Roads
State Hwys
Rt 5

#28

October 30, 1964

Mr. Myron D. Hawk
City Engineer
City of Campbell
Campbell, California

Subject: Payment of Costs for energizing traffic signals and lights at intersections of Route 5 Freeway with Hamilton and Camden Avenues

Dear Mr. Hawk:

Your letter of October 14, 1964 requesting that the Board of Supervisors assume partial financial responsibility for maintenance and operation of traffic signals and lights at the intersection of Route 5 Freeway with Hamilton and Camden Avenues was considered by the Board at its meeting held on October 26, 1964.

This matter was referred to the Department of Public Works for further investigation.

This office will keep you advised in this regard.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan
Clerk of the Board

JP:DMR:jc

cc: Public Works

COUNTY OF SANTA CLARA

Office of the BOARD OF SUPERVISORS

#28

DATE Oct 28, 1964

THE BOARD OF SUPERVISORS AT ITS MEETING OF Oct 26, 1964 REFERRED THE ATTACHED COMMUNICATION TO:

Public Works
DEPARTMENT

DIRECTIVE:

- [ ] STUDY AND RECOMMENDATION
- [ ] REPORT
- [ ] ATTEND MEETING
- [ ] PREPARATION OF NECESSARY PAPERS
- [ ] POWER TO ACT
- [ ] APPROPRIATE ACTION
- [ ] NOTIFY WRITER OF ACTION
- [ ] CONSIDERATION
- [ ] RECONSIDERATION
- [ ] REPLY TO WRITER

REMARKS:

ATTEST: JEAN PULLAN, CLERK OF THE BOARD

BY Eileen Owen

10-SP-5A Rev. 5-62

#28

City of Campbell

Office of the
CITY ENGINEER

State of California

October 14, 1964

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

ATTENTION: Mrs. Jean Pullan

Gentlemen:

The City of Campbell is in receipt of billing from the State Division of Highways for maintenance and operation costs of traffic signals and lights at the intersections of Route 5 Freeway with Hamilton and Camden Avenue.

This billing is in accordance with the existing maintenance agreement between the State and the City and, therefore, the City has properly assumed the responsibility for payment.

The question is raised at this time, however, whether a portion of these costs should be rightly borne by the County Lighting District that the facilities are in. In this regard, reference is made specifically to the highway lighting portion of these costs.

It is, therefore, respectfully requested that this question be considered by your honorable body and the results of such consideration be returned to this office at your convenience.

Very truly yours,

MYRON D. HAWK,
CITY ENGINEER

Bill M. Helms

By Bill M. Helms,
Assistant Civil Engineer

BMH:cb

cc: Kent Bonney
City Manager

OCT 26 1964
Date
APPROVED
RE: CE CC PC DPW FLD
NO: ABSTAINS:

Copy each Bd Member - HWC - DPW - CC - ~~PC - Wal~~
CONTROLLER

Roads Gen
State Hwy Rt 5
Gen

CITY OF SAN JOSE
CALIFORNIA

CITY HALL
SAN JOSE, CALIFORNIA 95110
TELEPHONE 292-3141

CITY MANAGER

October 28, 1964

INFORMATION ONLY

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

Gentlemen:

The City of San Jose has received notification by letter from Mr. Rex Whitton, Public Roads Administrator, that Secretary of Commerce Luther has approved the request for the inclusion of State Route 5 Freeway into the Federal Interstate Highway System.

The assurance that the State Division of Highways may proceed at an accelerated schedule in the construction of this freeway will greatly relieve the traffic congestion and further the development of Santa Clara County and Alameda County.

On behalf of the City Administration and the City Council I would like to express our sincere appreciation for the excellent cooperation and assistance your Board gave to make this project a reality.

Sincerely,

A. P. Hamann
City Manager

APH:tg

cc: Each Supervisor

SAN JOSE CALIFORNIA
ALL-AMERICA CITY

Rt 5
Gen

United States Senate

COMMITTEE ON COMMERCE

July 10, 1964

Mrs. Jean Pullan
Clerk, Board of Supervisors
County of Santa Clara
Room 524 County Administration Bldg.
70 West Hedding Street
San Jose 10, California 299-2323

INFORMATION ONLY

Dear Mrs. Pullan:

Supplementing my letter of June 30 I am enclosing for your information a copy of a letter that has been provided Senator Engle by the Bureau of Public Roads.

If you feel we can be of further assistance in any way do not hesitate to write.

With best regards,

Sincerely yours,

Anne B. Collins

(Mrs.) Anne B. Collins
Office Manager

cc: Supervisors
James Pott

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D.C.

JUL 9 1964

IN REPLY REFER TO:
39-30

Honorable Clair Engle
United States Senate
Washington, D. C. 20510

INFORMATION ONLY

Dear Senator Engle:

Thank you for your June 30 communication with enclosed June 24 letter and resolution from Mrs. Jean Pullan, Clerk, Board of Supervisors, County of Santa Clara, California, urging inclusion of State Route 5 Freeway from State Route 239 to Warm Springs, California, in the Interstate System.

The San Jose area is served by Interstate Route 680, which is located along State Route 17, Nimitz Freeway. This location was requested by the State and approved by the Bureau of Public Roads in 1957 and its improvement as a part of the Interstate program has been undertaken since that time.

The State has recently requested the location be changed from State Route 17 to a proposed freeway designated Route 5. This is the route which the Santa Clara County resolution would have included in the Interstate System. This request is now under consideration by the Bureau of Public Roads and no final decision has yet been reached.

Your interest in this matter is appreciated. Your enclosures are returned as requested.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

Enclosure

cc: Supervisors
James Pratt

Rt 5 Gen

OF CALIFORNIA—HIGHWAY TRANSPORTATION AGENCY

EDMUND G. BROWN, Governor

EPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119

*23

August 6, 1964

306590
IV-SCl-17

Board of Supervisors
County of Santa Clara
Room 524
County Administration Building
70 West Hedding Street
San Jose 10, California

Honorable Gentlemen:

We were furnished certified copy of resolution adopted on June 1, 1964, by the Board of Supervisors of the County of Santa Clara requesting a pedestrian crossing of Route 5 (now Route 17) in the vicinity of Westfield Drive. We have been authorized to enter into a cooperative agreement wherein the costs of such pedestrian crossing will be on the basis of 50% State cost and 50% local jurisdiction cost.

Attached is copy of our letter of August 6 to Mr. A. P. Hamann, City Manager of the City of San Jose, in which we suggest that the cooperative agreement be between City of San Jose and the State.

You will also note that we have informed Mr. Hamann of studies under way toward determining a proper plan for expansion of the existing 4 lane freeway to a predicted requirement for an 8 lane facility. A cooperative agreement covering the pedestrian crossing financing matter will be presented to the City of San Jose just as soon as our 8 lane studies are completed.

Very truly yours,

Alan S. Hart
District Engineer

By

R. A. Hayler
Deputy District Engineer

Copy each Bd Member - HWC - DPW - CC - ~~PC - Wal~~

Date AUG 17 1964
APPROVED VC/Sy File
RE: CE CC PC DPW FLD
NO: _____ ABSTAINS: _____

RECEIVED
BOARD OF SUPERVISORS

AUG 10 8 19 AM '64

COUNTY OF
SANTA CLARA

STATE OF CALIFORNIA—HIGHWAY TRANSPORTATION AGENCY

EDMUND G. BROWN, Governor

DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119

August 6, 1964

306590
IV-SCl-17

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

Dear Mr. Hamann:

With your letter of February 7, you transmitted resolution No. 25161, adopted by the City Council of San Jose, requesting pedestrian crossings of State Route 5 (now 17) at Westfield Drive and of Route 239 (now 280) in the vicinity of Casa Blanca Drive. By letter of March 23, you informed us you considered the cost of pedestrian crossings should be based on 50% contribution by the State and 50% contribution by local agencies. You mentioned also that the City of San Jose had reached a financial agreement with the school districts affected by the Westfield Drive-Route 5 freeway crossing. You requested that the Casa Blanca Drive crossing application be continued until such time as the local agencies had agreed to an apportionment of the cost.

We have been authorized to enter into a cooperative agreement wherein the cost of the pedestrian crossing at Westfield Drive will be on the basis of 50% State cost and 50% local jurisdiction cost.

In the vicinity of Westfield Drive, it is our understanding the City of San Jose has jurisdiction over the area westerly of the freeway and the City of Campbell and County of Santa Clara over the area easterly of the freeway. It appears advisable to us that the cooperative agreement be between the City of San Jose and the State. This will permit San Jose to make such financial arrangements as desired with the other local jurisdictions and with the school districts affected. Please inform us if this proposal is satisfactory.

Recent traffic studies indicate a future requirement for an 8 lane freeway for the portion of Route 17 between Camden Avenue and Moorpark Avenue. The existing 4 lane freeway was designed so that two additional lanes could be added at some future date, consequently, detailed studies are required to determine what should be done to provide the indicated future 8 lanes. It will be impossible, therefore, to prepare cost

estimates required for the cooperative agreement for the pedestrian crossing until our eight lane studies are completed. These studies are under way and just as soon as the proper method for expanding the existing facility is determined, the cooperative agreement will be prepared and transmitted for City's approval. It currently appears that it will be late this year before the eight lane studies are completed.

Very truly yours,

Alan S. Hart
District Engineer

By ORIGINAL SIGNED BY R. A. HAYLER

R. A. Hayler
Deputy District Engineer

#12

Roads Gen
State Hwys Rt 5

RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CLARA APPROVING
PORTIONS OF THE PLANS FOR GUADALUPE
FREEWAY (STATE ROUTE 292) AND ROUTE 5

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

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara that said plans be, and the same are, hereby approved.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this AUG 3 1964, by the following vote:

AYES: Supervisors Levin Della Maggiore Spangler Mehrkens Sanchez

NOES: Supervisors None

ABSENT: Supervisors None

M J Spangler
Chairman, Board of Supervisors

ATTEST: JEAN PULLAN, Clerk
Board of Supervisors

Jean Pullan

AUG 3 1964

ADOPT: MOTION YES: ~~L D M S Sz~~
NO: ____ ABSTAINS: ____
ABSENT: ____

(6)

JRK:go
7/15/64

cc Counsel
P/W 2

C/R copy.

Orig is in Guadalupe Expressway - Gen

Rds Gen
State Hwy
Rt 5

United States Senate

COMMITTEE ON APPROPRIATIONS

July 3, 1964

Mrs. Jean Pullan, Clerk
Board of Supervisors
524 County Administration Building
70 West Hedding Street
San Jose 10, California

Dear Mrs. Pullan:

Thank you very much for your letter of June 24 and for sending to me the copy of the Resolution adopted by the Board of Supervisors of the County of Santa Clara on June 22, urging that the Bureau of Public Roads include California State Route 5 Freeway from the intersection of California State Route 239 to Warm Springs as a part of the Federal Inter-State Highway System.

Sincerely yours,

Thomas H. Kuchel

THOMAS H. KUCHEL
United States Senator

K:Wu

United States Senate

COMMITTEE ON COMMERCE

June 30, 1964

Mrs. Jean Pullan
Clerk, Board of Supervisors
County of Santa Clara
Room 524 County Administration Bldg.
70 West Hedding Street
San Jose 10, California, 299-2323

INFORMATION ONLY

Dear Mrs. Pullan:

On behalf of Senator Engle, I wish to acknowledge and thank you for your letter of June 24 with attached resolution regarding the inclusion of State Route 5 Freeway into Federal Inter-State Highway System.

We are contacting the Bureau of Public Roads in the Senator's name and will let you know when a reply has been received.

With best regards,

Sincerely yours,

Anne B. Collins

(Mrs.) Anne B. Collins
Office Manager

DON EDWARDS
NINTH CALIFORNIA DISTRICT

COMMITTEE ON
JUDICIARY

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

July 1, 1964

INFORMATION ONLY

Mrs. Jean Pullan
Clerk, Board of Supervisors
Room 524 County Administration Bldg.
70 West Hedding Street
San Jose 10, California

Dear Mrs. Pullan:

I have your letter of June 24 enclosing the Resolution adopted at the meeting on June 22, by the Board of Supervisors, urging the Bureau of Public Roads to include California State Route 5 Freeway from the intersection of California State Route 239 to Warm Springs as a part of the Federal Interstate Highway System.

By this time you probably know that Congressman Gubser and I met with Mr. Rex Whitton of the Bureau of Public Roads on June 25, and it now remains for the Bureau to consider the case and let us know their conclusions.

With kindest regards.

Sincerely,

Don Edwards

Member of Congress

CC: Each Supervisor

DE:th

GEORGE P. MILLER
8TH DISTRICT, CALIFORNIA

JOHN T. KEHOE
ADMINISTRATIVE ASSISTANT

MRS. ESTHER P. MILLER
SECRETARY

Congress of the United States
House of Representatives
Washington, D.C. 20515

CHAIRMAN:
SCIENCE AND ASTRONAUTICS COMMITTEE

MEMBER:
SELECT COMMITTEE ON GOVERNMENT RESEARCH

NATIONAL HISTORICAL PUBLICATIONS COMMISSION

June 29, 1964

INFORMATION ONLY

Mrs. Jean Pullan
Clerk, Board of Supervisors
County of Santa Clara
County Administration Building
70 West Hedding Street
San Jose 10, California

Dear Mrs. Pullan:

I wish to acknowledge your recent letter together with the copy of a resolution recently passed by the Board of Supervisors concerning the inclusion of State Route 5 Freeway as part of the Federal Inter-State Highway System.

I appreciate having this resolution and shall bear in mind the views of the Board of Supervisors should legislation pertaining to this subject come before us in the House of Representatives.

Sincerely,

GEORGE P. MILLER

CC: Each Supervisor

CHARLES S. GUBSER
10TH DISTRICT, CALIFORNIA

MEMBER:
COMMITTEE ON ARMED SERVICES

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

June 30, 1964

INFORMATION ONLY

Mrs. Jean Pullan, Clerk
Board of Supervisors
County of Santa Clara
70 West Hedding Street
San Jose 10, California

Dear Mrs. Pullan:

This will acknowledge your letter of June 24 and the Resolution supporting efforts to have State Route 5 included as a part of the Federal Interstate Highway System.

I am pleased to inform you that I was able to arrange a meeting for City Manager A. P. Hamann to discuss this matter with the Administrator of the Bureau of Public Roads. I attended the meeting with Mr. Hamann and supported him in the excellent presentation he made to Administrator Whitton. We have also gained the support of other Members of Congress from the area.

A copy of your letter and of the Board's Resolution is being submitted to the Bureau of Public Roads in order that support by the County may also be a matter of record.

With all good wishes, I am

Yours sincerely,

Charles S. Gubser

Charles S. Gubser
Member of Congress

CSG:rh

cc: Each Supervisor
Director of Public Works

Roads Gen
State Hwys Rt 5

38A

June 24, 1964

Honorable Thomas H. Kuchel
United States Senator
Senate Office Building
Washington, D.C.

Subject: Inclusion of State Route 5 Freeway into Federal Inter-State Highway System

My dear Senator Kuchel:

Enclosed you will find a certified copy of a resolution adopted by the Board of Supervisors of the County of Santa Clara, California, at its regularly scheduled meeting on June 22, 1964. This resolution urges the Bureau of Public Roads to include California State Route 5 Freeway from the intersection of California State Route 239 to Warm Springs as a part of the Federal Inter-State Highway System.

Your consideration and support in this regard will be appreciated.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan
Clerk, Board of Supervisors

JP;DMR:es
Encl.
Same letter to: Senator Engle; Congressmen Gubser, Edwards, Miller, Cohelan and Jess C. Black-Asst.State Hiway Eng.

38A

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, REQUESTING THE BUREAU OF PUBLIC ROADS TO INCLUDE STATE ROUTE 5 FREEWAY FROM THE INTERSECTION OF STATE ROUTE 239 TO WARM SPRINGS AS A PART OF THE FEDERAL INTER-STATE HIGHWAY SYSTEM

WHEREAS, the California State Highway Commission has adopted State Route 5 as a freeway route; and

WHEREAS, the Cities and Counties of the San Francisco Bay Area are continuing to realize unprecedented population increases, growth and development; and

WHEREAS, there exists a need for freeway to provide proper accessibility to the communities of the San Francisco Bay Area; and

WHEREAS, the present rate of freeway construction cannot meet the traffic demands of the San Francisco Bay Area; and

WHEREAS, the inclusion of State Route 5 into the Federal inter-State System will accelerate the construction of Route 5 Freeway thus serving the traffic demands with resultant savings to the motorists.

NOW, THEREFORE, the Board of Supervisors of the County of Santa Clara, State of California, does hereby request the Bureau of Public Roads to include State Route 5 Freeway from the intersection of State Route 239 to Warm Springs as a part of the Federal Inter-State Highway System.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this JUN 22 1964, by the following vote:

AYES: Supervisors Levin Della Maggiore Spangler Mehrkens Sanchez

NOES: Supervisors None

ABSENT: Supervisors None

M J Spangler
Chairman, Board of Supervisors

ATTEST: JEAN PULLAN, Clerk
Board of Supervisors

Jean Pullan

cc: 2 copies to S.J. City Mgr.
hand delivered to Pub wks.

6-22-64 (M)
L/Sy adopted
unan vote

JRK:go
6/22/64

cc: Co. Counsel
PUBLIC WORKS (3)

38A

CITY OF SAN JOSE
CALIFORNIA

CITY MANAGER

CITY HALL
SAN JOSE, CALIFORNIA 95110
TELEPHONE 292-3141

June 10, 1964

Mr. Howard Campen, County Executive
Santa Clara County Administration Building
70 West Hedding Street
San Jose, California

Dear Mr. Campen:

The City of San Jose is vitally interested in having the Junipera Serra Freeway, known as Route 5, starting at Route 17, (Nimitz Freeway), just south of Valley Fair and Town and Country Shopping complexes, and extending to Mission San Jose, be made a part of the Federal Inter-State Highway System. The portions of this route lying westerly of Route 17 and northerly of Mission San Jose are already included within the Inter-State Highway System. The inclusion of this route into the Federal System will provide the highway capacity needed to serve Oakland, San Jose and Contra Costa County.

The California State Highway Department supports this proposal, and has made a presentation for the inclusion of this route into the Inter-State System, to the Bureau of Public Roads, which was denied. Another application is being prepared for presentation with additional facts and figures to substantiate the Department's request and it has asked us for our support.

I have discussed this with Congressman Charles Gubser and Congressman Don Edwards and both have consented to assist us in our application. I do not have to tell you how important this is. The Nimitz Freeway is rapidly reaching capacity, particularly in the Cities of Oakland and San Leandro, and through the area lying between the Cities of Santa Clara and San Jose.

According to information from the Division of State Highways, it would not be able to finance this venture for approximately twenty years, whereas, if it becomes a part of the Federal System this could be done possibly within two years. Details covering all these factors will be included in our brochure which we are presently preparing.

Our plan is to enlist the support of yourself, the various cities affected and various county governments affected. We also plan to make an appointment with Mr. Rex Whitton, Highway Administrator, Bureau of Public Roads, in Washington, D. C., the latter part of this month. In the interim, we would like to ask whether you will be willing to join with us in this matter of vital concern to all of our respective agencies.

I might add that the route has been finally adopted as a State Freeway by the California State Highway Commission, and the local district office is proceeding with the final design.

Sincerely,

A. P. Hamann
City Manager

Copy each Bd Member - ~~TWC - DPW - CC - PC - Wal~~

ALL-AMERICA CITY

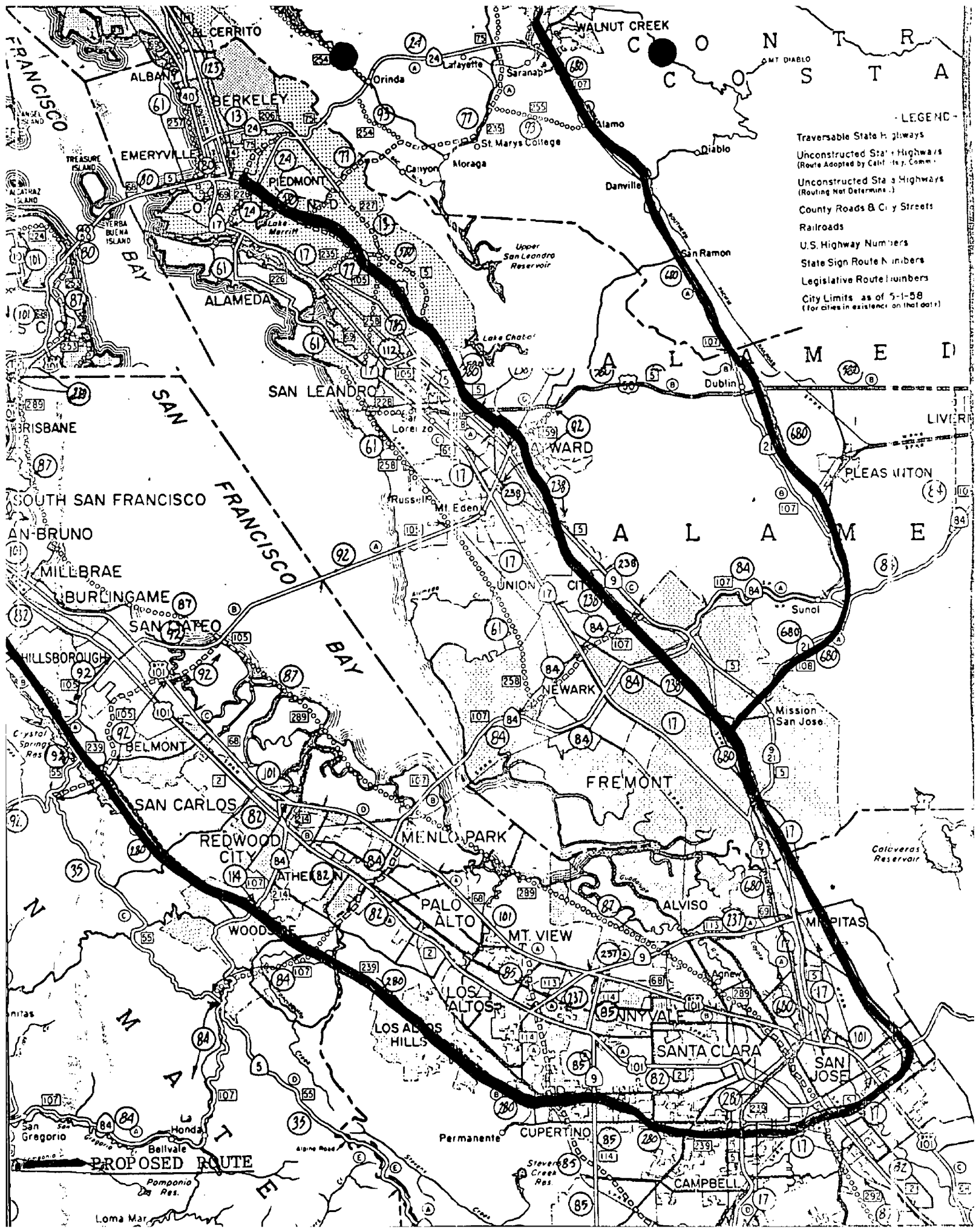
Date JUN 22 1964

APPROVED

FS: CE CC PC DPW FLD

NO: ABSTAINS:

Incl: Map
~~Resolution~~


LEGEND
Traversable State Highways
Unconstructed State Highways (Route Adopted by California Comm.)
Unconstructed State Highways (Routing Not Determined)
County Roads & City Streets
Railroads
U.S. Highway Numbers
State Sign Route Numbers
Legislative Route Numbers
City Limits as of 5-1-58 (for cities in existence on that date)
PROPOSED ROUTE
CONTRA COSTA
ALAMEDA
SAN FRANCISCO BAY
SAN MATEO
EL CERRITO
ALBANY
BERKELEY
EMERYVILLE
PIEDMONT
OAKLAND
ALAMEDA
SAN LEANDRO
HAYWARD
UNION CITY
NEWARK
FREMONT
Mission San Jose
PLEASANTON
Dublin
LIVERMORE
Sunol
San Ramon
Danville
Diablo
Alamo
St. Marys College
Moraga
Canyon
Orinda
Lafayette
Saranap
WALNUT CREEK
MT. DIABLO
Upper San Leandro Reservoir
Lake Chabot
Lake Merritt
TREASURE ISLAND
YERBA BUENA ISLAND
ALCATRAZ ISLAND
BRISBANE
SOUTH SAN FRANCISCO
SAN BRUNO
MILLBRAE
BURLINGAME
SAN MATEO
HILLSBORO
BELMONT
SAN CARLOS
REDWOOD CITY
ATHERTON
MENLO PARK
PALO ALTO
MT. VIEW
ALVISO
MILPITAS
WOODSIDE
LOS ALTOS
LOS ALTOS HILLS
SUNNYVALE
SANTA CLARA
SAN JOSE
CUPERTINO
CAMPBELL
Permanente
San Gregorio
Bellvale
Pomponio Res.
Loma Mar
Crystal Springs Res.
Stevens Creek Res.
Calaveras Reservoir
Russell
Mt. Eden
Lorenzo

STATE OF CALIFORNIA—HIGHWAY TRANSPORTATION AGENCY

EDMUND G. BROWN, Governor

DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119

June 15, 1964

64-05T09H3065.9
IV-SCl-5-SJs,Cmb,D
(New IV-SCl-17)

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

Attention Mr. Donald M. Rains

Gentlemen:

Receipt is acknowledged of your letter of June 4 by Mr. Donald M. Rains, Assistant Clerk of the Board, transmitting a certified copy of resolution adopted by the Board of Supervisors on June 1, requesting the State Highway Commission to provide a pedestrian crossing of State Route 5 in the vicinity of Westfield Drive.

A copy of this resolution has been forwarded to our Headquarters Office with our report on this matter, together with copies of resolutions by the Council of the City of San Jose and the Council of the City of Campbell. It may be a few weeks before action is taken on this matter, but you will be informed of action taken just as soon as we ourselves know.

Very truly yours,

R. A. Hayler
Acting District Engineer

By J. C. Black
J. C. Black
Asst. District Engineer

#10

RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CLARA REQUESTING
THE STATE HIGHWAY COMMISSION TO PROVIDE
A PEDESTRIAN CROSSING ON STATE ROUTE 5
FREEWAY

WHEREAS, the City Council of the City of San Jose has adopted its Resolution No. 25161 requesting the California Highway Commission to provide a pedestrian crossing of Route 5 freeway in the vicinity of Westfield Drive; and

WHEREAS, the Route 5 freeway bisects the school service areas of the Campbell Union High School District; and

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

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

NOW, THEREFORE, the Board of Supervisors of the County of Santa Clara does hereby request the State Highway Commission to provide a pedestrian crossing on State Route 5 freeway, provided, and upon the express condition, that no cost or expense whatsoever resulting from said crossing (including, but without limitation, cost of engineering, land acquisition, or construction) be imposed upon or made in any way an obligation of the County of Santa Clara.

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

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this JUN 1 1964 by the following vote:

AYES: Supervisors Levin Della Maggiore Spangler Mehrkens Sanchez

NOES: Supervisors None

ABSENT: Supervisors None

M J Spangler
Chairman, Board of Supervisors

ATTEST: JEAN PULLAN, Clerk of the Board of Supervisors

Donald M. Rains
DONALD M. RAINS
Assistant Clerk Board of Supervisors

JRK:pt 5/20/64

JUN 1 1964
ADOPT: M/L YES: ~~L D M S S~~
NO: ABSTAINS:
ABSENT:

cc ~~[illegible]~~
Counsel
San Jose
Campbell
P/W (2)

June 4, 1964

SAME LETTER TO:
City of Campbell
Dist IV, Div of Hwys, SF

Mr. Francis Greiner
City Clerk, City of San Jose
City Hall
San Jose, California

Subject: Resolution Requesting Pedestrian Crossing Over State Sign Route 5 (Los Gatos Freeway)

Dear Mr. Greiner:

Enclosed you will find a certified copy of a resolution adopted by the Board of Supervisors of the County of Santa Clara requesting the State Highway Commission to provide a pedestrian crossing on State Route 5 (Los Gatos Freeway) in the vicinity of Westfield Drive.

The Board of Supervisors adopted this resolution at its regularly scheduled meeting on June 1, 1964 and directed that a copy of this resolution be forwarded to you.

Very truly yours,

BOARD OF SUPERVISORS

Donald M. Rains
Assistant Clerk of the Board

DMR:mg
Enclosure

cc: Public Works

county of santa clara

S.D. 4

TRANSMITTAL MEMORANDUM

DEPARTMENT OF PUBLIC WORKS

DATE: May 22, 1964

FOR: BOARD OF SUPERVISORS AGENDA OF June 1, 19 64

FROM: STEFFANI, Design, Public Works

TITLE: Resolution of the Board Requesting the State Highway Commission to Provide a Pedestrian Crossing on State Sign Route 17, The Los Gatos Freeway.

DESCRIPTION:

This proposed resolution requests the State Highway Commission to provide a pedestrian crossing connecting Westfield Avenue to Downing Avenue. The County has no jurisdiction at the site of the proposed crossing.

The City of San Jose has passed a similar resolution at the request of the Campbell and the Cupertino Union School Districts. There would be no expense to the County.

ECS:JLC:mt

Attachments

AGENDA DATA

DATE:

ITEM NO:

BOARD ACTION

APPROVED: James T. Pott

JAMES T. POTT, COUNTY ENGINEER

755

C/R copy
State Rt 5

AGREEMENT

The County of Santa Clara, a political subdivision of the State of California, hereinafter referred to as "COUNTY", and the State of California, Department of Public Works, Division of Highways, hereinafter referred to as "STATE", do enter into the following Agreement:

WHEREAS, State proposes the improvement of State Highway Route 5 along a new alignment between the Route 5, 239 connection near Moorpark Avenue and Route 115 (Alum Rock Avenue) in the City of San Jose, by construction to freeway standards; and

WHEREAS, County proposes to construct storm drainage facilities within an area known as the Moorpark Storm Drain Assessment District, and has completed its plans and specifications for such improvement; and

WHEREAS, State has requested and County is willing to revise said plans to include necessary realignments and betterments to County's proposed plans to provide the additional required capacities for a portion of State's future needs between a point approximately 550 feet westerly of Meridian Road to Los Gatos Creek; and

WHEREAS, State and County do mutually desire to cooperate in the financing of such combined facilities, and desire herein to specify the proportionate share of the costs to be borne by County and State, and to arrange herein for maintenance;

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

SECTION I

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

1. To construct or cause to be constructed pursuant to laws governing County in the performance of such work, a storm water drainage system along the alignments and of the pipe

Fully executed copy is in Dist - assessment Moorpark Av Storm Drain Gen

sizes as delineated on a drawing entitled "Modified Moorpark System Relocated and Utilized for State Outfall", a print of which, marked Exhibit "A", is attached to and made part of this Agreement. This modified and relocated facility to be constructed in lieu of County's original planned system as delineated on a drawing entitled "Moorpark System W/O Freeway System Presently Proposed for Storm Drain System", a print of which, marked Exhibit "B", is attached to and made part of this Agreement.

2. To prepare the plans and specifications for the aforesaid drainage system, as delineated on Exhibit "A", said plans to be subject to the review and approval of State insofar as they affect State's future freeway.

3. To maintain as constructed, the entire storm drainage system to be constructed pursuant to this Agreement, except for the future connections thereto from State pumping plants.

4. To grant to State, the right to make future connection to said system for State's pumping plant near Race Street, as delineated on Exhibit "A", and a proposed pumping plant near Menker Avenue.

5. Except for the costs to be borne by State, as hereinafter set forth, to bear the entire expense of the engineering and construction costs required to complete the drainage facilities to be constructed in accordance with County's plans for the Moorpark Storm Drain Assessment District.

SECTION II

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

1. To reimburse County promptly upon receipt of detailed billing therefor, 10.5% of the actual expense to County of the construction costs required to complete the drainage facilities

to be constructed by County between a point approximately 550 feet westerly of Meridian Road and Los Gatos Creek, plus a flat charge of 10% of such construction costs to State as an allowance for construction engineering, but in no event shall State's share exceed $41,000.00 without State's written consent.

2. To pay County a lump sum amount of $3,518.00, the actual amount expended by County to revise its Moorpark Storm Drain Assessment District's plans to include the realignments and betterments as requested by State.

SECTION III

IT IS UNDERSTOOD AND AGREED that neither the State nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by the County under or in connection with any work, authority or jurisdiction delegated to the County under this Agreement. It is also understood and agreed that, pursuant to Government Code Section 895.4, County shall fully indemnify and hold State harmless from any damage or liability occurring by reason of anything done or omitted to be done by County under or in connection with any work, authority or jurisdiction delegated to County under this Agreement.

IT IS UNDERSTOOD AND AGREED that neither County nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by the State under or in connection with any work, authority, or jurisdiction not delegated to the County under this Agreement.

IT IS ALSO UNDERSTOOD AND AGREED that pursuant to Government Code Section 895.4, State shall fully indemnify and hold County harmless from any damage or liability occurring by reason of anything done or omitted to be done by State under or in connection with any work, authority or jurisdiction not

delegated to the County under this Agreement.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed by their respective Officers, duly authorized: By the County, this _____ day of MAR 1 6 1964, 1964, and by the State, this _____ day of _____, 1964.

APPROVAL RECOMMENDED:

_____
District Engineer

APPROVED AS TO FORM AND PROCEDURE:

_____
Attorney, Department of Public Works

_____
County Counsel

DEPARTMENT OF PUBLIC WORKS
Acting through the
Division of Highways
State of California

J. C. Womack
State Highway Engineer

By

Deputy State Highway Engineer

COUNTY OF SANTA CLARA

By_____
Chairman, Board of Supervisors

By M J Spangle
Clerk, Board of Supervisors
DONALD M. RAINS
Assistant Clerk Board of Supervisors

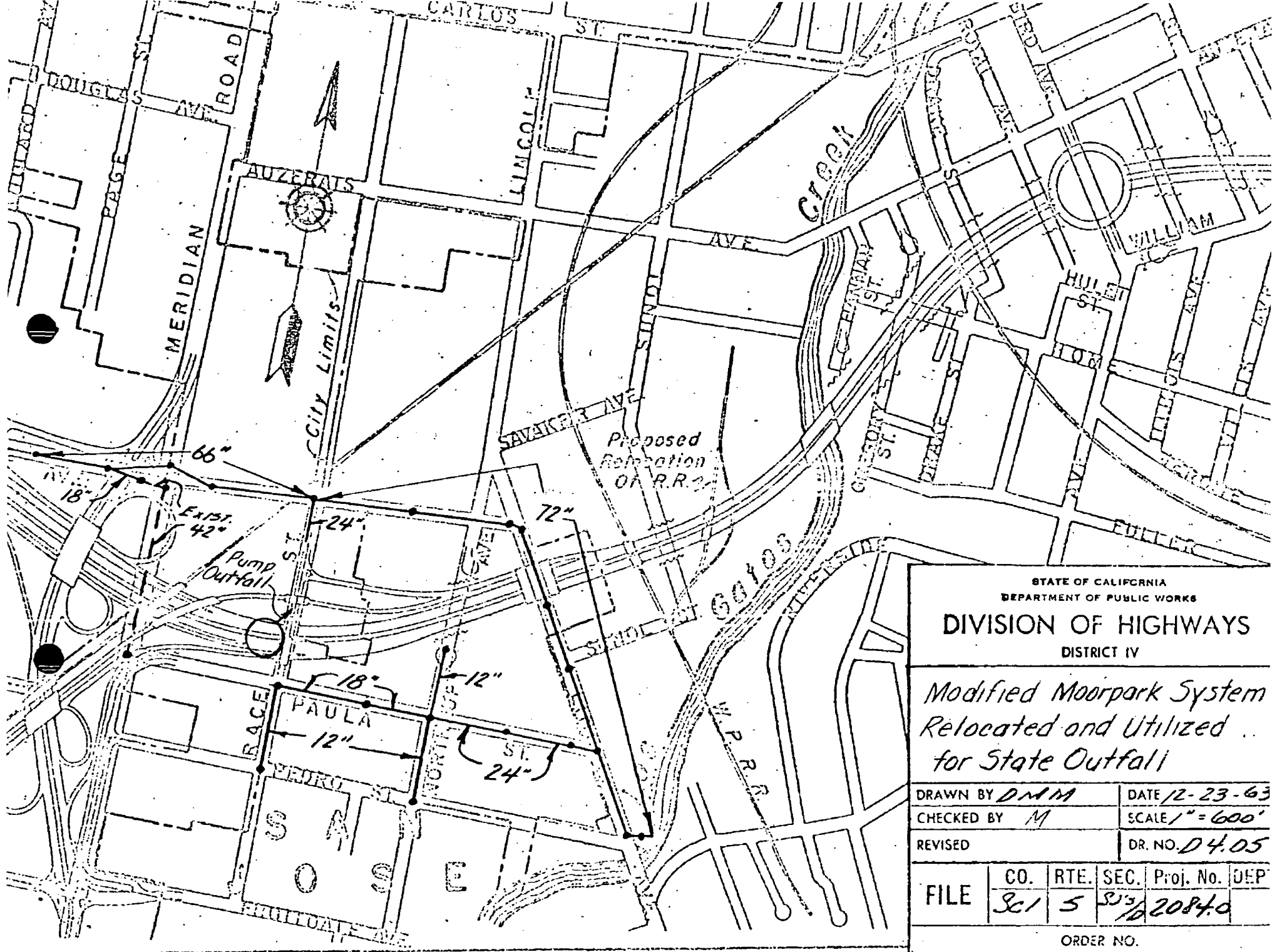
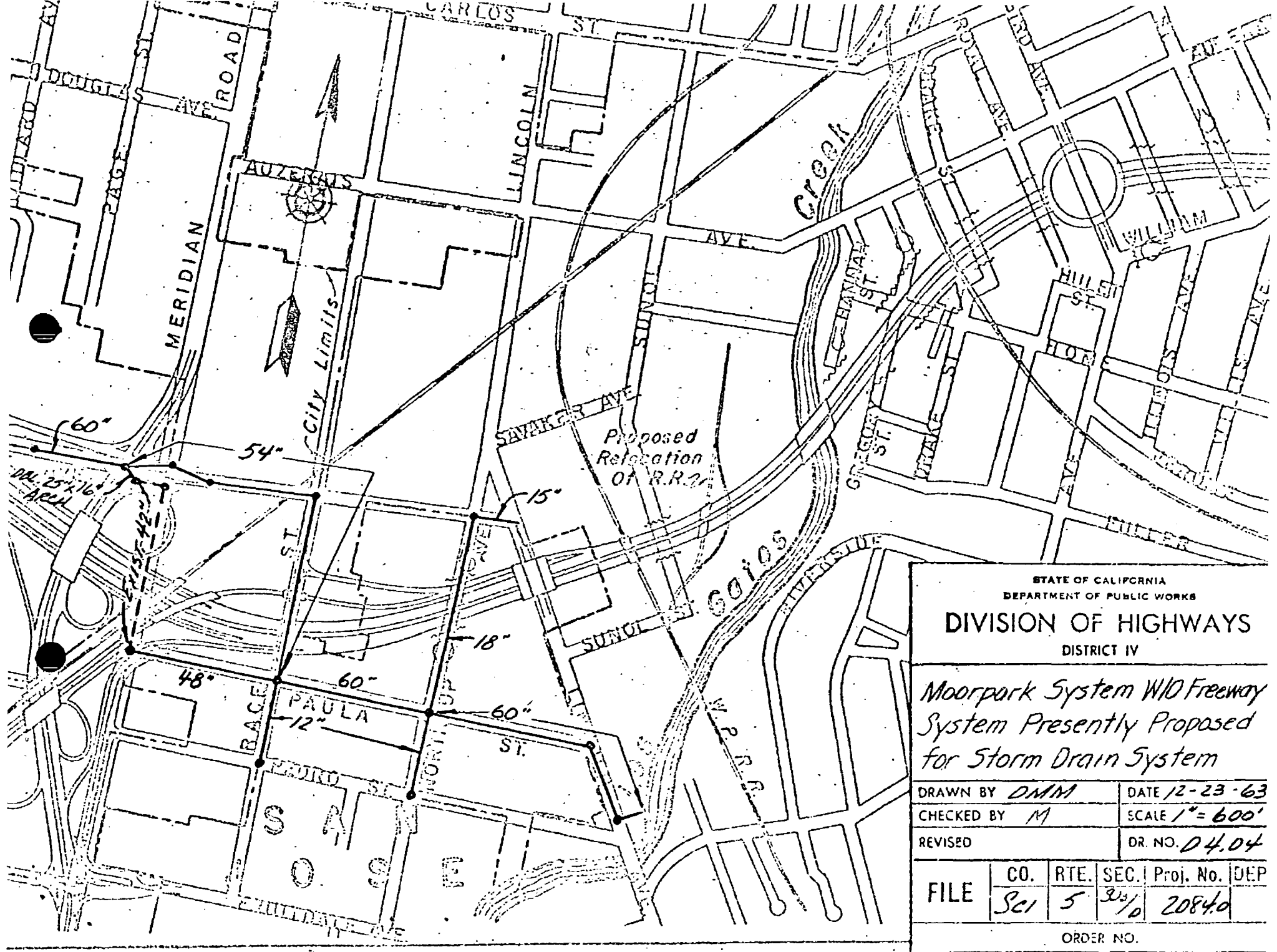

CARLOS ST.
DOUGLAS AVE.
ROAD
PAGE
MERIDIAN
AUZERAIS
LINCOLN
City Limits
AVE.
Creek
WILLIAM
HULET ST.
SUNOL
SAVIERS AVE
Proposed Relocation OF R.R.
66"
18"
Exist. 42"
24"
72"
Pump Outfall
ST.
AVE
Sunol at Galos
18"
12"
PAULA
12"
24"
PEDRO ST.
SAN JOSE
HULLDALE AVE
W.P.R.R.
FULLER
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
DISTRICT IV
Modified Moorpark System Relocated and Utilized for State Outfall
DRAWN BY DMM
DATE 12-23-63
CHECKED BY M
SCALE 1" = 600'
REVISED
DR. NO. D4.05
FILE
CO. Sc1
RTE. 5
SEC. 8D3/D
Proj. No. 20840
DEP
ORDER NO.

EXHIBIT A



STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

DISTRICT IV

Moorpark System W/O Freeway
System Presently Proposed
for Storm Drain System

DRAWN BY DMM	DATE 12-23-63
CHECKED BY M	SCALE 1" = 600'
REVISED	DR. NO. 04.04

FILE	CO.	RTE.	SEC.	Proj. No.	DEP
	Scl	5	3U/0	2084.0	

ORDER NO.

EXHIBIT B

Roads Gen
State Hwys Rt 5

8

December 11, 1963

This was hand delivered by Tom Webb of Public Works.

Mr. Frank Greiner, Clerk
City of San Jose
First and Mission Streets
San Jose, California

Subject: Interchange Crossing Between State Route 5 and Capitol Expressway

Dear Mr. Greiner:

Enclosed you will find three certified copies of a Resolution adopted by the Board of Supervisors of the County of Santa Clara at its regularly scheduled meeting on December 9, 1963. This Resolution requests the California State Highway Commission to provide an interchange crossing between the future State Route 5 Freeway and the proposed Capitol Expressway in the vicinity of Lendrum Avenue.

It is our understanding that the Council of the City of San Jose desires to adopt a similar resolution and wishes that the County's Resolution accompany its in being forwarded to the State Division of Highways.

We are forwarding the enclosed copies for this purpose.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan, Clerk
of the Board.

JP:DMR:mo'd
Encls.

cc: Public Works w/Resol.

S.D. 2

#8

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA REQUESTING THE CALIFORNIA STATE HIGHWAY COMMISSION TO PROVIDE AN INTERCHANGE CROSSING BETWEEN THE FUTURE STATE ROUTE 5 FREEWAY (17) AND THE PROPOSED CAPITOL EXPRESSWAY IN THE VICINITY OF LENDRUM AVENUE

WHEREAS, the Board of Supervisors of the County of Santa Clara has adopted the Circulation Element of the County General Plan for Major Streets and Highways for the County of Santa Clara; and

WHEREAS, the State Route 5 Freeway (17) and the Capitol Expressway are included within said General Plan; and

WHEREAS, the Capitol Expressway will serve as a primary traffic carrier for the East San Jose and Evergreen areas, connecting these segments of the County and the City of San Jose to the Central Business District and other major shopping areas; and

WHEREAS, the City of San Jose and the County of Santa Clara are presently jointly financing the construction of the Capitol Expressway from Aborn Road to Senter Road; and

WHEREAS, the City of San Jose and the County of Santa Clara are preparing joint agreements to complete the Capitol Expressway from Senter Road to Almaden and have approved financing for these projects; and

WHEREAS, the County of Santa Clara will participate with the City of San Jose in the construction of the Capitol Expressway from Jackson Avenue to Aborn Road prior to or coincident with the construction of State Route 5 Freeway (17).

NOW, THEREFORE, the Board of Supervisors of the County of Santa Clara does hereby request the California State Highway Commission to provide an interchange crossing between the future State Route 5 Freeway (17) and the proposed Capitol Expressway

cc: Public Works.
Co. Counsel

DEC 9 1963

ADOPT: 10/S. YES: ~~L D M S S2~~
NO: ABSTAINS:
ABSENT:

in the vicinity of Lendrum Avenue.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on DEC 9 1963, 19__, by the following vote:

AYES: Supervisors, Levin Della Maggiore Spangler Mehrkens Sanchez

NOES: Supervisors, None

ABSENT: Supervisors, None

Chairman of the Board of Supervisors

ATTEST: JEAN PULLAN, Clerk of the Board of Supervisors

BAYSHORE Hwy. Rt. 68.

DEED STATUS

PROJECT: 10 Drainage Easm't No. W by Tract 2684

LEGAL OWNER: Sunny Read.

OWNERSHIP CERTIFICATION:

DATE REQUESTED: 4-7-60 by EAB

DATE RECEIVED: 5-9-60 by EAB.

DATE CHECKED: 5-9-60 by EAB.

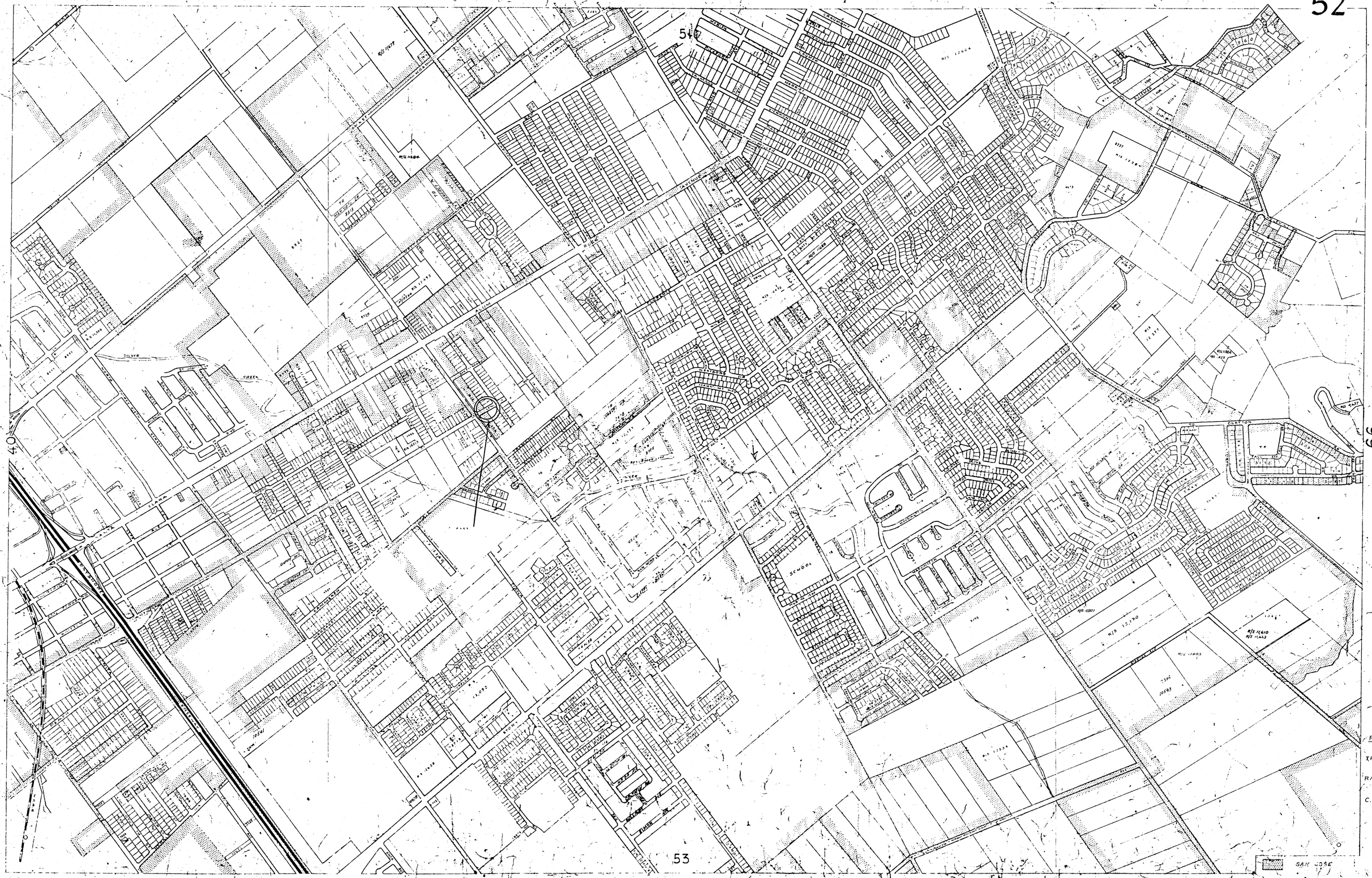
PROCESSED: 5-16-60 by EAB.

ACTION: 1 _____

2 Date to B/S _____

3 Date to B/S O.K. _____

Filing - not one JP.



REVISED
TR 6/14/6
RIS 6/12/6
C.L.

COUNTY OF SANTA CLARA

Roads General
State Hwys Rt 5

Office of the BOARD OF SUPERVISORS

#24

DATE Sept 5, 1963

THE BOARD OF SUPERVISORS AT ITS MEETING OF Sept 3, 1963
REFERRED THE ATTACHED COMMUNICATION TO:

Att: Ruth Harkness

Public Works
DEPARTMENT

DIRECTIVE:

- [ ] STUDY AND RECOMMENDATION
- [ ] REPORT
- [ ] ATTEND MEETING
- [ ] PREPARATION OF NECESSARY PAPERS
- [ ] POWER TO ACT
- [ ] APPROPRIATE ACTION
- [ ] NOTIFY WRITER OF ACTION
- [ ] CONSIDERATION
- [ ] RECONSIDERATION
- [ ] REPLY TO WRITER

REMARKS:

ATTEST: JEAN PULLAN, CLERK OF THE BOARD

BY Eileen Owen

10-SP-5A Rev. 5-62

J. C. WOMACK
STATE HIGHWAY ENGINEER

EDMUND G. BROWN
GOVERNOR OF CALIFORNIA

John Erreca
~~ROBERT B. BRADFORD~~
DIRECTOR

#24

STATE OF CALIFORNIA
Department of Public Works
SACRAMENTO

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

August 21, 1963

PLEASE REFER TO
FILE No.
IV-SCl-5-Var.

Board of Supervisors
County of Santa Clara
County Administration Building
70 West Rosa Street
San Jose 10, California

Gentlemen:

Reference is made to your letter of March 8, 1963, forwarding four certified copies of resolution adopted by the Board of Supervisors of Santa Clara County on March 4, 1963, relating to construction of a connection of State Sign Route 17 (Legislative Route 5) and the proposed San Tomas Expressway.

Your resolution was supplemented by Mr. James T. Potts', Assistant Director, Santa Clara Department of Public Works, communication of April 12, 1963, which forwarded to our District IV office 1985 traffic information and proposed geometric plan for Route 5 Interchange developed by Santa Clara County.

Mr. Potts requested our comments on the County's plan and possible commitments of the State regarding the financing of revisions to the existing interchange if the County provided all rights of way necessary for construction of proposed modifications.

The traffic projections and proposed plan furnished by Santa Clara County have been reviewed. Our predictions agree closely with the County's for the year 1985.

In regard to the geometric plan, we believe a more satisfactory plan would be obtained if it is altered as shown on Drawings No. 2850-6-9A and 6-9B which are being forwarded to you under separate cover.

The loop ramp proposed by the County in the southwest quadrant has been eliminated as it is felt that loop ramp access to Camden Avenue (future San Tomas Expressway) combined with traffic signals on Camden Avenue

Date SEP 3 1963
APPROVED
RE: CE CC PC DPW FLD
NO: ABSTAIN:

Copy each Bd Member - HWC - DPW - CC - ~~PC - Wel~~

east of Route 5 would create operational difficulty in the weaving sections on Camden Avenue between the two proposed loop ramps. In this respect, it is recommended that the proposed loop ramp in the southwest quadrant be replaced by a diamond facility. It is further recommended that right of way be acquired to provide for a future loop ramp, as indicated, in the northwest quadrant.

In the northeast quadrant, it is recommended that White Oaks Road be closed, removing access to and from the on ramp, thereby providing full access control.

The ramp connections in the southeast quadrant have been revised to eliminate the requirement to close White Oaks Avenue.

It is our understanding that on July 31, 1961, Santa Clara County officials reviewed the proposed revised plan and expressed satisfaction with it.

It is our opinion that the existing diamond interchange will handle expected traffic volumes for some time following the County's expressway construction in 1967. When and if traffic develops to the extent that freeway operation is affected, such modifications as required to alleviate the condition will be given consideration. This, of course, will be dependent upon availability of funds.

If the State's suggestions for the interchange modification, as shown on prints of Drawings No. 2850-6-9A and 6-9B are acceptable to the County, State will furnish County information for its use in the protection of right of way for the planned facility.

Sincerely,

J. C. WOMACK
State Highway Engineer

By R. L. Legana
Deputy State Highway Engineer

Sep. Cov.

Roads Gen
State Hwys
Rt 5

ORIGINAL

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.

June 4, 1963

IV-SC1,Ala-5-SJs,A,Mps;Fmt
63-04T09H2795.0

Honorable Board of Supervisors
County of Santa Clara
Room 524
70 West Rosa Street
San Jose, 10, California

Gentlemen:

I wish to advise that on May 22, 1963, the California Highway Commission passed a resolution changing the location of State Highway Route 5 in Santa Clara and Alameda Counties and the Cities of San Jose, Milpitas and Fremont between Route 115 and 0.4 mile south of Prune Avenue and establishing a freeway thereon.

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

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

Your cooperation is requested in advising this office of any contemplated subdivisions, applications for building permits, or plans for other possible conflicting developments on or near the adopted freeway route. It will then be possible for us to contact the prospective developer in an effort to reach a mutually satisfactory understanding.

Copies of this letter and attachments are being transmitted to the County Planning Commission, the Director of Public Works and the Supervisor of the Building Inspection Division.

Yours very truly,

J. P. SINCLAIR
Asst. State Highway Engineer

By C. F. Greene

C. F. GREENE
District Engineer

Attachment

Passed by C.H.C.
MAY 22 1963

IV-SCl,Ala-5-SJs,A,Mps;Fmt

RESOLUTION CHANGING LOCATION OF STATE HIGHWAY
AND DECLARING A FREEWAY

RESOLVED by the California Highway Commission that pursuant to the authority vested in it by law, this Commission does hereby alter and change the location of a section of State Highway Route 5, in Santa Clara and Alameda Counties and in the Cities of San Jose, Milpitas and Fremont between Route 115 and 0.4 mile south of Prune Avenue, and officially designated as Road IV-SCl,Ala-5-SJs,A,Mps;Fmt, as said location is shown on the map submitted on April 23, 1963, by J. C. Womack, State Highway Engineer; and

BE IT FURTHER RESOLVED that said section of State highway, as so altered and changed, is adopted as the location of said section of State highway provided, however, that the existing traversable highway shown on said map as the existing State highway shall remain as the State highway location until the section of State highway adopted by this resolution has been constructed and is opened for traffic and appropriate disposition of the existing State highway has been made as provided by law; and

BE IT FURTHER RESOLVED that said section of State highway is declared to be a freeway, as said term is defined in the Streets and Highways Code, and shall have the status of a freeway for all purposes provided by law and is designated as a part of the California Freeway and Expressway System.

BE IT FURTHER RESOLVED that this Commission has found and determined, and hereby declares, that such alteration and 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 22nd day of May, 1963, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 23rd day of May, 1963.

Robert T. Martin

ROBERT T. MARTIN
ASSISTANT SECRETARY OF THE
CALIFORNIA HIGHWAY COMMISSION

EST. 1566. 54416 12-61 5M SPO

Rds Gen State Hwys
Route 5

#30

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

DISTRICT IV
150 OAK STREET
SAN FRANCISCO 2, CALIFORNIA
UNderhill 3-0222

April 26, 1963

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

PLEASE REFER
TO FILE NO.

IV-SCl,Ala-5-SJs,A,Mps;Fmt
63-04T09H2795.0

Rt 5

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 in Santa Clara and Alameda Counties between Route 115 and 0.4 mile south of Prune Avenue, Road IV-SCl,Ala-5-SJs,A,Mps;Fmt.

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. For your information, the recommended routing conforms to the studied alternate referred to as Line A in the accompanying "Report of Route Studies".

On receipt of the State Highway Engineer's recommendation, the Commission on April 24, 1963, passed a resolution declaring its intention to consider the adoption as a freeway of the subject portion of State highway. A copy of this "Notice of Intention on Freeway Location" resolution is attached.

As you will recall, the staff of the Division of Highways held a public hearing in Milpitas on March 27, 1963, to present the results of its studies with respect to this project and to receive in return from those present any additional information which may have a bearing on the routing, particularly with regard to the local community aspects. All of the information presented for record at and subsequent to this hearing has been forwarded to the Commission for its consideration. In addition, each member of the Commission has been furnished a copy of the transcript of the proceedings of this hearing to facilitate his personal review of the project proposal.

Date MAY 6 1963
APPROVED
RE: CB CC PC DPW FLD
NO: ABSTAINS:

Copy each Bd Member - HWC - DPW - CC ~~- PC - Wel~~ + 1

The motion by your Honorable Board on April 1, 1963, waiving a hearing by the California Highway Commission is on file.

Sincerely,

J. C. WOMACK
State Highway Engineer

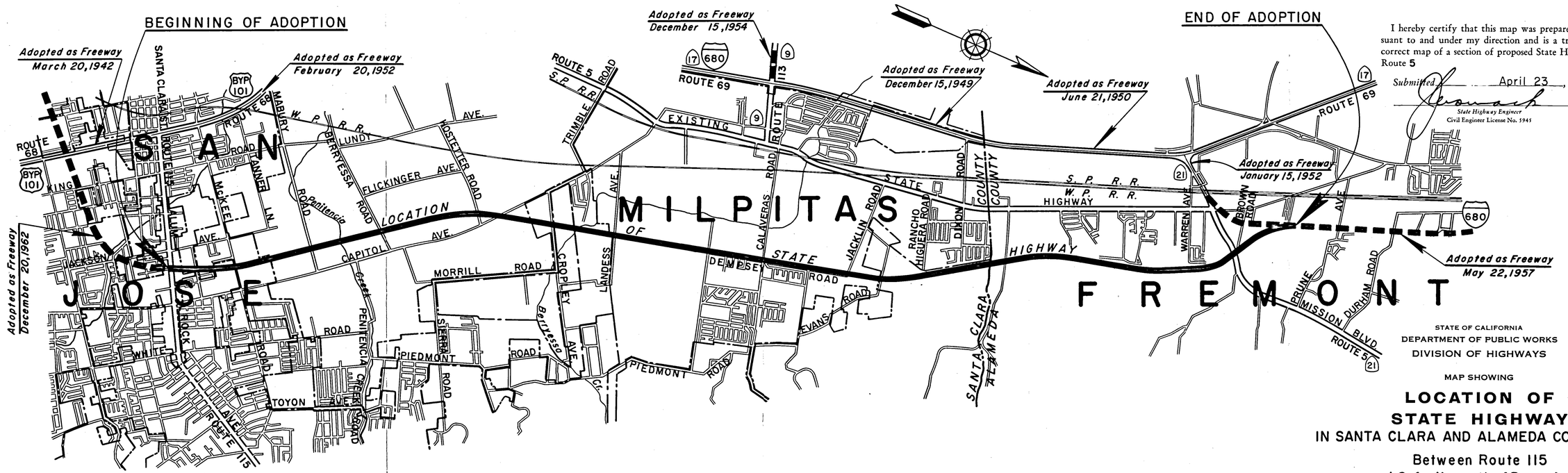
By J. P. Sinclair

J. P. SINCLAIR
Asst. State Highway Engineer

NOTICE OF INTENTION ON FREEWAY LOCATION, ROAD IV-SCl,Ala-5-SJs,A, Mps;Fmt

WHEREAS, memorandum dated April 23, 1963, by J. C. Womack, State Highway Engineer, reporting to the California Highway Commission that studies for a freeway along a revised location of State highway in Santa Clara and Alameda Counties between Route 115 and 0.4 mile south of Prune Avenue, Road IV-SCl,Ala-5-SJs,A,Mps;Fmt have been completed and submitting therewith a map showing the location which is recommended for adoption; having been read and discussed,

NOW THEREFORE BE IT RESOLVED that the State Highway Engineer be authorized and directed to give public notice of the Commission's intention to consider the adoption of a location of a freeway on State highway in Santa Clara and Alameda Counties between Route 115 and 0.4 mile south of Prune Avenue, Road IV-SCl,Ala-5-SJs,A,Mps;Fmt and also to give written notice to the Boards of Supervisors of Santa Clara and Alameda Counties and the City Councils of San Jose, Milpitas and Fremont of such intention. Such notice to the Board of Supervisors of Alameda County and the City Councils of San Jose, Milpitas and Fremont shall specify that if any of these bodies considers a public hearing on the matter necessary, the Commission will hold or cause to be held such hearing, if requested by such local legislative body within thirty days after the first regular meeting of such local legislative body following receipt of written notice by the State Highway Engineer.



I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 5

Submitted April 23, 1963

State Highway Engineer
Civil Engineer License No. 1945

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

MAP SHOWING

LOCATION OF STATE HIGHWAY

IN SANTA CLARA AND ALAMEDA COUNTIES

Between Route 115
and 0.4 mile south of Prune Avenue

IV-SCl,Ala-5-SJs,A,Mps;Fmt

A FREEWAY

Scale in Feet
0 1500 3000 6000

I hereby certify that by resolution of the California Highway Commission on May 22, 1963 the location of State Highway on this map was selected, adopted and determined as the location for a section of State Highway Route 5 and declared a Freeway.

Attest: Secretary
California Highway Commission

Approved: May 22, 1963

Director of Public Works and Ex Officio Member and Chairman of the California Highway Commission

Member of California Highway Commission

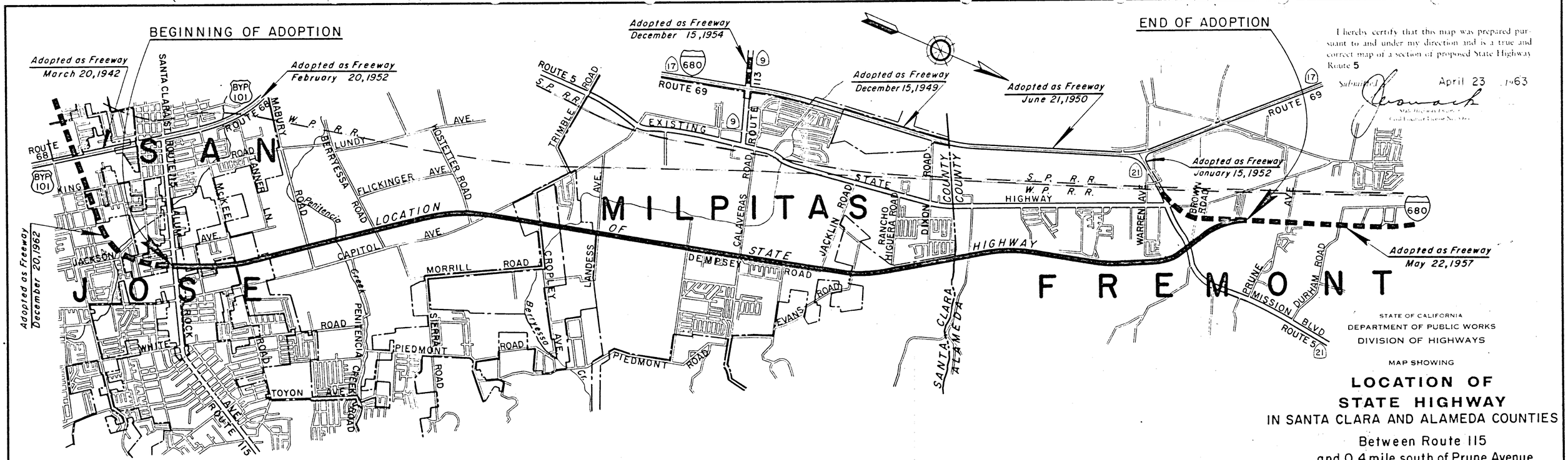
Member of California Highway Commission

Member of California Highway Commission

Member of California Highway Commission

Member of California Highway Commission

Member of California Highway Commission



I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 5

Submitted April 23 1963

State Highway Engineer

Civil Engineer License No. [illegible]

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

MAP SHOWING

LOCATION OF STATE HIGHWAY

IN SANTA CLARA AND ALAMEDA COUNTIES

Between Route 115
and 0.4 mile south of Prune Avenue

IV-SCl,Ala-5-SJs,A,Mps;Fmt

A FREEWAY

Scale in Feet
0. 1500 3000 6000

I hereby certify that by resolution of the California Highway Commission on the location of State Highway on this map was selected, adopted and determined as the location for a section of State Highway Route 5 and declared a Freeway.

Attest:

Secretary
California Highway Commission

Approved:

Director of Public Works and Ex Officio
Member and Chairman of the
California Highway Commission

Member of California Highway Commission

Member of California Highway Commission

Member of California Highway Commission

Member of California Highway Commission

Member of California Highway Commission

Member of California Highway Commission

REPORT

OF

ROUTE STUDIES

RELATIVE

TO

THE FREEWAY LOCATION OF

STATE HIGHWAY ROUTE 5

IN SANTA CLARA AND ALAMEDA COUNTIES

BETWEEN

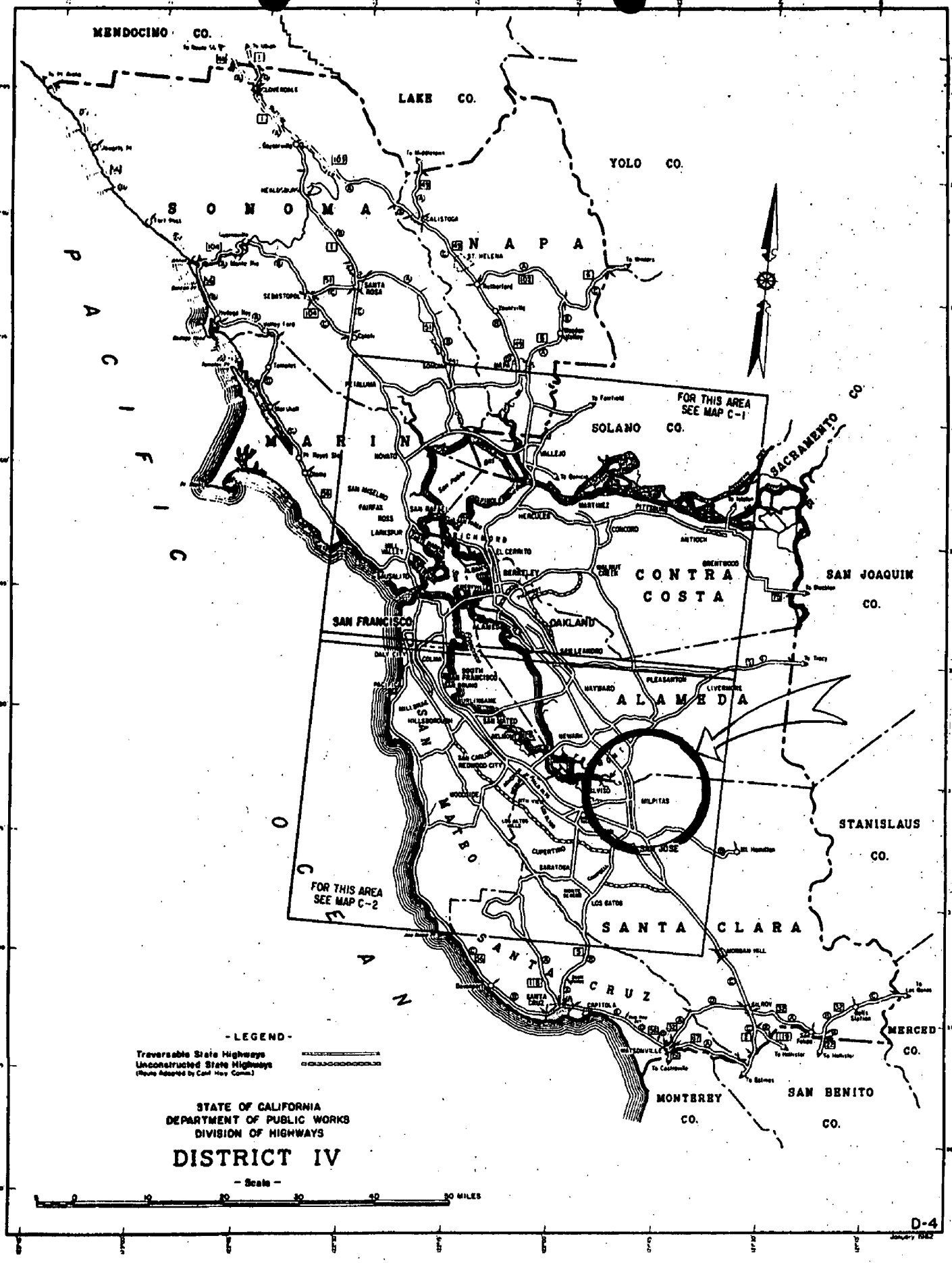
ROUTE 115 (ALUM ROCK AVE.) IN SAN JOSE

AND

ADOPTED ROUTE 5 NEAR PRUNE AVENUE IN FREMONT

IV-SCl;Ala-5-SJs,A,Mps;Fmt

APRIL 1963


MENDOCINO CO.
LAKE CO.
YOLO CO.
SONOMA
NAPA
PACIFIC
MARIN
SOLANO CO.
SACRAMENTO CO.
FOR THIS AREA SEE MAP C-1
CONTRA COSTA
SAN JOAQUIN CO.
SAN FRANCISCO
OAKLAND
ALAMEDA
SAN MATEO
STANISLAUS CO.
SANTA CLARA
SANTA CRUZ
MERCED CO.
MONTEREY CO.
SAN BENITO CO.
FOR THIS AREA SEE MAP C-2
OCEAN
-LEGEND-
Traversable State Highways
Unconstructed State Highways
(Route Adopted by Calif Hwy Comm.)
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
DISTRICT IV
-Scale-
0 10 20 30 40 50 MILES

PROPOSAL

Relocation and construction to freeway standards of the portion of State Highway Route 5 in Santa Clara and Alameda Counties between Route 115 (Alum Rock Avenue) in San Jose and Prune Avenue in Fremont, a length of about 11.5 miles.

PRINCIPAL CITIES:

The City of San Jose (population 258,000) is at the south project limit. The routing passes through the City of Milpitas (population 10,000) and the City of Fremont (population 57,600), located at the north project limit.

EXISTING HIGHWAY:

A. Legislative Description

The legislative description of Route 5 reads in part from:

a) Route 56 near Santa Cruz to Route 68 near Story Road.

b) Route 68 near San Jose to Route 4 near Stockton via Hayward.

The portion under consideration is located at the southerly segment described under (b) above.

B. Existing Facility

Existing Route 5 within the project limits is generally a two-lane conventional highway with traveled ways varying from 20 to 40 feet wide. Exceptions to this are three and four-lane segments north of the Santa Clara-Alameda County Line and south of Coyote River, which vary in width from 30 to 48 feet.

C. Federal Aid Routes

This portion of Route 5 is included in the Federal Aid System of Highways under the designation of FAP 22.

D. Principal Deficiencies

The principal deficiencies of the existing route are limited capacity for growing traffic, low design speed, lack of access control, congestion through Milpitas, and three railroad grade crossings.

TRAFFIC:

The present average daily traffic volumes for this portion of existing Route 5 range from about 5600 at Coyote Creek to 9600 at Alviso-Milpitas Road and 4300 south of Mission Boulevard. Northerly on Mission Boulevard the present average daily traffic is approximately 9500. Commercial traffic constitutes about 11 per cent of the foregoing volumes.

ROUTE PLANNING:

The subject portion of Route 5 is included in the California Freeway and Expressway System.

The freeway routing for the adjacent segment of Route 5 southwesterly of this project was adopted on December 20, 1962.

The freeway routing for the contiguous segment of Route 5 to the north was adopted on May 22, 1957, and a freeway agreement with the City of Fremont was executed on June 19, 1958. The portion of this prior adoption between Route 69 at Warm Springs and the northerly project limit would be replaced as Route 5 by the project herein presented. However, it is proposed to redesignate this segment as Route 69.

MASTER PLANS:

The County of Santa Clara has a General Plan which was adopted April 17, 1960. The City of San Jose has a general Plan adopted February 14, 1961. The City of Milpitas has a General Plan adopted in January of 1958, however, a new General Plan is now being prepared. The City of Fremont has a General Plan adopted August 7, 1962. The studied location, Alternate "A", discussed later in this report, is in general agreement with locations shown on these General Plans.

Alameda County has a master plan adopted in October of 1957 which shows a freeway along the general alignment of the existing highway within the project limits. This master plan, however, is now undergoing revision.

AGRICULTURAL LANDS:

Although some of the land traversed is presently in agricultural use, general plans of the cities in the area indicate future residential or industrial development.

PROPOSED TYPICAL SECTION:

The estimates for this portion of Route 5 are based on construction of a six-lane freeway with a minimum median width of 60 feet. This will permit ultimate development to eight lanes with a minimum median width of 36 feet.

The possible provision of separated roadways for sections of the routing along the foothills northerly of Calaveras Road will be studied during design of the project.

STUDIES OF ALTERNATE ROUTES:

During the preliminary studies two basic locations, Alternates A and B, and one variation, Line E, were developed in detail.

Alternate A

Beginning at existing Route 115 (Alum Rock Avenue), Line A is east of and generally parallel to the Pacific Gas and Electric Company's right of way to Hostetter Road and then proceeds northerly along Dempsey Road to the base of the hills. It then follows the base of the hills to near East Warren Avenue where it curves to the west crossing existing Route 5 (Mission Boulevard) to join the adopted location of Route 5 about 0.4 mile south of Prune Avenue.

The principal controls for the A Line starting at Alum Rock Avenue and progressing northerly are:

1. The developed areas between Alum Rock Avenue and McKee Road.

2. The P.G. & E. Transmission Line, generally parallel to and from 1200 to 1400 feet or so west of Capitol Avenue from Alum Rock Avenue to north of Berryessa Road.

3. Berryessa Elementary School, located on the west side of Capitol Avenue north of Berryessa Road.

4. The developments along Dempsey Road.

5. Russell Junior High School, north of Evans Road.

6. The developed areas around Dixon Road

7. The high school site and developed areas off East Warren Avenue.

Alternate B

Beginning at Alum Rock Avenue and extending northerly, Line B is common with Line A to McKee Road. It then departs on an alignment east of the A Line crossing Capitol Avenue just south of Mabury Road to run diagonally across agricultural lands to a location just east of the developed area south of Calaveras Road. At Calaveras Road, Line B curves northwesterly and then proceeds on a tangent alignment to a junction with Line A south of Dixon Road and is common with the A Line to the north project limit.

The principal controls for the B Line proceeding south to north are:

1. A new supermarket at McKee and Capitol Avenue.

2. Schools and developments around Sierra Road.

3. A cemetery on Piedmont Road south of Calaveras Road.

4. The schools and developed areas along Piedmont Road and Evans Road.

5. The foothills to the east.

Line E Variation

The E Line variation is located at the north project limit. It departs from the A Line about 0.2 mile south of Mission Boulevard on an alignment which varies up to about 1,100 feet to the east and then curves to the west joining the A Line near Prune Avenue. The location was studied at the request of the City of Fremont as an alternate which would miss the existing deep water well located about 0.2 mile south of Prune Avenue on the A Line. This line also would save expensive development fronting on Brown Road. It provides slightly better traffic service and is estimated to cost about $170,000 less than Line A.

The locations of Lines A, B, and E are shown on the attached map Exhibit "A". Comparative Engineering and Economic Data are included in the attached summary Exhibit "B".

In addition to the foregoing, two other variations of Line A were investigated but later dropped from consideration. One of these involved a shift in alignment from the east side to the west side of the P.G. and E transmission line on the southerly portion of the project between McKee and Hostetter Roads. This was found to cost about $1,000,000 more than Line A without offering any compensating advantages.

The other variation investigated involved a westerly shift in the routing on the northerly portion of the project between Warren Avenue and Prune Avenue. This was discarded because it would affect an existing golf course north of Mission Boulevard, would cost $200,000 more, and provide $2,000,000 less in user benefits than Line A.

ACTION TAKEN SUBSEQUENT TO INITIATION OF STUDIES

A. Conferences and/or Meetings

Since initiation of studies during 1960, there have been numerous discussions and/or meetings with local officials of Santa Clara and Alameda Counties, the Cities of San Jose, Milpitas and Fremont and with other interested individuals.

B. Local Authorities Notified of Section 75.5 of the Streets and Highways Code.

On June 20, 1960, the Board of Supervisors of Santa Clara and Alameda Counties and the City Councils of San Jose, Milpitas, and Fremont were informed by letter of the initiation of studies and of the provisions of Section 75.5 of the Streets and Highways Code. No information with respect to this section of the Code was offered by any of the Cities for presentation at the public hearing.

C. Other State Agencies Contacted in Conformance with Section 84 of the Streets and Highways Code and SCR 19 (1958)

The State Lands Division, the Department of Conservation, the Department of Parks and Recreation, the Division of Beaches and Parks and the Division of Small Craft Harbors were notified of the proposed project and invited to attend the public hearing by letters dated February 21, 1963.

An answer has been received from the Division of Beaches and Parks requesting that their Archeological Staff be advised of further developments on this route.

D. Other Necessary Contacts with State and Federal Agencies

By letters dated February 21, 1963, the Division of Aeronautics, the Department of Agriculture, the Department of Water Resources, the Department of Fish and Game, the Department of Finance, Division of Architecture, the Public Utilities Commission, and the U.S. Army Corps of Engineers were advised of the proposed project and invited to attend the public hearing. A reply has been received from the Public Utilities Commission advising that there is no apparent conflict of interests. A representative of the Corps of Engineers attended the public hearing and called attention to several stream crossings. He was assured of cooperation by the Division as the design of the project proceeds.

E. Public Hearing

A well publicized public hearing was held by the Division of Highways on March 27, 1963, in the Milpitas City Hall Auditorium. There were approximately 125 persons present including representatives from Alameda County, Santa Clara County, the Cities of San Jose, Milpitas, and Fremont, the U.S. Bureau of Public Roads, U.S. Corps of Engineers, and various local school districts.

The Assistant State Highway Engineer, District IV, presided at this hearing at which Alternates A and B and the E Line variation were presented without an expression of preference.

All those who spoke in general, expressed support for the A Line or opposition to the B Line. Only one person expressed support for the E variation.

A representative of the U.S. Corps of Engineers, stated his agency would cooperate fully with the Division to coordinate plans in the interest of water resources development.

The Santa Clara County Director of Public Works stated he would make a recommendation to the Board of Supervisors and that the Board in turn would make a recommendation shortly to the Highway Commission

Mr. Perrich, Chief Deputy Surveyor of Alameda County, stated the Board of Supervisors of that County will make a recommendation soon. He subsequently submitted a letter dated April 8, 1963, to the Division of Highways recommending Line A in Alameda County.

The San Jose City Engineer stated that San Jose favors the A Line, and has taken steps to preserve and protect this route.

The City Manager of Milpitas introduced a City Council resolution favoring the A Line. This routing was also endorsed by the Milpitas Planning Consultant on the basis that it would best serve Milpitas and adjacent communities.

The City Planner of Fremont introduced a City Council resolution favoring the A Line and opposing the E variation.

The Boards of Trustees of the East Side Union High School District and the Milpitas Elementary School District went on record favoring Line A.

The Planning Director for Bradrick Homes Subdivision, north of Brown Road, endorsed the A Route over the E variation.

Mr. Lopez, a property owner north of Brown Road, favored the E variation since this would miss a well on his property.

Copies of the transcript of proceedings and the report of this public hearing containing the documents mentioned above were forwarded for the Commission's attention under date of April 16, 1963.

F. Letters and documents received subsequent to the Public Hearing

Prior to and subsequent to the public hearing, several letters have been received with respect to this project. This material is included in the Report of the Public Hearing.

Subsequent to the preparation of the Report of Public Hearing, a resolution was received from the Board of Supervisors of Santa Clara County. This resolution which was adopted on April 1, 1963, approves the alignment of Alternate A and waives the need for a public hearing by the California Highway Commission.

ATTACHMENTS:

Exhibit A - Location map showing the alternate routes presented at the public hearing.

Exhibit B - Summary of Engineering and Economic data.

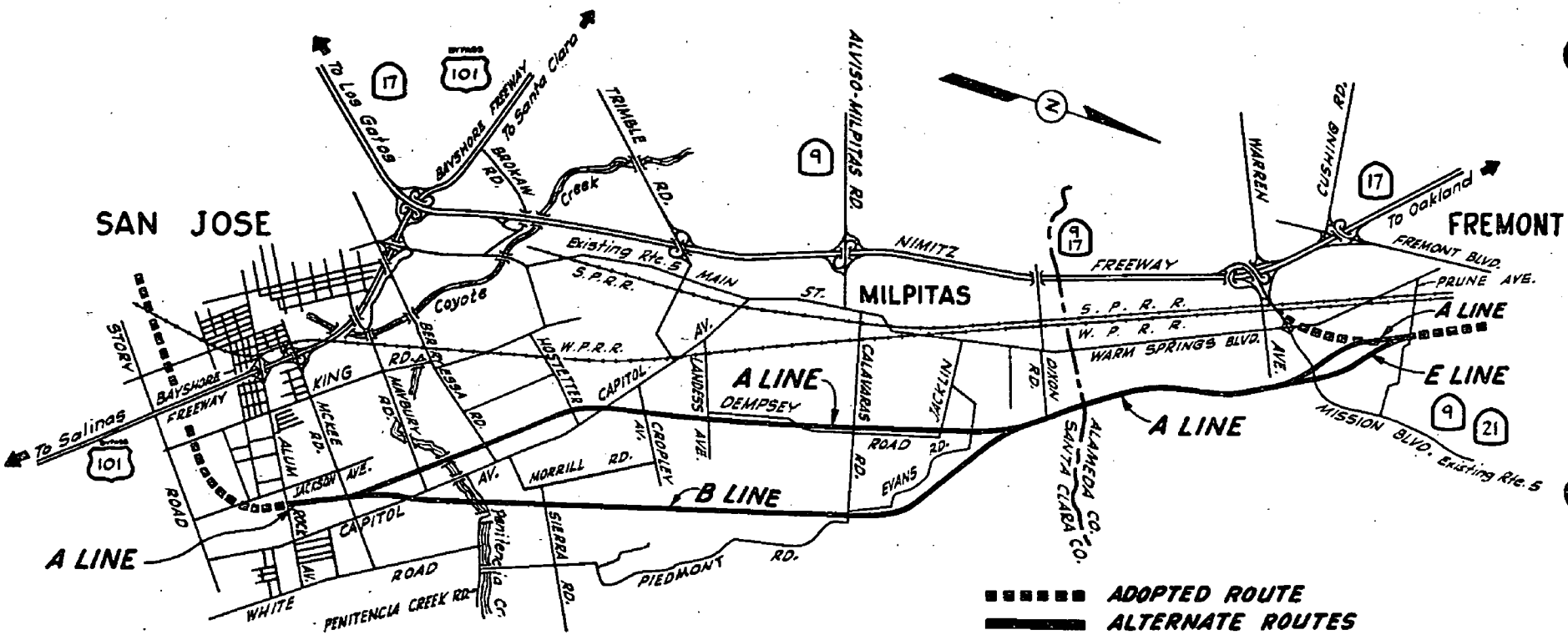

SAN JOSE
MILPITAS
FREMONT
To Los Gatos
To Santa Clara
To Oakland
To Salinas
BAYSHORE FREEWAY
BROKAW RD.
TRIMBLE RD.
ALVISO-MILPITAS RD.
NIMITZ FREEWAY
WARREN
CUSHING RD.
FREMONT BLVD.
PRUNE AVE.
MISSION BLVD.
Existing Rte. 5
WARM SPRINGS BLVD.
S.P.R.R.
W.P.R.R.
MAIN ST.
Coyote Creek
STORY
KING RD.
McKEE RD.
ALUM ROCK AV.
CAPITOL AV.
CAPITOL ROAD
WHITE ROAD
PENITENCIA CREEK RD.
Penitencia Cr.
BERRYESSA RD.
MAYBURY RD.
HOSTETTER
CAPITOL AV.
CROPLEY AV.
LANDESS AVE.
MORRILL RD.
SIERRA RD.
PIEDMONT RD.
DEMPSEY ROAD
CALAVERAS RD.
EVANS RD.
JACKLIN RD.
DIXON RD.
ALAMEDA CO.
SANTA CLARA CO.
A LINE
B LINE
E LINE
ADOPTED ROUTE
ALTERNATE ROUTES

EXHIBIT A

SUMMARY OF ENGINEERING AND ECONOMIC DATA

Route 5 between Route 115 & Adopted Route 5 near Prune Avenue

Line	Constr. Length (Miles)	Estimated Costs ($1,000) Constr.	R/W	Total	Improvements Req'd.	20 Yr. User Savings ($ Millions)
A	11.5	15,290	6,620	21,910	69	86.4
ABA	11.6	15,500	5,790	21,290	76	78.7
E Variation Compared to A	0	-60	-110	-170	-6	+0.5

IV-SCl,Ala-5-SJs.A,Mps;Fmt

EXHIBIT "B"

April 11, 1963

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

Subject: Resolution approving alignment plans for State Route 5 and waiving public hearings thereon

Attention: Mr. C. F. Greene, District Engineer

Dear Mr. Sinclair:

Enclosed you will find three certified copies of a resolution adopted by the Board of Supervisors of the County of Santa Clara at its regularly scheduled meeting on April 1, 1963. This resolution approves the alignment plans for State Route 5 (Capitol Freeway) and waives the need for public hearing thereon before the California State Highway Commission.

The enclosed copies are for your records.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan, Clerk
of the Board of Supervisors

JP:DMR:bc
Encl.
cc: Public Works Dept. w/resol
County Counsel w/resol

Res. Gen. State Hwy. Rt. 5

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, APPROVING THE ALIGNMENT PLANS FOR STATE ROUTE 5 (CAPITOL FREEWAY) AND WAIVING PUBLIC HEARINGS THEREON

WHEREAS, the State of California Department of Public Works, Division of Highways, has conducted a public hearing on March 27, 1963 relating to the location of State Route 5 (Capitol Freeway) between State Route 115 (Alum Rock Avenue) and the existing State Route 5 near the City of Fremont; and

WHEREAS, the State Division of Highways submitted at said public hearing alternate alignments identified as Route "A" and Route "B"; and

WHEREAS, this Board of Supervisors desires to adopt Route "A" alignment of said Capitol Freeway as presented at said public hearing on March 27, 1963.

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors of the County ofSanta Clara does hereby approve the precise alignment for State Route 5 (Capitol Freeway) between State Route 115 and existing State Route 5 near the City of Fremont as shown on alternate alignment Route "A" as presented at the public hearing of March 27, 1963, and this Board further waives the need for public hearing thereon before the California State Highway Commission.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on April 1, 1963, by the following vote:

AYES: Supervisors, Sanchez, Della Maggiore, Levin, Mehrkens

NOES: Supervisors, None

ABSENT: Supervisors, Spangler

R. H. Mehrkens
Chairman, Board of Supervisors

ATTEST: JEAN PULLAN, Clerk of the Board of Supervisors

Jean Pullan

ADOPT: 4/1 YES: L D M S S
NO: ABSTAINS:
ABSENT: S

c.c. Pub. Wks. Counsel

JRK:meb-4/11/63

Lt. ate 5

#23

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

February 21, 1963

PLEASE REFER TO FILE NO.
IV-SCl,Ala-5-SJs,A,Mps,Fmt
63-04T09H2795.0

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

Attention: Mr. Ralph H. Mehrkens, Chairman

Gentlemen:

The Division of Highways has scheduled a public hearing at 2:00 p.m., Wednesday, March 27, 1963, in the City Hall Auditorium located at 160 North Main Street, Milpitas, California.

The purpose of the hearing is to present the results of studies for the location of legislative Route 5, from Alum Rock Avenue in San Jose, to adopted Route 5 near Prune Avenue in Fremont.

No specific recommendations will be made by the Division of Highways at this hearing. Representatives of local governments, civic groups, and individuals are encouraged to be present and express their views concerning factors which could influence the location and development of the freeway. Comparative data will be presented on several alternative studies.

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

Attached is a copy of Section 75.5, together with a resolution of the California Highway Commission which was adopted on February 26, 1958, setting forth current procedures for adoption of freeway locations in California.

Date MAR 4 1963
APPROVED [illegible]
RE: CE CC PO DPW FLD
NO: ____ ABSTAINS: ____

Copy each Bd Member - HWC - DPW - CC - ~~PC - Wel~~

23.

If the County wishes to avail itself of the provisions of Section 75.5 regarding presentation of data on the merits of one alternate over another with respect to community values, an opportunity will be provided at this hearing.

Prior to the hearing, exhibits showing various studies will be displayed for public review from 2:00 p.m. to 9:00 p.m., Thursday March 14, 1963 in the City Hall Auditorium located at 160 North Main Street, Milpitas, California.

Very truly yours,

J. P. Sinclair

J. P. SINCLAIR
Asst. State Highway Engineer

#23

Assembly Bill No. 65

CHAPTER 69

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

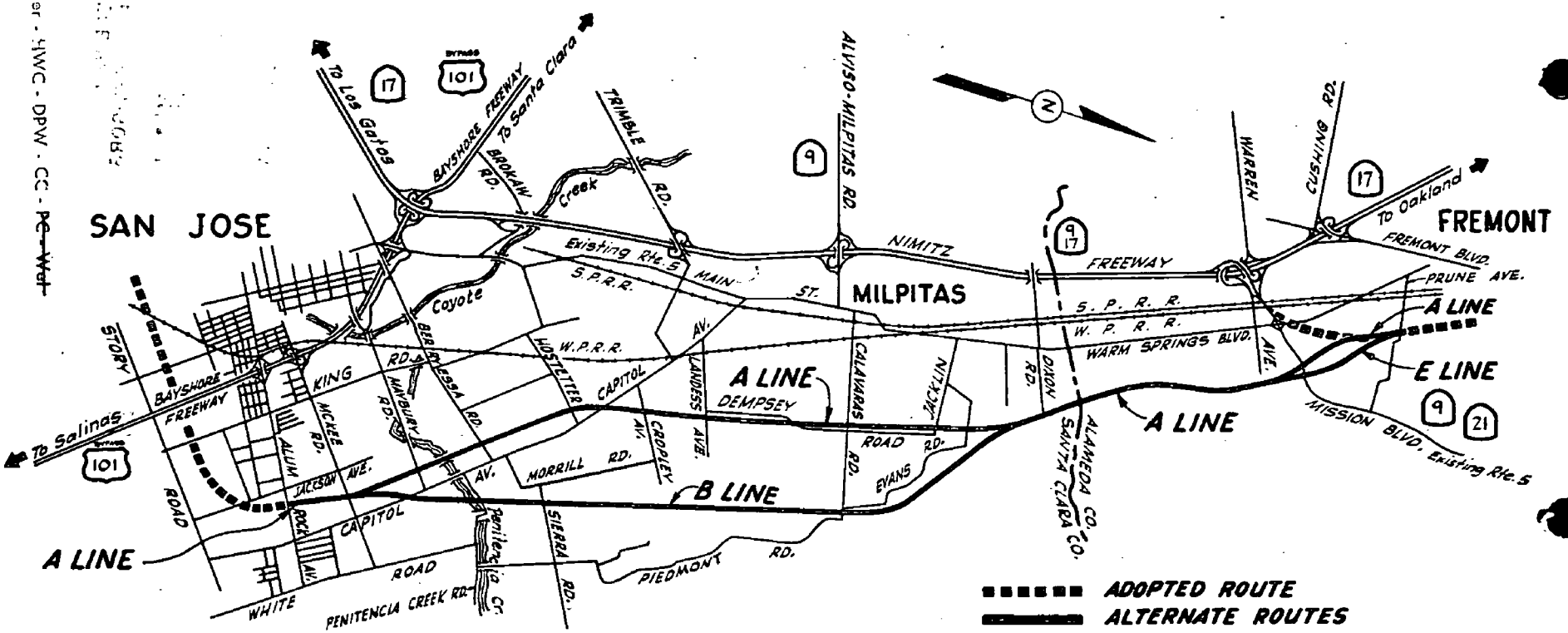
7. At any public meetings held by the State Highway Engineer, or his authorized representative, any material transmitted by an affected city or county pursuant to Section 75.5 of the Streets and Highways Code shall be presented at the meeting by the person conducting the meeting or hearing, if so requested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

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

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

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

#23



Copy each Bd Member - HWC - DPW - CC - ~~PC - Wat~~

State Rte. 5.

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.

January 14, 1963

IV-SC1-5-D,SJs
56-04T09H1466.0
60-04T09H2084.0

Honorable Board of Supervisors
County of Santa Clara
70 West Rosa Street, Room 524
San Jose, 10, California

Gentlemen:

I wish to advise that on December 20, 1962, the California Highway Commission passed resolutions adopting the route for a portion of State Highway Route 5 in Santa Clara County between Route 239 and 115 and establishing a freeway thereon.

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

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

Your cooperation is requested in advising this office of any contemplated subdivisions, applications for building permits, or plans for other possible conflicting developments on or near the adopted freeway route. It will then be possible for us to contact the prospective developer in an effort to reach a mutually satisfactory understanding.

Copies of this letter and attachments are being transmitted to the County Planning Commission, the Director of Public Works and the Supervisor of the Building Inspection Division.

Yours very truly,

J. P. SINCLAIR
Asst. State Highway Engineer

By C. F. Greene

C. F. GREENE
District Engineer

Passed by C.H.C.
DEC 2 0 1962

RESOLUTION ADOPTING STATE HIGHWAY ROUTE IV-SCl-5-D,SJs

Resolved by the California Highway Commission that pursuant to the authority vested in it by law, this Commission does hereby select and adopt, as a part of the California Freeway and Expressway System, the route for a portion of State highway in Santa Clara County, between Route 239 and Route 115, Road IV-SCl-5-D,SJs as outlined in a "Report of Route Studies" dated November 1962, and as shown on a map thereof signed by J. P. Sinclair, Assistant State Highway Engineer, dated October 31, 1962, approved November 19, 1962, by J. C. Womack, 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 20th day of December, 196 2, in the City of Los Angeles a majority of the members of said Commission being present and voting therefor.

Dated this 26th day of December, 1962.

Robert T. Martin

ROBERT T. MARTIN
ASSISTANT SECRETARY OF THE
CALIFORNIA HIGHWAY COMMISSION

EST. 1906. 54416 12-61 5M SPO

Passed by C.H.C.
DEC 20 1962

RESOLUTION ESTABLISHING A FREEWAY

ON

ROAD IV-SCl-5-D,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 the County of Santa Clara, and designated as Road IV-SCl-5-D,SJs.

2. That the section of State highway hereinafter described is hereby declared to be a part of the California Freeway and Expressway System, 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 5 in the City of San Jose and the County of Santa Clara between Route 239 and Route 115 as same is shown on the general route map thereof adopted by the California Highway Commission on December 20, 1962, which general route map is on file in the office of the Department of Public Works at Sacramento, California.

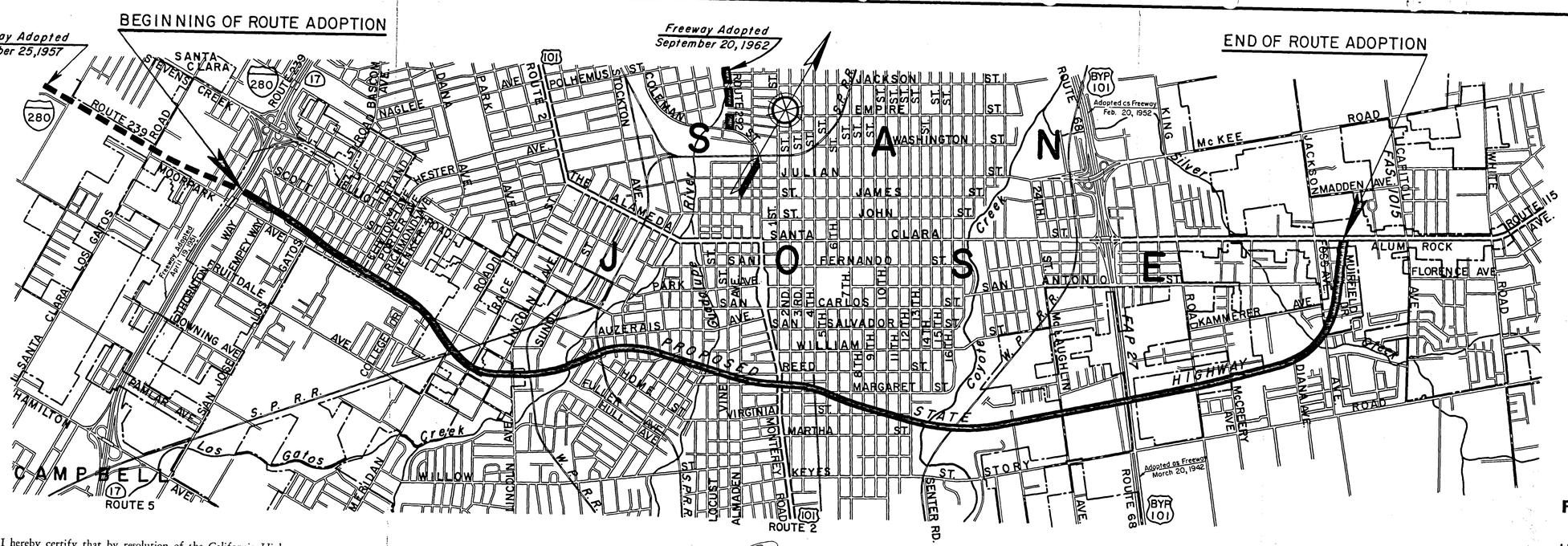
THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution passed by the California Highway Commission at its meeting regularly called and held on the 20th day of December 1962 in the City of Los Angeles a majority of the members of said Commission being present and voting therefor.

Dated this 26th day of December, 1962.

Robert T. Martin

ROBERT T. MARTIN
ASSISTANT SECRETARY OF THE
CALIFORNIA HIGHWAY COMMISSION

EST. 1586, 64416 12-61 5M SPO



October 31, 1962

Asst. State Highway Engr.

Approval Recommended:

Planning Engineer

Approved November 19, 1962

State Highway Engineer
Civil Engineer—License No. 5945

Director of Public Works and Ex Officio Member and Chairman of the California Highway Commission

I hereby certify that by resolution of the California Highway Commission adopted December 20,1962 the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 5 in Santa Clara County between Route 239 and Route 115

Attest: Asst. Secretary California Highway Commission

Members of California Highway Commission

December 20,1962

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

MAP SHOWING

ROUTE OF PROPOSED STATE HIGHWAY IN SANTA CLARA COUNTY BETWEEN ROUTE 239 AND ROUTE 115

DIST. IV SCI-5-D,SJs

Scale in Feet

0 1000 2000 4000

RECEIVED
BOARD OF SUPERVISORS

JAN 15 9 48 AM '63

COUNTY OF
SANTA CLARA

December 21, 1962

Mr. T. W. Falltrick
District Superintendent
Franklin-McKinley School District
400 Tully Road
San Jose, California

Subject: Routing of Highway Route 5

Dear Mr. Falltrick:

Please be advised that the Board of Supervisors at its regularly scheduled meeting on December 17, 1962 considered arguments relative to the advisability of holding public hearings on the routing of Highway Route #5 between Route #239 and Route #115.

It was the decision of the Board that further hearings were unnecessary, and a resolution was adopted concurring in the recommendation of the State Highway Engineer in the selection of Alternate ABCA route as shown in the report of route studies.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan, Clerk
of the Board of Supervisors

JP:DMR:bs

Franklin-McKinley School District

Mr. T. W. Falltrick, Jr., Dist. Supt.

TRUSTEES
WILBUR FAIR
ANTHONY MAZOTTI
EDWIN GOULD
JOHN FECI
JACK ADAMS

400 TULLY ROAD
PHONE: CYpress 2-8452
SAN JOSE, CALIFORNIA

35b

December 3, 1962

Junipero Serra at Hwy 17.

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

Gentlemen:

The Franklin-McKinley School District has received acknowledgement from the State Division of Highways to our letter of October 18, 1962. However, the local planning bodies have not communicated with the School District regarding the recommendations proposed in the above letter.

The Board of Trustees of the Franklin-McKinley School District respectfully requests that the hearings on this matter be held open until such time as the Board has the opportunity to further investigate information which has been brought to their attention, in order to protect the interests of the District.

Very truly yours

T W Falltrick

T. W. Falltrick
District Superintendent

TWF:lm

cc: Mr. J. P. Sinclair, State Division of Highways
Mr. A. P. Hamann, City Manager
County Planning Commission
City Planning Commission
Mr. J. Orsburn, Bureau of Schoolhouse Planning.

RECEIVED
BOARD OF SUPERVISORS
DEC 3 11 32 AM '62
COUNTY OF
SANTA CLARA

Copy each Bd Member - HWC - DPW - CC - ~~RS - WC~~

DEC 17 1962

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

Roads Gen State Hwy
Rt 5 Gen

#35c.

December 17, 1962

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

Re: Resolution by the Board of Supervisors of Santa Clara County declaring the holding of a Public Hearing on the routing of Highway Route #5 between Route #239 and Route #115, to be unnecessary.

Dear Mr. Sinclair:

Enclosed you will find two certified copies of a resolution adopted by the Board of Supervisors of Santa Clara County at its regularly scheduled meeting on December 17, 1962. This resolution states that the Board of Supervisors are in concurrence with the recommendation of the State Highway Engineer in the selection of alternate ABCA as shown on the report of route studies.

It also declares that the holding of a Public Hearing by the State Highway Commission on the proposed route is unnecessary. The enclosed copies are for your information.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan
Clerk of the Board

JP:DMR:hm
enc.
cc-Public Works

#35c

RESOLUTION WAIVING HEARING ON PORTION OF STATE HIGHWAY ROUTE 5 BETWEEN ROUTE 239 AND ROUTE 115, ALL WITHIN THE COUNTY OF SANTA CLARA

WHEREAS, 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 5 in Santa Clara County between Route 239 and Route 115; and

WHEREAS, a public hearing was held on October 2, 1962 to present the results of the studies of the Division of Highways relating to this project; and

WHEREAS, the State Highway Engineer has recommended to the California Highway Commission that the selected route should be Alternate ABCA as shown on the Report of Route Studies; and

WHEREAS, this Board of Supervisors believes the California Highway Commission now has before it all pertinent information relative to this project.

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors concurs in the recommendation of the State Highway Engineer in the selection of Alternate ABCA as shown on the Report of Route Studies, and that this Board of Supervisors believes that the State Highway Commission now has before it all pertinent information relating to this project as it affects local interests.

BE IT FURTHER RESOLVED that on account of the aforesaid statements herein, this Board of Supervisors considers that a public hearing by the State Highway Commission on the proposed route is unnecessary.

BE IT FURTHER RESOLVED that a certified copy of this resolution be directed to the State Highway Engineer of the

1. OFFICE B/S
2. DIV. HWY DIV II
3. "
4. P/W
5. COUNSEL

DEC 17 1962

ADOPT: [illegible] YES: ~~S L M W D~~

NO: _____ ABSTAINS: _____

ABSENT: _____

State of California

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on December 17, 1962, by the following vote:

AYES: Supervisors, Levin Della Maggiore Spangler Mehrkens Weichert

NOES: Supervisors, None

ABSENT: Supervisors, None

Howard A. Weichert
Chairman of the Board of Supervisors

ATTEST: JEAN PULLAN, Clerk of the
Board of Supervisors

Jean Pullan

JRK:meb - 12/12/62

S.D # 2,3

#35

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

DISTRICT IV

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

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

November 29, 1962

PLEASE REFER TO FILE NO.

IV-SCl-5-D,SJs
56-04T09H1466.0
60-04T09H2084.0

Honorable Board of Supervisors
County of Santa Clara
70 West Rosa Street
San Jose 10, 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 5 in Santa Clara County, between Route 239 and Route 115.

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. For your information, the recommended routing conforms to the studied alternate referred to as Alternate ABCA in the accompanying Report of Route Studies.

On receipt of the State Highway Engineer's recommendation, the Commission on November 27, 1962, passed a resolution declaring its intention to consider adoption as a freeway of the subject portion of highway. A copy of this "Notice of Intention on Freeway Location" resolution is attached.

As you will recall, the staff of the Division of Highways held a public hearing in San Jose on October 2, 1962, to present the results of its studies with respect to this project and to receive in return from those present any additional information which may have a bearing on the routing, particularly with regard to the local community aspects. All of the information presented for record at and subsequent to this hearing has been forwarded to the Commission for its consideration. In addition, each member of the Commission has been furnished a copy of the transcript of the proceedings of this hearing to facilitate his personal review of the project proposal.

BOARD OF SUPERVISORS
RECEIVED

Date DEC 17 1962
APPROVED
RE: CE CC PC DPW FLD
NO: ABSTAINS:

Copy each Bd Member - HWC - DPW - CC ~~PC - Wel~~

To:
Honorable Board of Supervisors November 29, 1962

The Commission now wishes to insure that it has before it all the facts relative to this route location matter in order that it may act for the best interest of the State. To this end if your Honorable Board feels that additional pertinent information is now available which might be helpful to the Commission in the final route selection, it would be proper to submit such information at this time.

If you feel that further presentation or explanation of this highway project would be helpful to you, please advise this office and the Division of Highways will have a representative present at the next regular meeting of your Board.

If your Honorable Board feels that a public hearing by the Commission is necessary to fully inform the Commission as to local interests, the Commission will on request of the County hold such a hearing. If your Honorable Board considers that a public hearing by the Commission on this proposed relocation is unnecessary, will you please so advise by regular resolution.

Your cooperation in advising us of your wishes in this matter will be sincerely appreciated.

Very truly yours,

J. C. WOMACK
State Highway Engineer

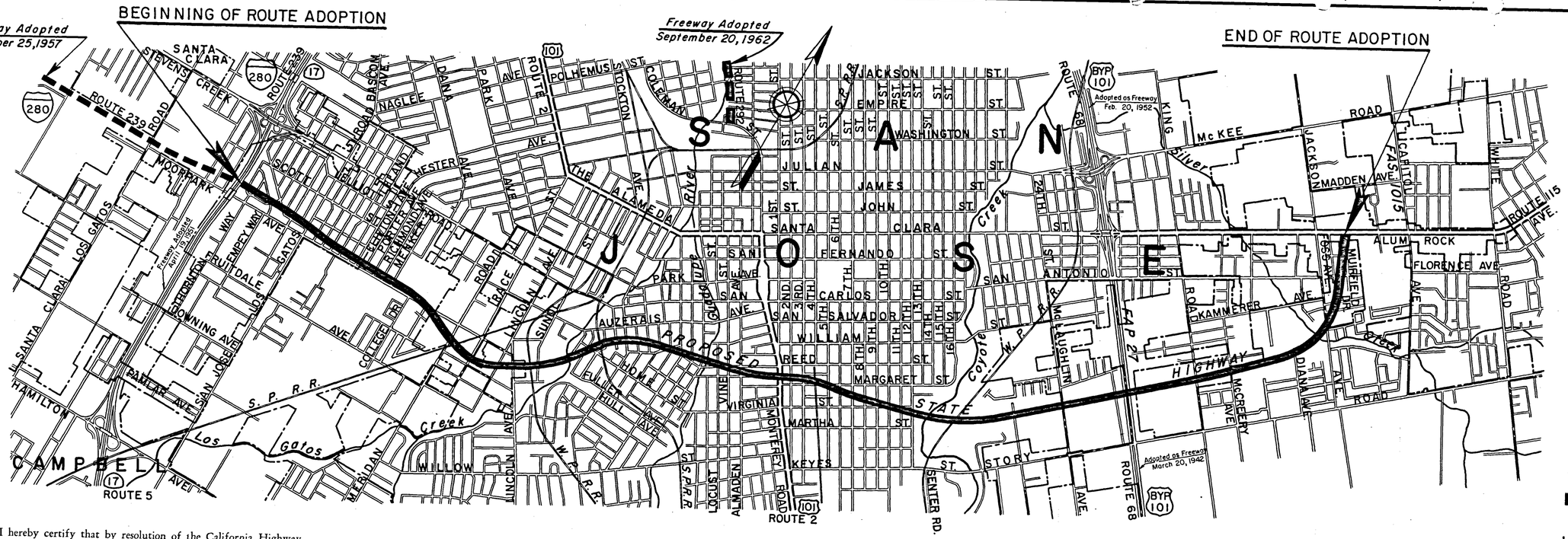
By H. Ayanian

H. AYANIAN
District Engineer

NOTICE OF INTENTION ON FREEWAY LOCATION, ROAD IV-SCl-5-D,SJs

WHEREAS, memorandum dated November 19, 1962, by J. C. Womack, State Highway Engineer, reporting to the California Highway Commission that studies for a freeway location of State highway in Santa Clara County, between Route 239 and Route 115, Road IV-SCl-5-D,SJs have been completed and submitting therewith a map showing the location which is recommended for adoption; having been read and discussed,

NOW THEREFORE BE IT RESOLVED that the State Highway Engineer be authorized and directed to give public notice of the Commission's intention to consider the adoption of a location of a freeway on State highway in Santa Clara County, between Route 239 and Route 115, Road IV-SCl-5-D,SJs and also to give written notice to the Board of Supervisors of Santa Clara County and the City Council of San Jose of such intention. Such notice to the Board of Supervisors of Santa Clara County and the City Council of San Jose shall specify that if either of these bodies considers a public hearing on the matter necessary, the Commission will hold or cause to be held such hearing, if requested by such local legislative body within thirty days after the first regular meeting of such local legislative body following receipt of written notice by the State Highway Engineer.



October 31, 1962

Asst. State Highway Engr.

Approval Recommended:

Planning Engineer

Approved November 19, 1962

State Highway Engineer
Civil Engineer—License No. 5945

Director of Public Works and Ex Officio Member and Chairman of the California Highway Commission

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 5 in Santa Clara County between Route 239 and Route 115

Attest: _____
Secretary
California Highway Commission

MEMBERS OF 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 239 AND ROUTE 115

DIST. IV SCl-5-D,SJs

Scale in Feet
0 1000 2000 4000

REPORT

OF

ROUTE STUDIES

RELATIVE TO THE FREEWAY LOCATION OF

STATE HIGHWAY ROUTE 5

IN

SANTA CLARA COUNTY

BETWEEN

ROUTE 239

AND

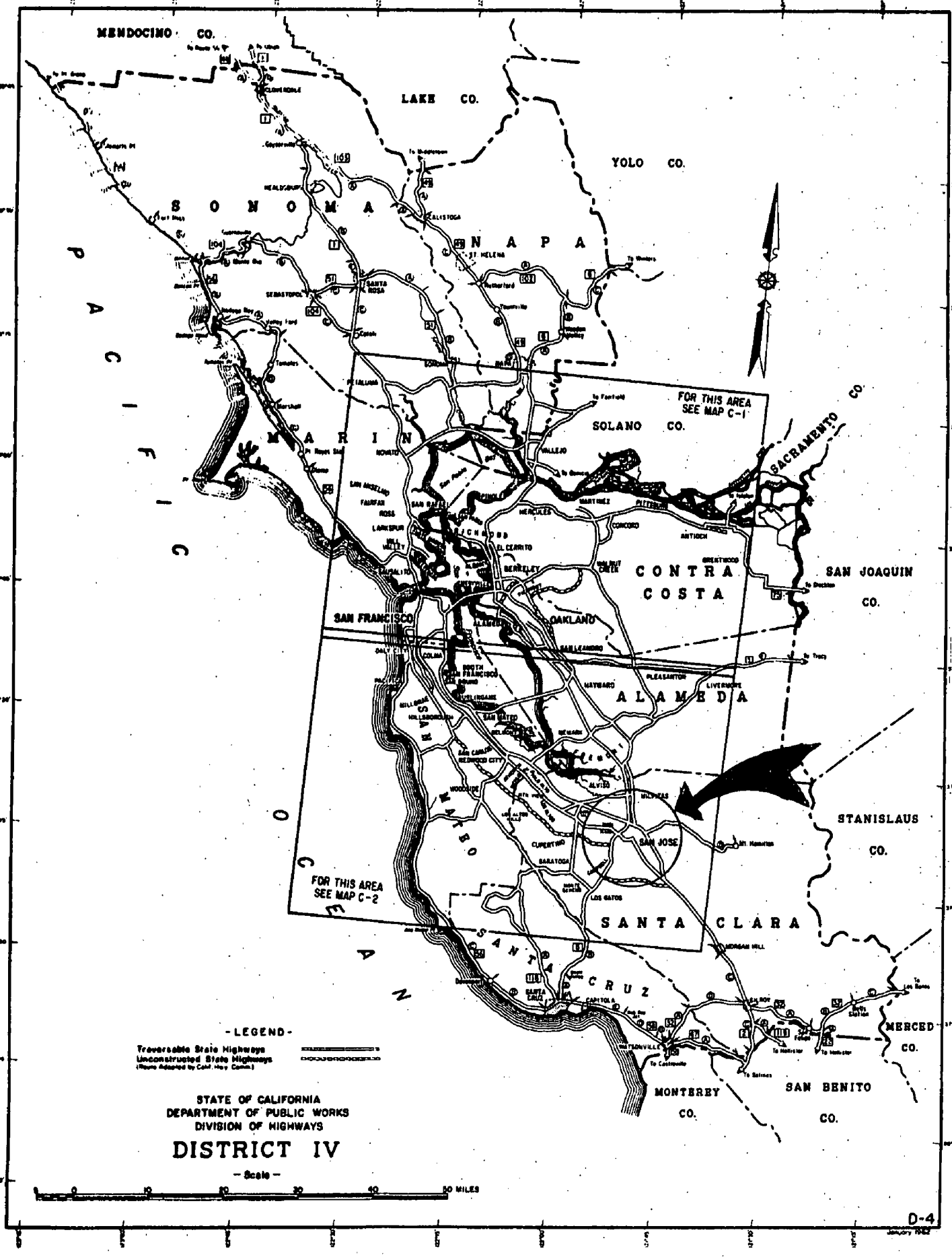
ROUTE 115 (ALUM ROCK AVENUE)

IN

SAN JOSE

ROAD IV-SC1-5-SJs

November - 1962


MENDOCINO CO.
LAKE CO.
YOLO CO.
SONOMA
NAPA
MARIN
SOLANO CO.
CONTRA COSTA
SAN JOAQUIN CO.
SACRAMENTO CO.
ALAMEDA
STANISLAUS CO.
SANTA CLARA
SANTA CRUZ
MERCED CO.
MONTEREY CO.
SAN BENITO CO.
SAN MATEO
PACIFIC OCEAN
FOR THIS AREA SEE MAP C-1
FOR THIS AREA SEE MAP C-2
SAN FRANCISCO
OAKLAND
SAN JOSE
-LEGEND-
Traversable State Highways
Unconstructed State Highways
(Route Adopted by Calif. Hwy. Comm.)
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
DISTRICT IV
-Scale-
0 10 20 30 40 50 MILES
D-4
January 1962

PROPOSAL

To establish the freeway location of the portion of State Highway Route 5 in the City of San Jose between Route 239 and Route 115 (Alum Rock Avenue), a distance of approximately 7.4 miles.

PRINCIPAL CITY

The route under consideration passes through the City of San Jose which has a population of 309,700.

EXISTING HIGHWAY

A. Legislative Description

Route 5 is from:

a) Route 56 near Santa Cruz to Route 68 near Story Road.

b) Route 68 near San Jose to Route 4 near Stockton via Hayward."

B. Existing Facility

There is no existing State facility for Route 5 between project limits.

C. Federal Aid Routes

Route 5 within project limits is not on the Federal Aid System.

The section of existing Route 5 north of Route 68 is FAP-5.

D. Principal Deficiency

The principal deficiency at present is that there is no traversable route for Route 5 between project limits except via congested indirect City streets. Many of these City streets are operating at or beyond practical capacity.

TRAFFIC

It is estimated that if this freeway were in operation today it would carry an average daily traffic volume ranging from approximately 40,000 at the westerly end, to approximately 20,000 at the northeasterly end of the project.

MASTER PLANS

The County of Santa Clara has a General Plan which was adopted April 17, 1960. The City of San Jose has a General Plan adopted February 14, 1961. Both of these plans provide for a freeway along the general corridor of the alternate locations presented herein.

ROUTE PLANNING

The subject portion of highway is included in the California Freeway and Expressway System.

The adjoining portion of Route 5 to the west and south has been constructed to freeway standards and studies are currently under way to determine the freeway routing of the portion of Route 5 to the north and east. The freeway location has also been established for Route 239 (the Junipero Serra Freeway) joining this project on the west. Funds have been budgeted and work is now under way on the first contract of the Junipero Serra Freeway from Route 5 to Stevens Creek Road.

PROPOSED TYPICAL SECTION

It is proposed to develop this project as an ultimate 8-lane freeway with a 22-foot median. The number of lanes to be provided initially will be determined when construction becomes imminent.

STUDIES OF ALTERNATE ROUTES

In general, six principal alternate routings or combinations thereof were developed in detail. These are represented on the attached project map, Exhibit A, and the attached summary sheet, Exhibit B, as Alternates A, ABA, ABCA, ACA, AFA, and AFACA.

Alternate A

Alternate A is the basic studied routing which most closely resembles the location shown on the local Master Plans. From the beginning of the project to

just west of Meridian Road this alternate is generally parallel to and just west of Moorpark Avenue. It then crosses to the south of Moorpark Avenue to avoid the extensive industrial development between Meridian and Lincoln Avenues and swings northeasterly across Los Gatos Creek and the Southern Pacific Railroad.

Line A then continues easterly, passing through the southerly portion of Gardner Elementary School Playground. After crossing the Guadelupe River, the A Line again swings northeasterly to pass between Woodrow Wilson Junior High School and Washington Elementary School, traversing to the north of San Jose Bible College. It crosses the Coyote River through undeveloped Kelly Park and then proceeds through the open area north of and parallel to Story Road, passing between McKinley Elementary School and Jennings Radio Corporation to intersect Bayshore Freeway approximately 1400 feet north of Story Road.

East of Bayshore Freeway to Jackson Avenue Alternate A traverses unimproved land which the City of San Jose has protected from development for a number of years pending the highway construction. The line crosses Jackson Avenue while curving to the north to intersect Alum Rock Avenue.

Alternate A B A

This alternate is common to Line A from the beginning of the project to just east of Lincoln Avenue where it swings northeasterly to occupy a location two or three blocks or so north of Line A. This routing passes to the north of Gardner Elementary School and Wilson Junior High School. In the vicinity of 7th Street this alternate rejoins the A Line, which it follows to the end of the project.

Alternate A B C A

This location is identical to Alternate ABA discussed above except between 7th Street and Lucretia Avenue where it swings southerly to pass to the south of San Jose Bible College

Alternate A C A

Alternate ACA involves a cross-over from Line A to Line C between 3rd and 8th Streets.

Alternate AFA

Alternate AFA differs from Alternate A only on the portion between Lincoln Avenue and the Guadelupe River where it curves southerly avoiding the Gardner Elementary School. This location passes through the southeast corner of the City-owned Biebrach Park near the easterly junction with the A Line. The City Planning Director feels that this feature is not considered objectionable since additional land could be purchased by the City for another park.

Alternate AFACA

This routing is a combination utilizing Alternate AFA westerly of the Guadelupe River and Alternate ACA easterly thereof.

As a result of discussions with the City of San Jose, Franklin-McKinley Elementary School District and Jennings Radio Corporation, a design variation of the A Line was developed between Coyote River and just east of Bayshore Freeway. The School Board, in discussions, had indicated that the A Line would be detrimental to classroom activity because of noise and fumes. Jennings Radio Corporation expressed concern that Line A would be too close to its plant and would cause contamination of the clean air needed for its operation.

The resulting design variation, identified as the A-1 Line is located a maximum distance of 500± feet north of Line A and is a minimum of 300 feet further removed from Jennings Radio property. It would require relocation of the McKinley School to a new site. School officials have indicated that the A-1 Line would be acceptable to them on the condition that equivalent facilities be provided at the new site prior to destruction of the present school and subject to certain zoning provisions in the vicinity of the route.

Line A-1 involves an added cost of approximately $900,000 but offers additional advantages from the standpoint of increased traffic service (providing approximately $1 million more in 20-year user savings) and improved interchange conditions at Bayshore Freeway. A final decision with respect to development along Line A-1 as opposed to Line A could be made during the detail design of the project following route adoption.

In addition to the foregoing principal alternates, two other locations shown in light dashed line on Exhibit A, were investigated but later eliminated from serious consideration for reasons listed below:

Alternate AEA

This routing was laid out to test a location southerly of the principal alternates in the vicinity of Keyes Street. It is 0.2 mile longer and provides approximately $28 million less user-benefits than the basic alternate Line A without offering any particular compensating advantages.

Alternate AHA

Alternate AHA follows southerly along the Western Pacific Railroad crossing Monterey Highway south of Phelan Avenue and the Bayshore Freeway just north of Tully Road. East of King Street it turns northerly to rejoin Line A near Jackson Avenue. This alternate was laid out in an attempt to evaluate utilization of somewhat less developed property than the principal alternates. It was found, however, that this alternate, by reason of its added length (+2.3 miles) and its remote location from the future center of the City offered only from 50 to 60 per cent of the traffic service provided by the principal alternates.

ACTION TAKEN SUBSEQUENT TO INITIATION OF STUDIES

A. Conferences

Eight meetings were held with technical staffs and local officials of the City and County subsequent to the initiation of studies early in 1960.

B. Local Authorities Notified of the Provisions of Section 75.5 of the Streets and Highways Code.

On August 31, 1962, the Board of Supervisors of Santa Clara County and the City Council of San Jose were informed by letter, of the provisions of Section 75.5 of the Streets and Highways Code. No information pertinent to this section of the Code was offered by either the County or the City for presentation at the public hearing.

C. Other State Agencies Contacted in Conformance with Section 84 of the Streets and Highways Code and SCR 19,(1958.)

The State Lands Division, the Department of Conservation, the Department of Parks and Recreation, the Division of Beaches and Parks, and the Division of Small Craft Harbors were advised of the proposed improvement by letters dated August 31, 1962, and invited to attend the public hearing.

D. Other Necessary Contacts with Federal, State, Municipal or Local Agencies

The Bureau of Public Roads, the U.S. Corps of Engineers, the State Department of Fish and Game, the State Department of Water Resources, the State Department of Finance, the State Department of Agriculture, the State Division of Aeronautics, the State Division of Architecture, and the Public Utilities Commission were invited by letters dated August 31, 1962, to attend the public hearing.

The Santa Clara County Flood Control and Conservation District and the local school districts affected were similarly invited to attend the public hearing.

E. Public Hearing

A well publicized public hearing was held in San Jose by the Division of Highways on October 2, 1962, to present the results of the studies. Approximately 325 persons attended this hearing including representatives of the U.S. Bureau of Public Roads, the U.S. Corps of Engineers, the County of Santa Clara, the City of San Jose, San Jose Unified School District, Campbell Union School District and San Jose Bible College.

The Assistant State Highway Engineer, District IV, served as the presiding officer at this public hearing, during which the six principal alternates were presented without an expressed preference. Lines E and H were also briefly discussed as locations which had been investigated but found to be inferior for reasons previously mentioned.

Representatives of Santa Clara County and the City of San Jose went on record supporting the project but made no recommendation with respect to a specific routing.

A representative of the San Jose Unified School District expressed concern regarding the possible closing off of access roads from the north leading to San Jose City College at Moorpark Avenue and San Jose-Los Gatos Road, and the need for adequate access to Woodrow Wilson School located just east of Guadelupe River. He also advised that the School District is opposed to the A Line where it requires land from Gardner Elementary School just east of the Southern Pacific Railroad.

The Superintendent of Campbell Union School District made an appeal that school districts be brought into the picture on highway planning earlier. He also expressed concern about the provision of adequate access to schools.

The Division of Highways advised the school officials that the access features would be the subject of negotiation with the local officials following route adoption.

A representative of San Jose Bible College opposed the portion of the A Line affecting his institution. He advised that this routing would deprive the college of one-third of its campus area, would affect the use of the academic facilities due to the freeways proximity to buildings, and would isolate the college.

A representative of Jennings Radio Manufacturing Company, east of McLaughlin Road, opposed the A Line in that area on the basis that it would seriously interfere with the manufacturing processes of his company. He advised that the A-1 variation would be acceptable, but not desirable.

An attorney representing a property owner in the vicinity of the A Line between 7th Street and Lucretia Avenue submitted a petition signed by some 90 residents opposing the A Line and recommending Line C.

Copies of the report and transcript of proceedings of this public hearing were forwarded for the attention of the members of the California Highway Commission under date of October 31, 1962.

An addendum to this report containing subsequent correspondence received in connection with this project was forwarded for the attention of the members of the Commission on Monday, November 19, 1962.

F. Actions Taken by Local Officials

On November 5, 1962, the City Council of San Jose adopted a resolution recommending adoption of Alternate ABCA and waiving a further public hearing.

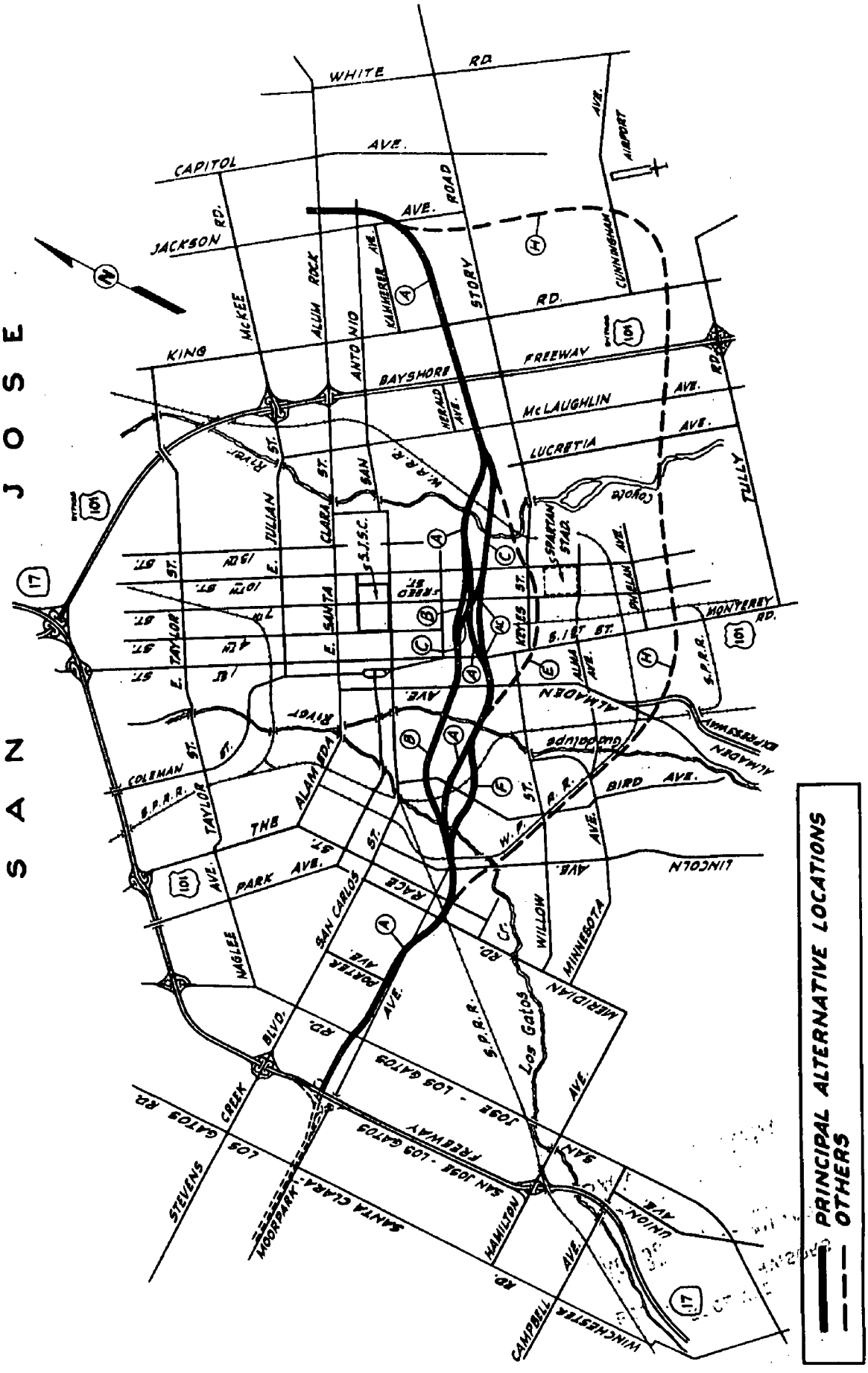
On November 13, 1962, the Board of Supervisors of Santa Clara County adopted a resolution recommending adoption of Alternate ABCA.

ATTACHMENTS

Exhibit A - Project Map

Exhibit B - Comparative Data Sheet

EXHIBIT A


SAN JOSE
WHITE RD.
CAPITOL AVE.
JACKSON RD.
KING RD.
BAYSHORE FREEWAY
McLAUGHLIN AVE.
LUCRETIA AVE.
MONTERREY RD.
TULLY RD.
AIRPORT AVE.
CUNNINGHAM
STORY ROAD
KAMMERER AVE.
ALUM ROCK AVE.
ANTONIO
McKEE
HERMOSA AVE.
N.R.R.
SAN CLARA ST.
JULIAN ST.
RIVER ST.
S.J.S.C.
SPARTAN STAD.
SARGO ST.
PARKLAN AVE.
KEYES ST.
S.1ST ST.
ALMA AVE.
ALMADEN AVE.
ALMADEN EXPRESSWAY
S.P.R.R.
Guadalupe
Coyote
E. SANTA CLARA ST.
E. TAYLOR ST.
E. 7TH ST.
E. 4TH ST.
E. 1ST ST.
COLEMAN ST.
THE ALAMEDA
TAYLOR ST.
PARK AVE.
NAGLEE AVE.
SAN CARLOS ST.
RACE ST.
W.P.R.R.
BIRD AVE.
LINCOLN AVE.
WILLOW ST.
MINNESOTA AVE.
MERIDIAN AVE.
MOORPARK AVE.
Los Gatos Cr.
S.P.R.R.
SAN JOSE - LOS GATOS FREEWAY
SAN JOSE - LOS GATOS RD.
LOS GATOS CREEK
STEVENS CREEK BLVD.
SANTA CLARA - MOORPARK
HAMILTON AVE.
SAN TOMAS AQUINO
UNION AVE.
CAMPBELL AVE.
WINCHESTER RD.
PRINCIPAL ALTERNATIVE LOCATIONS
OTHERS

COMPARATIVE DATA

Alternate	Length Miles	Construction Cost ($Mill.)	R/W & Utils. ($Mill.)	Total Cost ($Mill.)	Improvements Required	Diff. 20-Yr. User Savings ($Mill.)
PRINCIPAL ALTERNATES						
A	7.4	28.3	29.0	57.3	1036	Base
ABA	7.4	27.8	29.0	56.8	1099	+24.0
ABCA	7.4	27.8	28.7	56.5	1092	+22.0
ACA	7.4	28.3	28.6	56.9	1027	- 0.5
AFA	7.4	28.8	29.6	58.4	1059	+ 0.3
AFACA	7.4	28.8	29.2	58.0	1050	0.0
OTHER ALTERNATES						
AEA	7.6	28.5	27.8	56.3	1029	-28.0
AHA	9.7	29.2	28.5	57.7	850	-100.3

EXHIBIT "B"

CLASS OF SERVICE

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

WESTERN UNION

INFORMATION ONLY TELEGRAM

W. P. MARSHALL, PRESIDENT

SF-1201

SYMBOLS

DL = Day Letter

NL = Night Letter

LT = International Letter Telegram

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

1962 NOV 27 PM 2 03

Rt 5

OB441

O SXB238 PD FAX SACRAMENTO CALIF 27 131P PST

BOARD OF SUPERVISORS

COUNTY OF SANTA CLARA COUNTY COURTHOUSE SAN JOSE CALIF

THE CALIFORNIA HIGHWAY COMMISSION REQUESTED THE STATE HIGHWQY ENGINEER TO ADVISE THE BOARD OF SUPERVISORS OF SANTA CLARA COUNTY OF THE COMMISSIONS INTENTION TO CONSIDER THE ADOPTION OF A FREEWAY ROUTING IN SANTA CLARA COUNTY BETWEEN ROUTE 239 AND OUTE 115 ROAD IV-SCL5-D, SJS THE STATE HIGHWAY ENGINEER HAS BEEN REQUESTED TO CONSULT WITH YOUR HONORABLE BODY PRIOR TO FURTHER ACTION ON THIS MATTER BY THE COMMISSION EXPLANATORY LETTER FROM THE DIVISION OF HIGHWAYS WILL FOLLOW

J C WOMACK STATE HIGHWAY ENGINEER .

CC

RECEIVED
BOARD OF SUPERVISORS

Nov 20 9 13 AM '62

COUNTY OF
SANTA CLARA

WESTERN UNION
TELEGRAM

E- 43043

RESOLUTION OF THE BOARD OF SUPERVISORS OF SANTA CLARA COUNTY RECOMMENDING ALIGNMENT FOR STATE ROUTE 5 BETWEEN STATE SIGN ROUTE 17 AT MOORPARK AVENUE AND STATE ROUTE 115 (ALUM ROCK AVENUE) IN THE VICINITY OF JACKSON AVENUE

WHEREAS, the State Division of Highways has held a public hearing on October 2, 1962 for the purpose of adopting a precise alignment for State Route 5, the Junipero Serra Freeway Extension between Sign Route 17 freeway near Moorpark Avenue and Route 115 (Alum Rock Avenue) near Jackson Avenue; and

WHEREAS, many alternate route alignments were presented for consideration, and

WHEREAS, the Board of Supervisors of Santa Clara County has reviewed the several alignments for the cited Route 5 and finds that the alignment plan which follows the A - B - C - A Route from Sign Route 17 to Alum Rock Avenue to be located in a manner which will be most compatible with the greatest public good and the least private injury

NOW, THEREFORE, BE IT RESOLVED, that the Santa Clara County Board of Supervisors does hereby recommend adoption of the alignment plan which follows the A - B - C - A Route from Sign Route 17 to Route 115.

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the Assistant State Highway Engineer in charge of District IV State Division of Highways to be made a part of the record proceedings for this cited route.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this NOV 13 1962 day of _____, 1962, by the following vote:

AYES: Supervisors Levin [redacted] Spangler Mehrten Weichert
NOES: Supervisors None
ABSENT: Supervisors Della Maggiore

Howard M. Weichert
Chairman, Board of Supervisors

ATTEST: JEAN PULLAN, Clerk
Board of Supervisors

Jean Pullan
_____

1. OFFICE B/S
2. STATE DIV OF HWYS
3 R/W
4 "
5 "
6 "
7 "
8 "

RP/S. Lee 2 mps
NOV 13 1962
~~OCT 29 1962~~
ADOPT: M YES: S J M W D
NO. _____ ABSTAINS _____
ABSENT: D

November 14, 1962

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

Subject: Resolution by the Board of Supervisors of the County of Santa Clara recommending alignment for State Route 5

Dear Mr. Sinclair:

Enclosed you will find a certified copy of a resolution adopted by the Board of Supervisors at its regularly scheduled meeting on November 13, 1962. This resolution recommends to the Division of Highways the alignment for State Route 5 between State Sign Route 17 at Moorpark Avenue and State Route 115 in the vicinity of Jackson Avenue, follow the A - B - C - A Route.

The Board has instructed that a copy of this resolution be sent to you.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan, Clerk
of the Board of Supervisors

JP:DMR:bs
Enc.
cc: Public Works Dept. w/enc.

Rt 5

21

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 31, 1962

PLEASE REFER
TO FILE NO.

IV-SC1-5-SJs
62-04T09H2084.0
56-04T09H1466.0

Honorable Board of Supervisors
County of Santa Clara
County Office Building
70 W. Rosa Street
San Jose, California

Gentlemen:

The Division of Highways has scheduled a public hearing at 2:00 p.m., Tuesday, October 2, 1962, in the San Jose Civic Auditorium located on San Carlos Street between Almaden Avenue and Market Street.

The purpose of the hearing is to present the results of studies for the location of Route 5, an extension of the Junipero Serra Freeway from Route 239, the Los Gatos Freeway, to Route 115, Alum Rock Avenue.

No specific recommendations will be made by the Division of Highways at this hearing. Representatives of local governments, civic groups, and individuals will be encouraged to present their views concerning factors which could influence the location and development of the freeway. Comparative data will be presented on several alternative studies.

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

Attached is a copy of Section 75.5, together with a resolution of the California Highway Commission which was adopted on February 26, 1958, setting forth current procedures for adoption of freeway locations in California.

Date SEP 11 1962
APPROVED
RE: CE CC PC DPW FLD
NO: ABSTAINS:

Copy each Bd Member - HWC - DPW - CC ~~PC - Wel~~

If the County wishes to avail itself of the provisions of Section 75.5 regarding presentation of data on the merits of one alternate over another with respect to community values, an opportunity will be provided at this hearing.

Prior to the hearing, exhibits showing various studies will be displayed for public review from 2:00 p.m. to 9:00 p.m., at the San Jose Civic Auditorium on Monday, September 17, 1962, and Thursday, September 20, 1962.

You are cordially invited to attend.

Very truly yours,

J. P. Sinclair

J. P. SINCLAIR
Asst. State Highway Engineer

Attachment

21

Assembly Bill No. 65

CHAPTER 69

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

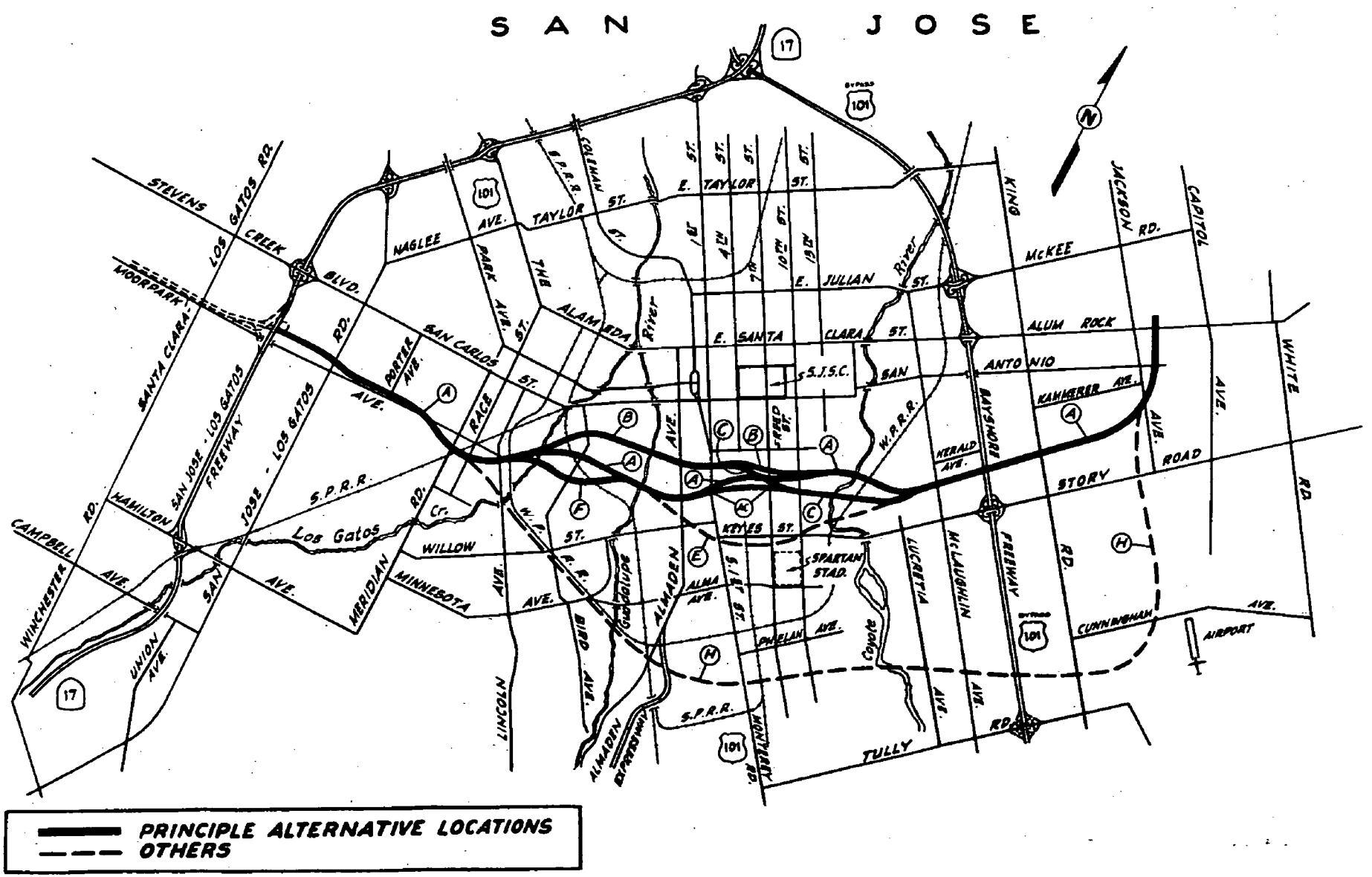
6. The authorization referred to in numbered paragraph 3 of this resolution, to give public notice of the Commission's intention to hold a hearing, shall be by resolution of the Commission relating to each specific freeway location proposed to be considered. In all other respects, this resolution authorizes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

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

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

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

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


SAN JOSE
STEVENS CREEK BLVD.
LOS GATOS RD.
MOORPARK
SANTA CLARA
NAGLEE AVE.
TAYLOR ST.
E. TAYLOR ST.
E. JULIAN ST.
E. SANTA CLARA ST.
SAN CARLOS ST.
PORTER AVE.
PARK AVE.
THE ALAMEDA
COLEMAN AVE.
1ST ST.
4TH ST.
7TH ST.
10TH ST.
12TH ST.
River
S.J.S.C.
SAN JOSE - LOS GATOS FREEWAY
SAN JOSE - LOS GATOS RD.
S.P.R.R.
W.P.R.R.
W.R.R.R.
RACE ST.
HAMILTON AVE.
CAMPBELL AVE.
WINCHESTER BLVD.
UNION AVE.
SAN TOMAS AQUINO CR.
Los Gatos Cr.
WILLOW ST.
MERIDIAN AVE.
MINNESOTA AVE.
LINCOLN AVE.
BIRD AVE.
ALMADEN EXPRESSWAY
ALMADEN AVE.
ALMA AVE.
PHELAN AVE.
KEYES ST.
FRED ST.
SPARTAN STAD.
MONTEREY RD.
TULLY RD.
Coyote
LUCRETIA AVE.
McLAUGHLIN AVE.
BAYSHORE FREEWAY
HERALD AVE.
KING RD.
McKEE RD.
JACKSON AVE.
CAPITOL AVE.
WHITE RD.
ALUM ROCK AVE.
SAN ANTONIO
KAMMERER AVE.
STORY ROAD
CUNNINGHAM AVE.
AIRPORT
17
101
N
A
B
C
E
F
H
PRINCIPLE ALTERNATIVE LOCATIONS
OTHERS

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

January 5, 1961

PLEASE REFER
TO FILE NO.

IV-SCl-5-B
Relinquishment
No. 22140

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

Gentlemen:

Attached for your files is a copy of the resolution of the California Highway Commission, as recorded on December 27, 1960, relinquishing to the County of Santa Clara superseded portions of State Highway Route 5 between DiSalvo Avenue and Park Avenue, Road IV-SCl-5-B.

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

Very truly yours,

J. P. SINCLAIR
Asst. State Highway Engineer

By L A Weymouth

L. A. WEYMOUTH
District Engineer

Attachment

1928040
BOOK 5024 PAGE 139

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

WHEREAS, portions of the State highway within the County of Santa Clara along Stevens Creek Road, San Carlos Street and Race Street between DiSalvo Avenue at the freeway and the south city limits of San Jose at Park Avenue, road IV-SCl-5-B, hereinafter particularly described, have been superseded by a change in the location of said highway; and

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

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

All those portions of the superseded State highway, road IV-SCl-5-B, (Stevens Creek Road, San Carlos Street and Race Street), which lie outside of the San Jose city limit lines described in San Jose City Ordinances Nos. 5028, 5217, 5758, 4511 and 2030 and which are bounded on the westerly end on said Stevens Creek Road by the southerly prolongation of the easterly line of DiSalvo Avenue across last said road (said prolongation being along the present easterly line of State freeway, road IV-SCl-5-SJs) and bounded on the northerly end on said Race Street by the San Jose city limit line which runs easterly along the center of Park Avenue.

A net length of 1.19 miles, more or less, consisting of three portions with net lengths of 0.01 of a mile, 0.66 of a mile and 0.52 of a mile, more or less.

ALSO a road connection at the southeasterly corner of Bascom Avenue and said San Carlos Street said connection being all that parcel of land described as Parcel No. 1 in the Final Order of Condemnation No. 56421 recorded May 5, 1942 in Volume 1093, at page 333, Official Records of Santa Clara County.

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 14th day of December, 1960, in the City of Sacramento a majority of the members of said Commission being present and voting therefor.

Dated this 15th day of December, 1960

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

EST. 1068, 90552 1-59 5M SPO

Roads State Hwys
Rt 5 Gen

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

DISTRICT IV

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

April 23, 1957

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

PLEASE REFER
TO FILE NO.
4QT-1008
IV-SCl-5,42-LGts,
D,Cmb,SJs;LGts

Bd of Supervisors

Mr. Leonard Bushnell
County Engineer
Santa Clara County
Court House
San Jose, California

Dear Mr. Bushnell:

Construction of Route 5 freeway in the vicinity of Downing Avenue will result in certain properties losing their access. The location of the properties involved, together with names of owners, have been indicated on attached print of location and topography maps, drawings Nos. 669-2 and 995-2, respectively.

At time of freeway agreement negotiations with the County, it was anticipated that the area involved would probably be subdivided prior to freeway construction due to rapid development occurring in vicinity. In the event that such development did not take place, it was planned to provide access to the area by constructing a frontage road to the west of and immediately adjacent to planned freeway between severed portion of Downing Avenue and Dutard Lane.

Although shown on freeway agreement with County, frontage road was considered tentative only by both State and County and it was agreed that if development of area provided necessary access, frontage road would not be constructed. This matter was covered in our letter to you dated March 29, 1955 to which you replied by letter dated April 4, 1955.

As you know, considerable development has taken place; however, three landlocked properties do remain at the present time. Because of recent subdivision construction, it now appears that a more desirable solution would be the extension of severed portion of existing Downing Avenue westerly to Westfield Avenue. This extension can be constructed more economically than can the originally planned connecting frontage road and, in our opinion, will result in a much more desirable street pattern. The method of providing access has been discussed with property owners concerned, who have indicated a firm desire that Downing Avenue be extended to Westfield Avenue.

DATE MAY 6 - 1957
APPROVED
RE: CE CC PC ENG

The originally planned location for frontage road and the now proposed extension of Downing Avenue have been indicated on attached print of portion of drawing No. 669-2 in green and red color respectively.

As shown on attached print a portion of the proposed construction will be located within unincorporated area of the County and it will be necessary that we receive County's approval thereof.

It is suggested that we be furnished at this time with a resolution of the County Board of Supervisors approving extension of Downing Avenue and that modification of the freeway agreement be delayed in order that any additional changes found necessary may be included in a single revision.

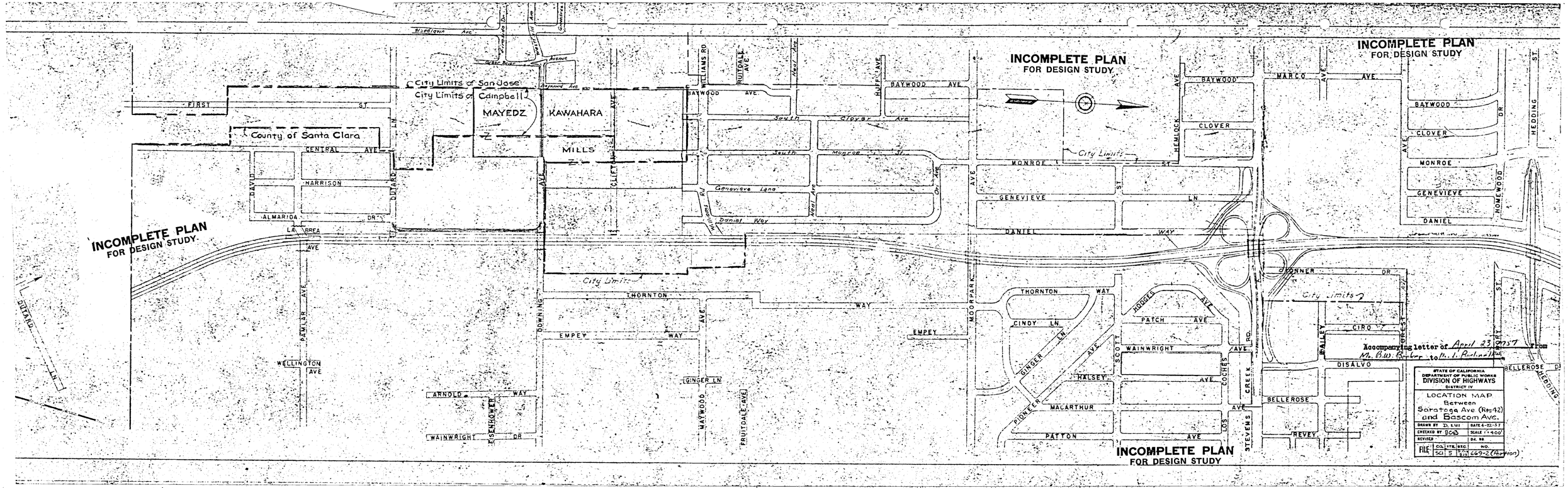
As portion of the proposed construction will be located within the Cities of Campbell and San Jose, similar requests for resolutions are being made to these agencies.

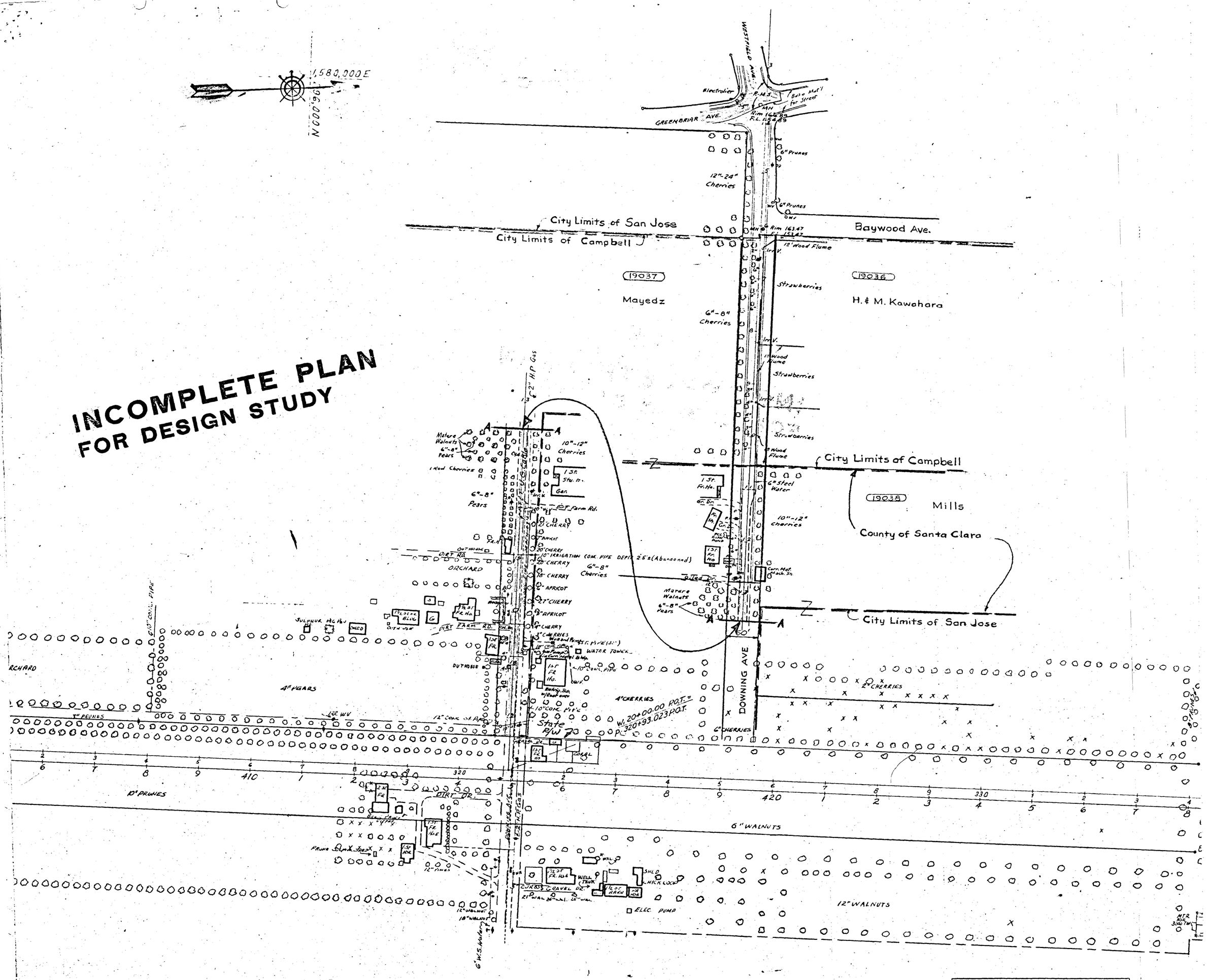
We hope that you may give this matter your early attention as it is expected that freeway construction will be underway this summer.

Very truly yours,

B. W. Booker
Asst. State Highway Engineer

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


INCOMPLETE PLAN
FOR DESIGN STUDY
City Limits of San Jose
City Limits of Campbell
County of Santa Clara
MAYEDZ
KAWAHARA
MILLS
FIRST ST
CENTRAL AVE
HARRISON
ALMARIDA DR
LA BREA AVE
DAVID
DUTARD
LN
CLIFT AVE
DOWNING
WELLINGTON AVE
ARNOLD WAY
WAINWRIGHT DR
EISENHOWER
BAYWOOD AVE
WILLIAMS RD
FRUITDALE AVE
South Clover Ave
South Monroe Ave
Genevieve Lane
Daniel Way
Neal Ave
Hillcroft Rd
Or Ave
HAYWOOD
GINGER LN
THORNTON WAY
EMPEY WAY
City Limits
MOORPARK
HEMLOCK
CLOVER
MONROE ST
GENEVIEVE LN
DANIEL WAY
MARCO AVE
BAYWOOD
CLOVER
MONROE
GENEVIEVE
DANIEL
HEDDING ST
HOMEWOOD
O'DONNER DR
CIRO
DISALVO
BELLEROSE
REVEY
BALLEY
FOREST ST
THORNTON WAY
CINDY LN
GINGER LN
PIONEER
HODGES AVE
PATCH AVE
WAINWRIGHT AVE
SCOTT
HALSEY AVE
MACARTHUR AVE
PATTON AVE
COCHRS
CREEK RD
LOS
STEVENS
Accompanying letter of April 23 1957 from
Mr. B.W. Barber to Mr. L. Parlin
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
DISTRICT IV
LOCATION MAP
Between
Saratoga Ave (Rte 42)
and Bascom Ave.
DRAWN BY D. LUI
DATE 4-22-57
CHECKED BY BCB
SCALE 1"=400'
REVISED
DA. 88
FILE
CO. SCI
RTE. 5
SEC. 3
NO. 669-2 (Hamilton)



INCOMPLETE PLAN
FOR DESIGN STUDY

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

TITLE
Hamilton Ave to Moorpark Ave.
P. 358 to P. 360

DRAWN BY D. Lui			DATE 4-22-57
CHECKED BY RCB			SCALE 1" = 100'
REVISED			DR. NO.
FILE	CO.	RTE.	SEC.	NO.
	SCl	5	D.C.-4 S.J.	195-2 (Portion)

1,582,000 E
297,000 N

INCOMPLETE PLAN
FOR DESIGN STUDY

LEGEND

- Existing Pavement
- Proposed Pavement
- Existing Property Lines
- Proposed R/W
- City Limits Lines

Accompanying letter of April 23 1957 from Mr. B. (1). Rambo to Mr. L. Buslinell.

Roads State Navigation
Rt 5 - Gen

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

DISTRICT IV

150 OAK STREET
SAN FRANCISCO 2, CALIFORNIA

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

January 31, 1956

PLEASE REFER TO FILE NO.

4QT-1008
IV-SCl-5,42-LGts,
D,Cmb,SJs

Mr. Leonard Bushnell
County Engineer
Santa Clara County Court House
San Jose, California

Dear Mr. Bushnell:

Construction of Route 5 freeway interchange facility proposed at Hamilton Avenue will result in certain properties losing their existing access to Hamilton Avenue. It was originally planned that these landlocked properties be provided with access by constructing the two frontage roads indicated on Exhibit "A" attached to Freeway Agreement dated December 14, 1953 between County of Santa Clara and State.

Studies indicate that through purchase and exchange of the remaining portion of severed properties, the frontage road shown on Exhibit "A" as extending northerly from Hamilton Avenue may be eliminated.

We would appreciate receiving County of Santa Clara's approval on elimination of this frontage road, a portion of which is located within unincorporated area of the County.

Very truly yours,

B. W. Booker
Asst. State Highway Engineer

By J. C. Black
J. C. Black
Asst. District Engineer

DATE FEB 6 - 1956
APPROVED L-B
RE: CE CC PC ENG a Mc

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

May 1, 1952

PLEASE REFER TO FILE NO.
IV-SCl-5-E

Board of Supervisors
County of Santa Clara
San Jose, California

RELINQUISHMENT OF PORTIONS
OF STATE HIGHWAY

Gentlemen:

In conformance with Chapter 55 of the 1950 legislative session amending 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 superseded 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,

ORIGINAL SIGNED G. T. McCOY

G. T. McCOY
State Highway Engineer

GG:bt
cc:BWBooker (3)
Map File
OFRellesee
FCBalfour
RHLaForge
County Road Commissioner
Fink

RELINQUISHMENT OF STATE HIGHWAY
IN THE COUNTY OF SANTA CLARA
ROAD IV-SCl-5-C

WHEREAS, the California Highway Commission on October 19, 1949, adopted a resolution declaring a certain section of State highway in Santa Clara County between 3.7 miles north of Santa Cruz County line and 1.1 miles south of junction of Route 42 in Los Gatos, road IV-SCl-5-C, to be a freeway; and

WHEREAS, on March 10, 1950 a freeway agreement was entered into between the Department of Public Works of the State of California, hereinafter referred to as "the State", and the County of Santa Clara, hereinafter referred to as "the County", by the terms of which the State in constructing said freeway, agreed to make certain changes affecting county roads, and the County, among other matters, agreed to the connecting of county roads to said freeway and to resume control and maintenance thereof upon notice of completion; and

WHEREAS, in constructing said freeway certain existing State highway has been superseded by relocation; and

WHEREAS, pursuant to said agreement the State has connected certain county roads in the vicinity of Oaks Road with said freeway by utilizing parts of existing county roads combined with additional right of way;

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 highway and county road connections in said County, together with the right of way and appurtenances thereof, described as follows:

PARCEL I

COMMENCING at the most southerly terminus of the course described as "S. 5°25'W., 256.12 feet" in the deed from Reginald G. Theobald to the State of California, recorded December 15, 1941 in Volume 1078, page 129, Official Records of Santa Clara County; thence along the easterly line of said State highway N. 5°25'E., 256.12 feet, N. 23°09'40"E., 262.49 feet, N 4°39'50"W., 457.06 feet, N. 5°25'E., 500.00 feet and N.34°40'E., 143.27 feet to an angle point in the easterly line of that certain 4.815 acre tract of land described in the deed from Montezuma Mountain Ranch School, a corporation, to the State of California recorded April 20, 1938 in Volume 872, page 374, Official Records of

Santa Clara County, said angle point being the southerly terminus of the course described as "N. 6°53'30"W., 281.47 feet" in the last said deed; thence continuing along said easterly highway line N.6°53'30"W., 281.47 feet, N.5°25'E., 1725.96 feet, N.71°58'E., 62.19 feet and N.14°21'30"E., 218.08 feet to the most southern corner of that certain 12.22 acre tract of land described in the deed from San Jose Water Works, a corporation, to the State of California recorded March 27, 1942 in Volume 1088, page 200, Official Records of Santa Clara County; thence continuing along said easterly highway line N.2°55'10"W., 418.37 feet, N.28°17'E., 50.00 feet, N.3°31'20"W., 440.95 feet, N.46°22'W., 153.41 feet, N.32°31'W., 470.10 feet, N.55°57'E., 63.74 feet, N.17°46'20"W., 215.23 feet, N.13°37'W., 137.12 feet, and N.33°19'W., 80.79 feet to the northerly terminus of the course described as "N.33°19'W., 80.79 feet" in the Agreement between the Southern Pacific Company, a corporation and the State of California, recorded August 20, 1940 in Volume 997, page 269, Official Records of Santa Clara County; thence leaving said easterly highway line S.74°45'W., 260.55 feet and S.13°26'28"W., 161.13 feet to the westerly line of said State highway; thence along said westerly highway line S.21°53'50"E., 187.98 feet, S.1°31'05"W., 161.55 feet, S.24°27'25"E., 687.03 feet, S.18°42'E., 491.49 feet, S.10°42'20"W., 486.45 feet and S.19°36'E., 132.01 feet to the southwestern corner of that certain 10.120 acre tract of land described in the deed from San Jose Water Works, a corporation, to the State of California, recorded July 19, 1938 in Volume 884, page 295, Official Records of Santa Clara County; thence continuing along said westerly highway line S.19°36'E., 33.52 feet and S.5°25'W., 1060.48 feet to the southwestern corner of that certain 0.803 acre tract of land described in the deed from Victor Frank to the State of California, recorded March 10, 1938 in Volume 866, page 258, Official Records of Santa Clara County; thence continuing along said westerly highway line S.5°25'W., 139.52 feet, S.13°00'40"W., 453.98 feet, S.10°13'30"E., 259.62 feet and S.5°25'W., 316.98 feet to the northwestern corner of that certain tract of land described in the aforementioned deed from said Reginald G. Theobald; thence continuing along said westerly highway line S.5°25'W., 783.02 feet and S.11°59'15"W., 358.48 feet; thence leaving said westerly highway line S.84°35'E., 111.02 feet to Engineer's Station 190+43.88 E.C. of the Department of Public Works' survey between the southerly line of Santa Clara County and Linden Gulch, road IV-SCl-5-C; thence continuing S.84°35'E., 70.00 feet to the point of commencement.

The length of State highway hereby relinquished is 1.08 miles.

PARCEL II

COMMENCING at the most western corner of that certain 0.298 acre tract of land designated as "Parcel 3" in the easement from San Jose Water Works, a corporation, to the State of California,

recorded October 25, 1950 in Volume 2082, page 247, Official Records of Santa Clara County; thence N.51°52'E., 33.50 feet; thence N.69°46'E., 144.26 feet; N.73°55'E., 89.38 feet; thence N.80°31'E., 156.15 feet; thence N.79°40'E., 119.16 feet; thence N.36°53'20"E., 234.35 feet; thence N.50°49'01"E., 160.00 feet; thence N.83°40'E., 197.00 feet; thence N.42°27'E., 191.00 feet; thence S.86°28'E., 131.00 feet; thence S.48°46'E., 61.00 feet; N.60°53'E., 71.00 feet; thence N.3°38'50"E., 104.35 feet to a point on the northern line of that certain tract of land described in the deed from Richard H. Lamb, et ux, to the State of California, recorded April 25, 1950 in Volume 1967, page 122, Official Records of Santa Clara County, said point being distant along said northern line S.89°56'W., 388.97 feet from Engineer's Station 226+00.88 on the "C_1" line of the Department of Public Works' survey between Woodwardia and Los Gatos, Road IV-SCl-5-C; thence N.32°33'15"E., 122.55 feet; thence N.8°13'20"E., 40.00 feet; thence S.81°46'40"E., 25 feet; thence N.67°02'01"E., 47.59 feet; thence N.2°55'59"W., 40.00 feet; thence N.78°05'07"W., 89.54 feet; thence N.46°19'55"W., 75.51 feet; thence N.34°11'20"W., 77.54 feet; thence S.88°59'23"W., 408.78 feet; thence N.46°31'04"W., 131.66 feet; thence N.19°35'45"W., 72.74 feet to the most western corner of that certain 0.845 acre tract of land described in the deed from George G. Larimore, et ux, to the State of California, recorded July 17, 1950 in Volume 2016, page 160, Official Records of Santa Clara County; thence N.49°59'30"E., 91.07 feet; thence N.1°34'25"W., 257.21 feet; thence N.89°01'15"E., 80.42 feet to a point of cusp, said point of cusp being the most eastern corner of that certain 0.094 acre tract of land described in the deed from Soren C. Sorensen, et ux, to the State of California, recorded October 3, 1950 in Volume 2066, page 334, Official Records of Santa Clara County; thence from a tangent that bears S.89°01'15"W., along a curve to the left with a radius of 40 feet, through an angle 90°35'40", a distance of 63.25 feet; thence S.1°34'25"E., 39.17 feet; thence S.5°14'42"E., 89.12 feet; thence S.3°25'32"E., 88.74 feet; thence tangent to last named course along a curve to the left with a radius of 100 feet through an angle of 64°36'46", a distance of 112.77 feet; thence S.68°02'18"E., 37.28 feet; thence N.82°12'49"E., 40.31 feet; thence S.61°41'53"E., 90.55 feet; thence S.85°08'05"E., 153.83 feet; thence tangent to last named course along a curve to the right with a radius of 130 feet, through an angle of 32°16'09" a distance of 73.22 feet to the northern terminus of the course described as "N.23°08'E., 24.86 feet" in the deed from Vaughn E. Gifford, et ux, to the State of California, recorded December 20, 1950 in Volume 2120, page 199, Official Records of Santa Clara County; thence continuing along last said curve to the right with a radius of 130 feet, through an angle of 11°40'03" a distance of 26.47 feet; thence S.41°11'53"E., 110.30 feet; thence N.72°26'10"E., 34.28 feet; thence S.85°48'27"E., 80.62 feet; thence N.54°15'05"E., 137.76 feet to a point distant N.79°35'15"W., 154.76 feet from Engineer's Station 229+28.85 on

the said "O_1" line; thence S.5°31'42"W., 194.07 feet; thence S.41°03'47"W., 495.47 feet; thence N.66°35'W., 183.10 feet; thence S.33°34'W., 126.00 feet; thence S.65°34'W., 232.00 feet; thence S.44°00'W., 198.00 feet; thence S.62°06'W., 92.00 feet to the southeastern corner of that certain 0.328 acre tract of land designated as "Parcl 2" in said easement from San Jose Water Works, a corporation to the State of California; thence S.54°43'W., 81.59 feet; thence S.77°52'W., 173.18 feet; thence S.79°32'W., 169.70 feet; thence S.72°18'W., 213.45 feet and thence N.51°56'15"W., 40.00 feet to the point of commencement.

The length of State highway hereby relinquished is 0.61 of a mile.

The total length of State highway hereby relinquished is 1.69 miles.

C. H. PURCELL, STATE HIGHWAY ENGINEER
CHIEF OF DIVISION

CULBERT L. OLSON
GOVERNOR OF CALIFORNIA

FRANK W. CLARK
DIRECTOR

STATE OF CALIFORNIA
Department of Public Works
SACRAMENTO

DIVISION OF HIGHWAYS
PUBLIC WORKS BUILDING

August 5, 1939

PLEASE REFER TO
FILE NO.
IV-SCr,SCl-55-B

To the Board of Supervisors
County of Santa Clara
San Jose, California

Gentlemen:

Re: Relinquishment
Road IV-SCr,SCl-55-B

There is transmitted herewith, for filing with the Board of Supervisors of the County of Santa Clara, as required by Section 73 of the Streets and Highways Code (Chapter 514 of the Statutes of 1935), a certified copy of a Resolution of the California Highway Commission, passed on July 28, 1939, relinquishing to the jurisdiction of said County, for use as a county highway, a portion of the state highway on Road IV-SCr,SCl-55-B, which has been superseded by relocation.

Please acknowledge receipt of this Resolution.

Yours very truly,

C. H. PURCELL
State Highway Engineer

By

Secretary

Com. St. Depart. Pub. Works
Relinquishment L.G. - Santa Teresa Road

File.

FILED
AUG 14 1939
FRANK W. HOGAN, Clerk
By R. L. Norton Deputy

A 1420

RELINQUISHMENT OF RIGHT OF WAY IN SANTA CLARA COUNTY
ROAD IV-SCL-5-B

WHEREAS, the State of California heretofore acquired a right of way for State highway purposes in Santa Clara County, in Sections 4, 5, 8, 9, 16, and 21, T. 9 S., R. 1 W., M.D.B. & M., and in Section 32, T. 8 S., R. 1 W., M.D.B. & M., between the southerly boundary of Santa Clara County and Los Gatos, road IV-SCl-5-B, and

WHEREAS, a portion of said right of way is no longer needed for State highway purposes and the California Highway Commission deems the relinquishment of said portion is necessary by reason of alteration and revision in alignment of a portion of the route of the State highway and deems it for the best interests of the State of California,

IT IS VOTED, that the State of California, acting by and through the California Highway Commission, does hereby relinquish to the County of Santa Clara that portion of the State highway right of way in Sections 4, 5, 8, 9, 16, and 21, T. 9 S., R. 1 W., M.D.B. & M., and in Section 32, T. 8 S., R. 1 W., M.D.B. & M., as said right of way is shown upon renumbered Sheets 1 to 15, inclusive, of State Highway Layout No. 132 in Santa Clara County, from the Southerly Boundary to Los Gatos, approved August 10, 1914, date of resolution August 11, 1914, and upon renumbered Sheets 16, 17 and 18 of State Highway Layout No. 421 in Santa Clara County, through Alma, approved March 8, 1920, date of resolution April 13, 1920.

Said State highway sheets hereinbefore mentioned, are hereby made a part hereof by reference and the State Highway Engineer is requested to furnish true and correct copies of said sheets, showing the portion of said State highway hereby relinquished, for filing, to the County Recorder of the County of Santa Clara.

The purpose of this resolution is to revert to the County of Santa Clara, as county highway, the title to the portion of 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 28th day of July, 1939, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor, and that the same has never been rescinded, and is now in full force and effect.

Assistant Secretary of the California Highway Commission

FHL

Resolution, Dr. K. Dept. Pub. Works
Relinquishment - S. Cruz - La Estocada.
File

FILED
AUG 14 1939
FRANK W. HOGAN, Clerk
By R. L. Norton Deputy

#1420

RELINQUISHMENT OF RIGHT OF WAY IN SANTA CRUZ
AND SANTA CLARA COUNTIES

ROAD-IV-SCR, SCL-55-B

WHEREAS, the State of California, by statutory authority, has been maintaining as State highway right of way the former county road in Santa Cruz and Santa Clara Counties, in Sections 16 and 21, T. 9 S., R. 1 W., M. D. B. & M., along Summit Road between superseded State Highway Route 5 and newly constructed Route 5, road IV-SCr, SCl-55-B, and

WHEREAS, a portion of said right of way is no longer needed for State highway purposes and the California Highway Commission deems the relinquishment of said portion is necessary by reason of alteration and revision in alignment of a portion of State Highway Route 5 and deems it for the best interests of the State of California,

IT IS VOTED, that the State of California, acting by and through the California Highway Commission, does hereby relinquish to the Counties of Santa Cruz and Santa Clara all that portion of the right of way for road IV-SCr, SCl-55-B, in Sections 16 and 21, T. 9 S., R. 1 W., M. D. B. & M., that lies easterly and southerly of the easterly right of way line of road IV-SCr, SCl-5-B, C, as the last said right of way is shown upon renumbered Sheets 1 and 2 of Plan and Profile of State highway in Santa Cruz and Santa Clara Counties, between Inspiration Pt. and Los Gatos, approved October 25, 1937,

Said State highway sheets, hereinbefore mentioned, are hereby made a part hereof by reference and the State Highway Engineer is requested to furnish true and correct copies of said sheets, showing the portion of said State highway hereby relinquished, for filing, to the County Recorders of the Counties of Santa Cruz and Santa Clara.

The purpose of this resolution is to revert to the Counties of Santa Cruz and Santa Clara, as county highway, the title to the portion of 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 28th day of July, 1939, in the City of Sacramento, a majority of the members of said Commission being present and voting thereof, and that the same has never been rescinded, and is now in full force and effect.

Assistant Secretary of the
California Highway Commission

Resolution Bd. Depart. Pub. Works
Relinquishment, L. G. - Santa Cruz Road

File

FILED
AUG 14 1939
FRANK W. HOGAN, Clerk
By R. L. Norton Deputy

August 18, 1939.

Mr. C. H. Purcell,
State Highway Engineer
Department of Public Works
Sacramento, Calif.

Dear Sir:

This will acknowledge receipt of the two certified copies of resolutions of the California Highway Commission, passed on July 28, 1939, relinquishing to the jurisdiction of the County of Santa Clara, for use as county highways, a portion of the State highway on Road 1V-SCr, SC1-55-B, and 1V-SC1-5-B, which have been superseded by relocation.

Very truly yours,

FRANK W. HOGAN, CLERK.

By _____
Deputy Clerk.

C. H. PURCELL, STATE HIGHWAY ENGINEER
CHIEF OF DIVISION

CULBERT L. OLSON
GOVERNOR OF CALIFORNIA

FRANK W. CLARK
DIRECTOR

STATE OF CALIFORNIA

Department of Public Works

SACRAMENTO

DIVISION OF HIGHWAYS
PUBLIC WORKS BUILDING

August 5, 1939

PLEASE REFER TO
FILE NO.
IV-SCl-5-B

To the Board of Supervisors
County of Santa Clara
San Jose, California

Re: Relinquishment
Road IV-SCl-5-B

Gentlemen:

There is transmitted herewith, for filing with the Board of Supervisors of the County of Santa Clara, as required by Section 73 of the Streets and Highways Code (Chapter 514 of the Statutes of 1935), a certified copy of a Resolution of the California Highway Commission, passed on July 28, 1939, relinquishing to the jurisdiction of said County, for use as a county highway, a portion of the state highway on Road IV-SCl-5-B, which has been superseded by relocation.

Please acknowledge receipt of this Resolution.

Yours very truly,

C. H. PURCELL
State Highway Engineer

By

Secretary

Com. St. Dept. Pub. Works
Relinquishment - L.G. Santa Cruz Rd.
File

FILED
AUG 14 1939
FRANK W. HOGAN, Clerk
By R. L. Norton Deputy