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## To McNary from Public Works

Ormond R. Bean

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December 14, 1939

Honorable Charles L. McNary,  
United States Senator,  
Senate Office Building,  
Washington, D. C.

Dear Senator McNary:

The Oregon State Highway Commission, in conjunction with the City of Portland, is proposing the construction of a connecting highway through the city along the waterfront, avoiding the congested business district and making a connection for traffic from the southerly state highways with the state highways leading from the city to the north.

Mr. Alexander G. Brown, Chief Deputy City Attorney, recently discussed this project with you, and through the courtesy of your office was able to make contact with a number of government officials for a further discussion of the problem. He has suggested that we submit to you some information relative to this proposal and we are very happy to do so herewith.

In this connection we are submitting a map, which is in two sections, designated section 1 and section 2.

The project contemplates a connection with Southwest Barbur Boulevard at its intersection with Southwest Front avenue. (This would be at a point just beyond the southerly border of Section 1 of this map); and,

The widening and extension of Southwest Front avenue to Southwest Water avenue, near Southwest Hall street, and the widening of Southwest Water avenue to the Hawthorne bridge; thence under the bridges following the waterfront to the Railroad (Steel) bridge.

207085

W. A. B.

NW & SW  
Front Ave.



(On the maps of section 1 and section 2, the course of this proposed development is marked by a red line).

It is planned to make use of the present Southwest Front avenue between Southwest Jefferson street and the Railroad (Steel) bridge by widening the same and using it for slow moving traffic and as a service road for abutting property. (This proposed development is indicated by a blue line on section 2 of the map, running along the present location of Front avenue.)

The proposal as it is now being considered would have the through traffic both north and south follow the proposed highway along the west bank of the river and along the course indicated by the red line on section 2 of the map.

The proposal now immediately before the State Highway Commission and the city has been enlarged from its original scope to include the connection of the proposed development on the west side of the river with North Interstate avenue on the east side of the river by crossing the Railroad (Steel) bridge and following a route along the east bank of the river which has been roughly blocked in on section 2 of the map by a heavy red line.

From the west end of the Railroad (Steel) bridge suitable ramp connections would be made to the bridge and to the extension of this through highway on the east side of the river. The proposed construction on the east would follow the face of the bluff and would pass under the approach to the Railroad (Steel) bridge and the Broadway bridge to the point of connection with the present North Interstate avenue.

No estimate of cost of right-of-way and construction for that portion of the project on the east side of the river has as yet been made.

In connection with this project there will be considerable expense in the payment of damages and the acquisition of necessary right-of-way. The problem of acquiring this right-of-way is a major one before the City of Portland at the present time.



As you will realize, abutting property owners will reap no benefit from this by-pass or through routing of traffic and could not stand an assessment sufficient to finance the acquisition of this property.

The preliminary estimates for the improvement on the west side of the Willamette river and indicated by the red line drawn on section 1 and section 2 of the map, indicate that the right-of-way for that section will cost approximately \$1,500,000.00, and the construction of the highway after such right-of-way has been acquired, \$1,313,000.00.

As one of the Commissioners of the City of Portland, please accept my personal appreciation of the interest you have shown in this matter, and your many courtesies to Mr. Brown while he was recently in Washington.

Very truly yours,

Commissioner of Public Works

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