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## Harbor Drive to Ash or Oak Street

Tom Edwards

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## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon  
November 4, 1960

SUBJECT:

To:

MEMO TO THE FILE

At 9:00 A.M. on Thursday, November 3d, a meeting was held in the Bureau of Public Roads Office, Morgan Building, Portland, concerning the various plans for the connection and separation structure from Harbor Drive to Ash or Oak Street in the city of Portland. The following people were in attendance:

William A. Bowes, City of Portland  
F. T. Fowler, City of Portland  
W. J. Weller, City of Portland  
L. M. Rosenthal, City of Portland

B. M. French, Bureau of Public Roads  
J. F. Cameron, Bureau of Public Roads  
E. H. Thompson, Bureau of Public Roads  
E. J. Valsch, Bureau of Public Roads  
Dwight M. Earich, Bureau of Public Roads  
G. R. Brooks, Bureau of Public Roads

Tom Edwards, Oregon State Highway Department  
Lloyd P. Shaw, Oregon State Highway Department  
G. K. Attig, Oregon State Highway Department

I informed the group at the opening of the discussion that the meeting had been called to attempt to settle the controversy concerning this connection. I informed them further that the State Highway Department's position was, in effect, that a separation would be constructed for the City and that we were neutral as to the plans to be approved. We will construct any plan that is mutually agreed to by the City and by the Bureau of Public Roads.

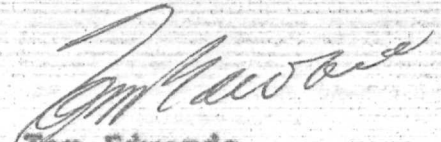
After considerable discussion, the Bureau and the City agreed to the position of Plan "A" which showed the connection into Ash Street, but with a revision of Plan "A" which would provide for a righthand takeoff from Harbor Drive. Considerable discussion was had concerning the righthand takeoff, since it would be necessary that the supports be placed on pilings

*File  
Harbor Drive*

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extending through the cribbing upon which the harbor wall rests. The City personnel present were adamant in their position that the weight of this structure to be built would not be supported upon the harbor wall or cribbing and that the design must be such as to provide a structure very nearly to the existing ground level.

It was agreed that the plans for the structure and ramp leading onto it would be subject to approval of the City Engineer.



Tom Edwards  
Construction Engineer

TE:jw

cc Forrest Cooper ✓  
Fred Fowler ✓  
B. M. French  
C. G. Polk  
Lloyd P. Shaw