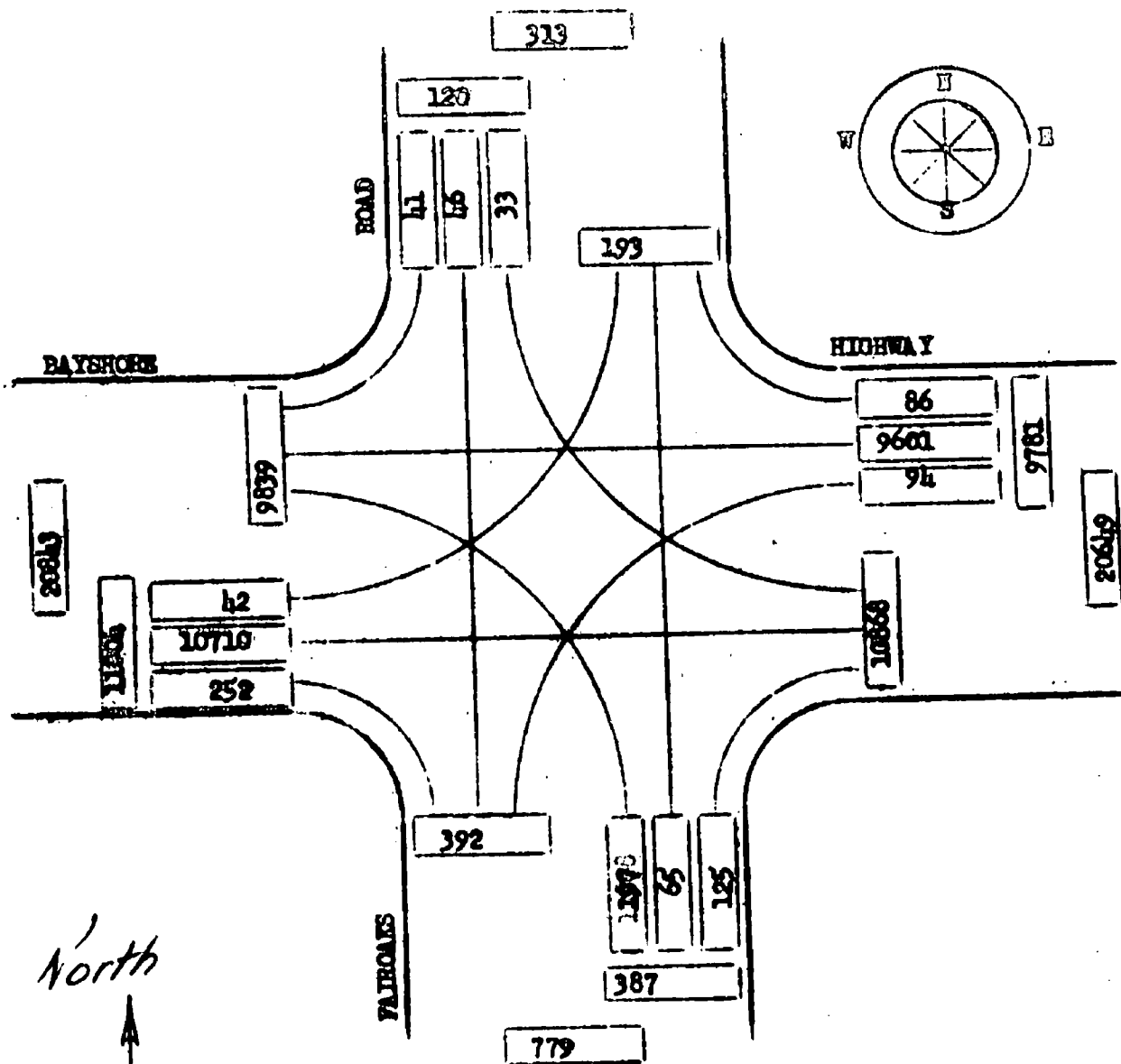
Date: June 10, 1957 (Monday)

Weather: Clear

Total hours: 11

From 1:00 A.M. to 6:00 P.M.

ENCLOSURE 3



# TURNING MOVEMENTS

Bayshore Hwy. & Fair Oaks Road  
(Location)

DATE: June 7, 1957 (Friday)

WEATHER: Clear

TOTAL HOURS: 11

FROM 7:00 AM TO 6:00 PM

ENCLOSURE A

July 30, 1957

Mr. H. Kenneth Hunter  
City Manager  
City of Sunnyvale  
City Hall  
Sunnyvale, California

Dear Mr. Hunter:

The attached is a copy of a letter which is  
being sent to the Board of Supervisors for its meeting  
Monday, August 5, 1957.

Very truly,

HOWARD W. CAMPEN  
County Executive

HWC:eo  
Enclosure

# SANTA CLARA COUNTY FARM BUREAU

1092 NO. FIRST STREET



SAN JOSE 12, CALIFORNIA

R. KEN WILHELM, County Secretary  
PHYLLIS V. BROWN, Office Secretary

CYpress 4-8616

July 15, 1957

Board of Supervisors,  
Santa Clara County  
Civic Center  
San Jose, California

Gentlemen:

In regular meeting on July 1, 1957, the Santa Clara County Farm Bureau Board of Directors unanimously passed the following resolution which is being submitted to you for consideration:

"We urge that the County of Santa Clara adjust its highway planning in regard to the proposed re-development of Bayshore Highway from Brokaw Road to Rosa Street in the following manner for these purposes;

"That any development planned for this piece of the Bayshore be either indefinitely postponed or deleted from present planning. This development would tie up considerable funds which are more urgently needed on other non-freeway projects. This county is one of the few counties, if not perhaps the only county in the state, where the planning commission and the board of supervisors have had the wisdom to insist on the completion of so-called interim projects and non-freeway developments rather than to allow the State Highway Department to steam roller a program exclusively for the development of freeways."

Yours sincerely,

SANTA CLARA COUNTY FARM BUREAU

R. Ken Wilhelm,  
County Secretary

*Farmers, Be Wise - Organize*

# SANTA CLARA COUNTY FARM BUREAU

1092 NO. FIRST STREET



SAN JOSE 12, CALIFORNIA

R. KEN WILHELM, County Secretary  
PHYLLIS V. BROWN, Office Secretary

CYpress 4-8616

July 11, 1957

Board of Supervisors of  
Santa Clara County  
Civic Center  
San Jose, California

Gentlemen:

At its regular meeting held on July 1, 1957, the Santa Clara County Farm Bureau Board of Directors passed the following motion unanimously:

"Whereas the completion of the Route 5 Freeway is necessary to eliminate intolerable congestion on the Westside of Santa Clara County and through the City of San Jose,

Therefore we urge that the completion of Route 5 be given top priority for Freeway Funds;

For non-freeway projects we urge top priority for the continued improvement of Route 9 Highway from Bayshore Highway to Saratoga;

We further recommend that Bayshore Highway improvements for the next year be limited to signalization of the Mt. View-Alviso Road intersection and provision for elimination of left turns off the Bayshore Highway in order that adequate funds be available for more urgent non-freeway projects such as Route 9."

Yours sincerely,

SANTA CLARA COUNTY FARM BUREAU

*R. Ken Wilhelm*  
R. Ken Wilhelm,  
County Secretary

DATE JUL 15 1957

APPROVED \_\_\_\_\_

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

*Farmers, Be Wise - Organize*

*Resol 7/11*

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 3388, RINCON ANNEX  
SAN FRANCISCO 19

October 29, 1956

PLEASE REFER  
TO FILE NO.

IV-SC1-114-A,  
Cpo, Sunv, MVw

34.  
Honorable Board of Supervisors  
County of Santa Clara  
Court House  
San Jose, California

Gentlemen:

I wish to advise that on October 17, 1956, the California Highway Commission passed resolutions adopting the route for a portion of State Highway Route 114 in the County of Santa Clara between existing Route 114 north of Azule 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 a resolution of the California Highway Commission consenting to the same. The Commission 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 County Surveyor and Road Commission and the County Building Inspector.

Yours very truly,

B. W. BOOKER  
Asst. State Highway Engineer

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

DATE NOV 5 1956  
APPROVED \_\_\_\_\_  
RE: CE CC PC ENG \_\_\_\_\_





RESOLUTION ESTABLISHING A FREEWAY

ON

ROAD IV-SC1-114-A, Cpo, Sunv, 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 Cities of Cupertino, Sunnyvale and Mountain View and County of Santa Clara, and designated as Road IV-SC1-114-A, Cpo, Sunv, 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 114 in the Cities of Cupertino, Sunnyvale and Mountain View and County of Santa Clara, between Existing Route 114 north of Azule and Route 68, as same is shown on the general route map thereof adopted by the California Highway Commission on October 17, 1956, 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 October 1956, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 18th day of October, 1956.

/s/ G. N. Cook

G. N. COOK

Assistant Secretary of the  
California Highway Commission

DIVISION OF HIGHWAYS

INTRA-DIVISION CORRESPONDENCE

October 18, 1956

To: Mr. B. W. Booker

From: Mr. G. N. Cook

IV-SC1-114-A, Cpo, Sunv, MVw

For your information and attention, attached are five copies, four of which are certified, of resolution passed by the Highway Commission at its meeting held in Sacramento on October 17, 1956, adopting the route for a portion of State highway in Santa Clara County, between existing Route 114 north of Azule and Route 68, road IV-SC1-114-A, Cpo, Sunv, MVw.

In accordance with instructions contained in circular letter dated May 20, 1953, one certified copy of this resolution is to be filed with the County of Santa Clara and one with each of the cities of Cupertino, Sunnyvale and Mountain View, together with a print of the adoption map which will be forwarded under separate cover.

/s/ G. N. Cook

G. N. COOK  
Administrative Assistant

Attach.

RESOLUTION ADOPTING STATE HIGHWAY ROUTE IV-SC1-114-A,Cpo,Sunv,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 Existing Route 114 north of Azule and Route 68, road IV-SC1-114-A,Cpo,Sunv,MVw, as outlined in a project report dated February 18, 1955 and as shown on a map thereof signed by B. W. Booker, Assistant State Highway Engineer, dated August 17, 1956, approved October 15, 1956 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 ultimate 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.

END OF ROUTE ADOPTION

B W Booker  
Asst. State Highway Engr.

*J. A. Legana*  
Planning Engineer

Approved: *October 15, 1956*

*G. J. McElroy*  
State Highway Engineer  
Civil Engineer—License No. 2084

*Frank B. Durkee*  
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

MAP SHOWING

**ROUTE OF PROPOSED  
STATE HIGHWAY  
IN SANTA CLARA COUNTY  
BETWEEN EXISTING ROUTE 114  
NORTH OF AZULE  
AND  
ROUTE 68**

IV-S CI-114-A, Cpo, Sunv, MVw

Scale in Feet

0 1850 3700 7400

FEBRUARY 1956

I hereby certify that by resolution of the California Highway Commission adopted October 17, 1956 the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 114 in Santa Clara County between existing Route 114 north of Azule and Route 68.

Attest: E. J. Mayhew  
Secretary  
California Highway Commission

Chas. E. Warner

Pres. W. S. Sears.

Re enclosure

Ja gretur

R. L. Bishop

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION  
October 17, 1956

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

October 31, 1956

PLEASE REFER  
TO FILE NO.

4QT1211.1  
IV-SCL-114-A,  
Cpo, SunV, MVw

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

Gentlemen:

Reference is made to our letter of October 29, 1956 transmitting resolutions and a print of the general route map relating to State Highway Route 114 between existing Route 114 north of Azule and Route 68.

An uncertified copy of the resolution adopting the route was inadvertantly attached in place of the certified copy referred to in our letter. This certified copy is being transmitted herewith.

Yours very truly,

B. W. BOOKER  
Asst. State Highway Engineer

By 

C. F. GREENE  
Asst. District Engineer

OCT 17 1956

## RESOLUTION ADOPTING STATE HIGHWAY ROUTE IV-SC1-114-A,Cpo,Sunv,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 Existing Route 114 north of Azule and Route 68, road IV-SC1-114-A,Cpo,Sunv,MVw, as outlined in a project report dated February 18, 1955 and as shown on a map thereof signed by B. W. Booker, Assistant State Highway Engineer, dated August 17, 1956, approved October 15, 1956 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 ultimate 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 October, 1956, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 18th day of October, 1956.

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





## California Highway Commission

P. O. BOX 1499  
SACRAMENTO 7, CALIFORNIA

Road IV-SC1-114-A,  
Cpo, Sunv, MWv.

October 24, 1956

36.  
The Board of Supervisors  
of Santa Clara County  
County Court House  
San Jose, California

Gentlemen:

On August 2, 1956, at the request of the Board of Supervisors of Santa Clara County and the City Council of the City of Mountain View a public hearing was held at the Fremont High School for the purpose of considering the relocation of a portion of State Highway Route 114, between the existing Route 114 north of Azule and Route 68, and construction of the relocated section as a freeway. Two members of the California Highway Commission were in attendance as a Hearing Committee.

This Hearing Committee presented its written report to the Commission at a regular meeting held in Sacramento on October 17, 1956, and subsequently resolutions were passed adopting the report and selecting the recommended location. For your information, I am enclosing a copy of this report which sets forth the reasons for action taken by the Commission.

Very truly yours,

G. N. COOK  
Assistant Secretary

Attch.

DATE NOV 5 1956

APPROVED

RE: CE CC PC ENG



STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS

REPORT AND FINDINGS  
OF  
HEARING COMMISSIONERS  
OF THE  
CALIFORNIA HIGHWAY COMMISSION  
RE  
FREEWAY LOCATION  
IV-SCL-114-A, SJS, CPO, SUNV, MVW  
(STEVENS CREEK FREEWAY)

HEARING DATE:  
August 2, 1956

REPORT DATE:  
October 17, 1956

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Re: IV-SC1-114-A, SJs,  
Cpo, Sunv, MVW  
(Stevens Creek Freeway)

Mr. Frank B. Durkee, Chairman  
and Members of the  
California Highway Commission

The undersigned members of the California Highway Commission, at the direction of the Commission, after due notice to the public and pursuant to the policy of the Commission as established by resolution, attended and held a public hearing at the Fremont High School, at the intersection of State Sign Route 9 (State Highway Route 114) and Fremont Avenue, in the County of Santa Clara, on the 2nd day of August, 1956, beginning at the hour of 2:00 P.M. of said day.

There were present at the hearing the following persons representing the Department of Public Works and the Division of Highways:

California Highway Commission:

Chester H. Warlow, Member and Vice Chairman, Fresno  
Robert L. Bishop, Member, Santa Rosa  
George N. Cook, Assistant Secretary, Sacramento

T. Fred Bagshaw, Assistant Director of Public Works,  
Sacramento

California Division of Highways:

Headquarters Section, Sacramento:

J. A. Legarra, Planning Engineer, Division of Highways,  
Sacramento

E. J. L. Peterson, Assistant Planning Engineer,  
Division of Highways, Sacramento

District IV, San Francisco:

B. W. Booker, Asst. State Highway Engineer, District IV

J. P. Sinclair, District Engineer, District IV

C. F. Greene, Asst. District Engineer, Planning,  
District IV

J. C. Black, Asst. District Engineer, Design, District IV

L. M. Orrett, District Traffic Engineer, District IV

D. C. Gardner, Right of Way Agent, District IV

The subject of this hearing was the relocation of Route IV-SC1-114-A, SJs, Cpo, Sunv, MVw (Stevens Creek Freeway) (State Sign Route 9) between the intersection of State Sign Route 9 and Cleo Drive and the Bayshore Freeway (State Route 68), a distance of 8.2 miles.

-----

George T. McCoy, State Highway Engineer, by memorandum to the California Highway Commission under date of March 7, 1956, recommended the relocation of Route 114 within the limits as above and that the same be declared a freeway.

#### PROCEEDINGS PRIOR TO COMMISSION HEARING

By memorandum to the members of the California Highway Commission under date of July 13, 1956, the Division of Highways reported that after proper pre-notice the following meetings had been held in the County of Santa Clara with the public officials and with the general public, as hereinafter noted, to-wit:

- |               |                                                                                                                                                                                                                                                                                                                                                           |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aug. 15, 1955 | Meeting of Asst. District Highway Engineer, Planning with City Manager, Planning Officer and Public Works Director of the City of Sunnyvale.                                                                                                                                                                                                              |
| Sept. 1, 1955 | Meeting of Asst. District Highway Engineer, Planning, with Director of Public Works, City Manager, and Assistant City Manager of the City of Mountain View.                                                                                                                                                                                               |
| Nov. 30, 1955 | Meeting of District Highway Representatives with Mountain View City Council and Planning Commission--Route 114 freeway studies presented.                                                                                                                                                                                                                 |
| Jan. 31, 1956 | Meeting of Asst. District Highway Engineer, Planning with City Manager of Sunnyvale.                                                                                                                                                                                                                                                                      |
| Feb. 17, 1956 | Public meeting held at the Union High School Auditorium, Mountain View, California. Presentation of tentatively recommended freeway location of Route 114 between Azule and Bayshore Highway. 72 persons present including representatives of the County of Santa Clara and officials of all the affected cities (see Engineers' transcript for details). |

Mar. 9, 1956

Public meeting held in Cupertino. District representatives presented the tentatively recommended line at the request of the Cupertino City Council.

May 1, 1956

Meeting between District Representatives and Officials representing the County of Santa Clara and the Mayor, Councilmen, Chairman of the Planning Commission and one member thereof of the City of Cupertino.

Immediately prior to this hearing, information was furnished to the Hearing Commissioners that public notices had been given of the time, place and subject matter of this hearing in the Fremont High School. There were present approximately 200 persons, including officials and persons officially representing the County of Santa Clara and all the cities traversed by the recommended line.

From the foregoing, it is apparent that the resolutions of the California Highway Commission upon the subject of freeway locations, insofar as the same related to steps to be taken by the Division of Highways leading up to the time of the Commissioners' hearing, had been fully complied with; that the general public and the officials of the affected local bodies had been adequately informed of the recommendation which was made by the State Highway Engineer, and the matters which were the subject of the hearing. It is further apparent from the foregoing that the matter of the rerouting of Highway 114 and the declaring of the same to be a freeway is now properly before the Commission within the requirements of its policy resolutions on the subject of such reroutings.

#### DESCRIPTION OF RECOMMENDED ROUTE AND ENVIROMENTS

A map of the recommended relocation is attached to the original of this report of the Hearing Commissioners, marked Exhibit A, and made a part of this report, to which reference is hereby made.

A verbal description of the recommended route is as follows:

Commencing at a point on present Route 114 south of Cleo Drive approximately one-half mile north of the Prospect Avenue intersection, the recommended location proceeds in a northwesterly direction crossing Stelling Road approximately one-half mile north of Bubb Road. It then swings to a location approximately 1,000 feet to the east of the Southern Pacific (Los Gatos branch) tracks at a crossing of McClellan Road and thence parallels the railroad line to a crossing of Stevens Creek Road one-quarter mile east

of the railroad. From Stevens Creek Road the routing skirts the built-up area of Monte Vista continuing in the same general direction to a crossing of Homestead Road near Delmas. North of Homestead Road the line is located westerly and adjacent to Delmas Avenue to Fremont Avenue. From this point to El Camino Real (Route 2) and continuing to Bayshore (Route 68) the location lies parallel, and immediately adjacent, to the banks of Stevens Creek, terminating at Bayshore at a point just northwesterly of that route's intersection with Moffett Blvd.

The area traversed, generally speaking, is fairly level land with Stevens Creek occupying a narrow, rather deep drainage channel running from the hill area west and northwest of Monte Vista in a line almost due north to an arm of San Francisco Bay designated as Mountain View Slough.

At the present time there are in the area under discussion but four bridge crossings from east to west over Stevens Creek and one ford crossing, the nature of the channel being such that it forms a substantial barrier to the development of east-west crossings, though future intensive development of the territory will undoubtedly require additional crossings to be constructed.

#### INSPECTION

Immediately preceding the hearing, your Hearing Commissioners, in company with District Engineers, made an inspection of the areas involved in the several routes herein referred to. They traveled along or near the various lines with the exception that no inspection was made of that portion of the line designated as a modification "Line C-Alternate", which portion lies westerly of the Southern Pacific (Los Gatos branch) rail line.

#### OTHER STUDIED ROUTES

In addition to the recommended line, the Division of Highways had studied and considered two other lines between the suggested limits, and a modification of Line C, referred to at the hearing as Line C-A, to-wit:

Line A - A route lying westerly of Route 114 and intermediate between Route 114 and the recommended line (Line C).

Line B - A route lying roughly one-half mile easterly of that part of Route 114 lying south of Route 2 and roughly  $1\frac{1}{2}$  miles easterly of that portion of Route 114 lying between Route 2 and Route 68.



### PRESENTATIONS AT THE HEARING

At the hearing no support whatever was offered in favor of Line A or Line B although recommendation was made at the hearing for the immediate widening as a conventional highway on the present alignment of Route 114 from Route 2 southerly to Azule and on to Saratoga, this as an interim project pending completion of a freeway routing for Highway 114 on an alignment different from its present location.

The presentations made on behalf of the interested cities and groups and individuals generally favored the location of the recommended alignment. There were three exceptions by the foregoing:

- (1) The City of Mountain View recommended a modification (Line "C-A") commencing at a point approximately three-quarters of a mile southerly of Route 2, swinging from the recommended alignment to the east and continuing in an east of north direction to a connection with Route 68 just east of the present intersection of Route 113 with Route 68.
- (2) Representatives from the City of San Jose recommended a proposed variation of the recommended line southerly of McClellan Avenue to a point on present Route 114 near Azule by an alignment lying westerly of the recommended line and immediately adjacent to the tracks of the Southern Pacific railroad line, which runs from Palo Alto to a connection with a Southern Pacific branch line running from San Jose to Los Gatos.
- (3) A group from Cupertino proposed a further modification of Line C by an alignment between Homestead Road and McClellan Road suggesting that the freeway be constructed directly south either through or around Monte Vista and returning to the line suggested in (2), above, at some point east of the tracks and south of McClellan Road.

### SUMMARY OF PRESENTATIONS

A summary of the positions taken by representatives of the various communities and by the petitions presented to the Hearing Commissioners is attached to this report, made a part hereof, and marked Exhibit B.

GENERAL DESCRIPTION OF THE TERRITORY  
CONCERNED WITH THE RELOCATION OF ROUTE 114

The area affected by a relocation of Route 114, and in considerable measure contributing to traffic present and future on said route, is roughly triangular in shape with the City of San Jose in the easterly corner, the City of Palo Alto in the northwesterly corner, and the Cities of Saratoga and Los Gatos situated at the southern corner. The northerly boundary of the territory under discussion would extend northerly a mile or so beyond the present alignment of Route 68 (Bayshore Freeway), which here runs in a direction approximating northwest and southeast, which Route 68 is roughly paralleled by Route 2 lying approximately two miles southerly therefrom.

Within this area are the old Cities of Santa Clara, San Jose, Los Gatos, Saratoga, Mountain View, Sunnyvale, Palo Alto, and the old community recently incorporated into the present City of Cupertino. To the north of Route 68 lies the community of Agnew. Approximately due north of Mountain View and just north of Route 68 and west of its intersection with Route 113 lies the Moffett Field United States Naval Air Station.

This whole area lies immediately southerly of the southern tip of San Francisco Bay and, while originally it was primarily a residential and farming area, the last several years has seen a development towards major industries which has resulted in greatly expanding residential areas and directed the attention of all the officials of these communities to further increased industrial expansion of major proportions.

This movement has had two direct results:

- (1) It has emphasized the importance of immediately fixing the location of the future alignment of Route 114 northerly from Los Gatos and Saratoga to Route 68 (the recommended alignment under discussion being a part of that).
- (2) It has brought about an intense rivalry of the communities seeking to encompass by boundary extension the areas of land which are suitable for industrial development and an assiduous effort to protect every foot of ground that might possibly be used industrially.

It is to be observed from the information available to the Commission, and from the evidence introduced at the hearing, that the community officials are thinking only of the location of major industries of a scope such as the Ford installation near Milpitas and the recently announced Lockheed plant and the General Motors plant which are going in adjacent to Route 68 and easterly of Moffett Field. In some respects communities have failed to realize that though industry is certain to develop all through

the area, a great many of such plants will be of medium and small size and that, therefore, many of the reasons for the objections which were made to Line C, the recommended line, will fail to materialize and that the freeway so located instead of being detrimental will be of material benefit to those areas, furnishing excellent truck access to plants engaged in medium and light industry.

Present State Highways existing and planned which traverse the area are as follows:

Route 68 - the Bayshore leading from San Francisco to San Jose and southerly.

Route 2 - the El Camino Real, likewise leading from San Francisco to San Jose and southerly, the two alignments (Routes 68 and 2) joining south of San Jose to form what is known as the Coast Route (U.S. 101).

Route 68 is presently the major and fastest route down the San Francisco Peninsula. Route 2, being much older and passing through the Peninsula cities, has a status more nearly that of a wide, major street.

Route 69 - the Eastshore Freeway comes in from Oakland easterly of the Bay to connect with Route 68 at the northerly limits of San Jose.

Route 113 - leaves Route 2 just south of the city of Mountain View angling northeasterly to a connection with Route 69 and Route 5 near Milpitas.

Route 5 - Route 5 through this area comes south from Oakland and Milpitas extending southerly through San Jose and then southwesterly to Los Gatos and on to Santa Cruz on the ocean. Proposed is a relocation of Route 5 as a freeway between Los Gatos and the intersection of Route 68 with Route 69. The exact location of this route has been determined and in any study of the relocation of Route 114, consideration has to be given to this freeway which ultimately will lead from Los Gatos to a point north of San Jose.

Route 114 - Present Route 114 leaves the City of Saratoga on an alignment running straight north to an intersection with Route 2. Then with an offset of one-quarter mile to the west, it follows Mathilda Avenue northeast of north through Sunnyvale to a connection with Route 68 approximately one mile east of the east boundary of the United States

Naval Air Station and approximately one-half mile easterly with the intersection of Route 113 with Route 68.

Route 42 - Between Los Gatos and Saratoga is found a portion of Route 42 which connects those two cities and also joins up in the City of Saratoga with Route 114 leading to the Bayshore Highway and in the City of Los Gatos with Route 5 leading to Santa Cruz.

#### PRESENT CONDITION OF ROUTE 114

Between Route 2 and Route 68 the alignment through Sunnyvale is on a street (Mathilda Avenue) which from Route 2 to the Southern Pacific Railroad is a wide 4-lane city street with parking on each side. From this point to Route 68 the street is 2-lane.

South of Sunnyvale and Route 2, Route 114 is a narrow, 2-lane highway extending to Saratoga. The portion between Cupertino and Route 2 is now being widened to a standard 2-lane facility with shoulders.

#### TRAFFIC

At the present time traffic on the section under study varies between 11,500 vehicles per day at Azule to nearly 16,000 vehicles per day near the El Camino Real (Route 2) intersection. Peak-hour traffic represents approximately 9% of the daily traffic and trucks average about 5% of the average daily volume. The traffic is in excess of twice the volume that is considered safe for a highway of this character. The accident record on this section of Route 114 is approximately double the state-wide average and the 1952-1955 rate has varied from 5 to 11 accidents per million motor vehicle miles. The state-wide accident rate on freeways is slightly over one accident per million motor vehicle miles.

After intensive study of future traffic, including making due allowances for the reasonably anticipated, prospective industrial development, its correlated residential development, increase in area population and future general vehicle registration, it is anticipated that the 1980 traffic on the proposed realignment of Route 114 will equal or exceed 37,000 vehicles per day.

In any discussion of traffic, present and future on Route 114, it is necessary to give consideration also to the following facts:

In connection with Route 68, Route 42 and Route 5, Route 114 provides a major traffic line for a large volume of recreational

and business traffic moving from the San Francisco Peninsula to the north Monterey Bay areas, as well as providing a way for regular week-day movements from Los Gatos and Saratoga to other Peninsula points.

Contention was made at the hearing that in the future an increasing percentage of Route 114 traffic would turn easterly at its intersection with Route 68. This was based on the theory that the large industrial plants located, and to be located, west of the Eastshore Highway (Route 69) and north of the Bayshore Highway (Route 68) would be draining residential worker traffic from Cupertino, Sunnyvale and Mountain View, which traffic, taken together with vehicles coming through the Saratoga gap from Santa Cruz and byway communities and destined for Eastshore Bay points, would out-volume the westerly turning traffic of Route 114 at Route 68. For this reason they asserted Line C-A would be the proper location for Route 114 between Route 2 and Route 68.

In evaluating the future traffic potential, your Hearing Commissioners are of the opinion that such advocates fail to take into consideration the already adopted relocation and the necessary early construction as a freeway of Route 5 between Los Gatos and its junction with Route 68 north of San Jose and that this freeway will probably be constructed prior to the construction of the Route 114 freeway. They have also, in our opinion, failed to perceive that Sunnyvale and Mountain View residential traffic moving to those industries will use Route 113 which, as hereafter noted, is to be reconstructed as a freeway and also failed to appreciate that the Eastbay traffic going to and from the ocean-shore will use the Route 5 freeway. Further, that some considerable part of the Cupertino and easterly located residential traffic going to such industries will move east on such routes as Stevens Creek Road and Homestead Road to the Route 5 freeway.

The Division Engineers have taken all these factors into consideration in their estimates of 1980 traffic.

Based upon traffic presently on Route 114 just north of Prospect Avenue, investigations made by the Division Engineers show that of this total 100% traffic at that point 57% of the Sunday movement will be turning northerly to cities on the Peninsula north of Mountain View, while only 14% of it will go easterly and northeasterly, while of the usual week-day traffic, as shown by the Monday counts, 46% will go to north points and only 6% move to the east and northeast.

Presentation was made by Mountain View of studies of turning movements from city streets in Mountain View onto Route 68. These figures were in percentages and were entirely different from the foregoing figures. The representative of this community gave no figures of the volume of such traffic. It was very apparent that he was giving no consideration to present highway or future freeway traffic, that his volumes were infinitesimal with the

present volume of 16,000 vehicles per day on Route 114, and the potential of 37,000 vehicles in 1980 on the proposed freeway. The witness for Mountain View admitted the futility of his counts when he said (Transcript page 43), "In a sense, Mr. Chairman, we are comparing apples to oranges." Even if his figures were of some value, it was apparent that he gave no consideration to the fact that Route 113 would eventually be improved to a 4-lane highway between Route 2 and Route 68 and to a full freeway between Route 65 and Route 69 and that when such took effect his figures would pale into insignificance.

From the foregoing, it is perfectly evident that Route 114 has to be relocated and reconstructed as a freeway to properly handle the traffic through the general area of its present routing and all parties at the hearing were and are in agreement as to this fact and also that the location of such a rerouting should be determined at the earliest possible moment.

At the present time very serious consideration is being given to a proposal to completely reconstruct present Route 114 between Saratoga and Route 68 to a modern two lane highway with shoulders. A portion of this is now actually under construction. It is very possible that the complete section will have to be so constructed as an interim project before the freeway on the recommended line can be constructed. Other projects in Santa Clara County having a higher priority will have to be built before the relocated freeway Route 114, is constructed. Such reconstruction on present Route 114 very properly fits into the facilities necessary to take care of the ultimate overall traffic pattern of the entire area. Such reconstruction therefore is a very desirable complement to the traffic requirements even after the construction of the freeway on the recommended alignment. This conclusion and the approval of this report by the Highway Commission is not to be construed as a commitment at this time that such work on present Route 114 will be done, but this factor, while not determining, must be taken into consideration in resolving the problem of the proper location of the freeway Route 114.

#### CONSIDERATION OF SUGGESTED VARIATIONS IN ALIGNMENT

Although there was general agreement as to "Line C", yet, as above noted, there was serious objection by the representatives of Mountain View to the northerly end of "Line C" and they suggested an alignment which was designated "Line C-A". Likewise objections were made as to alignments at the southerly end of the route with suggested relocations which were sometimes referred to as "Line C-Alternates". These objections and our conclusions in relation to them are as follows:

"Line C-A"

"Line C-A" takes off from "Line C" at a point between Eunice and Levin Avenues, about 3/4 mile south of Route 2, runs east of north across the Southern Pacific railroad main line and then turns paralleling the present Route 113 connecting with Route 68 just east of the intersection of Route 68 and Route 113.

It is to be noted that the Moffett Field U. S. Naval Air Station lies northerly of Route 68 and just westerly of this point. The testimony of the representative of the United States Navy was to the effect that the United States Naval Service presently owns land southerly of Route 68 and that it had available Congressional appropriations for the purchase of additional lands to safe-guard its landing air approach zone. This representative pointed out that "Line C-A" would directly cross that approach zone, which extended southeasterly to the City of Sunnyvale, and that they were purchasing and intend to purchase land which would lie directly in the path of "Line C-A", and also lands to the southeast of that point. This representative pointed out that the average landings through this zone presently averaged over 800 a day and that, while there would be diminution in landings due upon the activating of the new Lemoore Air Field, there would still be a large volume of landings at Moffett Field. He further pointed out that jet plane landings were critically dangerous, that a selection of "Line C-A" would bring Route 114 traffic right through this critical zone and that then, as shown by the records, a major portion of that traffic would then turn northwesterly on Route 68, again crossing through that critical landing zone.

The State of California does not have condemnation rights against the Government of the United States of America and for that reason alone "Line A" or "Line C-A" could not be established at this location even if the facts of traffic demand indicated this to be the proper routing.

Comparison of Traffic on "Line C-A" with "Line C" Northerly of the Junction Point of These Two Alignments.

Taking into consideration that the Route 5 freeway will be constructed and that the present alignment of Route 114 may require an interim project of improvement to a modern conventional highway, as above noted, before Route 114 is converted to a freeway on a re-located alignment, it would appear that if a freeway was constructed on "Line C" from its southern terminus to the point of divergence of "Line C-A" from "Line C", the then weighted average 1980 traffic demand at that point would indicate that at least 88% of that traffic

would be most benefited by the construction of "Line C", as recommended, from that point on to a junction with Route 68 and that something less than 12% of that traffic would be benefited by construction on the "Line C-A", as proposed by the representative of Mountain View.

Applying these figures to the 1980 traffic of 20,000 vehicles per day, which would arrive at the junction of Route 68 with the relocated Route 114 freeway, we get some important figures:

If "Line C-A" was the constructed route 17,600 vehicles would have to travel 2 miles farther to get from the point recommended for the interchange between "Line C" and Route 68 to the junction point of "Lines C-A and C", about  $3/4$  mile south of Route 2, than if "Line C" was the chosen and constructed alignment. (These figures include the reverse movement.)

On the other hand, if "Line C" was constructed the "easterly" vehicles would follow northerly on "Line C" to its intersection with Route 113 and then turn northeasterly to Route 68 or the reverse of this movement. This would require 1,008 vehicles to travel only  $3/8$  of a mile farther than if "Line C-A" was the constructed Route 114 freeway.

Thus, the construction of the freeway on the suggested C-A alignment in preference to the recommended C line north of the indicated junction point would add a net of over 34,000 vehicle miles per day for 1980 traffic in their movement to achieve an air line distance of a little more than 3 miles between the C, C-A junction and Route 68, the Bayshore Highway.

$$((20,000 \text{ vehicles} \times 88\% \times 2 \text{ miles}) - (20,000 \text{ vehicles} \times 12\% \times 3/8 \text{ mile})) = 34,000+ \text{ vehicle miles.})$$

These facts set forth above on pages 11 and 12 show that construction along "Line C-A" is not feasible for the following reasons:

- (1) It is not legally possible to obtain a right of way.
- (2) The auto travel way thereon is not a safe way because the line lies in the critical approach zone of a major air field, to-wit, Moffett Field, and such a routing for Highway 114 freeway would require the major portion of Route 114 traffic (88%) to cross this hazardous zone a second time when it turns northward on Route 68.
- (3) The traffic analysis shows conclusively that the traffic demand, present and future, of Route 114 would be materially disserved by the selection of the C-A alignment.



It should be pointed out at this place that Route 113 is already established through this landing approach zone, but traffic volume on Route 113 is not great nor is it potentially excessive. Route 68 (Bayshore) unfortunately passes through this landing zone. It carries a large volume of traffic but there is no satisfactory rerouting of this highway available to avoid these dangers. There is no present proposal to remove Route 68 from this danger zone but construction of Route 114 on Alignment C will substantially reduce traffic on Route 68 through this area. Materially and unnecessarily augmenting traffic through this danger zone is not desirable. Both Route 113 and Route 68 were established and in use prior to the establishment of the Moffett Air Field. If conditions make it necessary to change either of these alignments, then such change will be at an expense not chargeable to the State of California.

#### LINE C-ALTERNATE

As above noted, two suggestions were made for the re-alignment of Line C near its southern end, one item being between Homestead Road and McClellan Road and the other between Stevens Creek Road across McClellan Road to a point on present Route 114 in or near Azule.

The purpose of these modifications of Line C were stated to be the preservation of certain areas laid out as industrial on the planning maps of the recently incorporated town of Cupertino.

As to the first item, the routing would have to twice cross over or under the tracks of the Los Gatos Branch of the Southern Pacific Railroad Co. and then traverse the community of Monte Vista or else swing westerly for an unreasonable distance to skirt the community. Such a change is undesirable from the standpoint of cost of construction, the increased travel length and the unnecessary disruption of the community of Monte Vista.

As to the section southerly of McClellan Road, there the proposal is to move the alignment of the recommended route adjacent to the railroad tracks, the purpose being to preserve for future industry the area in the triangle between Stelling Road, McClellan Road and the Southern Pacific tracks. The point was made that the distance between the proposed Line C and the railroad being approximately 1,000 feet was objectionable. It appears to the Hearing Commissioners that from the standpoint of industry, the alignment immediately adjacent to the railroad would prohibit spur track take-offs from the line and would also increase the cost to local political units in the event that they ever desired to carry roads or streets from east to west across the railroad tracks. The alignment as recommended is far enough away from the

railroad to permit average or small industries to locate in this area and enjoy both immediate freeway access and spur track facilities by take-off from the railroad and that such location from an industry standpoint is far more desirable than the suggested modification of Line C at this point.

#### RECOMMENDED LINE C BETWEEN ROUTE 2 AND ROUTE 68

In view of the issues raised by the City of Mountain View, it is desirable to give consideration at this point to the location of the recommended route between Route 2 and Route 68. In this connection, it should be pointed out that certain plans of the communities contemplate the extension of Middlefield Road in the Palo Alto area southeasterly to a connection with Maude Avenue in Sunnyvale, thus forming a major city-county traffic routing at a point midway between the Southern Pacific railroad and the Bay-shore Highway (Route 68) and also the communities are considering a similar route midway between State Highway Route 2 and the Southern Pacific railroad. One of the objections raised to the section of Line C under consideration was the difficulty of projecting those routes across the freeway. The view was expressed that the interchanges proposed between Line C and Route 113 and at the railroad and at Moffett Blvd. would block such city-county travel arteries. It appears that this problem is primarily a matter of design and therefore lies exclusively in the jurisdiction of the State Highway Engineer to be by him adjusted with the communities at the time freeway agreements are offered for signature. It would appear to your Hearing Commissioners that there was no insurmountable problem, either financial or engineering, that could not be solved if, in fact, either or both of these proposals for city-county thoroughfares are to become actualities.

A further point was raised by the City of Mountain View about school locations as they are affected by this section of the freeway. One of these schools is already built on Whisman Avenue north of the Southern Pacific railroad tracks and easterly of Line C. The other is simply a location without any structures and it is situated south of the railroad tracks and westerly of Line C.

It would appear to your Hearing Commissioners that if schools were so located and the residential area built up to where pedestrian traffic across the freeway becomes a problem, that problem can be solved by pedestrian overpasses suitably located to handle the movement.

It is to be noted at this point that the Stevens Creek Freeway along Alignment C has been on the planning boards of the

Planning Commission of the County of Santa Clara since 1950, that in 1953, after full notices, hearings and consultations with the various cities of the County, the Stevens Creek Freeway was made a part of the County Master Plan. This plan as a whole was formally adopted in that year by the Board of Supervisors as to the county sections and as to the city sections by each city as to its own part of such Master Plan.

The school sites above referred to were selected since the date of the adoption of the Master Plan.

It should also be noted that practically all of the zoning along or near the recommended (Line C) realignment of State Highway 114 has taken place by uncoordinated action of these various communities since the date of the county-wide Master Plan.

#### SUMMARY OF COSTS AND TRAFFIC BENEFITS

	Line:--(all costs in thousands)			
	<u>A</u>	<u>B</u>	<u>C</u>	<u>C-A</u>
Construction Mileage (Cox Rd. to Route 68)	9.5	8.4	9.9	9.9
Travel Mileage (Cox Rd. to Route 68)	11.6	11.9	9.9	12.0
No. of Improvements	125	66	100	75
Construction Cost	5,950	4,930	6,590	-
R/W and Utilities Cost	3,470	2,860	3,700	-
Constr. + R/W & Utilities	9,420	7,790	10,290	-
20 Yr. User Costs	75,600	77,300	70,300	79,800
Total Costs to State & Users	85,000	85,100	80,600	-

No figures have been developed as to construction costs on "Line C-A" or any data on the "Alternate C" modifications in the neighborhood of Monte Vista. Division Engineers, however, report that construction costs on "Line C-A" will be greater than on "Line C".

On "Line C Alternates" the construction mileage, travel mileage, construction and right of way costs and user cost would be substantially increased over the cost of the section of "Line C", which "Line C Alternates" would substitute for.

From the financial standpoint and from the standpoint of travel mileage and benefits, "Line C" is the most desirable.

### CONCLUSION AND FINDINGS

From the foregoing, your Hearing Commissioners conclude and specifically find:

- (1) That prehearing proceedings as required by the resolution of the California Highway Commission upon the subject have been specifically complied with, and the matter of the relocation of Route IV-SC1-114-A, SJs, Cpo, Sunv, MVW (Stevens Creek Freeway) and the declaring of the same to be a freeway is now regularly before the Commission for consideration and decision.
- (2) That traffic demand and public convenience and necessity require the realignment and construction as a freeway of this part of Route 114 at the earliest time consistent with available finances.
- (3) That an early selection of the route for this freeway and the determination of the precise alignment thereof is in the public interest because of the number of communities involved and the rapid development of the general area through which the alignment of this route must pass.
- (4) That it is impossible to select a routing for this freeway through the general area without in some measure interfering with the present-day planning programs of some of the communities effected, though in 1953 a routing for this freeway was formally adopted as a part of a joint City and County Master Plan severally adopted.
- (5) That the line recommended by the State Highway Engineer in his memorandum to the California Highway Commission under date of March 7, 1956 (Line C) is the best, most practical, and the most desirable alignment of the route under discussion, and that the same conforms to the line of the Stevens Creek Freeway as it appears on the Master Plan of the communities referred to in item (4) above.
- (6) That the studied Line C-A urged for adoption at the hearing, here reported, is undesirable from an engineering and travel standpoint, and further it can not be adopted because of the prior claims of the United States of America upon a portion of the area through which Line C-A must necessarily pass.
- (7) That the two studied Line "C Alternate" proposals in the area near Monte Vista are not desirable because of the public detriment, which would be avoided by the selection

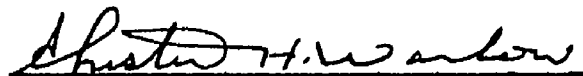
and construction of either or both of these modifications of Line C, does not equal the public detriment incurred in the event that such modifications, or either of them, were adopted and constructed.

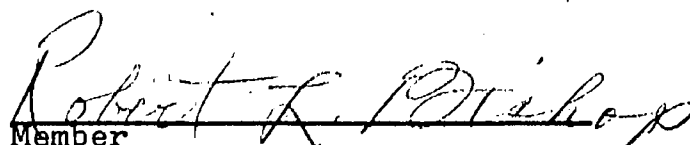
- (8) That, weighing all the facts, it is the opinion and findings of your Hearing Commissioners that public convenience and necessity will be best served by the adoption of Line C between existing Route 114 north of Azule and Route 68, as recommended by the State Highway Engineer.

#### RECOMMENDATION

The undersigned Hearing Commissioners therefore recommend that the California Highway Commission adopt the alignment of State Highway IV-SC1-114-A, SJs, Cpo, Sunv, MVw (Stevens Creek Freeway), as recommended by the State Highway Engineer in his memorandum to the Commission under date of March 7, 1956, and that the same be declared a freeway.

Respectfully submitted,

  
Member and Vice Chairman  
California Highway Commission.

  
Member  
California Highway Commission.

Dated:  
October 17, 1956

SUMMARY OF PRESENTATIONS AND PETITIONS

PRESENTATIONS

(1) Favoring Line C in its entirety

(A)	City of Sunnyvale	H. K. Hunter, City Manager
(B)	County of Santa Clara (Master Plan of cities and county formally approved 1953)	Karl J. Belser, Director of Planning
(C)	City of Palo Alto	R. E. Andrews, Director of Planning
(D)	City of Los Altos	
(E)	Los Altos Business and Property Owners' Association)	Irving L. Atkinson, Mayor
(F)	Los Altos Chamber of Commerce)	
(G)	Los Altos Realty Board	
(H)	Unofficial representative out of Mountain View	Lloyd Baker

(2) Favoring Modified Line C Alternates

(A) Alternate C(1)  
Move line adjacent to Los Gatos rail line track  
City of San Jose M. H. Antonacci, Director of  
Planning

(B) Alternate C(2)  
Move line west of Southern Pacific track commencing near  
Homestead Road and Marine Avenue, returning across the  
railroad to C Line, or  
Alternate C(1)  
Somewhere south and east of Monte Vista  
City of Cupertino Warner M. Wilson, Mayor

(3) Against Line C north of Eunice Avenue to Route 68 and  
Favoring Line C-A from this point to Route 68

City of Mountain View	(Philip Lawler, City Manager
	{ C. L. Wheeler, Jr.,
	{ Consultant Planner

PETITIONS

- 1 Petition of 75 signatures favoring present Route 114 and  
against Line C.
- 1 Petition of 41 signatures approving Line C
- 1 Petition of 30 signatures opposing Line C

- 1 Petition of 25 signatures opposing a line near Bernardo Ave.  
(Line A and Line C-A are so located)
- 1 Petition of 27 signatures (same).
- 1 Petition of 192 signatures favoring Line C and opposing Line A.

November 15, 1956

Mr. B. W. Hooker  
Asst. State Hwy. Engr.  
P. O. Box 3566 Kinross Avenue  
San Francisco 19, California

Attention: Mr. Cobb

Dear Mr. Hooker:

The Honorable Board of Supervisors is in receipt of a petition, containing 259 names requesting the immediate installation of a Pedestrian Safety Crosswalk with ample caution signs across Kinross Avenue somewhere between West San Carlos Avenue and Elliott Street so foot traffic can transverse to and from the Businessmen's Circle. "

As the San Jose-Los Gatos Road at this location is a State Highway we are requesting that the Highway Department give consideration to complying to the request of the petitioners.

Very truly yours,

LEONARD E. HENNEL  
County Engineer

*R. T. Smeltzer*  
by/R. T. Smeltzer  
Traffic Engineer

RTS/no

cc: Board of Supervisors, Santa Clara County  
W. A. Hendly  
350 Raymond Avenue  
San Jose 28, California



MEMBERS

JOHN L. E. COLLIER  
VICE CHAIRMAN  
BRUCE F. ALLEN  
JACK A. BEAVER  
FRANK P. BELOTTI  
THOMAS W. CALDECOTT  
GEORGE A. CLARKE  
PAULINE L. DAVIS  
RICHARD J. DOLWIG  
THOMAS M. ERWIN  
WILLIAM W. HANSEN  
SHERIDAN N. HEGLAND  
VERNON KILPATRICK

# California Legislature

## Assembly Interim Committee

on

## Conservation, Planning & Public Works

ROOM 3142, STATE CAPITOL  
SACRAMENTO 14, CALIFORNIA

FRANCIS C. LINDSAY  
CHAIRMAN

MEMBERS

LLOYD W. LOWREY  
FRANK LUCKEL  
PATRICK D. MCGEE  
CHARLES W. MEYERS  
ALLEN MILLER  
WILLIAM A. MUNNELL  
EUGENE B. NISBET  
JACK SCHRADER  
JESSE M. UNRUH  
CASPAR W. WEINBERGER  
SAMUEL E. WOOD  
RESEARCH DIRECTOR  
PATRICIA HERRICK  
SECRETARY

August 16, 1956

DATE

APPROVED

RE: CE CC PC ENG

Gentlemen:

The Subcommittee on Highways of the Assembly Interim Committee on Conservation, Planning and Public Works has scheduled the hearings outlined in the enclosed notices for the remainder of its interim work. The purpose of the hearings is to receive testimony from the California State Division of Highways, local jurisdictions, and interested civic groups in the following matters:

The degree and timing of local participation in the location of highways and freeways.

Legal and procedural factors involved in land acquisition.

The effect of the timing of location, design, and condemnation on acquisition processes.

Consideration of the effect alternate routes will have on community values.

The impact of federal highway legislation on financing of State highway systems.

As indicated on the agenda for these hearings, other matters related to the effect of highway procedures on communities and persons will be considered.

You are invited to attend any or all of the hearings and submit testimony. It would assist in the planning of the hearings if you were to advise us at what hearing you will appear and what subject you propose to discuss. It would also be helpful if your testimony were prepared in writing for our records.

Please direct your correspondence regarding these hearings to Patricia Herrick, 3142 Capitol Annex, State Capitol, Sacramento.

RICHARD J. DOLWIG, Chairman

#### MEMBERS

JOHN L. E. COLLIER  
VICE CHAIRMAN  
BRUCE F. ALLEN  
JACK A. BEAVER  
FRANK P. BELOTTI  
THOMAS W. CALDECOTT  
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# California Legislature

## Assembly Interim Committee

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## Conservation, Planning & Public Works

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JESSE M. UNRUH  
CASPAR W. WEINBERGER  
SAMUEL E. WOOD  
RESEARCH DIRECTOR  
PATRICIA HERRICK  
SECRETARY

### NOTICE OF HEARINGS

### SUBCOMMITTEE ON HIGHWAYS

SEPTEMBER 12, 1956  
10:00 A.M.

ENCINITAS, CALIFORNIA  
SAN DIEGUITO UNION HIGH SCHOOL

1. Location and routing of freeways - principles and practices, relation between local jurisdictions, Division of Highways, and the State Highways Commission. (Agreement between local jurisdictions and the Department of Public Works on highway location before real property is purchased or condemned, H. R. #89, Special Session 1956 Legislature.)
  - a. Location of freeway from Miramar junction and Carlsbad.
  - b. Overpass location in El Cajon.

SEPTEMBER 13 and 14, 1956  
10:00 A.M.

LOS ANGELES, CALIFORNIA  
POLICE DEPARTMENT  
AUDITORIUM, 150 S. Los Angeles St.

1. Escape routes for trucks in mountainous area (Ridge route.)
2. Drainage and highway problems - responsibility and policies of State Division of Highways - policies for adjusting culvert sizes when flow characteristics change.
3. Condemnation and Land Acquisition
  - a. Procedures of Division of Highways relative to valuation (uniformity of practice and application.)
  - b. Proposed changes in court procedure.
    - (1) Recommendation for posting with court 90% of offer at time of initial condemnation or entry, with final payment to

property owner to come at time of adjudication and judgment.

(2) Effect on leases by condemnation procedure.

- c. Recommended substantive changes in laws affecting land acquisition.
- d. Design procedures and their effect on condemnation.
- e. Timing of location, design, condemnation, and construction.

4. Revenues of State Division of Highways

- a. Operation of rental properties.
- b. Sales of excess lands.
- c. Oil and gas leases and the disposition of these revenues.
- d. Payments to localities in lieu of taxes for properties not immediately used for highway purposes.

SEPTEMBER 24 and 25, 1956

REDWOOD CITY, CALIFORNIA

✓ September 24, 1956- Supervisors Chambers  
7:00 P.M. Hall of Justice and Records  
Redwood City

- 1. Location and routing of freeways - principles and practices, relation between local jurisdictions, Division of Highways, and State Highway Commission.
  - a. Western Freeway in San Francisco
  - ✓ b. Stevens Creek Freeway in Santa Clara County.
  - c. Proposed Junipero Serra Freeway and around the Bay Interstate Route.
- 2. Consideration of the effect alternate routes will have on community values as required in A. B. 65, Special Session 1956 Legislature - Streets and Highways Code, Section 75.5

September 25, 1956  
10:00 A.M.

City Hall, Council Chambers  
Redwood City

1. Agreement between local jurisdictions and Department of Public Works on highway location before real property is purchased or condemned - (H. R. #89, Special Session 1956 Legislature.)
2. Impact of Federal Highway Legislation on financing of state highway system.
  - a. Need for reallocation of present highway tax funds in terms of total dollars spent and budgeted versus inventory of needs for:
    - (1) State highways
    - (2) County roads
    - (3) Major city streets
3. Revenue bond authorization to permit localities to construct limited access facilities with pledge of future gas tax monies.

\* \* \* \* \*

Members of Subcommittee on Highways:

Richard J. Dolwig, Chairman  
Thomas W. Caldecott  
Sheridan N. Hegland  
Vernon Kilpatrick  
Francis C. Lindsay  
Patrick D. McGee  
Charles W. Meyers  
Allen Miller

# COUNTY OF SANTA CLARA

## Office of the BOARD OF SUPERVISORS

A. W. BROWN, 1ST DISTRICT  
SAM P. DELLA MAGGIORE, 2ND DISTRICT, CHAIRMAN  
ED. R. LEVIN, 3RD DISTRICT  
J. M. MCKINNON, 4TH DISTRICT  
WALTER S. GASPAR, 5TH DISTRICT  
RICHARD OLSON, CLERK OF THE BOARD

SANTA CLARA COUNTY OFFICE BLDG. • CIVIC CENTER  
FIRST AND ROBA STREETS, SAN JOSE, CALIFORNIA

August 3, 1956

Re: Your Letter of July 6th  
Highway Project Recommendations

Mr. Edward W. Sipe, Manager  
Central Coast District  
California State Chamber of Commerce  
350 Bush Street  
San Francisco 4, California

Dear Sir:

Subject recommendations attached to your letter  
dated July 6, 1956, was approved by the Board of Super-  
visors on July 16th.

Very truly yours,

BOARD OF SUPERVISORS

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

COPY



# California STATE CHAMBER OF COMMERCE

AGRICULTURE AND INDUSTRY

OFFICES • SACRAMENTO • SANTA ROSA • SAN FRANCISCO • STOCKTON • FRESNO • LOS ANGELES

350 BUSH STREET • SAN FRANCISCO 4 • CALIFORNIA

*Highway File*

July 6, 1956

CARL F. WENTE  
President

W. C. MULLENDORE  
1st Vice-President

JOHN E. CUSHING  
2nd Vice-President

EDWARD R. VALENTINE  
3rd Vice-President

NEIL PETREE  
Treasurer

JAMES MUSSATTI  
General Manager

*Directors*

A. O. BECKMAN

MILO W. BEKINS

ANDERSON BORTHWICK

ASA V. CALL

JOHN E. CUSHING

LLOYD W. DINKELSPIEL

ADRIEN J. FALK

GERALD H. HAGAR

ROBERT A. HORNBY

PRESTON HOTCHKIS

EDGAR C. HUMMEL

WILLARD W. KEITH

J. H. KINDELBERGER

L. M. KLAUBER

JOSEPH R. KNOWLAND

FREDERICK J. KOSTER

ALFRED J. LUNDBERG

HARVEY A. LYNN

A. C. MATTEI

A. J. McFADDEN

ROBERT L. MINCKLER

HARRY A. MITCHELL

W. C. MULLENDORE

STUART O'MELVENY

NEIL PETREE

T. H. RICHARDS, JR.

D. J. RUSSELL

FRANK M. SHAY

JAMES E. SHELTON

M. B. SILBERBERG

EMERSON SPEAR

ROBERT GORDON SPROUL

FRANK R. STOCKTON

M. R. SULLIVAN

N. R. SUTHERLAND

IRVING J. SYMONS

F. W. TARR

EDWARD R. VALENTINE

JOHN S. WATSON

CARL F. WENTE

MELVILLE E. WILLSON

Mr. Frank H. Thill, County Executive  
Santa Clara County  
First and Rosa Streets  
San Jose, California

Dear Frank:

Attached is the list of highway projects for Santa Clara County which were proposed at the recent meeting held in San Jose. We would appreciate it if you would check this list for any corrections or omissions and return it to us at your earliest convenience. ✓

We have also sent a copy of the projects to Mr. Leonard Bushnell, Road Commissioner of Santa Clara County.

May we also at this time express on behalf of our Highway Chairman A. H. Clark, Loran Vanderlip, and myself, our thanks for your fine cooperation in making the Highway Projects Meeting for Santa Clara County a real success. There was a fine representation from all areas of your county and I am sure there is an overall good feeling on the project recommendations.

Kindest personal regards.

Sincerely,

*Edward W. Sipe*

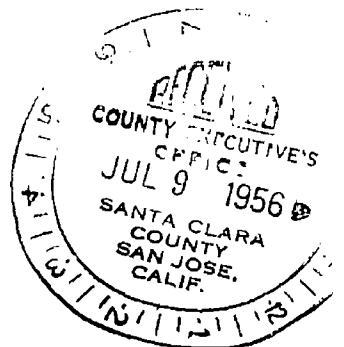
Edward W. Sipe, Manager  
Central Coast District

EWS/efj

DATE JUL 16 1956

APPROVED *EF-B*

RE: CE CC PC ENG



SANTA CLARA COUNTY

HIGHWAY PROJECT RECOMMENDATIONS

A. Projects for Construction and Right-of-Way Allocations

This category should include projects for consideration within the 1957-58 fiscal year (or in the immediate future).

<u>Project</u>	<u>Miles</u>	<u>Improvement</u>
1. Los Angeles-San Francisco Freeway (Bayshore, State Route 68) San Mateo County Line to Eastshore Freeway.	14.2	Complete construction (portions).
2. Oakland-Santa Cruz Freeway (Rte 5) Bayshore Highway to Los Gatos.	10.5	Complete construction.
<p><u>Note:</u> The above two projects have the same priority equivalency.</p>		
3. Sunnyvale-Saratoga Road (Rte 114) Sunnyvale to Saratoga.	9.4	Interim improvements throughout entire length of route. Plan for 4-lanes.
4. Alum Rock Avenue (Rte 115).	3.1	Multi-lane construction. Acquire 104' R/W.

B. Projects for Surveys, Designs, and Advance Rights-of-Way Acquisition

This category should include projects for which preliminary plans should be made.

<u>Project</u>	<u>Miles</u>	<u>Improvement</u>
1. Los Angeles-San Francisco Freeway (State Rte 2) Ford Road to Gilroy.	20.0	Designate location.
2. Stevens Creek, Bayshore Freeway to Junipero Serra Freeway.	5.6	Designate location, adopt into State Highway System.
3. El Camino Real (Rte 2) Sunnyvale to Santa Clara.	3.7	Improve to 4-lanes.
4. Monterey Road (Rte 2) Tully Road to Ford Road.	4.5	Improve to 4-lanes.
5. Oakland Road, San Jose-Los Gatos Road (Rte 17), Alameda County Line to Los Gatos.	14.7	Improve to 4-lanes.

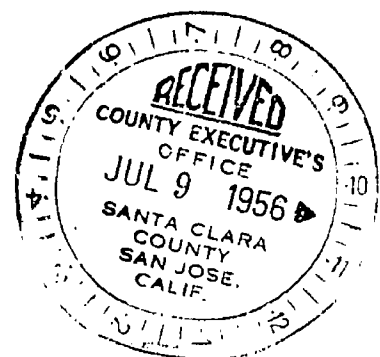


SANTA CLARA COUNTY

C. Projects for Long-term Planning

This category should include projects not incorporated in A or B (above) but which should be included in a long range (ten-year) program.

<u>Project</u>	<u>Miles</u>	<u>Improvement</u>
1. State Rte 32 (SSR 152) from San Felipe to Gilroy..		Reconstruction.
2. El Camino Real, University Ave. (Palo Alto) to Santa Clara City Limits.	18.0	Widen to 6-lanes.



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

July 5, 1956

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

Gentlemen:

On June 20, 1956, the California Highway Commission gave consideration to the request of your Board that a public hearing be held with respect to a proposed freeway location of State Highway Road IV-SCL-114-A, Cpo, Sunv, MVw, between existing Route 114 north of Azule and Route 68 (State Sign Route 9).

Action was taken by the Commission in setting the date of August 2, 1956, starting at 2:00 p.m. for a public hearing to be held in the Fremont High School Auditorium (between Cupertino and Sunnyvale).

Your Board is invited to attend this meeting and present any recommendations which you may care to make with respect to the proposed relocation.

Very truly yours,

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

G. N. COOK  
Assistant Secretary

DATE JUL 16 1956  
APPROVED \_\_\_\_\_  
RE: CE CC PC ENG \_\_\_\_\_

G. T. McCOY  
STATE HIGHWAY ENGINEER

GOODWIN J. KNIGHT  
GOVERNOR OF CALIFORNIA

FRANK B. DURKEE  
DIRECTOR

STATE OF CALIFORNIA  
Department of Public Works

SACRAMENTO

July 9, 1956

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

PLEASE REFER TO  
FILE NO.

IV-SM, SC1, SCr-Var  
56-4T8

County Clerk  
Santa Clara County  
San Jose, California

Dear Sir:

There is enclosed for filing in your office pursuant to Chapter I of Division 5, Title I of the Government Code, certified copy of Final Report of Work done and expenditures made on day labor work in Santa Clara County, Day Labor Work Order No. 56-4T8, road IV-SM, SC1, SCr-Var.

Very truly yours,

G. T. McCOY  
State Highway Engineer

By H. C. McCARTY

Encl.

Office Engineer

By Wm Bock  
Assistant Office Engineer

DIVISION OF HIGHWAYS  
DISTRICT IV

June 27, 1956

DIVISION OF HIGHWAYS  
SACRAMENTO  
RECEIVED

1956 JUN 29 AM 9 09

IV-SM, SC1, SCr-Var.  
D.L.W.O. 56-4T8

FINAL REPORT

Mr. G. T. McCoy  
State Highway Engineer  
Sacramento, California

Dear Sir:

Submitted for your consideration is  
FINAL REPORT  
FOR  
THE PAINTING OF TRAFFIC STRIPING  
ON  
VARIOUS SECTIONS OF HIGHWAYS  
IN THE COUNTIES OF  
SAN MATEO, SANTA CLARA AND SANTA CRUZ  
ON  
IV-SM, SC1, SCr-2, 55, 56, 105; 2, 5, 113; 32, 67-Var

F. H. Blair

Highway Superintendent

## I. GENERAL

### A. Description

The work as originally contemplated consisted of the painting of traffic stripes and pavement markings on various sections of highways in San Mateo, Santa Clara and Santa Cruz Counties on Roads IV-SM, SCl, SCr-2, 55, 56, 105; 2, 5, 113; 32, 67-Var. These sections of highways were resurfaced under Contract No. 55-4TC67.

### B. Preliminary Estimate of Costs

Striping and pavement markings                      \$ 11,200.00

### C. Bidders

There were no bidders on this project. The work was approved for day labor by the Director on August 11, 1955.

### D. Chronological Statement

Work requested, D. O. No. 3785	July 1, 1955
Work approved	August 18, 1955
Work started	July 7, 1955
Work completed	April 23, 1956

### E. Supervision

The work was supervised by Highway Superintendent F. H. Blair.

### F. Construction Materials

<u>P.O.</u>	<u>Vendor</u>	<u>Items</u>	<u>Quantity</u>	<u>Amount</u>
Acct. 150	Stores	White Paint	2,290 gals.	\$ 4,657.72
" "	"	Black Paint	65 gals.	130.29
" "	"	Beads	13,725 lbs.	1,674.43

## II. STATEMENT OF FUNDS AND EXPENDITURES

### A. Expenditures

#### 1. Construction Funds

Operating Expenses	\$ 6,462.44
Salaries	4,020.64
Equipment Rental	677.79
Total	\$ 11,160.87

### B. Funds

Construction Allotment	\$ 11,200.00
56-4T8	

Balance to be reverted  
(June, 1956)

39.13

Funds expended

\$ 11,160.87

III. UNIT COST

Traffic stripes and pavement markings were painted on various sections of freeways after the blanket was placed. A unit cost break-down of this work is not practical.

The cost for striping totaled

\$ 11,160.87

IV. CERTIFICATE

In accordance with the provisions of Chapter I of Division 5, Title 1 of the Government Code, I hereby certify that to the best of my knowledge and belief, the information in this report is a true and accurate record of the day labor work performed under authority of Day Labor Work Order 56-4T8.

Yours very truly,

ORIGINAL SIGNED BY  
J. P. SINCLAIR

J. P. Sinclair  
District Engineer

DAY LABOR WORK ORDER NO. 56-478

ROAD IV-5M, Sc 1 Scr-Var

No engineering charges stand against this work.  
The services of other public employees in connection with this work are not included in this statement, the proportion of their salaries, attributable to such activities, being charged unsegregated against the State Highway Fund.

STATE OF CALIFORNIA :

: SS.  
County of Sacramento:

I, G. T. McCoy, being duly sworn depose and say: That I am the State Highway Engineer and I have read the foregoing report, and know the contents thereof, and that the same is true of my own knowledge, except as to those matters which are therein stated on my information or belief, and as to those matters, I believe it to be true.

G. T. McCoy

Subscribed and sworn to before me

this 5th day of July, 1956

Alpha G. Catching  
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, 1957



March 26, 1956

RE: IV-SC1-114-A, Cpo, Sunn, MVU

Mr. G. T. McCoy  
State Highway Engineer  
150 Oak Street  
San Francisco 2, California

Att: B. W. Booker, Assistant  
State Highway Engineer

Dear Sir:

It is the request of the Board of Supervisors  
that a hearing be held in the matter of the relocation  
and improvement as a freeway of a portion of State High-  
way Route 114, in Santa Clara County, between existing  
Route 114, North of Azule and Route 68.

Very truly yours,

BOARD OF SUPERVISORS

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

cc: Leonard Buehnell, County Engineer  
& Road Commissioner

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

PLEASE REFER  
TO FILE NO.

March 23, 1956

IV-SC1-114-A, Cpo, Sunv, 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 114, in Santa Clara County, between existing Route 114, north of Azule 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.

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 the undersigned so that a representative of this office can 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   
B. W. BOOKER  
Assistant State Highway Engineer

Enclosure

END OF ROUTE ADOPTION

## Planning Engineer

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

MAP SHOWING

**ROUTE OF PROPOSED  
STATE HIGHWAY  
IN SANTA CLARA COUNTY  
BETWEEN EXISTING ROUTE 114  
NORTH OF AZULE  
AND  
ROUTE 68**

SCI-114-A, Cpo, Sunv, MVw

Scale in Feet

0 1850 3700 7400

FEBRUARY 1956

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 114 in Santa Clara County between existing Route 114 north of Azule and Route 68

Attest: \_\_\_\_\_  
Secretary  
California Highway Commission

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION



March  
15th  
1956

Mr. B. W. Booker,  
Assistant State Highway Engineer,  
Division of Highways,  
150 Oak Street,  
San Francisco 2, Calif.

Dear Mr. Booker:

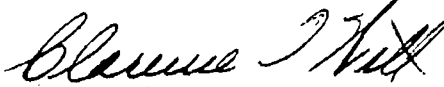
The City Council of the City of Los Altos has again expressed its concern over the impossible traffic situation at the intersection of State Route 9 (Sunnyvale-Saratoga Road) and Fremont Road in the County of Santa Clara.

We discussed this matter informally with your Division last year, at which time it was inferred that full signalization of that corner would be accomplished shortly as part of a general improvement of the entire State Route.

We are still faced with many complaints relative to this situation and we again would like to request that any such work be expedited to the greatest degree possible.

If there is any assistance we can give you in this matter, please contact us.

Yours very truly,

  
Clarence O. Witt,  
Mayor

C.  
O.  
W.m  
cc Board of Supervisors

7

# RAVENSWOOD BOOSTERS

EAST PALO ALTO, CALIFORNIA

January 4, 1956

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

Gentlemen:

The Ravenswood Boosters Club of East Palo Alto, a civic organization dedicated to the betterment of East Palo Alto Area, has seen fit to make the following request in the interest of public safety of residents not only from this immediate area but in San Mateo County, Santa Clara County and all motorists using the Bay-shore Highway.

As the club understands the present University Avenue Interchange will have the limit of work set at the San Francisquito Creek (or the San Mateo-Santa Clara County line). Ordinarily this would be a natural boundry, but the ever increasing traffic to Embarcadero Road (approximately 4 miles) and the new East Palo Alto Branch Post Office (approximately 2 miles) has made this 4 mile stretch a possible death row.

We all know that life and limb cannot be measured in dollars and cents. "AN OUNCE OF PREVENTION IS WORTH A POUND OF CURE".

Anything your body could do to bring this matter to the attention of the proper authorities would be sincerely appreciated by the Ravenswood Boosters and the entire community of East Palo Alto.

Yours in the Interest of Public Safety

*Jack Denton*  
\_\_\_\_\_  
Jack Denton  
Cor. Sec. Rav. Boosters

JD:ES

*San Ramon Valley Co*

DATE FEB 14 1956

APPROVED \_\_\_\_\_

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

*Boosters for a Better Community, for Better Schools, Better Homes*

10

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

January 23, 1956

PLEASE REFER  
TO FILE NO.

4QT1211-R  
IV-SC1-114-A


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

Gentlemen:

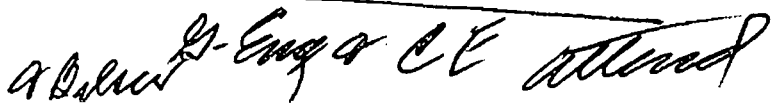
An invitation is extended to your Honorable Board to attend a public meeting to be held at 2:00 p.m. on Friday, February 17, 1956, in the Auditorium of the Mountain View Union High School at Mountain View, for the purpose of acquainting officials and interested individuals with information which has been developed in connection with location studies for a freeway on the portion of State Sign Route 9 between Azule and the Bayshore Highway.

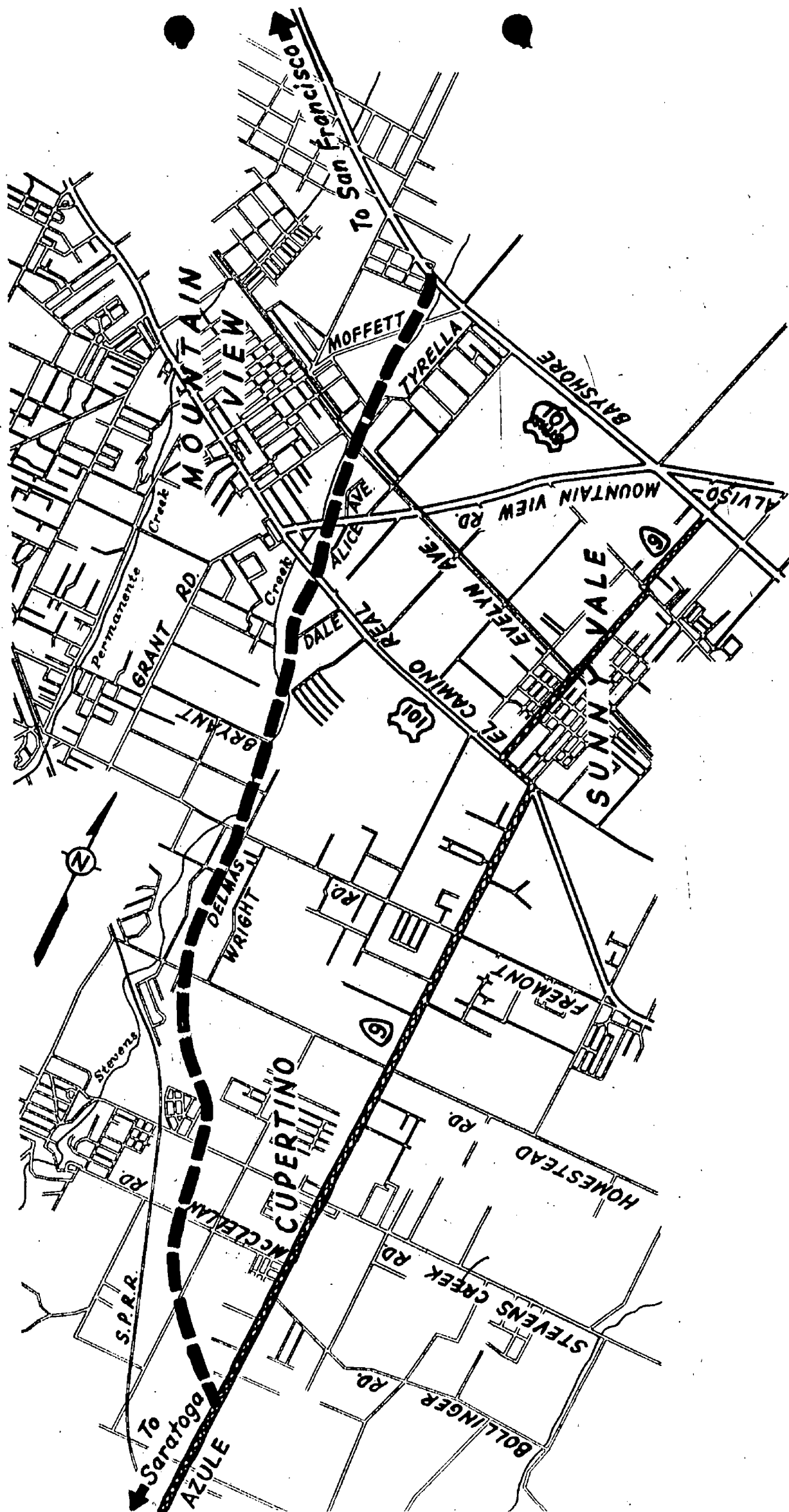
This meeting will be announced in the public press and local officials of Mountain View, Sunnyvale and Cupertino and members of the County Technical Staffs have been invited.

Yours very truly,

  
B. W. BOOKER  
Asst. State Highway Engineer

JAN 30 1956  
DATE \_\_\_\_\_  
APPROVED \_\_\_\_\_  
RE: CE CC PC ENG \_\_\_\_\_

  
G. Eng & CE



January 18, 1956

Mrs. Audrey Jacobson  
Committee for the Extension  
of Bayshore Frontage Roads  
754 Los Robles  
Palo Alto, California

Dear Mrs. Jacobson:

Your letter regarding the frontage roads at Embarcadero and Bay Shore Highway was read before the Board of Supervisors on Monday, January 16.

The County Executive and County Engineer were asked to be sure that consideration of your problem will be given during future discussions with the State Division of Highways. You can be sure that this will be done.

FRANK H. THILL  
County Executive

FHT:eo  
cc: Board of Supervisors  
County Engineer



*Los Gatos* **CHAMBER OF COMMERCE**

137 WEST MAIN STREET • TELEPHONE Elgato 4-1746

**LOS GATOS, CALIFORNIA**

Nestled in the beautiful wooded western foothills,  
overlooking famous Santa Clara Valley . . .

January 3, 1956

Board of Supervisors  
Santa Clara County  
First & Rosa Streets  
San Jose, California

Gentlemen:

The Los Gatos Chamber of Commerce is in the process of organizing a Freeway Beautification Committee to co-operate with state, county and city planners in a program of planting and landscaping the new Freeway and Cross-Town Connection to be completed this year.

The first meeting will be held

Thursday evening, January 12 at 8:00  
In the Little Theatre, Los Gatos High School

Karl Belser, County Planning Director, will outline plans to date and indicate the type of assistance needed from our Committee.

Since this is a project of area-wide interest, important to the entire County, we wish to extend an invitation to the Board of Supervisors to send representation to the meeting on the evening of January 12th.

Respectfully yours,

*Clifford E. Sobey*  
Clifford E. Sobey

Chairman, Freeway Beautification,  
Committee

*By Sec.*

DATE JAN 9 - 1956

APPROVED \_\_\_\_\_

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

SANTA CLARA COUNTY . . . THE VALLEY OF HEART'S DELIGHT

*Delores R. Hill*

Records File  
State Highway  
Commission  
August 1955

R E S O L U T I O N

WHEREAS, the unprecedented growth of residential and industrial areas of the County of Santa Clara has placed a severe burden on the local and State highways systems situated in said County, and

WHEREAS, the State Highway Commission has proposed and is presently constructing Route 5 which will do much to divert cross-County traffic off local highways and thereby diminish the traffic problems of said County, and

WHEREAS, the early completion of this and other similar projects in the County will do much to benefit the health, welfare and safety of the residents therein;

NOW, THEREFORE, the Board of Supervisors of the County of Santa Clara do hereby commend the State Highway Commission for the outstanding work it has done in hastening the completion of said Route 5 and other construction to eliminate critical traffic congestion in said County, and does further respectfully urge that said Commission continue to give these projects its undivided interest and attention in order that the work thereon may be completed at the earliest practicable date.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this 8th day of August, 1955, by the following vote:

AYES: Supervisors, Brown, Della Maggiore, Gaspar, Levin, McKinnon  
NOES: Supervisors, None  
ABSENT: Supervisors, None

Walter Gaspar  
Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of  
the Board of Supervisors

12-6  
**SAN JOSE**



**CHAMBER OF COMMERCE**

CIVIC AUDITORIUM BUILDING  
PHONE CYpress 3-3161 • SAN JOSE 13, CALIFORNIA

July 29, 1955.

Mr. Frank H. Thill,  
County Executive,  
Civic Center,  
First and Rosa Streets,  
San Jose, California.

DATE AUG 8 - 1955

APPROVED \_\_\_\_\_

RE: CE CC PC ENG

Dear Mr. Thill:

It was agreed by the San Jose Chamber of Commerce County-wide Highway Committee that our most important major uncompleted state highway within Santa Clara County at the present time is Route #5 between Bayshore Highway in the City of San Jose and the City of Los Gatos.

In view of the necessity for immediate construction of this Freeway, a hearing before the California Highway Commission has been arranged for 11:15 a.m. on Thursday, August 18, 1955, in the Public Works Building, 1120 "N" Street, Sacramento.

In order that our appearance may be most effective in the limited time allotted for our presentation, it will be sincerely appreciated, and of benefit to all, if you will assist us as follows:

First, have a resolution or statement prepared and adopted pointing out the seriousness of the present situation from your point of view and the desirability of immediate construction. As a guide, a copy of the Resolution adopted by the San Jose Chamber of Commerce is enclosed.

Second, arrange for at least one representative to be present at the above hearing to represent your interests in this urgent matter.

Third, send us a copy of the resolution adopted together with the name or names of your representatives who will attend the hearing. We will appreciate having this information on or before August 15.

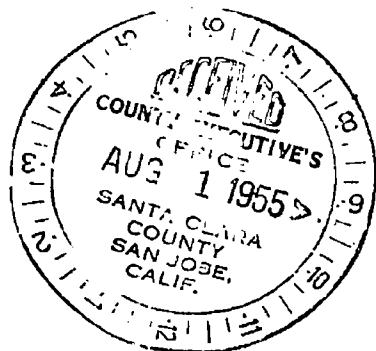
✓  
Thank you for your cooperation.

Cordially yours,

*Jack C. Vincent*  
Jack C. Vincent,  
Assistant Manager.

mc-B  
jcv/bps  
enclosure

*Long - State doing its part.*



R E S O L U T I O N

WHEREAS, the County of Santa Clara and the entire bay area are experiencing an unprecedented growth which has increased the volume of traffic on all our arterials, delays to the general public, inconvenience to the residents and business people of our community and traffic hazards, and

WHEREAS, a large volume of weekend and holiday traffic to and from the San Francisco and East bay areas, the northern San Joaquin Valley and south Sacramento Valley funnels through and around San Jose en route to the Santa Cruz area, and

WHEREAS, most of this extreme situation is created because the proposed Route 5 Freeway has not been completed from San Jose to Los Gatos and, therefore, causes the high degree of overloading of our city streets, county roads and state highways,

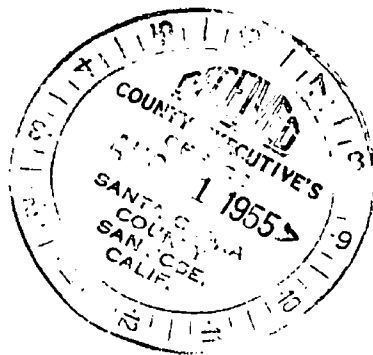
NOW, THEREFORE, BE IT RESOLVED that the San Jose Chamber of Commerce hereby strongly recommends and urgently requests that the California State Highway Commission give full consideration to including the total costs for the construction of Route 5 from the Bayshore Highway to Los Gatos in the 1956-57 Highway Budget.

Adopted this 29th day of July,  
1955:

Board of Directors  
San Jose Chamber of Commerce  
San Jose, California

ATTEST:

Russell E. Pettit, Manager  
San Jose Chamber of Commerce



R E S O L U T I O N

RESOLVED, that the Board of Supervisors of the County of Santa Clara, hereby rescind its previous Resolution waiving public hearings on the re-location of Highway 101 in any area or areas situated between the southern limits of the City of San Jose and the northern limits of the City of Gilroy;

BE IT FURTHER RESOLVED that the Clerk of this Board is hereby directed to transmit a certified copy of this Resolution to the State Division of Highways and request them to explore the possibilities of placing the proposed freeway along the eastern foothills;

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this 1st day of August, 1955, by the following vote:

AYES: Supervisors, Brown, DellaMaggiore, Levin, McKinnon, Gaspar

NOES: Supervisors, None

ABSENT: Supervisors, None

Leander Gaspar  
Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of  
the Board of Supervisors

Richard Olson  
SMW:hmf  
8-1-55:6c

12 D .  
The following motion is submitted for your consideration:

That the Board of Supervisors today rescinds its previous action in regard to the Monterey highway freeway and in deference to the desires of the people of the southern end of the county requests the State Division of Highways to further explore the possibilities of placing the proposed freeway along the east<sup>ern</sup> foothills; further the Board of Supervisors wishes to ~~express~~ state that its previous waiver of further hearings ~~is~~ is hereby rescinded and that it hereby gives notice to the State Division of Highways that waiver of future hearings is not given due to the local circumstances.

Resol B-D-L-Me-L  
Adopted

B-D



# COUNTY OF SANTA CLARA

## Office of the BOARD OF SUPERVISORS

A. W. BROWN, 1ST DISTRICT  
SAM P. DELLA MAGGIORE, 2ND DISTRICT  
ED. R. LEVIN, 3RD DISTRICT  
J. M. MCKINNON, 4TH DISTRICT  
WALTER S. GASPAR, 5TH DISTRICT, CHAIRMAN  
RICHARD OLSON, CLERK OF THE BOARD

SANTA CLARA COUNTY OFFICE BLDG. • CIVIC CENTER  
FIRST AND ROSA STREETS, SAN JOSE, CALIFORNIA

August 2, 1955

Re: IV-SC1-2-C, Oil HgH, B IV-1173

Mr. E. W. Becker  
Asst. State Highway Engineer  
150 Oak Street  
San Francisco 2, California

Dear Sir:

Enclosed please find 3 copies (certified) of resolution  
rescinding resolution adopted by the Board of Supervisors  
on July 11, 1955.

It is now requested that the State Division of Highways  
hold public hearings on the proposed relocation of Highway  
101.

Very truly yours,

BOARD OF SUPERVISORS

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

COPY

August 2, 1955

Re: IV-SC1-2-C, C11 H&A, B IV-1173

Mr. E. W. Decker  
Asst. State Highway Engineer  
150 Oak Street  
San Francisco 2, California

Dear Sir:

Enclosed please find 3 copies(certified) of resolution  
rescinding resolution adopted by the Board of Supervisors  
on July 11, 1955.

It is now requested that the State Division of Highways  
hold public hearings on the proposed relocation of Highway  
101.

Very truly yours,

BOARD OF SUPERVISORS

By \_\_\_\_\_  
Clark of the Board

Roads - Gen  
State Highways  
Misc Duty

July 11, 1955

Re: IV-SC1-2-C, Gil, High, B  
IV-1173

Mr. F. W. Booker  
Asst. State Highway Engineer  
150 Oak Street  
San Francisco 2, California

Attn: J. P. Sinclair, Dist. Engineer

Dear Sir:

Enclosed please find three certified copies of  
resolution approving subject matter (relocation of  
State Highway Route 2 between 0.4 mile south of Thomas  
Road and Ford Road).

Very truly yours,

BOARD OF SUPERVISORS

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

cc: Leonard Bushnell with resol.

13. TB

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 3306, RINCON ANNEX  
SAN FRANCISCO 19

July 7, 1955

PLEASE REFER  
TO FILE NO.

IV-SC1-2-C, Gil, MGH, B  
IV-1173

Mr. Leonard Bushnell  
County Surveyor and Road Commissioner  
Santa Clara County Office Building  
Civic Center  
First and Rosa Streets  
San Jose, California

Dear Mr. Bushnell:

In accordance with our telephone conversation of this morning I am transmitting herewith three copies of a suggested resolution of the Board of Supervisors having to do with the approval of the relocation of State Highway Route 2 between 0.4 mile south of Thomas Road and Ford Road.

The resolution as prepared indicates the Board's concurrence in the location, urges the California Highway Commission to take early action toward its adoption, and waives further public hearing by the Commission. As discussed with you, there may be some reluctance on the part of the members of the Board to actually waive a hearing in this matter. If this is so, the second to last paragraph may be deleted.

Should the Board pass a resolution regarding this route location, it is requested that three certified copies be forwarded to this office as soon as possible in order that we may present them to the Highway Commission at Sacramento. It is anticipated that the route will be presented to the Commission for its consideration at its meeting on July 19, 1955.

Yours very truly,

B. W. BOOKER  
Asst. State Highway Engineer

By

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

JAY - please read to Board

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF  
SANTA CLARA

WHEREAS, the State of California, through its Department of Public Works, Division of Highways, proposes the relocation of a portion of State Highway Route 2 in the County of Santa Clara, between 0.4 mile south of Thomas Road and Ford Road, and the establishment of a freeway thereon, and

WHEREAS, a public meeting on the proposed relocation was held at the Santa Clara County Office Building in San Jose on June 24, 1955, after due notice of such meeting in the local newspapers, and at which meeting members of the press were present, and

WHEREAS, no opposition to the proposed location was evident at said meeting, and

WHEREAS, early determination of said location will be a benefit to the development of adjacent areas;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara that the proposed relocation of State Highway Route 2 between 0.4 mile south of Thomas Road and Ford Road, as presented at said public meeting, is hereby approved, and that the early adoption of said relocation is considered to be in the public interest, and be it

FURTHER RESOLVED that the Board of Supervisors hereby determines that further public hearing on this matter is not necessary, and be it

FURTHER RESOLVED that the California Highway Commission be urged to adopt the general route, as presented at said public meeting, at the earliest possible time.

PASSED AND ADOPTED by the Board of Supervisors of Santa Clara County California, this 11th day of July, 1955, by the following roll call vote:

Attest:

AYES: Supervisors, Brown, Della Maggiore, Gaspar, Levin, McKinnon  
NOES: Supervisors, None  
ABSENT: Supervisors, None

ATTEST: RICHARD OLSON, Clerk of the Board

*Walter Gaspar*  
Chairman of the Board

By *Richard Olson*

JUL 11 1955

ROLL CALL: YES *B D G L* MC NO: *B-D*

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF  
SANTA CLARA

WHEREAS, the State of California, through its Department of Public Works, Division of Highways, proposes the relocation of a portion of State Route 2 in the County of Santa Clara, between 0.4 mile south of Thomas Road and Ford Road, and the establishment of a freeway thereon, and

WHEREAS, a public meeting on the proposed relocation was held at the Santa Clara County Office Building in San Jose on June 24, 1955, after due notice of such meeting in the local newspapers, and at which meeting members of the press were present, and

WHEREAS, no opposition to the proposed location was evident at said meeting, and

WHEREAS, early determination of said location will be a benefit to the development of adjacent areas;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara that the proposed relocation of State Highway Route 2 between 0.4 mile south of Thomas Road and Ford Road, as presented at said public meeting, is hereby approved, and that the early adoption of said relocation is considered to be in the public interest, and be it

FURTHER RESOLVED that the Board of Supervisors hereby determines that further public hearing on this matter is not necessary, and be it

FURTHER RESOLVED that the California Highway Commission be urged to adopt the general route, as presented at said public meeting, at the earliest possible time.

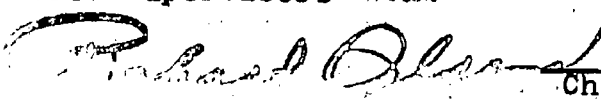
PASSED AND ADOPTED by the Board of Supervisors of Santa Clara County California, this 11th day of July, 1955, by the following roll call vote:

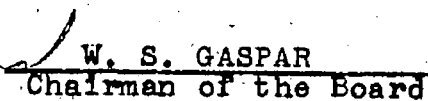
AYES: Supervisors, Brown, Della Maggiore, Gaspar, Levin, McKinnon

NOES: Supervisors None

ABSENT: Supervisors None

ATTEST:

  
RICHARD OLSON, Clerk of the Board

  
W. S. GASPAR  
Chairman of the Board

12A  
STATE OF CALIFORNIA  
Department of Public Works  
SACRAMENTO

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

March 29, 1955

PLEASE REFER TO  
FILE NO.

IV-SC1-69-A

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 the County of Santa Clara the attached certified copy of the vote of the California Highway Commission relinquishing described portions of State highway to said Santa Clara County.

Relinquishment of these portions of State highway becomes effective with this filing of the certified copy of the Highway Commission's action.

The legislation referred to above also amends Section 2121 of the Streets and Highways Code, requiring 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, and the relinquished mileage covered by the attached resolution is therefore being certified to the Controller.

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

Very truly yours,

*G. T. McCoy*

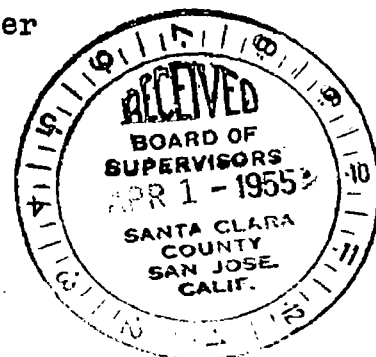
G. T. MCCOY  
State Highway Engineer

Attach

DATE APR 4 - 1955

APPROVED \_\_\_\_\_

RE: CE PG PG ENG



RELINQUISHMENT OF STATE HIGHWAY  
IN THE COUNTY OF SANTA CLARA  
ROAD IV-SC1-69-A

WHEREAS, the California Highway Commission on December 15, 1949 adopted a resolution declaring a certain section of State highway in Santa Clara County between Route 68 and Alameda County line, road IV-SC1-69-A, to be a freeway; and

WHEREAS, the State of California has acquired rights of way for and has reconstructed certain County roads and road connections at locations on Industrial Avenue northwest of Gish Road, at Brokaw Road, on O'Toole Avenue southeast of Trimble Road, and at Dixon Road and has constructed a road connection between Route 68 and east of Hannon Road and has constructed frontage roads at locations between 1/4 mile south of Brokaw Road and Brokaw Road and between Brokaw Road and O'Toole Avenue, all in connection with said freeway; and

WHEREAS, by freeway maintenance agreement dated August 24, 1954 between the County of Santa Clara and the State of California, the County agreed to assume control and maintenance of said reconstructed County roads, road connections and frontage roads upon relinquishment thereof to said County by the State of California; and

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

NOW, THEREFORE, IT IS VOTED by the California Highway Commission that it relinquish, and it does hereby relinquish, to the County of Santa Clara, effective upon the filing of a certified copy hereof with the Board of Supervisors of said county, those certain reconstructed county roads, road connections and frontage roads in said county, together with the right of way and appurtenances thereof, described as follows:

PARCEL 1:

A parcel of land comprising those certain tracts of land described in the deeds to the State of California from Cascade Metals Corporation, recorded May 22, 1952, Volume 2424, page 400, William F. Butterick, et ux, recorded May 22, 1952, Volume 2424, page 405 and Margaret M. Weaver, et al., recorded September 15, 1952, Volume 2486, page 465, all in the Official Records of Santa Clara County, said parcel being described as follows:



COMMENCING at the most easterly corner of said tract conveyed to the State from Cascade Metals Corporation; thence along the northeasterly line of last said tract and its northwesterly prolongation N.  $37^{\circ} 08' 09''$  W., 1329.16 feet to the most northerly corner of the above mentioned tract conveyed to State from Weaver; thence along the northerly line of said Weaver tract S.  $50^{\circ} 21' 43''$  W., 61.00 feet to the southwesterly line thereof; thence along said southwesterly line and its southeasterly prolongation S.  $37^{\circ} 08' 09''$  E., 1329.04 feet to the center line of Gish Road; thence along last said line N.  $50^{\circ} 27' 51''$  E., 61.00 feet to the point of commencement.

The bearings and distances used in the above described parcel are on the California Coordinate System, Zone 3.

PARCEL 2:

A parcel of land comprising a portion of those certain tracts of land described in the deeds to the State of California from Gambord Meat Co., Frank J. Gomes, et ux, A. R. Calvelli, et ux, Jose S. Lewis, et ux, Giuseppe Bertolotti, et ux, recorded November 28, 1952 in Book 2535, page 70, September 25, 1952 in Book 2493, page 630, September 17, 1952 in Book 2488, page 504, January 7, 1953, in Book 2557, page 515, June 2, 1952 in Book 2428, page 429 respectively, all in the Official Records of Santa Clara County, said parcel being described as follows:

COMMENCING at the northwesterly corner of the above mentioned parcel conveyed to the State of California by said Bertolotti et ux; thence S.  $50^{\circ} 21' 43''$  W., 600.75 feet; thence along a tangent curve to

the left with a radius of 280 feet through an angle of  $32^{\circ}21'43''$ , an arc distance of 158.16 feet; thence S.  $18^{\circ}00'$  W., 333.99 feet to a point being at coordinates Y=319,302.24 feet and X=1,592,111.53 feet; thence along a tangent curve to the right with a radius of 50 feet, through an angle of  $89^{\circ}52'51''$ , an arc length of 78.44 feet to a point of cusp on the northerly line of Bayshore Highway; thence along last said line S.  $72^{\circ}07'09''$  E., 160.00 feet to a second point of cusp; thence from a tangent that bears N.  $72^{\circ}07'09''$  W., along a curve to the right with a radius of 50 feet, through an angle of  $90^{\circ}07'09''$ , an arc length of 78.64 feet; thence N.  $18^{\circ}00'$  E., 333.66 feet; thence along a tangent curve to the right with a radius of 220 feet through an angle of  $32^{\circ}21'43''$ , an arc distance of 124.26 feet; thence N.  $50^{\circ}21'43''$  E., 707.08 feet; thence N.  $6^{\circ}30'57''$  W., 71.64 feet to a point distant S.  $80^{\circ}15'03''$  W., 85.00 feet from Engineer's Station 35+43.43 on the "A" line of the Department of Public Works' survey for the State freeway in Santa Clara County, Road IV-SCL-69-A; thence S.  $50^{\circ}21'43''$  W., 145.48 feet to the point of commencement.

The coordinates, bearings and distances used in the above described parcel are on the California Coordinate System, Zone 3.

EXCEPTING AND RESERVING unto the State of California any and all rights of access in and to the State freeway, lying easterly of the above described parcel of land over and across the course described above with a length of 71.64 feet.

PARCEL 3:

A parcel of land comprising a portion of those certain tracts of land described in the deeds to the State of California from Dorteia E. Madsen et al., recorded February 15, 1952 in Book 2366, page 295 and August 5, 1952 in Book 2464 page 328, and also from Mary Machado recorded March 3, 1952 in Book 2375 page 119, said parcel being described as follows:

COMMENCING at the southwesterly corner of said tract to State from Dorteia E. Madsen; (1) thence N.  $9^{\circ}44'57''$  W., 406.64 feet; (2) thence N.  $13^{\circ}33'48''$  W., 460.69 feet; (3) thence along a tangent curve to the left with a radius of 150 feet, through an angle of  $25^{\circ}23'12''$ , an arc distance of 66.46 feet; (4) thence N.  $38^{\circ}57'$  W., 234.86 feet; (5) thence along a curve to the left from a tangent that bears S.  $60^{\circ}15'08''$  W., with a radius of 350 feet, through an angle of  $8^{\circ}04'55''$ , an arc distance of 49.37 feet, to the southeasterly line of Brokaw Road; (6) thence along said line of Brokaw Road S.  $52^{\circ}10'13''$  W., 419.11 feet; (7) thence N.  $37^{\circ}49'47''$  W., 70 feet; (8) thence N.  $52^{\circ}10'13''$  E., 86.27 feet; (9) thence along a tangent curve to the left with a radius of 200 feet, through an angle of  $37^{\circ}03'13''$ , an arc distance of 129.34 feet; (10) thence N.  $15^{\circ}07'$  E., 549.79 feet; (11) thence S.  $53^{\circ}19'47''$  E., 41.32 feet; (12) thence S.  $45^{\circ}16'47''$  E., 70.81 feet; (13) thence S.  $15^{\circ}07'$  W., 120.24 feet; (14) thence S.  $54^{\circ}38'28''$  E., 208.08 feet to the northwesterly line of said Brokaw Road; (15) thence N.  $52^{\circ}10'13''$  E., 70 feet; (16) thence S.  $49^{\circ}23'47''$  E., 38.28 feet; (17) thence S.  $9^{\circ}44'57''$  E., 48.57 feet; (18) thence S.  $20^{\circ}35'13''$  W., 78.94 feet; (19) thence along a curve to the left from a tangent that bears N.

86°42'45" W., with a radius of 350 feet, through an angle of 18°17'25", an arc distance of 111.73 feet; (20) thence S. 38°57'00" E., 276.72 feet to a point distant S. 80°15'03" W., 96.00 feet from Engineer's Station 74+50 on the "A" line of the Department of Public Works' survey for the State freeway in Santa Clara County, Road IV-SC1-69-A; (21) thence S. 14°30'46" E., 150.52 feet; (22) thence S. 11°15'10" E., 400.14 feet; (23) thence S. 10°10'44" E., 200.01 feet; (24) thence S. 9°44'57" E., 130.73 feet; (25) thence S. 49°28'13" W., 50.63 feet to the point of commencement.

The bearings and distances used in the above described parcel are on the California Coordinate System, Zone 3.

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

PARCEL 4:

A parcel of land comprising a portion of those certain tracts of land described in the deeds to the State of California from Ada Fox Carabal, et vir, Harvey Miyakusu et ux, Edward C. Ferrera et ux., Hoshiko Sasaki Kawahara et al, Shigio Masunaga, et al, Florence E. Smith, et vir, G. Gallo, et al, and W. B. Clarke and Company, a corporation, recorded July 9, 1951, in Book 2245, page 349, May 18, 1951, in Book 2215, page 202, May 17, 1951, in Book 2214, page 249, May 17, 1951, in Book 2214 page 373, September 17, 1951, in Book 2284, page 56, November 28, 1951, in Book 2323, page 505, March 14, 1952, in Book 2383, page 21, August 5, 1952, in Book 2464, page 229, respectively, all in Official Records in Santa Clara County, said parcel being described as follows:

Beginning for reference at the most westerly corner of the above mentioned tract conveyed to State of California by said Carabal et vir; thence N. 60°34'28" E., 180.72 feet to the TRUE POINT OF COMMENCEMENT; (1) thence N. 0°35'13" W., 522.49 feet to a point distant S. 80°15'03" W., 135 feet from Engineer's Station 90+00 on the "A" line of the Department of Public Works' survey for the State freeway in Santa Clara County, Road IV-SC1-69-A; (2) thence N. 9°44'57" W., 2472.81 feet; (3) thence along a tangent curve to the left with a radius of 400.00 feet through an angle of 27°58', an arc length of 195.24 feet; (4) thence N. 37°42'57" W., 1965.47 feet; (5) thence along a tangent curve to the left with a radius of 980.00 feet, through an angle of 8°55', an arc length of 152.51 feet; (6) thence N. 46°37'57" W., 238.27 feet; (7) thence along a tangent curve to the left with a radius of 100.00 feet, through an angle of 90°, an arc length of 157.08 feet to a point on the southeasterly line of Trimble Road; (8) thence N. 46°37'57" W., 60.00 feet to a point on the northwesterly line of Trimble Road; (9) thence along said line of Trimble Road N. 43°22'03" E.,

260.00 feet; (10) thence S. 46°37'57" E., 60.00 feet; (11) thence S. 43°22'03" W., 70.00 feet; (12) thence along a tangent curve to the left with a radius of 50.00 feet, through an angle of 90° an arc length of 78.54 feet; (13) thence S. 46°37'57" E., 367.79 feet; (14) thence S. 37°42'57" E., 1175.81 feet; (15) thence N. 38°46'25" E., 20.57 feet; (16) thence S. 37°42'57" E., 866.83 feet; (17) thence along a tangent curve to the left with a radius of 25.00 feet, through an angle of 152°02', an arc length of 66.34 feet to a point distant, S. 80°15'03" W., 85.00 feet from Engineer's Station 117+06.59 on said "A" line; (18) thence S. 15°43'30" E., 234.37 feet; (19) thence S. 9°44'57" E., 2458.20 feet; (20) thence S. 5°22'34" E., 374.94 feet; (21) thence S. 10°46'14" E., 516.18 feet; (22) thence N. 58°59' W., 64.48 feet; (23) thence N. 41°56'32" W., 60.19 feet; (24) thence N. 50°02'32" W., 108.24 feet; (25) thence N. 58°26'32" W., 31.36 feet; (26) thence N. 15°07'E., 36.64 feet; (27) thence N. 0°35'13" W., 131.01 feet to the true point of commencement.

The bearings and distances used in the above described parcel are on the California Coordinate System, Zone 3.

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

PARCEL 5:

COMMENCING at the most northeasterly corner of that certain 1.203 acre parcel of land described in the deed to the State of California from The Caltex Company, recorded June 29, 1953 in Volume 2673, page 333, Official Records of Santa Clara County; thence S. 21°49'54" E., 5.00 feet; thence S. 62°27'28" W., 201.00 feet; thence S. 68°10'06" W., 203.08 feet; thence along a tangent curve to the right with a radius of 500 feet, through an angle of 11°48'06", an arc length of 102.99 feet; thence S. 79°58'12" W., 86.35 feet; thence S. 18°39'03" W., 163.43 feet to a point distant N. 81°54'50" E., 95.73 feet from Engineer's Station 341+50.00 on the "A" line of the Department of Public Works' survey for the State freeway in Santa Clara County, Road IV-SC1-69-A; thence N. 1°02'31" W., 223.49 feet; thence N. 15°00' W., 220.52 feet; thence from a tangent that bears S. 19°23'05" E., along a curve to the left with a radius of 200 feet, through an angle of 84°55'45", an arc distance of 296.46 feet to a point being at coordinates Y = 350,630.16 feet and X = 1,587,655.40 feet; thence N. 75°41'10" E., 420.38 feet; thence S. 21°49'54" E., 45.00 feet to the point of commencement.

The coordinates, bearings and distances used in the above described parcel are on the California Coordinate System, Zone 3.

EXCEPTING AND RESERVING unto the State of California any and all rights of access in and to the freeway over and across the above described courses with lengths of 223.49 feet and 220.52 feet.

PARCEL 6:

COMMENCING at the most westerly corner of that certain 1.203 acre parcel of land described in the deed to the State of California from The Caltex Company recorded June 29, 1953 in Volume 2673, page 333, Official Records of Santa Clara County; thence from a tangent that bears N.  $63^{\circ}05'11''$  W., along a curve to the right with a radius of 400 feet, through an angle of  $13^{\circ}56'11''$ , an arc distance of 97.29 feet to a point being at coordinates Y = 350,560.97 feet and X = 1,586,729.26 feet; thence N.  $49^{\circ}09'$  W., 85.13 feet; thence N.  $38^{\circ}03'56''$  E., 60.00 feet; thence S.  $63^{\circ}23'$  E., 208.39 feet; thence N.  $84^{\circ}04'$  E., 257.77 feet; thence along a tangent curve to the left with a radius of 100 feet, through an angle of  $76^{\circ}45'42''$ , an arc distance of 133.97 feet; thence S.  $0^{\circ}30'$  W., 158.18 feet; thence S.  $15^{\circ}10'13''$  E., 188.71 feet to a point distant S.  $81^{\circ}54'50''$  W., 96.17 feet from Engineer's Station 342+00.00 on the "A" line of the Department of Public Works' survey for the State freeway in Santa Clara County, road IV-SC1-69-A; thence N.  $33^{\circ}04'57''$  W., 138.13 feet; thence N.  $88^{\circ}54'18''$  W., 222.80 feet; thence along a tangent curve to the right with a radius of 400 feet, through an angle of  $25^{\circ}49'07''$ , an arc distance of 180.25 feet to the point of commencement.

The coordinates, bearings and distances used in the above described parcel are on the California Coordinate System, Zone 3.

EXCEPTING AND RESERVING unto the State of California any and all rights of access, in and to the freeway over and across the courses described above with lengths of 158.18 feet and 188.71 feet.

The total length of highway hereby relinquished is 2.50 miles, more or less.

The purpose of this resolution is to vest in the County of Santa Clara as County highway 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 23d day of March, 1955, in the City of Sacramento a majority of the members of said Commission being present and voting therefor.

Dated this 30th day of March, 1955

  
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 3-0222

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

June 17, 1955

*Roads Ben*  
*State Highways*  
*Miscellaneous Data*  
PLEASE REFER  
TO FILE NO.

IV-SC1-2-B, MgH, C, Gil  
Project File No. 1173

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

Gentlemen:

An invitation is extended to your Honorable Board to attend a public meeting to be held at 10:00 a.m., June 24, 1955, at the Santa Clara County Office Building, Civic Center, First and Rosa Streets in San Jose, for the purpose of acquainting officials and interested individuals with information which has been developed in connection with location studies for a freeway on the portion of State Highway Route 2 (U.S. 101) in Santa Clara County between Thomas Road and Ford Road.

As you will recall, these studies were announced at a meeting held October 20, 1953, at San Jose.

Notice of this meeting will be in the public press and members of the Planning Commission, County technical staffs and officials of the Cities of Morgan Hill and Gilroy have been invited.

Yours very truly,

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

C O P Y

STATE DIVISION OF HIGHWAYS  
150 Oak Street  
San Francisco 2, California

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

June 17, 1955

Gentlemen:

An invitation is extended to your Honorable Board to attend a public meeting to be held at 10:00 a.m., June 24, 1955, at the Santa Clara County Office Building, Davis Center, First & Rosa Streets in San Jose, for the purpose of acquainting officials and interested individuals with information which has been developed in connection with location studies for a freeway on the portion of State Highway Route 2 (U.S. 101) in Santa Clara County between Thomas Road and Ford Road.

As you will recall, these studies were announced at a meeting held October 20, 1953, at San Jose.

Notice of this meeting will be in the public press and members of the Planning Commission, County technical staffs and officials of the Cities of Morgan Hill and Gilroy have been invited.

Yours, very truly,

/s/ D. M. Pecker

Asst. State Highway Engineer

cc: Supervisors

Brown, Della Maggiore, Levin,  
McKinnon, Gaspar



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 30, 1954

PLEASE REFER  
TO FILE NO.

IV-SCL-113-A, Sunv, SCL, SJs,

12  
Honorable Board of Supervisors  
County of Santa Clara  
Court House  
San Jose, California

Gentlemen:

I wish to advise that on December 15, 1954, the California Highway Commission passed resolutions adopting the route for a portion of State Highway Route 113 in the County of Santa Clara, between Route 68 and Route 69 and declaring it to be a freeway.


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 a resolution of the California Highway Commission consenting to the same. The Commission 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 in doing all possible to prevent the planning or construction of improvements which might conflict with the freeway is requested. 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 County Surveyor and Road Commissioner and the County Building Inspector.

Yours very truly

  
B. W. BOOKER  
Asst. State Highway Engineer

DATE JAN 10 1955

APPROVED 

RECE CC PC ENG

RESOLUTION ESTABLISHING A FREEWAY

ON

ROAD IV-SCL-113-A, Sunv, SCl, SJs, Alvs

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 Cities of Sunnyvale, Santa Clara, San Jose and Alviso and County of Santa Clara, and designated as Road IV-SCL-113-A, Sunv, SCl, SJs, Alvs.

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 Cities of Sunnyvale, Santa Clara, San Jose and Alviso and County of Santa Clara, between Route 68 and Route 69, as same is shown on the general route map thereof adopted by the California Highway Commission on December 15, 1954 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 15th day of December, 1954, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor  
Dated this 20th day of December, 1954.

/s/ G. N. Cook

G. N. COOK

Assistant Secretary of the  
California Highway Commission

(COPY)

December 15, 1954

RESOLUTION ADOPTING STATE HIGHWAY ROUTE IV-SC1-113-A, Sunv, SC1, SJs, Alvs

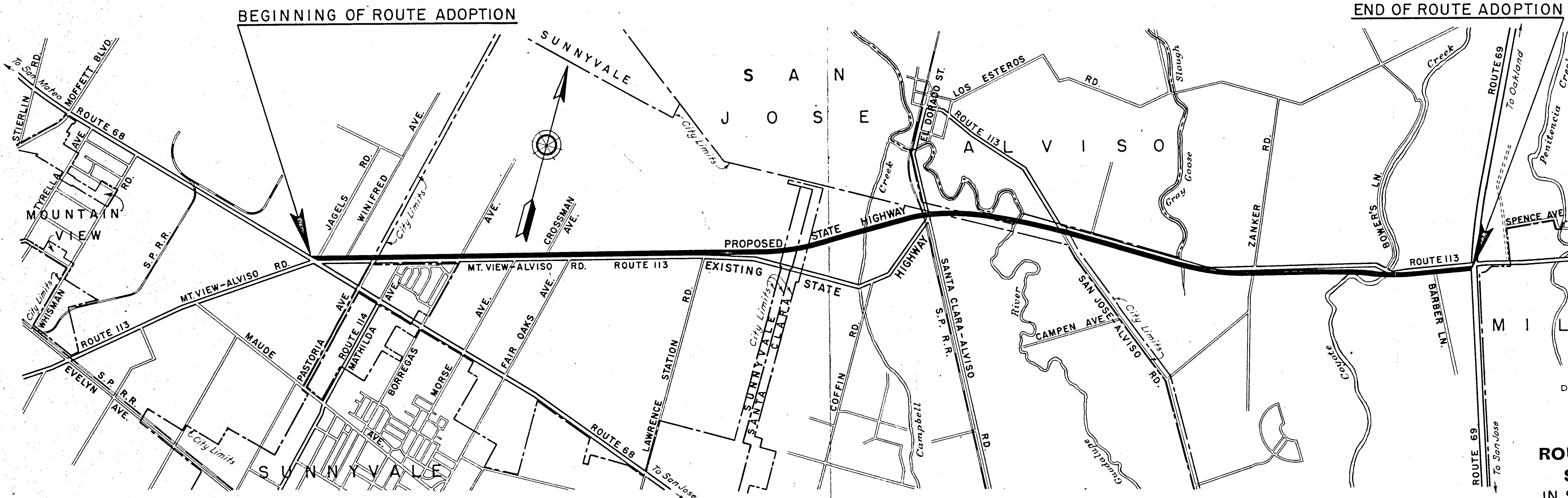
RESOLVED by the California Highway Commission that pursuant to the authority vested in it by law, this Commission does hereby select and adopt the route for a portion of State highway in Santa Clara County, between Route 68 and Route 69, road IV-SC1-113-A, Sunv, SC1, SJs, Alvs, as outlined in project reports dated May 11, 1954 and July 18, 1954 and as shown on a map thereof signed by B. W. Booker, Assistant State Highway Engineer, dated December 10, 1954, approved December 13, 1954 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 ultimate 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 15th day of December, 1954, in the City of Sacramento a majority of the members of said Commission being present and voting therefor.

Dated this 23d day of December, 1954.

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



I hereby certify that by resolution of the California Highway Commission adopted December 15, 1954 the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route

Attest: *R. Kennedy*  
Secretary  
California Highway Commission

*Christian M. Anderson*  
*H. S. Sanders*  
*J. A. Guevara*  
*C. T. Leigh*  
*V. L. Allen*  
*J. W. Sundelin*

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION  
December 15, 1954

December 10, 1954  
*B. W. Booker*  
Asst. State Highway Engr.  
Approval Recommended:  
*Lawrence*  
Planning Engineer  
Approved: December 13, 1954  
*W. J. McHugh*  
State Highway Engineer  
Civil Engineer - License No. 2084  
*Frank B. Duskoe*  
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

MAP SHOWING  
**ROUTE OF PROPOSED  
STATE HIGHWAY  
IN SANTA CLARA COUNTY  
BETWEEN  
ROUTE 68  
AND  
ROUTE 69**

DIST. IV SCI-113-A, Sunv, SCI, SJs-Alvs

Scale in Feet  
0 1000 2000 4000  
OCT. 1954

G. T. McCOY  
STATE HIGHWAY ENGINEER

GOODWIN J. KNIGHT  
GOVERNOR OF CALIFORNIA

FRANK B. DURKEE  
DIRECTOR

STATE OF CALIFORNIA  
Department of Public Works  
SACRAMENTO

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

December 28, 1954

PLEASE REFER TO  
FILE NO.

IV-SC1, Ala-69, 5-A, E, C

County Clerk  
Santa Clara County  
San Jose, California

Dear Sir:

There is enclosed for filing in your office pursuant to Chapter I of Division 5, Title I of the Government Code, certified copy of Final Report of work done and expenditures made on day labor work in Santa Clara County, Day Labor Work Order No. 54-4T7, road IV-SC1, Ala-69, 5-A, E, C.

Very truly yours,

G. T. McCOY  
State Highway Engineer

By H. C. McCARTY

Office Engineer

Encl.

By Wm Back  
Assistant Office Engineer

DIVISION OF HIGHWAYS  
DISTRICT IV

November 30, 1954

IV-SCL, Ala-69, 5-A, E, C  
Day Labor Work  
Order 54-4T7

Mr. G. T. McCoy  
State Highway Engineer  
Sacramento, California

Dear Sir:

Submitted for your consideration is:

FINAL REPORT  
FOR  
THE INSTALLATION OF TRAFFIC SIGNS  
AND  
THE PAINTING OF TRAFFIC STRIPES  
AND  
PAVEMENT MARKINGS  
ON  
ROUTES 69 AND 5  
BETWEEN SAN JOSE AND WARM SPRINGS  
IN  
SANTA CLARA AND ALAMEDA COUNTIES  
ROUTE IV-SCL, ALA-69, 5-A, E, C

F. H. Blair

Highway Superintendent

## I. GENERAL

### A. Description

The work as originally contemplated consisted of the purchasing and installing of traffic signs and painting of traffic stripes and pavement markings on the section of the Eastshore Freeway between San Jose and Warm Springs in Alameda and Santa Clara Counties, which was constructed under 53-4TC23.

Day Labor Work Order No. 54-4T7 was approved on February 17, 1954 in the amount of \$9,000.00 to cover the cost of the purchase and installation of signs and the painting of traffic stripes and pavement markings. The First Supplemental was approved on October 20, 1954 in the amount of \$1,000.

The work was completed as planned and performed in compliance with the applicable sections of the Standard Specifications.

### B. Preliminary Estimate of Cost

Signs	\$7,500.00
Stripes	<u>1,500.00</u>
Total	\$9,000.00

### C. Bidders

There were no bidders on this project. The work was approved for day labor by the Director on February 15, 1954.

### D. Chronological Statement

Work requested, D. O. No. 2729	December 17, 1953
Work approved, 54-4T7	February 15, 1954
Work started	December 16, 1953
Work completed	October 28, 1954

### E. Supervision

The work was supervised by Highway Superintendent F. H. Blair.

### F. Construction Material

<u>P. O.</u>	<u>Vendor</u>	<u>Item</u>	<u>Quantity</u>	<u>Amount</u>
Acct. 137	Burlingame	Glass Beads	1925 lbs.	\$ 182.88
" "	"	Paint, black	45 gals.	79.20
" "	"	Paint, white	295 gals.	584.10
" "	"	Posts and Signs	Various	433.93
Req. 40075	S&S, Sacto	Signs	21	943.15
40085	" "	Signs	44	2,369.09
40034	" "	Signs	15	756.96
40033	" "	Signs	26	694.99



## II. STATEMENT OF FUNDS AND EXPENDITURES

### A. Expenditures

Operating expense	\$ 6,163.90
Salaries and wages	3,151.07
Equipment rental	<u>668.94</u>

Total Expenditures	\$9,983.91
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### B. Funds

Construction Allotment (54-4T7)	\$10,000.00
------------------------------------	-------------

Balance to be reverted as of November 1954	<u>16.09</u>
-----------------------------------------------	--------------

Funds Expended	\$9,983.91
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## III. UNIT COST

Due to the wide variation of signs used, it would not be practical to show unit cost figures.

Striping was placed during the various phases of construction on detours, and the final striping and pavement markings painted. A unit cost breakdown of this work is not practical.

The cost for signs and stripes is as follows:

Signs and Posts	\$7,968.80
Stripes	<u>2,015.11</u>
Total	\$9,983.91

## IV. CERTIFICATE

In accordance with the provisions of Chapter I of Division 5, Title 1, of the Government Code, I hereby certify that, to the best of my knowledge and belief, the information in this report is a true and accurate record of the day labor work performed under authority of Day Labor Work Order 54-4T7.

Yours very truly,

Original Signed by  
L. A. Weymouth

L. A. WEYMOUTH  
District Engineer

DL N.O. # 54-477  
IV C, A/a-69, S-A, E, C

No engineering charges stand against this work.

The services of other public employees in connection with this work are not included in this statement, the proportion of their salaries, attributable to such activities, being charged unsegregated against the State Highway Fund.

STATE OF CALIFORNIA :

County of Sacramento : SS.

I, G. T. McCoy, being duly sworn depose and say: That I am the State Highway Engineer and I have read the foregoing report, and know the contents thereof, and that the same is true of my own knowledge, except as to those matters which are therein stated on my information or belief, and as to those matters, I believe it to be true.

G T McCoy

Subscribed and sworn to before me  
this \_\_\_\_\_ day of \_\_\_\_\_

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

Date: Dec 8  
 To: \_\_\_\_\_  
 From: Eng.  
 SUBJECT: Agenda

**MEMORANDUM**

County of Santa Clara

Dept: \_\_\_\_\_

37 Rescind Resol of Nov. 29 requesting  
 hearing on relocation of Route 113.

DATE DEC 13 1954

APPRO \_\_\_\_\_

RE: CE MC PC ENG

*L-M*  
 ROLL CALL: YES ~~B~~ ~~D~~ ~~G~~ ~~L~~ MC NO: \_\_\_\_\_

*Route 68  
State Street*

**RESOLUTION DECLARING PUBLIC HEARING  
IN THE MATTER OF THE RELOCATION AND  
IMPROVEMENT OF A PORTION OF STATE  
HIGHWAY 113 BETWEEN STATE ROUTES 68  
AND 69 TO BE UNNECESSARY.**

WHEREAS, the Division of Highways, District IV, Department of Public Works of the State of California, has, pursuant to its letter dated November 22, 1954, requested this Board to determine if a public hearing in the matter of the proposed relocation and improvement of a portion of State Highway Route 113 in Santa Clara County between State Routes 68 and 69 is necessary; and

WHEREAS, it appearing to this Board that such a public hearing is not necessary and that the public interest will best be served by not conducting said public hearing,

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that this Board of Supervisors does hereby recommend to the Highway Commission of the State of California that it not hold a public hearing on the matter of the relocation and improvement, as a freeway, of that portion of State Route 113 in Santa Clara County between State Routes 68 and 69.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this 13th day of December, 1954, by the following vote:

AYES: Supervisors, Brown, Della Maggiore, Gaspar, Levin, McKinnon

NOES: Supervisors, [unclear]

ABSENT: Supervisors, [unclear]

*[Signature]*  
Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk

*[Signature]*

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

DISTRICT IV

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

13-0  
ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3386, RINCON ANNEX  
SAN FRANCISCO 19

PLEASE REFER  
TO FILE NO.

November 22, 1954

IV-SC1-113-A, Sunv,  
SC1, SJs, Alvs

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, between Route 68 and Route 69.

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.

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 the State Highway Engineer so that a representative of his office can be present at the next regular meeting of your Board.

Your cooperation in this matter will be appreciated.

DATE NOV 29 1954

APPROVED \_\_\_\_\_

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

Enclosure

Sincerely,

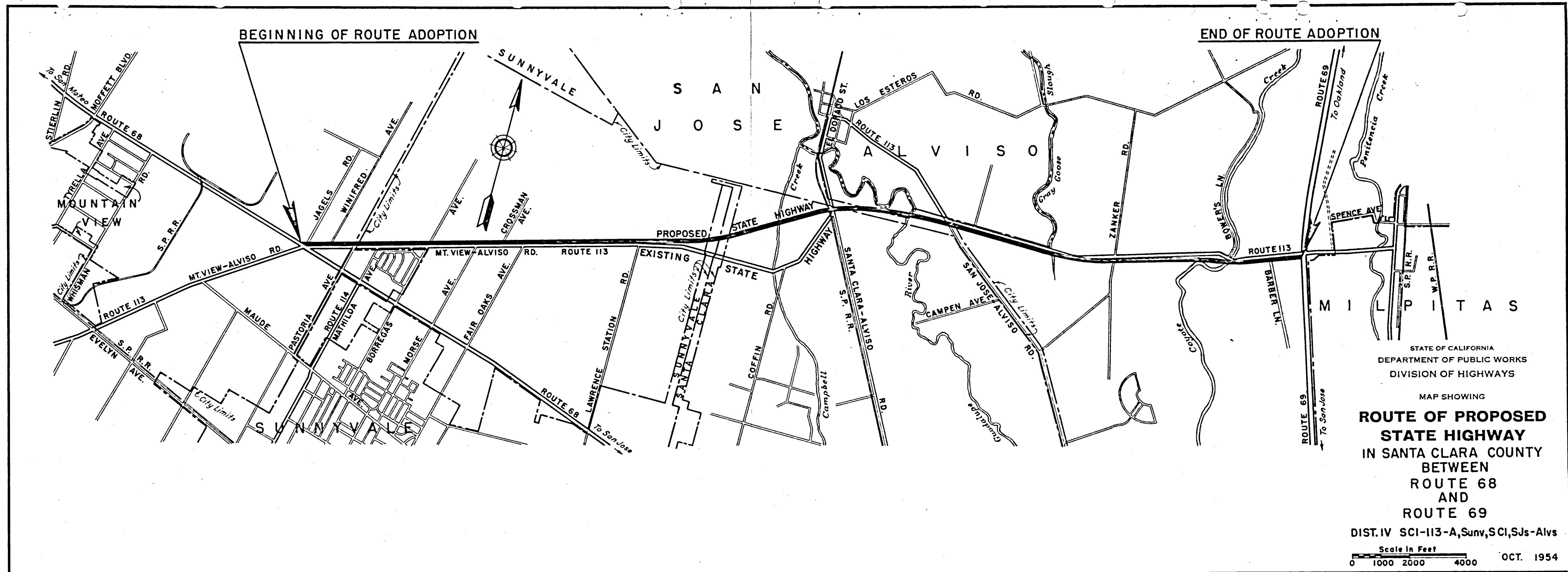
G. T. McCOY  
State Highway Engineer

By

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

*L. G.*

*Real request hearing*  
*10-11-54 L-M-C*



**RESOLUTION DECLARING PUBLIC HEARING  
IN THE MATTER OF THE RELOCATION AND  
IMPROVEMENT OF A PORTION OF STATE  
HIGHWAY 113 BETWEEN STATE ROUTES 68  
AND 69 TO BE UNNECESSARY.**

WHEREAS, the Division of Highways, District IV, Department of Public Works of the State of California, has, pursuant to its letter dated November 22, 1954, requested this Board to determine if a public hearing in the matter of the proposed relocation and improvement of a portion of State Highway Route 113 in Santa Clara County between State Routes 68 and 69 is necessary; and

WHEREAS, it appearing to this Board that such a public hearing is not necessary and that the public interest will best be served by not conducting said public hearing,

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that this Board of Supervisors does hereby recommend to the Highway Commission of the State of California that it not hold a public hearing on the matter of the relocation and improvement, as a freeway, of that portion of State Route 113 in Santa Clara County between State Routes 68 and 69.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this 13th day of December, 1954, by the following vote:

AYES: Supervisors, Brown Della Waggiero, Casper, Levin, McKiernan

NOES: Supervisors, Jones

ABSENT: Supervisors, 201

  
\_\_\_\_\_  
Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk  
  
\_\_\_\_\_

OFFICE OF THE  
DIRECTOR OF PUBLIC WORKS

CHAIRMAN OF THE  
CALIFORNIA HIGHWAY COMMISSION

Goodwin J. Knight  
Governor



## California Highway Commission

P. O. BOX 1078  
SACRAMENTO 5, CALIFORNIA

Road IV-SCL-5,113-A,A

October 27, 1954

Mr. Richard Olson, Clerk  
Board of Supervisors  
Santa Clara County  
Room 21, Court House  
San Jose 13, California

Dear Mr. Olson:

Further reference is made to your letter of October 11, 1954, receipt of which was acknowledged on October 15, forwarding certified copy of resolution adopted by your Board of Supervisors on the same date, protesting the relinquishment of superseded state highway on Road IV-SCL-5,113-A,A, and requesting a hearing before action is taken.

You are advised that the next meeting of the California Highway Commission will be held on November 18 and a place on the agenda is being reserved for you at 10 a.m. This meeting will be held in the Division of Highways office at 150 Oak Street, San Francisco.

Very truly yours,

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

G. N. COOK  
Assistant Secretary

DATE NOV 1 - 1954

APPROVED \_\_\_\_\_

RE: CE C<sup>2</sup> PG FMT



OFFICE OF THE  
DIRECTOR OF PUBLIC WORKS

Goodwin J. Knight  
Governor

CHAIRMAN OF THE  
CALIFORNIA HIGHWAY COMMISSION



*Roads from  
State Highways*

## California Highway Commission

P. O. BOX 1079  
SACRAMENTO 5, CALIFORNIA

October 15, 1954

Mr. Richard Olson, Clerk  
Board of Supervisors  
Santa Clara County  
Room 21, Court House  
San Jose 13, California

Dear Mr. Olson:

Receipt is acknowledged of your letter of October 11, 1954, forwarding certified copy of resolution adopted by your Board of Supervisors on the same date, protesting the relinquishment of superseded state highway on road IV-SCL-5,113-A,A, and requesting a hearing before action is taken.

A similar resolution was adopted by the Board of Supervisors of Alameda County protesting the relinquishment of a section of this road in Alameda County, and a date for this meeting was set for October 21. However, Wallace Boggs, County Surveyor of Alameda County, informed me that your County Counsel would be unable to attend the October 21 meeting; therefore, the matter is being deferred until the meeting of the California Highway Commission on November 18. I will advise you of the time and place at a later date.

No action will be taken pending this hearing.

Very truly yours,

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

G. N. COOK  
Assistant Secretary

*10-19-54  
Sent copy of  
this letter to  
Co. Eng. & Co. Counsel.*

21.  
RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF  
SANTA CLARA, STATE OF CALIFORNIA, PROTESTING THE PROPOSED  
RELINQUISHMENT BY THE STATE OF CALIFORNIA TO THE COUNTY  
OF SANTA CLARA OF A CERTAIN STATE HIGHWAY.

WHEREAS, a communication dated September 10, 1954, from the  
State Highway Engineer, Division of Highways, Department of Public  
Works, State of California, was received by this Board of Super-  
visors on or about the 20th day of September, 1954, and reads as  
follows:

"

September 10, 1954

Please Refer to  
File No.

IV-SC1-5,113-A,A

Board of Supervisors  
County of Santa Clara  
San Jose, California

NOTICE OF INTENTION TO RELINQUISH  
PORTIONS OF STATE HIGHWAY

Gentlemen:

In conformance with provisions of 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 High-  
way Commission, on or after ninety days from the date of  
your receipt of this notice, to relinquish the portions  
of State highway described in the attached proposed Vote  
of Relinquishment.

Very truly yours,

/s/ G. T. McCoy

G. T. McCOY  
State Highway Engineer

Attach.

and

OCT 11 1954

ROLL CALL: YES ☒ B ☒ D ☒ G ☒ L Mc NO: ☒

WHEREAS, the proposed relinquishment attached to such letter reads as follows:

" RELINQUISHMENT OF SUPERSEDED STATE HIGHWAY  
IN THE COUNTY OF SANTA CLARA, ROADS IV-SCL-5,113-A,A

WHEREAS, portions of the State highways within the County of Santa Clara, between the Alameda County line and the north city limits of Milpitas, and between the south city limits of Milpitas and Bayshore Freeway, road IV-SCL-5-A, and between the west city limits of Milpitas and 0.03 of a mile westerly, road IV-SCL-113-A, hereinafter particularly described, have been superseded by a change in the location of said highways; 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 highways 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 filing of a certified copy hereof with the Board of Supervisors of said County, those portions of superseded State highways in said County, together with the right of way and appurtenances thereof, described as follows:

PARCEL 1:

That portion of the existing State highway in Santa Clara County, road IV-SCL-5-A, lying between the Alameda-Santa Clara County line at Engineer's Station 0+00 and the northerly city limit line of Milpitas at Engineer's Station 95+50.

The length of State highway hereby relinquished is 1.83 miles, more or less.

PARCEL 2:

That portion of the existing State highway in Santa Clara County, road IV-SCL-113-A, lying between the westerly city limit line of Milpitas, at or near Abbott Lane, Engineer's Station 80+66, and Engineer's Station 79+02 as said stations are shown on that certain map entitled "Plans for the Improvement of a Portion of Alviso and Milpitas Road in Supervisor District No. 3".

The length of State highway hereby relinquished is 0.03 of a mile, more or less.

PARCEL 3:

That portion of the existing State highway in Santa Clara County, road IV-SCL-5-A, lying between the south city limit line of Milpitas at or near Trimble Road, Engineer's Station 210+52 and the northerly right of way line of the Bayshore Freeway, road IV-SCL-68-SJs.

EXCEPTING THEREFROM that portion lying within the city limits of San Jose.

The length of State highway hereby relinquished is 2.97 miles, more or less.

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

NOW, THEREFORE, BE IT RESOLVED that this Board protests the relinquishment to the County of Santa Clara of said parts of said State highways; and

BE IT FURTHER RESOLVED that this Board hereby petitions the California Highway Commission to calendar a hearing to the County of Santa Clara on the proposal to relinquish said parts of said State highways to the County of Santa Clara; and

BE IT FURTHER RESOLVED that the Clerk of this Board be, and he is hereby authorized and directed to transmit a copy of this Resolution to the State Highway Engineer, Division of Highways, to the California Highway Commission, Department of Public Works of the State of California, and to the Board of Supervisors of the County of Alameda, State of California.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this 11th day of October, 1954, by the following vote:

AYES: Supervisors, Brown, Della Waggione, Gaspar, Levin, McKinnon

NOES: Supervisors, None

ABSENT: Supervisors, None

  
Chairman of the Board of Supervisors

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



October 11, 1954

Re: IV-SC1-5,113-A,A

Board of Supervisors  
Court House-Alameda County  
Oakland, California

Gentlemen:

Herewith please find certified copy of resolution adopted by the Board of Supervisors of Santa Clara County on October 11, 1954, protesting relinquishment by the State of the subject highway.

Very truly yours,

BOARD OF SUPERVISORS

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

cc: Leonard Bushnell

October 11, 1954

Re: IV-SC1-5,113-A,A

California Highway Commission  
Department of Public Works  
Sacramento, California

Gentlemen:

Herewith please find certified copy of resolution adopted by the Board of Supervisors of Santa Clara County on October 11, 1954, protesting relinquishment by the State of the subject highway.

Very truly yours,

BOARD OF SUPERVISORS

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

cc: Leonard Bushnell-County Engineer

October 11, 1954

Re: IV-SC1-5,113-A,A

Mr. G. T. McCoy  
State Highway Engineer  
Sacramento, California

Dear Mr. McCoy:

Herewith please find certified copy of resolution adopted by the Board of Supervisors of Santa Clara County on October 11, 1954, protesting relinquishment by the State of subject highway.

Very truly yours,

BOARD OF SUPERVISORS

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

cc: Leonard Eushnoll-County Engineer

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, PROTESTING THE PROPOSED RELINQUISHMENT BY THE STATE OF CALIFORNIA TO THE COUNTY OF SANTA CLARA OF A CERTAIN STATE HIGHWAY.**

WHEREAS, a communication dated September 10, 1954, from the State Highway Engineer, Division of Highways, Department of Public Works, State of California, was received by this Board of Supervisors on or about the 20th day of September, 1954, and reads as follows:

"

September 10, 1954

Please Refer to  
File No.

IV-SC1-5,113-A,A

Board of Supervisors  
County of Santa Clara  
San Jose, California

**NOTICE OF INTENTION TO RELINQUISH  
PORTIONS OF STATE HIGHWAY**

Gentlemen:

In conformance with provisions of 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 portions of State highway described in the attached proposed Vote of Relinquishment.

Very truly yours,

/s/ G. T. McCoy

G. T. McCoy  
State Highway Engineer

Attach.

and



WHEREAS, the proposed relinquishment attached to such letter reads as follows:

"  
RELINQUISHMENT OF SUPERSEDED STATE HIGHWAY  
IN THE COUNTY OF SANTA CLARA, ROADS IV-SCL-5,113-A,A

WHEREAS, portions of the State highways within the County of Santa Clara, between the Alameda County line and the north city limits of Milpitas, and between the south city limits of Milpitas and Bayshore Freeway, road IV-SCL-5-A, and between the west city limits of Milpitas and 0.03 of a mile westerly, road IV-SCL-113-A, hereinafter particularly described, have been superseded by a change in the location of said highways; 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 highways 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 filing of a certified copy hereof with the Board of Supervisors of said County, those portions of superseded State highways in said County, together with the right of way and appurtenances thereof, described as follows:

PARCEL 1:

That portion of the existing State highway in Santa Clara County, road IV-SCL-5-A, lying between the Alameda-Santa Clara County line at Engineer's Station 0/00 and the northerly city limit line of Milpitas at Engineer's Station 95/50 $\frac{1}{2}$ .

The length of State highway hereby relinquished is 1.83 miles, more or less.

PARCEL 2:

That portion of the existing State highway in Santa Clara County, road IV-SCL-113-A, lying between the westerly city limit line of Milpitas, at or near Abbott Lane, Engineer's Station 80/66 $\frac{1}{2}$ , and Engineer's Station 79/02 $\frac{1}{2}$  as said stations are shown on that certain map entitled "Plans For the Improvement of a Portion of Alviso and Milpitas Road in Supervisor District No. 3".

The length of State highway hereby relinquished is 0.03 of a mile, more or less.

PARCEL 3:

That portion of the existing State highway in Santa Clara County, road IV-SCL-5-A, lying between the south city limit line of Milpitas at or near Trimble Road, Engineer's Station 210/52 $\frac{1}{2}$  and the northerly right of way line of the Bayshore Freeway, road IV-SCL-68-SJs.

EXCEPTING THEREFROM that portion lying within the city limits of San Jose.

The length of State highway hereby relinquished is 2.97 miles, more or less.

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

NOW, THEREFORE, BE IT RESOLVED that this Board protests the relinquishment to the County of Santa Clara of said parts of said State highways; and

BE IT FURTHER RESOLVED that this Board hereby petitions the California Highway Commission to calendar a hearing to the County of Santa Clara on the proposal to relinquish said parts of said State highways to the County of Santa Clara; and

BE IT FURTHER RESOLVED that the Clerk of this Board be, and he is hereby authorized and directed to transmit a copy of this Resolution to the State Highway Engineer, Division of Highways, to the California Highway Commission, Department of Public Works of the State of California, and to the Board of Supervisors of the County of Alameda, State of California.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this 11th day of October, 1954, by the following vote:

AYES: Supervisors, Brown, Della Maggiore, Gaspar, Levin, McKinnon  
NOES: Supervisors, None  
ABSENT: Supervisors, None

  
Chairman of the Board of Supervisors

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

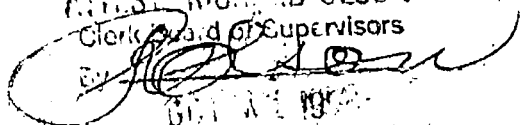


HWC:ldd:10/7/54

-3-

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

ATTEST: RICHARD OLSON  
Clerk of Board of Supervisors

  
OCT 11 1954

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

*Rec'd Gorn  
State Highway  
Engineering Division*

8  
ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

August 18, 1954

PLEASE REFER  
TO FILE NO.

AUG 23 1954

IV-SC1-5-C

DATE \_\_\_\_\_

APPROVED \_\_\_\_\_

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

Board of Supervisors  
County of Santa Clara  
Room 21, Court House  
San Jose 13, California

Gentlemen:

We have reviewed the petition forwarded with Mr. Olson's letter of August 11, which was filed with the Board of Supervisors by Mr. and Mrs. Paul McGuire, et al, regarding the Santa Cruz Highway south of Los Gatos.

We are very cognizant of the fact that traffic on the Santa Cruz Highway is increasing in approximately the same ratio as the general increase throughout the State on all highways. It is appreciated that this general increase of traffic may cause some additional inconvenience to residents along this highway. However, the request for breaks in the double white line at driveway or intersecting road locations does not appear to be necessary inasmuch as motorists may legally cross the double line to enter either private roads or driveways. The construction of separation structures for these private roads does not appear to be practical, or a proper expenditure of Highway User Funds in this location.

The Scotts Valley section in Santa Cruz County was posted for reduced speeds because of the business and roadside development in that area. The area in Santa Clara County has not been built up to such a density, and we do not believe that it is proper to consider reducing the speeds on that section.

It is appreciated that the Idlewild Road is now the main entrance for many residents living to the east, whose normal or prior connection to the highway has been altered because of the Lexington Dam construction. However, as you have been previously advised, the Idlewild Road is a private entrance and the use of State funds to improve this entrance is not a proper expenditure of such monies. We shall be glad to consider an application for a permit to construct additional facilities at the Idlewild Road entrance by the Water District or other private parties.

AUG 23 1954

DATE \_\_\_\_\_

APPROVED \_\_\_\_\_

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

*Copy of this letter sent to Mrs. McGuire 8/19/54*

The request for trimming of brush on the State highway right-of-way to increase sight distance, will be investigated by our field forces; and if there is some trimming which can be done to increase the safety of this intersection, we shall be happy to do so.

Very truly yours,

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

B. W. Booker  
Assistant State Highway Engineer

G. T. McCOY  
STATE HIGHWAY ENGINEER

GOODWIN J. KNIGHT  
GOVERNOR OF CALIFORNIA

FRANK B. DURKEE  
DIRECTOR

STATE OF CALIFORNIA  
Department of Public Works  
SACRAMENTO

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

August 16, 1954

PLEASE REFER TO  
FILE NO.

IV-SC1-5-C

County Clerk  
Santa Clara County  
San Jose, California

Dear Sir:

There is enclosed for filing in your  
office pursuant to Chapter I of Division 5, Title  
I of the Government Code, certified copy of Final  
Report of work done and expenditures made on day  
labor work in Santa Clara County, Day Labor Work  
Order No. 53-4T38-Y, road IV-SC1-5-C.

Very truly yours,

G. T. McCOY  
State Highway Engineer

By H. C. McCARTY

Office Engineer

By *W. Schuchart*  
Assistant Office Engineer

AUG 16 1954

*7*  
*rit Bel*

DIVISION OF HIGHWAYS

DISTRICT IV

July 21, 1954

IV-SC1-5-C  
Day Labor Work  
Order 53-4T38-Y  
FINAL REPORT

Mr. G. T. McCoy  
State Highway Engineer  
Sacramento, California

Attention: Mr. Wm. Bock

Dear Sir:

Submitted for your consideration is:

FINAL REPORT  
FOR  
THE CORRECTION  
OF  
TRAFFIC CONDITIONS  
AND  
DRAINAGE  
IN THE VICINITY OF  
LEXINGTON DAM  
ON  
IV-SC1-5-C

R. C. Warriner

Highway Superintendent

I. GENERAL

A. Description

The work as originally contemplated consisted of corrections of various traffic conditions and drainage on the Lexington Dam re-location project constructed under Contract No. 51-4TC-3, IV-SC1-5-C.

The work was requested in Day Labor Work Order Requests Nos. 1943, 2021, 2054, 2109 and 2228.

The work was completed as planned except as listed below:

1. Change Order No. 1 was approved on July 28, 1953 and covered the construction of a traffic island instead of the proposed traffic bar relocation at the intersection with Montevina Road.

2. Change Order No. 2 was approved on October 20, 1953 and covered the substitution of a wooden cover for the proposed metal grate near Station 261+86.

3. The placing of metal plate guard rail across the Black Road, as proposed in Request No. 2109 was not completed as the Santa Clara Valley Conservation District has not completed the purchase of the property or access rights. As the remaining portion of the work order is small it was decided to close out this work order and request a specific work order for the guard rail at Black Road when the road can be closed.

All other phases of the proposed work were completed as planned and all work performed in compliance with the applicable sections of the Standard Specifications.

B. Preliminary Estimate of Cost

1. D.L.W.O. Request No. 1943, dated January 15, 1954.

122 l.f. Pre-cast traffic bars, in place @ \$2.25	\$281.25
L.S. Remove existing bars and stripes	<u>100.00</u>
	\$381.25

2. D.L.W.O. Request No. 2021, dated February 5, 1953.

175 l.f. 12" C.M.P. in place @ \$4.00	\$700.00
1 each catchbasin	<u>200.00</u>
	\$900.00

(over)

3. D.L.W.O. Request No. 2054, dated February 19, 1954.

189 l.f.	24" CMP, in place	@ \$ 7.00	\$1,323.00
2½ c.y.	Concrete for junction box and anchor	@ 80.00	200.00
1 ea.	Junction box and frame	@ 200.00	200.00
2 only	24" pipe anchors with extended arms	@ 30.00	60.00
24 c.y.	Excavation and backfill	@ 5.00	<u>120.00</u>
			\$1,903.00

4. D.L.W.O. Request No. 2109, dated March 16, 1953.

130 l.f.	Metal plate guard rail	@ \$ 5.00	\$ 650.00
----------	------------------------	-----------	-----------

5. D.L.W.O. Request No. 2228, dated May 1, 1953.

a. At Trout Creek.

Remove obstructions at entrance of culvert including boulders, freeway fence, and debris.	\$1,000.00
-------------------------------------------------------------------------------------------	------------

Construct debris rack at entrance of culvert.	1,000.00
-----------------------------------------------	----------

Lower outlet channel from culvert.	300.00
------------------------------------	--------

b. At Station 228+80

Place Freeway Fence	<u>1,200.00</u>
	\$3,500.00

C. Bidders

There were no bidders on this project. The project was approved for day labor by the Director on May 29, 1953.

D. Chronological Statement

Work requested:

D. O. No. 1943	January 15, 1953
D. O. No. 2021	February 5, 1953
D. O. No. 2054	February 19, 1953
D. O. No. 2109	March 16, 1953
D. O. No. 2228	May 1, 1953

Work authorized

June 4, 1953

Work started

June 22, 1953

Work not completed as explained above.



E. Supervision

The work was supervised by Highway Superintendent R. C. Warriner and Highway Foreman H. A. Petersen.

F. Construction Materials

<u>P. O.</u>	<u>Vendor</u>	<u>Item</u>	<u>Quantity</u>	<u>Amount</u>
SF-12285	Santa Clara County	CRB	18 c.y.	\$ 9.27
SF-30748	Fiberised Bar & Curb Co.	Raised Bars	107.5 l.f.	171.63
42083	Orchard Supply	Trowels	Misc.	1.10
		Telephone Wire	Misc.	2.04
SF-13678	Central Concrete Supply Co.	Transit Mix	1 1/2 c.y.	16.36
SF-3687	Argonaut Supply Co.	Wire mesh	200 l.f.	104.11
SF-3894	Central Supply Co.	P.C.C.	10 c.y.	180.25
SF-2896	Borchers Bros.	Readymix	5.25 c.y.	49.88
42055	Arnold Bros.	Cutting tip	1 ea.	3.11
SF-20492	Cupertino Hdw.	Dynamite and caps	Misc.	9.60
Req. 48365	Service & Supply	Pipe	Misc.	1,153.47
48972	" "	R. R. Rail	Misc.	76.54
	Acc. 137 - San Jose	Lumber	Misc.	23.43

G. Work performed under Service Agreement

<u>S. A.</u>	<u>Vendor</u>	<u>Type work</u>	<u>Cost</u>
N-4785	Voss Welding	Weld pipe, 4 1/2 hrs.	\$ 25.50
N-4785	Voss Welding	Weld debris rack	22.50
P-4043	U.S. Steel, Cyclone Fence Div.	Install 300 l.f. Freeway fence	540.00

II. STATEMENT OF FUNDS AND EXPENDITURESA. Expenditures

Operating expense	\$ 2,419.60
Salaries and wages	3,227.89
Equipment Rental	<u>1,164.92</u>
<b>Total</b>	<b>\$6,812.41</b>

B. Funds

Construction Allotment (53-4T38-Y)	\$ 7,850.00
Balance reverted (June 1954)	<u>1,037.59</u>
<b>Funds expended</b>	<b>\$6,812.41</b>

(over)

III. UNIT COSTS

## 1. D.L.W.O. Request No. 1943

<u>Item</u>	<u>Quantity</u>	<u>Amount</u>	<u>Unit Cost</u>
Pre-cast traffic bars	107.5 l.f.	\$577.59	\$5.37 per l.f.
Remove existing bars and stripes	L.S.	100.00	

## 2. D.L.W.O. Request No. 2021

Install 12" C.M.P.	176 l.f.	\$557.28	\$3.17 per l.f.
Construct catch basin	1 ea.	89.88	

## 3. D.L.W.O. Request No. 2054

Install 24" CMP	192 l.f.	\$1,313.10	\$6.84 per l.f.
Construct junction box	1 ea.	393.32	
Construct wooden cover	1 ea.	64.01	
Excavation and backfill	24 c.y.	66.52	2.77 per c.y.

## 4. D.L.W.O. Request No. 2109

Work not completed. Freeway fence constructed at Montevina Road as proposed under Request No. 2228 and as shown below.

## 5. D.L.W.O. Request No. 2228

At Trout Creek

<u>Item</u>	<u>Quantity</u>	<u>Amount</u>	<u>Unit Cost</u>
Remove obstructions at entrance of culvert, etc.	L.S.	\$ 732.16	
Place 3" concrete wearing course on floor of Trout Crk. culvert	L.S.	1,145.16	
Construct debris rack at entrance of culvert	L.S.	876.06	
Lower outlet channel from culvert	L.S.	288.84	
Place freeway fence	300 l.f.	613.52	\$2.05 per l.f.
Miscellaneous	L.S.	19.66	

IV. CERTIFICATE

In accordance with the provisions of Chapter I of Division 5, Title 1, of the Government Code, I hereby certify that, to the best of my knowledge and belief, the information in this report is a true and accurate record of the day labor work performed under authority of Day Labor Work Order 53-4T38-Y.

Yours very truly,

Original Signed by  
L. A. Weymouth

L. A. WEYMOUTH  
District Engineer

No engineering charges stand against this work.

The services of other public employees in connection with this work are not included in this statement, the proportion of their salaries, attributable to such activities, being charged unsegregated against the State Highway Fund.

STATE OF CALIFORNIA :

: SS.

County of Sacramento :

I, G. T. McCoy, being duly sworn depose and say: That I am the State Highway Engineer and I have read the foregoing report, and know the contents thereof, and that the same is true of my own knowledge, except as to those matters which are therein stated on my information or belief, and as to those matters, I believe it to be true.

G. T. McCoy

Subscribed and sworn to before me

this 12th day of August 1954

Alpha G. Catching  
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, 1957

*Gen  
Roads/State Highways  
March 1954*

From B. W. Booker, Asst. State Highway Engineer:

HIGHWAY ACTIVITIES IN SANTA CLARA COUNTY

(A) The California Highway Commission has announced its intention to consider the relocation of Sign Route 9 in the Alviso area, and local officials have been advised of the impending action. The rerouting has been proposed to provide a more direct alignment and to relieve the inconvenience to traffic which results from flooding on this section during high tides.

(B) Next year's budget provides financing in the amount of \$240,000 for a .5 mile project on El Camino Real in Palo Alto for an improvement in the vicinity of the Stanford Shopping Center. The proposed construction will include widening of the bridge across San Francisquito Creek, the widening to six lanes and installation of signals and channelization. Plans for this work are nearing completion and it is expected that bids will be called for early next year.

(C) In Palo Alto at the intersection of El Camino Real with Page Mill Road a new traffic signal installation which will be interconnected with the existing signals at California Avenue, will be completed about December 15, 1954. This \$10,000 project was financed jointly by the City of Palo Alto and the State.

(D) In Sunnyvale, provision has been made in next year's budget for the widening of Matilda Avenue between El Camino Real and Beemer Avenue. Allocation in the amount of \$100,000 for this .8 mile

project has been provided and preliminary work should be completed in time to permit advertising for bids early next year.

(E) Also in the San Jose area, at the intersection of Wabash-Leland Avenue with West San Carlos Street, installation of signals and channelization was completed last month. The County of Santa Clara participated in the financing of this \$37,000 project.

(F) The Highway Commission has also provided the amount of \$1,600,000 in next year's budget for construction of a Bayshore Freeway unit in San Jose from Santa Clara Street to Rosa Street. Plans are nearing completion and negotiations are under way for acquisition of rights of way in anticipation of calling for bids next summer. Preliminary work is also under way on additional units to the north.

(G) On Alum Rock Avenue preliminary work is under way on a proposed drainage improvement at Silver Creek. San Jose, Santa Clara County and the State will participate in the cost of this project.

(H) In San Jose at the intersection of The Alameda with Race Street, installation of signals and channelization was completed last month. The City of San Jose participated in the financing of this \$47,000 project.

(I) The contract for the road work on the freeway through Los Gatos has been awarded. In the meantime, work is progressing on the Main Street Bridge unit of this project. This 2.4 mile bypass is scheduled for completion in November 1955 at a total

construction cost of approximately \$1,700,000. Preliminary work is also under way on additional freeway units between Los Gatos and San Jose.

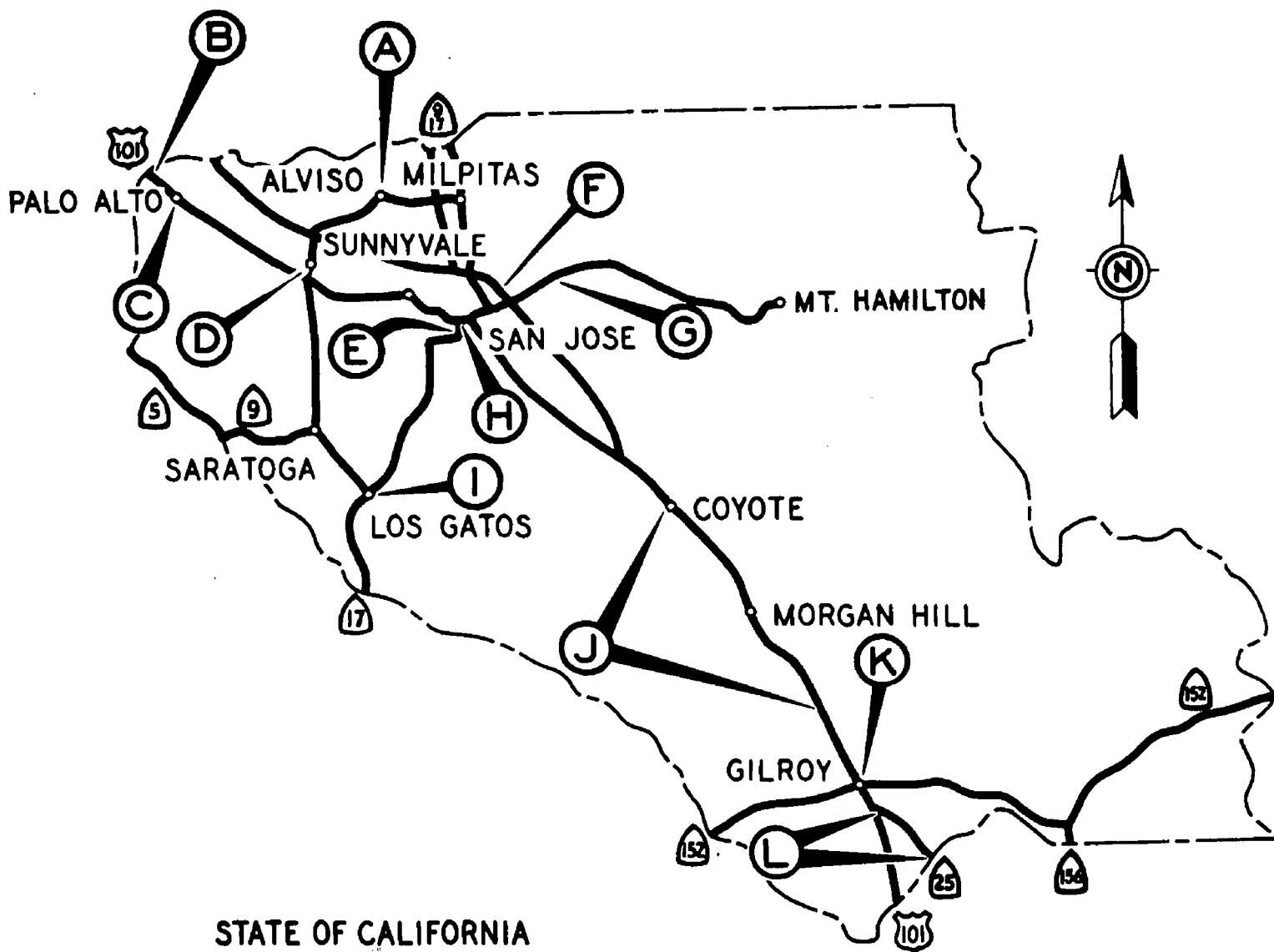
(J) On US 101, south of San Jose, the Highway Commission has included \$1,000,000 in the budget for the next fiscal year for the addition of a fourth lane between Ford Road and Llagas Creek. Completion of plans for this 12.8 mile project has been scheduled to permit advertising for bids next spring. This project together with the scheduled Bayshore Freeway unit in San Jose will eliminate all of the remaining three lane highway on this US 101 route between Gilroy and San Francisco.

(K) The reconstruction of US 101 through Gilroy is progressing and should be completed by next March. This 1.5 mile improvement is being constructed at a cost of \$278,000 and has been financed jointly by the City of Gilroy and the State.

(L) The Highway Commission has included an item of \$420,000 in next year's budget for the relocation of Bolsa Road, a portion of Sign Route 25 between US 101 and the San Benito County Line. The preliminary work for this 2.3 mile project should be completed in time to permit advertising for bids by next summer.

12-13-54

HIGHWAY ACTIVITIES  
**SANTA CLARA COUNTY**



STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DISTRICT IV  
DECEMBER 1954

*Roads Gen State Hwy  
Munuel Data*

RESOLUTION REQUESTING THE CALIFORNIA STATE HIGHWAY  
COMMISSION TO BUDGET FUNDS FOR THE EARLY CONSTRU-  
TION OF A PORTION OF STATE ROUTE 5 WITHIN THE  
COUNTY OF SANTA CLARA, STATE OF CALIFORNIA.

WHEREAS, it appearing that the vehicular traffic conditions along State Route No. 17 in the vicinity of the Town of Los Gatos are extremely heavy and congested, and by virtue of the physical location of the present State Route No. 17 and said Town of Los Gatos traffic conditions are hazardous; and

WHEREAS, it further appearing that the Highway Commission of the State of California has heretofore established the proposed location of State Route No. 5 through the Town of Los Gatos,

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors do hereby respectfully recommend to the State Highway Commission of the State of California that it include in its 1954-55 budget, or earlier if funds become available, monies for the construction of that portion of State Route No. 5 from the southerly city limits of the Town of Los Gatos northerly to the intersection of said State Route No. 5 with an extension of Saratoga Avenue, namely, State Route No. 42.

AND BE IT FURTHER RESOLVED that the Clerk of this Board be, and he is hereby directed to cause to be transmitted to the Secretary of the Highway Commission of the State of California certified copies of this Resolution.

**FILED**  
JUN 15 1953

R. Olson, Clerk of the Board

BY *John Bullen*  
DEPUTY



PASSED AND ADOPTED by the Board of Supervisors of the County  
of Santa Clara, State of California, this 15th day of June,  
1953, by the following vote:

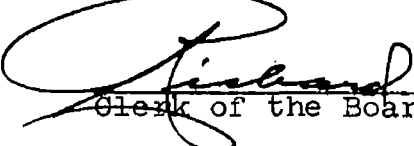
AYES: Supervisors, DellaMaggiore, Brown, McKinnon, Gaspar, Levin

NOES: Supervisors, None

ABSENT: Supervisors, None

  
Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON

  
Clerk of the Board of Supervisors

HWC:lsd  
6/15/53

# *Los Gatos* CHAMBER OF COMMERCE

137 West Main Street

ELgato 4-1746

LOS GATOS, CALIFORNIA

May 27, 1953

Col. Walter Gaspar, Supervisor  
Santa Clara County  
San Jose, California

Dear Col. Gaspar:

The Los Gatos Highway Committee held a meeting on May 21st with representatives from Los Gatos, Santa Cruz, San Jose and the County of Santa Clara. As a result of the meeting, it planned that a delegation from this area attend a meeting of the California Highway Commission in Sacramento on June 18th at which time a joint delegation from the cities and counties affected will ask for inclusion in the 1954-55 budget of funds for the construction of that portion of Route 5 from the South City limits of Los Gatos to its intersection with an extension of Saratoga Avenue (Route 42).

The time of our appearance has been tentatively set for 11:00 A.M., subject to written confirmation from the Secretary of the Highway Commission.

In assembling material for our presentation, it was the consensus of opinion that it would be advantageous if the County Boards of Supervisors and the Cities and Chambers of Commerce along Route 5 would pass a resolution favoring immediate construction of the portion of Route 5 mentioned in the first paragraph.

Rather than to have stereotyped resolutions, it was felt that each resolution should point out the seriousness of the present situation and the advantages of immediate construction as it pertains to each individual situation.

We will appreciate it if you will draft and pass such a resolution, and send the original of same to me prior to June 10th.

We also hope that you will attend the meeting in Sacramento and say a few words in our behalf.

If any additional information is needed kindly contact me by telephone at ELgato 4-1540.

Very truly yours,

*W. R. Hamsher*  
W. R. Hamsher, Chairman  
Highway Committee

**FILED**  
JUN 1 - 1953

R. Olson, Clerk of the Board

BY *John P. Ballou*  
WRH/fg DEPUTY

*Nestled in the beautiful wooded western foothills, overlooking fabulous Santa Clara Valley*

ESTABLISHED 1866

**San Jose Abstract & Title Insurance Co.**

70 NORTH SECOND ST. 2214 BUSINESS ST. HAMILTON AT RAMONA  
SAN JOSE, CALIF. SAN JOSE, CALIF. PALO ALTO, CALIF.  
CYPRESS 3-2430 CYPRESS 4-9503 DAVENPORT 3-0051

---

Colonel Gasper:

Enclosed is letter outlining our discussion of last week. Since dictating the letter, time of appearance before the Commission has been confirmed.

Attached is some data which may help in drafting a resolution.

If you would like me to appear in person, I can do so.

E/4-1540

W.R.H.

1. All beachbound traffic from the East Bay, the northern San Joaquin Valley, southern Sacramento Valley, a large part of the Santa Clara Valley and many San Francisco area motorists funnel into Los Gatos' narrow TWO LANE Santa Cruz Avenue on weekends.
2. July 15, 1952 Traffic Count 21,095 cars probably the heaviest TWO LANE trafficcount in the State.
3. Traffic count estimated at 30,000 cars over holiday weekends.
4. Returning traffic from the beaches on most weekends come to a dead stop at least three miles south of Los Gatos and no car so caught gets to Los Gatos in less than an hour of inch and stop driving.
5. Heavy traffic on North Santa Cruz Avenue (our main business section) discourages people from shopping this area on weekends.
6. The early completion of this Los Gatos Section will speed-up the start of work on the connecting link to the Bayshore-Eastshore Highways at Gish Road. It is obvious that this connecting link cannot be built until this TWO LANE bottleneck here in Los Gatos is remedied.

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 3266, RINCON ANNEX  
SAN FRANCISCO 19

March 11, 1953

PLEASE REFER  
TO FILE NO.

IV-SC1-119-A

11  
  
Honorable Board of Supervisors  
County of Santa Clara  
Court House  
San Jose, California

Gentlemen:

I wish to advise that on February 18, 1953, the California Highway Commission passed a resolution adopting the route for State Highway Route 119 in the County of Santa Clara between the San Benito County Line and Route 2.

Copies of this resolution and of the signed general route map referred to therein are attached.

Your co-operation in doing all possible to prevent the planning or construction of improvements which might conflict with the highway is requested. 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 County Engineer, and the County Building Inspector.

Yours very truly,

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

**FILED**

MAR 16 1953

E. T. MCGFHEE, Clerk

BY Jean Pullan

DEPUTY

DATE MAR 16 1953

APPROVED \_\_\_\_\_

RE: CE C 119 ETC

*Roads Gen  
State Highways  
Miscel data*

State of California

Department of Public Works

DIVISION OF HIGHWAYS

INTRA-DISTRICT AND DEPARTMENTAL CORRESPONDENCE

To: Mr. B. W. Booker

February 26, 1953

From: Headquarters

File Reference  
IV-SC1-119-A

Following is copy of resolution passed by the  
Highway Commission at its meeting in Sacramento on  
February 18, 1953:

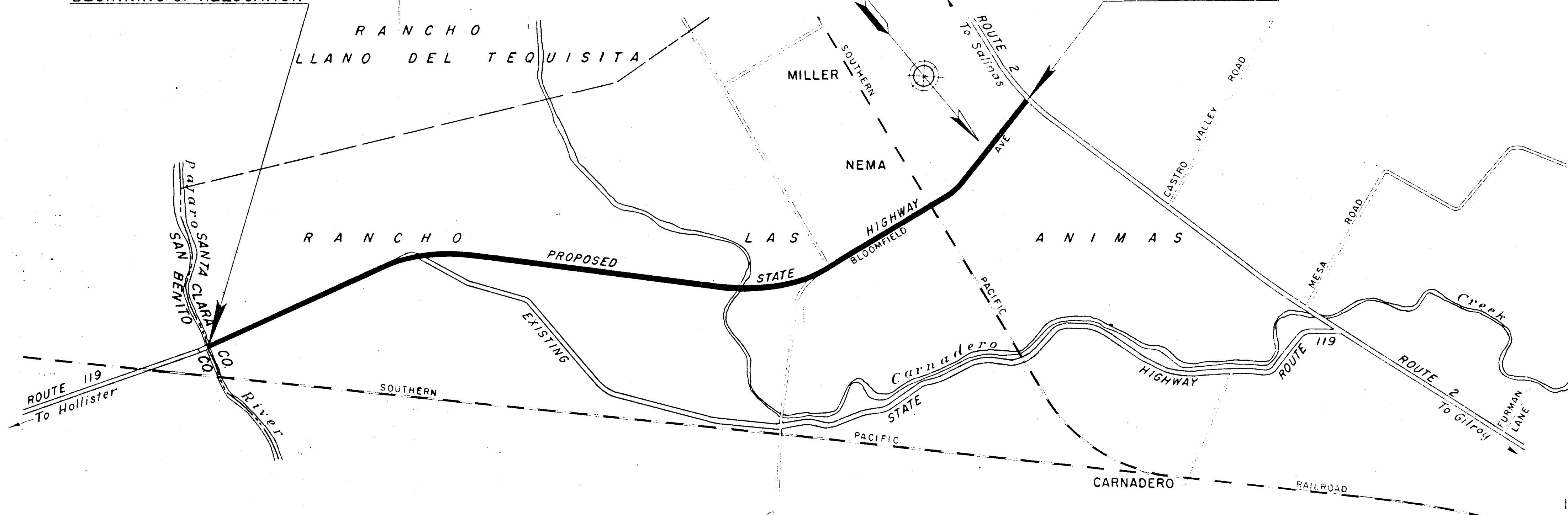
RESOLVED by the California Highway Commission that pursuant to the authority vested in it by law, this Commission does hereby select and adopt the route for a portion of State highway in Santa Clara County, between the San Benito County Line and State Highway Route 2, road IV-SC1-119-A, as outlined in a project report dated August 10, 1950 and as shown on a map thereof signed by B. W. Booker, Assistant State Highway Engineer, dated February 13, 1953, approved February 16, 1953 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 ultimate 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.

/s/ G. N. Cook  
G. N. COOK, Secretary

BEGINNING OF RELOCATION

END OF RELOCATION



February 13, 1953

*B. W. Borne*  
Asst. State Highway Engr. Dist IV

Approved/Recommended:

*Swomach*  
Planning Engineer

Approved: February 16, 1953

*G. H. McHenry*  
2084

*Frank B. Durkee*

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS

MAP SHOWING  
**ROUTE OF PROPOSED  
STATE HIGHWAY**  
IN SANTA CLARA COUNTY  
BETWEEN THE  
SAN BENITO COUNTY LINE  
AND STATE HIGHWAY ROUTE 2  
DIST. IV S.C.L.-119-A

Scale 1 inch = 1000 feet

February 18, 1953

119 in Santa  
Clara County between the San Benito County Line and  
State Highway Route 2

*R. Kennedy*

*Harrison H. Baker*

*R. W. Anderson*

*H. S. Stephens*

*C. F. Leigh*

February 18, 1953

AMERICAN TRUST COMPANY

HEAD OFFICE: SAN FRANCISCO

COMMERCIAL - SAVINGS - TRUST

MEMBER FEDERAL RESERVE SYSTEM

GILROY OFFICE  
96 NORTH MONTEREY STREET  
GILROY, CALIFORNIA

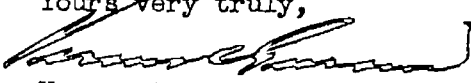
10  
January 9, 1953

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

Gentlemen:

It is my desire that you accept  
Santa Clara County Master and thoroughfare  
and Street Plan to include redesignation  
of highway bi-pass of City of Gilroy.

Yours very truly,

  
Vernon C. Gwinn  
Manager

**FILED**

JAN 10 1953

DATE

JAN 19 1953

E. T. McGEHEE, Clerk

BY Jean Pullan

APPROVED

OFFICE

RE: CE CC PC ENG



13-C

October 20, 1952

Re: IV-SC1-5.42-C, LGts, D; LGts

Mr. B. W. Booker  
Ass't State Highway Engineer  
150 Oak Street  
San Francisco 2, California

Att: J. P. Sinclair

Dear Sir:

Enclosed please find 6 certified copies of resolution adopted by the Board of Supervisors today stating that a public hearing on proposed change in location of State Highway Routes 5 and 42 in the vicinity of Los Gatos will not be necessary.

Very truly yours,

BOARD OF SUPERVISORS

E. T. McGEHEE, CLERK

By Deputy Clerk of the Board

**FILED**  
OCT 20 1952

E. T. McGEHEE, Clerk

BY Jean Pullan  
DEPUTY

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

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

October 17, 1952

PLEASE REFER  
TO FILE NO.

IV-SCL-5,42-C,LGts,D;LGts

13-C  
Honorable Board of Supervisors,  
County of Santa Clara,  
Court House,  
San Jose, California.

Gentlemen:

Attached are the original and seven copies  
of a proposed resolution stating that a public hearing  
on the proposed change in location of State Highway  
Routes 5 and 42 in the vicinity of Los Gatos will not  
be necessary.

This is as agreed between representatives  
of the State and the County at a meeting held in  
Los Gatos on October 16, 1952.

Please return six certified copies of the  
resolution to this office.

Very truly yours,

B. W. BOOKER,  
Asst. State Highway Engineer.

By

*J. F. Sinclair*  
J. F. SINCLAIR,  
District Engineer.

Karl J. Belser

October 17, 1952

IV-SC1-5,42-C,LGts,D;LGts

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

Gentlemen:

Attached are the original and seven copies of a proposed resolution stating that a public hearing on the proposed change in location of State Highway Routes 5 and 42 in the vicinity of Los Gatos will not be necessary.

This is as agreed between representatives of the State and the County at a meeting held in Los Gatos on October 16, 1952.

Please return six certified copies of the resolution to this office.

Very truly yours,

B. W. BOOKER,  
Asst. State Highway Engineer.

By ORIGINAL SIGNED BY  
J. P. SINCLAIR

J. P. SINCLAIR,  
District Engineer.

JPD:er

cc: BWD, JPD, JCB, MAR 2 JCB, 904-S

RESOLUTION NO. \_\_\_\_\_

WHEREAS, the Division of Highways of the State of California proposes to change the location of portions of State Highway Routes 5 and 42 in the vicinity of Los Gatos from the location shown on the general route map of said routes adopted by the California Highway Commission on November 13, 1951, to the location shown in red on the accompanying print of said general route map; and

WHEREAS, said relocation of said State Highway Routes 5 and 42 has been reviewed by this Board; and

WHEREAS, it appearing to this Board that a public hearing on the change of location of said Routes will not be necessary;

NOW, THEREFORE, BE IT RESOLVED by this Board of Supervisors that a public hearing on the proposed change of location of said portions of State Highway Routes 5 and 42 as shown on said print accompanying this Resolution be and the same is hereby deemed not necessary.

PASSED AND ADOPTED by the Board of Supervisors of Santa Clara County this 20th day of October 1952, by the following vote:

AYES; Supervisors, Brown, Campbell, McKinnon, Pfeifle

NOES: Supervisors, None

ABSENT: Supervisor, Wool

  
Chairman of the Board of Supervisors

ATTEST: E. T. McGEHEE, CLERK

  
Deputy Clerk of the Board

B.C.M.-P

w c-19

RESOLUTION NO. \_\_\_\_\_

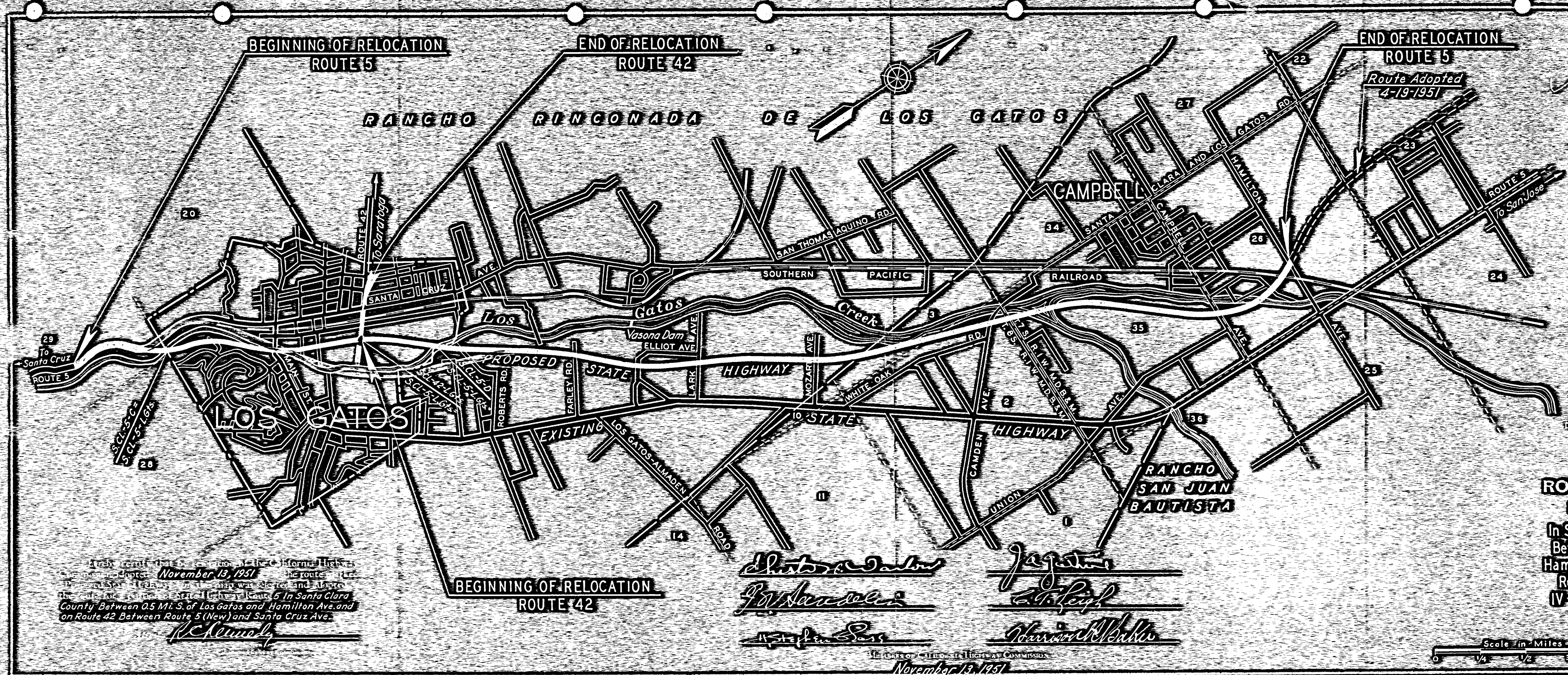
WHEREAS, the Division of Highways of the State of California proposes to change the location of portions of State Highway Routes 5 and 42 in the vicinity of Los Gatos from the location shown on the general route map of said routes adopted by the California Highway Commission on November 13, 1951, to the location shown in red on the accompanying print of said general route map; and

WHEREAS, said relocation of said State Highway Routes 5 and 42 has been reviewed by this Board; and

WHEREAS, it appearing to this Board that a public hearing on the change of location of said Routes will not be necessary;

NOW, THEREFORE, BE IT RESOLVED by this Board of Supervisors that a public hearing on the proposed change of location of said portions of State Highway Routes 5 and 42 as shown on said print accompanying this Resolution be and the same is hereby deemed not necessary.





Highway Route 5, California, State Highway, Highway  
November 13, 1951  
The route of the  
proposed State Highway 5 in Santa Clara  
County between 0.5 Mi. S. of Los Gatos and Hamilton Ave. and  
on Route 42 between Santa Cruz Ave. and  
Hamilton Ave.

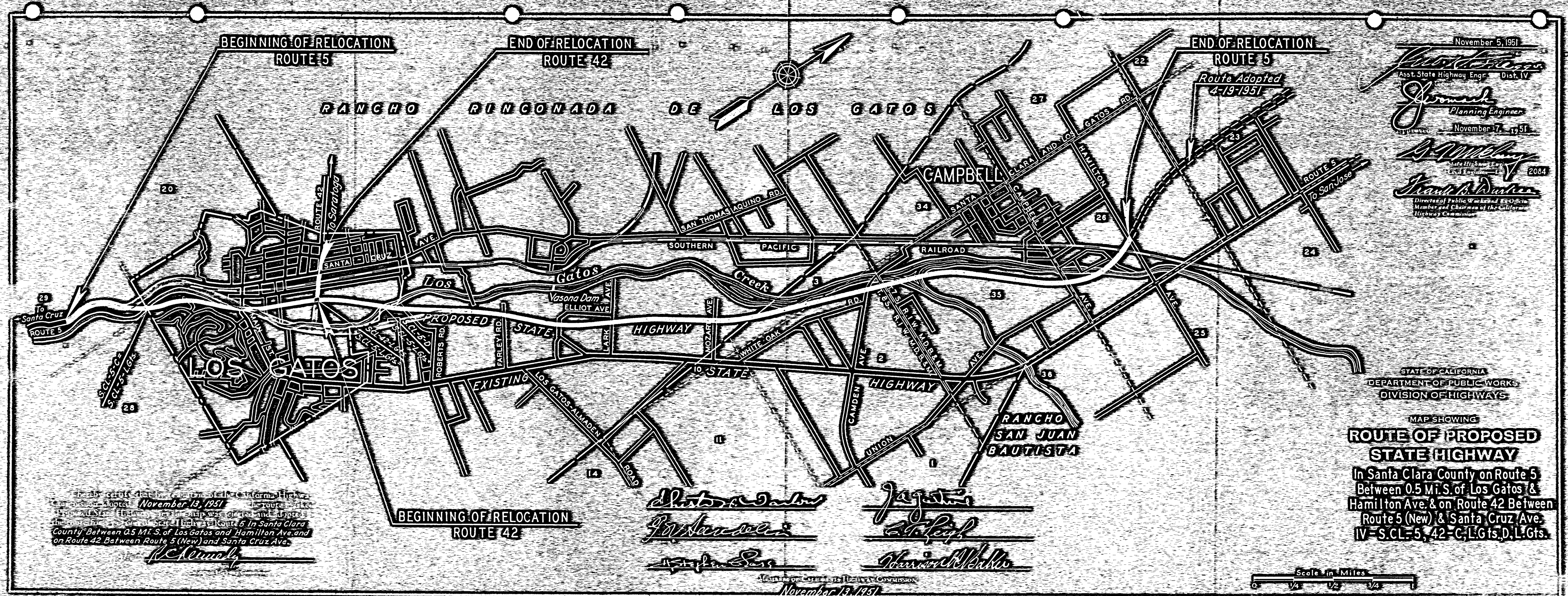
November 5, 1951  
*Robert E. ...*  
Asst. State Highway Engr. Dist. IV  
*James ...*  
Planning Engineer  
November 7, 1951  
*W. M. ...*  
State Engineer  
2084  
*James B. ...*  
Director of Public Works and  
Member and Chairman of the  
Highway Commission

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
MAP SHOWING  
**ROUTE OF PROPOSED  
STATE HIGHWAY**  
In Santa Clara County on Route 5  
Between 0.5 Mi. S. of Los Gatos &  
Hamilton Ave. & on Route 42 Between  
Route 5 (New) & Santa Cruz Ave.  
IV-S.CL-5, 42-C; L.Gts, D, L.Gts.

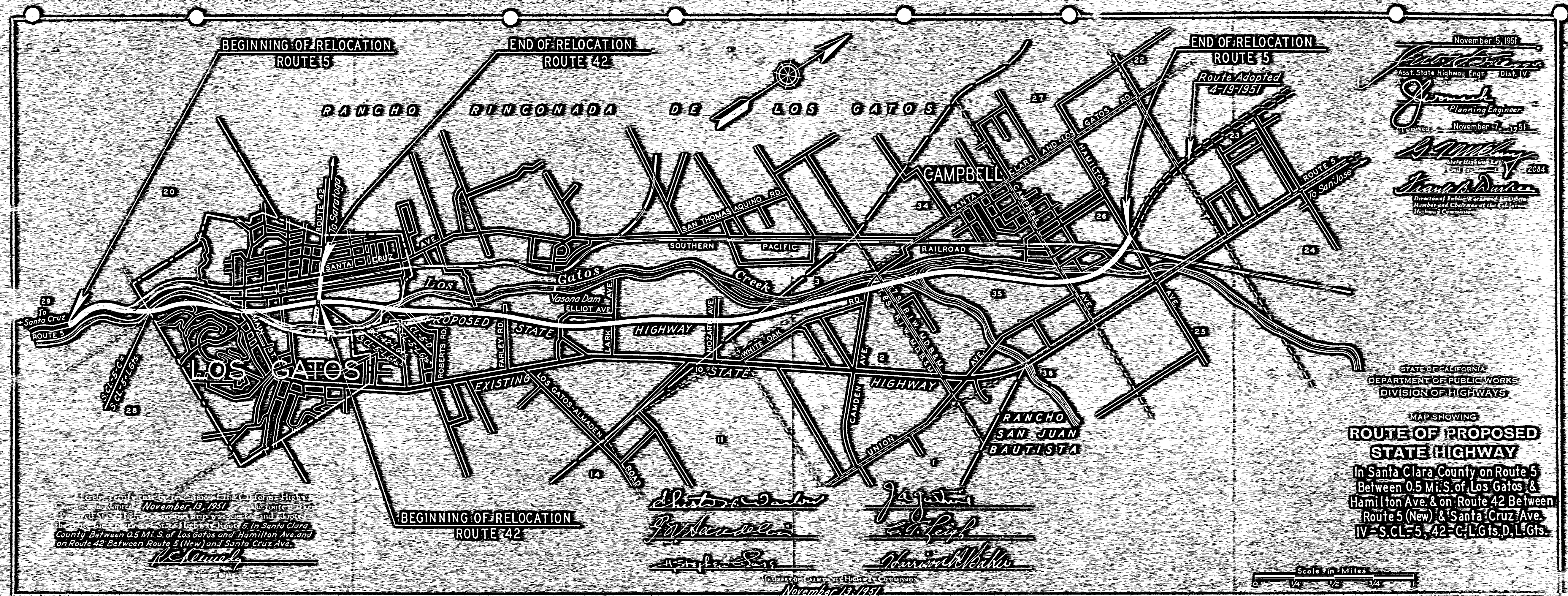
*John ...*  
*John ...*  
*John ...*  
November 13, 1951











Map showing the relocation of the California Highway between Santa Cruz and Los Gatos. The route was adopted by the State Highway Commission on November 13, 1951. The route is shown in solid lines and the existing route is shown in dashed lines. The map is based on the 1948 map of Santa Clara County. The route is shown between 0.5 Mi. S. of Los Gatos and Hamilton Ave. and on Route 42 between Route 5 (New) and Santa Cruz Ave.

*R. C. Smith*  
November 13, 1951

*John A. Sanborn*  
*J. A. Sanborn*  
*W. A. Sanborn*  
*J. A. Sanborn*  
*W. A. Sanborn*  
November 13, 1951

November 5, 1951  
*John A. Sanborn*  
Asst. State Highway Eng. Dist. IV  
*J. A. Sanborn*  
Planning Engineer  
November 7, 1951  
*J. A. Sanborn*  
State Highway Eng.  
2084  
*Frank B. Dunbar*  
Director of Public Works and Engineer  
Member and Chairman of the California  
Highway Commission

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS

MAP SHOWING  
**ROUTE OF PROPOSED  
STATE HIGHWAY**

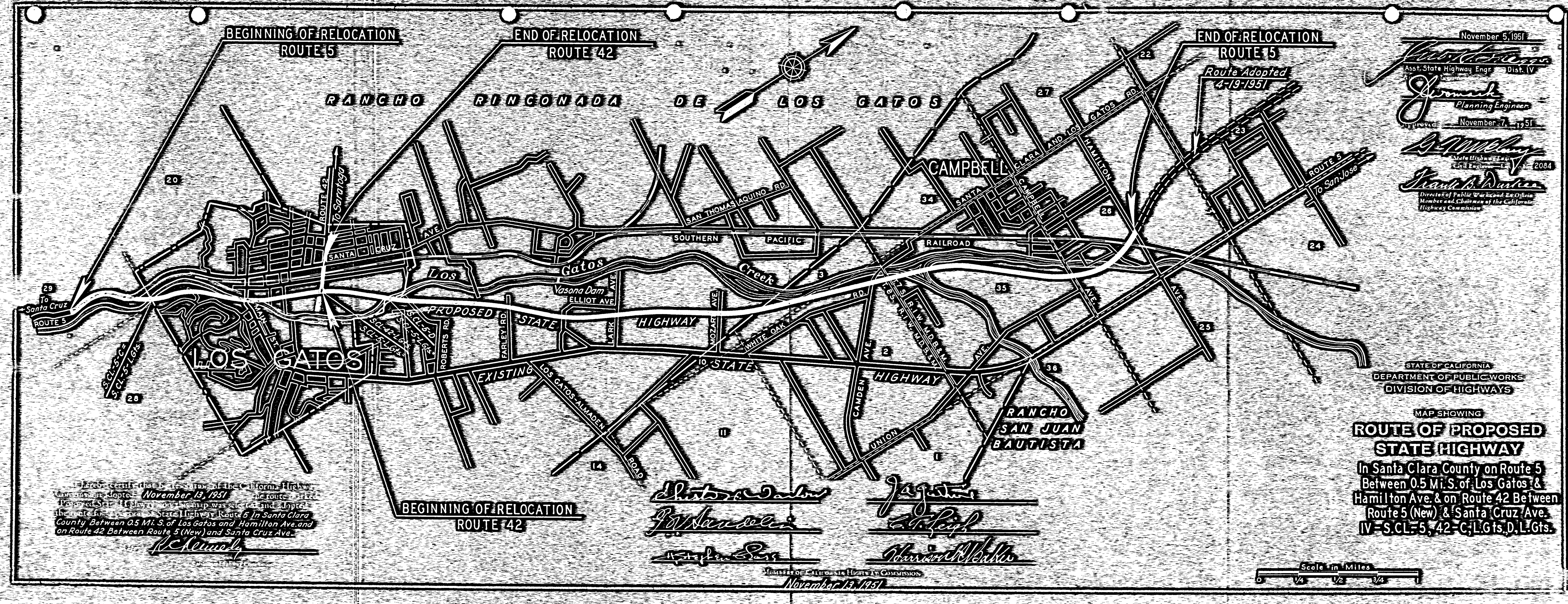
In Santa Clara County on Route 5  
Between 0.5 Mi. S. of Los Gatos &  
Hamilton Ave. & on Route 42 Between  
Route 5 (New) & Santa Cruz Ave.  
IV - S.C.L. 5, 42 - C, L.G. 15, D, L.G. 15











BEGINNING OF RELOCATION  
ROUTE 5

END OF RELOCATION  
ROUTE 42

END OF RELOCATION  
ROUTE 5

Route Adopted  
4-19-1951

November 5, 1951  
*Robert H. Brown*  
Asst. State Highway Engr. Dist. IV  
*James H. Smith*  
Planning Engineer  
Approved November 7, 1951  
*G. W. Melby*  
State Highway Engr.  
Civil Engineer No. 2084  
*Frank B. Durbin*  
Director of Public Works and Ex. Officer  
Member and Chairman of the California  
Highway Commission

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS

MAP SHOWING  
**ROUTE OF PROPOSED  
STATE HIGHWAY**

In Santa Clara County on Route 5  
Between 0.5 Mi. S. of Los Gatos &  
Hamilton Ave. & on Route 42 Between  
Route 5 (New) & Santa Cruz Ave.  
IV-S.CL-5, 42-C; L.Gts.D, L.Gts.



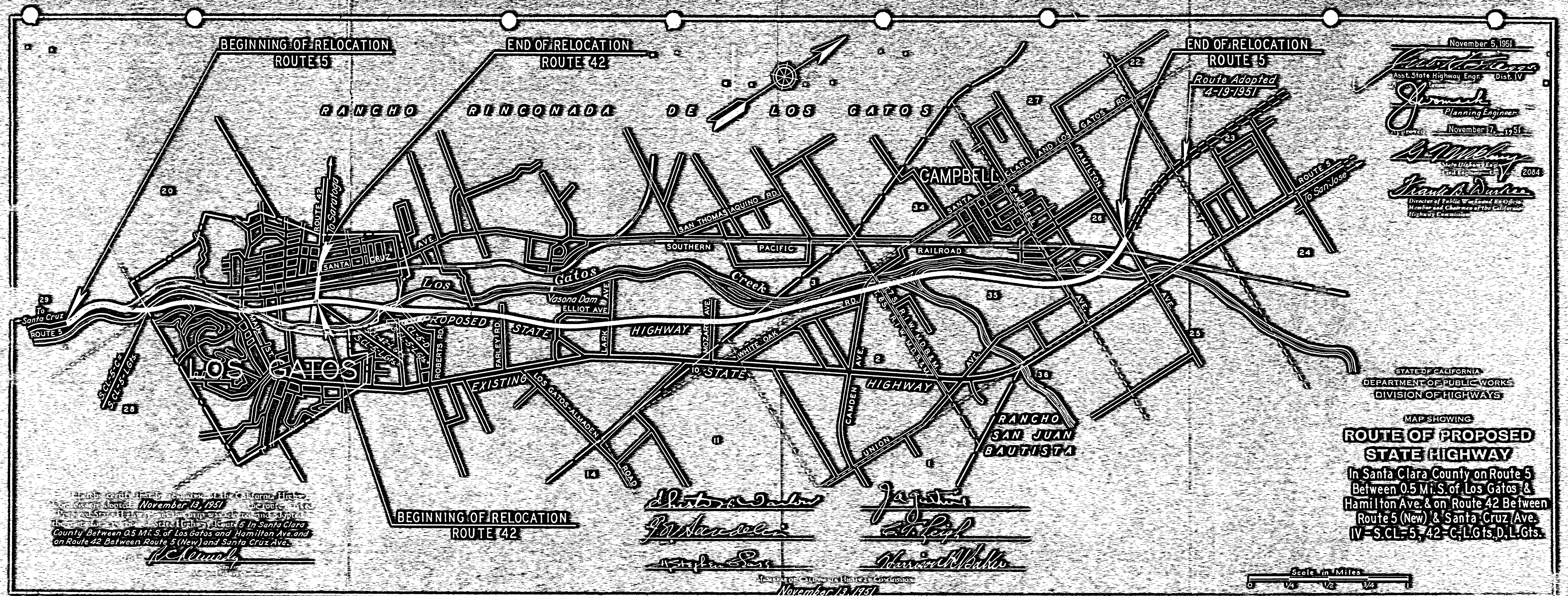
Records certify that the route of the California Highway Commission adopted November 13, 1951, the route of the proposed State Highway on this map was selected and adopted the same day by the State Highway Route 5 in Santa Clara County Between 0.5 Mi. S. of Los Gatos and Hamilton Ave. and on Route 42 Between Route 5 (New) and Santa Cruz Ave.  
*R. S. Melby*

BEGINNING OF RELOCATION  
ROUTE 42

*Robert H. Brown*  
*J. W. Melby*  
*G. W. Melby*  
*Frank B. Durbin*

MEMBER OF CALIFORNIA HIGHWAY COMMISSION  
November 13, 1951





Honorable Earl Warren  
Governor of the State of California  
State Capitol  
Sacramento, California

Enclosed herewith please find certified copy of Resolution adopted by the Board of Supervisors on August 27, 1951, which is self-explanatory.

By Deputy Clerk of the Board

Same to Purcell & Peterson.



EARL WARREN  
GOVERNOR

# State of California

GOVERNOR'S OFFICE  
SACRAMENTO 14

September 4, 1951

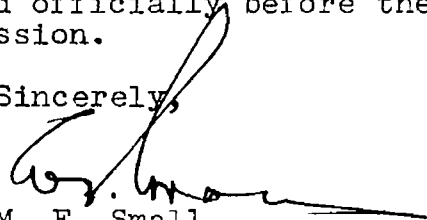
Mr. Richard Olson  
Deputy Clerk of the  
Board of Supervisors  
Santa Clara County  
Room 21, Court House  
San Jose 13, California

Déar Mr. Olson:

On behalf of the Governor I wish to acknowledge your letter of August 30th and enclosure of a certified copy of the resolution adopted by your Board on August 27th with reference to the freeway construction of the Bayshore Highway.

In accordance with the policy established by the Governor and the State Legislature, this route and the other major state highway routes will be established as freeways as rapidly as funds become available. The Governor appreciates the situation which occasioned the action of your Board and has directed that the resolution be placed officially before the State Highway Commission.

Sincerely,

  
M. F. Small  
Departmental Secretary

MFS:fk

RESOLUTION

WHEREAS, the number of vehicle accidents occurring on Bayshore Highway, a State highway, in Santa Clara County has within the past year greatly exceeded the number of vehicle accidents in the immediate past several years, and by reason thereof there is urgent need that that portion of said Bayshore Highway situate within the County of Santa Clara be immediately widened and constructed as a freeway, with limited means of ingress and egress, in order to relieve the critical traffic problems thereon;

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the State of California and the appropriate departments and agencies thereof immediately proceed to construct that portion of the State Bayshore Highway situate within the County of Santa Clara into a freeway with limited means of ingress and egress thereto and therefrom; and

BE IT FURTHER ORDERED that certified copies of this Resolution be transmitted to the Honorable Earl Warren, Governor of the State of California; Honorable Charles H. Purcell, Director of Public Works and Chairman of the California Highway Commission; and Honorable Clifford E. Peterson, Commissioner of the California Highway Patrol.

PASSED AND ADOPTED this 27th day of August, 1951, by the Board of Supervisors of the County of Santa Clara, State of California, by the following vote:

AYES: Supervisors, Campbell, McKinnon, PFEIFLE, Wool, Brown

NOES: Supervisors, None

ABSENT: Supervisors, None

ATTEST: E. T. McGEHEE, County Clerk  
and ex officio Clerk of the  
Board of Supervisors,

By Richard Olson  
Deputy Clerk.

William J. Pfeifle  
Chairman of the Board of  
Supervisors of the County of  
Santa Clara, State of California.

**FILED**

AUG 27 1951

E. T. McGENEE, Clerk

BY

RESOLUTION

RE URGENCY OF CONSTRUCTION OF  
BAYSHORE HIGHWAY AS A FREEWAY  
IN SANTA CLARA COUNTY.

DATED: August 27, 1951.

HOWARD W. CAMPEN  
COUNTY COUNSEL  
OF SANTA CLARA COUNTY  
COURT HOUSE ANNEX  
SAN JOSE, CALIFORNIA



RO : pb

Received  
November 8, 1950

November 8, 1950

Mr. Jno. H. Skeggs  
Ass't State Highway Engineer  
150 Oak Street  
San Francisco 2, California

Dear Mr. Skeggs:

This letter is written in regard to statement which is alleged to have been made by your resident engineer on the construction job south of Gilroy.

The property owners have been informed by said resident engineer that the Board of Supervisors of the County requested that the fence be built along the freeway so as to interrupt the free access to the highway except at designated points.

Nowhere in the records of the Board of Supervisors did they ever make such a request and they believe that your resident engineer should be informed of that fact and the property owners so informed.

Sincerely yours,

BOARD OF SUPERVISORS

T. T. McGEHEE, CLERK

By \_\_\_\_\_  
Deputy Clerk of the Board

RESOLUTION ADDRESSED TO HIS EXCELLENCY, THE  
GOVERNOR OF THE STATE OF CALIFORNIA, CALLING  
ATTENTION TO THE UNFINISHED CONDITION OF  
STATE HIGHWAY ROUTE FIVE IN THE COUNTY OF  
SANTA CLARA AND REQUESTING HIS ACTION TO CAUSE  
THE COMPLETION OF THE WORK OF IMPROVEMENT OF  
SAID STATE HIGHWAY

WHEREAS, the County of Santa Clara, and the City of San Jose, prior to December 7, 1941, contributed to the extent of \$15,500.00 for the purchases of various rights of way in anticipation of the surfacing and improving by the State Division of Highways of that state highway designated as Division IV, SCL V, Section B, Stations 579 to 947, commonly known as San Carlos Street, between Bascome Avenue and Race Street in the County of Santa Clara; and

WHEREAS it was understood by the members of this Board to be the intention and agreement of the State Division of Highways to pave and surface and improve said state highway upon the securing of said rights of way; and

WHEREAS the State Division of Highways did prior to December 7, 1941, cause advertisement to be made for bids to carry out the work on said state highway above referred to; and

WHEREAS it is the understanding of the members of this Board that state funds necessary for such state highway improvement work was provided and allocated for said purposes; and

WHEREAS by reason of the happening of the war on December 7, 1941, and the national emergency created thereby, the pressing demands upon the state occasioned said advertising for bids and plans for completion of said work on said state highway to be withdrawn; and

WHEREAS said state highway and San Carlos Street is now and for the past four years has been in a deplorable condition, and the work of improving and completing said state highway should be undertaken at this time,

NOW THEREFORE, BE IT RESOLVED by the Board of Supervisors  
of the County of Santa Clara:


That His Excellency, Earl Warren, the Governor of the State  
of California, be advised of the foregoing facts, and petition  
made to him requesting his aid in securing action on the part of  
the Division of State Highways to the end that the State Division  
of Highways immediately proceed to carry forward and complete the  
work of paving, surfacing, and improving said state highway desig-  
nated as Division IV, SCL V, Section B, Stations 579 to 947,  
commonly known as San Carlos Street, in the County of Santa Clara.

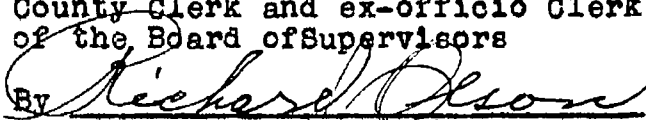
PASSED AND ADOPTED by the Board of Supervisors of the County  
of Santa Clara, State of California, this 18th day of February,  
1946, by the following vote:

AYES: Supervisors, Brown, Pfeifle, McKinnon, Wool, Cooley

NOES: Supervisors, None

ABSENT: Supervisors, None

  
Chairman of the Board of Supervisors  
of the County of Santa Clara, State  
of California

ATTEST: ALBJERT J. NEWLIN  
County Clerk and ex-officio Clerk  
of the Board of Supervisors  
By   
Deputy Clerk

RESOLUTION  
ADDRESSED TO HIS EXCELLENCY  
THE GOVERNOR OF THE STATE OF  
CALIFORNIA, CALLING ATTENTION  
TO THE UNFINISHED CONDITION  
OF STATE HIGHWAY ROUTE FIVE  
IN THE COUNTY OF SANTA CLARA  
AND REQUESTING HIS ACTION TO  
CAUSE THE COMPLETION OF THE  
WORK OF IMPROVEMENT OF SAID  
STATE HIGHWAY.

LEONARD R. AVILLA  
DISTRICT ATTORNEY  
OF SANTA CLARA COUNTY  
COURT HOUSE  
SAN JOSE, CALIFORNIA

PARTIAL RELEASE OF MORTGAGE.

THIS INDENTURE, made and entered into on this the 26th day of September A. D. 1912 by and between Lester Swall, of the Town of Mountain View, County of Santa Clara, State of California, party of the first part, and Victor Anzini of the same place, party of the second part;

WITNESSETH;

THAT WHEREAS THE SAID PARTY of the second part by a certain indenture of mortgage dated May 4, A. D. 1912 and recorded in the office of the Recorder of the County of Santa Clara, State of California on May 7, A. D. 1912 in Book 209 of Mortgages at page 156, did for the purpose and for the consideration therein mentioned mortgage the real property therein described;

AND WHEREAS the said party of the second part has on the date first above written paid to the party of the first part the sum of (\$1.00) One Dollar lawful money of the United States of America, being a portion of the debt secured by the said mortgage;

NOW THEREFORE THIS INDENTURE WITNESSETH; that the said Lester Swall party of the first part herein in consideration of the aforesaid sum of (\$1.00) One Dollar the receipt whereof is hereby acknowledged, does by these presents grant, release, quitclaim and set over unto the said party of the second part, his heirs and assigns, all that part and portion of the aforesaid mortgaged lands described as follows, to wit;

Beginning at a 5 inch by 5 inch witness post standing on the Southerly line of the San Francisco Road on the line between the lands of V. Anzini and J. H. Teal; thence South 61° 23' East 249.2 feet to a point; thence South 2° 59' West 375.8 feet to a point; thence Northerly with a curve to the right with a radius of 430 feet for 77.78 feet; thence North 4° 51½' East 135.7 feet to a point; thence with a curve to the left with a radius of 370 feet for 345 feet to the place of beginning, and containing 0.44 acres of land. Also beginning at a point on the Northerly line of the San Francisco Road North 58° 17' West 242.9 feet from the Southeasterly corner of Lot 14 of C. Castro Subdivision; thence North 58° 08' West 151.8 feet to a point; thence North

2° 59' East 121.5 feet to a point on the Easterly side of the San Francisco Road; thence Southerly with a curve to the left with a radius of 370 feet for 223.49 feet to the place of beginning, containing 0.11 acres of land.

TOGETHER WITH ALL AND SINGULAR the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining; and all the lien, right, title and interest whatsoever of the party of the first part of, in and to the same; TO THE INTENT AND PURPOSE that the lands hereby conveyed and released shall forever be discharged from the afore said mortgage, and that the rest of the lands in the aforesaid mortgage named shall remain unto the party of the first part herein, as heretofore.

IN WITNESS WHEREOF the party of the first part herein has set his hand and seal on this the day and year first above written.

  
Walter Small

2° 59' East 121.5 feet to a point on the Easterly side of the San Francisco Road; thence Southerly with a curve to the left with a radius of 370 feet for 223.49 feet to the place of beginning, containing 0.11 acres of land.

TOGETHER WITH ALL AND SINGULAR the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining; and all the lien, right, title and interest whatsoever of the party of the first part of, in and to the same; TO THE INTENT AND PURPOSE that the lands hereby conveyed and released shall forever be discharged from the afore said mortgage, and that the rest of the lands in the aforesaid mortgage named shall remain unto the party of the first part herein, as heretofore.

STATE OF CALIFORNIA, }  
County of Santa Clara }

On this 28th day of September, in the year One Thousand Nine Hundred and twelve  
before me, **GLADYS M. BEVERLY**, a Notary Public, in and for the County of Santa Clara, personally appeared,

L. Swall

X

X

known to me to be the same person whose name is subscribed to the within instrument, and  
he duly acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Official Seal, at my office in the County of Santa Clara, the day and year in this certificate first above written.

*Gladys M. Beverly*  
Notary Public, in and for the County of Santa Clara, State of California.

(General)



✓ 209-166

PARTIAL RELEASE  
OF MORTGAGE.

LESTER SWALL

TO

VICTOR ANZINI.

Dated Sept 26 1912

Filed for Record at the Request of

*County of Santa Clara*

A. D. 1913

at 4:45 minutes of 2 o'clock

and Recorded in Vol. 3

of Public Indebtedness 493

San Jose County Records

*W. D. J. FLANNERY, Recorder*

Deputy Recorder

*W. D. J.*

PARTIAL RELEASE OF MORTGAGE.

THIS INDENTURE, made and entered into on this the 26th day of September A. D., 1912, by and between B. Anzini of the Town of Petaluma County of Sonoma, State of California, party of the first part and Victor Anzini, of the Town of Mountain View, Santa Clara County, State of California, party of the second part;

WITNESSETH;

THAT WHEREAS the said party of the second part by a certain indenture of Mortgage dated April 14, A. D. 1911 and recorded in the office of the Recorder of the County of Santa Clara State of California on April 15, A. D. 1911 in Book 205 of Mortgages at page 129, did for the purposes and for the consideration therein mentioned mortgage the real property therein described; AND WHEREAS the said parties of the second part herein have on the date first above written paid to the party of the first part the sum of (\$1.00) One Dollar lawful money of the United States of America and being a portion of the debt secured by the aforesaid mortgage;

NOW THEREFORE THIS INDENTURE WITNESSETH; That the said B. Anzini party of the first part herein for and in consideration of the aforesaid sum of (\$1.00) One Dollar the receipt whereof is hereby acknowledged, does by these presents grant, release, quitclaim and set over unto the said party of the second part, to his heirs and assigns all that part and portion of the aforesaid mortgaged lands described as follows, to wit;

Beginning at a 5 inch by 5 inch witness post standing on the Southerly line of the San Francisco Road on the line between the lands of V. Anzini and J. H. Teal, thence South 61° 23' East 249.2 feet to a point; thence South 2° 59' West 375.8 feet to a point; thence Northerly with a curve to the right with a radius of 430 feet for 77.78 feet; thence North 4° 51½' East 135.7 feet to a point; thence with a curve to the left with a radius of 370 feet for 345 to the place of beginning and containing 0.44 acres of land. Also beginning at a point on the Northerly line of the San Francisco Road <sup>North</sup> 58° 17' West

242.9 feet from the South-easterly corner of Lot 14 of C. Castro Sub-division; thence North 58° 08' West 151.8 feet to a point; thence North 2° 59' East 121.5 feet to a point on the Easterly side of the San Francisco Road; thence Southerly with a curve to the left with a radius of 370 feet for 223.49 feet to the place of beginning, containing 0.11 acres of land.

TOGETHER WITH ALL AND SINGULAR the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining; and all the lien, right, title and interest whatsoever of the party of the first part, of, in and to the same; TO THE INTENT AND PURPOSE that the lands hereby conveyed and released shall forever be discharged from the aforesaid mortgage, and that the rest of the lands in the aforesaid mortgage named shall remain unto the party of the first part herein, as heretofore.

IN WITNESS WHEREOF the party of the first part has hereunto set his hand and seal on this the day and year first above written.

B. Angini

242.9 feet from the South-easterly corner of Lot 14 of C. Castro Sub-division; thence North 58° 08' West 151.8 feet to a point; thence North 2° 59' East 121.5 feet to a point on the Easterly side of the San Francisco Road; thence Southerly with a curve to the left with a radius of 370 feet for 223.49 feet to the place of beginning, containing 0.11 acres of land.

TOGETHER WITH ALL AND SINGULAR the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining; and all the lien, right, title and interest whatsoever of the party of the first part, of, in and to the same; TO THE INTENT AND PURPOSE that the lands hereby conveyed and released shall forever be discharged from the aforesaid mortgage, and that the rest of the lands in the aforesaid mortgage ~~named shall remain unto the~~

STATE OF CALIFORNIA } ss.  
COUNTY OF SONOMA

On this 20th day of September in the year of our Lord, one thousand nine hundred and Twelve before me, H. A. RESPINI, a Notary Public in and for said County and State, residing therein duly commissioned and sworn, personally appeared H. A. Respini

known to me to be the person whose name subscribed to the within instrument, and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year in this certificate first above written.

H. A. Respini  
Notary Public in and for the County of Sonoma, State of California.

1  
PARTIAL  
RELEASE OF MORTGAGE.

B. Anzini

1234 to  
Victor Anzini.

205/129

Dated Sept. 26, 1912

Filed for Record at the Recorder's Office of  
County of Sta. Clara  
July 8 A. D. 1913  
at 44 minutes 2 o'clock  
P. M., and Recorded in Vol. 3  
of Release page 503 et seq.  
Santa Clara County Records.

D. J. FLANNERY, Recorder  
M. J. Flannery  
L. F. Deputy Recorder

PARTIAL RELEASE OF MORTGAGE.

THIS INDENTURE, made and entered into on this the 26th day of September, A. D. 1912, by and between the Farmers and Merchants State Bank, a corporation duly organized and existing under and by virtue of the laws of the State of California, with its principal place of business in the Town of Mountain View, County of Santa Clara, State of California, party of the first part, and Victor Anzini and Louisa M. Anzini, his wife, of Santa Clara County, State of California, parties of the second part, WITNESSETH;

THAT WHEREAS the said parties of the second part by a certain indenture of Mortgage bearing date November 12, 1909 and recorded in the office of the recorder of Santa Clara County, State of California on November 16, A. D., 1909 in Liber 198 of Mortgages at page 232, did for the purpose and for the consideration therein mentioned mortgage the real property therein described AND WHEREAS the said parties of the second part have on this date first above written paid to the party of the first part the sum of (\$440.00) Four Hundred Forty Dollars lawful money of the United States of America, and being a portion of the debt secured by the aforesaid mortgage; NOW THEREFORE THIS INDENTURE WITNESSETH; That the said Farmers and Merchants State Bank, party of the first part herein in consideration of the aforesaid sum of (\$440.00) Four Hundred Forty Dollars the receipt whereof is hereby acknowledged, does by these presents grant, release, quitclaim and set over unto the said parties of the second part, their heirs and assigns, all that part and portion of the aforesaid mortgaged lands described as follows, to wit;

Beginning at a 5 inch by 5 inch witness post standing on the Southerly line of the San Francisco Road on the line between the lands of V. Anzini and J. H. Teal, thence South 61° 23' East 249.2 feet to a point; thence South 2° 59' West 375.8 feet to a point; thence Northerly with a curve to the right with a radius of 430 feet for 77.78 feet; thence North 4° 51½' East 135.7 feet to a point; thence with a curve to the left with a radius of 370 feet for 345 feet to the place of beginning, and containing 0.44 acres of land. Also beginning at a point on the Northerly line

of the San Francisco Road North 58° 17' West 242.9 feet from the Southeasterly corner of Lot 14 of C. Castro Subdivision, thence North 58° 08' West 151.8 feet to a point; thence North 2° 59' East 121.5 feet to a point on the Easterly side of the San Francisco Road; thence Southerly with a curve to the left with a radius of 370 feet for 233.49 feet to the place of beginning, containing 0.11 acres of land.

TOGETHER WITH ALL AND SINGULAR the tenements, hereditaments and appurtenances thereunto belonging or in any-wise appertaining; and all the lien, right, title and interest whatsoever of the party of the first part of, in and to the same; TO THE INTENT AND PURPOSE that the lands hereby conveyed and released shall forever be discharged from the aforesaid mortgage, and that the rest of the lands in the aforesaid mortgage named shall remain unto the party of the first part herein, as heretofore.

IN WITNESS WHEREOF the said Farmers and Merchants State Bank, the party of the first part hereto, has caused its name to be hereunto subscribed and its corporate seal to be hereunto affixed by its president J. S. Mockbee, on this the day and year first above written.

FARMERS AND MERCHANTS STATE BANK.

By J. S. Mockbee President.

RECORDED  
1908

of the San Francisco Road North 58° 17' West 242.9 feet from the South-easterly corner of Lot 14 of C. Castro Subdivision, thence North 58°08' West 151.8 feet to a point; thence North 2° 59' East 121.5 feet to a point on the Easterly side of the San Francisco Road; thence Southerly with a curve to the left with a radius of 370 feet for 233.49 feet to the place of beginning, containing 0.11 acres of land.

TOGETHER WITH ALL AND SINGULAR the tenements, hereditaments and appurtenances thereunto belonging or in any-wise appertaining; and all the lien, right, title and interest whatsoever of the party of the first part of, in and to the same; TO THE INTENT AND PURPOSE that the lands hereby conveyed and released shall forever be discharged from the aforesaid mortgage, and that the rest of the lands in the aforesaid mortgage named shall remain unto the party of the first part herein, as heretofore.

IN WITNESS WHEREOF the said Farmers and Merchants State Bank, the party of the first part hereto, has caused its name to be hereunto subscribed and its corporate seal to be hereunto affixed by its president J. S. Mockbee, on this the day and year first above written.

State of California,

County of Santa Clara

On this 26th day of September in the year one thousand nine hundred and twelve

before me Gladys M. Beverly a Notary Public  
in and for the County of Santa Clara personally appeared

J. S. MOCKBEE, known to me to be the  
\* PRESIDENT

of the corporation described in and who executed the within instrument, and also known to me to be the person who executed it on behalf of the corporation therein named, and he acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Official Seal at my office in the County of Santa Clara, the day and year in this Certificate first above written.

\*President, Secretary or other Person.

Cowdery's Form No. 28 (Acknowledgment—Corporation)

Notary Public, in and for the County of Santa Clara of California



198  
~~199~~ 732

PARTIAL RELEASE  
OF MORTGAGE.

Farmers and Merchants  
State Bank  
to

Victor Anzini, et ux

1234

Dated Sept. 26, 1912

Filed for Record at the Request of  
County of Santa Clara  
Jan 8 A. D. 191 8  
at 43 min. past 2 o'clock  
P M., and Recorded in Vol. 3  
of Rel of Mortg page 504 subseq.  
Santa Clara County Records.

D. J. FLANNERY, Recorder  
Mattinson  
D.H. Deputy Recorder