



HISTORICAL RECORDS

Dated January 13, 1958 to December 10, 1959

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

An INDEX of the Board minutes by alphabetic arrangement and by project number from June 1951 to and including June 1977, is located on the last half of microfilm roll number HR-6.

A record of the legislative action which created each Department is on the next frame.

The microfilm images hereon are a true and accurate reduction of the actual MINUTES mentioned above. They have been filmed in the normal course of business and under authority of the Idaho Transportation Department Administrative Policy No. A-06-25 and statutes and regulations cited thereon.

MICROFILM ROLL NO. 11

SEAMAN S. MILLS  
General Services Supervisor

Date Filmed 8 Sept 77

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**FRONT**

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

January 13, 14 & 15, 1958

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Monday, January 13, 1958 at 603 Main Street, Boise, Idaho.

Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Minutes of the Regular Meeting held November 30, December 2, 3 & 4, 1957 were read and approved.

Bids. The Board reviewed the results of the bid openings held December 10 and 17, 1957 and January 7, 1958, and concurred in the action of the State Highway Engineer on the following:

F-2361(6) - Consisting of constructing the roadway, drainage structures and a bituminous surface treatment on 4.438 miles of U.S. Highway No. 30, Bliss Jct.- Malad River Bridge, in Gooding County - Federal Aid Primary and State financed. The contract was awarded on December 11, 1957 to the low bidder, Earl L. McNutt Company, Eugene, Oregon in the amount of \$630,972.25, the Engineer's Estimate being \$810,643.50.

S-2809(3) & STOCKPILE NO. 227 - Consisting of constructing the surface and a bituminous surface treatment on 21.059 miles of State Highway 68, Old Jct. S.H. 46-U.S. 93, and furnishing crushed gravel in stockpiles in Camas and Blaine Counties - Federal Aid Secondary and State financed. The contract was awarded on December 18, 1957 to the low bidder, A. D. Stanley, Boise, Idaho, in the amount of \$353,253.00, the Engineer's Estimate being \$425,213.00.

S-3741(1) (Roadway) - Consisting of constructing the roadway and crushed gravel base on 4.511 miles of the Notus Road connection from 2 miles north of Notus East to U.S. 30, in Canyon County - Federal Aid Secondary and County financed. Subject to the concurrence of the Canyon County Commissioners, the contract was awarded on January 10, 1958 to the low bidder, Karl Woodall, Boise, Idaho in the amount of \$80,039.10, the Engineer's Estimate being \$88,619.75.

Utility Facility Relocation Determinations. Upon reviewing the following listed project plans, the Board decided in the affirmative in the matter of the necessity of the relocation of utility facilities on said Project:

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The following hearing was waived: F-4113(6), Culdesac-Craigmont, (U.S. 95 Relocation), Nez Perce County - Washington Water Company.

Points of Interest; Historical Signs. The Board requested the State Highway Engineer to present for their consideration at the next Board meeting, a policy governing the placing of points of interest and/or historical signs on our State Highways.

Scale Pits. The Board approved a request from the Department of Law Enforcement for an additional five scale pits to be installed during the coming year in District No. 6.

State Highway 51. The Board approved the allocation of \$150,000 of State Highway funds to match a like amount of Federal Aid Secondary funds from Owyhee County as indicated in a communication dated December 13, 1957 from the Owyhee County Commissioners. The Board instructed the State Engineer to proceed with plans in the hope that construction of the Little Valley Section of the route could begin in 1959.

Removal from the State Highway System. The Board approved the removal of the following from the State Highway System:

WHEREAS, construction of 0.672 mile of State Highway No. US 30N on new location beginning at a point in Section 21, T. 6 S., R. 34 E., at the Van Ness Subway in northwest Pocatello and ending at the intersection of Main Street and Arthur Street in Pocatello has made continuance of the original road as a portion of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.525 mile in length, is hereby removed from the State Highway System, effective this date.

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WHEREAS, construction of 4.513 miles of State Highway No. US 30N on new location beginning at a point in Section 28, T. 8 S., R. 30 E., 2.820 miles east of Massacre Rocks and ending at a point in Sec. 7, T. 8 S., R. 31 E., 2.243 miles west of American Falls has made continuance of the old road as a part of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that this portion of the old road, 4.1 miles in length, is hereby removed from the State Highway System, effective this date.

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WHEREAS, construction of 1.818 miles of State Highway No. US 2 on new location beginning at a point in Section 24, T. 56 N., R. 6 W., 0.420 mile east of the Washington State Line and ending at a point in Sec. 20, T. 56 N.,

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R. 5 W., 3.363 miles west of Priest River, has made it no longer essential to retain intermittent sections of the old road as a part of the State Highway System, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that these intermittent sections, with an aggregate length of 0.280 mile, are hereby removed from the State Highway System, effective this date.

Land and Property Speculators. The Board approved the following policy to curb land speculation in right of way matters:

"Where evidence is apparent that a speculative price has been paid and speculative prices are in turn asked of the State, the Department shall, in all cases present and future, when the property changes hands one year or less before the proposed taking by the State, or subsequent to the announcement of the relocation or location by public hearing, determine the price paid by the present owner, and further determine that the price asked is the market value.

'Should the speculator not desire to negotiate at that figure, condemnation proceedings would be instituted and evidence submitted as to the price paid with the expectation that the court would not permit 'undue enrichment' of the speculator."

Out of State Travel. Out of State travel was authorized by the Board as follows:

Accounting Department to send one auditor to Portland to audit Bonneville Power Administration's accounting of relocation of power poles on the Priest River-Old Town project.

Jack Stowe, Senior Resident Engineer, to attend the Barber Greene Asphalt Construction Conference at Aurora, Illinois, February 12, 13 and 14.

Marvin Lotspeich, Assistant in the Traffic Department, to attend the Northwest Traffic Engineer's Conference at Corvallis, Oregon, January 22-24.

Robert L. Byrum, Chief Right of Way Agent, and two other Right of Way personnel to attend the U.S. Bureau of Public Roads Right-of-Way Conference at Portland, Oregon, January 27, 28 & 29.

Glenn Bandelin, Sandpoint. Glenn Bandelin, Sandpoint Attorney, appeared before the Board requesting permission to fill with gravel a lot owned by the Department. Said lot adjoins Mr. Bandelin's property. The Board requested that District Engineer A. J. Sachse appraise the request and advise Mr. Bandelin accordingly.

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m., Tuesday, January 14, 1958.

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TUESDAY, January 14

The Board reconvened at 8:00 a.m., Tuesday, January 14 in the Board Room at 603 Main Street in Boise, with all members of the Board, the State Highway Engineer and the Secretary present.

EBASCO Space Organization Report. Mr. E. G. Welsh and William L. Relyea, of EBASCO Services, Inc., made the following report by letter to the Board on space utilization needs and requirements for a proposed building to house both the Departments of Highways and Law Enforcement. Commissioner of Law Enforcement Earl E. Koehler and Don Anderson of that Department were present to hear the report. General agreement as to the approval of the site was reached with the Law Enforcement Agency.

Mr. Welsh stated that the present office and work space situation of the Department of Highways in District 9 is critical. He said the total cost of what he termed "sub-standard" presently rented office space for the two departments would be \$1,800,000 over a 10-year period. For the same period the cost of a new building, including operation, would be \$2,140,000, he said.

The EBASCO Consultants considered three sites: (1) Property adjoining the Municipal Airport; (2) The City school property in the river bottom east of South 16th Street; and (3) The site west of the Armory north of Reserve Street owned by the City (17.4 acres). The latter site is recommended by the EBASCO Consultants as the most feasible and practical location for the building. They rejected the river bottom site because of the low elevation and the high water table. The site adjacent to Municipal Airport was rejected because of its proximity to the instrument runway and distraction that would be caused by jet engine noise.

The recommendation summarizes: "We recommend that action be taken to secure the Reserve Street property as soon as it is practical to do so. The matter of zoning should be questioned, test borings made and the drainage situation investigated as soon as possible." The consultants requested that a topographical diagram of this plot be sent to them to be used in site planning, orientation of buildings, etc.

Sherman Avenue - Coeur d'Alene. The Board agreed to accept a proposal of the City of Coeur d'Alene and the Coeur d'Alene Highway District for a cooperative agreement to resurface Sherman Avenue from 7th Street to a point halfway between 21st Street and 22nd Street. The City and the Highway District will pay for the entire surface preparation, for resurfacing the remaining area between curbs and the wing out on the intersections. The State will pay for the resurfacing of the center 40 feet for the full length.

U.S. 2 through Sandpoint. The Board agreed to enter into a cooperative agreement on a cost sharing basis with the City of Sandpoint for improvements of 5th Avenue from Pine Street to Larch Street (U.S. 2).

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Highway Sign Production at Penitentiary. Through a report written by Ellis Mathes, Planning and Traffic Engineer, the Board was apprised as to the progress and cost of production of signs being made at the Idaho State Penitentiary. It was recommended that a copy of said report be forwarded to the Board of Examiners.

Request for Direct Access to U.S. 95 in Lewiston. Upon reading Traffic Engineer Ellis Mathes' report of December 13 regarding a request for access to the McKay property on U.S. 95 in North Lewiston, the Board concurred in the recommendation of the Traffic Engineer that the request be denied, inasmuch as the frontage roads and connections as they presently exist are adequate to service all abutting property.

Ingrade Raise. The Board approved the following ingrade raise: Don Walker, Personnel Officer, from \$550.00 to \$612.00 per month.

Bypass Hearing. A public hearing for the relocation of U.S. 20 from Gooding to Shoshone was authorized by the Board.

Drainage on U.S. 95, Genesee Area. The State Highway Engineer and District Engineer of District 4 presented to the Board for their consideration the matter of drainage in the Genesee area on U.S. 95, together with a complaint of adjoining land owner, LaVerne Anderson of Genesee. From the original project plans, it was evident that a severe drainage problem existed prior to the construction of the highway. Mr. Guy Carter, who was Resident Engineer in charge of construction of the highway seven years ago, stated that the ponds were there before the road was built. The Board requested that Mr. Carter sign a deposition as to the facts regarding drainage obtained at the time the highway was built. Mr. Bennett showed the Board a soil profile taken before construction which indicated numerous low and water-logged spots. While on tour of the highways in North Idaho this spring, the Board plans to inspect the area.

Condemnation Order. Upon the recommendation of the Chief Right of Way Agent and with the approval of the State Highway Engineer, the Board granted authority to acquire under the State's power of Eminent Domain certain rights of way owned by Ira O. Fisher. This is under project No. ST-6471(503), U.S. 191, Henrys Lake to Montana Line, Fremont County, Parcel No. 2. Access is not to be controlled.

Acquisition of Right of Way. The Board directed that right of way be acquired on the John Day-Slate Creek Highway known as Project No. F-4113(10). Access is to be limited to the present location and its present use.

Surplus Property. Upon the recommendation of the Chief Right of Way Agent and with the approval of the State Highway Engineer, the Board directed that a 4.37 acre parcel of land located in the SW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 35, Township 9 South, Range 20 East, Boise Meridian, declared surplus and turned over to the Land Commissioner for sale at public auction. This property to be sold at a minimum price of \$275.00.

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Right of Way Parcel in Excess of \$20,000. Upon the recommendation of the Chief Right of Way Agent and with the approval of the State Highway Engineer, the Board directed the Chief Right of Way Agent to make payment to Ross B. Kesler for certain properties required by the Department for widening streets in the City of Blackfoot, Project No. F-1032(3), Blackfoot Streets, Parcels Nos. 23 and 23½. The consideration authorized is \$20,650.00.

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m., Wednesday, January 15, 1958.

WEDNESDAY, January 15

The Board reconvened at 8:00 a.m., Wednesday, January 15 in the Board Room at 603 Main Street, Boise, with all members of the Board, the State Highway Engineer and the Secretary present.

Lawrence Boyd Property - Twin Falls. Kales Lowe, Burley Attorney and client, Lawrence Boyd, appeared before the Board and a general agreement was reached in the settlement recommended by the Department as to change in the right of way contract affecting Mr. Boyd's property west of "West 5 Points" on U.S. 30 in Twin Falls. The terms of the agreement are outlined in Mr. Bennett's letter of December 11, 1957 to Mr. Lowe.

Payette Delegation. Jim McClure, City Attorney for the City of Payette, appeared before the Board to discuss a petition recently received by the Board. This petition asked for an underpass rather than the overpass as planned in the City of Payette, and bore 22 signatures. Mr. McClure pointed out that the petition was signed by a small minority group and assured the Board that the Municipal Government of Payette and the majority of its citizens are still desirous that the overpass be built as outlined at the public hearing held November 7, 1956.

Mr. McClure asked that when the anticipated informational meeting is held in Payette regarding the design of the overpass and ramp, that Mr. Hughes, Urban Engineer, be present to explain to adjoining property owners the effect the elevations of the structure will have on their various properties. Mr. Bennett assured him that when such information has been developed, Mr. Hughes would comply with his request.

Washington County Commissioners. A delegation consisting of the Washington County Commissioners, Mayor John Lloyd of Weiser and Steve Edwards, appeared before the Board regarding commitments towards the improvement of Washington County Road from Weiser to Olds Ferry. The Board reviewed its Minute Entry of June 26, 1957, which restated the position of the State in the matter.

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State Highway Engineer, G. Bryce Bennett, agreed that the Chief Locating Engineer would be at Weiser Monday morning, January 20, 1958, to provide a reconnaissance location center line so that the County Engineers might proceed with a survey.

Mr. Rich asked that the Department furnish assistance to Washington County in the way of furnishing County Secondary Road standards for construction on this project.

Yellowstone Highway Association. A delegation headed by Mr. Wayne Clark, President of the Yellowstone Highway Association, together with 12 members representing the areas of Dubois, Arco, Fairfield, and Mountain Home appeared before the Board. This delegation is interested in improvements on State Highways 22, 20-26 and 68, from Mountain Home to Dubois.

Mr. Bennett briefly outlined the projects along the route that are already programmed which amount to approximately \$900,000.00. He stated that the Trail Creek Road from Sun Valley to Chilly has been placed on the Forest Highway System, and that the route from Reno Point to Lidy Hot Springs was programmed for preliminary engineering and a Bituminous Surface Treatment in 1958. At the conclusion of the meeting, Mr. Clark stated, "We are happy with things and feel we are getting our proportionate share of work."

Expense Vouchers. The Board approved expense vouchers for the months of November and December, inclusive, as follows: Mr. R. C. Rich, \$59.50; L. K. Floan, \$89.95, and D. P. Jones, \$60.30.

Board Policy Regarding Use of Interstate Right of Way for Utility Installations. Subject to working out differences with the utilities administrators, the Board adopted the following policy pertaining to the locating and relocating of utility installations on the Interstate System:

"That the Idaho State Highway Department shall not permit utility companies to construct their facilities on or maintain their facilities from the controlled access portion of the right of way of the Interstate Highway."

"This policy may be modified under the following conditions"

"1. Utility lines crossing the Interstate Highway: Utility lines crossing the Interstate Highway will be handled on an individual basis. It is desirable that the basic policy be applied where feasible. In case conditions justify the placing of poles for a utility crossing within the controlled access portion of the Interstate right of way no poles shall be placed within 28 feet of the outside shoulder of the highway and, where the Interstate Highway is being constructed with 4 lanes or more with a median strip between opposing lanes, no poles shall be placed in the median within 36 feet of the inside shoulder of the highway. Underground

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utility crossings may be placed under the Interstate Highway in accordance with the present policy of the Department covering the installation of pipe lines and conduits under State Highways.

"2. Utilities presently in place along existing Interstate Highways: These facilities may be retained until such time as these sections of the Interstate Highway are reconstructed. At the time of reconstruction of the highway the utilities shall be placed off the controlled access portion of the Interstate Highway right of way except that, when required, utility crossings may be constructed in accordance with stipulations of modification Number 1 above.

"3. Locations where the Interstate Highway traverses extremely mountainous terrain, where there is no other feasible location on which the utilities' facilities may be constructed and maintained at a reasonable cost: In such cases permission may be granted to individual utility companies to construct utility facilities on and maintain these facilities from the Interstate Highway right of way.

"In each case where it is deemed advisable to permit utilities to occupy the controlled access portion of the Interstate Highway right of way such permits must be approved by the Bureau of Public Roads."

THEREUPON, the Board adjourned, to reconvene at their next regularly scheduled meeting to be held February 12, 13 and 14, 1958.



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R. C. RICH, Chairman

Read and Approved at Boise, Idaho  
February 13th, 1958

January 15, 1958

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

February 12, 13 & 14, 1958

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Wednesday, February 12, 1958, at 603 Main Street, Boise, Idaho.

Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Minutes of the Regular Meeting held January 13, 14 & 15, 1958 were read and approved.

Bids. The Board reviewed the results of the bid openings held February 11, 1958, and concurred in the action of the State Highway Engineer on the following:

ST-M-3271(509) & (511) - Consisting of seal coating 32.5 miles on State Highway No. 15, Cascade Hill and Donnelly-New Meadows, in Valley and Adams Counties - State financed. The contract was awarded on February 17, 1958 to the low bidder, Nelson & Deppe, Boise, Idaho, in the amount of \$44,893.50, the Engineer's Estimate being \$48,994.75.

STOCKPILE No. 217 - Consisting of furnishing crushed gravel and cover coat material in stockpiles adjacent to State Highway No. 52, southwest of Emmett, in Gem County - State financed. The contract was awarded on February 17, 1958, to the low bidder, Snake River Sand & Gravel, Ontario, Oregon, in the amount of \$12,340.00, the Engineer's Estimate being \$14,750.00.

STOCKPILE No. 220 - Consisting of furnishing crushed gravel and cover coat material in stockpiles, north of Weiser, adjacent to U.S. Highway 95, in Washington County - State financed. The contract was awarded on February 17, 1958 to the low bidder, T. & S. Construction Company, Twin Falls, Idaho, in the amount of \$24,300.00, the Engineer's Estimate being \$33,750.00.

Utility Facility Relocation Determinations. Since the last meeting of the Board several utility companies waived hearings before the Board in the matter of relocation of utility facilities on certain projects. Upon reviewing the plans of said projects, as listed below, the Board decided in the affirmative regarding the necessity of the relocation of utility facilities on said projects:

(County Project) No. 3840(2), Ola-Sweet County Road, Gem County -

February 12, 1958

Idaho Power Company. (Ola Telephone Company did not appear for hearing.)

S-3861(1) (County Project), Payette River Bridge and Approaches, Payette County - Mountain States Telephone & Telegraph Company and Idaho Power Company.

S-3810(3) (County Project), Pasadena Valley Road Extension, Elmore County - Idaho Power Company.

S-1754(2) (County Project), Hawkins-Virgina Road, Bannock County - Utah Power & Light Company, and Mountain States Telephone & Telegraph Company.

Personnel Matters. The Board approved the following personnel matters, as recommended by the State Highway Engineer:

1. Hiring of Harry Wingfield, Bridge Department, Group V @ \$700.00 per month.
2. Frank Leonard, promotion to Design Engineer, Group VI, \$725.00 to \$800.00 per month.
3. Gus Anderson, Assistant District Engineer, District No. 3, Ingrade Raise, \$700.00 to \$725.00 per month.
4. Edward W. Equals, Planning Survey Manager, Grade V to Grade VI, \$725.00 to \$800.00 per month.
5. W. R. Platts, Chief Geologist, Ingrade Raise, \$645.00 to \$700.00 per month.
6. Gordon M. Hawkes, Assistant Right of Way Chief, Ingrade Raise, \$700.00 to \$725.00 per month.

Out of State Travel. Upon the recommendation of the State Highway Engineer, the Board approved the following out of state travel:

Four Department Engineers to attend the joint AASHO Municipal-WASHO meeting in Portland, Oregon, March 24-25.

Kay Brimhall and three other personnel to attend the Motor Highway Conference in Salt Lake City, March 4-5.

State Highway Engineer, G. Bryce Bennett, and Planning and Traffic Engineer, Ellis Mathes, to attend the President's Safety Conference in San Francisco, April 8-9.

Wylsie Platts and one other person to attend the Photogrammetry School for two weeks at Vancouver, Washington, March 30 to April 12.

Dwight Crofford, Bob Christensen and Don Walker, Personnel Officer,

to go to Provo and Salt Lake City, Utah to interview prospective E.I.T. at University of Utah, Utah State College and Brigham Young University.

Don Walker to attend WASHO Personnel Officer's Conference at Denver, Colorado, March 19-23.

N. L. McCrea to attend Snow Survey Committee Meeting of Yellowstone National Park, February 28 to March 7, 1958.

J. H. Cairns to attend Regional Conference at Portland, March 23-26. Also, Frank Leonard, Ellis Mathes, Roy Jump, Bill Hughes to attend Regional Conference and/or Design Conference at Portland, March 26-30.

Richard K. Brimhall to Regional Conference of B.P.R. at Vancouver, Washington, March 11-13, 1958.

Cecil Hiatt to pick up surplus property in Bremerton and Seattle areas, 2/25 to 3/3 and in Richland and Seattle areas March 4-11.

Jack O'Toole to pick up surplus property in Seattle, Fort Lewis and Richland areas, March 17-20, 1958.

Ten personnel to pick up surplus property in Seattle, Fort Lewis and Richland areas March 31 to April 5, 1958.

Public Bypass Hearings. The Board approved the setting of public hearings regarding the relocation of U.S. 95 between Wilder and Parma, and also U.S. 20-26, Gooding-East.

Lewiston Orchard Project. The request by the City of Lewiston to trade Secondary Funds for Urban Funds for a Lewiston Orchard Project was approved by the Board, subject to the approval of the U.S. Bureau of Public Roads.

Lawrence Boyd Property, Twin Falls. The Board concurred in the recommendation of the State Highway Engineer regarding the Lawrence Boyd property West of Twin Falls in conclusion of the matter by restricting access as presently permitted.

Belmont Highway District. The request of the Belmont Highway District to take over that section of State Highway 54 to Bayview, now under the jurisdiction of the Belmont Highway District, was denied.

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Thursday, February 13, 1958.

#### THURSDAY, February 13

The Board reconvened at 8:00 a.m., February 13, in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

February 13, 1958

Removal from the State Highway System. The Board approved the removal of the following from the State Highway System:

WHEREAS, construction of 6.931 miles of State Highway No. 34 beginning at a point in Sec. 1, T. 12 S., R. 40 E., 0.417 miles south of Thatcher and ending at a point in Sec. 1, T. 11 S., R. 40 E., 0.188 miles south of Niter, has made it no longer essential to retain intermittent sections of the old road as a part of the State Highway System, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that these intermittent sections, with an aggregate length of 1.085 miles, are hereby removed from the State Highway System, effective this date.

Revisions in the State Highway System. The Board approved the following revisions in the State Highway System:

WHEREAS, proposed construction of State Highway No. U.S. 30N on new alignment in and adjacent to American Falls necessitates re-designation of the present highway to provide service to American Falls and to maintain integration of the State Highway System in accordance with the sketch map attached hereto.

NOW THEREFORE BE IT RESOLVED, that the previous designation of State Highway No. 37 be, and hereby is, revised as follows:

Beginning at a junction with US 191 at Malad and extending westerly and northerly via Holbrook, Roy and Rockland to a junction with SH 39 in American Falls.

BE IT FURTHER RESOLVED, that the previous designation of State Highway No. 39 be, and hereby is, revised as follows:

Beginning at a junction with US 30N east of American Falls and extending northeasterly via American Falls and Aberdeen to a junction with U.S. 26 west of Blackfoot. Also includes a spur connection through Moreland to U.S. 26.

Rural Speed Limits within Districts Nos. IV and V. The Board approved the following:

WHEREAS, by virtue of Section 49-524.2, Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at an intersection or other place or upon any part of the State Highway System; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it'

is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

IN DISTRICT FOUR:

<u>Item No.</u>	<u>Hwy. No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	SH 9	12.35	12.70	East of Jct. with US 95	35
2	SH 9	12.70	39.85	East of Jct. with US 95	60-55
3	SH 9	39.85	40.55	East of Jct. with US 95	50
4	SH 9	40.55	41.50	East of Jct. with US 95	50
5	SH 9	41.50	42.70	East of Jct. with US 95	50
6	SH 9	42.70	44.25	To Jct. with SH 7	50
7	SH 9 & 7	44.25	44.70	Jct. with SH 7 to Jct. with SH 7	50
8	SH 9	44.70	51.85	Jct. with SH 7 to Jct. with SH 11	60-55
9	SH 9	51.85	65.80	East of Jct. with SH 11	60-55
10	SH 9	65.80	66.20	To Kamiah	35
11	SH 9	66.20	67.15	Kamiah Urban Extension	_____
12	SH 9	67.15	74.10	South of Kamiah	60.55
13	SH 9	74.10	74.35	To Kooskia	25
14	SH 9	74.35	75.10	Kooskia Urban Extension	_____
15	SH 9	75.10	75.25	East of Kooskia	25
16	SH 9	75.25	_____	Kooskia to Smith Creek	60-55
17	SH 9	_____	_____	Smith Creek to Lowell	40
18	SH 9	_____	_____	Lowell to End of Road	50

IN DISTRICT FOUR:

<u>Item No.</u>	<u>Hwy. No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	SH 13	74.40	75.10	Kooskia Urban Extension	_____
2	SH 13	75.10	75.40	South of Kooskia	35
3	SH 13	75.40	77.80	South of Kooskia	60-55
4	SH 13	77.80	77.95	To Stites	35
5	SH 13	77.95	78.50	Stites Urban Extension	_____
6	SH 13	78.50	78.65	South of Stites	35
7	SH 13	78.65	87.05	To Harpster	50
8	SH 13	87.05	87.90	Through Harpster	35
9	SH 13	87.90	89.40	Harpster to Jct. with SH 14	50
10	SH 13	89.40	94.70	West of Jct. with SH 14	35
11	SH 13	94.70	99.15	To Grangeville	50
12	SH 13	99.20	100.50	Grangeville Urban Extension	_____

IN DISTRICT FIVE:

<u>Item No.</u>	<u>Hwy. No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	SH 41	0.00	6.45	Jct. with US 10 to Rathdrum	60-55
2	SH 41	6.45	7.55	Rathdrum Urban Extension	_____
3	SH 41	7.55	7.85	Rathdrum to Jct. with SH 53	60-55
4	SH 41	7.85	14.15	North of Jct. with SH 53	60-55
5	SH 41	14.15	18.25	To Jct. with SH 54	50
6	SH 41	18.25	18.65	Jct. with SH 54 to Spirit Lake	50
7	SH 41	18.65	19.75	Spirit Lake Urban Extension	_____
8	SH 41	19.75	26.20	North of Spirit Lake	60-55
9	SH 41	26.20	26.60	Through Blanchard	50

Item No.	Hwy. No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
10	SH 41	26.60	38.35	North of Blanchard	60-55
11	SH 41	38.35	38.60	To Oldtown	35
12	SH 41	38.60	38.75	Oldtown Urban Extension	_____

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-512.2 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Urban Speed Limits. The Board approved the following urban speed limits:

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3, Idaho Code, the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Villages of Chubbuck, Kamiah and Weston; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated May 19, 1955 with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Chubbuck should be revised; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated April 12, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Kamiah, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Villages of Chubbuck, Kamiah and Weston; said urban portions of the State Highway System and prima facie speed limits being as follows:

IN THE VILLAGE OF CHUBBUCK:

Item No.	Hwy. No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	US 91 & 191	None	So. City Limits to No. City Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated May 19, 1955, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Chubbuck, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Chubbuck shall henceforth be effective at all times during hours of daylight or darkness.

IN THE VILLAGE OF KAMIAH:

Item No.	Hwy. No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	SH 9	3rd Street	West City Limits to Spruce Street	35
2	SH 9	3rd Street	Spruce St. to East Village Limits	50
3	SH 12	Main Street	3rd Street to 5th Street	25
4	SH 12	5th Street	Main Street to West Village Limits	25
5	SH 62	Pine Street	5th Street to 11th Street	25
6	SH 62	None	11th Street to West Village Limits	40

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated April 22, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Kamiah, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Kamiah shall henceforth be effective at all times during hours of daylight or darkness.

IN THE VILLAGE OF WESTON:

Item No.	Hwy. No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	SH 35	None	No. Village Limits to Second West St.	50
2	SH 35	Depot St.	Second West St. to 1000 Feet East of Second East Street	35
3	SH 35	Depot St.	1000 Feet East of Second East St. to South East Village Limits	50

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban

portions of the State Highway System within the corporate limits of the Village of Weston shall henceforth be effective at all times during hours of daylight or darkness.

Condemnation Orders. The Board executed in duplicate Orders of Condemnation covering the following:

On Project No. F-1032(3), Blackfoot Streets, US 91-191, Bingham County; Parcels Nos. 25 and D-18, LaMont L. Bair and Lillian B. Bair, his wife; also Parcels Nos. 26 and D-19, Clarence C. Cox and Agnes D. Cox, his wife.

On Project No. I-3021(9), Ontario-Caldwell, Payette County: Parcels Nos. 1, D-1 and D-2.

Correction Deed. At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, the Board executed a correction Deed conveying Parcel No. 9½ of Project No. I-6033(4) to the State Fish and Game Commission.

Maintenance Shed Site at Arco. Upon the request of the Chief Right of Way Agent and with the recommendation of the Maintenance Engineer and the State Highway Engineer, the Board authorized for a consideration of \$500.00 the acquisition of Lot 5, Block 1 in Arco Townsite to be used for the storage of maintenance equipment.

Acquisition of Right of Way. Upon the request of the Chief Right of Way Agent and with the recommendation of the State Highway Engineer, the Board authorized the acquisition of right of way on the following projects:

Project No. S-1753(2), Buist Junction-Bannock County Line. Right of way to be acquired without control of access.

Project No. FHP 26-E1, F2, Ketchum to Stanley. Right of way to be acquired without control of access.

Right of Way Parcels in Excess of \$20,000.00. Upon the request of the Chief Right of Way Agent and with the approval of the State Highway Engineer, the Board authorized the payment to Wayne Newcomb, et al, of \$75,000.00. This is to cover payment for approximately 478.64 acres of land required for right of way and borrow sources on Project No. I-2023(5). This authorization is made providing that the Chief Right of Way Agent, in acquiring this property with various deeds, has in his file supporting evidence to support this consideration.

Also, upon the request of the Chief Right of Way Agent and with the approval of the State Highway Engineer, the Board authorized the acquisition of properties required for Project No. IN-5041(7), Coeur d'Alene Belt Route, from Harold Henriksen. The consideration to be paid for the property required (Parcel No. 47) is \$30,000.00.

EBASCO Services - (Space Utilization Report). The Board heard Mr. William F. Rooney and Mr. Ed Welsh who presented the EBASCO Consultant's space utilization report for the Board's review. Printed copies will be distributed some time next week.

THEREUPON, the Board adjourned, to reconvene the following morning at 8:00 a.m.

FRIDAY, February 14

The Board reconvened at 8:00 a.m., February 14, 1958, at 603 Main Street, with all members of the Board, the State Highway Engineer and the Secretary present.

Expense Vouchers. The Board approved expense vouchers for the month of January, 1958, as follows: R. C. Rich, \$48.43; D. P. Jones, \$40.90, and L. K. Floan, \$58.55.

Wendell Delegation. The Board heard a delegation from Wendell, composed of State Senator William Jackson, Chamber of Commerce Representative Ed. Zolinger, M. L. McBride and Charles Miller. General discussion of highway improvements in the vicinity of Wendell, and particularly the improvement of the Westerly connection was emphasized by Charles Miller, motel operator. The delegation was informed that a curb and gutter section in Wendell will be built in the reconstruction of State Highway 46 from Gooding to Wendell; also, that the Board, together with State Highway Engineer Bennett, intends to look over the western entrance into Gooding in their Board tour this summer, as to what is feasible between now and the time the Interstate interchanges are to be planned.

Mr. Miller stated he is under the impression that the western connecting stub from State Highway 25 is not signed, and inasmuch as it is a part of the State Highway System, he thinks it should be. The matter was referred to the Traffic Department.

Boise City Council. Next appearing before the Board was Mayor Edlefsen and the entire Boise City Council. They informed the Board that unexpected opposition had developed to the Mayor's invitation to the Department to consider that area north of Reserve Street for a State Highway building site, and that the Council accordingly disapproved of the location for that purpose. Whereupon, Mr. Rich stated that the Board has no quarrel with the City Officials upon the matter and requested State Highway Engineer Bennett to look elsewhere in Boise for an adequate building site. The Mayor also stated that the deed conveying the property to the City from the Federal Government specified that the grounds be used for recreational purposes and that this might therefore preclude completion in transferring the property.

The Council offered to assist in any way possible the procurement of another site in the City of Boise, should the Department require assistance.

It was the original suggestion of the Mayor that the Department consider the above mentioned site for the location of the State Highway

Administration Building.

Rupert Delegation. Appearing next before the Board was a delegation from Rupert regarding the progress of improvements anticipated in that area. They were assured that the Board and the Department are cognizant of the needs of State Highway 77, and that present planning anticipates the improvement of this route at least by the time the Raft River to Snake River section of the Interstate is completed.

The delegation was informed that subject to the concurrence of the U.S. Bureau of Public Roads on 92 per cent matching moneys (on an Interstate Formula basis) the Department plans early improvement of the three-mile section of State Highway 25 through the Veteran's Reserve adjoining the proposed Interstate; such section to ultimately become a frontage road of the Interstate Freeway.

The importance of an early connection with the Interstate east of Montgomery Bridge was stressed. No promises or commitments were given.

North Idaho Board Tour. The itinerary for a Board tour of the ten counties in North Idaho was discussed, beginning March 24 at Coeur d'Alene and ending at Boise the evening of Friday, March 28. Board Secretary Summers was requested to work out appointments and details.

Reorganization of Board for 1958. Conforming to statutes, the Board was reorganized by Vice Chairman Floan moving for the nomination of Mr. Rich for Board Chairman. The nomination was seconded by Mr. Jones, whereupon Mr. Rich was duly elected as Chairman for the ensuing year.

Mr. Jones moved that Mr. Floan be re-elected as Vice Chairman, which was seconded by Mr. Rich, whereupon Mr. Floan was duly elected as Vice Chairman for 1958.

THEREUPON, the Board adjourned, to reconvene for their next regularly scheduled meeting to be held March 29 and 31, and April 1 and 2, 1958.

  
\_\_\_\_\_  
R. C. RICH, Chairman

Read and Approved: March 31, 1958.  
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

March 29 & 31; April 1 & 2, 1958

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Saturday, March 29, 1958, at 603 Main Street, Boise, Idaho.

Present were:

- David P. Jones, Director, District No. 1
- Roscoe C. Rich, Director, District No. 2
- Leonard K. Floan, Director, District No. 3
- G. Bryce Bennett, State Highway Engineer
- Wayne Summers, Secretary of the Board

Minutes. The Minutes of the Regular Meeting of the Idaho Board of Highway Directors held February 12, 13 & 14, 1958, were read and approved.

Bids. The Board reviewed the results of the bid openings held February 18 and 25, and March 11, 18 and 25, 1958, and concurred in the action of the State Highway Engineer on the following:

ST-M-2361(518) & STOCKPILES 239 & 240 - Consisting of seal coating 13.95 miles of U.S. Highway No. 30, Kimberly-Murtaugh and furnishing crushed gravel and cover coat material in stockpiles south of Bickel O.H., and at the Twin Falls Maintenance Yard, in Twin Falls County - State financed. The contract was awarded on February 20, 1958 to the low bidder, T. & S. Construction Company, Twin Falls, Idaho, in the amount of \$38,701.25; the Engineer's Estimate being \$46,905.00.

ST-M-2023(507), (508), & STOCKPILE NO. 189, - Consisting of seal coating 2 - 8' shoulders of 16.0 miles, Bliss-Wendell and a full width roadway on 4.0 miles Wendell-East on State Highway No. 25, and furnishing crushed gravel and cover coat material in stockpile, in Gooding County and Jerome County - State financed. The Contract was awarded on February 20, 1958, to the low bidder, Titus, Inc., Jerome, Idaho, in the amount of \$46,251.00; the Engineer's Estimate being \$60,960.00.

S-1754(2) - Consisting of constructing the roadway and crushed gravel base on 7.000 miles of the Robin-Hawkins Valley Road, Virginia-Hawkins, in Bannock County - Federal Aid Secondary and County financed. Subject to the concurrence of the Bannock County Commissioners, the contract was awarded on February 20, 1958, to the low bidder, Wangsgaard Construction Company, Logan, Utah, in the amount of \$127,527.44; the Engineer's Estimate being \$166,908.90.

STOCKPILES 141, 180, 245 & 246 - Consisting of furnishing crushed gravel and cover coat material in various stockpiles in Highway District No. 4, in Clearwater, Lewis, Nez Perce and Latah Counties - State financed. The contract was awarded on February 26, 1958, to the low bidder, F. H. DeAtley & Company, Lewiston, Idaho, in the amount of \$80,510.00; the Engineer's Estimate being \$128,345.00.

ST-M-1739(503) & STOCKPILE NO. 134 - Consisting of seal coating 9.026 miles of State Highway 35, Oxford-Red Rock, and furnishing cover coat material in stockpile near Red Rock, in Bannock and Franklin Counties - State financed. The contract was awarded on February 26, 1958, to the low bidder, Wangsgaard Construction Company, Logan, Utah, in the amount of \$19,150.00; the Engineer's Estimate being \$21,780.00.

ST-M-3291(506) & STOCKPILE NO. 216 - Consisting of seal coating 16.1 miles of State Highway 21, Idaho City-Northeast, and furnishing crushed gravel and cover coat material in stockpiles in Boise County - State financed. The contract was awarded on February 26, 1958 to the low bidder, Nelson & Deppe, Boise, Idaho, in the amount of \$36,805.00; the Engineer's Estimate being \$40,205.00.

ST-M-6746(501), ST-M-6840(503) & STOCKPILES 223, 224, 225 & 229 - Consisting of seal coating 6.977 miles of State Highway 80, Menan-Lorenzo and 15.948 miles of State Highway 22, Lidy Hot Springs-Dubois, and furnishing crushed gravel and cover coat material in various stockpiles, in Bonneville, Clark, Fremont, Jefferson Counties - State financed. The contract was awarded on February 26, 1958, to the low bidder, Idaho Rock, Inc., Twin Falls, Idaho, in the amount of \$71,469.50; the Engineer's Estimate being \$80,966.50.

S-2774(1) & S-2782(1) - Consisting of constructing the roadway, a bituminous surface treatment and a 120' concrete bridge on 2.089 miles of the West of Gooding Road, and the roadway and a bituminous surface treatment on 1.903 miles of the Southwest of Gooding Road, in Gooding County - Federal Aid Secondary and County Financed. Subject to the concurrence of the Gooding County Commissioners, the contract was awarded on February 26, 1958 to the low bidder, T. & S. Construction Company Twin Falls, Idaho, in the amount of \$121,398.55; the Engineer's Estimate being \$129,391.50.

S-3806(3) - Consisting of constructing the roadway and a bituminous surface treatment on 4.765 miles of State Highway No. 51, Snake River-Rattlesnake Hill, in Elmore County - Federal Aid Secondary and State financed. The contract was awarded on March 13, 1958, to the low bidder, Fred H. Slate Co. Oregon, Ltd., Portland, Oregon, in the amount of \$330,495.50; the Engineer's Estimate being \$355,591.25.

F-1481(6) & STOCKPILE NO. 194 - Consisting of reconditioning the existing roadbed and constructing a roadmix bituminous surface on 4.630 miles of U.S. 30-N, Georgetown Hill, and furnishing crushed gravel in

stockpile, in Bear Lake County - Federal Aid Primary and State financed. The contract was awarded on March 13, 1958 to the low bidder, Holmes Construction Company, Inc., Heyburn, Idaho, in the amount of \$119,161.00; the Engineer's Estimate being \$147,891.25.

ST-1778(508) - Consisting of constructing a mineral surfaced asphaltic plank deck and painting the Bear River Bridge, North of Grace, on S.H. 34, in Caribou County - State financed. The contract was awarded on March 13, 1958, to the low bidder, Brennan Construction Company, Inc., Pocatello, Idaho, in the amount of \$14,714.00, the Engineer's Estimate being \$19,350.00.

ST-M-5116(516) - Consisting of cleaning and painting steel shell piling and bracing on the Sandpoint Bridge, in Bonner County - State financed. The contract was awarded on March 13, 1958 to the low bidder, Hunter & Tate, Sandpoint, Idaho, in the amount of \$14,152.00, the Engineer's Estimate being \$11,658.00. The 2.14% over the Engineer's Estimate is accounted for by the smallness of the work, together with the shortness of time allowed on the low water stage of the lake in order to complete this maintenance project.

F-2361(4) & S-US-2862(1) & STOCKPILE NO. 242 - Consisting of constructing the roadway, drainage structures and a plant mix bituminous surface on 2.083 miles of U.S. 30 and 2.642 miles of S.H. 27, Burley Streets, and furnishing crushed gravel and cover coat material in stockpile in Cassia County - Federal Aid Primary, Secondary and State financed. The contract was awarded on March 20, 1958 to the low bidder, Holmes Construction Company, Inc., Heyburn, Idaho, in the amount of \$591,135.00, the Engineer's Estimate being \$816,982.90.

S-5810(2) - Consisting of constructing the 14' concrete culvert over Adams Creek and a 16' concrete culvert over Olsen Creek on State Highway No. 7, southeast of Fernwood, in Benewah County - Federal Aid Secondary and State financed. Contract was awarded to the low bidder, on March 29, 1958, to Walter G. Meyers & Son, Spokane, Washington, in the amount of \$15,254.00, the Engineer's Estimate being \$13,323.75. The 14.5% over the Engineer's Estimate was occasioned by the estimate being based on a \$300,000 project; this part of the work being required ahead of the complete Mashburn Bridge project, of which this was to be a part. Refer to Department letter to Bureau of Public Roads dated March 28, 1958, for justification.

F-3291(1) - Consisting of reconstructing and reconditioning the existing roadbed and constructing a plant mix bituminous surface on 10.634 miles of State Highway 21, Lucky Peak Dam - North, in Ada and Boise Counties - Federal Aid Primary and State financed. The contract was awarded on March 28, 1958 to the low bidder, Morrison Knudsen Company, Inc., Boise, Idaho, in the amount of \$432,846.75; the Engineer's Estimate being \$652,513.25.

F-2352(2) - Consisting of constructing the roadway, a 53' concrete bridge and a bituminous surface treatment on 2.059 miles of U.S. Highway 20, from Arco-West, in Butte County - Federal Aid Primary and State financed. The contract was awarded on March 26, 1958 to the low bidder, Robert V. Burggraff Company, Idaho Falls, Idaho, in the amount of \$244,288.70; the Engineer's Estimate being \$243,040.60.

STOCKPILES NOS. 249, 252, & 253 - Consisting of furnishing crushed gravel and cover coat material in various stockpiles, in Bonner and Kootenai Counties - State financed. The contract was awarded on March 26, 1958 to the low bidder, F. H. DeAtley & Company, Lewiston, Idaho, in the amount of \$44,000.00; the Engineer's Estimate being \$65,000.00.

Sale of Surplus Property - Rockland, S-1721. Upon the recommendation of the State Highway Engineer, a parcel of land located in the Village of Rockland located opposite Engineer Station 745/00 and containing 1.36 acres is hereby declared surplus. Said parcel of land is legally described and is on record in the office of the Right of Way Division. The State Highway Engineer is directed to turn this property over to the State Land Board to be offered for sale for consideration of not less than \$2,000.00.

Quitclaim Deeds. The Board executed in triplicate Quitclaim Deeds as follows:

- (1) For land situated in Government Lot 1 of Section 33 and Lot 2 of Section 28, Township 8 North, Range 5 West, Boise Meridian, Payette County, Idaho, for land needed for right of way situated in Section 28, Township 8 North, Range 5 West, Boise Meridian, Payette County, Idaho, to Roy K. Knowlton of Fruitland, Idaho, Project No. I-3021(9).
- (2) For land situated in the SE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 25, Township 48 North, Range 4 West, Boise Meridian, in Kootenai County, Idaho, to Benjamin F. Carnagey of Kootenai County, Idaho.
- (3) In exchange for land situated over and across Lots 5 and 6, Block 2 of the Riverview Subdivision, Custer County, Idaho, and granting to Maurice Dean Hartruft and Harry Ray Hartruft a parcel of land situated in Lot 7, Block 2 of the Riverview Subdivision, Custer County, Idaho, and being a portion of Lot 2, Section 10, Township 10 North, Range 13 East, Boise Meridian, Project No. FHP 26 E1 F2.
- (4) For land situated in the NW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 18, Township 50 North, Range 3 West, Boise Meridian, Kootenai County, Idaho, to Wayne Miller and Ruth Miller, his wife, of Coeur d' Alene, Idaho.

Easement on Land in Cassia County. The Board executed in triplicate an Easement over land situated in the W $\frac{1}{2}$ SW $\frac{1}{2}$  of Section 11, Township 10 South, Range 24 East, Boise Meridian, in Cassia County, Idaho, to David Siewert of Arbon, Idaho.

Right of Way Parcels in Excess of \$20,000.00. Upon the recommendation of the Chief Right of Way Agent, and with the approval of the State Highway Engineer, the Board authorized:

Payment to Mr. J. W. Dalias in consideration of \$26,250.00 for land and buildings the State requires on Project No. F-FG-3112(8), Weiser Underpass, Parcel No. 6.

Payment to Charles W. Larson the sum of \$20,048.00 for 20.48 acres of land located in Section 25, Township 10 South, Range 22 East; said property is to be utilized for material source CS-128 on Project No. F-2361(13), Burley-West.

Payment to S. W. McClure for a consideration of \$20,000.00 for a material source, G-42, consisting of 43.0 acres, more or less, located in Section 7 and Section 18, Township 6 South, Range 13 East, on Project No. I-IG-2023(10).

The State Highway Engineer to execute an easement with and between W. J. Toevs and the Department of Highways for a material site, CS-123, located in Section 36, Township 9 South, Range 27 East. The consideration called for is to be \$22,689.00. (Project No. I-2023(5)).

Condemnation Orders. The Board executed in duplicate Orders of Condemnation covering the following:

On Project No. F-3281(5), U.S. 30 - Parcel No. 125, Victor Lopez DeVinaspre, and Parcels 88 and D-6, Wm. C. Specht and Jane K. Specht.

On Project No. F-FG-3112(8), U.S. 30-N, Parcel No. 14, Maynard C. Eaker & Anne Eaker, his wife; Parcel No. 10, W. D. Hurd and Edna Hurd, his wife, subject to the lien of West Weiser Irrigation Lateral District for unpaid and delinquent assessments; Parcel No. 9, Harvey L. Joslin, subject to an unrecorded contract of sale to James Mason and Parcel No. 2, Virgil Sweet and Julia Sweet, his wife.

On Project No. I-IG-1032(4), Interstate - Parcels Nos. 2 and D-2, Henry Jensen and Caroline A. Jensen, his wife, subject to a mortgage to the Equitable Life Assurance Society of the United States; Parcel No. 5, The State of Idaho, subject to a contract of Sale to Henry Jensen and Caroline A. Jensen, his wife, and Parcels Nos. 3 and D-1, Pete Bistline, Presumptively as Community Property.

Purchase of Right of Way. Upon the request of the Chief Right of Way Agent and with the recommendation of the State Highway Engineer, the Board authorized the acquisition of right of way on the following projects:

Project No. F-2441(6), Greenwood School-Paul. Access is not to be controlled.

Project No. F-2361(13), Burley West. Access is to be controlled on those properties from whom right of way is to be purchased.

Project No. I-3021(9), Snake River Bridge-Junction U.S. 95. Access is to be controlled.

Project No. I-3021(12), Junction 95 to U.S. 30. Interstate access is to be controlled.

Project No. S-4769(3), Deary - Bear Ridge. Access is to be controlled.

Project No. I-5041(9), Junction 95A - Cedar Canyon. Interstate access is to be controlled.

Project No. FG-5121(4), Sandpoint R.R. Underpass. Access to be controlled.

Project No. I-5041(11), Wallace to Mullan. Interstate access is to be controlled.

Project No. I-6033(11), Monida South. Interstate access is to be controlled.

Project No. S-6840(3), Reno Point-Lidy Hot Springs. Access is not to be controlled.

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Monday, March 31, 1958.

MONDAY, March 31, 1958

The Board reconvened in the Board Room at 603 Main Street in Boise, at 8:00 a.m., Monday, March 31, 1958, with all members of the Board, the State Highway Engineer and the Secretary present.

Madison County Commissioners. Steve Meikle, Sr., State Representative from Madison County, and the Madison County Commissioners appeared before the Board to reaffirm their position in requesting the construction of the Sage Junction to Rexburg highway.

Idaho Ranch for Youth, Inc., at Rupert. Chaplain James R. Crowe, Idaho Ranch for Youth, Inc., at Rupert, Idaho, next appeared before the Board on behalf of improving the road to the ranch south from State Highway 24. Being off the State Highway System, the Department could

20  
not participate, but suggested the Department's Secondary Roads Engineer work with the local highway district and interested adjoining counties or districts that may assist in solving the problem.

Atomic Energy Commission, Idaho Falls. Representing the Atomic Energy Commission in Idaho Falls and next appearing before the Board were E. E. Erickson, Chief Contract Administrator, and Howard A. Davis, Traffic and Transportation Manager, regarding the improvement of State Highway 28 from Terreton to Sage Junction. They were assured there was an equal urgency for the participation of both the A.E.C. and the Highway Department in obtaining an improved highway from S.H. 22 to Sage Junction, as a section of this requires relocating to the south of the General Electric Project and within their project area.

Delegation for Interstate Ridge Route through Boise Valley. Next appearing before the Board was a delegation of 35 officials and interested citizens from the Boise, Meridian, Nampa and Caldwell areas regarding the location of the Interstate across the Boise Valley. The following group, with the exception of Fred Houston of the Caldwell Farm Bureau, urged the Board to thoroughly consider the Ridge Route which will serve the cities of the valley and require a minimum taking of high quality farm land. They were assured the route would be considered along with others under study, and it would probably be late 1958 or early 1959 before the studies will be complete enough for the Board to make a determination. It was pointed out that the City of Boise not having a long range planning program, there is much work to be done by the Department as to where to unload and pick up the highway traffic, of which 70 percent is destined to and out of Boise. The Interstate valley route determination cannot be made until the urban Boise traffic needs pattern study as been completed and approved.

Mr. Bennett told the group the complications are such that more problems have arisen in regard to traffic studies than were anticipated last year when an earlier determination was anticipated.

City and County officials were all represented in the delegation, which consisted of the following:

Alvin Lantzer, Route 5, Nampa  
Antone Chacartegui, Route 5, Nampa  
Dwight Laster, Route 5, Nampa  
Fred Houston, Route 3, Caldwell  
Ernest Allen, State Representative, Route 3, Nampa  
John Wray, Nampa Chamber of Commerce, Box 628  
H. D. Ryan, President, Chamber of Commerce, Box 888, Nampa  
Thomas Leupp, Mayor of Nampa  
Julian P. Prescott, Nampa Free Press  
Ernest Schoen, Route 2, Nampa  
R. T. McClenahan, Route 2, Nampa  
John H. Brandt, Route 2, Nampa  
A. L. Wittenberger, Commissioner, Route 2, Nampa

March 31, 1958

Enoch Ogstad, 1008 Everett Street, Caldwell  
 Russell Edlefsen, Mayor of Boise  
 Ed Simmerman, Mayor of Caldwell  
 C. M. Van Slyke, Commissioner, Canyon County  
 Leon Fairbanks, Commissioner, Ada County  
 Jim VanHooser  
 Kay Johnson, Asst. Manager, Boise Chamber of Commerce  
 C. H. Leonard, Streets & Parks Committee, Boise  
 Chamber of Commerce  
 George Crookham, State Representative, Caldwell  
 Chamber of Commerce  
 Jason Smith, Caldwell Chamber of Commerce  
 L. D. Finley, Caldwell  
 Melvin Lewis, Caldwell  
 W. L. Teeter, President, Ada County Farm Bureau, Meridian  
 G. W. Hiatt, Chairman, School District #2, Meridian  
 Ray Ulmer, President, Agrarian Club, Meridian  
 Roy G. Denton, Supt., Joint Class A School District #2,  
 Meridian  
 Ted Wells, Caldwell  
 Don M. Storey, Mayor, Meridian  
 Elbert E. Luke, Nampa  
 Virgil L. Isaacsen, Nampa

Teton County Commissioners. Next appearing before the Board was the Teton County Commissioners, O. J. Buxton, State Senator, and W. J. Sewell, State Representative, regarding a request to improve a county road west and north of Driggs to an 18-foot standard, which is below that required for Federal aid participating funds.

Mr. Clifford Salmen, Idaho Division Engineer of the U.S. Bureau of Public Roads was asked to attend and give his views on the subject. Mr. Salmen stated that this is one road that could justify this sub-standard participation to 18' standard, and that it would be approved by his Department.

The delegation also requested an inspection of the stub roads joining S.H. 33 in the valley for including them on the County Secondary System, and Mr. Salmen agreed to have one of his men accompany Secondary Roads Engineer, C. W. Short, on an inspection tour for that purpose.

Designation of S.H. 69 - Kuna. The Board approved the following highway designation:

WHEREAS, the official description of State Highway No. 69 does not specifically describe the southerly terminus of said route, and,

WHEREAS, a specific description is necessary to establish the extent of State responsibility.

NOW THEREFORE BE IT RESOLVED, that said State Highway No. 69 be, and hereby is, designated as follows and as shown on the sketch map attached hereto:

Beginning at the west city limits of Kuna and extending easterly and northerly via Kuna and Meridian to a junction with State Highway No. 44 at Eagle.

THEREUPON, the Board adjourned, to reconvene again at 8:00 a.m., Tuesday, April 1, 1958.

TUESDAY, April 1, 1958

The Board reconvened Tuesday, April 1, 1958 at 8:00 a.m., at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer and the Secretary present.

Utility Facility Relocation Determinations. Upon reviewing the following listed projects plans, the Board decided in the affirmative regarding the necessity of the relocation of utility facilities on said projects:

Those appearing for hearing were:

Project No. I-1024(9) Section "A", Rockland Jct.-Igo Overhead, Power County: Mountain States Telephone & Telegraph Company and Idaho Power Company; Section "B", Mountain States Telephone & Telegraph Company. Idaho Power Company waived hearing on Section "B" of said project.

Those waiving hearings were:

Project No. S-3894(2) Hornet Creek Road-Council, Adams County: Idaho Power Company. Hornet Creek Cooperative Telephone Company did not appear for hearing on this project.

Project No. S-3806(3) Snake River-Rattlesnake Hill, Elmore County: Mountain States Telephone & Telegraph Company.

Those not appearing for hearing were:

Project No. FHP 26-E1, F2 (BPR Project) Stanley South, U.S. 93, Custer County: Salmon River Electric Cooperative, Inc.

Bypass Hearing Determinations. In the matter of the proposed changes in the State Highway System within the vicinity of the City of Gooding, the Board signed a determination as follows:

April 1, 1958

The above matter having come on for hearing pursuant to notice duly given, before WAYNE SUMMERS, Hearing Officer for the Idaho Board of Highway Directors, at the Gooding County Courthouse, Gooding, Idaho, at 8:00 p.m., Thursday, March 20, 1958, and a transcript having been made of the testimony and proceedings had at such hearing, and said transcript having been duly presented to the Idaho Board of Highway Directors, and the Board having considered the same, and it appearing from said transcript that the governing body of the City of Gooding did not protest against or object to the proposed changes in the state Highway System in and in the vicinity of the City of Gooding, and the Board being fully advised in the premises, hereby makes its decision in the above matter.

The Board finds and determines that the following changes in the State Highway System in and in the vicinity of Gooding, Idaho, to wit:

1. Construction on a revised location of State Highway US 26 in and near Gooding. The proposed improvement to include grading to a 34-foot width, with ample right-of-way and eventual construction of a full-width 34-foot plant mixed surface. Survey of the proposed improvement is included in the Department of Highways 1958 program.
2. The proposed improvement when completed to supersede existing US 26 between the connection with SH 46 in Gooding and the connection with State Highway No. US 93 at Shoshone. The superseded section to be removed from the State Highway System when the proposed new road is completed and open to traffic.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Gooding from said proposed changes.

\* \* \* \*

In the matter of the proposed changes in the State Highway System in the vicinity of the City of Parma, the Board signed the following determination:

The above matter having come on for hearing pursuant to notice duly given, before WAYNE SUMMERS, Hearing Officer for the Idaho Board of Highway Directors, at the Community Center in Parma, Idaho, at 8:00 p.m., Wednesday, March 19, 1958, and a transcript having been made of the testimony and proceedings had at such hearing, and said transcript having been duly presented to the Idaho Board of Highway Directors, and the Board having considered the same, and it appearing from said transcript that the governing body of the City of Parma did not protest against or object to the proposed changes in the State Highway System in the vicinity of the City of Parma, and the Board being fully advised in the premises, hereby makes its decision in the above matter.

The Board finds and determines that the following changes in the State Highway System in the vicinity of Parma, Idaho, to wit:

1. The relocation and new construction of a section of US Highway 95 between a point two miles North of Wilder and a point of proposed intersection with U.S. 20-26, 1½ miles South of Parma, a distance of 4.4 miles. The proposed project to involve construction of a 34-foot width roadway paved with bituminous plant mix, 2 bridges over canals, a new 400-foot bridge over the Boise River and a 2 lane overpass of the Union Pacific Railroad Main Line adjacent to the proposed connection with Highway US 20-26.
2. That section of U.S. 95 north of State Highway 18 to Parma to be retained on the State Highway System and to become a part of State Highway 18.
3. The removal from the State Highway System of that portion of U.S. 95 from the Junction with State Highway 18 south of Parma to the beginning of the proposed relocation 2 miles North of Wilder.
4. The addition to the State Highway System of the new 4.4. mile section of road, from a point 2 miles north of Wilder and a point of proposed intersection with U.S. 20-26, 1½ miles South of Parma.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Parma from said proposed changes.

Designation of U.S. 195. Resolutions of the Clarkston Chamber of Commerce regarding designation of U.S. 195 through Lewiston, Clarkston to LaGrande were read and no action was taken.

Request by City of Lewiston for Transfer of Urban Federal Aid Funds. A request from the City of Lewiston to transfer Urban Federal Aid to a proposed County Secondary project was read and Engineer Bennett pointed out that Federal Aid procedure prohibits such action.

Surplus Bridge Truss for Blaine County. A request by Blaine County Commissioners for use on a Blaine County road of a bridge truss located at Gibbonsville which had been declared surplus was granted, F.O.B., Gibbonsville.

Historical-Roadside-Points of Interest, Sign Policy. The following policy was read and approved by the Board as a guide for future procedure in highway signing:

"PROPOSED POLICY FOR SIGNING ROADSIDE PARKS, TABLES, VIEW POINTS, HISTORICAL, GEOLOGICAL, AND OTHER SCENIC POINTS OF INTEREST.

I. Roadside Tables, Parks, and View Points.

All roadside tables, picnic areas, parks, and view points located on highway right-of-way or on other public property and established in accordance with Administrative Memorandum No. 35-A-56 shall be signed in the manner indicated in Figures 1, 2 and 3.

II. Historical and Geological Sites.

A. New Installations: The Department of Highways shall fabricate and install all future historical and geological signs pertaining to locations on the State Highway System. The design of the signs shall be as indicated by Figures 4 and 5 on the attached sketch. The signs shall be so constructed that the panels containing the legend can be removed for storage and refinishing. The panels shall be removed by the Districts in which they are located not later than October 1st, and be replaced not later than April 15th. Each sign shall be numbered so that it can be referenced on future maps, tourist pamphlets, or more detailed supplemental brochures.

A close relationship between the Idaho Historical Society and the Department of Highways shall be maintained. All proposed historical signs and legends shall first be presented to the Director of the Idaho Historical Society in conformance with Section 47-4117 Idaho Code for approval. This will assure accurate data concerning historical and geographical locations.

B. Existing Signs: All existing historical and geological markers located on highway right-of-way shall be maintained as long as they are reasonably serviceable. They shall be signed and numbered in the manner indicated by Figure 6 of the attached sketch. When these markers can no longer be economically maintained, other arrangements for marking these sites will be explored.

Any organization having an existing historical or geological marker located immediately adjacent to the highway as of 1 June 1958 and desiring the Department of Highways to sign and maintain it, shall first deed the property and sufficient parking area surrounding to the Department of Highways.

C. Turnouts: All historical and geological signs and markers at turnouts shall be located so that adequate parking areas can be constructed in conformance with Administrative Memorandum No. 35-A-56.

D. Locations off the State Highway System: The Department of Highways shall not sign for Historical or Geological sites located off of and not visible from a State Highway except under the following conditions.

- 1) The Director of the Idaho Historical Society shall declare the site to be of major historical or geological importance and request in writing that the Department of Highways install an appropriate sign at the access road connection to the State Highway.
- 2) An agreement in writing shall have been executed between the Department of Highways and the governmental agency having jurisdiction over the access road to the site providing that the road will be adequately maintained and signing installed directing tourists to and from the site location.
- 3) In addition to the usual historical or geological data, the sign shall be constructed so as to give descriptive information directing tourists to the site and back to the highway or starting point.

### III. Scenic Points of Interest.

The Department of Highways shall install signs of the design indicated by Figures 7 and 8 to advise tourists of outstanding scenic and other points of interest throughout the State.

Only those attractions which are publicly owned and operated shall be so signed. This excludes all privately owned commercialized attractions.

The signs shall be located on State Highway right-of-way in the vicinity of the attraction. When any such scenic area or facility is located off of and cannot be viewed from the State Highway, no signing shall be installed unless an agreement in writing shall have been executed between the Department of Highways and the governmental agency having jurisdiction over the access road to the particular attraction. In addition, the agreement shall provide that the road will be properly maintained and adequate signing installed directing tourists to the site and back to the highway or starting point."

### "PROPOSED POLICY FOR SIGNING REST AREAS, HISTORICAL, GEOLOGICAL, AND OTHER POINTS OF INTEREST ON THE INTERSTATE HIGHWAY SYSTEM.

#### I. Rest Areas.

The policy concerning all signing on the Interstate including the signing for rest areas is to be as set forth by the American Association of State Highway Officials. It will be necessary to provide "Rest Areas" at reasonable distances where vehicle drivers may leave the roadway for rest and relaxation. Adequate signing in conformance with the AASHO policy will be provided in advance of the rest area and at the deceleration lane leading to it.

II. Historical, Geological, and other Scenic Points of Interest.

Signs of this type shall not be permitted on the Interstate Highway System except at Rest Area locations. It is necessary to limit these sign locations to Rest Areas so as to prevent motorists from stopping on the travel way while observing these signs. Such activity would create rather hazardous conditions and would not be in accordance with AASHO policy in this respect.

Where Historical, Geological, or other Points of Interest, as defined in the first portion of this policy, are located in the immediate vicinity of the Interstate Highway, rest areas shall be constructed, if conditions permit, at appropriate locations on both sides of the highway. The approved Historical, geological or other marker may then be installed in the rest area."

Out of State Travel. Out of state travel was authorized by the Board as follows:

G. Bryce Bennett to attend the AASHO Administrator's meeting regarding the 1958 Highway Act, April 14-15, 1958, in Chicago, Illinois.

R. L. Byrum to San Francisco May 25-28 for joint State and Bureau of Public Roads right-of-way seminar.

J. H. Cairns and Don Walker to attend Highway Management Conference, Blackhills, South Dakota, September 5-12.

M. W. Lotspeich to attend President's Safety Conference at San Francisco, April 7-10, 1958.

Ingrade Raises and Promotions. The Board approved the following:

Marvin W. Lotspeich, Assistant Traffic Engineer to Traffic Engineer, \$700.00 to \$800.00 per month, promotion.

T. O. Miller, District No. 5, Resident Engineer to Senior Resident Engineer, \$643.00 to \$700.00 per month, promotion.

Bill Sacht, District No. 5, Senior Resident Engineer to Assistant District Engineer at the same salary, promotion.

THEREUPON, The Board adjourned, to reconvene at 8:00 a.m., Wednesday, April 2, 1958.

WEDNESDAY, April 2, 1958

The Board reconvened at 8:00 a.m., April 2, 1958 in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Rockland Farm Bureau. Wallace Hayes, Alvin Haskell, LaMar Whittier Merrill Walker, of the Rockland Farm Bureau, and businessman Roy Taylor of Rockland, appeared before the Board requesting improvement of State Highway 37 from the presently improved section north of Rockland for a distance of 8 miles. The Board informed them that the only way this improvement could be made would be through current maintenance personnel and equipment. Mr. Bennett, State Highway Engineer, said that the District Engineer would do what he could to make the improvement. The delegation said that they do not expect more than minor improvements, such as could be done by the maintenance crew in graveling and widening where needed.

Payette Delegation. The next delegation appearing before the Board consisted of Payette business men and the Payette Chamber of Commerce pressing for early construction of the Payette Overpass. They assured the Board that the City and the majority of its citizens were in favor of the 4-lane project as presently contemplated, right-of-way problems notwithstanding.

Mr. Bennett told them the reason for the delay is to complete an origin destination study as a basis for determining whether a 2-lane or 4-lane structure is needed for the long range traffic patterns in and through Payette.

Those in attendance were:

Herman Evans, Chairman, Highway Committee, Chamber of Commerce  
 James McClure, City Attorney & Highway Committee, C. of Commerce  
 T. H. Masingill, Highway Committee, Chamber of Commerce  
 Bernard Frost, President, Chamber of Commerce  
 George Fiddler, Secretary, Chamber of Commerce  
 Cliff Masingill, City Council, Payette  
 Jack Hanigan, Chamber of Commerce  
 Henry Deiner, " "  
 Jay McNutt, " "  
 James Meechan, " "  
 Harvey Green, " "  
 Shirley Manser, " "  
 R. H. Farber  
 Bud McGary  
 Bill Schmelzel, City Engineer  
 Mel Davenport, City Engineer  
 Dwayne Welch, Prosecuting Attorney

Quitclaim Deed. A Quitclaim Deed conveying to L. A. and D. A. Boyd, Husband and Wife, Twin Falls, a release of certain claims to the State of Idaho as outlined in Deed on file dated April 1, 1958, on property adjoining State Highway 30 west of Twin Falls at approximately Station 124 to Station 128, arising out of Project No.

F-2361(1), was approved and signed by the Board.

Expense Vouchers. Expense vouchers were approved by the Board as follows: D. P. Jones for February, \$48.15, and R. C. Rich for the month of February and including March 23 to 28 covering the Board Tour of Northern Idaho, \$98.35. Mr. Floan did not submit an expense account.

Rural Speed Control Zones in District Three. The Board approved and signed the following:

WHEREAS, by virtue of Section 49-524.2 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at an intersection or other place or upon any part of the State Highway System; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Hwy. No.	From	To	Description	Prima Facie Speed Limits (M.P.H.)
1	S.H. 71	Cambridge	Snake River - Brownlee Bridge	Brownlee-Cambridge Rural Section	As Posted

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49.512.2 and cause the same to be erected on the appropriate sections, at points applicable, to advise the traveling public of said prima facie speed limits.

THEREUPON, the meeting of the Board adjourned, to reconvene for their next regularly scheduled meeting to be held May 19, 20 & 21, 1958. (Later changed to May 26, 27 & 28, 1958).

R. C. RICH, Chairman

Read and Approved: 5-26-58  
Boise, Idaho

April 2, 1958

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

May 26, 27 &amp; 28, 1958

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Monday, May 26, 1958 at 603 Main Street, Boise, Idaho.

Present were: David P. Jones, Director, District No. 1  
 Roscoe C. Rich, Director, District No. 2  
 Leonard K. Floan, Director, District No. 3  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Secretary of the Board

Minutes. The Minutes of the Regular Meeting of the Idaho Board of Highway Directors held March 29 & 31 and April 1 & 2, 1958 were read and approved.

Bids. The Board reviewed the results of the bid openings held April 8, 15 & 22, and May 13 & 20, 1958 and concurred in the action of the State Highway Engineer on the following:

STOCKPILE PROJECT NO. 241 - Consisting of furnishing crushed gravel and cover coat material in stockpile north of Oakley, opposite M.P. 8.0, State Highway No. 27 in Cassia County - State financed. The contract was awarded on April 9, 1958 to the low bidder, Western Construction Company, Pocatello, Idaho, in the amount of \$22,602.50, the Engineer's Estimate being \$33,550.00.

I-5041(14) - Consisting of constructing the grading, 4 concrete underpasses, 4 concrete overpasses and pertinent ramps and detours on 0.301 mile of U.S. Highway No. 10, Coeur d'Alene Belt Line Route in Kootenai County - Federal Aid Interstate and State financed. The contract was awarded on April 16, 1958 to the low bidder, Henry Hagman, Spokane, Washington, in the amount of \$721,533.70, the Engineer's Estimate being \$943,313.00.

S-3840(2) - Consisting of constructing the roadway, drainage structures and a roadmix bituminous surfacing on 2.543 miles of the Montour-Ola Road, Ola South, in Gem County - Federal Aid Secondary and County financed. Subject to the concurrence of the Gem County Commissioners, the contract was awarded on April 24, 1958 to the low bidder, Allington Construction, Boise, Idaho in the amount of \$107,866.95, the Engineer's Estimate being \$103,085.50.

I-1024(9) Section "A" & STOCKPILE NO. 236 - Consisting of constructing a 4-lane divided roadway, a bituminous surface treatment, two 245' concrete underpasses and a 26.5' and a 108' concrete overpass on 4.464 miles of U.S. 30N, Rockland Jct.-Igo Overhead, and furnishing crushed gravel in stockpile in Power County - Federal Aid Interstate and State financed. The contract was awarded on April 18, 1958 to the low

May 26, 1958

bidder, Cherf Bros., Inc., and Sandkay Contractors, Inc., Ephrata, Washington, in the amount of \$1,537,334.50, the Engineer's Estimate being \$2,016,495.25.

F-4151(2) & F-5152(6) - Consisting of constructing a roadmix bituminous surface on 28.265 miles of U.S. Highway No. 95 Alt., Potlatch Jct.-Emida, in Latah and Benewah Counties - Federal Aid Primary and State financed. The contract was awarded on May 2, 1958 to the low bidder, United Paving Company, Inc., Spokane, Washington, in the amount of \$524,624.65, the Engineer's Estimate being \$462,520.50.

STOCKPILES NOS. 250, 251, 254 & 255 - Consisting of furnishing crushed gravel, crushed rock, and cover coat material in various stockpiles, known as Idaho Stockpile Projects Nos. 250, 251, 254 & 255, in Benewah and Kootenai Counties - State financed. The contract was awarded on May 16, 1958 to the low bidder, Lewiston Pre-Mix Concrete, Inc., Lewiston, Idaho, in the amount of \$78,820.00, the Engineer's Estimate being \$81,000.00.

STOCKPILES NOS. 215, 218 & 219 - Consisting of furnishing crushed gravel and cover coat material in stockpiles in the vicinity of Strawberry Glenn, Horseshoe Bend, Banks and New Plymouth, in Ada, Boise and Payette Counties - State financed. The contract was awarded on May 15, 1958 to the low bidder, Richard Beshey, Baker, Oregon, in the amount of \$56,250.00, the Engineer's Estimate being \$68,125.00.

STOCKPILE NO. 237 - Consisting of furnishing crushed gravel surfacing and cover coat material in stockpiles near Bancroft, on U.S. Highway 30-N, in Caribou County - State financed. The contract was awarded on May 15, 1958 to the low bidder, Fife Construction Company, Brigham City, Utah, in the amount of \$16,950.00, the Engineer's Estimate being \$17,000.00.

I-82-3(2)214 - Consisting of constructing two 981' concrete bridges over the Snake River, on 0.189 mile of Interstate Highway No. 82, in Cassia and Minidoka Counties - Federal Aid Interstate and State financed. The contract was awarded on May 15, 1958 to the low bidder, W. R. Cahoon Construction Company, Pocatello, Idaho, in the amount of \$435,811.75, the Engineer's Estimate being \$497,870.00.

ST-3022(518) - Consisting of widening the roadway and constructing a plant mix bituminous surface and channelization on 0.263 mile of U.S. 20, 26 and 30, Capitol Boulevard-Depot Hill, in Ada County - State financed. The contract was awarded on May 21, 1958 to the low bidder, Morrison-Knudsen Company, Inc., Boise, Idaho, in the amount of \$18,709.00, the Engineer's Estimate being \$16,933.00.

Public Bypass Hearings. The Board approved the setting of public bypass hearings regarding the relocation of highways as follows:  
U.S. 95 in Coeur d'Alene, S.H. 41 in Old Town and U.S. 95 in Parma.

28  
Site for Highway Department Headquarters Office and Law Enforcement Administration Buildings. The Board reviewed the W. E. Johnston, Mildred Ashley and Bernice Fisher properties in the 3200 to 3600 block on West State Street measuring approximately 36½ acres, more or less, for the proposed buildings site. After meeting with Governor Smylie and receiving his approval, the Board authorized State Highway Engineer, G. Bryce Bennett, to proceed with the purchase of the buildings site.

Other locations under consideration were: 20 acres known as the Evergreen Motel site on Capitol Boulevard, and 19½ acres between Federal Way and the Railroad in the 1700 to 1900 block. Average acreage costs were \$10,000 to \$6,000 per acre respectively.

The West State Street site figured \$2100 per acre on the unimproved portion, and including improvements total consideration would be \$107,665.74. It was noted that when the improvements on the West State Street site are sold and removed and the property is squared up and odd lots disposed of, the investment will approach favorably the \$75,000 figure realized by the Department in its recent sale of its surplus property consisting of 1.32 acres, more or less, at 27th, Main and Fairview Streets in Boise.

The Board authorized the State Highway Engineer to proceed with arranging interviews of interested Boise architects at its next meeting for the purpose of selecting and engaging the services of a suitable architect to proceed with the buildings plans.

The Board also authorized the re-engagement of the EBASCO Space Organization Consultants to assist in counseling the Board in the selection of a suitable architect and to assist the Department and architect in counseling during the planning and construction stages of the buildings.

Out of State Travel. Out of State travel was authorized for:

William Padgett to go to Chicago, Illinois, June 8-11, 1958 to attend the annual National Attorney General's Conference.

Ellis Mathes and Marvin Lotspeich to attend the Western Institute of Traffic Engineers in Sacramento, California, June 14-21.

G. Bryce Bennett and Wayne Summers to attend the Council of State Governments Western Interstate Committee on Policy of Interstate Highway Problems in Seattle, Washington, July 24 & 25.

The following personnel to attend the Western Association of State Highway Officials Conference in Salt Lake City, Utah, June 3-6, 1958: G. Bryce Bennett, James H. Cairns, Wayne Summers, Roy Jump, N. L. McCrea, Frank Leonard, L. F. Erickson, Don Walker, Del Klaus, Marion Whaley, Charles Ulrich, Charles Glasby, P. A. Marsh and A. J. Sternling.

Utility Facility Relocation Determinations. Upon reviewing the following listed projects plans, the Board decided in the affirmative regarding the necessity of the relocation of utility facilities on said projects:

Those appearing for hearing were:

South Side Electric Lines, Inc., on Project No. I-82-3(1)214, Raft River-Snake River in Minidoka County.

Rural Electric Company on Project No. F-2441(6), Greenwood School -Paul, in Jerome and Minidoka Counties.

Those waiving hearings were:

Mountain States Telephone & Telegraph Company, Utah Power & Light Company and Idaho Power Company on Project No. F-1032(6), Blackfoot-Firth in Bingham County.

Mountain States Telephone & Telegraph Company on Project No. DF-2441(10), Greenwood-School-Paul in Jerome and Minidoka Counties.

Mountain States Telephone & Telegraph Company on Project No. I-8203(1)214, Raft River-Snake River in Minidoka County.

American Telephone & Telegraph Company on Project No. I-6033(11), Montana South in Clark County.

Mountain States Telephone & Telegraph Company on Project No. S-1753(2), Buist Jct.-Bannock County Line in Oneida and Power Counties.

Those not appearing for hearing were:

Raft River Electric Co-op, Inc., and the U.S. Bureau of Reclamation on Project No. I-82-3(1)214, Raft River-Snake River, in Minidoka County.

Extensions for Personnel over Age 65. The Board approved extensions for personnel over age 65 as follows:

In District No. 1: L. S. Gray, Project Chief; B. A. Empey, Janitor Class I - both to July 1, 1959.

In District No. 2: J. F. Harris, Engineering Aide Class I, Edgar Obenchain, Maintenance Superintendent; W. A. Satchwell, Maintenance Man - all to July 1, 1959.

In District No. 3: Virgil Roberts, Carpenter - to July 1, 1959.

In District No. 4: D. M. Jones, Project Chief; Tom Harmer, District Clerk; Oliver Johnson, Janitor; C. Ray Thompson, Equipment Operator;

Ira Staley, Maintenance Man; Alex Sprouse, Maintenance Man - all to July 1, 1959.

In District No. 5: C. D. Mills, Inspector Class II; J. H. Thomas, Janitor; H. A. Stevens, Mechanic; Paul Donart, Equipment Operator Class III - all to July 1, 1959.

In District No. 6: S. K. Warnberg, Maintenance Man; A. J. Christensen, Senior Right of Way Agent - both to July 1, 1959.

In District No. 9: William P. Hughes, Urban Engineer; Guy Wood, Janitor Class II; H. E. Turner, Draftsman Class IV; H. C. Dumbolton, Statistician Class III; Wassil Ostrogorsky, Draftsman Class II - all to July 1, 1959.

Also in District No. 9: Perry Oxley, Assistant Construction Engineer, extended to December 31, 1958 at \$650.00 per month for seven hours per day.

Personnel - Change of Classification and Promotions. Mr. A. J. Sachse of District No. 5, change in classification from District Engineer to Assistant Construction Engineer at the same salary.

Promotion for E. E. Harden, from Highway Designer Class III to Assistant Chief Design Engineer, \$675.00 to \$700.00 per month.

Promotion for H. L. Wingfield from \$700.00 to \$725.00 per month as Bridge Engineer Class III.

Rural Speed Control Zones in District Three (Corrected Minute Entry). The Board approved and signed the following Minute Entry, rescinding that Minute Entry of the Idaho Board of Highway Directors dated April 2, 1958, with respect to prima facie speed limits upon rural sections of the State Highway System in District No. 3, specifically State Highway 71 from Cambridge to the Snake River Brownlee Bridge:

WHEREAS, by virtue of Section 49-702, Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter described rural portions of the State Highway System be altered to the hereinafter described limits;

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Hwy. No.	From Milepost	To Milepost	Description	Speed Limits (M.P.H.)
1	SH 71	117.8	—	Cambridge to Snake River Bridge at Brownlee	35

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-512.2 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Sale of Surplus Property - Terteling Property, Twin Falls. The Board declared a parcel of land acquired in connection with Project No. F-2361(9), Twin Falls East, Parcel No. 3, Terteling Property, declared surplus, and authorized the Right of Way Department to sell it at public auction, asking a minimum price of \$100,000.00; the purchaser to move the front of the building back to the proposed right of way line.

Rights of Way Parcels in Excess of \$20,000.00 - William Clark, et al and Axel Oberg, et al. Upon the recommendation of the Chief Right of way Agent in connection with Project I-90-1(10)62, formerly I-5041(11), Wallace-Mullan, the State Highway Engineer presented to the Board for consideration a settlement of \$24,000.00 to William Clark, et al, for 1.4 cares of right of way and improvements located thereon. The acquisition also includes the severed area. The Board directed acceptance of this instrument and authorized payment to Mr. Clark.

Also, payment was authorized in the amount of \$26,000.00 to Axel Oberg, et al, for 5.62 acres of right of way and severed remainder including improvements on the property. Grantor to remove all buildings and pertinences by September 1, 1958; otherwise, title to be vested in the State of Idaho. The Board directed acceptance of this instrument and authorized payment to Mr. Oberg.

Acquisition of Abandoned Railroad Right of Way - West of Post Falls, Kootenai County. Upon the recommendation of the Chief Right of Way Agent, the State Highway Engineer presented to the Board the possibility of the State's acquiring abandoned Great Northern Railroad right of way, extending approximately 2.25 miles west of Post Falls in Kootenai County, for the interstate right of way under Route No. 5041. The Board approved the acquisition of the abandoned right of way, subject to satisfactory negotiations with the Great Northern Railway Company.

Condemnation Orders. The Board executed in duplicate Orders of Condemnation covering the following:

On Project No. F-1032(3): Parcel No. 31 - E. E. Apgood, subject to Contract of Sale to J. M. Lytle and Alice J. Lytle, his wife.

On Project No. FG-5121(4): Parcel No. 1 - A. R. Nelson, also known

as Axel R. Nelson, and Dotty G. Nelson, his wife. Parcel No. 7 - Bernard Deubel and Rose F. Deubel, his wife. Parcel No. 5 - S. Holderness and Ruby C. Holderness, his wife. Parcel No. 6 - True's Oil Company, a Washington Corporation. Parcel No. 4 - Stella R. Barenz and her husband.

On Project No. S-1721(4): Parcel No. 20 - Orville Bowers and his wife. Parcel No. 18 - Arch Morris and Ilene Morris, his wife.

On Project No. F.H.P. 16-A7: Parcel No. 5 - Frank Bowles and Butler Bowles, his wife.

On Project No. F-4113(10): Parcels Nos. 4 and 4-P-1 - Henry O. Rhett and Maxine Rhett, his wife. Parcels Nos. 2 and 3 - Homer K. Rhett and Mary Rhett, his wife.

Authority to Purchase Rights of Way. The Board granted authority to the Right of Way Department to proceed with the purchase of rights of way as follows:

Project I-6033(17), Sage Junction to Hamer - Access to be controlled.  
 Project S-4771(1), Ahsaka-Kendrick - Access not to be controlled.  
 Project S-3754(2), Nampa-South - Access not to be controlled.  
 Project FU-3281(7), Blaine Street (Caldwell) - Access not to be controlled.  
 Project ST-6354(508), 5 Mi. South of Salmon - Access not to be controlled.  
 Project F-6471(10), Johns Hole Connection - Access to be controlled.  
 Project F-2353(2), Arco to Moore - Access to be controlled.

Request of Camas County Commissioners for Surplus Culvert Pipe.  
 The Board granted the request of the Camas County Commissioners for used surplus culvert pipe for use on a Camas County Secondary road.

Request of District No. 3 for Additional Three Acres to District Site.  
 Upon the recommendation of State Highway Engineer, G. Bryce Bennett, and Maintenance Engineer, N. L. McCrea, the Board approved the purchase of five acres, more or less, of land adjoining District 3 headquarters, for a purchase price of \$8,000.00.

Training Veterans of Foreign Wars Reserve Teams for Civil Defense.  
 The request of the State Highway Engineer to train Veterans of Foreign Wars reserve teams for civil defense was approved by the Board, insofar as it does not interfere with the scheduled routine of the Department's program.

Urban Speed Control Zones in Cambridge (Corrected Minute Entry.)  
 The Board approved and signed the following Minute Entry:

WHEREAS, by virtue of Section 49-702 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Cambridge; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated June 19, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Cambridge should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of Cambridge; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	US 95	Central Blvd.	East City limits to Superior St.	35
2	US 95	Superior St.	Central Blvd. to Washington St.	25
3	US 95	Superior St.	Washington St. to South City Limits	35
4	SH 71	Hopper Ave.	Superior St. to West City Limits	25

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated June 19, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Cambridge, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Cambridge shall henceforth be effective at all times during hours of daylight or darkness.

THEREUPON, the Board adjourned, to reconvene again at 8:00 a.m., Tuesday, May 27, 1958.

TUESDAY, May 27, 1958

The Board reconvened at 603 Main Street, Boise, Idaho at 8:00 a.m., Tuesday, May 27, 1958, with all members of the Board, the State Highway Engineer and the Secretary present.

Aberdeen Delegation. The Board heard a delegation from Aberdeen composed of State Representative Frank Westfall and Aberdeen City Officials regarding early construction of State Highway 39 from American Falls to Aberdeen. They were informed that the section from American Falls to the Bingham County line would be let shortly, and as soon as right of way matters are cleared, the Board would be in a position to consider programming the remaining mileage.

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American Falls Delegation. Mr. Ralph Wheeler, City Councilman of American Falls, next appeared before the Board inquiring as to what American Falls should do to make ready their participation in the improvement of U.S. Highway 30 through American Falls. He was advised as to what is necessary in the way of replacing needed water mains and participation in storm sewers according to our municipal policy.

U.S. Highway 30 Association. The U.S. Highway 30 Association next appeared before the Board as to improvements contemplated in the Twin Falls area; U.S. 30 in particular. After recounting the anticipated projects, they offered assistance in any right of way problems that are immediately confronting the Department on the Kimberly Road improvement.

Parma-Council U.S. 95 Delegation. The U.S. 95 delegation with delegates from Parma and Council next appeared before the Board on behalf of the improvement of U.S. 95, with particular emphasis on the Mann Creek Hill and Mesa Hill sections, and lastly, the Homedale to Wilder section of U.S. 95. No promise was made as to timing, but the Board agreed to give their request consideration in future programming.

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Wednesday, May 28, 1958.

WEDNESDAY, May 28, 1958

The Board reconvened in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer and the Secretary present.

YELLOWSTONE Highway Association. The Yellowstone Highway Association appeared before the Board inquiring as to emergency moneys that could be used in the improvement of State Highway 46, since other counties had inquired as to the possibility of combining their emergency Federal Aid allocations into one job. Mr. Bennett informed them that such would not be permitted under this emergency program.

Camas County requested that their allocation of emergency funds be used on a county road north of Fairfield. C. W. Short, Secondary Roads Engineer, is attempting to assist them in expediting this project.

Albion-Malta Delegation. A delegation from the Albion and Malta areas next appeared before the Board requesting that the Albion-Malta County Road be placed on the State Highway System. The Board advised that a traffic count could best answer the problem, and that such a count should be taken during the school term next year at Church College in Albion, and that consideration would be given the results of the traffic count at that time.

Nampa, Caldwell, Meridian and Boise Interstate "Ridge Route" Delegation. A delegation from the Nampa, Caldwell, Meridian and Boise areas appeared before the Board requesting designation of the Interstate "Ridge Route". Officials from those cities, and others in the delegation of eleven,

May 28, 1958

pleaded with the Board for an early determination of the route across Boise Valley so that development in their towns need no longer be hampered awaiting that decision.

The lack of an adequate Boise planning traffic study to determine a point of entrance into Boise for a large per cent of the Interstate traffic as well as a point of exit for outbound traffic is causing the extended time necessary in determining the location of the Interstate Route across the Boise Valley.

The delegation was informed that all possible speed would be undertaken in the completion of a traffic study, at least from the city limits of Boise west through the valley.

City of Glens Ferry. The City of Glens Ferry, represented by Mayor Wells and Councilman Alvin Joslyn and Dick King next appeared before the Board requesting early construction of the U.S. 30 business route through Glens Ferry. They also inquired as to an adequate notice of construction date in order that they may relocate some of their city water mains before the contract is let.

Franklin County Commissioners. The Franklin County Commissioners with County Clerk, Leo Swensen, appeared before the Board asking for emergency highway funds for two 18-foot culverts on the Preston-Dayton Road. Chairman Rich suggested they check with Secondary Roads Engineer, C. W. Short, for consulting engineer's services in expediting the project in order to come under the deadline of August 1 contracting on their requested project.

Bonner County Commissioners. Bonner County Commissioner, Glenn Reed, and a delegation of nine from Bonner County, next appeared before the Board asking for an outline of anticipated programming of highways in that area. The present program was outlined and Commissioner Reed expressed the delegations' appreciation of the Highway Department's cooperation in the present and past years in their area.

Designation of State Highway 88 - East of Arco to Rexburg. The Board approved and signed the following Resolution:

WHEREAS, investigation has revealed the inadequacy of present highway communications between the Rexburg area and facilities of the Atomic Energy Commission at the N.R.T.S.: and,

WHEREAS, adequate communications between these areas is vital to the economy of the State and to the national defense; and,

WHEREAS, the necessary facility is deemed to possess the requisites of a State Highway as set forth in Section 16, Chapter 260, Idaho Session Laws, 1955,

NOW THEREFORE BE IT RESOLVED, that there be, and hereby is, designated a highway to be known as State Highway No. 88, described as beginning at a junction with State Highway No. U.S. 20-26 east of Arco and extending easterly via Howe, Terreton and Sage Junction to a junction with U.S. 191 at Rexburg all as shown on the sketch map attached hereto.

BE IT FURTHER RESOLVED, that the State Department of Highways assume responsibility for the maintenance of said State Highway 88 only on those sections thereof as may be improved to State Highway Standards and at such time as said improvements are accomplished.

Bid. The Board reviewed the results of the bid opening held May 28, 1958, and concurred in the action of the State Highway Engineer on the following:

I-82-3(1)214 & I-82N-1(2)0 - Consisting of constructing the grading and drainage on a 4-lane divided roadway on 20.751 miles, a 26.33' concrete overpass and a 51.75' concrete bridge on Interstate Highways Nos. 82 and 82N Snake River-Raft River, in Cassia County; Interstate and State financed. The contract was awarded on May 28, 1958 to the low bidder, Eagle Construction Company, INC., Boise, Idaho in the amount of \$1,648,885.39, the Engineer's Estimate being \$1,864,158.00.

Expense Vouchers. Expense vouchers were approved by the Board as follows: D. P. Jones, covering March 23 to April 2, 1958 - \$120.50; R. C. Rich, covering March 28 to April 16, 1958 - \$78.00, and L. K. Floan, covering February 11 to April 2, 1958 - \$201.60.

THEREUPON, the Board adjourned, to reconvene for their next regularly scheduled meeting June 17 through 20, 1958.

  
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 R. C. RICH, Chairman

Read and Approved: 6-17-58  
 Boise, Idaho

May 28, 1958

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

June 17, 18 & 19, 1958

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Tuesday, June 17, 1958.

Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Selection of Architectural Firm for Design of Highway and Law Enforcement Department Headquarters Building. The Board interviewed architectural firms throughout the day for the purpose of selecting a suitable architect to design the Highway and Law Enforcement Department Buildings, after the engagement of such services had been approved by the Board of Examiners. Architects interviewed were:

Nat J. Adams  
Dropping, Kelly & Finch, jointly  
Andrew D. Bowles  
Hummel, Hummel & Jones, and Wayland & Cline, jointly

Hummel, Hummel & Jones and Wayland & Cline, jointly, were selected and awarded the contract to render architectural services for the building. The standard architect service fee of 6% was reduced to 5% in consideration of the preliminary lay-out and space planning to be furnished by the Department and Ebasco Space Consultant Services.

The Secretary was instructed to draw up a letter of intent to this firm to be followed by a contract. The firm assured the Board that a complete design would be ready for advertising bids 120 days after completion of the Department's preliminary floor plan layout.

Blackfoot Golf Course. Upon the recommendation of the State Highway Engineer and the Chief Right of Way Agent, a request for funds to replace in kind that section of the Blackfoot Golf Course taken in right of way for the Interstate was approved by the Board.

Bypass Hearing Determination - Parma. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the Federal Aid Highway Act of 1956, the Board reviewed the hearing transcript of the hearing held at the Community Center in Parma, Idaho, at 8:00 p.m., Monday, June 16, 1958, regarding Project No. F-3111(3), and made its decision as follows:

In the matter of the proposed changes in the State Highway System in the vicinity of the City of Parma, the Board finds and determines

that the following changes in the State Highway System in and in the vicinity of the City of Parma, to wit:

1. Construction on revised alignment of U.S. 20-26, starting at the East city limits of Notus and ending at the West city limits of Parma, a distance of 9.266 miles, to a 40-foot paved roadway.
2. The relocation of U.S. 95 in Parma on alignment from the Railroad Crossing via Roswell Boulevard direct to a proposed connection with U.S. 20-26. A 34-foot width roadway is proposed.
3. The proposed new U.S. 95 section of highway as outlined in the paragraph above, to be added to the State Highway System and substituted for the present location of U.S. 95 between the railroad crossing and present U.S. 20-26 connection.
4. The present State Highway between those points to be removed from the State Highway System. The length of the section proposed to be relocated is approximately 550 feet.

will be of greater benefit to the state of Idaho than the economic loss and damage resulting to the City of Parma from said proposed changes.

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Wednesday, June 18, 1958.

WEDNESDAY, June 18, 1958

The Board reconvened at 8:00 a.m., Wednesday, June 18, 1958, with all members of the Board, the State Highway Engineer and the Secretary present.

1959 Construction Program, and 1960, 1961, 1962 and 1963 Planning Program. State Highway Engineer, G. Bryce Bennett, presented to the Board the proposed construction program for the year 1959, and a planning program for 1960, 1961, 1962 and 1963, in which the Board concurred.

Removal of State Highway 24. The Board approved and signed the following Resolution:

WHEREAS, that portion of State Highway No. 24 beginning approximately 0.3 mile west of Minidoka and ending at the Minidoka-Lincoln County Line is not deemed to possess the characteristics of a State Highway as set forth by Section 16, Chapter 260, Idaho Session Laws, 1955.

NOW THEREFORE BE IT RESOLVED, that said section of State Highway No. 24, 14.5 miles in length and as shown on the sketch map attached hereto be, and hereby is, removed from the State Highway System as of this date.

June 18, 1958

Internal Operating Budget. Upon the recommendation of Marion Whaley, Chief Accountant, and State Highway Engineer, G. Bryce Bennett, the internal operating budget for the fiscal year from July 1, 1958 to June 30, 1959 was approved by the Board in the amount of \$6,257.301.00.

Ingrade Raise. The Board approved an ingrade raise for M. M. Laragan, Senior Resident Engineer, from \$700.00 to \$725.00 per month, effective August 1, 1958.

Franklin County Request for Junked Culverts. Upon the recommendation of the State Highway Engineer and District Engineer, C. E. Aldrich, a request by the Franklin County Commissioners that their County System be given old state surplus junked culverts and guard rails for use on their County Secondary System was approved by the Board.

Utility Facility Relocation Determinations. Upon reviewing the following listed projects plans, the Board decided in the affirmative regarding the necessity of the relocation of utility facilities on said projects:

Those waiving hearings were: Vigilante Electric Cooperative, Inc., on Project No. I-6033(11), Montana-South, U.S. 91, in Clark County.

Idaho Power Company on Project No. DF-2441(10), S.H. 25 Improvement, Greenwood School to Paul, Jerome and Minidoka Counties.

Idaho Power Company on Project No. DS-1721(7), American Falls-North, S.H. 39, Power County.

Idaho Power Company on Project No. S-1753(2), Buist Jct.-Bannock County Line, Oneida and Power Counties.

Those not appearing for hearing after due and proper notice given were: U.S. Bureau of Reclamation and Project Mutual Telephone Company on Project No. F-2441(6) and (10), Greenwood School-Paul, Jerome and Minidoka Counties.

Lemhi Telephone Company on Project No. ST-6354(508), U.S. 93, 55 Mi. South of Salmon, Lemhi County.

Mountain States Telephone & Telegraph Company on Project No. DS-1721(7), American Falls-North, S.H. 39 in Power County.

Curlew Valley Telephone Company and Falls Bannock Telephone Company on Project No. S-1753(2), Buist Jct. - Bannock County Line, Oneida and Power Counties.

Amendment to 10-Foot Wide House Trailer Regulations. Upon the recommendation of the State Highway Engineer, the Board Secretary and the Maintenance Engineer, the Board approved an amendment to that certain

regulation pertaining to oversize mobile homes found on Page 165 of the Highway Board Minute Book under date of August 22, 1957. Said amendment changes the next to the last paragraph on said Page 165 to read as follows:

"Under no circumstances will permits be issued for tractor and house trailer combinations over 65-feet in length, nor for mobile homes or house trailers in excess of 10-feet in width."

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Thursday, June 19, 1958.

THURSDAY, June 19, 1958

The Board reconvened at 603 Main Street at 8:00 a.m., Thursday, June 19, 1958, with all members of the Board, the State Highway Engineer and the Secretary present.

Bids. The Board reviewed the results of the bid openings held June 3, 10 and 17, 1958 and concurred in the action of the State Highway Engineer on the following:

ST-M-1531(506) & STOCKPILE NO. 198 - Consisting of seal coating 17.116 miles of U.S. 89, Utah Line-St. Charles and St. Charles-Paris and furnishing crushed rock and cover coat material in stockpiles on U.S. 89 East of Montpelier in Bear Lake County - Federal Aid Primary and State financed. The one and only bid received was rejected in that it exceeded the Engineer's Estimate by more than ten percent. This project to be readvertised at a later date.

ST-2371(502) - Consisting of constructing the surface and a plantmix bituminous surface on the Gooding T. B. Hospital driveways, in Gooding County - State financed. The contract was awarded on June 10, 1958 to the low bidder, Robert V. Burggraf Company, Idaho Falls, Idaho, in the amount of \$28,921.25, the Engineer's Estimate being \$27,698.75.

F-1032(6) - Consisting of reconstructing and a bituminous surface treatment of the shoulders on 10.4 miles of U.S. Highways No. 91 and 191, Blackfoot-Firth in Bingham County - Federal Aid Primary and State financed. The contract was awarded on June 11, 1958 to the low bidder, Winn & Co., Inc., Buhl, Idaho, in the amount of \$42,358.75, the Engineer's Estimate being \$49,343.75.

DF-4113(26) & STOCKPILE PROJECT NO. 257 - Consisting of constructing the channelization of the intersection of U.S. 95 and S.H. 13 and a plantmix bituminous surface on 11.721 miles of U.S. Highway No. 95, Grangeville-North of Fenn, and furnishing cover coat material in stockpile in Idaho County - Emergency Federal Aid and State financed. The Board recommended that the contract be awarded to the low bidder, McAtee & Heathe, Inc., Spokane, Washington, in the amount of \$261,342.50, the Engineer's Estimate being \$324,873.50; the contract was awarded on June 20, 1958.

S-3861(1) - Consisting of constructing a 404' concrete bridge and

grading approaches over the Payette River, on 0.150 mile of the Washoe Road, in Payette County - Federal Aid Secondary and County financed. The Board concurred in the State Highway Engineer's recommendation that the contract be awarded to the low bidder, J. O. Young & Sons, Nampa, Idaho, in the amount of \$143,989.00, subject to the concurrence of the Payette County Commissioners and the U.S. Bureau of Public Roads. The Engineer's Estimate was \$137,906.00. The contract was awarded on June 26, 1958.

I-1024(9) SECTION "B" - Consisting of constructing a 4-lane divided roadway, a bituminous surface treatment and 2 - 26.5' concrete overpasses on 3.674 miles of U.S. 30N in Power County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer that the contract be awarded to the low bidder, James Reed, Salt Lake City, Utah, in the amount of \$889,224.50, subject to the low bidder's acquiring an Idaho Contractor's license. The Engineer's Estimate was \$1,169,207.50.

DF-2441(10) & STOCKPILE NO. 238 - Consisting of constructing the roadway drainage structures and a bituminous surface treatment on 10.783 miles of State Highway No. 25, Greenwood School East, and furnishing cover coat material in stockpile, in Jerome and Minidoka Counties - Emergency Federal Aid and State financed. The Board recommended that the contract be awarded to the low bidder, Twin Falls Construction Company, Twin Falls, Idaho, in the amount of \$488,244.25, the Engineer's Estimate being \$480,425.00. The contract was awarded on June 20, 1958.

Desert Center to Cole Road Interstate Route "Firmed" by Board. At the Board's request the city officials of Nampa, Boise, Meridian and Caldwell appeared before the Board to give their views regarding the proposed route of the Interstate from Desert Center southeasterly to a point approximately one mile west of Cole Road on the half-section line between Overland and Franklin Road.

The Survey and Plans Department presented a completed study with charts and brochures showing why this route was selected. The route was approved by all cities represented. Routing of the Interstate through urban Boise will be presented for Board consideration after a joint study is completed by the Department, Boise, Garden City, and Ada County officials.

The Board authorized public hearings as provided by statute, to be held at Caldwell, Nampa and Meridian.

Interstate Route from Paul West. The Survey & Plans Division next presented the Board a completed study with charts showing the recommended route of the Interstate from Paul west to the Greenwood School; thence on the section line to a point north of the Hansen Bridge, thence north-westerly to present State Highway 25 west of Jerome. The study reflected this route to have more benefits over the compared route north of Wilson Lake Reservoir.

The Board concurred in this proposal by authorizing public hearing as provided by statute at Jerome, Eden, Hazelton, Hansen, Murtaugh, Kimberly and Twin Falls, after which the Board will make a determination as to the Interstate routing through that area.

J. E. McCatron, Tamarack. Next appearing before the Board was Mr. J. E. McCatron of Price Valley Lumber Company at Tamarack, to arbitrate for the long-standing right of way property encroachment on U.S. 95 at Tamarack. After due consideration and consultation with the Department's Legal Counsel, William Padgett, and District Engineer of District No. 3, Gus Anderson, the Board indicated that the best solution to the problem would be to seek a legal determination in district court, and instructed the Department to proceed accordingly.

Nez Perce County Commissioners. The Nez Perce County Commissioners met with the Board regarding the extension of time as applying to the use of emergency moneys on the Lewiston Orchards-Lewiston Road project. They also requested exchange of State Federal Aid money, should the county be unable to get the project under contract by the required deadline. Since the policy must be the same to all counties, they were informed that no exceptions could be made and that they should proceed on the basis offered - to get the project under contract by August 1, using emergency fund moneys.

Condemnation Orders. The Board executed in duplicate Orders of Condemnation covering the following:

On Project No. F-2361(9), U.S. 30 - Parcel No. A-2, W. W. Lowery and Alice Lowery, his wife; and Parcel No. 8, 8-E1 and 8-E2, Clarence R. Webb and Alta Webb, his wife.

Quitclaim Deeds. The Board executed in duplicate Quitclaim Deeds covering the following:

A parcel of land located in Hubbell Home addition, Ada County, to Bernice Fischer as a part of a consideration for certain lands acquired from the said Bernice Fischer to be used for the Department of Highways and Law Enforcement Departments headquarters building site.

An irregular strip of land lying over and across a portion of Lot 7 of Section 5, Township 32 North, Range 7 East, Boise Meridian to Cleve W. Newland and Irma M. Newland, husband and wife, in partial consideration of certain right of way lying across the aforementioned Lot 7 granted to the State of Idaho, on Project No. FHP 16-27, in Idaho County.

To the U. S. Forest Service involving interest in the AD & M Placer Mining Claim located in Lemhi County in exchange for Special Use Permit over said claim from the U.S. Forest Service.

A strip of land lying over and across a portion of the N $\frac{1}{2}$ SE $\frac{1}{4}$  of Section 12, Township 15 North, Range 43 East, Boise Meridian, in Fremont County, to

Peter Rahn and Albertina Rahn, husband and wife, in partial consideration of certain right of way lying across the SW $\frac{1}{2}$ SE $\frac{1}{2}$  of Section 12, Township 15 North, Range 43 East, Boise Meridian, to the State of Idaho, on Project No. ST-6471(503), Henry's Lake to the Montana Line, in Fremont County.

Expense Vouchers. The Board approved expense vouchers as follows: Mr. L. K. Floan for May and part of June, \$115.75; Mr. R. C. Rich for May and part of June, \$116.30, and Mr. D. P. Jones for May and part of June, \$104.85.

THEREUPON. the Board adjourned to reconvene for their next regularly scheduled meeting July 30, 31 and August 1, 1958.



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R. C. RICH, Chairman

Read and Approved: July 30, 1958  
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

July 30, 31 & August 1, 1958

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Wednesday, July 30, 1958 at 603 Main Street, Boise, Idaho.

Present were:

- David P. Jones, Director, District No. 1
- Roscoe C. Rich, Director, District No. 2
- Leonard K. Floan, Director, District No. 3
- G. Bryce Bennett, State Highway Engineer
- Wayne Summers, Secretary of the Board

Minutes. The Minutes of the regular meeting of the Idaho Board of Highway Directors held June 17, 18 and 19, 1958 were read and approved.

Bids. The Board reviewed the results of the bid openings held June 24, and July 1, 8, 15, 22 and 29, 1958 and concurred in the action of the State Highway Engineer on the following:

F-1381(11), DS-1721(9) & Stockpile No. 235 - Consisting of reconstructing the grade, drainage and bituminous surface treatment on 0.777 mile of U.S. Highway 26, Moreland Grade Raise, a plantmix bituminous surface on 14.022 miles, Springfield-Riverside and install pipe culvert on State Highway 39 and furnish crushed gravel and cover coat material in stockpiles, in Bingham County - Federal Aid Primary, Secondary and State financed. The contract was awarded on June 26, 1958, to the low bidder, LeGrand Johnson Construction Co., Inc., Logan, Utah, in the amount of \$239,054.65, the Engineer's Estimate being \$267,784.60.

S-2701(1) - Consisting of constructing the surface and a roadmix bituminous surface on 7.569 miles of the Rogerson-Cedar Creek Reservoir Road, Rogerson-Salmon Falls Dam, in Twin Falls County - Federal Aid Secondary and County financed. Subject to the concurrence of the Twin Falls County Commissioners, the contract was awarded on June 26, 1958 to the low bidder, T. & S. Construction Company, Twin Falls, Idaho, in the amount of \$138,659.40, the Engineer's Estimate being \$139,471.20.

S-4780(8) - Consisting of constructing three (3) concrete bridges (23', 28' & 37') on State Highway No. 11, between Pierce and Headquarters, in Clearwater County - Federal Aid Secondary and State financed. The contract was awarded on July 15, 1958, to the low bidder, Foss & Holmes, Boise, Idaho, in the amount of \$52,623.38, the Engineer's Estimate being \$46,036.25.

DS-3806(7) - Consisting of constructing a roadmix bituminous surface on 4.597 miles of S.H. 51, in Owyhee County - Federal Aid Emergency, Secondary and State financed. The contract was awarded on July 14, 1958, to the low bidder, Nelson & Deppe, Boise, Idaho, in the amount of \$43,508.30, the Engineer's Estimate being \$40,934.25.

I-15-2(1)72 & Stockpile No. 247 - Consisting of constructing a 4-lane divided roadway, a crushed gravel base 2" maximum, a 212' concrete underpass and 2 concrete overpasses on 5.895 miles of U.S. Highways Nos. 91 & 191, and furnishing crushed gravel in stockpile, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded on July 8, 1958 to the low bidder, Cherf Bros., Inc. & Sandkay Contractors, Inc., Ephrata, Washington, in the amount of \$989,883.25, the Engineer's Estimate being \$1,153,133.25.

DS-6840(6) - Consisting of constructing the roadway, drainage structures and a bituminous surface treatment on 13.996 miles of State Highway No. 22, in Clark and Jefferson Counties - Federal Aid Emergency, Secondary and State financed. The contract was awarded on July 10, 1958 to the low bidder, Western Construction Company, Pocatello, Idaho, in the amount of \$168,499.65, the Engineer's Estimate being \$197,382.50.

DS-3809(3) - Consisting of constructing a roadmix bituminous surface on 6.6 miles of S.H. 68, Dixie-West, in Elmore County - Federal Aid Emergency, Secondary and State financed. The contract was awarded on July 14, 1958 to the low bidder, Nelson & Deppe, Boise, Idaho, in the amount of \$74,802.50, the Engineer's Estimate being \$71,605.00.

I-82-2(1)83 & F-3022(11) - Consisting of constructing the roadway, a plantmix bituminous surface, a 212' concrete underpass and 2-36' concrete bridges on 7.761 miles of Interstate 82, Cleft-Sebree and 0.398 miles of the Sebree Connection, in Elmore County - Federal Aid Interstate, Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer that the contract be awarded to the low bidder, Rogers Construction Company, Portland, Oregon, in the amount of \$1,616,087.40, the Engineer's Estimate being \$1,655,821.30, subject to the low bidder's acquiring an Idaho Contractor's license.

DS-4810(2) & Stockpile No. 177 - Consisting of constructing a roadmix bituminous surface on 7.731 miles of S.H. 43, Bovill North, and furnishing crushed gravel and cover coat material in stockpile in Latah County - Federal Aid Emergency, Secondary and State financed. The contract was awarded on July 17, 1958 to the low bidder, Carbon Brothers, Spokane, Washington, in the amount of \$158,703.10, the Engineer's Estimate being \$165,965.30

FG-4113(11) - Consisting of constructing 2-railroad underpasses (RR. Br. Nos. 19 & 20) on U.S. 95, Culatesac-Craigmont, in Lewis County 0 Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer that the contract be awarded to the low bidder, John E. Alexander, Inc., Seattle, Washington, in the amount of \$391,246.25 subject to the low bidder's acquiring an Idaho Contractor's license.

S-DS-4769(3) & Stockpile No. 256 - Consisting of constructing the roadway, drainage structures, and a roadmix bituminous surface on 2.155 miles, Bear Ridge-Deary, reconditioning and a roadmix bituminous surface

July 30, 1958

on 4,359 miles, Bear Ridge Grade, on S.H. 7, and furnishing crushed rock surfacing in stockpile, Bear Ridge-Deary, in Latah County - Federal Aid Secondary, Emergency Secondary and State financed. The contract was awarded on July 17, 1958 to the low bidder, Carbon Brothers, Spokane, Washington, in the amount of \$384,527.00, the Engineer's Estimate being \$355,859.10.

DS-3832(5) - Consisting of constructing the roadway, a plantmix bituminous surface and a 30' and 90' bridge on 8.389 miles of S.H. 16, Star Jct. - Gem County Line, in Ada and Gem Counties - Federal Aid Emergency Secondary, and State financed. The contract was awarded on July 17, 1958 to the low bidder, Marion J. Hess, Malad City, Idaho, in the amount of \$600,161.00, the Engineer's Estimate being \$711,144.50.

ST-M-6873(504) and Stockpiles Nos. 221 & 222 - Consisting of seal coating 12.600 miles of State Highway No. 28, Baker-High Bridge, and furnishing crushed gravel and cover coat material in various stockpiles in Lemhi County. Only two bids were received. The Board confirmed the State Highway Engineer's rejection of the two bids because the amount was in excess of 10% over the Engineer's Estimate. Project to be readvertised at a later date.

ST-6354(508) - Consisting of reconstructing the roadway and a bituminous surface treatment on 0.822 mile of U.S. Highway 93, 5 miles South of Salmon, in Lemhi County - State financed. No bids were received on this project. The project will be readvertised at a later date.

S-DS-1721(4) - Consisting of constructing the roadway, drainage structures and a plantmix bituminous surface on 5.298 miles of S.H. No. 39, American Falls-Bingham County line, in Power County - Federal Aid Emergency Secondary and State financed. The contract was awarded on July 23, 1958 to the low bidder, Pickett and Nelson, Idaho Falls, Idaho, in the amount of \$475,067.30, the Engineer's Estimate being \$471,283.75.

S-DS-3806(4) - Consisting of constructing the approaches and a bituminous surface treatment on 0.764 mile and a 615.7' concrete bridge over the Snake River on State Highway No. 51, in Owyhee and Elmore Counties - Federal Aid Secondary and Emergency Secondary and State financed. The contract was awarded on July 23, 1958 to the low bidder, Lonnie E. Smith Construction Company, Twin Falls, Idaho, in the amount of \$251,402.75, the Engineer's Estimate being \$231,321.50.

S-4710(2), S-4711(2) & S-4717(3) - Consisting of constructing a road-mix bituminous surface on 2.079 miles of the Graves Creek Road, 2.728 miles of the Cottonwood-Keuterville Road and 2.041 miles of the Cottonwood-Winona Road in Idaho County - Federal Aid Secondary and State financed. No bids were received; the contract will be readvertised at a later date.

F-4119(9), ST-M-4114(514) & ST-M-4114(519) - Consisting of seal coating 15.1 miles of Highway U.S. 95 from the Washington State line northerly and a 0.772 mile connection to Genesee and a 5.0 mile section of the Lewiston

Hill northerly from the approach to the Clearwater Bridge, in Nez Perce and Latah Counties - Federal Aid Primary and State financed. The contract was awarded on August 1, 1958 to the low bidder, J. F. Konen Construction Company, Inc., Lewiston, Idaho, in the amount of \$37,067.50, the Engineer's Estimate being \$42,100.00.

DS-3736(1) - Consisting of constructing a roadmix bituminous surface on 1.943 miles of the South Kimball Road, in Canyon County - Federal Aid Secondary and County financed. Subject to the approval of the Bureau of Public Roads and the Canyon County Commissioners, the contract was awarded on August 1, 1958 to the low and only bidder, Nelson Sand & Gravel Company, Boise, Idaho, in the amount of \$22,996.00, the Engineer's Estimate being \$21,499.50.

F-6521(2) & Stockpile No. 230 - Consisting of constructing the roadway, 4 concrete bridges and a roadmix bituminous surface on 5.832 miles of S.H. 33, Victor-Wyoming Line and furnishing crushed gravel and cover coat material in stockpiles, in Teton County - Federal Aid Primary and State financed. The contract was awarded on August 1, 1958 to the low bidder, Eagle Construction Co., Inc., Boise, Idaho, in the amount of \$593,792.00, the Engineer's Estimate being \$572,480.85.

Agreement with Coast & Geodetic Survey. The Board approved the Department's negotiating with the Coast & Geodetic Survey for setting location controls along the Interstate for a sum not to exceed \$450,000.00. The Department is to contract this work progressively as it fits into the construction contractual needs.

T. Matt Hally Claim. Acting upon the recommendation of the Department's Attorney, and after a discussion with the Attorney General's and Governor's Offices of the T. Matt Hally claim on State Project No. ST-3112 (502), Cambridge Bridge, the Board denied further payment on Mr. Hally's claim.

1959 Construction Program. The Board authorized the Department to include in its 1959 construction program, the paving needs at the following State institutions: State Hospital North at Orofino - Approximately 120,364 square feet for an approximate cost of \$14,563.68, and the Nampa State School - Approximately 123,562 square feet for an approximate cost of \$14,827.44.

Parking Prohibition on State Highway 46. The Board executed the following Resolution:

WHEREAS, by virtue of Section 49-758 (d) Idaho Code, the Department of Highways may place signs prohibiting the parking of vehicles on any highway where such parking is dangerous to those using the highway or where the parking of vehicles would unduly interfere with the free movement of traffic thereon, and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed that the parking of vehicles between Milepost 11.20 and

Milepost 11.32 on the East side of State Highway No. 46 and between Milepost 11.20 and Milepost 11.32 on the West side of State Highway No. 46 is dangerous to vehicles and persons using the highway and is interfering with the free movement of traffic,

NOW THEREFORE, it is hereby determined and declared that the parking of vehicles on the highway between Milepost 11.20 and Milepost 11.32 on the East side of State Highway No. 46 and between Milepost 11.20 and Milepost 11.32 on the West side of State Highway No. 46 shall henceforth be prohibited at all times during hours of daylight or darkness.

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections at reasonable intervals to advise the traveling public of said parking prohibition.

Rural Speed Control Zones in District No. Five. The following speed control zones in District Five were approved by the Board:

WHEREAS, by virtue of Section 49 - 702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Hwy. No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 3	440.10	458.65	Jct. with US 95A to Rose Lake	60 - 55
2	SH 3	458.65	458.90	Through Rose Lake	35
3	SH 3	458.90	462.00	Rose Lake to Jct. with US 10	60 - 55
4	SH 54	0.00	7.05	Jct. with SH 41 to Athol	60 - 55
5	SH 54	7.05	7.90	Athol Urban Extension	- - -
6	SH 54	7.90	11.90	Jct. with US 95-10A to 4.00 Miles East	60 - 55

7	SH 53	0.00	8.20	Washington State Line to Rathdrum	60 - 55
8	SH 53	8.20	9.20	Rathdrum Urban Extension	- - -
9	SH 53	9.20	9.55	Rathdrum to Jct. with SH 41	60 - 55
10	SH 53	9.55	14.20	Jct. with SH 41 to Jct. with US 95-10A	60 - 55

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Dated this 30th day of July, 1958.

Public Hearing at Kellogg. After reviewing the Department's brochure submitted regarding the proposed location of the Interstate through Kellogg, the Secretary was authorized to proceed with setting up public hearings at Kellogg and Smelterville.

Interstate through Magic and Boise Valleys. Upon reviewing the following listed projects plans, the board decided in the affirmative regarding the necessity of the relocation of utility facilities on said projects:

Those waiving hearings were: Mountain States Telephone & Telegraph Company and Utah Power & Light Company on Project No. S-6749(1), Roberts East and South in Jefferson County.

Idaho Power Company on Project No. FG-2391(9), R.R. Crossing-Godwin, Twin Falls County.

Utah Power & Light Company on Project No. DS-6840(6), Lidy Hot Springs-West in Clark County.

Mountain States Telephone & Telegraph Company on Project No. DS-3806(4), Bruneau-Snake River in Owyhee County.

Those not appearing for hearing after due and proper notice given were:

Mountain States Telephone & Telegraph Company and Teton Valley Power & Milling Company on Project No. F-6521(2), Victor-Wyoming Line, in Teton County.

Mountain States Telephone & Telegraph Company on Project No. S-6749(1), Roberts East and South in Jefferson County.

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Utah Power & Light Company on Project No. DS-6751(1), Sage Junction-A.E.C. Junction West of Terreton, State Highway 28, Jefferson County.

Condemnation Orders: The Board executed in duplicate Orders of Condemnation covering the following:

On Project No. F-FG-5152(5), U.S. Highway 95A, Parcel Nos. 1, 1-E1, 1-E2 and 1-E3, Benjamin Lee Mashburn, a bachelor, subject to a mortgage to the Federal Land Bank of Spokane.

On Project No. F-1032(3), Blackfoot Streets, Parcel No. 40, V-1 Oil Company, an Idaho Corporation.

On Project No. I-90-1(6)23, Formerly: I-5041(5), Interstate Highway, Parcel No. 1, Kenneth R. West and Mayme K. West, his wife.

On Project No. I-90-1(6)23, Formerly: I-5041(5), Interstate Highway, Parcel No. 2, Jack Sophus Hansen and Agnes E. Hansen, his wife.

On Project No. I-90-1(6)23, Formerly: I-5041(5), Interstate Highway, Parcel No. 4, Ida May Barnes, a spinster.

On Project No. I-90-1(6)23, Formerly: I-5041(5), Interstate Highway, Parcel No. 5, Carlton J. Marks and Evelyn Marks, his wife.

On Project No. I-90-1(6)23, Formerly: I-5041(5), Interstate Highway, Parcel No. 6, Albert LeGault, a divorced man.

On Project No. I-90-1(6)23, Formerly: I-5041(5), Interstate Highway, Parcel No. 7, Guy E. Weller and Etta L. Weller, his wife.

On Project No. I-90-1(6)23, Formerly: I-5041(5), Interstate Highway, Parcel No. 8, William Gale Pitner and Ernestine Pitner, his wife.

On Project No. F-1024(6), U.S. 91-191, Parcel No. 10, Dale M. Partner and Lillian Partner, his wife.

On Project No. F-1024(6), U.S. Highway 91-191, Parcel No. 9, L. G. Partner and Hilda Partner, husband and wife.

On Project No. I-82-1(3)0, Formerly: I-3021(9), Interstate Highway, Parcels No. 6 and 6-E2, Rat Farm Club, Inc., a Corporation.

On Project No. I-82-1(3)0, Formerly: I-3021(9), Interstate Highway, Parcels Nos. 8, 8-E-3(1), 8-E-3(2) and 8-E-3(3), Rodney H. Shake, presumptively subject to the community interest of Julia M. Shake, his wife.

On Project No. I-82-1(3)0, Formerly: I-3021(9), Interstate Highway, Parcel Nos. 12 and 12-E1, P. E. Johnson and Edna M. Johnson, his wife,

subject to an unrecorded Contract of Sale to Robert C. Sturgis and Vicky Sturgis, his wife.

On Project No. I-90-1(10)62, Wallace-Mullan, Parcel No. 38, William O. Martin and Pearl Martin.

On Project No. I-82-1(3)0, Formerly: I-3021(9), Interstate Highway, Parcel Nos. 14 and 14-E1, Robert C. Sturgis and Vicky Sturgis, his wife.

On Project No. I-15-3(2)194, Formerly: I-6033(11), Interstate Highway, Parcels No. 7 and 7-E1, Thomas Roselle, presumptively subject to the community property interest of his wife, Genevieve Roselle.

Rights of Way Parcels in Excess of \$20,000.00. Upon the recommendation of the Chief Right of Way Agent and the State Highway Engineer, the Board authorized the purchase of land as follows:

Project No. I-90-1(10)62. Parcel No. 45, William V. Stanfield. The consideration to be paid for this property is forty-seven thousand three hundred dollars (\$47,300.00).

Project No. I-90-1(10)62. Parcel No. 43, acquisition of Zanetti Bros.' land, the consideration being twenty-five thousand, nine hundred twenty five dollars (\$25,925.00).

Project No. I-82-1(3)0. Parcel No. 9, Roy J. Shaw. The consideration to be paid for this right of way is twelve thousand dollars (\$12,000) in cash, plus nineteen thousand five hundred dollars (\$19,500.00) worth of land acquired from Georndts, making a total of cash and land of thirty-one thousand five hundred dollars (\$31,500.00).

Project No. I-82-1(3)0. Parcel No. 10, M. G. Goerndt. The consideration to be paid is forty-two thousand five hundred dollars (\$42,500.00).

Project No. I-82-1(3)0. Parcel No. 11, C. R. Strawn. The consideration to be paid for this right of way is twenty-four thousand nine hundred and fifty two dollars (\$24,952.00).

Project No. F-2361(9). Parcel No. 1, Twin Falls Title and Trust Company. The consideration to be paid is twenty-nine thousand four hundred and two dollars (\$29,402.00).

Project No. FG-5121(4). Parcel No. 6, True's Oil Company. Consideration to be paid is twenty-two thousand four hundred dollars (\$22,400.00).

Project No. F-1032(3). Parcel No. 52, R. Lynn Fackrall. The consideration to be paid is thirty-two thousand one hundred dollars (\$32,100.00).

A complete record of the above transactions is shown in the Right of Way files.

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Designation of Controlled Access Resolutions: The Board signed and approved the following resolutions:

Pursuant to Section 40-120, Subsection 16, Idaho Code, that section of the Interstate Highway No. 82 in the general vicinity of Raft River, between Snake River and Junction of Salt Lake Interchange and specifically designated as Project No. I-82-3(1)214, formerly I-2023(5), between Stations 148/70.71 and 476/41.16, beginning at a point approximately 160.0 feet West from the West Quarter corner of Section 11, Township 10 South, Range 24 East, Boise Meridian, and running Easterly 6.21 miles to a point approximately 1550.0 feet South and 1150.0 feet East from the Northwest corner of Section 11, Township 10 South, Range 25 East, Boise Meridian as shown on the official plat thereof in the office of the Department of Highways at Boise, Idaho, and is designated as a controlled access of highway between aforesaid termini and access thereto is prohibited, except for:

Access to Frontage Road on left side from Station 150/06.39 to interchange at Station 162/85.9, from Station 202/68.58 to Grade Separation at Station 215/30, from Station 322/00 to interchange at Station 370/00.

Access to Frontage Road on right side from Station 202/68.58 to Grade Separation at Station 215/30, from Station 322/00 to interchange at Station 370/00.

Interchange at Station 162/85.90.

Grade Separation at Station 215/30.

Interchange at Station 370/00.

Interchange at Station 449/00.

It is the Order of the Board that such a prohibition to access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the Interstate Highway No. 82 North in the general vicinity of American Falls, Idaho between Rockland Junction and Igo Overhead, and specifically designated as Project No. I-82N-5(3)252, (right of way and access acquired under Project No. IN-1024(5), between Stations 704/28 and 1134/00, beginning at a point approximately 810.0 feet East and 460.0 feet South from the Northwest corner of Section 7, Township 8 South, Range 31 East, Boise Meridian, and running Northeasterly 8.14 miles to a point approximately 1420.0 feet South and 185.0 feet West from the Northeast corner of Section 12, Township 7 South, Range 31 East, Boise Meridian as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and is designated as a controlled access highway between aforesaid termini and access thereto is prohibited, except for:

Access to Frontage Road on left side from Station 704/28 to the interchange at Station 718/20, from interchange at Station 718/20 to intersection with U.S. Highway No. 30 North opposite approximate Station 788/36 from Station 1054/50 to 1063/50, from Station 1119/20 to Station 1134/00.

Access to Frontage Road on right side between interchange at Station 718/20 and 792/00, from interchange at Station 928/30 to 969/41, from Station 1054/50 to 1063/50.

Interchange at Station 718/20.

Grade Separation at Station 848/35.

Grade Separation at Station 884/80.

Interchange at Station 928/30.

Grade Separation at Station 993/00.

Grade Separation at Station 1055/00.

It is the Order of the Board that such a prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

I-82-518-2

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the Interstate Highway No. 82 North in the general vicinity of Raft River, from the Junction of the Salt Lake Interchange to Raft River and specifically designated as Project No. I-82N-4(2)220, formerly I-2023(5), between Stations 476/41.16 and Station 1199/96.76 Back - Station 0/00 Ahead and from 1199/96.76 Back - Station 0/00 Ahead to Station 54/00, beginning at a point approximately 1550.0 feet South and 1150.00 feet East from the Northwest corner of Section 11, Township 10 South, Range 25 East, Boise Meridian and running Northeasterly 14.73 miles to a point approximately 1840.0 feet West and 1500.0 feet South from the Northeast corner of Section 31, Township 9 South, Range 28 East, Boise Meridian as shown on the official plat thereof in the office of the Department of Highways at Boise, Idaho, and is designated as a controlled access highway between aforesaid termini and access thereto is prohibited except for:

Access to Frontage Road on right side from Station 731/00.5 to 790/50, from Grade Separation at 1179/00 to Interchange at Station 33/00.

Access to Frontage Road on left side from Station 17/60 to Interchange at Station 33/00.

Machine Pass at Station 518/68.

Grade Separation at Station 790/30.

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Machine Pass at Station 1125/30.

Grade Separation at Station 1179/00.

Interchange at Station 33/00.

It is the Order of the Board that such a prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the Interstate Highway No. 82 in the general vicinity of Mountain Home, Idaho, between Cleft and Sebree and specifically designated as Project No. I-82-2(1)83, formerly I-3022(7) between Stations 1665/22.3 and 2074/38.60, beginning 1055.0 feet North and 535.0 feet East from the West Quarter corner of Section 15, Township 2 South, Range 5 East, Boise Meridian, and running Southeasterly 7.77 miles to a point approximately 1005.0 feet South and 1510.0 feet East from the West Quarter corner of Section 9, Township 3 South, Range 6 East, Boise Meridian, AND ALSO the temporary connection between Stations 2074/38.6 and 2101/10, beginning approximately 1005.0 feet South and 1510.0 feet East from the West Quarter corner of Section 9, Township 3 South, Range 6 East, Boise Meridian and running Southeasterly 0.51 miles to a point on the Northerly side of a County Road approximately 35.0 feet North and 970.0 feet East from the South Quarter corner of Section 9, Township 3 South, Range 6 East, Boise Meridian, and on the Northerly side of a County Road across the East 720.0 feet of the SW $\frac{1}{2}$ SE $\frac{1}{2}$  of said Section 9, County Road Connection Station 14/50 to 21/70, as shown on the official plat thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled access highway between aforesaid termini and access to the right of way thereof is prohibited, except for:

Grade Separation at Station 1743/00.

It is the Order of the Board that such prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as Interstate Route No. 90 in the general vicinity between Coeur d'Alene and Cataldo, Idaho, and specifically designated as that portion of Project No. IN-90-1(1)27, (right of way and access acquired under Project No. IN-5041(5) ), between Stations 172/52.4 and 564/72, beginning at a point on Highway Center line in the SW $\frac{1}{2}$ NE $\frac{1}{2}$  of Section 3, Township 49 North, Range 2 West, Boise Meridian approximately 2105.0 feet West and 440.0 feet North of the East  $\frac{1}{4}$  corner of said Section 3 and extending in a Southeasterly direction 7.43 miles to a point on Highway Center line on the East line of Section 21, Township 49 North, Range 1 West, Boise Meridian, approximately 15.0 feet South of the East  $\frac{1}{4}$  corner of said Section 21, as shown on the official plat thereof

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in the office of the Department of Highways at Boise, Idaho, and is designated as a controlled access highway between aforesaid termini and access thereto if prohibited, except for:

Forest Service Approaches at Stations: 217/50 Left, 315/00 Right; 327/00 Left, 349/Left and Right; 421/40 Left and Right, 443/00 Left, 473/75 Right and 521/40. Such points of access shall be so maintained until substitute access points have been agreed to and installed in accordance with the limited access provision to be developed mutually as required to meet the limited access program.

Maintained Approach at Station 308/00 Left, closed to public.

Future Overpass at Station 313/20, 344/00, 439/00 and at Station 494/00.

Combination Residence and Logging Road Approach right at Station 463/75, until such time as future frontage road is constructed, then access will be by frontage road only.

Parking Area and Logging Approach left at Station 477/10. Access to Parking Area is temporary and will be closed in the future.

Road Crossing at Station 495/90 is hereinafter provided, until such time as future frontage road is constructed, then access shall be by way of frontage road only.

Parking Area Approaches left - temporary access at Stations 502/00 and 507/00. Future access will be by way of frontage road only.

Farm Approach left at Station 521/40, until such time as future frontage road is constructed, then access shall be by way of frontage road only.

It is the Order of the Board that such prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route No. 30 North in the general vicinity West of Pocatello, Idaho and specifically designated as that portion of Project No. F-1024(7), between Stations 2/75 and 36/50.0 beginning at a point on Highway Center line on the Southwesterly right of way line of the Union Pacific Railroad Company approximately 900.0 feet North and 200.0 feet West from the East Quarter corner of Section 21, Township 6 South, Range 34 East, Boise Meridian and extending Southeasterly 0.64 miles to a point on the East line of the SW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 22, Township 6 South, Range 34 East, Boise Meridian approximately 750.0 feet North and 1320.0 feet East from the Southwest corner of Section 22, Township 6 South, Range 34 East, Boise Meridian, as shown on the official plat thereof in the office of the Department of Highways at Boise, Idaho, and is designated as a controlled access highway between aforesaid termini and access thereto is prohibited except for the Kraft Cheese Road

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Crossing at Station 12/19, a Grade Crossing and Connecting Road Approach at Station 32/45.15 on the Northerly side. All other access is between the above stations by way of Frontage Roads.

It is the Order of the Board that such prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

Consulting Engineer's Proposal on Project I-80N-2(3)64. The Board approved the State Highway Engineer's action on the negotiated agreement with Hoffman, Fiske & Milar, in contracting for aerial survey and mapping along approximately 14½ miles of the new location of the Interstate Highway 80N in Ada County, Project No. I-80N-2(3)64, in the amount of \$14,225.04.

THEREUPON, the Board adjourned, to reconvene again at 8:00 a.m., Thursday, July 31, 1958.

THURSDAY, July 31

The Board reconvened at 8:00 a.m., Thursday, July 31, 1958 in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Renewal of Motor Vehicle Equipment Liability Insurance. The renewal of the Department's motor vehicle liability insurance was discussed, and State Highway Engineer Bennett was requested to work the matter out with the Insurance Commissioner to Bennett's satisfaction.

Westerberg Claim at Grace. The Board discussed the Westerberg right-of-way problem at Grace on State Highway 34, and Chief Right of Way Agent, Mr. Byrum, was requested to go over the property on the ground with Westerberg's attorney, O. R. Baum, to see what could be worked out.

Interstate between Dubois and China Point. A realignment of the Interstate between Dubois and China Point was reviewed by the Board, and State Highway Engineer G. Bryce Bennett was instructed to have District Engineer Sessions present the matter to Roy Laird and other interested local people.

Truck Crossing on S.H. 34. The matter of a truck crossing on State Highway 34 for Monsanto's ore trucks was discussed and State Highway Engineer G. Bryce Bennett stated that no permit had been issued and the matter was under study.

Highway Research Study of Highway Laws. The Board approved the contemplation of the Department's participation in the Highway Research Board's study of Highway laws.

1959 Construction Program. The following items under the approved 1959 construction program were changed:

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(1) Cancelling the Dayton-Bear River Project and activating Preston Streets.

(2) Emergency project for an oiling project in the City of St. Anthony was approved.

Personnel Matters - Promotions and Ingrade Raises. The Board approved the following:

Promotion for Jack Miles to Assistant District Engineer.  
Ingrade Raises from 725.00 to \$750.00 per month for: Tom Pethick, Equipment Supervisor; S. M. Weisgerber, Bridge Designer, Class III; Howard Marcellus, Assistant Planning Engineer; J. J. Peebles, Bridge Designer Class III, C. B. Humphrey, Assistant District Engineer; and Robert Christiansen, Assistant District Engineer.

An ingrade raise was also approved for Jack Stowe, Senior Resident Engineer, from \$700.00 to \$725.00 per month.

Setting of Forest Highway Programming Meetings. After consulting with the Bureau of Public Roads and the Forest Service, Regions 1 and 4, the Board scheduled the 1959 Forest Highway Programming meeting for October 2, 1958 and October 3rd to meet with those agencies regarding a study of the complete Idaho Forest Highway System as requested by Congress.

Division Reports. The Board heard Division Heads report on the activities of their various departments and their future planning.

THEREUPON the Board adjourned, to reconvene at 8:00 a.m. Friday, August 1, 1958.

#### FRIDAY, August 1

The Board reconvened in the Board Room at 603 Main Street at 8:00 a.m., Friday, August 1, 1958, with all members of the Board, the State Highway Engineer, and the Secretary present.

Council-Emmett Delegation. A delegation from Council and Emmett, composed of Chambers of Commerce and County Commissioners, met with the Board and requested that the Indian Valley Road eventually be placed on the State Highway System, following the completion of the Culdesac-Winchester grade, the Whitebird grade and the Lewiston Hill relocation. The presentation was made by Mr. Carl Swanstrom of Council, and a copy of said presentation may be found in Central Files.

Associated General Contractors. Next appearing before the Board was the A.G.C. Secretary, John Molitor, President Murray Burns and Art Schrank. The delegation registered dissatisfaction with the apparent over-riding of the District Engineers on construction projects by the Materials Department; also the lack of construction experience of the Resident Engineer, Jack Stowe, who is acting as Assistant Construction Engineer.

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Frank L. Benson, Pocatello. Next appearing before the Board was Frank L. Benson of Pocatello regarding severance damages to his property. The matter being now under condemnation in the Federal Court, Mr. Benson was again given the opportunity of accepting the Department's offer.

Expense Vouchers. The Board approved expense vouchers as follows for the month of June: Mr. D. P. Jones, \$46.80 and Mr. L. K. Floan, \$51.95. Mr. Rich did not submit an expense account.

THEREUPON the Board adjourned until its next regular meeting to be held September 29, 30 and October 1, 1958.

Read and Approved: September 29, 1958  
Boise, Idaho

  
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R. C. RICH, Chairman

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

September 29, 30 and October 1, 2, and 3, 1958

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Monday, September 29, 1958 at 603 Main Street, Boise, Idaho.

**Present were:**

David P. Jones, Director, District No. 1  
 Roscoe C. Rich, Director, District No. 2  
 Leonard K. Floan, Director, District No. 3  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Secretary of the Board

Minutes. The Minutes of the regular meeting of the Idaho Board of Highway Directors held July 30, 31 and August 1, 1958 were read and approved.

Bids. The Board reviewed the results of the bid opening held August 5, 12 and 19 and September 2, 9, 16, 23, and 30 and concurred in the action of the State Highway Engineer on the following:

DS-6751(1) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 14.858 miles of State Highway 28, Sage Junction - A.E.C. Junction, known as Idaho Project No. DS-6751(1) in Jefferson County - Federal Aid Emergency Secondary and State Financed. The contract was awarded on August 7, 1958 to the low bidder, Carl E. Nelson Construction Company in the amount of \$583,861.50, the Engineer's Estimate being \$589,081.30.

DLS-1707(2) & S-1707(3) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 1.098 miles of the Deep Creek Road, Deep Creek Extension, in Oneida County - Federal Aid Secondary and Federal Aid Emergency Secondary and County Financed. The contract was awarded on August 19, 1958 to Marion J. Hess, the low bidder, in the amount of \$25,040.50, Engineer's Estimate being \$19,706.10.

DS-3900(2) - Consisting of reconditioning existing roadbed and constructing a roadmix bituminous surface on 1.393 miles of the Roseberry - North Road, Junction SH 15 - East, in Valley County - Idaho Federal Aid. The contract was awarded on August 21, 1958 to Nelson Sand & Gravel Company, Inc., the only bidder, in the amount of \$13,890.10, Engineer's Estimate being \$12,637.70.

STOCKPILE PROJECTS 221 & 222 - The work consists of furnishing crushed gravel and cover coat material in Stockpiles, in Clark and Lemhi Counties - State Financed. The contract was awarded on September 4, 1958, to the low bidder, Mountain States Construction Co., Inc., in the amount of \$45,750.00, Engineer's Estimate being \$43,700.00.

DS-1801(1) & S-1801(2) - The work consists of constructing the roadway, drainage structures and placing select borrow base material on 4.850 miles of Lanark Road, in Bear Lake County. Federal Aid Emergency Secondary and County Financed. The contract was awarded on September 15, 1958

to the only bidder, Jack B. Parson Construction Company in the amount of \$112,728.00, Engineer's Estimate being \$96,826.25.

S-6749(1) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 7.051 miles of the Roberts South and East Road, in Jefferson County - Federal Aid Secondary and County Financed. The contract was awarded on September 12, 1958, to the low bidder, Pickett & Nelson in the amount of \$127,310.00, Engineer's Estimate being \$126,095.50.

S-6755(3) & DS-6755(4) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 4.918 miles of the Montevue Road, in Jefferson County - Federal Aid Emergency Secondary, Secondary and County Financed. The contract was awarded on September 12, 1958, to the low bidder, Carl E. Nelson Construction Co., Inc., in the amount of \$62,352.55, Engineer's Estimate being \$78,763.50.

DS-6774(4) - The work consists of constructing a 70' reinforced concrete bridge over the Teton River, on the Moody Road, in Madison County - Federal Aid Emergency Secondary and County Financed. Bid rejected. County did not concur in award as change in plans is necessary. Project to be redesigned and readvertised at a later date.

DS-2790(3) - The work consists of furnishing a select base course for the roadway on 1.989 miles of State Highway No. 24, Kimama West, in Lincoln County - Federal Aid Emergency Secondary and State Financed. The contract was awarded on September 18, 1958, to the low bidder, Holmes Construction Co., Inc., in the amount of \$8,757.00, Engineer's Estimate being \$12,365.00.

DS-6719(1) & S-6727(4) - The work consists of constructing a roadmix bituminous surface on 4.152 miles of the Ucon East road and on 0.489 mile of the Milo Road Extension, in Bonneville County - Federal Aid Emergency Secondary, Secondary and County Financed. The contract was awarded to Pickett & Nelson, the low bidder, on September 19, 1958, in the amount of \$39,713.10, Engineer's Estimate being \$43,777.40.

DS-1718(5) & S-1718(6) - The work consists of constructing a roadmix bituminous surface of 3.349 miles of State Highway No. 37, Pauline North, in Power County - Federal Aid Emergency Secondary, Secondary and County Financed. The contract was awarded on September 19, 1958 to the low bidder, Wangsgaard-Peterson Construction Company in the amount of \$32,291.60, Engineer's Estimate being \$30,508.15.

DS-2867(1) & S-2867(2) - The work consists of constructing the roadway and a roadmix bituminous surface on 1.184 miles of the Camp Road, in Minidoka County - Federal Aid Emergency Secondary, Secondary and County Financed. The contract was awarded on September 19, 1958 to the low bidder, R. M. Chastain & Sons in the amount of \$29,374.40, Engineer's Estimate being \$27,541.20.

DS-6860(1) - The work consists of constructing 2-12' concrete culverts over Crooked Creek and Camas Creek on the Kilgore Road, in Clark County - Federal Aid Emergency Secondary and County Financed. The contract was awarded on September 19, 1958 to the low bidder, W. R. Cahoon Construction Company in the amount of \$9,051.90, Engineer's Estimate being \$8,867.60.

S-1753(2) - The work consists of constructing the roadway, drainage structures, and a bituminous surface treatment on 42.526 miles of SH 38, Buist Junction - Bannock County Line, in Oneida and Power Counties - Federal Aid Secondary and State Financed. The contract was awarded on September 24, 1958 to the low bidder, Duffy Reed Construction Company in the amount of \$421,175.90, Engineer's Estimate being \$410,052.25.

DS-5810(3) & Stockpile Project No. 259 - The work consists of reconditioning the roadway, drainage structures, a roadmix bituminous surface and furnishing crushed rock and cover coat materials in stockpiles on 10.457 miles of State Highway No. 43, in Shoshone and Latah Counties - Federal Aid Emergency Secondary and State Financed. The contract was awarded on September 24, 1958 to the low bidder, Carbon Brothers, in the amount of \$304,960.80, Engineer's Estimate being \$293,769.40.

S-5706(1) - The work consists of constructing the roadway, drainage structures, a roadmix bituminous surface and a 30' concrete bridge on 5.508 miles of the Tilma Road, in Benewah County - Federal Aid Secondary and County Financed. The contract was awarded on September 24, 1958 to the low bidder, Carbon Brothers, in the amount of \$196,389.00, Engineer's Estimate being \$193,843.00.

DS-3733(2) - The work consists of constructing a 41' concrete bridge and a 9' concrete culvert on the Shelp South Road, in Canyon County - Federal Aid Emergency Secondary and County Financed. The project is subject to concurrence of Canyon County Commissioners.

DS-2848(2) - The work consists of reconditioning the roadway, drainage structures and placing a roadmix bituminous surface on 2.204 miles of the Malta West Road, in Cassia County - Federal Aid Emergency Secondary and County Financed. The contract was awarded on September 29, 1958 to the low bidder, Western Construction Company, in the amount of \$25,725.85, Engineer's Estimate being \$31,371.70.

S-4710(2), S-4711(2) & S-5717(3) - The work consists of constructing a roadmix bituminous surface on 2.079 miles of the Graves Creek Road, 2.728 miles of the Cottonwood-Keuterville Road and 2.041 miles of the Cottonwood-Winona Road, in Idaho County - Federal Aid Secondary and County Financed. The project is subject to concurrence of Idaho County Commissioners.

DS-1754(3) & S-1754(4) - The work consists of constructing the roadway, crushed gravel base and a 28' concrete bridge on 1.760 miles of the Robin-Hawkins Road, Virginia-Hawkins Ext., in Bannock County - Federal Aid Emergency Secondary, Secondary and County Financed. The contract was awarded on October 7, 1958 to the low bidder, T & S Construction Company, in the amount of \$59,891.95, Engineer's Estimate being \$63,455.75.

S-3764(1) & DS-3764(2) - The work consists of constructing the roadway, a roadmix bituminous surface and a 16' concrete culvert on 4.006 miles of the Amity Road, Ada County Line - Jct. FAS 3782, in Ada County - Federal Aid Secondary, Emergency Secondary and County Financed. The contract was awarded on October 7, 1958 to the low bidder, A. D. Stanley, in the amount of \$78,088.25, Engineer's Estimate being \$109,271.55.

S-6873(3), ST-M-6873(504) & ST-6354(508) - The work consists of reconstructing the existing roadway, and constructing a plantmix bituminous surface on 8.504 miles of State Highway 28, Salmon-Baker, for seal coating 12.600 miles of State Highway 28, Baker-High Bridge, and for reconstructing the roadway and a bituminous surface treatment on 0.822 mile of U.S. Highway 93, 5 miles South of Salmon, in Lemhi County - Federal Aid Secondary and State Financed. The contract was awarded on October 7, 1958 to the low bidder, Pickett & Nelson, in the amount of \$228,822.70, Engineer's Estimate being \$245,937.30.

F-4113(10) & Stockpile No. 258 - The work consists of constructing the roadway, a 34' concrete bridge and a bituminous surface treatment on 5.513 miles of U.S. 95, John Day-Slate Creek, and furnishing cover coat material in stockpile, in Idaho County - Federal Aid Primary and State Financed. The contract was awarded on October 7, 1958 to the low bidder, Earl L. McNutt Company, in the amount of \$1,219,448.50, Engineer's Estimate being \$1,403,749.

Public Hearing at Kellogg. Hearing held at Kellogg, Idaho at 8:00 p.m., August 28, 1958. The Board finds and determines that the following changes in the State Highway System in and in the vicinity of Kellogg, Idaho to wit

1. The construction of a four-lane freeway approximately 18.8 miles in length between the East end of the present 4th of July Canyon project to a point one quarter mile East of the East City limits of Kellogg,
2. That in Kellogg, Cameron Avenue between New Street and Division Street be retained on the State Highway System and those sections of New Street and Division Street between the proposed Interstate location and Cameron Avenue will be put on the State Highway System to provide a service loop,
3. The exact type of location of interchanges shall be flexible to the extent that detailed surveys and studies may prove substitute locations more beneficial, such interchanges to be provided for adequate access to the community and at intersections with important streets,

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Kellogg from said proposed changes.

Public Hearing at Smelterville. Hearing held at Smelterville, Idaho, at 4:00 p.m., August 28, 1958. The Board finds and determines that the following changes in the State Highway System in and in the vicinity of Smelterville, Idaho, to wit:

1. The construction of a four-lane freeway approximately 18.8 miles in length between the East end of the present 4th of July Canyon project to a point one quarter mile East of the East City limits of Kellogg,
2. The exact type and location of interchanges or interchange shall be flexible to the extent that detailed surveys and studies may prove a substitute location or locations more beneficial, such interchanges to be provided for adequate access to the community,

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Smelterville from said proposed changes.

Utility Relocation Hearing Determinations. Upon reviewing the following listed projects plans, the Board decided in the affirmative regarding the necessity of the relocation of the utility facilities on said projects:

Those waiving hearings were: Idaho Power Company, on Project No. I-15-2(2)84, Truchot road Blackfoot Junction, Bannock County.

Clearwater Power Company on Project No. S-4771(1), Ahsahka-Kendrick, SH 7, Nez Perce & Clearwater Counties.

Mountain States Telephone & Telegraph Company on Project No. DS-3764(2) and S-3764(1), Amity Road, Ada County, Idaho.

General Telephone Company on Project No. S-5706, Washington State Line to US 95, Benewah County, Idaho.

Mountain States Telephone & Telegraph Company on Project No. ST-6471(503) Targee Pass to Henry's Lake, Fremont County, Idaho.

Fall River Electric R.E.A. on Project No. ST-6471(503) Targee Pass to Henry's Lake, Fremont County, Idaho.

Mountain States Telephone & Telegraph Company on County Project No. S-1754(4), Hawkins-Virginia Road, Bannock County, Idaho.

Utah Power & Light Company on Project No. S-1754(4), Hawkins-Virginia Road, a Bannock County Road, Bannock County, Idaho.

General Telephone Company on Project No. S-5706, Washington State Line to US 95, Tilma Road, Benewah County, Idaho.

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Utah Power & Light Company on Project No. DS-1801(1), (2), Lanark Road, a County Project, Bear Lake County, Idaho.

Intermountain Gas Company on Project No. DF-2441(10), Greenwood School to Paul, Minidoka County, Idaho.

Mountain States Telephone & Telegraph Company on Project No. DS-1801(1), (2) Lanark Road, Bear Lake County, Idaho.

Idaho Power Company on County Project No. SG-2735(1), R.R. Underpass and approach one-half mile east of Twin Falls, Idaho.

Idaho County Light & Power Company on Project No. F-4113(10), John Day-Slate Creek, US 95, Idaho County, Idaho.

Those not appearing for hearing after due and proper notice given were:

Mr. D. V. Kuyendall on Project No. S-4771(1), Ahsahka-Kendrick, SH 7, Nez Perce & Clearwater Counties, Idaho.

Cavendish Telephone Line on Project No. S-4771(1), Ahsahka-Kendrick, SH 7, Nez Perce & Clearwater Counties, Idaho.

Bureau of Indian Affairs, Fort Hall Agency on Project No. I-15-2(2)84, Truchot Road Blackfoot Junction.

Approval of Speed Limits in Mackay. The Board approved the following:

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code, the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Mackay; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the Village of Mackay; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	93 A	Custer Street	South City Limits to Cedar Avenue	35
2	93 A	Custer Street	Cedar Ave. to Artemesia Avenue	25
3	93 A	Custer Street	Artemesia Ave. to North City Limits	35

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Mackay shall henceforth be effective at all times during hours of daylight or darkness.

Approval of Speed Limits in State Line Village. The Board approved the following:

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of State Line Village; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of State Line Village; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	U.S. 10	None	West Village Limits to East Village Limits	50

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of State Line Village shall henceforth be effective at all times during hours of daylight or darkness.

Approval of Speed Limits in Rigby. The Board approved the following:

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Rigby; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the City of Rigby; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	U.S. 20,191	State Street	South City Limits to First South Street	35
2	US 20, 191	State Street	First South St. to Main Street	25
3	US 20, 191	Main Street	State St. to Railroad Avenue	25
4	US 20, 191	Railroad Ave.	Main St. to Fremont Ave.	25
5	US 20, 191	Railroad Ave.	Fremont Ave. to N. City Limits	35
6	SH 48	First So. St.	West City Limits to Second West Street	35
7	SH 48	First So. St.	Second West St. to State St.	25
8	SH 48	First So. St.	State St. to East City Limits	25

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Rigby shall henceforth be effective at all times during the hours of daylight or darkness.

Parking Prohibition on a State Highway. The Board approved the following:

WHEREAS, by virtue of Section 49-758 (d) Idaho Code, the Department of Highways may place signs prohibiting the parking of vehicles on any highway where such parking is dangerous to those using the highway or where the parking of vehicles would unduly interfere with the free movement of traffic thereon, and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed that the parking between Milepost 333.15 and Milepost 333.35 on the North side of US 30 North is dangerous to vehicles and persons using the highway and is interfering with the free movement of traffic,

NOW THEREFORE, it is hereby determined and declared that the parking of vehicles on the highway between Milepost 333.15 and Milepost 333.35 on the North side of US 30 North shall henceforth be prohibited at all times during hours of daylight or darkness,

September 29, 1958

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections at reasonable intervals to advise the traveling public of said parking prohibition.

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WHEREAS, by virtue of Section 49-758 (d) Idaho Code, the Department of Highways may place signs prohibiting the parking of vehicles on any highway where such parking is dangerous to those using the highway or where the parking of vehicles would unduly interfere with the free movement of traffic thereon, and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed that the parking of vehicles between Milepost 234.30 and Milepost 234.50 on the North side of US 93 and between Milepost 234.30 and Milepost 234.50 on the South side of US 93 is dangerous to vehicles and persons using the highway and is interfering with the free movement of traffic,

NOW THEREFORE, it is hereby determined and declared that the parking of vehicles on the highway between Milepost 234.30 and Milepost 234.50 on the North side of US 93 and between Milepost 234.30 and Milepost 234.50 on the South side of US 93 shall henceforth be prohibited at all times during hours of daylight or darkness,

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections at reasonable intervals to advise the traveling public of said parking prohibition.

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WHEREAS, by virtue of Section 49-758 (d) Idaho Code, the Department of Highways may place signs prohibiting the parking of vehicles on any highway where such parking is dangerous to those using the highway or where the parking of vehicles would unduly interfere with the free movement of traffic thereon, and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed that the parking of vehicles between Milepost 219.80 and Milepost 220.10 on the North side of US 93 and between Milepost 219.80 and Milepost 220.10 on the South side of US 93 is dangerous to vehicles and persons using the highway and is interfering with the free movement of traffic,

NOW THEREFORE, it is hereby determined and declared that the parking of vehicles on the highway between Milepost 219.80 and Milepost 220.10 on the North side of US 93 and between Milepost 219.80 and Milepost 220.10 on the South side of US 93 shall henceforth be prohibited at all times during hours of daylight or darkness,

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be

erected on the appropriate sections at reasonable intervals to advise the traveling public of said parking prohibition.

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WHEREAS, by virtue of Section 49-758 (d) Idaho Code, the Department of Highways may place signs prohibiting the parking of vehicles on any highway where such parking is dangerous to those using the highway or where the parking of vehicles would unduly interfere with the free movement of traffic thereon, and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed that the parking of vehicles between Milepost 264.95 and Milepost 265.00 on the East side of US 93 and between Milepost 264.95 and Milepost 265.00 on the West side of US 93 is dangerous to vehicles and persons using the highway and is interfering with the free movement of traffic,

NOW THEREFORE, it is hereby determined and declared that the parking of vehicles between Milepost 264.95 and Milepost 265.00 on the East side of US 93 and between Milepost 264.95 and Milepost 265.00 on the West side of US 93 shall henceforth be prohibited at all times during hours of daylight or darkness.

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections at reasonable intervals to advise the traveling public of said parking prohibition.

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WHEREAS, by virtue of Section 49-758 (d) Idaho Code, the Department of Highways may place signs prohibiting the parking of vehicles on any highway where such parking is dangerous to those using the highway or where the parking of vehicles would unduly interfere with the free movement of traffic thereon, and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed that the parking of vehicles between Milepost 236.00 and Milepost 236.24 on the North side of US 93 and between Milepost 236.00 and Milepost 236.24 on the South side of US 93 is dangerous to vehicles and persons using the highway and is interfering with the free movement of traffic,

NOW THEREFORE, it is hereby determined and declared that the parking of vehicles on the highway between Milepost 236.00 and Milepost 236.24 on the North side of US 93 and between Milepost 236.00 and Milepost 236.24 on the South side of US 93 shall henceforth be prohibited at all times during hours of daylight or darkness.

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections at reasonable intervals to advise the traveling public of said parking prohibition.

Claim Presented by Idaho Rock Inc. The Board heard a claim concerning Clark Hill-Granite Hill, Project F-6501(2) presented by Idaho Rock Inc. - Duffy Reed, and asked the Department to present its case at the next meeting.

Designating an Addition to State Highway. The Board approved and signed the following Resolution:

WHEREAS, that portion of former State Highway No. US 191 extending from a junction with SH 32 east of Ashton to the Bear Gulch ski area north-east of Warm River is presently being carried as a State Highway with no official Route number, and

WHEREAS, an official number is necessary to the operations of the Department of Highways and to the convenience of the traveling public.

NOW THEREFORE BE IT RESOLVED, that said highway section be, and hereby is, designated as State Highway No. 47 as described above.

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WHEREAS, that portion of former State Highway No. US 191 extending from a point on present State Highway No. US 191 at the west corporate limits of Ashton to a junction with State Highway No. 32 east of Ashton is presently being carried as a State Highway with no official route number, and

WHEREAS, an official number is necessary to the operations of the Department of Highways and to the convenience of the traveling public.

NOW THEREFORE BE IT RESOLVED, that said highway section be, and hereby is, designated as a part of State Highway No. 32 which shall henceforth be described as beginning at a junction with US 191 in Ashton and extending southeasterly via Drummond and Felt to a junction with SH 33 near Tetonia.

Removal from State Highway System. The Board approved and signed following Resolution:

WHEREAS, construction of 4.438 miles of State Highway No. US 30 on new location beginning at a point in Sec. 9, T. 6 S., R. 13 E., at the junction of State Highway No. 25 east of Bliss and ending at a point in Sec. 34, T. 6 S., R. 13 E., at the Malad River Bridge, has been made continuance of the original road as a part of the State Highway system no longer essential.

September 29, 1958

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THEREFORE BE IT RESOLVED, that this portion of the old road, 5.772 miles in length, is hereby removed from the State Highway System, effective this date.

THEREUPON, the Board adjourned, to reconvene again at 8:00 a.m., Tuesday, September 30, 1958.

TUESDAY, September 30, 1958

The Board reconvened at 8:00 a.m., Tuesday, September 30, 1958 in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Ada County Commissioners met with the Board requesting the transfer of \$75,000.00 of Federal Aid Secondary Funds currently under apportionment to Ada County to urban fund monies to be used in construction of Overland Road between State Highway 69 and Rand Street. Total project estimate cost, \$340,000.00.

Delegation of Arbon Valley. Board received a delegation of Arbon Valley regarding additional oiling of State Highway 38 headed by G. L. Brower. They were informed that the sections to be oiled under the construction project just let, was agreed to by agreements with both Power and Oneida County Commissioners and determined by them.

Highway 15 Association Delegation. Delegation, led by Bob Remaklus of Cascade, met with the Board requesting that SH 15 southern terminus be advanced to the junction with US 20-30 and 23rd and Fairview, Boise. Traffic Engineer, Ellis Mathes, indicated that he would review the request in the light of the Department of Highways signing policy.

Highway Encroachment at Star. The Board next heard Mr. W. A. McDonald of Star represented by counsel, William Digray, regarding highway encroachment of his gas pumps which he then agreed to move as ordered last year by the court.

US 45 Association Delegation. The Board next heard the US 45 Association Delegation headed by Steve Edwards of Weiser requesting improvements of US 95 from the Oregon line to Wilder.

Eagle Construction Company Claim. Next appearing before the Board was the Eagle Construction Company, William Goodall represented by C. B. and L. F. Martin, Attorneys, and T. Mat Hally; Upon hearing their claim against Project S-2809(2), Fairfield East, the Board informed them that the matter would be considered further at the next Board meeting and asked the Department to present its case at that time.

THEREUPON, the Board adjourned, to reconvene again at 8:00 a.m., Wednesday, October 1, 1958.

September 30, 1958

WEDNESDAY, October 1, 1958

The Board reconvened at 8:00 a.m., Wednesday, October 1, 1958 in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

The Board reviewed the Highway and Law Enforcement Building preliminary plans with the architect at his office, approving the curtain wall exteriors on the north and south walls, the use of rubber tile, wool carpeting, heat pump if further study bears out anticipated economies, and No. 66 acousticle tile. The complete preliminary layouts were submitted to the architect by the Department September 25, 1958. Architect, by agreement, will have all the work by him completed in 120 days necessary to construction contract bid offering.

The Board heard the City of Pocatello delegation composed of Ed Flandro, F. A. Burton, H. B. Yearsley, J. Terrell, W. B. Webb, Sid Cate, Perry Nelson requesting and restating the Pocatello's Planning Commission's objectives in State Highway improvement within Pocatello in the following order:

1. Completion of Main and Arthur Streets four-lane underpass.
2. New overpass at Halliday--Benton Streets.
3. Completion of Fourth and Fifth Streets and Pole Line Road connection. No commitments were made by the Board other than the expediting the engineering of the Halliday-Benton Overpass.

The Claim of Werner Brammer. On Project ERS-19(1) State Highway 42, Latah County, the claim of Werner Brammer was discussed and the Chief Right of Way Agent presented a copy of a release executed by Mr. Brammer made September 12, 1949, wherein, Mr. Brammer released the State for all existing and future damage done to his property as a result of the construction and maintenance of State Highway 42. The Board directed the Secretary to write Mr. Brammer and advise him that he had no claim.

Westerberg Refuses Approach Improvement. Chief Right of Way Agent gave a report as present instructions of last meeting on the claim of Mr. and Mrs. Westerberg from Grace, Idaho. Chief Right of Way Agent reported that the State was willing to improve the road approach to their property, improve the drainage, and place fill material in front of their home. This offer was refused by the Westerbergs.

Rankin Approach, Ashton, Denied. Chief Right of Way Agent presented a request for an additional road approach on the Rankin road at Ashton. Request for additional road approach was denied.

Easement Denied Gathe. Chief Right of Way Agent presented a request for the Gathe Investment Company of Pocatello requesting that he be granted a 60' easement across a material source owned by the Department of Highways located in the W $\frac{1}{2}$  of the SW $\frac{1}{4}$  of Section 22, Township 6 South, Range 34

October 1, 1958

East B. M. Bannock County. Upon the recommendation of the State Highway Engineer and the District Engineer, this request was denied.

Caldwell Overpass, Sight, Light & View Damages. The damage cases resulting from the construction of the R.R. Overpass on Tenth Street in Caldwell were discussed with the Chief Right of Way Agent, Assistant Attorney General and Special Counsel, Shepard. In those cases where suite has been brought or where in the opinion of the Chief Right of Way Agent, damage has resulted in this project, then negotiation was authorized. Said negotiations are to be based on the appraisals secured by the Chief Right of Way Agent.

Resolutions Designating Control of Access. Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the Interstate Highway No. 82 in the general vicinity of Fruitland, Idaho, from the Snake River Southeasterly and specifically designated as Project No. I-82-1(3)0, Section 1, formerly I-3021(9) between Station 14785 and Station 17800, beginning at a point approximately North 27°02' West, 3901.8 feet from the Southeast corner of Section 28, Township 8 North, Range 5 West, Boise Meridian, and running Southeasterly 3.09 miles to a point approximately 160.0 feet North and 200.0 feet West from the South Quarter corner of Section 2, Township 7 North, Range 5 West, Boise Meridian as shown on the official plat thereof in the office of the Department of Highways at Boise, Idaho, and is designated as a controlled access highway between aforesaid termini and access thereto is prohibited except for:

Machine Pass at Station 32720.

Grade Separation at Station 123700.

Interchange at Station 161708.0.

It is the Order of the Board that such a prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

Pursuant to Section 40-120, subsection 16, Idaho Code, that Section of the Interstate Highway No. 15 between Roberts and Sage Junction and specifically designated as Project No. I-15-3(1)134, formerly I-6033(4), between Station 341740 and Station 728798, beginning at a point approximately 845.0 feet East and 33.0 feet North from the Southwest corner of Section 29, Township 5 North, Range 37 East, Boise Meridian, and running Northwesterly 7.34 miles to a point approximately 1015.0 feet East from the Northwest corner of Section 26, Township 6 North, Range 36 East, Boise Meridian as shown on the official plat thereof in the office of the Department of Highways at Boise, Idaho, and is designated as a controlled access highway between aforesaid termini and access thereto is prohibited except for:

Temporary Connection Junctioning at Station 349754.4

Cattle Pass at Station 362/50

County Road Approach Left and Right at Station 397/61.5 until construction of Grade Separation at Station 396/32.74.

Cattle Pass at Station 427/00

Cattle Pass at Station 456/75

Temporary Connection at Station 728/98

It is the Order of the Board that such a prohibition of access to and from aforesaid section of highway will best serve the traffic for which the highway is intended.

Acquisition of Right of Way Parcels over \$20,000. Project No. I-80N-1(3)0, Parcel No. 8, Rodney H. Shake. Upon the request of the Chief Right of Way Agent and with the recommendation of the State Highway Engineer we have this day authorized payment to the owner of the above parcel the consideration of Thirty Thousand Dollars (\$30,000) for right of way required on the above project. The detailed reports and appraisals on this parcel are set forth in the right of way file.

Project No. F-1024 (6), Parcel Nos. 9 and 10, Partners Structural Steel. At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer we have this day authorized the acquisition of lands required on the above parcels and project numbers. The consideration to be paid for the two parcels being Thirty-Eight Thousand Dollars (\$38,000).

Designating Controlled Access Highways. Project No. FHP 24 A4, Banks-Crouch. Upon the request of the Chief Right of Way Agent with the recommendations of the State Highway Engineer, authorization is hereby granted for acquisition of right of way on the above project. Access is not to be controlled.

Project No. I-80N-1(4)3, Formerly: I-3021(12) IC Jct. 95 - IC Jct. US 30. Upon the request of the Chief Right of Way Agent and the recommendations of the State Highway Engineer, authority is granted to purchase right of way on the above project. This project being a portion of the Interstate System, access is to be controlled except for access by means of frontage roads and interchanges.

Project No. I-80N-2(2) 71 Formerly: I-3022(14) Regina-Cleft. Upon the request of the Chief Right of Way Agent and the recommendations of the State Highway Engineer, authority is granted to purchase right of way on the above project. This project being a portion of the Interstate System, access is to be controlled except for access by means of frontage roads and interchanges.

Project No. I-80N-1(6)14 Formerly: I-3021(15) IC US 30 - IC Jct. SH 44. Upon the request of the Chief Right of Way Agent and the recommendations of the State Highway Engineer, authority is granted to purchase

right of way on the above project. This project being a portion of the Interstate System, access is to be controlled except for access by means of frontage roads and interchanges.

Project No. I-15-1(13)66 Formerly: I-1031(5) Pocatello By-Pass. Upon the request of the Chief Right of Way Agent and the recommendations of the State Highway Engineer, authority is granted to purchase right of way on the above project. This project being a portion of the Interstate System, access is to be controlled except for access by means of frontage roads and interchanges.

Project No. I-15-1(4)17 Formerly: I-1031(7) Malad-Arimo. Upon the request of the Chief Right of Way Agent and the recommendations of the State Highway Engineer, authority is granted to purchase right of way on the above project. This project being a portion of the Interstate System, access is to be controlled except for access by means of frontage roads and interchanges.

Project No. I-IG-15-3(4)117 Formerly: I-6033(15) Bdwy. Idaho Falls-Bassett. Upon the request of the Chief Right of Way Agent and the recommendations of the State Highway Engineer, authority is granted to purchase right of way on the above project. This project being a portion of the Interstate System, access is to be controlled except for access by means of frontage roads and interchanges.

Designating Modified Controlled Access Highways. Project No. S-US-3754(2) Nampa-South. Upon the request of the Chief Right of Way Agent and the recommendations of the State Highway Engineer, authority is hereby granted to acquire the required right of way for the above project. It being of the best interest of the traveling public to control access on said highway, we hereby grant authorization to purchase the control of access. Sufficient access is to be allowed to serve the property equivalent to its present access. There will be no control as to type of access. In the control of access it should be kept in mind allowances for the future growth development of the State and Community.

Project No. F-2371(2) Gooding-Wendell. Upon the request of the Chief Right of Way Agent and the recommendations of the State Highway Engineer, authority is hereby granted to acquire the required right of way for the above project. It being of the best interest of the traveling public to control access on said highway, we hereby grant authorization to purchase control of access. Sufficient access is to be allowed to serve the property equivalent to its present access. In the control of access it should be kept in mind allowances for the future growth and development of the State and Community.

Project No. S-5732(4) Seasons-Spirit Lake. Upon the request of the Chief Right of Way Agent and the recommendations of the State Highway Engineer, authority is hereby granted to acquire the required right of way for the above project. It being of the best interest of the traveling

public to control access on said highway, we hereby grant authorization to purchase the control of access. Sufficient access is to be allowed to serve the property equivalent to its present access. In the control of access it should be kept in mind allowances for the future growth and development of the State and Community.

Project No. S-1778(8) Riverdale-South. Upon the request of the Chief Right of Way Agent and the recommendations of the State Highway Engineer, authority is hereby granted to acquire the required right of way for the above project. It being of the best interest of the traveling public to control access on said highway, we hereby grant authorization to purchase the control of access. Sufficient access is to be allowed to serve the property equivalent to its present access. In the control of access it should be kept in mind allowances for the future growth and development of the State and Community.

Project No. F-3111(3) Parma-Notus. Upon the request of the Chief Right of Way Agent and the recommendations of the State Highway Engineer, authority is hereby granted to acquire the required right of way for the above project. It being of the best interest of the traveling public to control access on said highway, we hereby grant authorization to purchase the control of access. Sufficient access is to be allowed to serve the property equivalent to its present access. In the control of access it should be kept in mind allowances for the future growth and development of the State and Community.

Project No. S-3806(5) Bruneau-Little Valley. Upon the request of the Chief Right of Way Agent and the recommendations of the State Highway Engineer, authority is hereby granted to acquire the required right of way for the above project. It being of the best interest to the traveling public to control access on said highway, we hereby grant authorization to purchase the control of access. Sufficient access is to be allowed to serve the property equivalent to its present access. In the control of access it should be kept in mind allowances for the future growth and development of the State and Community.

Condemnation Orders: The Board executed in duplicate, Orders of Condemnation covering the following:

On Project No. I-90-1(7)11, Interstate, Parcel No. 1/4, Wito H. Rasmussen and Margaret Rasmussen, his wife, Verna I. Rasmussen, a spinster, and Ester M. Stuftt, a spinster.

On Project No. I-15-3(2)194, Interstate, Parcel No. 6, Talmage Mickelsen and Thelma Mickelsen, his wife; Reed Mickelsen and Lavaun Mickelsen, his wife.

On Project No. I-90-1(7)11, Interstate, Parcel No. 13/16, Arthur M. Tate and Dorothy D. Tate, his wife.

On Project No. I-90-1(7)11, Interstate, Parcel No. 8, Thomas E. Lavin and Patricia Lavin, his wife.

On Project No. I-90-1(7)11, Kootenai County, Coeur d'Alene Belt Line, Parcels No. 5/8 and 11/16, Orrin E. Lee, Luva J. Lee, his wife, Oscar C. Paisley, Tena Paisley, his wife, and National Public Service Insurance Company.

On Project No. I-90-1(7)11, Interstate, Parcel No. 86, James C. Ashton and Agnes A. Ashton, his wife.

On Project No. I-90-1(7)11, Interstate, Parcel No. 7, Howard Batchelder and Helen E. Batchelder, his wife.

On Project No. I-90-1(7)11, Interstate, Parcel No. 6, J. W. Beaubien and Eva Beaubien, his wife.

On Project No. I-90-1(7)11, Interstate, Parcel No. 5, Guy Simmons and Myrtle Simmons, his wife.

On Project No. I-90-1(7)11, Interstate Highway System, Parcel No. 4, Waldo R. Mercer and Irma E. Mercer, his wife.

On Project No. I-90-1(7)11, Kootenai County, Parcel No. 3, Helen J. Harrington, Leon Harrington, her husband, Glen M. Whitesel, Marie Whitesel, his wife, Forrest Yarbrough, Fred Canning, Cedor B. Aronow, and Roland William Klein.

On Project No. I-90-1(7)11, Interstate, Parcel No. C, Leslie C. Kienke and Bessie C. Kienke, his wife.

Sale of Surplus Properties. F-2361(9). The Chief Right of Way Agent gave report of the progress of the sale of the Terteling property at Twin Falls. This property was offered for sale at a minimum price of \$100,000.00. No offer to purchase was received. The Chief Right of Way Agent presented an offer to purchase for a consideration of \$92,000.00 of which \$10,000.00 was to be paid at time of sale. The balance to be paid in a ten (10) year period with interest at 4½%. The Chief Right of Way Agent was authorized to sell this property for consideration of \$92,000.00 with \$10,000.00 down and interest at 5%. This sale is to be handled by the State Land Board.

ST-2351(2), Gooding Streets, Parcel No. 10½, W. C. Thornton. Upon the request of the Chief Right of Way Agent and with the recommendation of the State Highway Engineer we have this day declared all lands surplus that were acquired on the above parcel that lay outside of the right of way and authorized the land and improvements to be put up for sale at public auction subject to the easement granted to the City of Gooding for a street. This land and improvements are to be offered for sale at a minimum price of Nine Thousand Dollars (\$9,000.00). Terms of the sale are to be Ten Percent (10%) down and the balance to be paid within ninety (90) days of the acceptance offer.

ST-2371(1), Parcel No. 21, R. W. Hudelson. Upon the request of the Chief Right of Way Agent and with the recommendation of the State Highway

Engineer we have this day authorized the sale of land and improvements that were acquired on the above project and parcel number that lie outside of the required State Highway right of way. This property is to be offered for sale at a minimum price of Sixteen Thousand Five Hundred Dollars (\$16,500.00). The terms of the sale are to be Ten Percent (10%) down at the time of the sale and the balance within ninety (90) days upon the acceptance of the sale.

THEREUPON, the Board adjourned, to reconvene again at 8:00 a.m., Thursday, October 2, 1958.

THURSDAY, October 2, 1958

The Board reconvened at 8:00 a.m., Thursday, October 2, 1958 in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Forest Highway Public Hearing. Board met in joint public hearing at 9:00 a.m. with the Bureau of Public Roads and U.S. Forest Service in the House Chambers, State House. The following witnesses appeared presenting their respective area's need in Forest Highway improvement: Bureau of Public Roads, C. R. Salmen, Division Engineer, Boise, Idaho; Mr. Sergeant, Regional Officer; U.S. Forest Representative, Howard R. Jones, Assistant Regional Forester, Missoula, Montana - Region 1; Arval L. Anderson, Assistant Regional Forester, Ogden, Utah - Region 4; Board Chairman, R.C. Rich; Vice Chairman, L. K. Floan; Member, D. P. Jones; G. Bryce Bennett, State Highway Engineer; and Wayne Summers, Secretary of the Board.

1. St. Maries-Avery Road, Senator Ernest Gaffmeyer.
2. US 93, Ellis to Challis, R. B. Hammond, County Commissioner, Challis.
3. Moyie River crossing, US 2, Bill Neiland, Bonners Ferry.
4. Banks to Garden Valley, SH 17, Mr. Ira Anderson, Boise, Cascade Corporation.
5. Lowman-Stanley, SH 21, Truman Joiner.

6. Appreciation of Governor Smylie's and the Tri-agencies, help in acquiring the Lewis and Clark Highway Congressional appropriation was voiced by Mr. William Johnson. The agencies were urged to not let anything stand in the way of fulfilling the proposed financing program set up to complete the road as scheduled by 1961. Mr. Harry Hughes, Lewiston Chamber of Commerce Secretary, voiced approval of Mr. Johnson's remarks.

7. SH 34, "Tincup" section Wayan to Wyoming line, Senator Fred Cooper, Grace, Idaho.

8. Trail Creek Road, Ketchum to Chilly, Wayne Clark, County Commissioner.

9. "Cut-off road", Grangeville to South Fork of Clearwater and completion of surveys balance of Route 17 to Elk City, Oren Webb, Grangeville Chamber of Commerce.

10. Continued improvement of the McCall to Warren road because of it being a recreation area.

11. Continued improvement of Hope-Clark's Fork Road, US 10 Alternate, J. M. Mickelson, County Commissioner, Priest River.

12. Bogus Basin Road, Idaho County recreation needs, Mr. Spencer Barrett, Boise, Idaho.

13. Salmon River East, from Riggins to Shoup, Mr. Jim Henry, Boise, Idaho.

14. Boise-Atlanta Alturus Lake Route.

15. East Idaho request, by Charles Stark, Secretary, Idaho Falls Chamber of Commerce.

a. Cave Falls - Bechlor Meadows road to Wyoming line.

b. To Reynolds Pass from Sunset Lodge on US 191.

c. Swan Valley-Victor Road West from last Forest Highway project.

Lump Sum Survey - \$100,000. At 1:30 p.m. the three agencies met with the Executive Chief and made the following apportionment of the Forest Highway 1956 fiscal year funds subject to the concurrence of the Chief of the U.S. Forest Service and Commissioner of Bureau of Public Roads, Washington, D.C.:

<u>FOREST HIGHWAY ROUTE</u>	<u>ROUTE NUMBER</u>	<u>AMOUNT</u>
Clark Fork Highway	US 10 Alternate	\$ 600,000
Lewis-Clark Highway	SH 9	800,000
Grangeville-Elk City Highway	SH 14	300,000
St. Maries-Avery		150,000
North Fork Payette	SH 15	500,000
Banks-Garden Valley	SH 17	450,000
Warren Wagon Road		200,000
Soda Springs-Freedom	SH 34	<u>250,000</u>
		\$3,250,000

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These 1960 funds are expected to be available for construction purposes during the year 1959. Allocation of these funds does not necessarily mean that all of these projects will be under construction in 1959; however, present plans indicate that most, and possibly all, of those projects will be underway sometime during the oncoming year.

An additional \$100,000 was earmarked for engineering surveys of other projects.

THEREUPON, the Board adjourned, to reconvene again at 8:00 a.m., Friday, October 3, 1958.

FRIDAY, October 3, 1958

The Board reconvened at 8:00 a.m., in the Board Room at 603 Main Street, with all members of the Board, the State Highway Engineer, and the Secretary present.

Out of State Travel. The Board approved the following:

1. To San Francisco, December 1-5 AASHO Conference, three (3) Board members, Secretary, State Engineer, and three (3) Department Personnel.
2. To attend AASHO Highway Transport Committee meeting and view the AASHO Road Test at Ottawa, Illinois, October 14-15, Mr. G. Bryce Bennett, State Highway Engineer.
3. Univac Engineering Conference, Minneapolis, Minnesota, October 7, 8, and 9, Mr. Brimhall.
4. To Los Angeles, Council of State Government sub-committee on Highway Policy Problems. Conference, November 12-13, Wayne Summers and Legislative members to be selected by the Governor - possibly - Chairman of House and Senate Highway Committees and Appropriation and Finance Committee Chairman via State car.
5. Attendance of Mr. Ellis Mathes to the Institute of Traffic Engineers Conference at Miami, Florida, was refused by the Board because of the great distance.

"B" Study. At 9:00 a.m. the Board met with the Bureau of Public Roads and Forest Service to designate routes for the "B" section of proposed additions to the Forest Highway System which is to be submitted to the next session of Congress and which will be reviewed by the Bureau before presentation to Congress. A list of Group B routes agreed upon are in the file in the Secretary's office. The "B" section of routes are for study purpose only.

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Mr. N. L. McCrea, Assistant State Highway Engineer(in charge of Operations). The Board concurred in the appointment of the State Engineer in appointing Mr. N. L. McCrea, Assistant State Highway Engineer(in charge of Operations).

Expense Vouchers. The Board approved expense vouchers as follows for Mr. Rich, June-July-August, \$58.80 and \$66.02; Mr. L. K. Floan, July-August, \$104.65; Mr. D. P. Jones, July-August, \$80.60.

THEREUPON, the Board adjourned until its next regular meeting to be held November 3, 4, and 5, 1958.

Read and Approved: November 4, 1958  
Boise, Idaho

*R. C. Rich*  
R. C. RICH, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

November 3, 4, and 5, 1958

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Monday, November 3, 1958, at 603 Main Street, Boise, Idaho.

Present were:

- David P. Jones, Director, District No. 1
- Roscoe C. Rich, Director, District No. 2
- Leonard K. Floan, Director, District No. 3
- G. Bryce Bennett, State Highway Engineer
- Wayne Summers, Secretary of the Board

Eagle Construction Company Claim: The Board reviewed Eagle Construction Company claim on the Fairfield - East Project, State Highway No. 68, with members of the Department, including the Resident, District and Construction Engineers and concluded that further study should be made and a report submitted to the Board.

Idaho Rock, Inc., Claim: The Idaho Rock, Inc., claim on Granite Hill, Project F-6501(4), US 26, was reviewed by the Board pertaining to the moisture content in the cinders. Under recommendation of the Engineering Department, the claim was not allowed.

Upon the recommendation of the State Engineer, the Board did approve payment for 1,531 m.g.'s of water at the bid price of \$2.00, amounting to \$3,062.00. (Refer to Appendices, letter of December 24, 1958).

Another claim regarding change in the amount of asphalt and change in the requirement of allowing placement of cinder base in one lift instead of two lifts were denied, also a claim of water in cinders.

Tuttle Engineering Company Claim. Regarding Projects I-IG-1032(5), -6033(9), and I-IG-6033(3), claims were settled and final payment of \$13,623.13 was authorized. The settlement was accepted by Karl F. Tuttle Engineering Company, 4251 East Live Oak, Arcadia, California. (Refer to settlement letter dated November 10, and Third Judicial District Court Affidavit of settlement to be found in Board minutes appendices).

Movement of Mobile Homes. The Board approved the following amended regulation, effective November 3, 1958:

STATEMENT OF POLICY COVERING STATE HIGHWAY PERMITS FOR TOWING MOBILE HOMES

MOBILE HOMES OF A WIDTH IN EXCESS OF 8 FEET BUT NOT IN EXCESS OF 10 FEET.

Special permits for a single trip movement of overwidth mobile homes may be issued during favorable weather conditions, subject to the following conditions:

- a. Movement is prohibited during the hours of darkness and on Saturdays, Sundays or holidays.
- b. The towing vehicle shall be rated at 3/4 ton or larger (manufacturer's rating) having a minimum weight of 3,700 pounds, equipped with dual mounted tires on the drive axle and equipped with a 4-speed transmission.
- c. All trailer wheels shall be equipped with brakes in good condition under direct control of the driver at all times, and shall be so designed and connected that in case of an accidental breakaway of the towed vehicle, the brakes shall be automatically applied.
- d. Special attention shall be given by the driver to traffic accumulated behind the trailer and at frequent intervals and suitable locations the mobile home shall be pulled off the highway to allow such traffic to pass.
- e. Movement is prohibited and valid permits are automatically invalid enroute when road surfaces become hazardous due to ice, snow or frost, or when visibility is restricted to less than 500 feet by fog, smoke, dust, or any other atmospheric condition.
- f. Evidence of insurance issued by a company licensed in Idaho must be filed on a certificate form approved by the Idaho Board of Highway Directors, Form No. DH 217B, which must be furnished by the insuring company, showing coverage in the amounts of \$100,000/\$300,000 public liability and \$50,000 property damage.
- g. Movement on certain roads is to be preceded by a flagman-escort (pilot car) equipped with a "Wide Load Following" sign to warn other highway users of danger. None will be required on any 4-lane divided highway. Certain roads when sight distance and curvature demand it may necessitate in addition to the pilot car ahead, a rear pilot car with "Wide Load Ahead" sign to warn other vehicles approaching from the rear of danger.
- h. Rear corners of mobile home to be marked with red flags.

PERMITS SHALL NOT BE GRANTED TO TRAVERSE ANY HIGHWAY WHERE CURVATURE, ROAD WIDTH AND APPARENT WEATHER CONDITIONS ARE SUCH THAT THE VEHICLES WOULD NOT BE ABLE TO NEGOTIATE THE ROUTE WITH SAFETY. (SEE SECTION "E" ABOVE).

Under no circumstances will permits be issued for tractor and house trailer combinations over 65 feet in length, nor for mobile homes or house trailers in excess of 10 feet in width.

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No distinction is made between manufacturers, dealers, individuals, or commercial trailer movers and mobile home movers, with respect to the movement of 8-foot to 10-foot wide mobile homes.

Single trip movement of vehicles covered by this regulation shall be issued permits at the rate of \$5.00 per permit.

Any inquiry concerning the interpretation of these regulations should be addressed to the Permit Division of the State Highway Department, 603 Main Street, Boise, Idaho.

Permits may be issued at the above Boise office, and State Highway District Offices at Rigby, Pocatello, Boise, Lewiston, Shoshone and Coeur d'Alene, Idaho.

To the extent that the application of this regulation to highways which are a part of the National System of Interstate and Defense Highways, (as referred to in subdivision (a) of Section 108 of the Federal Aid Highway Act of 1956), would cause this State to be deprived of any federal funds for highway purposes, this regulation of such extent shall not be applicable to highways which are a part of such system.

Spalding Route. The Board approved the Spalding Route, Plan I, effecting relocations of US 95, SH 9, SH 42 in the Vicinity of Spalding.

In Grade Raise. In grade raise was approved for Harry Day, Assistant Materials Engineer - \$725 to \$750.

Extension of Employment of Overage Personnel. The following extension of employment of overage personnel was approved by the Board.

<u>Name</u>	<u>Age.</u>	<u>Salary</u>	<u>Title</u>
PLANNING & TRAFFIC DIVISION			
N. F. McCoy	66	800.00	Planning Officer
L. Rouse	65	356.00	Traffic Recorder
DISTRICT FIVE			
I. G. Pischner	65	381.00	Maintenance Man

NOTE: The Board approved the extension of all three (3) of these men. However, McCoy is to be re-classified and salary is to be \$675.00 effective January 1, 1959.

Out of State Travel. The Board approved the following:

- L. F. Erickson, Materials Engineer, to Washington, D.C., January 5-9, Highway Research Board Annual Conference.

2. G. Bryce Bennett, State Highway Engineer, to Portland, Oregon, November 10, Logging Conference.

Highway 51 Delegation. Arson Arozola, heading the delegation of ten (10) people representing State Highway 51, requested consideration for other construction monies following the Little Valley Project to be let soon. The delegation indicated they would attempt to acquire local County Federal Aid Matching Monies as basis of attracting the application of State Highway Funds.

THEREUPON the Board adjourned, to reconvene again at 8:00 a.m., Tuesday, November 4, 1958.

TUESDAY, November 4, 1958

The Board reconvened at 8:00 a.m., Tuesday, November 4, 1958 in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Minutes. The Minutes of the regular meeting of the Idaho Board of Highway Directors held September 29, 30 and October 1, 2, and 3, 1958 were read and approved.

Control of Advertising Outside of Right of Way. The Chief Right of Way Agent gave a report on the provisions of the Federal Highway Act as it pertains to the control of advertising on the Interstate highway. The Chief Right of Way agent reported that it will be necessary after the State decides to comply with the Federal Regulations to ask for legislation, granting such authority. The matter was tabled for further investigation.

Authority for Control of Access - Grangeville, SH 95. The Chief Right of Way Agent requested authority to purchase the control of access on US 95 north of Grangeville. The matter was tabled pending a further investigation as to the need of controlling the access, none having been acquired, and the facility having been completed three years ago.

Authority for Condemnations. The Board executed in duplicate, Orders of Condemnation covering the following:

On Project No. I-80N-1(4)3, Interstate, Parcel Nos. 3, 3-E-1, 4-E-1 and 4-E-2, heirs-at-law of E. L. Brown, deceased, and Fern Brown, surviving wife of said E. L. Brown, as to Parcel No. 3 and 3-E-1; and Horace C. Brown and Goldie Brown, husband and wife, as to Parcel Nos. 4, 4-E-1 and 4-E-2.

On Project No. F-1032(3), US Highway No. 91-191, Parcel Nos. 67 and 67-D-4, The Utah Oil Refining Company.

On Project No. F-2361(9) Highway No. 30, Parcel No. 10, Sinclair Refining Company.

Approval of Right of Way Settlements. The Board approved the following items being in excess of \$20,000:

Project No. I-80N-1(4)3, Parcel No. 7, Dennis W. Sherman. At the request of the Chief Right of Way Agent, upon the recommendation of the State Highway Engineer, we have this day approved the acquisition of the land acquired from Dennis W. Sherman on the above project. The Chief Right of Way Agent is authorized to acquire the entire eighty-five (85) acres owned by Sherman for a consideration of thirty-four thousand dollars (\$34,000.00). The right of way files on this parcel set forth the complete terms of the transaction.

Project No. F-1032(3), Blackfoot Streets, Parcel No. 1, Idaho Power Company. At the request of the Chief Right of Way Agent, and upon the recommendation of the State Highway Engineer, we have this day authorized the purchase of land required from Idaho Power Company on the above project for a consideration of twenty-two thousand three-hundred seventy-nine dollars and twenty-five cents (\$22,379.25). The records in the right of way office set forth the complete terms and conditions of this purchase.

Quitclaim Deed Execution - Dustin. The Board approved the following:

Materials Source T-15, Teton County. We have this day executed in triplicate a Quitclaim Deed to approximately two (2) acres of land previously utilized for materials source, which lies in the W $\frac{1}{2}$  NE $\frac{1}{4}$  of Section 19, Township 3 North, Range 46 East, Boise Meridian, to the State of Idaho, acting by and through the State Board of Land Commissioners, due to the fact that the land described in the Quitclaim Deed is surplus to the needs of the Idaho Department of Highways.

Utility Facility Relocation Determinations. Upon reviewing the following listed projects plans, the Board decided in the affirmative regarding the necessity of the relocation of utility facilities on said projects:

Those waiving hearings were:

Utah Power & Light Company on Project No. S-1778(7), Preston to Riverdale, Bear Lake County.

Idaho Power Company on Project No. I-80N-1(3)0, Formerly I-3021(9) (10) - US Highway 95 Interchange - Interstate Project, Payette County.

Those not appearing for hearings were:

U.S. Bureau of Reclamation on Project No. DS -3838(2), Plaza Road, Gem County.

Sunnyside Cream Ridge Telephone Company on Project No. S-4771(1), SH 7.

Mountain States Telephone & Telegraph Company on Project No. I-80N-1(3)O-Interstate - Formerly Project No. I-3021(9) (10), Snake River to US 95 Interchange.

Washington Water Power Company on Project No. U-US 4755(1), Lewiston-Lewiston Orchards, a Nez Perce County Project.

Bend Telephone Company on Project No. FHP23-A14, North Fork Payette River Highway. SH (15) Bureau of Public Roads Project.

Clearwater Power Company on Project Nos. S-4792(3) & DS-4792(4), Genesee-Lenville Road, Latah County Project.

Washington Water Power Company on Project Nos. DS-5777(1) & S-5777(2) on the Blanchard Road-Washington Line East, Bonner County.

Rural Electrification Association on Project No. DS-5723(2) & (1), O'Gara Road, a County Project, Kootenai County.

General Telephone Company on Project Nos. DS-1723(2) & S-5723(1), O'Gara Road in Kootenai County.

Removal of Parking Prohibition on a State Highway. The Board approved and signed the following Resolution:

WHEREAS by virtue of Section 49-758, Idaho Code, and by the direction of the Board of Highway Directors on March 30, 1956 the Department of Highways has placed signs prohibiting the parking of vehicles between Milepost 52.00 and Milepost 52.30 on the North side of State Highway No. 44 and between Milepost 52.00 and Milepost 52.30 on the South side of State Highway No. 44 more particularly described as both sides of that section of State Highway No. 44 from 1.2 to 1.5 miles east of the State Highway 15 Junction, due to the danger to vehicles and persons using the highway and interference with the free movement of traffic thereon, and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is no longer deemed necessary to prohibit parking between Milepost 52.00 and Milepost 52.30 on the North side of State Highway No. 44 and between Milepost 52.00 and Milepost 52.30 on the South side of State Highway No. 44.

NOW THEREFORE, it is hereby determined and declared that the parking of vehicles on the highway between Milepost 52.00 and Milepost 52.30 on the North side of State Highway No. 44 and between Milepost 52.00 and Milepost 52.30 on the South side of State Highway No. 44 shall no longer be prohibited and the Minute Entry of March 30, 1956 be rescinded.

IT IS FURTHER ORDERED that the State Highway Engineer remove the signs prohibiting the parking of vehicles between Milepost 52.00 and Milepost 52.30 on the North side of State Highway No. 44 and between Milepost 52.00 and Milepost 52.30 on the South side of State Highway No. 44.

November 4, 1958

Removals from State Highway System. The Board approved and signed the following Resolutions:

WHEREAS construction of 10.025 miles of State Highway No. 8 beginning at a point in Sec. 23 T. 40 N., R. 2 W., at the junction of State Highway No. 7 in Deary and ending at a point in Sec. 36, T. 41 N., R. 1 W., at the junction of State Highway No. 43 in Bovill has made it no longer essential to retain intermittent sections of the old road as a part of the State Highway System.

THEREFORE BE IT RESOLVED, that these intermittent sections, with an aggregate length of 1.042 miles are hereby removed from the State Highway System.

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WHEREAS, construction of 8.905 miles of State Highway No. US 26 on new location beginning at a point in Sec. 13, T. 3 N., R. 41 E., 10.899 miles southeast of junction State Highway No. 48 in Ririe and ending at a point in Sec. 24, T. 2 N., R. 42 E., 8.468 miles northwest of junction State Highway No. 31 in Swan Valley, has made continuance of the original road as a part of the State Highway System no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the old road, 9.306 miles in length, is hereby removed from the State Highway System.

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WHEREAS, construction of 3.000 miles of State Highway No. US 30 N on new location beginning at a point in Sec. 21, T. 12 S., R. 44 E., 2.561 miles north of Montpelier City limits and ending at a point in Sec. 3, T. 13 S., R. 44 E., on Clay Street in Montpelier, has made continuance of the original road as a part of the State Highway System no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the old road, 3.2 miles in length, is hereby removed from the State Highway System.

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WHEREAS construction of 2.897 miles of State Highway No. 51 on new location beginning at a point in Sec. 33, T. 5 S., R. 6 E., 0.786 miles north of the Snake River Bridge and ending at a point in Sec. 17, T. 5 S., R. 6 E. 3.683 miles north of the Snake River Bridge has made continuance of the original road as a part of the State Highway System no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the old road, 3.507 miles in length, is hereby removed from the State Highway System.

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WHEREAS, construction of 3.159 miles of State Highway No. 34 beginning

at a point in Sec. 31, T. 14 S., R. 40 E., at the Bear River Bridge near Riverdale and ending at a point in Sec. 13, T. 14 S., R. 39 E., 3.159 miles north of the Bear River Bridge, has made it no longer essential to retain intermittent sections of the old road as a part of the State Highway System.

THEREFORE BE IT RESOLVED, that these intermittent sections, with an aggregate length of 2.193 miles, are hereby removed from the State Highway System.

THEREUPON, the Board adjourned, to reconvene again at 8:00 a.m., Wednesday, November 5, 1958.

WEDNESDAY, November 5, 1958

The Board reconvened at 8:00 a.m., Wednesday, November 5, 1958, in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Bids. The Board reviewed the results of the bid openings held October 7, 14, 21 and 28 and November 4 1958, and concurred in the action of the State Highway Engineer on the following:

I-15-2(2)84 - The work consists of constructing a 4-lane divided roadway, drainage structures, 2" maximum crushed gravel base, 3 concrete underpasses and 2 - 23' concrete bridges on 2.984 miles of Interstate Highway No. 15 Truchot Road - So. Blackfoot I.C., in Bingham County - Federal Aid Interstate and State Financed. The contract was awarded on October 9, 1958 to the low bidder, Aslett Construction Company, in the amount of \$640,231.00, Engineer's Estimate being \$641,194.25.

Materials Laboratory Heating System - The work consists of furnishing and installing a low pressure boiler and heating system at the Department of Highways, Materials Laboratory at 27th and Main Street, Boise, Ada County - State financed. The contract was awarded on October 9, 1958 to the low bidder, Hood Construction Company, in the amount of \$3,574.00, Engineer's Estimate being \$3,800.00.

DS-2774(2) & S-2774(3) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 2.188 miles of a Gooding County Road, Southwest of Gooding, in Gooding County - Federal Aid Emergency Secondary, Secondary and County Financed. The contract was awarded on October 17, 1958 to the low bidder, Titus, Inc. in the amount of \$44,699.75. Engineer's Estimate being \$41,544.95.

S-3810(3) - The work consists of constructing the roadway, a roadmix bituminous surface and a 28' concrete bridge on 5.176 miles of the Pasadena Valley Road, in Elmore County - Federal Aid Secondary and County Financed. The contract was awarded on October 21, 1958 to the low bidder, Karl Woodall, in the amount of \$102,170.85, Engineer's Estimate being \$119,374.95.

F-3321(1) - The work consists of constructing the roadway, drainage structures a plantmix bituminous surface and a 25.6' and 40.0' concrete bridge on 6.299 miles of State Highway No. 44, Star-Eagle in Ada County - Federal Aid Primary and State Financed. The contract was awarded on October 23, 1958 to the low bidder Marion J. Hess, in the amount of \$832,659.05, Engineer's Estimate being \$977,974.75.

DS-4792(2) & S-4792(3) - The work consists of constructing the roadway, and a crushed rock base on 2.545 miles of the Genesee-Lenville Road, in Latah County - Federal Aid Emergency Secondary and County Financed. The contract was awarded on November 7, 1958 to the low bidder James Crick & Sons, in the amount of \$88 663.50. Engineer's Estimate being \$87,133.25.

F-5116(11) - The work consists of constructing a concrete culvert and a plantmix bituminous surface on 11.916 miles of US 95 Kootenai-Bonner County Line - Westmond, in Bonner County - Federal Aid Primary and State Financed. The contract was awarded on October 30, 1958 to the low bidder, L. W. Vail Co., Inc., in the amount of \$269,952.60, Engineer's Estimate being \$321,984.50.

DS-3861(2) - The work consists of constructing the roadway, drainage structures and a roadmix bituminous surface on 0.287 miles of the Washoe Road, Payette River Bridge Approaches, in Payette County - Federal Aid Emergency Secondary and County Financed. The contract was awarded on November 3, 1958 to the low bidder, Snake River Sand & Gravel, in the amount of \$13,549.60, Engineer's Estimate being \$12,859.00.

DS-3838(2) - The work consists of constructing the roadway and a select borrow base on the Plaza Road, South of Black Canyon Dam, in Gem County - Federal Aid Emergency Secondary and County Financed. The contract was awarded on November 3, 1958 to the low bidder, Allington Construction, in the amount of \$11,054.05, Engineer's Estimate being \$13,286.35.

DS-5777(1) & S-5777(2) - The work consists of constructing a roadway, drainage structures and a crushed gravel base on 2.703 miles of the Blanchard Road, Washington Line East, in Bonner County - Federal Aid Emergency Secondary, Secondary and County Financed. The contract was awarded on November 3, 1958 to the low bidder, Grant Construction Company, in the amount of \$53,205.65, Engineer's Estimate being \$76,050.50.

DF-6471(16) - The work consists of constructing a plantmix bituminous surface on 0.685 mile of US Highways 20 & 191, Bridge Street, in St. Anthony, in Fremont County - Federal Aid Emergency Primary and State Financed. The contract was awarded on November 6, 1958 to the low bidder, Carl E. Nelson Construction Company, Inc., in the amount of \$22,568.00, Engineer's Estimate being \$21,878.00.

DF-2353(4) - The work consists of reconditioning and reconstructing the surface and a roadmix bituminous surface on 19.161 miles of US HIGHWAY No. 93, Challis North and South, in Custer County - Federal Aid Emergency Primary and State Financed. The contract was awarded on November 6, 1958

to the low bidder, Idaho Rock, Inc., in the amount of \$274,824.16, Engineer's Estimate being \$346,512.40.

DS-5730(1) - The work consists of reconditioning the roadway, constructing a crushed gravel base and a plantmix bituminous surface on 8.187 miles of State Highway No. 53, Washington State Line-Rathdrum, in Kootenai County - Federal Aid Emergency Secondary and State Financed. The contract was awarded on November 6, 1958 to the low bidder, Grant Construction Company, in the amount of \$268,451.56, Engineer's Estimate being \$293,644.80.

DS-2701(2) - The work consists of constructing a crushed gravel base on 5.114 miles of the Rogerson - Cedar Creek Road, Cedar Creek - Salmon Dam, in Twin Falls County - Federal Aid Emergency Secondary and County Financed. The contract was awarded on November 6, 1958 to the low bidder, T & S Construction Company, in the amount of \$45,670.50, Engineer's Estimate being \$56,448.00.

DS-5711(1) - The work consists of furnishing and placing a 144" Corrugated Plate Pipe at Rochat Creek on the St. Maries-Avery Road in Benewah County - Federal Aid Emergency Secondary and County Financed. The contract was awarded on November 12, 1958 to the low bidder, Carbon Brothers, in the amount of \$12,947.50, Engineer's Estimate being \$10,325.75.

S-3894(2) & DS-3894(3) - The work consists of constructing the roadway, drainage structures and a crushed gravel base on 2.231 miles and a roadmix bituminous surface on 0.696 mile of the Hornet Creek Road, Council to Hornet Creek in Adams County - Federal Aid Emergency Secondary, Secondary and County Financed. State Highway Engineer recommended that contract be awarded to Brown's Industries, Inc., the low bidder, when contractor obtained an Idaho Contractor's License.

Removal of Section of State Highway System. The Board approved and signed the following:

WHEREAS, that portion of State Highway No. 79 extending from a junction with State Highway No. 25 in Jerome to a junction with State Highway No. 93 northeast of Jerome, a distance of 11.414 miles, is not deemed to have the characteristics of a State Highway, and

WHEREAS, a section of said State Highway is within the corporate limits of Jerome, and

WHEREAS, the Board of Commissioners of Jerome Highway District, Jerome County did on September 6, 1956 enter into an agreement to assume responsibility for the remaining section of State Highway No. 79, beyond the North corporate limits of Jerome, upon completion of certain specified improvements thereon, and

WHEREAS, said specified improvements were completed on July 16, 1957.

NOW THEREFORE BE IT RESOLVED, that said portion of State Highway No. 79

November 5, 1958

as described above, is hereby removed from the State Highway System as provided in Idaho Code, 40-120, subsection 3.

BE IT FURTHER RESOLVED, that the Official Minute of the Board of Highway Directors dated July 25, 1957 with respect to State Highway No. 79 is herewith rescinded.

Extension of State Highway No. 15. The Board approved and signed the following:

WHEREAS, extension of State Highway No. 15 into the City of Boise will provide improved system integration and will be of material aid to the guidance of the traveling public.

NOW THEREFORE BE IT RESOLVED, that said State Highway No. 15 be, and hereby is, described as beginning at a junction with State Highway No. US 30 in Boise and extending northerly via Horseshoe Bend, Banks, Smiths Ferry, Cascade Donnelly and McCall to a junction with US 95 at New Meadows, the section from a junction with US 30 westerly 6.6 miles, constituting an overlap of State Highway No. 44.

Atlanta-Stanley Road. M. C. Worbois, Boise, appeared before the Board for consideration that the Atlanta-Stanley Road be considered along with other Forest Highway routes currently under consideration to the Stanley area.

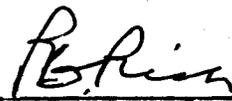
Abandonment of State Highway 24. Next appearing before the Board, the Minidoka County Highway District and Representative, Leo Handy, appeared asking that the Board reconsider abandonment to that highway district, State Highway 24. They stated that after two (2) years, improvements in that area would then be on the tax rolls and they would then be in a better position to assume the maintenance of the abandoned State Highway 24. After further discussion and consideration regarding the matter it was the decision of the Board that the Department was to get a signed agreement with the Minidoka Highway District that the State would continue maintenance of the road until January 1960, at which time the Minidoka Highway District would assume maintenance thereafter. Those present were B. W. Merrill, Secretary, Minidoka County Highway District; Harley Davidson, Maintenance Engineer, Minidoka County Highway District; Bill Bennett, Board Member; L. F. Duffin, Attorney, Minidoka County Highway District; Mowery Manning, Board Member.

Rankin Property - US 20-191 Ashton-North. Next appearing before the Board was Mr. B. F. Rankin regarding the 1954 access matter on project F-6471(2) US 20-191 Ashton-North. Although, Mr. Rankin signed off certain access by the execution of deed, his position being that he was not aware that certain accesses were involved. He was informed that nothing further could be done in the matter, he having signed the deed and having accepted payment in lieu thereof.

Expense Vouchers. The Board approved expense vouchers as follows for Mr. Rich, September-October \$93.52; Mr. L. K. Floan, September-October \$60.30; Mr. D. P. Jones, September-October, \$67.60.

THEREUPON, the Board adjourned until its next regular meeting to be held December 29, 1958.

Read and Approved: December 29, 1958  
Boise, Idaho

  
R. C. RICH, Chairman

SPECIAL MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

December 3, 1958

Magic Valley Location of the Interstate Highway. The Board, being duly advised and having read the testimony and proceedings had in public hearings at Hazelton, Eden, Jerome, Twin Falls, Kimberly, Hansen, Murtaugh, Burley and Paul, November 24, 25, and 26, 1958, found and determined that Route "A" or Line "A" as submitted to the people at the hearings would be of greater benefit to the State of Idaho than the economic loss and damage resulting to the various communities from the proposed location.

The exact interchange locations and alignment of the route, the Board determined, should be flexible to the extent that detailed surveys and studies may prove substitute locations beneficial. Such interchanges are to be provided for access to the communities and at the intersections of more important roads.

Read and Approved: December 29, 1958  
Boise, Idaho

  
R. C. RICH, Chairman

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

December 29, 1958

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Monday, December 29, 1958, at 603 Main Street, Boise, Idaho.

## Present were:

Roscoe C. Rich, Director and Chairman, District 2  
Leonard K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

The Minutes of the regular meeting of the Idaho Board of Highway Directors, held November 3, 4 and 5, 1958, were read and approved.

Bids. The Board reviewed the results of the bid openings held November 18, December 2, 9, 16, and 23, 1958, and concurred in the action of the State Highway Engineer on the following:

S-5723(1) - The work consists of constructing the roadway, drainage structures and a crushed gravel base on 3.401 miles of the O'Gara Road, in Kootenai County - Federal Aid Secondary and County Financed. The contract was awarded on November 21, 1958, to the low bidder Forrest D. Punnea, in the amount of \$134,319.00, Engineer's Estimate being \$146,045.50.

S-4771(1) - The work consists of constructing the roadway, drainage structures, and a roadmix bituminous surface on 9.419 miles of State Highway No. 7, Ahsahka - Kendrick, in Clearwater and Nez Perce Counties - Federal Aid Secondary and State Financed. The contract was awarded on November 21, 1958, to Max J. Kuney Company, the low bidder, in the amount of \$518,396.55, Engineer's Estimate being \$484,940.20.

I-15W-5(3)118 & I-80N-3(4)214 - The work consists of constructing one concrete underpass, 2 concrete bridges and 4 concrete overpasses on Interstate Highways 15W and 80N, Snake River - Raft River, in Cassia County - Federal Aid Interstate and State Financed. The contract was awarded on December 8, 1958, to Lonnie E. Smith Construction Company, the low bidder, in the amount of \$521,601.25, Engineer's Estimate being \$505,283.50.

I-15-3(8)142 - The work consists of constructing the roadway, a plantmix bituminous surface, drainage structures and 3 concrete underpasses on 7.813 miles of U. S. Interstate Highway No. 15, Sage Jct. - Hamer, and seal coating 7.341 miles Roberts - Sage Jct., in Jefferson County - Federal Aid Interstate and State Financed. The contract was awarded on December 5, 1958, to the low bidder, James Reed Construction Company, in the amount of \$1,281,999.00, Engineer's Estimate being \$1,445,531.00.

I-80N-1(3)0 & F-3021(18) - The work consists of constructing a 4-lane divided roadway, a 26' concrete overpass, a 316' underpass and a plantmix bituminous surface on 3.077 miles of Interstate Highway No. 80N

December 29, 1958

and the roadway and plantmix bituminous surface on 0.180 mile of US 95 & US 30 in Payette County - Federal Aid Interstate, Primary and State Financed. The contract was awarded on December 12, 1958, to Morrison-Knudsen Co., Inc., and Duffy Reed Construction Company, the low bidders, in the amount of \$1,279,274.25, Engineer's Estimate being \$1,489,079.75.

S-6774(4) - The work consists of constructing a 70' reinforced concrete bridge over the Teton River, on the Moody Road, in Madison County - Federal Aid Secondary and County Financed. The contract was awarded to the low bidder, Titus, Incorporated, subject to the concurrence of the Madison County Commissioners; the low bid being \$19,842.50, Engineer's Estimate being \$18,650.00.

S-1735(3) - The work consists of constructing the roadway, drainage structures and a 34.5' concrete bridge on 0.436 mile of the Weston-Fairview-Franklin Road, in Franklin County - Federal Aid Secondary and County Financed. The contract was awarded December 24, 1958, to the low bidder Fife Construction Company in the amount of \$34,884.25, Engineer's Estimate being \$33,410.00.

I-15-3(2)194 - Constructing the roadway, drainage structures and a plantmix bituminous surface on 3.053 miles of Interstate 15, Montana Line South - Federal Aid Interstate and State Financed. Low bidder being the F & S Contracting Company of Butte, Montana, in the amount of \$313,396.80, Engineer's Estimate being \$312,150.60. The awarding of the contract is pending, subject to the low bidder meeting Idaho Contractor's qualifications.

F-6471(12) - The work consists of constructing bus and truck stop lanes and placing a bituminous surface on 0.199 mile of U. S. Highway 191, at UPRR Crossing approximately 2 miles south of St. Anthony, in Fremont County - Federal Aid Primary and State Financed. The contract was awarded on December 30, 1958, to the low bidder Pickett and Nelson, Inc., in the amount of \$7,059.25, Engineer's Estimate being \$10,001.10.

S-5732(4) - The work consists of the roadway and a plantmix bituminous surface on 3.215 miles of State Highway No. 41, Seasons - Spirit Lake, in Kootenai County - Federal Aid Secondary and State Financed. The contract was awarded on December 30, 1958, to the low bidder, Inland Asphalt Company, in the amount of \$153,977.70, Engineer's Estimate being \$159,603.75.

S-3838(1) - The work consists of constructing the roadway, drainage structures, selected borrow base and a 240' concrete bridge on 0.342 mile of the Plaza Road, Payette River Bridge and Approaches, in Gem County - Federal Aid Secondary and County Financed. The contract was awarded on December 30, 1958, to the low bidder W. R. Cahoon Construction Company in the amount of \$70,080.95, Engineer's Estimate being \$73,958.20.

S-1778(7) - the work consists of the constructing of the roadway, drainage structures and a bituminous surface treatment on 2.661 miles of State Highway 34, Preston - Riverdale, in Franklin County - Federal Aid Secondary and State Financed. The contract was awarded on December 30, 1958, to the low bidder Germer, Abbott & Waldron, in the amount of \$270,908.65, Engineer's Estimate being \$342,889.10.

F-2361(13) - The work consists of constructing the Roadway, Irrigation Structures and a Bituminous Surface Treatment on 7.186 miles of U.S. 30, from Burley West, in Cassia County - Federal Aid Primary and State Financed. The contract was awarded on December 30, 1958, to the low bidder Holmes Construction Company, in the amount of \$334,173.00, Engineer's Estimate being \$353,215.50.

Traffic Speed Regulations, Lapwai, Newdale, Lewiston, Montpelier, and Kellogg. The Board approved the following prima facie Urban speed limits on the State Highway System as follows:

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Kellogg; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated July 14, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Kellogg, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Kellogg; said urban portions of the State Highway System and prima facie speed limits being as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits M.P.H.</u>
1	US 10	Cameron Avenue	West City Limits for .25 mile	50
2	US 10	Cameron Avenue	From 50 Mile Zone to Chestnut St.	35
3	US 10	Cameron Avenue	Chestnut St. to Division St.	25
4	US 10	Cameron Avenue	Division St. to East City Limits	25

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated July 14, 1954, with respect to prima

facie speed limits upon urban extensions of the State Highway System in the City of Kellogg, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Kellogg shall henceforth be effective at all times during hours of daylight or darkness.

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WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Lapwai; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the Village of Lapwai; said urban portions of the State Highway System and prima facie speed limits being as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits M.P.H.</u>
1	US 95	None	North Village Limits to South Village Limits	50

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Lapwai shall henceforth be effective at all times during hours of daylight or darkness.

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WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Newdale; and,

WHEREAS, the hereinafter designated speed limits have been

found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the Village of Newdale; said urban portions of the State Highway System and prima facie speed limits being as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits M.P.H.</u>
1	SH 33	None	West City Limits to East City Limits	45

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Newdale shall henceforth be effective at all times during hours of daylight or darkness.

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WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Lewiston; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated January 20, 1955, with respect to prima facie speeds limits upon urban extensions of the State Highway System in the City of Lewiston, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Lewiston; said urban portions of the State Highway System and prima facie speed limits being as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits M.P.H.</u>
1	US 95	None	East City Limits to 7th Ave.	50
2	US 95	None	7th Ave. to Jct. US 410	35
3	US 95	None	Jct. US 410 to No. City Limits	35
4	US 410	None	Jct. US 95 to 19th Street	35
5	US 410	Main St.	19th St. to 11th St.	25

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits M.P.H.</u>
6	US 410	Main St.	11th St. to West City Limits	25
7	US 410	D Street	11th St. to 1st St.	25
8	US 410	1st Street	"D" Street to Main Street	25

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated January 20, 1955, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Lewiston, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Lewiston shall henceforth be effective at all times during hours of daylight or darkness.

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WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Montpelier; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated August 23, 1955, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Montpelier, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Montpelier; said urban portions of the State Highway System and prima facie speed limits being as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits M.P.H.</u>
1	US 30N	4th Street	North City Limits to Clay St	35
2	US 30N, US 89	4th Street	Clay St. to Washington St.	35
3	US 30N	4th Street	Washington St. to So. City Limits	35
4	US 89	Washington	West City Limits to 200 Ft West of Railroad Crossing	35
5	US 89	Washington	200 Ft. West of Railroad Crossing to 4th Street	25
6	US 89	Clay	4th St. to East City Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated August 23, 1955, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Montpelier, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Montpelier shall henceforth be effective at all times during the hours of daylight or darkness.

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TRAFFIC RURAL SPEED CONTROL ZONES IN DISTRICT IV

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

<u>Item No.</u>	<u>Hwy. No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits M.P.H.</u>
1	US 95	186.95	190.30	Adams County Line to Pollock	50
2	US 95	190.30	191.15	Through Pollock	35
3	US 95	191.15	199.00	Pollock to Riggins	50
4	US 95	199.00	200.15	Riggins Urban Extension	--
5	US 95	200.15	200.30	North of Riggins	35
6	US 95	200.30	201.80	North of Riggins	50
7	US 95	201.80	208.80	North of Riggins	60-55
8	US 95	208.80	211.95	North of Riggins	60-55
9	US 95	211.95	219.05	To Slate Creek	50
10	US 95	219.05	219.45	Through Slate Creek	35
11	US 95	219.45	230.25	North of Slate Creek	50
12	US 95	230.25	231.00	To Whitebird	35
13	US 95	231.00	231.70	Whitebird Urban Extension	--
14	US 95	231.70	231.90	North of Whitebird	35
15	US 95	231.90	233.90	North of Whitebird	50
16	US 95	233.90	248.00	North of Whitebird	35
17	US 95	248.00	251.85	North of Whitebird	50

<u>Item No.</u>	<u>Hwy. No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limit M.P.H.</u>
18	US 95	251.85	252.00	To Grangeville	35
19	US 95	252.00	252.15	Grangeville Urban Ext.	--
20	US 95	252.15	252.80	North of Grangeville	35
21	US 95	252.80	253.40	North of Grangeville	50
22	US 95	253.40	253.95	To. Jct. with SH 7	60-55
23	US 95	253.95	263.75	North of Junction with SH 7	60-55
24	US 95	263.75	267.40	To Cottonwood	60-55
25	US 95	267.40	268.40	Cottonwood Urban Ext.	--
26	US 95	268.40	276.25	Cottonwood to Ferdinand	60-55
27	US 95	276.25	276.70	Ferdinand Urban Extension	--
28	US 95	276.70	284.70	Ferdinand to Craigmont	50
29	US 95	284.70	285.70	Craigmont Urban Extension	--
30	US 95	285.70	292.50	North of Craigmont	60-55
31	US 95	292.50	293.00	To Winchester	50
32	US 95	293.00	293.35	Winchester Urban Extension	--
33	US 95	293.35	293.55	North of Winchester	35
34	US 95	293.55	300.40	North of Winchester	60-55
35	US 95	300.40	308.00	North of Winchester	35
36	US 95	308.00	314.70	To Sweetwater	60-55
37	US 95	314.70	314.90	Through Sweetwater	50
38	US 95	314.90	316.30	North of Sweetwater	60-55
39	US 95	316.30	316.80	To Lapwai	50
40	US 95	316.80	317.40	Lapwai Urban Extension	--
41	US 95	317.40	319.95	North of Lapwai	60-55
42	US 95	319.95	320.20	To Jct. with SH 9	35
43	US 95	320.20	320.40	Jct. with SH 9 to Jct. with SH 42	35
44	US 95	320.40	320.65	West of Jct. with SH 42	35
45	US 95	320.65	329.35	To Lewiston	60-55
46	US 95	329.35	331.80	Lewiston Urban Extension	--
47	US 95	331.80	338.00	North of Lewiston	35
48	US 95	338.00	339.50	To Washington State Line	60-55
49	US 95	339.50	340.40	In State of Washington	--
50	US 95	340.40	348.00	Washington State Line North	60-55
51	US 95	348.00	361.55	Washington State Line North	60-55
52	US 95	361.55	361.75	To Moscow	45
53	US 95	361.75	363.65	Moscow Urban Extension	--
54	US 95	363.65	372.40	Moscow to Jct. with SH 66	60-55
55	US 95	372.40	378.30	Jct. with SH 66 to Jct. with SH 6	60-55
56	US 95	378.30	379.45	Jct. with SH 6 to Jct. with US 95A	60-55
57	US 95	379.45	389.40	Jct. with US 95A to Benewah County Line	60-55

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable

intervals, to advise the traveling public of said prima facie speed limits.

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Utility Facility Relocation Determinations. Upon reviewing the following listed projects plans, the Board decided in the affirmative regarding the necessity of the relocation of utility facilities on said projects:

Those waiving hearings were:

Salt Lake Pipeline Co., on Project F-2361(13), Burley-West, Cassia County, Idaho.

American Tel. & Tel. Co., on Project I-15-3(8)142, Sage Jct., - Hamer, Jefferson County, Idaho.

Utah Power & Light Company on Project S-1735(3), Weston-Fairview-Franklin Road, Franklin County.

Idaho Power Company on Project S-1833(3), West River Road, a Bingham County Project.

Idaho Power Company on Project F-2371(2), Wendell-Gooding, S.H.46

Mountain States Tel. & Tel. Company on Project S-1833(3), West River Road, a Bingham County Project.

Mountain States Tel. & Tel. Company on Project S-2371(2), Wendell-Gooding, SH 46, Gooding County, Idaho.

Those not appearing for hearings were:

Spokane International Ry. on Project FG-5121(4), R. R. Overpass reconstruction U.S. 2-95 N of Sandpoint, Bonner County.

Mudland Cooperative on Project I-15-3(8)142, Sage Jct. to Hamer, Jefferson County, Idaho.

General Telephone Company on Project S-5732(4), Seasons - Spirit Lake, SH 41, Kootenai County.

Mountain States Tel. & Tel. Company on Project S-1735(3), Weston-Fairview-Franklin Road, Franklin County.

Pacific Power & Light Company on Project FG-5121(4), R. R. Overpass reconstruction US 2-95 No. of Sandpoint, Bonner County.

U. S. Bureau of Reclamation on Project S-3838(1), Plaza Road Extension, Gem County.

December 29, 1958

Legislative Reporting Service. The Department was authorized to order legislative reporting service from the Voter Publishing Company in Boise, covering the forthcoming legislative session.

Attorney General Frank Benson - R/W Division. Appearing before the Board was incumbent Attorney General Frank Benson who discussed a right of way problem of his own property in Power County. Mr. Benson approved of Director Leonard Floan's suggestion that the Right of Way Division prepare a written report setting forth the procedure used by the Right of Way Division in appraising and acquiring right of way. A copy of this report would be given each property owner on the initial call made by the right of way agent. The Chief Right of Way Agent expressed the willingness of the Right of Way Division to put such a procedure in writing and agreed that it would be helpful to all concerned.

Mrs. Alice J. Cozad - Approves Jerome County Proposed Interstate Location. Mrs. Cozad, who resides at 1702 Highland Street, Boise, Idaho, and owns a farm along the proposed Magic Valley Interstate Route A, next appeared before the Board and stated that her opinion is that the location of the Interstate route through Magic Valley should be left to the Highway Engineers. That she did not go along with her farming neighbors who opposed the proposed Route A. Also, that she is convinced that the Interstate will be of benefit to her remaining property that is not being taken for Right of Way. That she has recently traveled freeways in Oregon and appreciates the marvelous benefits to the people of our country in the use of this type of highway.

Camas and Blaine Counties' Federal Aid Offer. Next appearing before the Board were the Camas and Blaine County Commissioners. The delegation consisted of Frank Cooke, the Camas County Commissioner of the First District; Winn F. Rice, Farmer; Camas County Commissioners Milo W. Baker, Max Hanson, Earl Wilson and S. E. Frostenson; Blaine County Commissioners Wayne Clark and Hassell Blankenship; State Representative, Camas County, Fred Walton; herein both counties asking the Department to accept a total of \$215,000.00 that those counties have been unable to apply on county projects, and that the State take the said amount and match it 40 per cent wise for whatever projects the State deems most needed west of Corral on State Highway 68. If controlling factors permit, it is the Board's objective to contract it sometime in the 1960 season.

The Board indicated they will take the matter under consideration and make a determination at the next Board meeting.

THEREUPON, the Board adjourned until its next regular meeting to be held January 7, 8 and 9, 1959.

Read and Approved: 1-8, 1959  
Boise, Idaho

*Robertson*