

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

January 7, 8 and 9, 1959

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho at 8:00 a.m., January 7, 1959.

Present were:

- Roscoe C. Rich, Director and Chairman, District 2
- Leonard K. Floan, Director, District 3
- G. Bryce Bennett, State Highway Engineer
- Wayne Summers, Secretary of the Board

Bids. The Board reviewed the results of the bid openings held December 30, 1958, and concurred in the action of the State Highway Engineer on the following:

STOCKPILES 212, 248 and 260, Idaho and Lewis Counties - The work consists of furnishing crushed rock surfacing, cover coat material and crushed granite sanding material. State financed. Contract was awarded December 31, 1958, to the low bidder, R. B. Haley Construction Company, Moscow, Idaho, in the amount of \$61,780.00, Engineer's Estimate being \$63,770.00.

S-US-4755(1) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 2.033 miles of the Waha Road, Lewiston Orchards to Lewiston, in Nez Perce County. Federal Aid Secondary and County financed project. Contract was awarded January 6, 1959, to the low bidder, James Crick and Sons, Yardley, Washington, in the amount of \$245,496.05, the Engineer's Estimate being \$230,830.45.

F-2371(2) - The work consists of constructing the roadway, drainage structures, a plantmix bituminous surface and a 40' concrete bridge on 9.811 miles of State Highway No. 46, Wendell-Gooding, in Gooding County. Federal Aid Primary and State financed project. Contract was awarded on December 31, 1958, to the low bidder, Fife Construction Company, Brigham City, Utah, in the amount of \$1,057,707.60, the Engineer's Estimate being \$1,010,956.25.

Garden Valley Project Approved. Board authorized Department to proceed on a newly-proposed location on Forest Highway Project across Garden Valley, the Garden Valley Dam possibility being in the distant future.

EBASCO Services Extended. Board authorized the extension of Ebasco Building Consultant Services in the amount of \$2,000.

Blackfoot Connection Approved. Board approval on a new Blackfoot connection of State Highway 26 was granted subject to the approval of the City of Blackfoot.

Out of State Travel. Out of State travel was approved (1) for State Highway Engineer, G. Bryce Bennett; J. H. Cairns, Assistant State Highway Engineer; Roy Jump, Survey and Plans Engineer and Ellis Mathes, Plans and Traffic Engineer, to attend Bureau of Public Roads Northwest Conference, Portland, Oregon, January 29-30, 1959. (2) Materials Engineer to attend Asphalt Paving Technology Conference, Denver, Colorado, January 26-28, 1959.

AASHO Dues Approved. American Association of State Highway Officials Idaho Department membership dues in the amount of \$844.50 was approved.

Thursday, January 8, 1959

The Minutes of the regular meeting of the Idaho Board of Highway Directors, held December 29, 1958, were read and approved.

Right of Way Parcel and Materials Source in Excess of \$20,000. On the recommendation of the Chief Right of Way Agent and the approval of the State Highway Engineer, the Board authorized the entering into a Lease with a Mr. Cameron for the lease of a materials source located in Section 23 and 24, Township 9 South, Range 16 East, Boise Meridian. This lease is to run for a period of 30 years for a consideration of \$20,000.

Upon the recommendation of the Chief Right of Way Agent and the approval of the State Highway Engineer, the Board authorized the purchase of lands from Frank D. Rollheiser, for Project No. I-IG-80N-3(3)206, for a consideration of \$32,500. Said land is to be used for right of way on the above captioned project.

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

- On Project No. F-FG-5152(5), US Highway 95A:
 - Parcels No. 1, 1-E-1 and 1-E-2, Benjamin Lee Mashburn
- On Project No. F-2361(9), Twin Falls to Cemetary:
 - Parcel No. A-2, W. W. Lowery

Caldwell City Council. Caldwell City Council, including the following: Mayor, Ed Simmerman; Councilmen, Emery Vassar, Fran Bloomquist, L. P. Eldridge, Emile A. Shorb, Leland D. Finley, Max Luly; Canyon County Commissioners, W. J. Grant, A. L. Wuterburger and C. M. Van Slyke; Attorney General Dean Miller; City Engineer Melvin Lewis; Clifford R. Salmen, Bureau of Public Roads; Citizens, Jason Smith and Bob Nicholes, met with the Board to explain their position in taking the matter of relocation of the Interstate in the vicinity of Caldwell to the District Court. They assured the Board it was merely because of the limited 10-day determination period which did not allow them sufficient time to properly evaluate the effect the proposed relocation would have on their

city street improvement program. Whereupon the Board determined that the Department and the City should start from the beginning again, and through joint and separate studies, make a reappraisal of a mutually acceptable Interstate route through Caldwell. Such future Interstate route is to be a subject of due hearings when the proposed studies are completed. (Refer to Board determination regarding December 10, 1958 hearing dated January 9, 1959).

Pierce-Headquarters Job Claim. Next appearing before the Board was D. Wangsgaard, President, Wangsgaard Construction Company, Logan, Utah, regarding Pierce-Headquarters job claim, 1956 job, regarding subsidence. Department Counsel, Padgett, said he would review the language used in the specifications regarding the State's position in the matter. The Construction Department would report its findings on the matter to the Board at their February meeting.

Ray Holmes and Twin Falls Chamber of Commerce Delegation. Ray Holmes and three Twin Falls Chamber of Commerce members next appeared before the Board, proposing re-alignment of the Interstate Northwest of Jerome, favoring a straighter alignment from a point farther south on U.S. 93 to the proposed Interstate crossing. It was pointed out that right of way already acquired between Jerome and Wendell precluded shifting the Interstate future location as suggested.

The delegation also requested the Engineering Department's full consideration of staying to the top of the ridge in the Interstate's crossing of US 93. The Board pointed out that the wording of the determination of the Magic Valley hearing was such that if it were engineeringly feasible, such a consideration would be given the request.

Friday, January 9, 1959

J. F. Konen - James Morrison Whiskey Creek Claim. J. F. Konen Construction Company and James Morrison of Walla Walla, represented by Counsel Robert W. Peterson of Moscow next met before the Board regarding the Whiskey Creek 1954 project miscellaneous claims on behalf of subcontractor Morrison. Mr. Roy Jump was present, being resident engineer on the project at the time of construction. Department intends to exchange load tickets and review the matter and submit a report of its recommendations to the next Board meeting.

Yellowstone Highway Association. Yellowstone Highway Association next appeared before the Board regarding their proposal to transfer to the Department \$215,000, with which the State could match 40 percent State Highway funds for a project west of Corral on State Highway 68. The Board did accept the offer and agreed to authorize the Department to work up a project possibly in 1960 where such a project can best be fitted in west of Corral.

January 9, 1959

Rupert Delegation. Next appearing before the Board were Mayor G. L. Acock and the following Rupert officials regarding the improvement of U.S. 30 north through Rupert.

Wayne Hollinbeck
Don Banantyn
G. W. Cowell
Dave Garner
Sam W. Osgood, Jr.

John Trevino
Chuck Twichell
Leo J. Handy
Rodney A. Hansen

Exception was taken by them as to the necessity of medians at the north end of the project. They approved of the medians being at the junction of U.S. 30 north, and S.H. 25.

The delegation also protested the length of railroad tracks on both sides of the highway that would cause railroad cars to wall both sides of the right of way through their town. The Department was requested by the Board to review the plans and submit the new proposed plans to the Mayor and City Council of Rupert, and to report to the Board the result of that conference.

American Falls Delegation. A delegation from the City of American Falls composed of the following next met with the Board.

Robert M. Erwing
Reinhold Wetzell
Claud Baird
Wesley Gross

Ralph Wheeler
T. D. Tibor
Bill King
Gregg Potvin

They met regarding lighting of interchanges on the Interstate, adequate signing for business to tourists and consideration in the reconstruction of US 30 North through American Falls in the way of storm sewers and water mains. They were assured by the Board that in accordance with the uniform policy adopted by the Department and approved by the Idaho Municipal League regarding these matters in highway improvements through urban areas, they would be treated in like manner, as the policy and Department accord, to other cities in Idaho.

Whereupon the Board adjourned until its next stated meeting February 9, 10, 11 and 12, 1959.

Read and Approved: February 11, 1959
Boise, Idaho

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January 9, 1959

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

January 15, 1959

The special meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Thursday, January 15, 1959, at 603 Main Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director, District 2
 L. K. Floan, Vice-chairman, Director, District 3
 David P. Jones, Director, District 1
 G. Bryce Bennett, State Highway Engineer
 Wayne Summers, Secretary of the Board

Meet with Legislature. Purpose of the meeting was to present the next biennium Department budget to the Joint Senate and Finance Committees, the new building proposal to those committees and the joint Highway Committee.

Board and Magic Valley Delegation at Joint Legislative Meeting. The Joint Highway Committees asked the Board and Department staff present to remain while they heard a delegation headed by William Detweiler and John Hohnhorst, of Hazelton, and their legal counselors, Walker and Kramer, who presented the farm damaging effect of Route A. The attorneys asked the Board questions as to why the Board determined upon Route A in the light of these damages versus Route C which the Hazelton-Eden hearing testimony favored. Inasmuch as the matter of route determination is now pending in the Jerome County district court, the action of which was filed by plaintiffs of the Attorneys, Kramer and Walker, the Board viewed further analysis of the Board's position in the matter would be premature and out of place at this time.

The joint committee was given copies of the public hearing brochure used at the Magic Valley Hearings which Director Floan said would make clear to the joint committee the answers to the attorneys' questions as to why the Board in deliberation after the hearings determined upon Route A over Route C.

Maintenance of State Highway 24. State Engineer G. Bryce Bennett brought to the Board's attention the situation that obtained regarding the maintenance of S.H. 24 in Minidoka County, and the Board took no action. Maintenance was ordered continued pending further discussion with the Minidoka Highway District.

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

On Project No. I-80N-1(4)3, Interstate:
 Parcels No. 3, 4, 4-E-1, and 4-E-2, Heirs of E. L. Brown,

January 15, 1959

Deceased, and Fern Brown, as to Parcel No. 3;
and Horace C. Brown, and Goldie Brown.

The above to supercede that Order of Condemnation executed on November 4, 1958, pertaining to the same above project. On Project No. I-80N-1(4)3, Interstate:
Parcels No. 26, 26-E-1, 27, and 27-E-1, Alvin K. Lechtenberg, and Connie L. Lechtenberg.

Thereupon the Board adjourned to reconvene at their regular February meeting, February 9, 10, 11, and 12, 1959.

Read and Approved: February 11, 1959
Boise, Idaho

R. Rich

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

February 9, 10, 11 & 12, 1959

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Monday, February 9, 1959, at 603 Main Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director District 2
L. K. Floan, Vice-chairman, Director District 3
W. C. Burns, Director District 1
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Bids. The Board reviewed the results of the bid openings held January 13, 1959 and January 20, 1959, and concurred in the action of the State Highway Engineer, subject to the concurrence of the counties concerned, on the following:

SG-2735(1) - The work consists of constructing the roadway, a roadmix bituminous surface and a concrete and steel R.R. Underpass on 0.329 miles of the Cemetery Road, in Twin Falls County - Federal Aid Secondary and County financed. Contract was awarded on January 15, 1959 to the low bidder, Neilsen and Miller, Twin Falls, Idaho, in the amount of \$108,500.50, the Engineer's Estimate being \$122,564.55.

S-1833(3) - The work consists of constructing the roadway, drainage structures and a roadmix bituminous surface on 2.444 miles of the West River Road, Rose-North, in Bingham County - Federal Aid Secondary

February 9, 1959

and County financed project. Contract was awarded on January 22, 1959 to the low bidder, Aslett Construction Company, Twin Falls, Idaho, in the amount of \$47,462.00, Engineer's Estimate being \$52,650.45.

Organization of the Board for 1959. The Board by unanimous vote re-organized for the year 1959 by re-electing R. C. Rich, chairman, L. K. Floan, vice-chairman, W. C. Burns, member, and appointing Wayne Summers, Secretary.

Expense Vouchers. The Board approved the following expense vouchers for the months of December and January: L. K. Floan, for December and January - \$152.01; R. C. Rich, for January - \$43.32; D. P. Jones, for January - \$35.75.

Appointment with Attorney General. At 4:00 p.m., February 9, 1959, Attorney General Frank Benson together with Assistant Attorneys General, William R. Padgett, V. James Koehler, E. G. Elliott, Dwight F. Bickle, Thomas Y. Gwilliam, appeared before the Board. Mr. Benson stated that the purpose of the call was to request that Assistant Attorney General Thomas Y. Gwilliam be appointed Chief Counsel for the Highway Department; and that he receive a salary of \$500.00 per month for part-time services, approximately half time, inasmuch as he (Gwilliam) had a job as City Police Judge in the City of Nampa that required his daily attention. Mr. Gwilliam would be available for occasional out-of-city work that the Department may require. He could occasionally be excused from his Police Judge duties.

Mr. Benson further advised that if the Department did not pay Mr. Gwilliam the above salary out of Highway funds, he would personally see to it that the present Department Attorney General's staff would not be paid from the Highway funds or approved by the Board of Examiners.

The Board informed Attorney General Benson that his request to place Mr. Gwilliam in the Department as Chief Counsel did not meet the approval of the Board.

Mr. Benson was informed by the Board that it would like all requests made by Mr. Benson to the Board or the Department in the future to be made in writing. The balance of the appointed meeting with the Board was taken up in discussing Mr. Benson's personal right of way matter on the Interstate in Power County.

THEREUPON, the Board adjourned to reconvene again at 8:00 a.m., Tuesday, February 10, 1959.

February 9, 1959

TUESDAY, February 10, 1959

The Board reconvened at 8:00 a.m., Tuesday, February 10, 1959 in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Gem and Adams Counties Legislators. Gem County Legislators Senator Nora Davis and Representative C. H. Higer together with Adams County Legislators Senator Lester C. Palmer and Representative Charles Winkler met with the Board regarding the Emmett-Indian Valley Road. They asked to be brought up to date on developments since their meeting in 1957 on the same subject. Mr. J. H. Cairns, Assistant State Highway Engineer, said that aerial photos were available to the Department and Counties as a basis from which to start preliminary reconnaissance surveys, which information was requested by the delegation during the last meeting in 1957.

Board Vice-chairman, Mr. Floan, suggested the possibility of Adams and Gem Counties placing this proposed road improvement on their respective County Federal Aid Secondary System as a means of starting plans toward ultimate improvement of the road. State Engineer, G. Bryce Bennett, indicated he would assist in processing any such request originating from the County Commissioners. The applications would have to be passed on by the U.S. Bureau of Public Roads.

The Legislators from Adams County inquired as to the status of the Idaho Power proposed Oxbow-Windy Ridge-Cuprum Road. Mr. Bennett informed them negotiations between Idaho Power and the Oregon Highway Commission, regarding the abandonment of the route on the Oregon side from Homestead down stream to the present interstate bridge, are progressing satisfactorily. The Adams County Legislators asked for a copy of the agreement between Idaho Power and the State of Oregon, which has been mailed to them.

Transfer of Federal Aid Funds. The Board approved the transfer of the following Federal Aid Funds to the following Forest Highway Projects:

- (1) \$120,000 from Valley County Federal Aid Secondary Funds to apply on the Cascade-Know Forest Highway Project.
- (2) \$90,000 to the St. Joe River Route Forest Highway Project, of which \$45,000 was from Shoshone County Federal Aid Secondary Roads Fund and \$45,000 from Benewah County Federal Aid Secondary Roads Fund.
- (3) \$250,000 of State Primary Funds were approved for transfer to the Lewis and Clark Forest Highway Project.

Out of State Travel. The Board approved the following:

1. Walter Albrethsen, Bridge Engineer, to attend American Concrete Institute in Los Angeles, February 21 to March 1, 1959.

2. G. Bryce Bennett, State Highway Engineer, and N. L. McCrea, Assistant State Highway Engineer, to attend Regional Emergency meeting with U.S. Bureau of Public Roads, Northwest Region, in Portland, Oregon, March 12 to 13, 1959.
3. Dwight C. Crofford, Assistant Personnel Officer, and R. B. Christensen, District Engineer of District 1, to interview graduate engineering students for employment in Provo and Salt Lake City, Utah, March 3 to 12, 1959.
4. L. F. Erickson, Materials Engineer, and Harry Day, Assistant Materials Engineer, to attend the Pacific Northwest Soils and Materials Conference, in Olympia, Washington, March 4-7, 1959.

THEREUPON, the Board adjourned to reconvene again at 8:00 a.m., Wednesday, February 11, 1959.

WEDNESDAY, February 11, 1959

The Board reconvened at 8:00 a.m., Wednesday, February 11, 1959, 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 January 7, 8 & 9, 1959, and the Special Meeting held January 15, 1959 were read and approved.

Bids. The Board approved the action of the State Highway Engineer in the following:

F-FG-5121(4) & Stockpile No. 266 - The work consists of constructing the roadway, drainage structures, a roadmix bituminous surface and a railroad underpass on 0.829 mile of U.S. Highway No. 2 in Sandpoint, and furnishing base and cover coat material in stockpiles, in Bonner County - Federal Aid Primary and State financed project. The contract was not awarded to the low bidder who was Sather and Sons, Yardley, Washington, bid being \$277,792.70, and Engineer's Estimate being \$231,417.20. The low bid was 20.04% over the Engineer's Estimate. The bid being in excess of 10% over the Engineer's Estimate and there being only two bidders, it is planned to re-advertise the project at a later date.

Salary Raise. The Board approved the raising of Legal Counsel, William R. Padgett, salary from \$600.00 to \$650.00 per month, as recommended by the Attorney General.

February 11, 1959

Removal of Section of State Highway System. The Board approved and signed the following:

(S.H. No. 48)

WHEREAS, construction of 5.598 miles of State Highway No. US 91 on new location beginning at a point in Sec. 29, T. 5 N., R. 37 E., 1.092 miles north and east of junction State Highway No. 48 in Roberts and ending at a point in Sec. 35, T. 6 N., R. 36 E., 2.015 miles south of junction State Highway No. 28, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map attached to original in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 5.995 miles in length, is hereby removed from the State Highway System, effective this date.

(Removal of U.S. No. 191)

WHEREAS, construction of 9.241 miles of State Highway No. US 191 on new location beginning at a point in Sec. 36, T. 14 N., R. 43 E., at the North Fork Snake River Bridge near Mack's Inn, and ending at a point in Sec. 13, T. 15 N., R. 43 E., at the junction with the Forest Highway to Reynolds Pass, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map attached to original in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 9.805 miles in length, is hereby removed from the State Highway system, effective this date.

Jerome Highway District Delegation. Appearing before the Board regarding a break-up of approximately 1- $\frac{1}{2}$ miles of the abandoned section of State Highway 49 was the Jerome Highway District, represented by W. A. Turner, President, Ray Fyke, Secretary-Treasurer, Gus Heuer, and Hernbel Emberton. Since the oil mat failure has occurred so soon after abandoning this road, the Board did agree to authorize a repairing of the oil mat by State Maintenance Forces this summer, the cost of which was estimated not to exceed \$1,000 per mile.

Acquisition of Right of Way with Controlled Access. Upon the request of the Chief Right of Way Agent and with the recommendation of the State Highway Engineer, the Board authorized this date the acquisition of right of way on the following projects. Access to right of way is to be controlled except sufficient access is to be granted to serve the property as it now exists.

F-4113(15), Winchester Spur.

F-4113(16), Pollock - Cox Ranch. This authorization is granted only after the public hearing has been held and approved.

Quitclaim Deed. The Board executed and approved in triplicate a Quitclaim Deed conveying a certain tract of land situated in Bingham County, Idaho, lying over and across Lots 8, 9 and 10 of Block 42½ of Danielson's Addition to the City of Blackfoot. Said land is being conveyed in exchange as partial consideration for certain right of way required for captioned project, the right of way being acquired in exchange is identified as Parcel No. 55 under captioned project and such exchange is under authorization of Subsection 9 of Section 40-120 of the Idaho Code.

Sale of Surplus Irrigation Company Shares. Upon the request of the Chief Right of Way Agent with the recommendation of the State Highway Engineer, the Board authorized this day the sale of 14.4 share of stock owned by the Department of Highways in the Emthurn Ditch Company; said stocks are to be sold to the highest bidder with a minimum price of \$35 per share. The State is to assume the obligation of paying determined assessments. The water stock shares are those that were acquired with District 3 Building site.

Special Warranty Deeds. The Board executed and approved the following Special Warranty Deeds; I-80N-1(4)3, Special Parcels 1 & 2:

A parcel of land located in Block 6 of the Payette Valley Land and Orchard Company tract, Payette County, Idaho, to Albert F. Koinzan and Mabel E. Koinzan, husband and wife, as part of a consideration for certain lands (Parcel No. 10) acquired from the said Albert F. Koinzan and Mabel E. Koinzan in connection with the above-captioned project.

A parcel of land located in Block 6 of the Payette Valley Land and Orchard Company tract, Payette County, Idaho, to Albert F. Koinzan and Mabel E. Koinzan, husband and wife, as part of a consideration for certain lands (Parcel No. 10) acquired from the said Albert F. Koinzan and Mabel E. Koinzan in connection with the above-captioned project.

Sale of Surplus Property. Upon the request of the Chief Right of Way Agent and the recommendation of the State Highway Engineer, the Board declared the following real property to be surplus:

A rectangular parcel of land being all of the West 25.0 feet of Lot 2 and all of Lots 3, 4, 5 and the East 25.0 feet of Lot 6 of Block 20 of Glenmore Addition to the City of Coeur d'Alene according to the official plat thereof now on file and of record in the Office of the Recorder of Kootenai County, Idaho.

Said property in accord with the law is to be turned over to the State Land Board - the minimum price that this property is to be offered for sale is \$45,000.00.

THEREUPON, the Board adjourned to reconvene again at 8:00 a.m., Thursday, February 12, 1959.

February 11, 1959

THURSDAY, February 12, 1959

The Board reconvened at 8:00 a.m., Thursday, February 12, 1959, in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

APPOINTMENT OF ATTORNEY. The Board unanimously approved the following to be included in the Official Minutes of the Board:

We have this day executed a document entitled "Appointment of Attorney" in the case of State v. Lowery, whereby W. R. Padgett is to have full and exclusive control of said case, (F-2361(9)), and future court cases.

Boise Citizens' Good Government Committee. Appearing before the Board under the auspices of the Boise Citizens' Good Government Committee were Art Holland, Max Yost, Scott Brown, Norton F. Graham, and S. W. Churber of Boise, and Carl Irwin and Bill Grange of Twin Falls with prepared questions regarding the proposed Department of Highways-Law Enforcement building. Present also were Senator Ernest Gaffney and Representative Herman McDevitt, and Commissioner Earl E. Koehler.

After a tour of the building and answering the questions propounded, a statement outlining the needs, method of financing, and other pertinent facts was given the Committee and the press.

Highway 95 Association Delegation. Next appearing before the Board representing the Highway 95 Association were the following: Gus H. Raw, Boise, Howard Dryden, Meadows, H. S. Harper, Payette, William E. Baker and Steve H. Edwards, Weiser, Fred Newman, Parma, and M. C. Baldrige and Perry Ward, Parma, concerning the proposed alignment in the vicinity of Pollock.

Chairman Edwards in speaking for the Pollock store, service station and restaurant asked that the line swing farther to the west that motorists might see the store which would be bypassed. If the line could not be changed, Mr. Edwards asked that consideration be given to day-lighting the cut, that passing motorists might see the store.

Howard Dryden requested that the Department make an effort to work with the Idaho County Commissioners in abandoning the old road through and across his property north to the nearest occupied dwelling served by the road.

The Board said that they would take both matters under consideration and asked the Department to evaluate the cost benefit factors of Mr. Edwards' request. The Board also directed the Department to

appraise the feasibility cost factors in complying with Mr. Edwards' suggestion and report on same at the next Board meeting. The Idaho County Commissioners were also to be contacted regarding the abandonment of the section requested by Howard Dryden.

Franklin County Commissioners. Next appearing before the Board were the Franklin County Commissioners: Senator J. Reid Hoggan, Preston, Tom Heath, former Senator from Preston, and Village Board Members from Clifton, Weston, and Dayton. They requested early programming of the Bear River - Dayton section of U.S. 91.

Latah and Benewah County Legislators, re: Troy-Kendrick Road. Next appearing before the Board were, Representative George Brocke, (Latah), and Senator Ernest Gaffney (Benewah) requesting the Troy-Kendrick highway district road be placed on the State Highway System and improved to those standards.

No determination was made as to the request. However, the possibility of the local highway districts getting together on mutual participation with the State was discussed concerning the trading off of the Harvard-Deary section of S.H. 7 from the State Highway System, if the Troy-Kendrick road were placed on the State System, by the Troy-Kendrick District assisting the other districts in future maintenance moneys for the then abandoned section of State Highway 7 from Deary to Harvard.

Delegation on Arimo-Inkom Interstate Stock Passes. Next appearing before the Board were the following regarding adequate stock passes on the Arimo-Inkom section of the interstate: L. W. Taylor, Arimo Ranches, Inc., Arimo; David A. Robinson, Attorney, Arimo Ranches, Inc., Salt Lake City, Utah; B. H. Robinson, Arimo Ranches, Inc., Salt Lake City, Utah; William L. Mathew, Bureau of Land Management, Boise; J. S. Wilson, Bureau of Land Management, Burley; Walt Schoddey, Rancher, Idaho Cattlemen's Assoc., Burley; Leon Weeks, Secretary of Idaho Cattlemen's Assoc., Boise; Amos Echert, Vice-president of Idaho Cattlemen's Assoc., Boise; J. F. Keely, Bureau of Public Roads right of way appraiser, Boise; C. R. Salmen, Division Engineer, Bureau of Public Roads, Boise; and, Kenneth Oviatt, Area Engineer, Bureau of Public Roads, Boise.

After discussing the problem of adequately compensating the Arimo Ranches, Inc., (Leasee) for land rented from the Bureau of Land Management which will be taken for the interstate, it was resolved that the Bureau of Land Management should recommend to the Bureau of Public Roads and the Department what stock passes will be necessary (unless water is developed) to insure a continuation of the prevailing land use on that section of leased Bureau of Land Management grazing land that will be cut off from present water for stock by the construction of the proposed interstate highway.

Construction Claim - Eagle Construction Company, FAP-S-2809(2), (SH 68, Blaine County). A construction claim was presented to the Board by William Woodall, Eagle Construction Company on the above captioned project. Upon hearing Mr. Woodall and the Department having thoroughly reviewed the matter, the State Highway Engineer recommended and the Board approved settlement of the claim in the amount of \$24,238.58, itemized as follows:

- (1) For unbalancing the ratio of rock and common excavation effecting bid price, \$15,042.00.
- (2) Preparation and finishing of subgrade, \$5,562.00.
- (3) Preparation of embankment foundation, \$1,776.00.
- (4) Excavation below subgrade, 1 foot below subgrade shown on plans. Standard Specifications call for 6 inches below subgrade and 6 inches only being previously paid for. \$1,858.58.

The Department was directed by the Board to present the claim to the Bureau of Public Roads for Federal Aid participation.

Construction Claim - Wangsgaard Construction Company, S-4780(5), Pierce - Headquarters. Mr. D. Wangsgaard presented a claim for loose measurement of surfacing material in trucks at point of delivery instead of in place measurement by cross section method. It is apparent that the contract called for measurement in the trucks at point of delivery.

The Contractor and the Department were in agreement that the quantity estimated upon the truck measurement was 111,106 c.y. The State Highway Engineer recommended and the Board concurred on the amount of \$65,151.80 as a settlement, which is contingent upon the approval of the U.S. Bureau of Public Roads for Federal Aid participation.

Authorization of Payette Hearing. The Board approved the Payette relocation of U.S. 95 brochure, authorizing the hearing to be held in March.

Designation of Highway Approaches in District Five. The Board approved the following minute entry:

MINUTE ENTRY FOR THE DESIGNATION OF HIGHWAY
APPROACHES IN DISTRICT FIVE

WHEREAS, by virtue of Section 40-120(4), Idaho Code, the Department of Highway may, based upon the reasonable need of adjacent landowners and the safety of the traveling public, determine the extent and location of approaches to highways on the State Highway System; and

WHEREAS, upon the basis of engineering and traffic investigation, it is determined advisable to locate approaches at the hereinafter described points of Project No. MP-761 and Project No. I-90-1(7)11, Kootenai County, Idaho,

NOW, THEREFORE, IT IS HEREBY DETERMINED AND DECLARED that approaches of the designated width shall be established at the hereinafter designated highway stations:

- Project MP-761 40' approach at approximate station -10/40
- Project MP-761 40' approach at approximate station -11/68
- Project MP-761 40' approach at approximate station -13/40
- Project I-90-1(7)11 40' approach at approximate station 254/48
- Project I-90-1(7)11 40' approach at approximate station 60/34
- Project I-90-1(7)11 24' approach at approximate station 61/35

IT IS FURTHER ORDERED that guard rails be installed on either side of the above-mentioned approaches in accordance with the approved official plans.

Board of Engineering Examiners. The Board agreed with the recommendation of the State Highway Engineer that Ellis Mathes, Planning and Traffic Engineer, be permitted to serve on the Board of Engineering Examiners if appointed by the Governor.

WHEREUPON, the Board adjourned until its next regular meeting to be held March 2, 3, & 4, 1959.

Read and Approved: March 3, 1959 
Boise, Idaho

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

March 2, 3, & 4, 1959

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Monday, March 2, 1959, at 603 Main Street, Boise, Idaho.

Present were:

- Roscoe C. Rich, Chairman, Director District 2
- L. K. Floan, Vice-chairman, Director District 3
- W. C. Burns, Director District 1
- G. Bryce Bennett, State Highway Engineer
- Wayne Summers, Secretary of the Board

Bids. The Board reviewed the results of the bid openings held February 24, and 26, 1959, and concurred in the action of the State Highway

March 2, 1959

Engineer on the following:

I-90-1(7)11, F-5041(25) & F-5115(6) - The work consists of constructing a 4-lane divided roadway, drainage structures, a plant mix bituminous surface and 4 concrete underpasses on 4.955 miles of Interstate Highway No. 90, Coeur d'Alene Belt Line; 0.425 mile of U.S. 10, East Connection; 0.082 mile of U.S. 95, Lincoln Way, in Kootenai County - Federal Aid Interstate, Primary and State financed. Contract was awarded on February 27, 1959 to the low bidder, Cherf Brothers, Inc. & Sandkay Contractors, Inc., Ephrata, Washington, in the amount of \$3,094,467.70, the Engineer's Estimate being \$3,318,902.85.

F-FG-UG-1024(10) - The work consists of constructing the roadway, drainage structures, a plant mix bituminous surface and a concrete underpass under the U.P.R.R., on 0.377 mile of U.S. Highway 30 N., north of Pocatello, in Bannock County - Federal Aid Primary and State financed project. Contract was awarded on February 27, 1959, to low bidder, Pickett and Nelson, Inc., Idaho Falls, Idaho, in the amount of \$562,912, Engineer's Estimate being \$762,961.50.

S-4704(1) - The work consists of reconstruction by grading, draining and application of crushed aggregate base and a bituminous preservative treatment on 3.526 miles of the Elk City Highway, S.H.14, in Idaho County - Federal Aid Secondary and State financed. Contract was awarded March 4, 1959, to low bidder, Eagle Construction Company, Inc., Boise, Idaho, in the amount of \$301,442.00, Engineer's Estimate being \$350,456. This project was let with Idaho Forest Highway Project 18-B2, C1, Elk City Highway, Idaho County, to be awarded by the U.S. Bureau of Public Roads.

Agreements. The Board signed an Agreement releasing to Oregon the old interstate bridge at the foot of the Kleinschmidt Grade in Adams County and entered into an Agreement with the Idaho Power Company and the State of Oregon and Adams County, which called for the Idaho Power Company to finance and build a bridge across the Snake River immediately below the Oxbow Dam and an access road up Windy Ridge to their clay pits. This road is ultimately planned to be extended by Adams County as a replacement road for the Kleinschmidt Grade connecting Cuprum with the Oxbow Dam and the Oregon Pine Creek Road. This Agreement (See Central Files) in no way commits the Department or the Board in construction moneys.

Ingrade Raises. The Board approved the following ingrade raises:

- (1) Assistant District Engineer of District V, W. W. Sacht, \$725 to \$750 per month.
- (2) Promotion for Don Cox from Resident Engineer of District IV to Assistant District Engineer of District I, \$643 to \$700 per month.

March 2, 1959

- (3) Assistant Chief Right of Way Agent, Gordon M. Hawkes, \$725 to \$750 per month.

Legal Counsel Padgett's Salary Transmittal. The Board instructed the State Highway Engineer to not sign the Interdepartment salary transmittal from the Attorney General's office through the Auditor for the salary of William R. Padgett.

University of Idaho Street Improvement. The Board discussed with Public Works Commissioner Art Warren the requested University of Idaho street construction extending Rayburn Street. The Board agreed to set up \$50,000.00 for the 1960 calendar year to be applied to this project. The engineering and contracting is to be done by the University upon approval of the plans by the State Highway Department. It was agreed that, if crushed rock was available in State Highway Department stockpiles, the material could be furnished at cost as a portion of the \$50 thousand.

Since considerable roadwork at the Idaho State College is needed, it is hoped that a similar sum may be budgeted for that institution by about 1961.

THEREUPON, the Board adjourned to reconvene again at 8:00 a.m., Tuesday, March 3, 1959.

TUESDAY, March 3, 1959

The Board reconvened at 8:00 a.m., Tuesday, March 3, 1959 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 February 9, 10, 11, & 12, 1959 were read and approved.

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

Those waiving hearings were: Washington Water Power Company, on Project No. I-90-1(6)23, Wolf Lodge-Cedar Canyon, Kootenai County.

General Telephone Company of the Northwest, on Project No. I-90-1(6)23, Wolf Lodge-Cedar Canyon, Kootenai County.

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

On Project No. S-US-3754(2), Nampa South, Parcel Nos. 4 & 4-E-1, Rufus D. Moore and Ruth L. Moore, Husband and wife. No negotiated settlement in excess of \$320, plus 6% interest from the date of the filing of complaint, shall be made.

On Project No. S-US-3754(2), Nampa South, Parcel Nos. 20 & 20-E-1, Floyd James Hall and Rose Alive Hall, husband and wife, subject to a mortgage to Provident Federal Savings and Loan Association. No negotiated settlement in excess of \$3,500, plus 6% interest from the date of the filing of complaint, shall be made.

On Project No. S-US-3754(2), Nampa South, Parcel Nos. 6 & 6-E-1, Herbert S. Pline and Anna Louise Pline, husband and wife. No negotiated settlement in excess of \$4,000, plus 6% interest from the date of the filing of complaint, shall be made.

Special Warranty Deed. The Board executed and approved the following Special Warranty Deed:

Two parcels of land located in Blocks 10 and 3 of the Payette Valley Land and Orchard Company tract, Payette County, Idaho, to Earle A. Harvey and Jennie Harvey, husband and wife, as part of consideration for certain lands (Parcel No. 5) acquired from the said Earle A. Harvey and Jennie Harvey in connection with the above-mentioned project.

Acquisition of Right of Way. At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, the Board approved the acquisition of the ranch owned by Benjamin A. Haubrich. This ranch is located near Richfield, Idaho, and consists of approximately 374 acres. The consideration to be paid is \$35,000. This consideration is supported by the appraisals on file in the office of the Chief Right of Way Agent. It is further directed that, as soon as it has been determined how much of this ranch is required for materials site, the Chief Right of Way Agent then request authority to dispose of the balance of the ranch. (F-2352(3))

Acquisition of Right of Way, Access Controlled - Not Controlled. At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, the Board approved and executed the authorization for acquisition of right of way on Project No. S-3855(1), New Plymouth Connection. Access is to be controlled on this project except access is to be allowed sufficient to serve the existing needs of the property.

March 3, 1959

Expense Vouchers. The Board approved expense vouchers for the month of February: R. C. Rich, \$91.02; W. C. Burns, \$99.55.

THEREUPON, the Board adjourned to reconvene again at 8:00 a.m., Wednesday, March 4, 1959.

WEDNESDAY, March 4, 1959

The Board reconvened at 8:00 a.m., Wednesday, March 4, 1959, in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Delay of Project and Reallocation of Funds. The Forest Highway Project on U.S. 10 Alt., Clark Fork - East Hope, amounting to \$600,000 has been delayed because of railway encroachment so that it cannot be brought under contract during 1959.

The Board approved a reallocation of the above fund by applying \$270,000 to the current \$450,000 on Banks-Garden Valley, SH 17, and \$100,000 to be added to the current \$150,000 on the St. Maries-Avery River Road, and \$100,000 to the Elk City Road, subject to the concurrence of the U.S. Bureau of Public Roads and the U.S. Forest Service. The Bureau has indicated sufficient engineering has been done to assure getting the above additional allocation under contract during 1959.

License for Stockpile Site. The Board executed and approved a license for the utilizing of borrow area for stockpile site left of Station 126+00 to 127+50 on Project No. ST-2751(501), Jerome North, to the Jerome Highway District.

Ashton - Flagg Ranch Developments. Representative William Frome, Fremont County, appeared before the Board regarding coordinated efforts between the Wyoming and the Idaho Highway Departments concerning possible improvements on the present primary road between Ashton, Idaho and Flagg Ranch in Wyoming on U.S. 89-287. They replied as follows:

The Idaho Board of Highway Directors is keenly interested in the economic development of the State of Idaho and a sufficient roadway system to serve that development.

As such, we are interested and willing to discuss with the Highway officials of the State of Wyoming any possibility of developing a highway connecting the State of Idaho Highway System, U.S. 20-191 at Ashton in Idaho, with the Wyoming State Highway System, U.S. 89-287 near the Flagg Ranch in Wyoming.

Legislative Investigation - Bridge Department Employee, Harry L. Winfield. The case of the above Department employee, which is covered

in detail in the Senate Journal of February 25, 1959 concerning Mr. Winfield's varied employment during 1955, came before the Board. The Board interviewed Mr. Winfield regarding the matter of working part-time as a consulting engineer, assisting the contractor in preparing his bids for the same project, and subsequently going to work for the contractor as superintendent on the same project.

The Board discussed the matter and ruled that, although Mr. Winfield's actions were not illegal and did not cause financial lose to the State of Idaho, his assisting himself with varied employment was unethical and in conflict with Department policy. Such actions, it was viewed, presented a very possible conflict of interest. Whereupon the Board strongly recommended to the State Highway Engineer that Mr. Harry L. Winfield be dismissed.

Acquisition of Borrow Pits in Irrigated Farm Land. The Board discussed the matter of acquiring the use of irrigated farm lands and agreed to go into it further at a later meeting. They indicated in general that it was advisable to use uncultivated land when feasible, even at some additional comparative cost.

Approval of Rent of Additional Space. The Board approved the Department's renting additional needed space at 100 South Sixth Street until the Department moves into the new highway building.

Idaho Falls - Cottage Avenue Improvements. The Board approved the action of the Department to proceed in negotiation with the railroad company on the improvement of Cottage Avenue to a four-lane facility, and to drop the idea of a one-way couplet on Shoup Avenue.

Out-of-State Travel. The Board approved the following out-of-state travel:

- (1) Four employees from the Planning Department to attend the Eighth Annual WASHO Planning Conference in Salem, Oregon, April 27 to 28, 1959.
- (2) Mr. L. P. Sheesley, Highway Planning Survey Department, to attend the meeting regarding joint problems on the Forest Highway Economic Study now underway at the University of Washington in Seattle, Washington, March 17 to 19, 1959. The U.S. Bureau of Public Roads is also participating.
- (3) Mr. R. L. Byrum, Chief Right of Way Agent, to attend the American Right of Way Association meeting, in St. Louis, Missouri, May 25 to 30, 1959.

Delegation on East Hope - U.S. 10 Alt. Project. Mr. Glenn Reed and party of Sandpoint, Idaho appeared before the Board regarding the delay in getting the East Hope - U.S. 10 Alt. project underway. An offer was made to get the reasons for the delay from the U.S. Bureau of Public Roads that the local people and press in the area may be informed. The railroad required certain things be done, thus causing the Delay.

Mr. Reed mentioned that the Bonner County has some lots that could be used for right of way in the construction of the extension of the Sandpoint bridge road northerly in the vicinity of Sandpoint.

Dietrich - Kimama Road Improvement. Senator Jack Murphy, Lincoln County, appeared before the Board regarding the Dietrich-Kimama road improvement.

Georgetown Improvement. Senator George W. Warren and Representative A. M. Rich, Bear Lake County, appeared before the Board regarding possible help in improving a two-mile section through Georgetown toward the Farmers Central Fertilizer Mill with an oiled surface.

It was brought out that, should the County Commissioners place the road on its County Secondary System, Federal Aid could be expended. Mr. Bennett said the Department would be happy to assist in the process of any application from the Commissioners to place the road on the Secondary System with the U.S. Bureau of Public Roads. The Board agreed to advance Federal Aid funds to the County against expected 1962 allocation for this project if the County desires to use Federal Aid on the project.

Old Abandonment of Sections of U.S. 2. The Board reviewed the abandonment of certain sections of U.S. No. 2 in Boundary County, which sections have been replaced by new construction in the Forest Highway section; and agreed that the replaced section did and does not have the characteristics of a State Highway, and therefore, should be continued on a local road system.

Pollock - U.S. 95 Delegation. Mr. and Mrs. Gene Tooman of Pollock, appeared before the Board reaffirming their approval of the proposed relocation alignment of U.S. 95 in the vicinity of Pollock. They also stated that Mr. Steve Edwards who appeared before the previous Board meeting was speaking for only a few of the residents of Pollock.

Civil Defense Funds for State Highway Building. The State Highway Engineer informed the Board that the Department had explored with Colonel Jim Keel the possibility of Civil Defense Department participating in certain phases of the new highway building. It was determined that such participation of Civil Defense funds was not feasible as it did not conform with their requirements for participation with Civil Defense funds.

WHEREUPON, the Board adjourned until its next regular meeting to be held April 27, 28, 29, 30, & May 1, 1959.

Read and Approved: April 28, 1959
Boise, Idaho

Reed

March 4, 1959

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

April 27, 28, 29, 30, & May 1, 1959

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Monday, April 27, 1959, at 603 Main Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director District 2
 L. K. Floan, Vice-chairman, Director District 3
 G. Bryce Bennett, State Highway Engineer
 Wayne Summers, Secretary of the Board
 W. C. Burns, Director District 1

Delegation Proposing Atlanta-Stanley Basin Road. A delegation composed of A. D. Green, M. G. Warboris, both of Boise, Hugh Bradford, Alturas Lake, W. H. Weatherby, Atlanta and J. K. Burns, Twin Springs, met with the Board asking that a route from Atlanta to Alturas Lake, by way of Mattingly Creek Summit, elevation 8810 feet, be considered by the Forest Highway Tri-Agencies along with other routes to Stanley Basin now under study.

Writ of Mandate "Authorization for Payable Bills on New Highway Building." The Board authorized the Department Attorney, Assistant Attorney General W. R. Padgett, to petition the Idaho Supreme Court through a writ of mandate that would cause Joe R. Williams, State Auditor, to pay warrants to the Idaho Daily Statesman and the Daily Journal of Commerce (Washington), these being bills chargeable to the proposed new highway building authorized by the recent Legislature. Attorney General Benson has indicated the construction of said highway building with highway funds in his opinion may be unconstitutional.

Authorization for Public Hearings. The Board authorized hearings required by State and Federal statutes to be held at Mountain Home, Blackfoot, and Pocatello-Alameda-Chubbuck.

Policy Prohibiting Use of State Highways for Private Business Purposes. A policy prohibiting the use of highway right of way by private business was approved by the Board as follows:

- (a) The use of mobile stores, mobile lunch wagons, or any other business of like nature when such vehicles stop to peddle or sell their wares on any state highway, including the right of way thereof;
- (b) The use of temporary fruit stands, vegetable or produce stands, lunch stands, or any other business of like nature for the sale of wares while on state highways, including the rights of way thereof;

- (c) The use of state highways, including the rights of way thereof, for storage of materials, supplies, logs, lumber, aggregates etc.
- (d) The District Engineer with the approval of the State Highway Engineer may temper this policy for emergency installations that are in the interest of road operational needs of benefit to the highway user.

Borrow Sources on Cultivated and Uncultivated Lands. State Highway Engineer Bennett presented to the Board the problems of the Department's efforts in not using cultivated land as borrow sources whenever hauling cost factors would permit using borrow from marginal uncultivated land where possible. The Department, Mr. Bennett said, recognizes the long range impact due to cultivated land being permanently taken out of production.

Utility Relocation Hearing Determinations. Upon reviewing the following listed project plans, the Board decided in the affirmative on April 23, 1959, regarding the necessity of the relocation of the utility facilities on said projects:

Those waiving hearings were:

- Idaho Power Company, on Project No. I-IG-15-2(4)78, Fort Hall Main Canal-Truchot Road G.S., Bingham County.
- Mountain States Tel. and Tel. Co., on Project No. I-IG-15-2(4)78, Fort Hall Main Canal - Truchot Road G. S., Bingham County.
- Washington Water Power Company, on Project No. I-90-1(7)11, Coeur d'Alene Belt Loop, Kootenai County.

Ingrade Raise. J. F. Miles, Assistant District Engineer of District No. 2, from \$700.00 to \$725.00 per month.

THEREUPON, the Board adjourned to reconvene again at 8:00 a.m., Tuesday, April 28, 1959.

TUESDAY, April 28, 1959

The Board reconvened at 8:00 a.m., Tuesday, April 28, 1959, 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 March 2, 3, & 4, 1959, were read and approved.

Bids. The Board reviewed the results of the bid openings held March 17, 24, 31, April 7, 14, & 28, 1959, and concurred in the action of the

State Highway Engineer on the following:

F-FG-5121(4) & Stockpile 266 - The work consists of constructing a roadway, drainage structures, a roadmix bituminous surface and a railroad underpass on 0.829 mile of U.S. Highway No. 2 in Sandpoint, and furnishing base and cover coat material in stockpiles, in Bonner County - Federal Aid Primary and State financed. Contract will be awarded to Osberg Construction Co., the low bidder, as soon as they obtain a Contractor's license, in the amount of \$273,501.50, Engineer Estimate being \$258,752.20.

Stockpile Projects No.s 233, 262, 291 - The work consists of furnishing crushed gravel and cover coat material in stockpiles in the vicinity of Gannett, Shoshone and Bliss on S.H. 23, U.S. 93 and U.S. 30, in Blaine, Lincoln and Gooding Counties - State financed. Contract was awarded to Mountain States Construction Co., Inc., Pocatello, Idaho, the low bidder, on March 19, 1959, in the amount of \$54,982.00, Engineer's Estimate being \$60,690.00.

Stockpiles Nos. 261, 263 & 290 - The work consists of furnishing crushed gravel and cover coat material in stockpiles in the vicinity of Arco, Craters of the Moon and Leslie, in Butte, Blaine, and Custer Counties - State financed. Contract was awarded to Twin Falls Construction Co., Twin Falls, Idaho, the low bidder, on March 27, 1959, in the amount of \$42,920.00, the Engineer's Estimate being \$52,120.00.

ST-M-2864(503) - The work consists of constructing a roadmix bituminous surface and a seal coat on 8.500 miles of S.H. 77, Albion-Declo, in Cassia County - State financed. Contract was awarded to Hoops Construction Co., the low bidder, Twin Falls, Idaho, on March 27, 1959, in the amount of \$44,608.00, the Engineer's Estimate being \$45,485.00.

I-90-1(6)23 - The work consists of constructing a 4-lane divided roadway, drainage structures, a plant mix bituminous surface, a 162' concrete underpass and a 90' twin bridge on 4.317 miles of Interstate Highway No. 90, in Kootenai County - Federal Aid Interstate and State financed. Contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on March 27, 1959, in the amount of \$2,171,771.00, Engineer's Estimate being \$2,088,895.30.

S-6710(3) - The work consists of reconditioning the roadbed, constructing a base and a roadmix bituminous surface on 4.632 miles of the Sunnyside Road, U.S. 191 East, in Bonneville County - Federal Aid Secondary and County financed. Contract awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on April 2, 1959, in the amount of \$62,953.55, Engineer's Estimate being \$69,728.50.

Stockpile Nos. 270, 273 & 274 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles at various

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locations near Highways US 191 and State 33, in Bonneville, Fremont and Teton Counties - State financed. Contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on April 1, 1959, in the amount of \$38,340.00, Engineer's Estimate being \$43,750.00.

S-6742(3) - The work consists of the installation of a 48" pipe culvert and constructing the roadway and a roadmix bituminous surface on 0.057 mile of S.H. 48 at Roberts Slough, in Jefferson County - State and Federal Aid Secondary financed. Contract was awarded to Pickett and Nelson, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$11,789.55, on April 1, 1959, Engineer's Estimate being \$13,653.85.

Stockpile No. 281 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles on Highway U.S. 191 near Downey, in Bannock County - State financed. Contract was awarded to Western Construction Co., Pocatello, Idaho, the low bidder, on April 8, 1959, in the amount of \$12,530.00, Engineer's Estimate being \$20,040.00.

Stockpile Nos. 282 & 284 - The work consists of furnishing crushed gravel and cover coat material in stockpiles on Highways U.S. 91 and State 35 at Preston and near Dayton, in Franklin County - State financed. Contract was awarded to LeGrand Johnson Construction Co., Inc., Logan, Utah, the low bidder, on April 8, 1959, in the amount of \$17,000.00, Engineer's Estimate being \$25,487.50.

ST-M-5041(515) & Stockpile 277 - The work consists of seal coating 5.411 miles of U.S. Highway No. 10, Silver Beach - Wolf Lodge, and furnishing cover coat and sanding material in stockpiles at Millan, in Kootenai and Shoshone Counties - State financed. Contract was awarded to Grant Company, Coeur d'Alene, Idaho, the low bidder, on April 8, 1959, in the amount of \$70,820.50, Engineer's Estimate being \$69,902.00.

Stockpiles Nos. 275, 276 & 278 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles on Highways U.S. 95 and U.S. 2 near Naples, Moyie Canyon and Copeland Jct., in Boundary County - State financed. Contract was awarded to Grant Company, Coeur d'Alene, Idaho, the low bidder, on April 15, 1959, in the amount of \$56,755.00, Engineer's Estimate being \$51,275.00.

S-6770(3) - The work consists of constructing a 60' concrete bridge on the Salem Road, across the North Fork Teton River, in Madison County - Federal Aid Secondary and County financed. Contract was awarded to Charles Zollinger and Son, Rexburg, Idaho, the low bidder, on April 15, 1959, in the amount of \$16,632.50, Engineer's Estimate being \$16,806.50.

Stockpile Project No. 286 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles south of State

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Highway 72, in Canyon County - State financed. Contract awarded to Nelson-Deppe, Inc., Boise, Idaho, the low bidder, on April 15, 1959, in the amount of \$16,037.50, Engineer's Estimate being \$20,475.00.

Stockpile No. 283 - The work consists of furnishing cover coat material in stockpile near Cleveland, known as Idaho Stockpile Project No. 282, in Franklin County - State financed. Contract was awarded to Western Construction Co., Pocatello, Idaho, the low bidder, on April 15, 1959, in the amount of \$6,400.00, Engineer's Estimate being \$12,000.00.

Stockpile No. 285 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles west of U.S. 30 and south-east of Boise, in Ada County - State financed. Contract was awarded to Nelson Sand & Gravel Co., Inc., Boise, Idaho, the low bidder, on April 15, 1959, in the amount of \$14,800.00, Engineer's Estimate being \$18,000.00.

ST-M-5152(506) - The work consists of repairing the Mashburn Bridge over the St. Maries River on U.S. Highway No. 95 Alt., in Benewah County - State financed. Contract was awarded to MacGregor Triangle Company, Boise, Idaho, the low bidder, on April 30, 1959, in the amount of \$11,840.00, Engineer's Estimate being \$13,280.00.

F-1531(4) & ST-M-1531(506) & Stockpiles 198, 279, & 280 - The work consists of seal coating 17.116 miles of U.S. Highway 89, Utah Line - Paris, and furnishing crushed gravel and cover coat material in various stockpiles, in Bear Lake County - Federal Aid Primary and State financed. Contract was awarded to T & S Construction Company, Twin Falls, Idaho, the low bidder, on April 30, 1959, in the amount of \$70,397.50, Engineer's Estimate being \$92,365.00.

Department of Highways - Law Enforcement Building. Bids were opened on the proposed Highway - Law Enforcement Building and Radio Shop and Vehicle Maintenance Building. The low bidder on the Highway - Law Enforcement Building was R. E. Rice Construction Company of Boise, Idaho, with a basic bid of \$1,819,417.00 for the office building, and a basic maintenance building bid of \$87,338.00, and a combined basic bid of \$1,904,000.00 for both buildings. The low bidder on the radio shop and vehicle maintenance building was J. G. Prokesh Construction Company of Boise, Idaho, with a bid of \$84,151.29.

The awarding of bids awaits the outcome of the writ of mandate filed by Assistant Attorney General William Padgett before the Supreme Court. Also some revisions in electrical and mechanical features will be necessary to keep the building cost in line with appropriation before awarding the bid.

Payette Public Hearing Relocation of U.S. 95-30N, S.H. 52. The Board signed their determination on the proposed changes in the state

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highway system within the vicinity of Payette regarding the relocation of sections of U.S. 95-30N and S.H. 52 as follows:

The Board finds and determines that the changes in the state highway system, as reflected in the public hearing held at Payette, Idaho at 3:00 p.m., April 22, 1959, regarding the above highway relocations as shown at said hearing, that the said proposed changes in and in the vicinity of Payette will be of greater benefit to the State of Idaho than the economic loss and damage to the city of Payette because of the proposed changes.

When the project on U.S. 95-30N on Sixteenth Street in the vicinity of the high school is in the design stage, every consideration will be given to analyzing pedestrian crossing needs in order to incorporate any requirements warranting traffic signalization into the construction project.

Staff and District Engineers Reports. District Engineers and central staff engineers submitted reports of their activities to the Board.

THEREUPON, the Board adjourned to reconvene again at 8:00 a.m., Wednesday, April 29, 1959.

WEDNESDAY, April 29, 1959

The Board reconvened at 8:00 a.m., Wednesday, April 29, 1959, in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Whiskey Creek Claims, Project No. S-4782(3). James Morrison and J. F. Konen through their counsel Allan Shepard appeared for a final settlement of several claims against the Whiskey Creek 1954 project. After again reviewing the claims and listening to the report of Roy Jump, then Resident Engineer of District 4, the Board denied the claims, which action was recommended by the State Highway Engineer and Assistant Attorney General Padgett.

Speed Limits in American Falls. 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 American Falls; and,

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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 American Falls; 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	Pocatello Ave.	East City Limits to Bennett Ave.	50
2	US 30N	Pocatello Ave.	Bennett Ave. to Bannock Ave.	25
3	US 30N	Harrison Street	Bannock Ave. to Fort Hall Ave.	25
4	US 30N	Fort Hall Ave.	Harrison St. to Lincoln St.	25
5	US 30N	Lincoln Street	Fort Hall Ave. to Hillcrest Ave.	25
6	US 30N	Lincoln Street	Hillcrest Ave. to So. City Lmts.	50
7	SH 39	Idaho Street	Fort Hall Ave. to Oregon Trail	25
8	SH 39	None	Oregon Trail to W. 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 city of American Falls shall henceforth be effective at all times during hours of daylight or darkness.

Speed Limits in Caldwell. 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 Caldwell; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated October 1, 1957, with respect to prima facie speed limits upon urban extensions of the State Highway System in the city of Caldwell, should be revised; and,

April 29, 1959

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 Caldwell; 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 Limit (M.P.H.)</u>
1	US 20, 26, 30	Hannibal	West City Limits to 4th Ave. N.	50
2	US 20, 26, 30	Hannibal	4th Ave. N. to Kimball Ave.	40
3	US 30	10th Ave. S.	Hannibal St. to Cleveland Ave.	35
4	US 30	Cleveland	10th Ave. S. to 12th Ave. So.	25
5	US 30	Cleveland	12th Ave. S. to Georgia Ave.	35
6	US 30	Cleveland	Georgia Ave. to E. City Lmts.	50
7	US 20, 26	Hannibal	Kimball Ave. to 11th Ave.	40
8	US 20, 26	Hannibal	11th Ave. to E. City Limits	50
9	SH 19	Cleveland	W. City Limits to 4th Ave. So.	35
10	SH 19	Cleveland	4th Ave. So. to 10th Ave. So.	25

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated October 1, 1957, with respect to prima facie speed limits upon urban extensions of the State Highway System in the city of Caldwell, 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 Caldwell shall henceforth be effective at all times during hours of daylight or darkness.

Extensions of Over-Age Personnel Retirement. The following classification of over-age personnel was approved by the Board for a continuation of employment from July 1959 to July 1960:

<u>Name</u>	<u>Age</u>	<u>Title</u>	<u>Extend to</u>
		<u>DISTRICT I</u>	
Leo S. Gray	67	Project Chief II	June 30, 1960
Bert A. Empey	70	Mtce. Aide I	June 30, 1960

April 29, 1959

<u>Name</u>	<u>Age</u>	<u>Title</u>	<u>Extend to</u>
<u>DISTRICT 4</u>			
Tom Harmer	72	District Clerk	June 30, 1960
Dave Jones	67	Project Chief	June 30, 1960
<u>DISTRICT 5</u>			
C. D. Mils	66	Inspector Cl. II	June 30, 1960
H. A. Stevens	66	Mechanic	June 30, 1960
J. H. Thomas	67	Janitor	June 30, 1960
F. M. Chaffins	65	Sign Foreman	June 30, 1960
<u>DISTRICT 6</u>			
A. J. Christensen	72	Highway Designer I	July 1, 1960
<u>DISTRICT 9</u>			
Ernest E. Johnson	65	Draftsman Cl. III	July 1, 1960
H. E. Turner	71	Draftsman Cl. IV.	July 1, 1960
H. C. Dumbolton	70	Statistician III	July 1, 1960
Wassil Ostrogorsky Sr.	71	Draftsman II	June 30, 1960

THEREUPON, the Board adjourned to reconvene again at 8:00 a.m., Thursday, April 30, 1959.

THURSDAY, April 30, 1959

The Board reconvened at 8:00 a.m., Thursday, April 30, 1959, in the Board Room at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Delegation from Boise on Interstate Location. The Boise Chamber of Commerce met requesting an early determination by the Board regarding the location of a relief route around Boise; whereupon the Board indicated that every effort would be made to expedite such determination. The Department advised that, assuming maximum cooperation of all interested parties, the location of the belt route through the Boise Industrial Foundation property could be firmed up in about 60 days. Public hearings would have to be held before the determination could be finalized.

Cache Valley and Oneida County Delegations regarding Interstate Location. The delegation from Cache Valley representing the Preston and Logan area met with the Board requesting the Board's consideration on relocating interstate route 15 from the Utah line north to Virginia

April 30, 1959

from the present location through the Malad Valley to Cache Valley. At a later hour a delegation from Oneida County met before the Board requesting the location remain as it now is through the Malad Valley.

Both delegations heard the report from Mr. C. R. Salmen, Division Engineer of the U.S. Bureau of Public Roads, Boise, of the early studies made in the late 1930's and early 1940's by the Utah and Idaho Highway Departments and the U.S. Bureau of Public Roads. It was on the basis of these reports that the location through Malad Valley was selected and designated in 1947. The Board stated that this is the first request that has been made for the location elsewhere than the Malad Valley. Therefore it was the decision of the Board, inasmuch as one and a half million dollars has been spent on the present route and since the location has been of such long-standing acceptance dating back to 1947 and public hearings in 1957, the Board policy of not re-opening a location of such a firmed section of the Interstate would be followed.

Oneida County (Arbon Valley) Delegation Regarding S.H. 38. Myron Sorenson heading a delegation from Oneida County asking the State to make further commitments on S.H. 38 for the remaining 15-mile section in Arbon Valley met with the Board. The delegation was reminded by the Board that, by agreement with both Oneida and Power Counties Commissioners, a given amount of money was to be spent by the State in making improvements on S.H. 38 and as much oiling as the specified funds would permit. That was agreed to by the County Commissioners, to whom the road would revert upon the expenditure of the specified state funds. The Board, however, offered to assist the counties in obtaining Federal Aid, etc., if they wish to finance the work themselves.

Bonner County Commissioner Regarding Vicinity Improvements. Bonner County Commission Chairman J. M. Mickelson met with the Board regarding the McAbee Bridge on the Coolin Road and the Priest River-Thama state highway section of U.S. 2.

THEREUPON, the Board adjourned to reconvene again at 8:00 a.m., Friday, May 1, 1959.

FRIDAY, May 1, 1959

The Board reconvened at 8:00 a.m., Friday, May 1, 1959, in the Board Room at 603 Main Street, Boise, Idaho with all members of the Board, the State Highway Engineer and the Secretary present.

Interstate Signing Material. The Board approved the use of nonreflectorized background for interstate signing after it was pointed out a savings of approximately \$14,000.00 a year would be realized by the present use of porcelain enamel as compared to reflectorized background material.

New Travel Allowances Approved. ^(REVISED 8-18-62) The Board approved the following new policy on actual travel subsistence and lodging allowances for the

Department:

I. Members of District 9 Headquarters Staff, all District Engineers, Assistant District Engineers, District Maintenance Engineers and District Maintenance Superintendents on temporary assignment away from their headquarters are entitled to actual and necessary subsistence and lodging expenses as follows:

Within the State: Travel Subsistence not to exceed \$6.00 per day plus actual lodging. However, the total shall not exceed an average of \$10.00 per day.

Outside the State: Travel Subsistence not to exceed \$7.50 per day plus actual lodging. However, the total shall not exceed an average of \$12.00 per day.

II. Planning crews, Planning Survey Traffic Study Crews, Striping Crews, Inventory Crews, and district personnel except as specified in Section I under Paragraph (I) above when away from their headquarters on temporary assignment will be allowed actual and necessary travel subsistence and lodging expenses as follows:

Within the State: Travel subsistence not to exceed \$6.00 per day plus actual lodging. However, the total shall not exceed an average of \$7.00 per day.

Outside the State: Travel subsistence not to exceed \$7.50 per day plus actual lodging. However, the total shall not exceed an average of \$9.00 per day.

III. Lunch Expense:

(a) Department Heads, District Engineers, District Maintenance Engineers, District Maintenance Superintendents, District Materials Engineers and District Materials Technicians when temporarily required by the nature of their work to be away from Headquarters may be allowed lunch and dinner expense if they are away from headquarters for both meals.

(b) Any employee who normally works in an assigned headquarters when sent out during an emergency may be allowed lunch and dinner expense if away from headquarters for both meals.

(c) Single meals expense will be reimbursable when an employee attends a meeting away from his or her assigned headquarters in connection with department duties.

IV. Use of Privately Owned Cars:

(a) Privately owned automobiles covered by public liability and property damage insurance may be used if the request for such

use has the prior approval of the State Highway Engineer, and reimbursement may be claimed on the following basis:

9¢ a mile for authorized travel by privately owned automobiles for the first 500 miles and 7½¢ per mile thereafter for each trip.

Group Insurance. After discussing group insurance for Department personnel as authorized by the last Legislature, the Board suggested the matter be referred to Governor Smylie with the thought in mind that considerable savings of rates may be effected after the matter was dealt with on a state-wide all-departmental basis.

Out of State Travel. The Board approved the following out of state travel:

- (1) Marion Whaley, Chief Accountant, to attend American Society for Public Administration in Seattle, Washington, May 21 to 22, 1959, and also to visit Washington and Oregon Highway Departments enroute.
- (2) The Department was granted authority to base an engineering crew at Monida, Montana, because of better housing facilities for the Interstate route 15 job on the Montana line south.
- (3) Walter Albrethsen, Bridge Engineer, was authorized to attend AASHO Regional Bridge Committee meeting in Salt Lake City, Utah, May 10 - 13, 1959.
- (4) Ten Department personnel were authorized to attend WASHO Conference in Billings, Montana, as well as Board members Rich, Burns, and Secretary Summers, June 21 to 26, 1959.

Authorization for J. C. Parson, Logan, Utah. Authorization under Idaho Code 49-913, Section C, was granted J. C. Parson of Logan, Utah to operate a 37-foot length 1958 Dodge poultry truck on route (designated February 10, 1956) from Strevell to Twin Falls, Boise and Nampa via S.H. 27, U.S. 93, S.H. 25, U.S. 30, not including Twin Falls to Bliss, when using above chassis year model only.

Expense Vouchers. The Board approved expense vouchers for the months of February and March: L. K. Floan, \$227.75 for February and March; W. C. Burns, \$97.80 for March; R. C. Rich, \$75.94 for March.

Authorization for Accumulated Forest Highway Funds. The Board authorized the State Highway Engineer to work out with the Bureau of Public Roads and the Forest Service the use of Forest Highway accumulated funds left over from various projects to be applied on early reconstruction of Copeland-Porthill section on Boundary County.

Rimrock Highway District Request for Advanced Funds. The Board denied the request by Adrian Nelson of the Rimrock Highway District asking for an

advancement of payment of Federal Aid in lieu of revenue. The request was denied because of unfavorable credit collection experiences with other highway districts in past years and legal restrictions, recommended by Attorney General Padgett.

Personnel Policy Covering Part-time or Self Employment Outside the Department. Upon the recommendation of the State Highway Engineer, the Board adopted the following policy regarding personnel policy covering part-time or self employment outside the Department:

It is the policy of the Idaho Department of Highways to discourage employees from holding second jobs, or other fairly regular part-time employment, for wages or commissions or fees to be paid them from sources outside the department. However, permission may be granted by the State Highway Engineer, upon written application by the employee concerned for certain types of outside employment. The granting of permission by the State Highway Engineer will be governed by the following restrictions:

- (1) That the employment will not compete or conflict with like employment with the Highway Department.
- (2) That it will not reduce the individual's work output or otherwise interfere with the regular operational procedures for employment by the Highway Department.
- (3) That it will not bring embarrassment or criticism to the Department. (Our employees should not take work away from unemployed people in any area where work is scarce.)
- (4) That it will not be so hazardous as to unduly expose the employee to injury.

All applications for permission to work outside the department must contain factual information regarding the character of the work and the number of hours per week that the employee expects to devote to it. Each application must have recommendations from the employee's immediate supervisor.

In all cases of self employment that may result in profit or loss to the employee also requires specific permission from the State Highway Engineer. Such self employment must not interfere with the employee's duties with the Highway Department.

Agreement with Kimama and Dietrich Highway Districts. The Board entered into an agreement with the Kimama and Dietrich Highway Districts

regarding improvements on the Kimama Road in Lincoln County, whereby the Department would maintain said road one year (1) after completion of construction.

Request by Department of Law Enforcement for Space in Lewiston Office. State Engineer Bennett presented Commissioner of Law Enforcement Earl E. Kohler's request for space in the Lewiston District Office for a mileage tax field auditor's desk and chair. The request was granted by the Board.

Authorization for Publication Quarterly of Highway News. The Board authorized the publishing of a quarterly issue, pictorially illustrated, of the Highway News.

South Idaho Board Tour. The Board planned a south Idaho tour beginning at Idaho Falls, June 1 and ending at Boise, June 5. The regular June Board meeting was scheduled to begin June 6 at Boise.

Request from Senator Cardiff for Fencing on S.H. 11. The Board heard the request of Senator Cardiff for the fencing of S.H. 11 in Clearwater County. The request was denied on the basis of the Department's study of this project which showed that the experience on that particular road was such that accidents with livestock were materially greater where the road was fenced as the livestock had no means of escaping the approaching vehicles. Contributing to this factor was the roads approaching the highway were not fenced or protected by cattle guards. It was estimated by the Department that two million dollars would be required to fence the unfenced portions of the State Highway System in Idaho.

Request from Kooskia Chamber of Commerce for New Bridge. The request by Kooskia Chamber of Commerce for a new bridge spanning the Clearwater River north of Kooskia was reviewed by the Board. Whereupon State Engineer Bennett stated the present decking of the bridge was failing because of the loads and the type of bridge. He recommended to the Board the continuation of S.H. 9 on the north side of the middle fork of the Clearwater River, thus avoiding two bridges in a space of 1/8 of a mile. Whereupon the Board authorized the Department to request that the Bureau of Public Roads proceed with the engineering since it is assumed that construction will be with Forest Highway Funds.

Special Warranty Deeds. The Board approved the following Special Warranty Deeds:

Exchange of Land for office building site, Special parcel. A parcel of land in a portion of Lot Nos. 17, 18, and 19 of Block 8 now vacated of the Hubbell Home Addition as shown on the official plat thereof now on file and of record in the office of the Recorder of Ada County, Idaho, in exchange for Lot No. 11 in the Eastman Tract, according to the Plat thereof filed in Book 5 of Plats at Page 226, records of Ada County, Idaho.

Materials Site, District No. 3, Elmore County, Section 24, Township 3 South, Range 6 East. The exchange of property involves lands owned by the Department of Highways and lands owned by Claude J. Bermensolo and John D. Bermensolo. This entry supersedes the Official Minutes dated October 2, 1957, relative to the same subject matter. This action clarifies title status with reference to a recent legislative enactment pertaining to subsection 9 of section 40-120 of the Idaho Code.

Quitclaim Deeds. The Board approved the following:

On Project No. F-4151(2), Access Road for Material Site LT-125, Latah County, to Hugh E. Vandemark and Marjorie Vandemark, of Latah County, involving an exchange of land created by the relocation of captioned access road.

On Project No. F-4151(2), Access Road for Material Site LT-125, Latah County, to Robert Daily, Betty Daily, and Lizzie Horrock of Latah County involving an exchange of land created by the relocation of captioned access road.

On Project No. F-4151(2), Access Road for Material Site LT-125, Latah County, to Robert Daily, Guardian of the persons and estates of Donna Rae Daily and Dennis Robert Daily, of Latah County, involving an exchange of land created by the relocation of captioned access road.

Headquarters Building Site, Ada County. A Quitclaim Deed encompassing Lots 12, 13, 14, 15, 16, 17 and 18 of Block 3 of Hubbell Home Addition, according to the plat thereof, filed in Book 5 of Plats at Page 210, records of Ada County, Idaho, to Bernice Fischer, in exchange for a parcel of land situated in Blocks 4 and 5 of Hubbell Home Addition, according to the plat thereof, filed in Book 5 of Plats at Page 210, records of Ada County, Idaho. This Quitclaim Deed supersedes that Quitclaim Deed involving the same exchange of land executed by us June 18, 1958. The purpose of this superseding Deed is to clarify title in relation to recent enactment by the State Legislature pertaining to subsection 9 of Section 40-120 of the Idaho Code.

On Project No. F-1032(3), Parcel Nos. 57, 68 and 69, Bingham County, to encompass a parcel of land that is a portion of the SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 35, Township 2 South, Range 35 East, Boise Meridian, to Samuel H. Jones and Emily J. Jones, Husband and wife, in exchange for two (2) parcels of land located in the aforesaid Quarter Section, all being in Bingham County.

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

On Project I-80N-2(2)71, Interstate Highway, Parcel No. 2 - Jess T. Hansen and Lena W. Hansen, husband and wife.

On Project No. F-2361(9), Twin Falls East to Cemetary, Parcel No. 22, -Alvin D. White and Margaret L. White, husband and wife.

On Project No. F-FG-4113(6), U.S. Highway 95, Parcel No. 24 - Al Fonburg, a widower. These minutes supersede those minutes pertaining to captioned parcel of January 18, 1957.

Acquisition of Property. The Board approved the following acquisitions of property:

Project No. F-1032(3), Parcel No. 44, Blackfoot Streets. At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, we have this day approved the acquisition of property from Sam W. Pixton, said property being required for the improving of Blackfoot Streets, the consideration to be paid being \$30,000.00. The complete record of the transaction together with appraaisals are on file in the right of way division.

Project No. F-1032(3), Parcel No. 18, Blackfoot Streets. At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, we have this day approved the acquisition of property from Rasmus Christensen, said property being required for the improving of Blackfoot Streets, the consideration to be paid being \$27,000.00. The complete record of the transaction together with appraisals are on file in the right of way division.

Project No. S-US-3754(2), Parcel No. 6, Nampa South. At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, we have this day approved the acquisition of property from Herbert S. Pline, said property being required for the improving on Nampa South, the consideration to be paid being \$4,250.00. The complete record of the transaction together with appraisals are on file in the right of way division.

Project No. F-2391(1). 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 purchasing of any existing right of access to U.S. Highway 93 between the Rimrock Bridge on the Jerome County northerly to and through the proposed interchange on the interstate highway.

Surplus Property. At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, certain properties owned by the Department of Highways in Mountain Home are hereby declared surplus, said property being a portion of Lot 1, Jerome Addition to Mountain Home, Elmore County, Idaho.

The Chief Right of Way Agent is directed to advise the State Land Board to advertize this property for sale and to be sold at a minimum price of \$15,000.00.

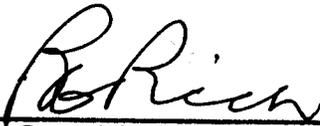
A. F. Westerberg Claim, Project No. S-1778(2). The Chief Right of Way Agent presented the claim of O. R. Baum who represents Mr. and Mrs. A. F. Westerberg of Grace, Idaho. The claim was in the amount of \$3,000.00 for purported damages to their property. The claim was rejected.

Z. N. Egbert Claim, Project No. F-6471(2), Ashton North, Fremont County. The Chief Right of Way Agent presented the claim of Mr. and Mrs. Z. N. Egbert for a \$1,000.00 claim, resulting in a trespass on private property during the construction of the above highway. The Chief Right of Way Agent was directed to prepare the necessary instruments for the settling of this claim for a consideration not in excess of \$1,000.00.

Washington County, Brownlee-Cambridge, S.H. 71. It was brought to the Board's attention that Washington County would be receptive to applying approximately \$105,000.00 of Federal Aid money which will return for reallocation by July 1 if not used by Washington County. That they would rather turn this money over to the State for oiling the Brownlee-Cambridge Road, S.H. 71, inasmuch as the State does not plan to oil the road until 1962. The Board indicated if Washington County submitted such an offer in writing the State Engineer would have the approval of the Board to accept such moneys and set up an oiling contract this summer.

WHEREUPON, the Board adjourned until its next regular meeting to be held June 6, 1959.

Read and Approved: _____ June 5 _____, 1959
Boise, Idaho



R. C. RICH, Chairman

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

June 5, 1959

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Friday, June 5, 1959, at 603 Main Street, Boise, Idaho.

Present were: Roscoe C. Rich, Chairman, Director District 2
L. K. Floan, Vice-chairman, Director District 3
W. C. Burns, Director District 1
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

June 5, 1959

Minutes. The Minutes of the regular meeting of the Idaho Board of Highway Directors held April 27, 28, 29, 30, & May 1, 1959, were read and approved.

Bids. The Board reviewed the results of the bid openings held May 5, 12, 19, and June 2, 1959, and concurred in the action of the State Highway Engineer on the following:

ST-M-4114(523) & Stockpiles 244, 292 & 293 - The work consists of furnishing crushed rock surfacing windrows on 7.141 miles of U.S. 95, Moscow-South, and furnishing crushed rock surfacing and cover coat material in various stockpiles, in Latah and Lewis Counties - State financed. Contract was not awarded to low bidder, Lewiston Pre-Mix Concrete, Inc., Lewiston, Idaho, in the amount of \$136,511.30, as all bids were too high; Engineer's estimate being \$118,629.50. Project is to be re-advertised on June 2, 1959.

ST-3291(507) - The work consists of reconstructing the intersection and placing a plant mix bituminous surface on the Broadway-Warm Springs Intersection, State Highway 21, in Ada County - State financed. Contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on May 13, 1959, in the amount of \$25,406.50, Engineer's estimate being \$26,301.00.

I-IG-15-2(4)78 - The work consists of constructing the roadway, drainage structures, 112' concrete bridge, 4 machine passes, 3 underpasses and placing crushed gravel base on 6.618 miles of Interstate Highway 15, in Bannock and Bingham Counties - Federal Aid Interstate and State financed. Contract was awarded to LeGrand Johnson Construction Co., Inc., Logan, Utah, the low bidder, on June 1, 1959, in the amount of \$1,144,913.60, Engineer's estimate being \$1,220,640.05.

The Board determined it could not justify a change in the long established policy of awarding bids to the lowest qualified bidder.

A tabulation of the proposals submitted indicated that the apparent low bidder was C. H. Elle Construction Company of Pocatello, Idaho. When the bid items were checked, it was found that there were errors in extensions of several items in the proposals. After correcting the calculations it was established that the low bidder for the project was LeGrand Johnson Construction Co., Inc., of Logan, Utah.

The corrected amount of the proposal submitted by LeGrand Johnson Construction Co., Inc., was \$1,144,913.60, while the corrected amount of the proposal submitted by C. H. Elle Construction Company was \$1,144,987.30.

There were twelve bids submitted for the construction of this project; five being submitted by contractors showing residence in Idaho, and seven by out-of-state contractors.

It is the policy of the Idaho Board of Highway Directors to conform to State and Federal laws and regulations of the U. S. Secretary of Commerce in awarding contracts on Federal-aid highway projects. The State law provides that bids must be opened publicly at the time and place specified in the advertisement and the contract let to the lowest and best bidder.

The Federal regulations for the administration of Federal-aid for highways specified that the procedure being followed in each State with respect to award of contracts by competitive bidding shall be designed to bring about the letting of contracts at the lowest cost consonant with capable performance under circumstances permitting a fair and adequate opportunity for the submission of bids.

In conformance with these laws and regulations, the Board of Highway Directors having adopted the policy of awarding contracts to the lowest qualified bidder, the contract for this project therefore is awarded to LeGrand Johnson Construction Co., Inc., of Logan, Utah.

ST-M-4114(523) & Stockpiles 244, 292, & 293 - The work consists of furnishing crushed rock surfacing in windrows on 7.141 miles of U. S. 95, Moscow-South, and furnishing crushed rock surfacing and cover coat material in various stockpiles, in Lewis and Latah Counties - State financed. Contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on June 8, 1959, in the amount of \$123,283.90, Engineer's estimate being \$122,975.50.

S-4808(4) - The work consists of constructing the approaches and a 25.5' concrete bridge over Flat Creek on State Highway No. 7, Flat Creek Bridge, in Latah County - Federal Aid Secondary and State financed. Contract was awarded to the low bidder, Commercial Builders, Inc., Moscow, Idaho, on June 9, 1959, in the amount of \$16,871.35, Engineer's estimate being \$18,409.

S-1802(1), S-6702(1), & S-6703(1) - The work consists of constructing the roadway, drainage structures and a 35' concrete bridge on 2.002 miles and surfacing and a bituminous surface treatment on 5.338 miles of the Jameston Road and 1.762 miles of the York Road, in Bingham and Bonneville Counties - Federal Aid Secondary and County financed. Contract was recommended for award to the low bidder, Pickett and Nelson, Inc., Idaho Falls, Idaho, in the amount of \$78,091.00, Engineer's estimate being \$90,971.70. Contract will be awarded to the low bidder after July 6, 1959, when they have obtained a proper license.

Quitclaim Deed. The Board approved the following:

Headquarters Office Building Site, Ada County. A Quitclaim Deed on a strip of land 45.0 feet wide, being a portion of vacated Alturas Avenue of Hubbell Home Addition, in consideration for the remaining fifteen feet of said vacated avenue being conveyed to the State of Idaho.

June 5, 1959

Special Warranty Deeds. The Board approved the following Special Warranty Deeds:

Project No. I-80N-1(3)0, Parcel No. 6½, Exchange of land in Payette County. In exchange for a release from the requirements of constructing an access road and fencing across Government Lot 3 of Section 3, Township 7 North, Range 5 West, Boise Meridian, Payette County, a Special Warranty Deed granting to Rat Farm Club, Inc., that portion of the land hereinbefore mentioned over which the access road was to have been constructed.

Project No. I-80N-1(4)3, Parcel No. 19½, Exchange of land in Payette County. In exchange for a parcel of land across the S½NW½, the N½SW½ and the NW½SE½ of Section 20, Township 7 North, Range 4 West, Boise Meridian and also across the E½NE½ and a portion of the NW½NE½ of Section 33, Township 7 North, Range 4 West, Boise Meridian all in Payette County, Idaho, a Special Warranty Deed granting to Wesley S. Cruickshank and Minnie E. Cruickshank, his wife, a parcel of land lying over and across Lots 3 and 4 of Section 18, Township 7 North, Range 4 West, Boise Meridian, Payette County, Idaho.

Project No. I-80N-1(4)3, Parcel No. 30½, Exchange of Land in Payette County. In exchange for a parcel of land across the SW½NW½ of Section 13, Township 6 North, Range 4 West, Boise Meridian, Payette County, Idaho, a Special Warranty Deed granting to George W. Needs and Blanche Needs, his wife, a parcel of land lying in a portion of the NE½NE½ of Section 14, Township 6 North, Range 4 West, Boise Meridian, Payette County, Idaho.

Project No. I-15W-4(3)89, formerly IN-1024(5), Parcel No. 32½, Exchange of land in Power County. In exchange for a parcel of land lying across the S½ of the SW½ and the NE½SW½ of Section 14, Township 7 South, Range 31 East, Boise Meridian, Power County, Idaho, Special Warranty Deed granting to Ben G. Kopp and Alvena Kopp, his wife, a parcel of land lying in a portion of the NE½NE½ of Section 22 and the NW½NW½ of Section 23 all in Township 7 South, Range 31 East, Boise Meridian, Power County, Idaho.

Condemnation Orders. The Board executed in duplicate the following:

F-3022(8), Sebree - Mountain Home Underpass, Elmore County, Parcel No. 1 to D. Ross Clark, et ux.

F-FG-5152(5), Mashburn Bridge, U.S. Highway 95A, Parcels 1, 1-E-1, 1-E-2, 1-E-3, 1-E-4, 1-E-5, and 1-E-6, to Florence Wylie, Luther W. Mashburn, and Faye Gregg and Grover Cleveland Gregg, husband and wife, subject to a mortgage to the Federal Land Bank of Spokane, and to a Timber contract to Ernest Soper. This Order shall supersede that certain Order of Condemnation executed on January 8, 1959, and pertaining to the above-captioned matter.

June 5, 1959

F-3111(3), Parma - Notus, Canyon County, Parcels 17 and 17-E-1, to Roland E. Willis and Julia M. Willis, husband and wife, subject to a mortgage to the Federal Land Bank of Spokane. No negotiated settlement in excess of \$1,000.00, plus 6% interest from the date of the filing of the complaint, shall be made.

Utility Relocation Hearing Determinations. Upon reviewing the following listed project plans, the Board declared in the affirmative on April 23, 1959, regarding the necessity of the relocation of the utility facilities on said projects:

Those waiving hearings were:

Utah Power and Light Company on Project S-6703(1), York Road, Bonneville County.

Utah Power and Light Company on Project S-6770(5), Salem Road, Madison County.

Mountain States Tele. and Tel. Company on Project ST-3291(507), Ada County, Broadway - Warm Springs - Idaho Street Couplet.

Idaho Power Company on Project No. S-3806(5), Bruneau - Little Valley, S.H. 51, Owyhee County.

Idaho Power Company on Project ST-3291(507), Broadway - Warm Springs - Idaho Street Couplet, Ada County.

Ingrade Raises for Assistant Attorney Generals Padgett and Hohler. The Board on receipt of an approved request for a \$50.00 raise for Tony Hohler to \$600.00 per month as requested by Attorney General Benson would then approve a raise for the Department's Chief Counsel William Padgett from \$600.00 to \$650.00 per month. Mr. Padgett's salary request was forwarded to the Attorney General for approval. Upon the receipt of Mr. Padgett's approved salary request from the Attorney General's office, both raises will be processed, effective July 1.

Promotion for Dean Tisdale. The promotion of Dean Tisdale from Designer Class III to Assistant Planning Engineer was approved from \$612.00 to \$700.00 per month.

Request for Routing of U.S. 84. The request of the Fort Worth Chamber of Commerce for the routing of U.S. 84 through Idaho to Oregon was discussed and no action taken.

Out-of-State Travel. Out-of-State travel was authorized for Signal and Lighting Superintendent Harris and Engineer Hamilton to attend International Municipal Signal Association Conference in Eugene, Oregon, June 20 to 25, 1959.

Approval of 1959 Highway Map Reprint. The Board approved a re-printing of the 1959 State Highway Map for 1960.

Blackfoot Hearing Determination. In compliance with Section 40-121 Idaho Code and U.S. Code, Title 23, Chapter 1, Section 128 of the Federal Aid Highway Law, the Board reviewed the transcript of public hearing held in Blackfoot, Idaho, Thursday, May 28, 1959, at 10:00 a.m., concerning the proposed changes in the State Highway system involving an interchange west of Blackfoot on Interstate Route 15, together with re-located connections of U.S. 26 and S.H. 39, and a one-way couplet into downtown Blackfoot, made its decision as follows:

The Board finds and determines that the above changes in the State Highway System in and in the vicinity of Blackfoot to be known as Project F-1381(10) and S-1721(5) and subsequent projects applying thereto will be of greater benefit to the State of Idaho than the economic loss and damage to the City of Blackfoot from the proposed changes.

Expense Vouchers: The Board approved the following expense vouchers for the month of April: L. K. Floan, \$146.40; W. C. Burns, \$133.40.

Board Tour of Southern and Eastern Idaho. At Boise yesterday the Board concluded a four-day tour of the Interstate and State Highways of Eastern and Southern Idaho, conducting meetings at the following cities; Montpelier, Blackfoot, Pocatello, Rupert, Burley, Twin Falls, and Gooding.

With the Board were State Highway Engineer G. Bryce Bennett, Assistant State Highway Engineer J. H. Cairns, Board Secretary Wayne Summers, and the respective District Engineers in each district.

WHEREUPON, the Board adjourned until its next regular meeting to be held July 30, 31, and August 1, 1959.

Read and Approved _____, July 30, 1959
Boise, Idaho



R. C. Rich, Chairman

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

June 22, 1959

The special meeting of the Idaho Board of Highway Directors convened at 7:00 a.m., Monday, June 22, 1959, at Billings, Montana.

Present were: Roscoe C. Rich, Chairman, Director District 2
W. C. Burns, Director District 1
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Board Secretary

Approval of Aerial Survey Contract. On the recommendation of the State Highway Engineer and the Department's Consulting Engineering Committee, the Board approved the awarding of the following aerial survey contracts to:

Aero Service Corporation in the amount of \$71,440.00 for aerial surveying of the Kellogg through Wallace section, Project No. I-90-1(25)50.

Fairchild Aerial Surveys in the amount of \$19,365.00 to furnish aerial surveys from Desert Center Junction to Isaac's Canyon, Project No. I-80N-1(10)25.

Rejection of Bid. On recommendation of the State Highway Engineer, the Board rejected all bids on Project No. ST-6033(511), Broadway Bridge - Yellowstone Avenue, Idaho Falls, the work consisting of resurfacing the roadway with a plantmix bituminous surface on 0.285 mile of U.S. Highway 91, in Bonneville County. The reason was the low bid of \$16,265.00 being 31.95% over the Engineer's Estimate. Re-advertisement of the project is contemplated.

Salary and Position Title Changes Approved. The Board approved the submission of salary and position title changes to the State Budget Director.

Out of State Travel. The Board approved out of state travel for Planning and Traffic Engineer Ellis Mathes to attend the Western Section of the Institute of Traffic Engineers, in Seattle, Washington, July 27 through August 1, 1959.

Interstate Route Public Hearing Determination, Pocatello, Alameda, and Chubbock. In compliance with Idaho Code 40-120 and Federal Aid Highway Law, the Board reviewed the hearing transcript of the public hearing held at Alameda Green Acres School, jointly with Pocatello and Chubbock, at 8 p.m., May 27, 1959, and determined that the proposed location of interchanges and interstate route in that

area, as outlined in the hearing brochure dated April 1959, which was the subject of said hearing, will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the cities of Pocatello and Alameda and the village of Chubbock.

WHEREUPON, the Board adjourned.

Read and Approved July 30, 1959
Boise, Idaho


R. C. Rich, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS
July 30, 31, 1959

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Thursday, July 30, 1959, at 603 Main Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director District 2
L. K. Floan, Vice-chairman, Director District 3
W. C. Burns, Director, District 1
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 5, 1959, and the special meeting held June 22, 1959, were read and approved.

Bids. The Board concurred in the action of the State Highway Engineer in the awarding of the following to the respective low bidders:

F-1024(19) - The work consists of seal coating 1.413 miles of US 30N, Hawthorne Ave., Maple Street, in Bannock County, Federal Aid Primary and State financed. Contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on July 7, 1959, in the amount of \$8,400.00, Engineer's estimate being \$14,100.00.

S-6770(5) - The work consists of constructing a crushed gravel base and a roadmix bituminous surface on 3.820 miles of the Salem Road, in Madison County - Federal Aid Secondary and County financed. Contract was awarded to Carl E. Nelson Construction Co., Inc., the low bidder, Logan, Utah, on June 12, 1959, in the amount of \$58,412.50, Engineer's estimate being \$54,839.00.

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Stockpiles 267, 268, 269, 271, & 272 - The work consists of furnishing crushed gravel surfacing and cover coat materials in stockpiles at various locations on State Highway 28, in Lemhi and Clark Counties - State financed. Contract was awarded to Western Construction Co., Low bidder, Pocatello, Idaho, on June 11, 1959, in the amount of \$53,480.00, Engineer's estimate being \$55,850.00.

S-1718(4), - The work consists of constructing the roadway, drainage structures, and a bituminous surface treatment on 3.061 miles of the Pauline-North Road, Pauline-Schiller (North End), the Power County - Federal Aid Secondary and County financed. Contract was awarded to Wangsgaard-Peterson Construction Co., the low bidder, Logan, Utah, in the amount of \$85,836.20, Engineer's estimate being \$102,115.00.

S-6876(1) - The work consists of constructing the roadway, drainage structures, a bituminous surface treatment, and a 33' concrete bridge on 3.407 miles of the Hayden Cr. Road, SH 28 - West, in Lemhi County - Federal Aid Secondary and County financed. Contract was awarded to Pickett & Nelson, Inc., the low bidder, Idaho Falls, Idaho, July 7, 1959, in the amount of \$99,350.00, Engineer's estimate being \$96,028.55.

S-4703(1) - The work consists of constructing the roadway drainage structures and a roadmix bituminous surface on 2.906 miles of the Grangeville - Mountain Home Road, in Idaho County - Federal Aid Secondary and County financed. Contract was awarded to Clifton & Applegate, the low bidder, Yardley, Washington, on July 2, 1959, in the amount of \$117,663.80, Engineer's estimate being \$142,626.60.

S-3806(5) - The work consists of constructing the roadway, drainage structures and bituminous surface treatment on 9.342 miles of State Highway 51, Little Valley - Bruneau, in Owyhee County - Federal Aid Secondary and State financed. Contract was awarded to the low bidder, T & S Construction Company, Twin Falls, Idaho, July 2, 1959, in the amount of \$184,262.90, Engineer's Estimate being \$216,856.00.

I-80N-2(2)71 - The work consists of constructing the west bound lane, parallel to US 30, 2 concrete bridges, 2 concrete underpasses and a plantmix bituminous surface on 12.145 miles of Interstate Highway 80N, in Ada and Elmore counties - Federal Aid Interstate and State financed. Contract was awarded to the low bidder, Morrison - Knudsen Co., Inc., Boise, Idaho, on July 9, 1959, in the amount of \$1,212,048.66, Engineer's estimate being \$1,414,330.00.

I-80N-1(18)3 & S-3856(2) - The work consists of constructing a 4-lane divided roadway, drainage structures, 4 grade separation structures, and a plantmix bituminous surface on 10.341 miles of Interstate Highway 80N and the roadway, drainage structures, and plantmix bituminous surface on 0.524 mile of US 30 Connection, in Payette County - Federal Aid Interstate, Secondary and State financed. Awarding of contract to low bidder is awaiting matters affecting financing of irrigation construction costs, which, under present statutes, do not permit the State to reimburse land owners for such costs.

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Stockpile 289 - The work consists of furnishing crushed rock surfacing in stockpiles southwest of Grasmere, adjacent to SH 51, in Owyhee County - State financed. Contract was awarded to low bidder, Nelson - Deppe, Inc., Boise, Idaho, July 16, 1959, in the amount of \$28,250.00, Engineer's estimate being \$34,000.00.

S-3894(4) - The work consists of reconditioning and constructing the base on 3.234 miles and constructing a roadmix bituminous surface on 4.927 miles of the Hornet Creek Road, Lower Dale School - Council, in Adams County - Federal and Secondary and County financed. The contract was awarded to the low bidder, A. D. Stanley, Boise, Idaho, on July 17, 1959, in the amount of \$50,300.90, Engineer's estimate being \$54,502.00.

Stockpile 287 - The work consists of furnishing crushed gravel surfacing in stockpile, located at the Council Maintenance Yard, in Adams County - State financed. The contract was awarded to the low bidder, A. D. Stanley, Boise, Idaho, on July 22, 1959, in the amount of \$12,750.00, Engineer's estimate being \$14,100.00.

PW-418(1) - The work consists of grading and constructing a roadmix bituminous surface on the streets and parking areas at State Hospital North, in Clearwater County - State financed. The contract was awarded to the low bidder, Asphalt & Paving Company, Lewiston, Idaho, on July 30, 1959, in the amount of \$10,569.00, Engineer's estimate being \$11,473.25.

S-3882(2) - Federal Aid Secondary State financed - The work consists of constructing a crushed gravel base on 2.462 miles and reconditioning and constructing a bituminous surface treatment on 28.789 miles of SH 71, Brownlee - Cambridge, in Washington County. The Contract was awarded to the low bidder, Nelson-Deppe, Inc., Boise, Idaho, on July 30, 1959, in the amount of \$105,721.00, Engineer's estimate being \$104,796.70.

S-4769(6) - The work consists of constructing a cement, lime, road oil and emulsion stabilized base and roadmix bituminous surface on 2.743 miles of SH 7, Bear Ridge - Deary, in Latah County - Federal Aid Secondary State financed. The contract was awarded to the low bidder, United Paving Co., Inc., Spokane, Washington, on July 30, 1959, in the amount of \$81,929.75, Engineer's estimate being \$73,204.49.

The following projects, having been previously refused because of bids being excessively over the Engineer's estimate, were readvertised and bids opened and awarded, to which the Board concurred:

F-4114(11) - Lewiston One Way Couplet, Nez Perce County. The work consists of constructing a plantmix bituminous surface and channelization on Highway US 410. Original bid opening was June 9, 1959, with a low bid by Asphalt & Paving Co., Lewiston, Idaho, in

the amount of \$62,930, which was 28.48% over the Engineer's estimate. The State Engineer refused to award this bid. Bids were re-opened July 28 with the Asphalt and Paving Company, Lewiston, Idaho, being the low bidder in the amount of Alt. #1 - \$59,916.25, being 0.539% over the Engineer's estimate. Alt. #2 - \$58,701.25 was 0.365% over the Engineer's estimate, the award being thus made and concurred in by the Board.

ST-6033(511) - for resurfacing the roadway between Broadway Bridge and Yellowstone Avenue in Bonneville County, with a plantmix bituminous surface on 0.285 mile of US Highway 95 in Idaho Falls. Bids were opened June 16, 1959, and the low bidder was Carl E. Nelson Construction Company, Inc., Logan, Utah, in the amount of \$16,265, being 31.95% over the Engineer's estimate and refused by the State Highway Engineer. This project was again advertised and bids were opened July 21, the low bidder being Allied Paving Corporation, Idaho Falls, Idaho, in the amount of \$16,015, with a revised Engineer's estimate of \$14,640, and 9.39% over the Engineer's revised estimate. The bid was awarded by the State Engineer and concurred in by the Board.

Orofino Request for State Surplus Truss Granted. In response to a request of the City of Orofino for a state surplus bridge truss needed to span Orofino Creek in Orofino, upon the recommendation of the State Highway and Bridge Engineers, the Board authorized the release of a surplus truss to be picked up by the City of Orofino at our Shoshone yard.

Suspension of Advertising Highway Projects for Bids: Federal Aid Funds Not Appropriated. After 3½ years of the insistence by Congress to accelerate Interstate construction of 611 miles in Idaho in 13 years, and now, since Congress has failed to appropriate sufficient funds to meet contract obligations thus far in this session, the Board authorized the State Engineer to suspend the advertising of bids of all projects on the Interstate, Primary, and Secondary systems, until Congressional action clarifies the Federal financing picture. The Board concurred in the State Engineer's recommendation of opening and awarding successful bidders on those projects now advertised.

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

I-80N-2(1)83, Cleft - Sebree, Interstate, Elmore County, Idaho Power Company

I-80N-2(2)71, Regina - Cleft, Ada Co. & Elmore County, Idaho Power Company.

S-6876(1), Hayden Creek Road, Lemhi County, Lemhi Board of County Commissioners.

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S-6876(1), Hayden Creek Road, Lemhi County, Idaho Power Company
 S-1802(1), Jamestown Road, Bingham County, Mountain States Tele.
 & Tel. Company
 I-90-1(1)27, Fourth of July Summit, Kootenai County, Pacific
 Telephone and Tel. Co.
 F-FG-3112(8), Weiser Underpass, Washington County, Mt. States
 Tele. & Tel. Co.
 I-15-2(5)87, Blackfoot Interchange South, Bingham County, Mt.
 States Tele. & Tel. Co.
 FHP 24 A4, B, Banks-Lowman, Boise County, Idaho Power Co.
 I-15-2(5)87, South Blackfoot Interchange, Bingham County, Idaho
 Power Company
 F-1481(10), US 30N, Bear Lake County, Mt. States Tele. & Tel. Co.
 F-1481(10), US 30N, Bear Lake County, Utah Power & Light Co.
 I-80N-1(4)3, Interstate Highway, Payette County, Farmers Mutual
 Telephone Co.
 I-80N-1(4)3, Interstate Highway, Payette County, Idaho Power Co.
 I-80N-1(4)3, Interstate Highway, Payette County, U.S. Bureau of
 Reclamation
 I-15-3(9)150, Hamar - Dubois, Jefferson County, Mudlake Tele.
 Cooperative Association, Inc.
 F-3111(2), Sunny Slope Curves, Canyon County, Idaho Power Co.
 F-3111(2), Sunny Slope Curves, Canyon County, Mt. States Tele.
 & Tel. Co.
 S-1778(8), SH 34, Franklin County, Utah Power & Light Co.
 S-1778(8), SH 34, Franklin County, Mt. States Tele. & Tel. Co.
 F-3111(3), Parma - Notus, Canyon County, Idaho Power Co.
 F-3111(3), Parma - Notus, Canyon County, Mt. States Tel. & Tel. Co.
 F-3111(3), Parma - Notus, Canyon County, Parma Telephone Co.
 F-3111(3), Parma - Notus, Canyon County, Amalgamated Sugar Co.
 F-2361(12), US 30, Gooding and Twin Falls County, Idaho Power Co.
 F-2361(12), US 30, Gooding and Twin Falls County, Mt. States Tel.
 & Tel. Company
 F-1032(3), Blackfoot Streets, Bingham County, Idaho Power Co.
 F-1032(3), Blackfoot Streets, Bingham County, Mt. States Tele. &
 Tel. Company
 I-15-3(9)150 - Hamar - Dubois, Jefferson County, Mt. States Tele.
 & Tel. Co.
 I-15-3(9)150, Hamar - Dubois, Jefferson County, Utah Power & Light
 Company

Departmental Building Lease Renewals. Upon the recommendation of
 the State Highway Engineer, the Board approved the renewal of the follow-
 ing leases: Bridge Division, \$250 per month; and the Planning Survey
 Division, at \$225 per month. These leases are extended to June 30, 1960,
 with a month-by-month renewal option thereafter until such a time as
 the new Central Administrative Building, under construction, is ready
 for occupancy, which is anticipated sometime between July 1 and
 December 31, 1960.

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Stop and Yield Highway Signing Approved.

WHEREAS, Subsection a, Section 49-751, Idaho Code, provides in pertinent part: "The Department of Highways with reference to state roadways . . . may designate through roadways and erect stop signs or yield signs at specified entrances thereto or may designate any intersection as a stop intersection or as a yield intersection and erect stop signs or yield signs at one or more entrances to such intersection"; and,

WHEREAS, Subsections b, c, d, and e, Section 49-751, Idaho Code, describe the STOP and YIELD signs to be used, the manner in which STOP and YIELD signs shall be installed, and the manner in which a driver shall operate a vehicle upon approaching a STOP or YIELD sign; and,

WHEREAS, Section 49-729, Idaho Code, declares the responsibility of the driver who operates a vehicle through a STOP or YIELD intersection; and,

WHEREAS, the Idaho Board of Highway Directors on August 21, 1952, moved and unanimously adopted a Minute Entry which provided in pertinent part: "Be It Therefore Resolved, that the Idaho Board of Highway Directors herewith designates that all portions of the State Highway System, including urban extensions thereof, are designated as Arterial Highways and that 'Stop signs' shall be installed to face traffic on any and all public thoroughfares intersecting with said portions of the State Highway.

"Be It Further Resolved, that when and where two or more highways which are portions of the State Highway System, intersect, the Department of Highways operating under the State Highway Engineer shall determine, designate and post with appropriate "Stop Signs" the specific Highway upon which traffic will be stopped before proceeding through the intersection" and,

WHEREAS, that Minute Entry dated August 21, 1952, with respect to the use of STOP signs at all entrances of public thoroughfares and other Highways to portions of the State Highway System should be rescinded to permit usage in conformance with the aforementioned more recently adopted Sections of the Idaho Code.

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated August 21, 1952, with respect to the use of STOP signs at all entrances of public thoroughfares and other State Highways to portions of the State Highway System be rescinded in total.

It is further ordered that the Idaho Board of Highway Directors herewith designates all State Highways, including urban extensions thereof, as through roadways and that "Stop Signs" shall be installed to face traffic on any and all public thoroughfares intersecting therewith; except that when upon the basis of a traffic and engineering

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investigation, it is determined that the use of "Yield Signs" or other traffic control devices, will better promote safety and expedite the flow of traffic. Upon approval of the Traffic Engineer such "Yield Signs" or other traffic control devices may be employed to regulate and control traffic on a State Highway and/or public thoroughfares intersecting therewith.

It is further ordered that where two or more highways which are portions of the State Highway System, intersect, a traffic and engineering investigation made by the Traffic Engineer shall be the basis upon which the type of control, "Stop Signs", "Yield Signs," or other traffic control device, is to be determined, designated, and installed.

Approval of Speed Limits in Alameda.

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 Alameda; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated January 16, 1957, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Alameda, 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 Alameda, 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 91 & 191	Yellowstone Ave.	North City Limits to Pine Street	35
2	US 91 & 191	Yellowstone Ave.	Pine Street to South City Limits	25

NOW THEREFORE, It is hereby ordered that the Minute Entry of the Board of Highway Directors dated January 16, 1957, with respect to prima facie speed limits upon urban extensions of the State Highway

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System in the City of Alameda, 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 Alameda shall henceforth be effective at all times during hours of daylight or darkness.

Approval of Speed Limits in Nampa.

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 Nampa; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated March 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Nampa, 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 Nampa, 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 30	Garrity Blvd.	East City Limits to 11th Ave.	35
2	US 30	11th Ave.	Garrity Blvd. to 2nd St. North	35
3	US 30	11th Ave.	2nd St. North to 3rd St. South	
4	US 30	3rd St. So.	11th Ave. to 9th Ave.	25
5	US 30	3rd St. So.	9th Ave. to 2nd Ave.	30
6	US 30	3rd St. So.	2nd Ave. to Orchard Ave.	35
7	US 30	Caldwell Blvd.	Orchard Ave. to West City Limits	50
8	SH 45	3rd St. So.	11th Ave. to 12th Ave.	25
9	SH 45	12th Ave.	3rd St. South to 14th St. South	25
10	SH 45	12th Ave. Rd.	14th St. South to Washington Ave.	25
11	SH 45	12th Ave. Rd.	Washington Ave. to South City Limits	35

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NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated March 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Nampa, 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 Nampa shall henceforth be effective at all times during hours of daylight or darkness.

Rural Speed Control Zones in District No. Five.

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	US 95	389.40	399.75	Latah Co. Line to Tensed	60-55
2	US 95	399.75	400.30	Tensed Urban Extension	-----
3	US 95	400.30	408.30	North of Tensed	60-55
4	US 95	408.30	412.85	To Plummer	50
5	US 95	412.85	413.90	Plummer Urban Extension	-----
6	US 95	413.90	419.60	North of Plummer	60-55
7	US 95	419.60	419.85	To Worley	35
8	US 95	419.85	420.10	Worley Urban Extension	-----
9	US 95	420.10	423.75	Worley to Jct. with SH 58	60-55
10	US 95	423.75	439.10	North of Jct. with SH 58	60-55
11	US 95	439.10	447.00	North of Jct. with SH 58	50
12	US 95	447.00	447.30	To Coeur d'Alene	35
13	US 95	447.30	450.70	Coeur d'Alene Urban Extension	-----
14	US 95, 10A	450.70	451.20	North of Coeur d'Alene	50
15	US 95, 10A	451.20	454.25	North of Coeur d'Alene	60-55
16	US 95, 10A	454.25	455.25	Hayden Village Urban Extension	-----

Item No.	Hwy. No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
17	US 95, 10A	455.25	458.95	Hayden Village to Jct. SH 53	60-55
18	US 95 10A	458.95	468.50	Jct. with SH 53 to Athol	60-55
19	US 95, 10A	468.50	468.75	Athol Urban Extension	-----
20	US 95, 10A	468.75	491.55	North of Athol	60-55
21	US 95, 10A	491.55	493.95	To Sandpoint	50
22	US 95, 10A	493.95	494.45	Sandpoint Urban Extension	-----
23	US 95, 10A, US 2	494.45	495.05	Sandpoint to Jct. with US 10A	35
24	US 95, US 2	495.05	495.30	North of Jct. with US 10A	35
25	US 95, US 2	495.30	516.10	North of Jct. with US 10A	60-55
26	US 95, US 2	516.10	516.60	Through Naples	50
27	US 95, US 2	516.60	526.80	North of Naples	50
28	US 95, US 2	526.80	527.20	To Bonners Ferry	35
29	US 95, US 2	527.20	529.15	Bonners Ferry Urban Extension	-----
30	US 95, US 2	529.15	530.30	North of Bonners Ferry	35
31	US 95, US 2	530.30	531.10	To. Jct. with US 2	60-55
32	US 95	531.10	543.65	Jct. with US 2 to Jct. with SH 1	60-55
33	US 95	543.65	546.95	North of Jct. with SH 1	50
34	US 95	546.95	558.90	North of Jct. with SH 1	60-55
35	US 95	558.90	559.05	North of Jct. with SH 1	35
36	US 95	559.05	559.25	To. US-Canadian Line	25

1	SH 1	543.65	553.76	North of Jct. with US 95	60-55
2	SH 1	553.76	554.63	North of Jct. with US 95	35
3	SH 1	554.63	554.85	To US-Canadian Line	25

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

WHEREAS, construction of 2.475 miles of State Highway No. US 30N on new location beginning at the Bannock - Power County line and ending at the Hawthorne Street underpass west of Pocatello has made continuance of the original 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, 2.380 miles in length, is hereby removed from the State Highway System.

WHEREAS, State Highway No. US 30 has been constructed on a belt line route adjacent to the City of Glens Ferry, and

WHEREAS, a State Highway connection through the city is necessary to provide adequate service to Glens Ferry,

THEREFORE BE IT RESOLVED, that there be, and hereby is, added to State Highway No. US 30 a business loop through Glens Ferry, said loop to begin at a junction with US 30 approximately 0.28 mile west of the west city limits of Glens Ferry and extending easterly via First Avenue to an extension thereof to another point on US 30 in Sec. 21, T. 5 S., R. 10 E.

BE IT FURTHER RESOLVED, that the portion of former US 30 beginning at the east city limits of Glens Ferry and extending easterly for a distance of 0.83 miles, all as shown on the sketch map attached hereto, be and hereby is, removed from the State Highway System.

WHEREAS, Construction of 0.523 miles of State Highway No. 42 on new location beginning at a point near the intersection of Main and Pike Streets in Kendrick and extending to a point in Sec. 19, T. 38, N., R. 2 W., 0.1 miles east of Kendrick 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, 0.553 miles in length, is hereby removed from the State Highway system.

Highway Research Correlation Service Subscription Renewal. On the recommendation of the State Highway Engineer, the Board renewed for 1960, Idaho's subscription to the Highway Research Correlation Service of the Highway Research Board, Washington D. C., in the amount of \$2451.

July 30, 1959

Out-of-State Travel Authorized by the Board:

For Design Engineer, Frank Leonard, to Denver, September 23-24, to AASHO Committee on Design

For a Board member and the State Engineer to attend the AASHO Annual Conference in Boston, October 11 - 16

For State Engineer Bennett to attend the Federal Aid Finance Emergency meeting of all Chief Highway Administrators in Chicago, August 1

For Board Secretary Summers to attend the Council of State Governments Subcommittee on Highway Policy Problems, at Kansas City, September 2 - 3.

For Planning Engineer, L. J. Ross, to attend the conference on Economic Analysis and Highway Planning, Location and Design, National Academy of Science, in Washington D. C., September 17-18

Barrier-Lines Stripe From White to Yellow. The Board authorized the State Engineer to change the traffic barrier-line stripe from white to Yellow, conforming the AASHO Recommended standards, when the transition is opportune.

Highway Location Policy Relating to Property Owner Lines. The Board approved the following policy for a highway location in relation to property owner lines, upon the recommendation of the State Highway Engineer:

Where new location of a highway is along property lines, it is generally desirable to take right of way from both properties rather than to lay to one side and take from one side only. Economic and engineering considerations, however, may dictate the latter action. Economic and/or engineering features of the location shall be the controlling factors.

Maintenance of Frontage Roads and Roads Crossing the Interstate. The following maintenance policy of frontage roads and roads crossing the Interstate was adopted by the Board upon the recommendation of the State Highway Engineer. This policy interpretation supersedes that adopted by the Board December 2, 1957.

1. Frontage roads constructed in conjunction with State Highway projects, and connecting with roads under the jurisdiction of another political subdivision shall be maintained by the political subdivision that has jurisdiction over the adjoining road system.

2. Roads crossing over or under the Interstate Highway shall be maintained by the local political subdivision having jurisdiction.

3. At interchanges, ramps from the Interstate Highway to points of connection with local roads shall be maintained by the State.

4. Separation and interchange structures over the Interstate Highway:

a. Snow plowing, sanding, and cleaning the deck shall be the responsibility of the political sub-division that maintains the roadway crossing the structure.

b. Except as in a. above, structures shall be maintained by the State.

5. Separation and interchange structures carrying an intersecting roadway under the Interstate Highway shall be maintained by the State. Travel-way and drainage features shall be maintained by political sub-division having jurisdiction.

In unusual cases some exceptions may be made to this policy, if recommended by the State Highway Engineer and approved by the State Highway Board of Directors.

In order to carry out the provisions of this policy, the District Engineers or their representatives shall advise the governing bodies of the local political subdivisions the policy of this Department during the preliminary layout and design of projects at the same time that preliminary agreements are made in regard to the adjustments in and closures of portion of the local road systems.

The Survey and Plans Engineer shall prepare plans showing adjustments in local roads, and indicating the sections to be maintained by the local political subdivisions. These plans shall be transmitted to the Chief Right-of-Way Agent, who will prepare agreements setting forth the adjustment in the local roads and the maintenance obligations of the local political subdivisions.

The Secondary Roads Engineer, in conjunction with the District Engineers, shall contact the local political subdivisions having jurisdiction over rural roads and have the agreements executed by them.

In urban sections the Urban Engineer shall incorporate the maintenance provisions in the agreements with cities covering other phases of the work.

July 30, 1959

Mullen Pass - Lookout Pass (Interstate) Location, Engineering Study Agreement with Montana. On the recommendation of the State Engineer, the Board entered into an agreement with the Montana Highway Commission for a joint interstate engineering study regarding the location of I-90, Mullen Pass - Lookout Pass, whereby acceptable consultants would be engaged to render their findings in the matter.

Restriction of Foreign Materials in Contracts. It was brought out by the State Engineer and concurred in by the Board that present restrictions of foreign materials as outlined in the Bureau of Public Roads Policy Memorandum was administratively impractical. In view of the difficulty of applying the federal policy it was decided to remove the restrictions from our contracts.

Bureau of Public Roads Presents Forest Highway Routes A and B Study. Mr. John Sargeant, U. S. Bureau of Public Roads, Portland, Oregon, presented the results of the Forest Highway A and B Route Study which was accepted by the Board.

FRIDAY, July 31, 1959

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

Improvements at State Institutions. Upon the recommendation of the State Engineer and upon a request for road improvements in State Institutions for 1960 from Public Works Commissioner, Arthur Warren, the Board authorized that the following be included in the 1960 Construction Budget:

Deaf and Blind School, estimated 1805 Square Yards BST,
cost estimated - \$1,985.00
Idaho State College, estimated 25,933 Square Yards BST,
cost estimated - \$27,526.00

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

F-3111(3), Parma - Notus, Canyon County, Parcel 31 - Clyde D. Lewis, and Nola Rae Lewis, his wife.

F-2361(12), Gridley Bridge and Approaches, Twin Falls County, Parcel No. 2 - Kenneth E. Webb and Sadie M. Webb, his wife.

F-2361(12), Gridley Bridge and Approaches, Twin Falls County, Parcel Nos. 3, 3-E-1, 3-E-2, and 3-E-3 - Brailsford Brothers, Inc., an Idaho Corp.

S-3855(1), New Plymouth Connection, Payette County, Parcel Nos. 1 and 1-E-1 - Lloyd Joel Thompson, Sr., and Irene Mae Thompson, his wife; and Stuart Linnell Thompson and Clovis M. Thompson, his wife.

July 31, 1959

Execution of Easements:

I-15-2(1)72, Parcel No. 3, Henry Jensen
Easement for Distribution, Lines Only, Idaho Power Company

Special Warranty Deeds: The Board approved the following Special Warranty Deeds:

On Project I-80N-2(2)71, Special Parcel No. E-68A, conveying a tract of land being the SW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 23, Township 2 South, Range 5 East, Boise Meridian, Elmore County, Idaho, to J. E. Mayes and Hannah E. Mayes, husband and wife, as consideration for certain lands acquired from the said J. I. Mayes and Hannah E. Mayes in connection with Materials Source E-68, above captioned project.

On Materials Source BN-53, Project No. S-6715(1), Exchange of land located in Lot 1, Section 36, Township 3 North, Range 36 East, Boise Meridian, to G. M. Morton and Irene Morton, husband and wife, as consideration for a rectangular parcel of land lying in another portion of Lot 1 of Section 36, Township 3 North, Range 37 East, Boise Meridian, in connection with captioned Material Source.

Quitclaim Deeds Executed. FI-1031(1), WASHO Test Road, US 191, Oneida County, from the State of Idaho, Department of Highways, to Arthur M. Ward and Cecil M. Ward, his wife; George E. Harris and Hanna S. Harris, his wife; Hugh L. Clark and Sarah B. Clark, his wife; Ellen P. Ward, a widow; and Morgan W. Harris and Mary D. Harris, his wife; pursuant to previous authorized commitments by State Highway officials to return areas outside of the normal 250-foot right of way used in connection with the WASHO Test Section Project TS-1031, and upon it having been confirmed that the turnaround areas covered by the aforementioned Quitclaim Deeds are no longer required by the Department of Highways.

Execution of Lease to the City of Heyburn. Lease between Village of Heyburn and Idaho State Highway Department for the Heyburn Public Reserve, Project Nos. I-80N-3(3)206 and F-2441(8), SH 27 - SLIC (Gravel), Minidoka and Cassia Counties. This lease shall supersede that lease recorded as Instrument No. 130509 in Book 2 of Leases at Page 169 of the Records of the County of Minidoka.

Control of Access. At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, authority is granted to acquire right of way and control of access on the following:

I-15-1(7)46, North McCammon to Portneuf River; I-15-2(8)104; Great Western Canal - Bonneville County Line; I-IG-15-2(5)87, South Blackfoot Interchange; I-15-1(5)17, Deep Creek Interchange-Colton Road; F-1491(1), State Street - Preston-Whitney; F-1481(12)

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Alexander Curves; I-80N-3(3)206, Junction SH 27 - to Snake River Bridge; F-2361(12), Gridley Bridge & Southerly; S-2864(2), Declo North; S-2862(3), Overland Bridge-Paul; I-80N-1(6)14, Interchange US 30 to Interchange SH 44; S-4769(4), Deary-Bear Ridge; F-3112(5) Cambridge South; F-4113(12), Pinehurst-Pollock; FH 18-E3 F3, Elk City Highway; FHP 16 B5, FLP 16(4), Lewis & Clark; F-4113(14), Coyote-Gulch - Lapwai; F-FG-5116(9), Sandpoint Bridge - North; F-5121(5), Priest River-Thama; F-FM-5115(5), Moctelme Creek-Plummer; FHP 4, Copeland to Port Hill; I-15-3(3)117, Broadway Street to Bassett; F-6033(21), Interstate C to Bassett; I-15-3(6)113, Roberts North; F-6471(13) Chester-Ashton.

Authority is granted to acquire right of way and access is not controlled on the following:

FHP 40 A4, Soda Springs - Freedom
F-2441(7), Oneida Street in Rupert
ST-2790(4), Dietrich-Kimama

Surplus Property. Project No. I-80N-1(4)3, Parcel No. 7, upon the request of the Chief Right of Way Agent and with the recommendation of the State Highway Engineer, we have this day declared five (5) acres of land located in the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 11, Township 7 North, Range 5 West, surplus and direct that it be turned over to the State Land Board for sale at public auction, the minimum price to be accepted for this Parcel is Five Hundred Dollars (\$500.00).

Acquisition of Right of Way. I-IG-15-3(3)117, Parcel No. 25, Sadao Morishita. 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 Chief Right of Way Agent to negotiate for property required from the above owner on the above project. Said settlement is not to exceed Twenty-eight Thousand Dollars (\$28,000.00) without further approval of the Board. The files of the Chief Right of Way Agent show the area required and the appraisals of the property.

F-4113(6), Parcel No. Miscellaneous B, Gene Finnell. Upon the recommendation of the Chief Right of Way Agent and the approval of the State Highway Engineer we have this 31st day of July, 1959, approved the acquisition of certain lands on the above project from Gene Finnell, said lands being a portion of Lot 18 of Section 14, Township 35 North, Range 3 West; the consideration to be paid being Twenty-two Thousand Dollars (\$22,000.00). A complete record of said transaction is a part of the Right of Way files on the above project.

Resolutions Designating Control of Access. Pursuant to Section 40-120, Subsection 16, Idaho Code, that section of the Interstate Highway No. 15 in the general vicinity between Pocatello and Blackfoot,

Idaho, from the Chubbuck Grade Separation to the Fort Hall Main Canal and specifically designated as I-15-2(1)72, formerly I-1032(4) between Stations 184/75 and 496/00, beginning at a point approximately 1060.0 feet West and 560.0 feet South from the East quarter corner of Section 2, Township 6 South, Range 34 East, Boise Meridian and running Northerly 5.89 miles to a point approximately 317.0 feet West and 72.0 feet North from the South quarter corner of Section 6, Township 5 South, Range 35 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 a frontage road on the right, East side of said Highway between Station 184/75 and Station 191/00

Access to a Grade Separation and Relocated County Road at Station 299/51

Access to a Grade Separation at Station 355/15

Access to a Grade Separation at Station 427/00

It is the Order of the Board that such a prohibition of access to and from the 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 in the general vicinity between Pocatello and Blackfoot, Idaho, from the Truchot Road to the South Blackfoot Interchange and specifically designated at I-15-2(2)84 formerly I-1032(8) between Stations 845/44.4 and 1003/00, beginning at a point approximately 1226.0 feet East and 208.0 feet North from the West quarter corner of Section 5, Township 4 South, Range 35 East, Boise Meridian; thence running Northerly 2.98 miles to a point approximately 181.0 feet West and 58.0 feet South from the Northeast corner of the SW $\frac{1}{4}$ of Section 20, Township 3 South, Range 35 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 a Grade Separation at Station 851/30

Access to a Grade Separation at Station 923/62

Access to a Grade Separation at Station 977/15.5

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Access to a frontage road right, East side of said Highway, between the Grade Separation at Station 977/15.5 and Station 1001/40

Access to a connection road right, East side of said Highway, between the North side of Grade Separation No. 6 (Station 924/10) and Station 926/50

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 341/40 and Station 728/98, 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 349/54.4
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

Temporary Connection at Station 728/98

It is the Order of the Board that such a prohibition of access to and from the aforesaid section of 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 in the general vicinity between Pocatello, Idaho, and Blackfoot, Idaho, from the Fort Hall Main Canal to the Truchot Road and specifically designated as Project No. I-IG-15-2(4)78 formerly I-IG-1032(9), between Station 496/00 and Station 845/44.4 beginning at a point approximately 317.0 feet West and 72.0 feet North from the South quarter corner of Section 6, Township 5 South, Range 35 East, Boise Meridian and running Northerly 6.62 miles to a point approximately 1226.0 feet East and 208.0 feet North from the West quarter corner of Section 5, Township 4 South, Range 35 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 a Stock Pass at Station 511/00

Access to a Machinery overpass at Station 513/62

Access to Interchange No. 1 at Station 548/31.7

Access to Grade Separation No. 3 at Station 594/21.5

Access to Grade Separation No. 4 at Station 601/30

Access to Connection Road Right (East) side of said highway between station 600/80 and Station 602/30

Access to Frontage Road Right, East side of said Highway, between Station 640/70 and 655/55

Access to a Stock Pass at Station 655/55

Access to a Machinery Underpass at Station 730/00

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

Personnel. Upon the recommendation of the State Engineer and with the approval of the Budget Director, the Board approved the advancement of the Fiscal Officer (Chief Accountant) from Group 4 to Group 5, new salary range from \$700 to \$750; the Personnel Director from Group 4 to Group 5, new salary range from \$700 to \$750; Public Information Director from Group 3 to Group 4, new salary range from \$560 to \$675.

On the same recommendation, the Board approved the revised report of the Personnel Department made July 30, Compiled by E. D. MacDonald, and approved by the State Budget Director, with changes in job titles in District 9, Planning and Traffic Division, Maintenance Division, Plans and Survey Division, Administrative Division, Right of Way Division, contained therein, copy of which is in Central Files.

Northern Pacific Railroad Request Department Acquire Right of Way by Easement. Mr. S. G. Merryman, Western Land Manager, Northern Pacific Railroad, Seattle, and Mr. Brohke, Northern Pacific, appeared before the Board asking that in the acquirement of railroad lands on the Lewis and Clark Highway that the Department acquire the land beyond the 100-foot right of way by easement. The Board informed them that the Department proposes to acquire the right of way needed, after final plans have

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been drawn, by deed, inasmuch as all right of way procurement by the Highway Department is by deed, and that the Northern Pacific should be no exception to that policy. Mr. Merryman pointed out that, in his opinion, the easement method of acquiring areas beyond the 100-foot roadway would facilitate for them better management of the forest lands owned by the Northern Pacific adjacent thereto needed for such as cuts and fills.

A.G.C. Delegation. Next appearing before the Board was John Molitor and delegation consisting of Art Shrank, Glenn Pickett, James Quinn, Wendell McNeil, Mat Hally, representing the A.G.C. The purpose of the meeting was to discuss the outlook for current federal highway financing; also, to inquire as to the possibility of the State contracting more seal coating and heavy maintenance work. A complaint was registered also concerning the use of the sand equivalent test. They were informed by the State Engineer that the same policy in the future would prevail in this regard.

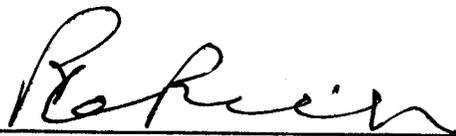
US 93 Northern American Delegation. The next meeting before the Board was Northern American Association (U.S. 93) delegation of 7 headed by C. J. Helm, of Ketchum. Mr. Helm requested the Department to consider improving the signing of junction of 93 and 93 Alternate south of Challis, whereupon the Board stated that the Department would look into the merit of the request, and reminded them that the Department of Highways' signing policy is to adequately show directions that people may want to go but does not intend to direct the peoples' choice as to routes they should select at major junctions.

George Brust, Flagman, District 4, recently released from the Department by the District, appeared before the Board, concerning which the Board took no action.

Expense Vouchers. The Board approved the following expense vouchers for the months of May and June: L. K. Floan, \$142.10; W. C. Burns, \$156.30.

WHEREUPON, the Board adjourned until its next regular meeting to be held August 1, 1959.

Read and Approved _____, September 18, 1959
Boise, Idaho



R. C. Rich, Chairman

July 31, 1959

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

August 1, 1959

The regular meeting of the Idaho Board of Highway Directors, convened at 603 Main Street, Boise, Idaho, at 8:00 a.m., August 1, 1959.

Present were:

Roscoe C. Rich, Chairman, Director District 2
 L. K. Floan, Vice-chairman, Director District 3
 W. C. Burns, Director District 1
 N. L. McCrea, Assistant State Highway Engineer
 Wayne Summers, Secretary of the Board

Architects' Time Extension, New Administration Building. The Board, after due consideration of the architects' request for the granting of additional time in completing the Highway - Law Enforcement Building plans ready for bid letting, was granted an extension of time up to March 30, the advertising date of said building.

Highway 30 East Association. A Delegation composed of John Grant; Leonard Heysler; Roy Pagenkoff; O. E. Huskey; John P. Tate; R. N. Nelson; N. E. Wright, County Commissioner; J. C. Lungren; S. R. Connell; Roy Turner; met before the Board to discuss improvements they have in mind for Highway 30 from the Depot Hill east to Bunting Tractor Company. The following improvements were presented:

1. Widen and straighten U. S. 30 from the Union Pacific Depot East approximately 4.8 miles,
2. Widen Bridge at Ridenbaugh Canal,
3. Consider providing turning lanes at the following intersections:
 - (a) Kootenai Street
 - (b) Overland Road
 - (c) Broadway Avenue
 - (d) Gekeler Lane
4. Widen bridge over the New York Canal,
5. Consider providing a passing or truck lane up the hill immediately past the New York Canal bridge,
6. Devise a safe entrance onto Highway 30 from Broadway Ave.

The Board informed the delegation the request would be taken under consideration, but matter would be predicated on the location of the Interstate in Boise, and accordingly referred the matter to the Department for study.

Jerome Delegation, Mr. G. Bishop and Murray O'Rourke, of Jerome, appeared on behalf of the Chamber of Commerce stating that they were fully in accord with Route A Interstate location through Magic Valley;

August 1, 1959

also, that they wish to renew their request for the redesignation of State Highway 25 to US 30N. Mr. George Bishop stated that the thinking of the majority of people in Jerome who are in accord with Highway policies in observations are not in the local paper's attitude regarding the Highway Board policy.

Highway 30 Association (Twin Falls). Emerson Pugmire, Gooding County Commissioner, Hagerman; Earl Boylan, Twin Falls; Larry Harper, Twin Falls; Pat Hamilton, and Harry Leneke, of the Buhl Chamber of Commerce appeared before the Board asking for an improved connection at the Highway 30-25 Junction east of Bliss. They were told Traffic and Design Divisions have the junction pattern standards under study and hope to be able to improve the operation features of the junction and stated that the design was of a temporary nature in that it will be incorporated into a complete interstate interchange eventually for Highways 20-26, and 25 and 30. A summary of future programming of projects on the US 30 between Hagerman and Twin Falls was given the delegation.

Grangeville Chamber of Commerce Delegation. Joe Montell, Chamber of Commerce Secretary; and Warren Webb, Highway Committee Chairman, of the Grangeville Chamber of Commerce next appeared asking for improvement of State Highway 7 and State Highway 13 through the main business street of Grangeville. Mr. Montell brought out that by 1962 Grangeville will have the finances accumulated to modernize the water mains, etc., along Main Street and would appreciate early program consideration for a major construction improvement which has been considered many years for the Main Street on State Highway 13. Planning Engineer, Lew Ross, and Survey and Plans Engineer, Roy Jump, outlined the study in progress for the over-all Prairie Road System together with relocation study progress of US 85 from Whitebird to the Prairie, both over the mountains and down the river. Mr. Montell indicated appreciation for the allocation to the Elk City Road now under construction.

Twin Falls Chamber of Commerce Delegation, next met with the Board concerning the demand for adequate improvements for US 30 through the County. Heading the delegation was John Hahn, Highway Committee Chairman, Chamber of Commerce; and Bill Grange, Manager, Twin Falls Chamber of Commerce. Along with them were Ted Scott, Twin Falls State Representative; George Blick, State Senator; J. Ted Davis, Chairman, Board of City Commissioners, Twin Falls; Joe H. Latimore, City Commissioner, Twin Falls; Carl W. Berg, Vice-president, Twin Falls Chamber of Commerce. Also, they requested an early programming of a new Hansen Bridge structure in the event the Interstate Route A was firmed by the District Court. Should the Court not approve Route A, the delegation requested the Board to develop immediate plans study for new state route on the south side of the bank of the Snake River. The 1960-61-62 program plans for the Hansen Bridge and the Twin Falls area was given the delegation by Lew Ross, Planning Engineer.

August 1, 1959

Out-of-State Travel, authorized by the Board: State Engineer, G. Bryce Bennett and Assistant Engineer N. L. McCrea to Aspen, Colorado, for Highway Management Conference sponsored by AASHO, and the National Highway Users Conference, September 5 - 13.

WHEREUPON, the Board adjourned until the next regular meeting to be held at 8:00 a.m., September 17 and 18, 1959.

Read and approved *R. C. Rich* 9-17, 1959
Boise, Idaho

R. C. Rich
R. C. Rich, Chairman

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

September 17 and 18, 1959

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Thursday, September 17, 1959, at 603 Main Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director District 2
L. K. Floan, Vice-Chairman, Director District 3
W. C. Burns, Member, Director, District 1
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Minutes of the regular meetings of the Idaho Board of Highway Directors, held July 30 and 31, 1959, and August 1, 1959, were read and approved.

Bids. The bid openings were read and approved. The Highway Board concurred in the action of the State Engineer in the awarding of the following bids:

I-80N-1(15)3 - The work consists of furnishing and installing a lighting system on Interstate Highway 80N at the junction with US 95 in Payette County. Contract was awarded to Babbitt Electric & Refrigeration Co., Idaho Falls, Idaho, the low bidder, on August 5, 1959, in the amount of \$18,953.39, Engineer's estimate being \$24,000.00.

Stockpile 302 - The work consists of furnishing covercoat material in Stockpiles in the vicinity of M.P. 215.5 on US 93, between Stanley

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and Clayton, in Custer County - State financed. Contract was awarded to Holmes Construction Company, Heyburn, Idaho, the low bidder, on August 14, 1959, in the amount of \$17,520.00, Engineer's estimate being \$18,400.00.

S-1753(3) - The work consists of reconditioning and constructing a bituminous surface treatment on 15.110 miles of State Highway 38, Oneida-Power County Line North & South in Oneida & Power Counties - Federal Aid Secondary and County financed. Contract was awarded to Holmes Construction Company, Heyburn, Idaho, low bidder, on August 17, 1959, in the amount of \$55,713.25, Engineer's estimate being \$64,939.50.

Stockpile 288 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpile located approximately 0.7 mile west of SH 45, Murphy-Walters Ferry, in Owyhee County - State financed. Contract was awarded to Quinn Bros. & Robbins, Inc., Boise, Idaho, low bidder, on August 19, 1959, in the amount of \$11,980.00, Engineer's estimate being \$13,740.00.

I-15W-4(8)89 - The work consists of furnishing and installing traffic control signs on 8.138 miles of Interstate Highway No. 15W, Rockland Jct. - Igo O. H., in Power County - Federal Aid Interstate and State financed. Contract was awarded to Traffic Specialties Company, Boise, Idaho, the low bidder, on September 2, 1959, in the amount of \$19,137.00, Engineer's estimate being \$19,945.50.

PW-314(1) - The work consists of grading and constructing a 0.2' roadmix bituminous surface, a bituminous surface treatment and seal coating portions of the roadways and parking areas at the Nampa State School, in Canyon County - State financed. Contract was awarded to A. D. Stanley, Boise, Idaho, the low bidder, on September 9, 1959, in the amount of \$14,687.50, Engineer's estimate being \$14,015.50.

The two following were not awarded because they were excessively over the Engineer's estimate:

ST-M-5116(518) - the work consists of placing joint filler and sealer in 23 joints of the Sandpoint Bridge, in Bonner County - State financed. The low bidder was Norhtwest Construction, Boise, Idaho, being \$6,922.75, which was 82.2% over Engineer's estimate of \$3,800.00.

I-15W-4(8)89 - The work consists of furnishing and installing traffic control signs on 8.138 miles of Interstate Highway No. 15W, Rockland Jct. - Igo O.H., in Power County - Federal Aid Interstate and State financed. The low bidder was Highway Protection Corporation, Chicago, Illinois, in the amount of \$23,936.25, which was 20% over Engineer's estimate of \$19,945.50.

Policy Covering State Highway Permits For Towing Mobile Homes.

The Board amended the regulation covering State Highway Permits issued for towing mobile homes as follows and made said amended regulation effective September 23, 1959:

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.

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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 70 feet in length, nor for mobile homes or house trailers in excess of 10 feet in width or 55 feet in length, excluding hitch and tongue, but including any overhang or sloping of body from the vertical.

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.

Nothing contained in this regulation exempts the operator, lessee, contractor, dealer, broker, or owner from compliance with the Idaho Motor Vehicle Code, while exercising the special permits issued herein.

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.

DONE AT Sixth and Main Streets, Boise, Idaho, this 17th day of September 1959.

IDAHO DEPARTMENT OF HIGHWAYS
Acting by and through its Board
of Highway Directors

New Federal Aid Passed In Congress. With new Federal Highway Aid having passed both Houses of Congress, the Highway Board authorized the State Engineer to proceed with the readvertising of new highway construction projects, with particular emphasis on projects requiring irrigation structures.

September 17, 1959

Meeting with Bureau of Public Roads. Mr. C. R. Salmen, Area Engineer, Bureau of Public Roads, Boise; and N. B. Wood, Projects Engineer, Bureau of Public Roads, Portland, met with the Board and stated to the Board:

1. Their preference for the Canyon Creek route from the South Fork of the Payette to Bull Trout Lake in Stanley Basin.
2. That the Bureau and Forest Service would approve the Board's placing a Reynolds Pass route on the State Primary System and would approve a Forest Highway allocation for its immediate construction as a route around the Madison-Hebgen quake area and connecting with US 191 at Henry's Lake.

During the discussion with the Bureau of Public Roads officials during the morning session, Attorney General Frank Benson, together with E. G. Elliott and John Long, Assistant Attorneys General, came into the room and seated themselves without a prior appointment. Mr. Benson stated, "I just want to listen in." After a few minutes of listening to the Bureau of Public Roads discussion, the two Assistant Attorneys General departed and Mr. Benson remained. Upon the conclusion of the Bureau of Public Roads discussion, Mr. Benson remained and first requested that he be furnished a copy of the minutes of the September 1959 meeting. The subject matter and conversation was quite varied and included, among other things, a request by Mr. Benson that an attorney be placed at the head of the Right of Way Department and that Right of Way Area Supervisor for the Pocatello area, Mr. Lyle Ferney, be fired because the Attorney General's office had received many complaints about Mr. Ferney's activities. Mr. Padgett suggested the Board Chairman ask the Attorney General for a written report on all complaints. Mr. Rich then requested Mr. Benson to furnish the Board with a written report and to give the Board specific information upon which the Board could make further investigation. At this time, Mr. Benson then made remarks stating that he did not believe the jury system was the proper method of handling condemnation trials. The meeting was adjourned until 1:30 p.m., with Mr. Benson indicating he would attend the afternoon meeting.

Lava Hot Springs Foundation Encroachments: At 1:30 p.m., Mr. Max Cohn, of the Lava Hot Springs Foundation, appeared regarding the status of right of way encroachments of the Foundation at Lava upon the right of way of US 30N. After the Board pointed out the encroachment from highway right of way maps dated February 2, 1949 (revised), at Station 655 to 660, a trailer court, recreation building, two pump houses and cistern on right of highway, also caretaker's garage to the right of Station 648/00 to 648/50, also the Foundation's gardens to the right of Station 645/50 to 647/00, Mr. Cohn agreed to not develop any additional improvements upon the right of way. He was informed by the Board that the existing encroachments could remain at their present location until

such a time in the future as the safe operation of the highway or highway widening improvement needs should dictate, in the opinion of the Highway Board, the Lava Hot Springs Foundation would then remove such improvements and eliminate said encroachments.

Whereupon, the Secretary was instructed to write Mr. Cohn a letter outlining the Board's position in the matter, that Mr. Cohn would place the letter in the records of the Lava Hot Springs Foundation for future reference.

The Board suggested the Department evaluate the need of extending eastward the reduced speed zone on US 30N, possibly to a point near the Portneuf River Bridge beyond the curve.

Mr. Benson observed discussions with Mr. Cohn, and after Mr. Cohn's departure discussed a variety of subjects with the Board. The following are highlights of a discussion between the Board members, Mr. Benson, and Mr. Padgett concerning Mr. Benson's opinion of the jury system as applied to right of way acquisition and his statements regarding the Idaho Supreme Court:

MR. BENSON: "The Present Court is the most biased Republican Court I have ever seen."

We have to get a Democratic Court to get back to the Constitution again."

"I cannot get justice before the present Court."

"I will use every influence I have to replace it."

"The right of way authority should go to the Attorney General's office."

MR. BURNS: "Why can't juries settle these things?" (Right of way condemnations.)

MR. BENSON: I don't have faith in a jury. I haven't had any luck with a jury. A jury is not qualified to pass on the value of land."

"The Supreme Court is composed of four narrow-minded Republicans and one sick Democrat. I don't expect to get anything from this Supreme Court and I will use every influence I can to replace them. This is the most biased Republican Court I have seen. It is the most biased Republican Court in history. We had one in the 20's that was bad enough. This one is really bad. It is most biased."

"I can go along with the Court in its decision on the Highway building, but I can't go with it on the others. It went beyond the Constitution although it holds that I am wrong."

"I say the Court is the most biased Republican Court we have ever had. There is no justification for the decisions by the Court in the cases involving the Bureau of Public Accounts and the tax case."

"It looks like we'll have to turn down the entire (Highway Department) payroll. You will force me to do this if you don't submit Padgett's claim separately."

MR. FLOAN: "The Board of Examiners has only the right to deny a claim which is illegal and we think we can hire an attorney."

MR. BENSON: "I don't think you can. The Constitution makes the Attorney General the legal officer of the State."

MR. PADGETT: "Show me. There is nothing in the Constitution on that."

MR. BENSON: "I was wrong. It was not in the Constitution."

"I am going to fight to replace the present Supreme Court. We have to get a Democratic Court to get back to the Constitution again. This is the most biased Republican Court the State has ever had."

"I don't think the Supreme Court is the final legal authority."

MR. RICH: "Did you say you are the final legal authority in the State?"

MR. BENSON: "I better qualify that. When the Supreme Court acts, I will abide by it."

"The Governor got in there by a hoax. We put a Democrat who had an issue that beat us and we don't have a man in there."

"I don't have too much faith in its decisions (Supreme Court). I only want a majority of liberal-minded Democrats. I would like to have Justices in the Court like Justice Ailshie."

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"I predict you will win, Bill, and I know as much as the Supreme Court Justices. I don't know as much as my chief advisor, Pete Elliott."

MR. PADGETT: "Do you mean to infer, Mr. Benson, that you are spending the taxpayers' money to bring baseless legal actions?"

MR. BENSON: "Yes. I want to put the Court on the spot."

MR. PADGETT: "Then you are spending the taxpayers' money to bring baseless legal actions solely for the purpose of putting the Supreme Court on the spot."

MR. BENSON: I am going to put the Court on the spot and take the decisions to the people. I can't get justice from the present court."

MR. RICH: "The law provides that right of way shall be acquired at a fair and reasonable value. We don't know the value of land. We rely on our appraisers. We make up a policy board."

MR. BURNS: "I don't see why juries can't settle these things."

MR. BENSON: "I don't have faith in the jury. I haven't had any luck with a jury. A jury is not qualified to pass on the value of land."

MR. RICH: "The jury is guided by values set by appraisers."

MR. BENSON: "I have more faith in values of appraisers than in a jury."

"The Right of Way Department should know what it's doing. It should appoint an appraiser who will give an honest opinion. You shouldn't let a landowner gyp you for more than land is worth."

Quitclaim Deed. F-6462(1) - Parcel No. 2½, In exchange for a parcel of land across the SE½SW½ and the S½SE½ of Section 23, Township 6 North, Range 36 East, Boise Meridian, Jefferson County, Idaho, we have this day executed in duplicate a Quitclaim Deed granting to A. V. Crystal and Bessie Crystal, his wife, a parcel of land across the SE½SW½ of Section 23, Township 6 North, Range 36 East, Boise Meridian.

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

S-6715(4), Idaho Falls-North, SH 49, Parcel Nos. 20 and 20-E-1, Wayne Boam and Nora Boam, his wife.

F-3111(3), Parma-Notus, Parcel Nos. 1, 1-E-1, and 1-E-2 - B & E, Inc., and Idaho Corporation.

S-2864(2), Declo North, SH 77, Parcel Nos. 20 and 20-E-1, Ambrose W. Moffitt and Marjorie Mae Moffitt, his wife.

S-2864(2), Minidoka County, SH 77, Parcels No. 12, 12-E-1, and 12-E-2, Anna Kowitz

I-IG-80N-3(3)206, Junction State Hwy. 27 and West End Snake River Bridge, Parcel Nos. 36 and 36-E-1, Grace O'Donnell

I-IG-80N-3(3)206, Junction State Hwy 27 and West End Snake River Bridge, Parcel Nos. 31, 31-E-1, and 31-E-2, Willis A. Hutton

I-IG-80N-3(3)206, SH 27 and West End Snake River Bridge, Parcel Nos. 3, 3-E-1, and 3-E-2 - Paul D. Williams and Zella Williams, his wife.

I-IG-80N-3(3)206, SH 27 and West End Snake River Bridge, Parcel Nos. 13, 13-E-1, 13-E-2, and 13-E-3, Henry T. Schodde and Martha Schodde, his wife

I-IG-80N-3(3)206, Jct. SH 27 and West End Snake River Bridge, Parcel Nos. 35, 35-E-1 and 35-E-2, Patrick O'Donnell and Theresa O'Donnell

Policy on Control of Access. The Chief Right of Way Agent proposed that the Board develop a control of access, the general policy being that on existing highways access be limited to location only and not as to use of the access. On highways when new location is used, access is to be controlled, then such access shall be limited to location and use.

It is the desire of this Board that the State Highway Engineer make a further study of this proposal and report to the next Board meeting.

Control of Access. F-2441(8), between Heyburn and Rupert-Chief Right of Way Agent requested authority control of access between Heyburn and Rupert on the above project. It is the wish of this Board that a further study be made as to the type of control to be granted and the location of the points of access. A study should be made as to the cause and feasibility of providing right of way for construction of frontage road between Heyburn and Rupert on the opposite side of the highway from the railroad.

A report is to be made to this Board at its next meeting for further action.

Release and Discharge of Permanent Easement. I-3021(9) - At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, we have this 17th day of September, 1959, executed a release of a permanent easement previously secured from the Rat Farm Club.

A record of said release and purpose is on file in the office of the Chief Right of Way Agent.

Petition signed by F. H. Belts. F-4113(6), Craigmont - Culdesac, Chief Right of Way Agent presented a petition signed by F. H. Belts

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requesting that certain access previously granted for locating and farming purposes be changed to allow the use of this access for commercial purposes. Said request was denied and the Chief Right of Way Agent directed to so inform the petitioner.

Claim of Carl A. Voigt. S-US-3754(2) - The Chief Right of Way Agent presented the claim of Carl A. Voigt wherein Mr. Voigt alleged that during the negotiation for rights of way required on his property he had not been properly informed as to the control of access, that in the past he had intended to develop his property for commercial use. The deed he executed limits the use of his property for residential purposes only. He was not aware of this at the time of the execution of the deed.

The Chief Right of Way Agent is directed to renegotiate with Mr. Voigt granting him such access as he desires as long as it complies with the safety standard set by the Department.

Additional Points of Access. F-2371(2) - Parcel No. 13, Brown - Chief Right of Way Agent presented a request for additional points of access on the above project. Said points of access are to be used for farming and residential purposes only. Said points of access are to be located opposite engineer stations 445/92 and 472/00 and 482/95.

Chief Right of Way Agent is directed to prepare for the next Board meeting the necessary deeds to be executed by this Board for the granting of this access.

Points of Access Exchanged. F-4113(10), Parcel No. 4, Henry O. Rhett, certain points of access were exchanged on the above parcel and additional access granted.

Removal of Dirt on Right of Way. F-4113(10) - Parcel No. 4, Henry O. Rhett - The Chief Right of Way Agent presented a request of Henry O. Rhett for the removal of dirt from the right of way. The removal of this dirt will improve the sight distance on the highway and therefore be of benefit to the general public.

Authority is hereby granted for the removal of this dirt, to be removed under the direction of the district engineer and to be completed by December 31, 1959.

Possibility of Trespass. I-90-2-(1)11, Coeur d'Alene Belt Line, Parcel 84, The Chief Right of Way Agent gave a report on the above parcel wherein there is a possibility that a trespass has taken place. Authority is hereby granted to negotiate for the property required. Final approval of the payment of property to be acquired is not to be made until presented to the Highway Board for approval.

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

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following project:

I-80N-2(1)83, Cleft-Sebree, Interstate, Elmore County, Idaho Power Company.

Front & Fairview, Boise, and U.S. 30 - Filer to Buhl. After review of engineering brochures for Front and Fairview, Boise, one-way couplet, and the new location line of US 30, Filer and Buhl, the Board authorized the Department to proceed with public hearings.

Out-of-State Travel, authorized by the Board:

L. F. Erickson, Materials Engineer, to San Francisco, October 12 and 13, for Asphalt Industry, Consumer Standards and Specifications Conference.

W. H. Marcellus, Plans Department, to Salt Lake City, October 1 and 2, to study alternate types of automation machines and reproduction techniques used by the Utah State Highway Department.

Personnel Matters. Ingrade raise for E. E. Hardin, Assistant Chief Design Engineer, was approved to \$725 per month.

Promotion of J. P. Mix, from Senior Right of Way Agent to Assistant Chief Right of Way Agent, to \$700 per month was approved.

Speed Limits in Jerome.

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 Jerome; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated March 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Jerome, 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 Jerome; 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	S.H. 79	Lincoln Street	South City Limits to Ave "F"	35
2	S.H. 79	Lincoln Street	Avenue "F" to Main St.	25
3	S.H. 25	Main Street	West City Limits to Birch Street	35
4	S.H. 25	Main Street	Birch Street to Lincoln Street	25
5	S.H. 25	Main Street	Lincoln Street to Cleveland Street	25
6	S.H. 25	Main Street	Cleveland Street to East City Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated March 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Jerome, 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 Jerome shall henceforth be effective at all times during hours of daylight or darkness.

Speed Limits in Kimberly.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon 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 Kimberly; 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 Kimberly; said 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. 30	-----	North Village Limits to East Village 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 Kimberly shall henceforth be effective at all times during hours of daylight or darkness.

Speed Limits in Osburn.

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 Osburn; 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 Osburn, 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 10	Mullan Avenue	West Village Limits to a point .25 mile West of West 1st Street	60-55
2	US 10	Mullan Avenue	From a point .25 mile West of West 1st St. to West 1st Street	50
3	US 10	Mullan Avenue	West 1st St. to North 10th Street	35
4	US 10	Mullan Avenue	North 10th St. to North 13th Street	50
5	US 10	Mullan Avenue	North 13th to East Village Limits	60-55

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 Osburn shall henceforth be effective at all times during hours of daylight or darkness.

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

WHEREAS, construction of 8.282 miles of State Highway No. US 30 on new location beginning at a point in Sec. 15, T. 2 S., R. 5 E., 9.705 miles southeast of Ada County Line and ending at a point in Sec. 16, T. 3 S., R. 6 E., 1.989 miles northwest of Mountain Home North City Limits, has made continuance of the original 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 the portion of the old road, 7.587 miles in length, is hereby removed from the State Highway System.

WHEREAS, a construction of State Highway No. 16 on new location beginning at the section line common to Section 9 and 16, T. 4 N., R. 1. W., has made it no longer essential to retain the section of old road south of that point as a part of the State Highway System, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that said section 0.153 miles in length is hereby removed from the State Highway System.

WHEREAS, construction of 0.919 miles of State Highway No. 51 on new location beginning at a point in Sec. 4 T. 6 S., R. 6 E., 9.419 miles south of the Elmore County Line and ending at a point in Sec. 33, T. 5 S., R. 6 E., 0.500 miles north of the Owyhee County Line, has made continuance of the original 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, 1.133 miles in length, is hereby removed from the State Highway System, effective this date.

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WHEREAS, construction of State Highway No. 39 on new location beginning at a point in Sec. 30, T. 7 S., R. 31 E., at the west end of the American Falls Dam and ending at a point in Sec. 31, T. 6 S., R. 30 E., 0.869 miles south of the Bingham County Line 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 1.701 miles, are hereby removed from the State Highway System.

WHEREAS, construction of 1.563 miles of State Highway No. 7 on new location beginning at a point in Sec. 5, T. 38 N., R. 2 W., 4.770 miles north of Kendrick and ending at a point in Sec. 29, T. 39 N., R. 2 W., 8.888 miles south of Deary, has made continuance of the original 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, 2.450 miles in length, is hereby removed from the State Highway System.

WHEREAS, construction of State Highway No. 44 on new location beginning at a point in Sec. 17, T. 4 N., R. 1 W., at Star and ending at a point in Sec. 15, T. 4 N., R. 1 E., at the junction of State Highway No. 15, 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 2.946 miles, are hereby removed from the State Highway System.

Addition to the State Highway System. The Board approved the addition of the following to the State Highway System:

WHEREAS, there is no existing east-west State Highway service between State Highway No. US 95 and points in the State of Washington in the area between Potlatch and Worley, and,

WHEREAS, a State Highway will assist in the development of said area, and

WHEREAS, the public interest and common welfare of the people of the State of Idaho require that said area be served by a portion of the of the State Highway System.

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NOW THEREFORE, BE IT RESOLVED, that the present county road consisting of approximately 5.5 miles and extending from a junction thereof with State Highway No. US 95 approximately nine miles south of Plummer to the Washington State Line at Tilma, all as shown on the sketch map attached thereto, be, and hereby is, designated as a part of the State Highway System

BE IT FURTHER RESOLVED that the said portion of the State Highway System, be and hereby is, designated as State Highway No. 60.

FRIDAY, SEPTEMBER 18

The Board reconvened at 8:00 a.m., Friday, September 18, in the Board Room at 603 Main Street, Boise, with all members of the Board, the State Highway Engineer, and the Secretary present.

Administration Building Lease Renewal. The Board approved the lease renewal on the Sixth and Main Street Administration Building, from October 1, 1959, through December 31, 1960, at the rate of \$875 per month, with a month-by-month renewal thereafter, at the rate of \$975 per month.

Weiser Delegation. Next appearing before the Board was John Lloyd, Mayor of Weiser; D. F. Alvord, General Traffic Agent, Boise, Union Pacific Railroad; Dr. Clark Rowan, and Kenneth Steck, of Weiser, to ask for relapse of controlled access purchased on the Weiser underpass cloverleaf. The Board explained it could not relapse on controlled access feature of the project, because of the safety required for the highway users in the operation of the facility.

Mr. A. J. Salisbury, Rancher, Reynolds Pass area, appeared before the Board seeking factual information regarding rumors of a primary highway across Reynolds Pass. He indicated:

1. Difficulty regarding carrying on his cattle operations
2. Noise and traffic factors disturbing tranquility of grazing area
3. Security in winter of homes and cabins in the area.

He was informed by the Board that the Bureau of Public Roads and Forest Service Board are urging the Department and Montana Highway Commission to designate Reynolds Pass route as a primary highway because of the fact that replacement of the road of the slide area would take from two to three years.

Whereupon Mr. Salisbury indicated as an emergency basis he had no opposition to contemplated improvement over Reynolds Pass.

After Board discussion, the Engineer was authorized to place the Reynolds Pass road on the State Primary System, to be improved with Forest Highway funds, subject to indicated similar action by the Montana Highway Commission on the Montana side.

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Jerome Delegation appeared before the Board consisting of W. B. Churchman, Chamber of Commerce Secretary; William M. Peters, Mayor; and D. L. L'Herisson, Jerome. Mayor Peters urged the Board to hurry construction of the Interstate on Route B, "So that we can get the trucks of the main street," he said. "If I was on the Board, I would stick to plan B Interstate location east of Jerome. That takes land off the backside of the farms instead of the front. But," said Peters, "I don't know why we should sit here and advise you when you have worked all this time with the sweat of your brow. You don't make arbitrary decisions. We just ask you to get the trucks out of town. Building of the bypass road from Jerome to Bliss is of greatest blessing to Wendell, and they have found it out."

L'Herisson stated, "We want you to understand, we want you to tell us whenever you need help."

The Jerome Chamber of Commerce requested an alteration of the AASHO signing policy at the junction of 20-26-US 30, and SH 25 at Bliss which was again considered, and the Board approved the continuation of the present assignment at the junction as pertaining to Twin Falls destination remaining as is presently signed and in accordance with AASHO signing policy which limits the number of destination names to four per sign. Mr. Churchman, Chamber Secretary, was so advised.

Appointment with Governor. The Board met by appointment with Governor Smylie at his office.

Payette Chamber of Commerce, next appeared before the Board, headed by James McClure, Payette City Attorney and Highway Committee Chairman. With him also were Mayor C. T. Clauser; Bob Farber, Chamber President; George Fiddler, Chief of Police; and Dirick Nedrey, City Administrator. Progress of the overpass plans were discussed, and Mr. Bennett stated that the 16th Street - US 30 project wasn't in the 1960 construction program. Mr. Farber offered the assistance of the delegation members if necessary to facilitate the project of right of way for the overpass. Farber also suggested the Department, in this long range planning, view the possibility of a new bridge across the Snake River, parallel to the railroad bridge, between Ontario and Payette, which would shorten the distance between the two cities to only two miles. Mr. Bennett said the Department would put this into their planning.

Highway 51 Association. Next appearing before the Board was the Highway 51 Association -- A. V. Alzola, President; Mrs. Edna Agenbroad, Secretary; and Carl Agenbroad, Owyhee County Commissioner. They proposed the possibility of a joint County Federal Aid Fund allocation and State Highway fund matching money toward another project of grading, draining, and oiling, southwesterly of the present Bruneau-Little Valley project.

Mr. Alzola reminded the Board that the present \$184,000 Bruneau-Little Valley contract left approximately \$100,000 for another project.

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The original fund set up was \$300,000. Mr. Alzola said Owyhee had approximately \$35,000 remaining in unused funds to add to the \$100,000.

Mr. Rich suggested that the Owyhee County Commissioners write a letter to the Board as to their views regarding Mr. Alzola's proposal.

Expense Vouchers. The Board approved the following expense vouchers for July and August: R. C. Rich, \$89.24; L. K. Floan, \$122.50; W. C. Burns, \$77.35.

The Board set up a schedule of touring North Idaho State Highways November 1 through November 5, 1959, and adjourned until the next meeting scheduled for October 30 and 31, 1959.

Read and Approved _____, 1959
Boise, Idaho



R. C. Rich, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS
October 30 and 31, 1959

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Friday, October 30, at 603 Main Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director District 2
L. K. Floan, Vice-chairman, Director District 3
W. C. Burns, Member, Director District 1
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

The Board met in a public hearing with Bureau of Public Roads and U.S. Forest Service in the House Chambers of the Statehouse at 9 a.m. Approximately 120 people attended the hearing presenting forest highway needs in their respective areas. Making requests were:

Bud Lewis and Joe Mottern for St. Maries-Avery Road; Mr. Stevenson of Salmon for improvement of Gibbons Pass; W. A. Chubb and Senator George Brown and Robert Burns for the Moyie River crossing; Dr. Stanton and Jack Parker for improvement of Denton Curves and Hope area of U. S. 10 alternate; Senator Fred Cooper and delegation for State Highway 34 through Tin Cup Pass area; Orin Webb and Joe Mottern for continued improvement of State Route 14 towards Elk City; Truman Joiner and delegation for improvement of Boise-Stanley via Canyon

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Creek; Charles Fisk and delegation for Bogus Basin Road improvement; Harry Hughes acknowledging with thanks the current allocated funds for the Lewis & Clark Lochsa section; Wayne Clark, Blaine County Commissioner and delegation for improvement of SH 68 from the Boise Forest line west for 16 miles; Alvin Green, asking for better maintenance and ultimate improvement of the Boise-Atlanta Road; Ira Anderson, asking for consideration of the Idaho City - Horseshoe Bend and Cascade - Knox routes; Senator R. M. Wetherell, asking for improvement of Mt. Home to Atlanta route.

The Board convened at 1:30 in an afternoon executive session with the Forest Service and Bureau of Public Roads officials, Mr. C. R. Salmen, Division Engineer, Boise; Mr. Norman Wood, Assistant Regional Engineer, Portland; Mr. B. H. French, Regional Engineer, Portland; Arvil Anderson, Assistant Regional Forester, Missoula; H. Minor Hucceby, Assistant Forester, Ogden, Utah; Board Members Rich, Floan, Burns, and State Engineer Bennett, and Board Secretary Summers.

After due deliberation, the three agencies agreed regarding the expenditure of the following 1961 Forest Highway Funds:

Route No.	Route Name	Section & Type	(Miles)	
			Length	Amount
4	Copeland-Porthill	Junction Rt. 1-North Grading & Surfacing Bit. Surfacing	6.0	300,000
	Note:	Combine with presently programmed project 4-A for total of 10.0 mi. (\$500,000)		
2	Moyie River Crossing	Bridge structural foundations and grading and draining approaches		600,000
16	Lewis & Clark	Bimerick Creek (Mile 34) to Powell (Mile 88) Minor Grading Surfacing treatment	54.0	750,000
	Note:	To be combined with \$1 million of FY-1961 Federal Lands Funds for total of \$1,750,000 in accordance with agreed schedule.		
34	Ashton North to Osborne Springs	Seal Coating	15.0	45,000
25	Idaho City-Stanley	Canyon Creek Section Grading & Structures	3.0	500,000
35	Reynolds Pass	Entire Route Surfacing & Bit. Surfacing	13.7	350,000

Route No.	Route Name	Section & Type	(Miles)	
			Length	Amount
40	Wayan Freedom	Tincup Canyon-West Grading	4.0	250,000
47	Mt. Home- Hill City	West End Route-Eastward Grading & Surfacing	2.5	250,000
51	Trail Creek Rd.	Sun Valley-East Grading & Surfacing	9.0	400,000
(Contingent Upon necessary route action to Class 2)				
Lump Sum Surveys				3,445,000
				100,000
				3,545,000

WHEREUPON, the three agencies and the Board adjourned at 5 p.m.

SATURDAY, OCTOBER 31, 1959

The Board reconvened at 8 a.m., Saturday, October 31 in the Board Room at 603 Main Street, Boise, 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 17 and 18, 1959, were read and approved.

Bids. The bid openings were read and approved. The Highway Board concurred in the action of the State Engineer in the awarding of the following bids:

I-15-2(1)72, I-15W-4(3)89, I-15W-5(2)118 & I-80N-3(1)214 - The work consists of seeding disturbed areas on Interstate Highway Nos. 15, 15W & 80N, Chubbuck Road - Main Canal, Rockland Jct. - Igo. O.H. & Snake River-Raft River, in Bannock, Power & Cassia Counties, Federal Aid Interstate and State financed. Contract was awarded to Twin Falls Construction Co., low and only bidder, in the amount of \$93,155.00, October 2, 1959.

F-3111(2), the work consists of constructing the roadway, drainage structures, and a roadmix bituminous surface on 0.587 mile of State Highway 72, Sunnyslope Curve, in Canyon County - Federal Aid primary and state financed. Contract was awarded to Karl Woodall, the low bidder on October 7, 1959, in the amount of \$60,252.50.

F-1481(10) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 5.427 miles of US highway No. 30N, Georgetown-Bennington, in Bear Lake County, Federal Aid

Primary and State financed. Contract was awarded to James Reed, Salt Lake City, Utah, the low bidder, on October 15, 1959, in the amount of \$444,274.00.

S-6722(1) & S-6709(1) - The work consists of reconditioning and constructing a crushed gravel base on the existing roadways, a bituminous surface treatment on 8.099 miles of the Crowley Road and a roadmix bituminous surface on 0.995 mile of the Ammon Road Ext., in Bonneville County - Federal aid secondary and County financed. Contract was awarded to Carl E. Nelson, Construction Co., Logan, Utah, on October 21, 1959, in the amount of \$78,924.70.

F-1032(21) - The work consists of raising and revamping existing 106' concrete bridge and constructing temporary ramp connections on US 91 and 191, Blackfoot Streets, in Bingham County - Federal aid primary and State financed. Contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, on October 27, 1959, in the amount of \$34,121.00.

S-1778(8) - The work consists of constructing the roadway, drainage structures, bituminous surface treatment and a 215.92' concrete bridge on 1.833 miles of State Highway 34, Riverdale South, in Franklin County - Federal Aid Secondary and State financed. Contract was awarded to Aslett Construction Company, Twin Falls, Idaho, the low bidder, on November 9, 1959, in the amount of \$260,946.85, Engineer's estimate being \$294,970.75.

I-80N-2(1)83 & F-3022(11) - The work consists of seeding disturbed areas on Interstate Highway No. 80N, Cleft-Sebree, in Elmore County - Federal Aid Interstate, Primary and State financed. Contract was awarded to Max A. Boesiger, the low bidder, of Mt. Home, Idaho, on November 6, 1959, in the amount of \$9,653.85, Engineer's estimate being \$8,096.75.

F-4113(15) - The work consists of constructing a crushed rock base and a plantmix bituminous surface on 5.314 miles of U.S. Highway 95, Craigmont-Culdesac and the roadway, drainage structures and a plantmix bituminous surface on 1.460 miles of the Winchester Connection in Lewis County - Federal Aid Primary and State financed. Contract was awarded to Grant Construction Co., Coeur d'Alene, Idaho, the low bidder, on November 3, 1959, in the amount of \$612,589.25, Engineer's estimate being \$673,719.50.

S-577(3) - The work consists of reconditioning the roadbed, and constructing a bituminous surface treatment on 2.703 miles of the Blanchard Road, Washington State Line - Blanchard, in Bonner County - Federal Aid Secondary and County financed. Contract was awarded to Standard Asphalt Paving Co., Inc., only bidder, on November 9, 1959, in the amount of \$8,575.25, Engineer's Estimate being \$9,602.50.

Acquisition of Right of Way. Project S-2790(2), Acequia North, Minidoka County - Upon the Request of the Chief Right of Way Agent and

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the recommendation of the State Highway Engineer, we have this day authorized the acquisition of right of way on the above project. Access is to be controlled, granting sufficient access to properly utilize the adjoining land as it now exists.

Material Site Surplus. Material Source CM 45, Camas County - Upon the request of the Chief Right of Way Agent and the recommendation of the State Highway Engineer, we have this day declared the above material site surplus and directed that it be turned over to the State Land Board to be sold to the highest bidder. Said property is not to be disposed of at a price less than \$500 plus the necessary expense for the sale of the property.

Commercial Road Approaches. Project F-4113(16), Pollock to Cox Ranch - The Chief Right of Way Agent presented a request from Howard Dryden that he be granted two commercial road approaches on his adjoining land on the above project. The State Highway Engineer is directed to grant one commercial approach only. Said approach is to be located to meet the safety requirements of the Department.

Exchange Deed (Access) S-1778(7), Parcel No. 8, District No. 1 - We have this 31st day of October, 1959, executed, in duplicate an Exchange Deed, as above-captioned, partially in favor of Elmer S. Palmer and Violetter Palmer.

Controlled Access Resolution. F-6521(2), Teton County, District No. 6, WE HAVE THIS 31st day of October, 1959, executed in triplicate a Resolution as above-captioned.

RESOLUTION OF IDAHO BOARD OF HIGHWAY DIRECTORS

Pursuant to Section 40-120, Subsection 16, Idaho Code, that section of the State Highway System commonly known as State Highway No. 33 in the vicinity between Victor, Idaho, and the Idaho-Wyoming line, and specifically designated as that portion of Project No. F-6521(2) between Stations 59/60 and 329/95.72, beginning at a point, being the intersection of the centerline of said Project and the South Village limits line of Victor, said point being approximately 1980.0 feet North and 52.0 feet East from the South quarter corner of Section 11, Township 3 North, Range 45 East, Boise Meridian, and running southeasterly 5.12 miles to a point in the Idaho-Wyoming line approximately 1985.0 feet South and 1660.0 feet East from the North quarter corner of Section 32, Township 3 North, Range 46 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:

County Road Approach at Station 60/65 Right.

County Road Approach at Station 98/35 Left.

County Road Approach at Station 99/00 Right
County Road Approach at Station 124/40 Right
County Road Approach at Station 127/00 Left
Approach to Existing Highway at Station 229/10.6 Left
Approach to Existing Highway at Station 242/90 Left
Approach to Logging Road at Station 245/50 Right
Approach to Rest Area at Station 257/00 Right
Approach to Rest Area at Station 274/00 Right
Approach to Rest Area at Station 327/50 Right
Cattle Pass at Station 97/00
Cattle Pass at Station 106/00
Cattle Pass at Station 135/45
Cattle Pass at Station 156/00
Cattle Pass at Station 185/00

The following listed farm crossings are for non-commercial purposes only, to be automatically extinguished when farm not under one(1) ownership:

Farm Crossing at Station 70/00 Right and Left
Farm Crossing at Station 101/80 Right and Left
Farm Crossing at Station 120/50 Right and Left
Farm Crossing at Station 135/85 Right and Left
Farm Crossing at Station 183/15 Left and 184/45 Right
Farm Crossing at Station 171/40 Left and 172/20 Right

The following listed approaches are for non-commercial purposes only:

Farm and Residential Approach at Station 132/30 Left
Farm and Residential Approach at Station 133/00 Right

The following listed approaches are for non-commercial purposes only, to be automatically extinguished when farm not under one (1) ownership:

Farm Approach at Station 153/60 Left
Farm Approach at Station 154/10 Right
Farm Approach at Station 215/00 Left
Farm Approach at Station 215/00 Right

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.

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

F.H.P. 16 B5, Montana State Line - Powell Ranger Station, Idaho, District No. 4, Parcel No. 1, Northern Pacific Railway Company.

I-IG-80N-3(3)206, Minidoka County, District No. 2, Parcel Nos. 14 and 14-E-1, James Earl Sorensen and Mary O. Sorensen.

Mr. Wyman X. Zachery, Brown's Industries, appeared before the Board regarding liquidated damages on the Council - Hornet Creek County Project S-3894(2) - (3). After listening to Mr. Zachery and Department officials, the Board determined that there should be no liquidated damages charged on the project under the circumstances described.

Closing Reynolds Pass. Upon the recommendation of the Assistant State Highway Engineer McCrea and State Engineer Bennett the Board concurred in permitting Reynolds Pass to close with the first bad storm this coming winter. This is in accord with the wishes of the Montana Highway Department also.

Out-of-State Travel, authorized by the Board:

To Denver, Colorado, two Sign Shop personnel and two Traffic and Design personnel, November 16-18 to attend a freeway operations clinic and Colorado Department Sign Shop tour.

State Engineer Bennett and Materials Engineer Erickson to Washington D. C., January 11 - 15 to attend Highway Research Board Annual Conference.

Two right of way agents to Eugene, Oregon sometime in January to attend the appraisal course conducted by the American Institute of Real Estate Appraisers.

AASHO Road Test. The Board approved an additional \$12,000 of Federal Aid funds as Idaho's share in financing the AASHO road test in Indiana.

Personnel Change of Classification and Promotion Approved by the Board:

Norman Crossley, Urban Engineer, classification change from Class 5 to Class 6, \$750 to \$800 per month.

Don Cox, Resident Engineer, in grade promotion, \$700 to \$725.

WASHO Dues Approved. The Board approved a billing to the Department for 1960 WASHO dues in the amount of \$50.

Cooperative Fencing of Right of Way Approved. The Board approved a Cooperative Agreement with the Bureau of Land Management, cattle owners, and the Department to finance the cooperative fencing of US 30 from Bliss nine miles west; to be maintained by the stockmen, each to share one-third of the cost, the Department's share being approximately \$5852.

Correspondence Read:

The Board read Mr. Max Cohn's letter of reply to the recent Board's letter regarding the encroachment of the Lava Hot Springs Foundation

property on the right of way US 30N. The Board requested the Secretary to inform Mr. Cohn by letter to the effect that the Board has no idea of releasing the easement as the improvement was built upon the encroachment without permission of the Board, and that Mr. Cohn should be assured that no discount of the Board's letter and the intent of the expression written therein should be made by Mr. Cohn.

The Board read the resolution from the American Legion Post of Leadore, Idaho, opposing any improvement of the road not on the highway system from Tendoy into Montana via Agency Creek and Lemhi Pass.

U.S. 95 Association. Appearing before the Board was U.S. 95 Association headed by Steve Edwards requesting improvement of the present Wilder-Parma section, then the Homedale area, and the Midvale Mesa Hill sections in that order. He was informed that this is the Department's thinking at this time.

Camas County Delegation. Fred Walton, Camas County Representative; Lloyd Barron, Camas County Senator; and Camas County Commissioners next appeared asking for information as to the programming of County matching funds and State Highway funds on a current project there this year. They were told that surveys are underway and the Department fully plans on letting a job with said moneys during 1960.

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

WHEREAS, construction of 3.598 miles of State Highway No. 33 on new location beginning at a point in Sec. 11, T. 3 N., R. 45 E., at the South Village Limits of Victor and ending at a point in Sec. 30, T. 3 N., R. 46 E., 1.647 miles northwest of the Idaho-Wyoming State Line, has made continuance of the original 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, 3.660 miles in length, is hereby removed from the State Highway System, effective this date.

WHEREAS, construction of 3.053 miles of State Highway No. U.S. 91 on new location beginning at a point in Sec. 19, T. 14 N., R. 36 E., approximately 12.025 miles north of Spencer and ending at a point in Sec. 11, T. 14 N., R. 35 E., at the Idaho - Montana State Line 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, and

WHEREAS, intent to abandon superseded section of said highway upon completion of construction on new location was expressed during the Dubois, Hamer and Spencer hearings in regard to routing of State Highway No. U.S. 91,

NOW THEREFORE, BE IT RESOLVED, that this portion of the old road 3.122 miles in length be, and hereby is, removed from the State Highway System.

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Addition to the State Highway System. The Board approved the addition of the following to the State Highway System:

WHEREAS, recent earthquake activity in the area has destroyed the former connection between points adjacent to Macks Inn, Idaho, and the Hebgen Reservoir area in the State of Montana, and

WHEREAS, the public interest and common welfare of the people of the State of Idaho require continued State Highway service between these areas,

NOW THEREFORE BE IT RESOLVED, that the present county road and Forest Highway consisting of approximately 9.7 miles and extending from a junction thereof with State Highway No. U.S. 20-191 approximately 9.3 miles north of Macks Inn to the Montana State Line at Reynolds Pass, all as shown on the sketch map in Central Files, be and hereby is, designated as a part of the State Highway System.

BE IT FURTHER RESOLVED, that said portion of the State Highway System be, and hereby is, designated as State Highway No. 96.

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

F-2361(9), Twin Falls East, US 30, Twin Falls County, Idaho Power Co
 F-2361(9), Twin Falls, East, US 30, Twin Falls County, Mt. States
 Tele. & Tel. Company
 F-1032(21), Blackfoot River Bridge, Bingham County, Idaho Power Co.
 I-90-1(4)38, Interstate Highway, Kootenai County, Dredge Fund
 F-1032(21), Blackfoot River Bridge, Bingham County, Mt. States
 Tele. & Tel. Company
 F-4113(15), Section B, Winchester, Idaho, Nez Perce County, Pacific
 Tele & Tel. Company
 F-4113(15), Section B, Winchester, Idaho, Nez Perce County, Washing-
 ton Water Power Company
 S-3855(1), New Plymouth Connection to Interstate 80N, Salt Lake
 Pipeline Company
 S-3855(1), New Plymouth Connection to Interstate 80N, Idaho Power Co.
 I-90-1(4)38, Dredge Area, Kootenai County, Washington Water Power Co.
 S-1778(8), SH 34, Franklin County, Mt. States Tele. & Tel. Co.
 S-1778(8), SH 34, Franklin County, Utah Power and Light Company

Speed Control Zones in District Three.

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.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	70	0.0	5.35	West of Junction with US 30N	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.

Speed Control Zones in District Four.

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:

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 7,8	25.90	26.15	Jct. with SH 7 to Deary	50
2	SH 7,8	26.15	26.70	Deary Urban Ext.	----
=====					
1	SH 8	0.00	0.80	Washington St. Line to Moscow	60/55
2	SH 8	0.80	2.80	Moscow Urban Ext.	----
3	SH 8	2.80	2.90	East of Moscow	35
4	SH 8	2.90	13.55	East of Moscow	60/55
5	SH 8	13.55	13.90	To Troy	50
6	SH 8	13.90	14.70	Troy Urban Extension	----
7	SH 8	14.70	25.90	Troy to Jct. with SH 7	50
8	SH 8	25.90	26.70	(Entered as SH 7,8)	----
9	SH 8	26.70	27.05	Deary Urban Ext.	----
10	SH 8	27.05	30.65	Deary to Helmer	60/55
11	SH 8	30.65	31.00	Through Helmer	50
12	SH 8	31.00	36.80	Helmer to Bovill	60/55
13	SH 8	36.80	37.00	Bovill Urban Ext.	----
=====					
1	SH 6	0.0	4.50	Washington St. Line to Jct. with US 95	50
=====					
1	SH 7,12	278.45	278.85	Nez Perce Urban Ext.	----
2	SH 7,12	278.85	280.30	Nez Perce to Jct. with SH 7	60/55
=====					
1	SH 66	0.0	1.00	Jct. with US 95 to Washington St. Line	50
=====					
1	US 95A	379.45	381.05	East of Jct. with US 95	50
2	US 95A	381.05	381.25	To Potlatch	35
3	US 95A	381.25	381.70	Potlatch Urban Ext.	----
4	US 95A	381.70	381.90	East of Potlatch	35
5	US 95A	381.90	383.80	To Princeton	50
6	US 95A	383.80	384.90	Through Princeton	35
7	US 95A	384.90	389.40	Princeton to Jct. with SH 7	60/55
8	US 95A	389.40	389.75	Jct. with SH 7 to Harvard	60/55
9	US 95A	389.75	390.05	Through Harvard	35
10	US 95A	390.05	399.75	Harvard to Benewah County Line	60/55
=====					

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 62	66.90	67.35	Kamiah Urban Extension	----
2	SH 62	67.35	76.05	Southwest of Kamiah	60/55
3	SH 62	76.05	81.85	To. Jct. with SH 7	45
====					
1	SH 43	56.42	56.10	Elk River Urban Ext.	----
2	SH 43	56.10	37.30	Elk River to Bovill	35
3	SH 43	37.30	0.50	Bovill Urban Ext.	----
4	SH 43	0.50	7.90	North of Bovill	60/55
5	SH 43	7.90	10.00	To Shoshone Co. Line	50
====					
1	SH 42	12.20	16.10	East of Jct. with US 95	50
2	SH 42	16.10	23.35	To Juliaetta	60/55
3	SH 42	23.35	24.15	Juliaetta Urban Ext.	----
4	SH 42	24.15	26.95	Juliaetta to Kendrick	50
5	SH 42	26.95	28.30	Kendrick Urban Ext.	----
6	SH 42	28.30	28.80	Kendrick to Jct. with SH 7	50
====					
1	SH 14	89.35	139.60	Jct. with SH 13 to Elk City	35
====					
1	SH 12	0.0	0.30	Craigmont Urban Ext.	----
2	SH 12	0.30	13.55	Craigmont To Jct. with SH 7	60/55
3	SH 12	13.55	15.30	(Entered as SH 7, 12)	----
4	SH 12	15.30	15.80	Nez Perce Urban Ext.	----
5	SH 12	15.80	23.45	East of Nez Perce	45
6	SH 12	23.45	30.50	To Kamiah	25
7	SH 12	30.50	31.10	Kamiah Urban Ext.	----

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.

Speed Control Zones in District Five.

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,

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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.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	US 10 & 95A	13.35	14.95	Coeur d'Alene Urban Ext.	----
2	US 10 & 95A	14.95	20.15	East of Coeur d'Alene	50
3	US 10 & 95A	20.15	22.20	To Jct. with US 95A	60/55

1	SH 4	0.0	0.30	Wallace Urban Ext.	----
2	SH 4	0.30	6.47	To Burke	35
====					
1	SH 43	10.00	20.00	No. of Latah Co. Line	50
2	SH 43	20.00	25.50	To Fernwood	60/55
3	SH 43	25.50	26.15	Through Fernwood	35
4	SH 43	26.15	29.70	Fernwood to Santa	60/55
5	SH 43	29.70	30.35	Through Santa	35
6	SH 43	30.35	32.00	Santa to Jct. with US 95A	60/55
====					
1	SH 57	0.0	1.70	Priest River Urban Ext.	----
2	SH 57	1.70	28.20	North of Priest River	60/55
3	SH 57	28.20	28.85	North of Priest River	45
4	SH 57	28.85	37.20	North of Priest River	60/55
====					
1	SH 5	0.0	0.60	Plummer Urban Ext.	----
2	SH 5	0.60	18.00	East of Plummer	50
3	SH 5	18.00	18.10	To St. Maries	35
4	SH 5	18.10	19.35	St. Maries Urban Ext.	----
====					
1	SH 58	0.00	2.80	Washington State Line to Jct. US 95	60/55

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	US 10	0.00	0.10	Washington St. Line to State Line Village	50
2	US 10	0.10	0.35	St. Line Village Urban Ext.	----
3	US 10	0.35	1.00	East of St. Line Village	50
4	US 10	1.00	3.70	To Post Falls	60/55
5	US 10	3.70	6.25	Post Falls Urban Ext.	----
6	US 10	6.25	7.25	Post Falls to Jct. with SH 41	60/55
7	US 10	7.25	10.85	Jct. with SH 41 to Coeur d'Alene	60/55
8	US 10	10.85	13.35	Coeur d'Alene Urban Ext.	----
9	US 10	13.35	22.20	(Entered as US 10 & 95A)	----
10	US 10	22.20	34.65	Jct. with US 95A to Jct. with SH 3	60/55
11	US 10	34.65	39.00	East of Jct. with SH 3	60/55
12	US 10	39.00	47.00	East of Jct. with SH 3	50
13	US 10	47.00	50.60	To Kellogg	60/55
14	US 10	50.60	52.10	Kellogg Urban Ext.	----
15	US 10	52.10	56.40	Kellogg to Osburn	60/55
16	US 10	56.40	59.40	Osburn Urban Ext.	----
17	US 10	59.40	62.00	Osburn to Wallace	60/55
18	US 10	62.00	63.75	Wallace Urban Ext.	----
19	US 10	63.75	69.15	Wallace to Mullan	50
20	US 10	69.15	70.10	Mullan Urban Ext.	----
21	US 10	70.10	71.60	East of Mullan	50
22	US 10	71.60	75.90	To Montana St. Line	35

1	SH 60	0.0	5.55	Washington St. Line to Jct. with US 95	60/55
=====					
1	US 2	0.0	0.10	Old Town Urban Ext.	----
2	US 2	0.10	0.55	East of Oldtown	35
3	US 2	0.55	5.20	To Priest River	60/55
4	US 2	5.20	5.85	Priest River Urban Ext.	----
5	US 2	5.85	7.80	Priest River Urban Ext.	----
6	US 2	7.80	10.05	East of Priest River	60/55
7	US 2	10.05	14.50	To Laclede	50
8	US 2	14.50	15.00	Through Laclede	50
9	US 2	15.00	25.30	Laclede to Dover	60/55
10	US 2	25.30	25.95	Through Dover	35
11	US 2	25.95	27.70	To Sandpoint	60/55
12	US 2	27.70	28.80	Sandpoint Urban Ext.	----
13	US 2	494.65	531.10	(Entered as US 95)	----
14	US 2	531.10	535.95	East of Jct. with US 95	60/55
15	US 2	535.95	536.30	To Moyie Springs	35
16	US 2	536.30	536.80	Through Moyie Springs	35
17	US 2	536.80	538.30	East of Moyie Springs	35
18	US 2	538.30	539.15	East of Moyie Springs	50
19	US 2	539.15	548.15	To Montana St. 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.

Speed Control Zones in District Three (Revision.)

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, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated May 26, 1958, are in order; 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 ordered that Item No. 1 pertaining to State Highway No. 71 of the Minute Entry of the Board of Highway Directors dated May 26, 1958 is herewith rescinded. It is further 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.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 71	0	5.70	East of Oregon St. Line	25
2	SH 71	5.70	13.40	East of Oregon St. Line	40
3	SH 71	13.40	28.95	To Cambridge	50
4	SH 71	28.95	29.25	Cambridge Urban Ext.	----

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.

Speed Limits in Cottonwood.

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 Cottonwood; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated December 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Cottonwood, 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 Cottonwood; 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	None	North Village Limits to King Street	35
2	US 95	King Street	Hogan Street to Gilmore St.	35
3	US 95	King Street	Gilmore St. to Main St.	25
4	US 95	Main Street	King St. to Goldstone St.	25
5	US 95	Main Street	Goldstone St. to 600 feet Southeast of Euclid St.	50
6	US 95	Main Street	600 feet Southeast of Euclid St. to East City Limits	60/55

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated December 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Cottonwood 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 Cottonwood shall henceforth be effective at all times during hours of daylight or darkness.

Speed Limits in Mountain Home.

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 Mountain Home; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated April 12, 1955, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Mt. Home, 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 Mt. Home; 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 20, 26,30	N. Main Street	No. City Limits to .3 mile No. of 7th No. St.	50
2	US 20, 26,30	N. Main Street	.3 Mile No. of 7th No. St. to 7th No. St.	35
3	US 20, 26,30	N. Main Street	7th No. St. to E. Jackson Street	25
4	US 20, 26,30	None	E. Jackson St. to 6th So. St.	25
5	US 20, 26,30	Third West St.	Sixth So. to 3rd West A	25
6	US 20, 26,30	Third West St.	3rd W. A St. to So. City Limits	35
7	SH 51	Sixth So. St.	W. City Limits to 3rd West St.	35
8	SH 68	Third No. St.	No. Main St. to 11th E. St	25
9	SH 68	Third No. St.	11th East St. to East City Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated April 12, 1955, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Mt. Home, 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 Mt. Home shall henceforth be effective at all times during hours of daylight or darkness.

Speed Control Zones in District Three. (Revised)

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, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated August 24, 1955 are in order; 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 ordered that Items 1 through 8 pertaining to State Highway No. 21 of the Minute Entry of the Board of Highway Directors dated August 24, 1955, is herewith rescinded. It is further 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.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 21	0.0	2.10	Boise Urban Extension	----
2	SH 21	2.10	4.35	East of Boise	35
3	SH 21	4.35	9.95	East of Boise	60/55
4	SH 21	9.95	10.50	East of Boise	35
5	SH 21	10.50	11.70	East of Boise	50
6	SH 21	11.70	21.30	East of Boise	60/55
7	SH 21	21.30	35.40	East of Boise	50
8	SH 21	35.40	38.85	To Idaho City	60/55
9	SH 21	38.85	49.10	East of Idaho City	50
10	SH 21	49.10	56.70	East of Idaho City	35
11	SH 21	56.70	61.30	East of Idaho City	50
12	SH 21	61.30	72.20	To Lowman	35
13	SH 21	72.20	91.50	East of Lowman	35

NOW THEREFORE, it is hereby ordered that Items 1 through 8 pertaining to State Highway No. 44 of the Minute Entry of the Board of Highway Directors dated August 24, 1955 is herewith rescinded. It is further 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

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facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness.

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 44	31.10	34.50	Jct. with US 30 to Middleton	60/55
2	SH 44	34.50	35.35	Middleton Urban Ext.	----
3	SH 44	35.35	41.35	Middleton to Star	60/55
4	SH 44	41.35	41.70	Through Star	35
5	SH 44	41.70	43.10	To Jct. with SH 16	60/55
6	SH 44	43.10	48.30	Jct. with SH 16 to Eagle	60/55
7	SH 44	48.30	48.70	Through Eagle	35
8	SH 44	48.70	50.80	Eagle to Jct. with SH 15	60/55
9	SH 44	50.80	57.40	(Entered as SH 15 & SH 44)	----

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NOW THEREFORE, it is hereby ordered that Items 1 through 3 pertaining to State Highway No. 16 of the Minute Entry of the Board of Highway Directors dated August 24, 1955 is herewith rescinded. It is further 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.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 16	30.15	32.25	South of Jct. with SH 52	50
2	SH 16	32.25	34.60	South of Jct. with SH 52	35
3	SH 16	34.60	44.65	To Jct. with SH 44	60/55

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NOW THEREFORE, it is hereby ordered that Items 1 through 14 pertaining to State Highway No. 15 of the Minute Entry of the Board of Highway Directors dated August 24, 1955, is herewith rescinded. It is further 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.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 15	57.40	50.80	(Entered as SH 15 & SH 44)	----
2	SH 15	0.00	6.10	No. of Jct. with SH 44	60/55
3	SH 15	6.10	18.90	To Horseshoe Bend	50
4	SH 15	18.90	20.25	Horseshoe Bend Urban Ext.	----
5	SH 15	20.25	24.30	No. of Horseshoe Bend	50
6	SH 15	24.30	34.45	To Jct. with SH 17	60/55
7	SH 15	34.45	34.55	No. of Jct. with SH 17	60/55
8	SH 15	34.55	37.45	No. of Jct. with SH 17	50
9	SH 15	37.45	53.00	No. of Jct. with SH 17	60/55
10	SH 15	53.00	57.30	No. of Jct. with SH 17	50
11	SH 15	57.30	69.95	To Cascade	60/55
12	SH 15	69.95	72.10	Cascade Urban Extension	----
13	SH 15	72.10	86.70	Cascade to Donnelly	60/55
14	SH 15	86.70	87.40	Donnelly Urban Ext.	----
15	SH 15	87.40	94.00	Donnelly to Lake Fork	60/55
16	SH 15	94.00	94.35	Through Lake Fork	35
17	SH 15	94.35	98.65	Lake Fork to McCall	60/55
18	SH 15	98.65	100.80	McCall Urban Extension	----
19	SH 15	100.80	101.00	North of McCall	35
20	SH 15	101.00	105.15	North of McCall	60/55
21	SH 15	105.15	109.55	To Old Meadows	50
22	SH 15	109.55	110.20	Through Old Meadows	35
23	SH 15	110.20	111.60	North of Old Meadows	60/55
24	SH 15	111.60	111.70	To New Meadows	35
25	SH 15	111.70	111.80	New Meadows Urban Ext.	----

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NOW THEREFORE, it is hereby ordered that Items 1 through 6 pertaining to State Highway No. 44 of the Minute Entry of the Board of Highway Directors dated August 24, 1955 is herewith rescinded. It is further 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.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 15 & 44	50.80	52.60	East of Jct. with SH 15	60/55
2	SH 15 & 44	52.60	55.15	East of Jct. with SH 15	50
3	SH 15 & 44	55.15	55.55	To Boise	35
4	SH 15 & 44	55.55	57.40	Boise Urban Extension	----

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216 NOW THEREFORE, it is hereby ordered that Items 1 through 7 pertaining to State Highway No. 52 of the Minute Entry of the Board of Highway Directors dated August 24, 1955, is herewith rescinded. It is further 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.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	52	0.0	0.25	Oregon St. Line to Payette	35
2	52	0.25	2.85	Payette Urban Extension	----
3	52	2.85	14.30	Payette to Jct. with US 30	60-55
4	52	14.30	30.15	Jct. with US 30 to Jct. with SH 16	60-55
5	52	30.15	30.35	Jct. with SH 16 to Emmett	35
6	52	30.35	31.60	Emmett Urban Extension	----
7	52	31.60	32.70	North of Emmett	35
8	52	32.70	33.65	To Jct. with SH 52A	50
9	52	33.65	38.30	No. of Jct. with SH 52A	50
10	52	38.30	53.80	To Horseshoe Bend	60-55
11	52	53.80	54.00	Horseshoe Bend Urban Ext.	----

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.

Expense Vouchers. The Board approved the following expense vouchers for September: R. C. Rich, \$71.74; L. K. Floan, \$31.00; and W. C. Burns, \$85.95.

WHEREUPON, the Board adjourned until the next regular meeting to be held at 8:00 a.m., November 6, 1959.

Read and Approved December 10 1959
Boise, Idaho



R. C. Rich, Chairman

NORTH IDAHO BOARD TOUR

November 1 - November 5, 1959

Vice-chairman L. K. Floan; Board Member W. C. Burns, G. Bryce Bennett; N. L. McCrea; Wayne Summers, Board Secretary; C. R. Salmen, Idaho Division Engineer, Bureau of Public Roads; and John Corlett, of the Statesman, toured North Idaho with District Engineers J. F. Pearring and P. A. Marsh.

Meetings were held at Bonners Ferry, Sandpoint, Wallace, St. Maries, Moscow, Grangeville, and McCall. The party left Boise at 7 a.m., Sunday, November 1, and returned at 8 p.m., Thursday, November 5.

For a detailed report of the tour refer to the Board files.

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

November 6, 1959

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Friday, November 6, 1959, at 603 Main Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director District 2
L. K. Floan, Vice-chairman, Director District 3
W. C. Burns, Member, Director District 1
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Bids. The Highway Board concurred in the action of the State Engineer in the awarding of the following bids:

F-FG-3112(8) - The work consists of constructing the roadway, one way couplet, drainage structures, 3 concrete underpasses and a plantmix bituminous surface on 0.421 mile of U.S. 30N., Weiser Underpass, in Washington County - Federal Aid Primary and State financed. Contract was awarded to Morrison-Knudsen Company, Inc., Boise, Idaho, the low bidder, on November 9, 1959, in the amount of \$638,177.60, Engineer's estimate being \$655,710.30.

S-3855(1) - The work consists of constructing the roadway, drainage structures, a plantmix or roadmix (alternate) bituminous surfacing and a 23' concrete bridge on 3.186 miles of SH 73, New Plymouth Connection, in

November 6, 1959

Payette County - Federal Aid Secondary and State financed. Contract was awarded to T & S Construction Company Twin Falls, Idaho, on November 9, 1959, the low bidder, in the amount of \$208,018.65, Engineer's estimate being \$240,393.00.

Stockpile No. 312, The work consists of furnishing crushed gravel and cover coat material in stockpiles at Strawberry Glen and new headquarters building site, in Ada County - State financed. Contract was awarded to A. D. Stanley, Boise, Idaho, the low bidder, on November 9, 1959, in the amount of \$20,900.00, Engineer's estimate being \$26,000.00.

The following bid was recommended for award, but cannot be awarded until the contractor obtains a license:

S-1778(11) Section "A" - The work consists of seeding all disturbed areas on State Highway No. 34, North and South Riverdale, in Franklin County - Federal Aid Secondary and State Financed. Contract was recommended to be awarded to Spragues', Lynnwood, Washington, the low bidder, in the amount of \$22,997.50, Engineer's estimate being \$22,060.00.

The following bid was rejected and will be readvertised at a later date:

S-1778(11) Section "B" - The work consists of controlling erosion on State Highway No. 34, Riverdale Curves, in Franklin County - Federal Aid Secondary and State financed. The only bidder was James Reed, Salt Lake City, Utah, in the amount of \$10,682.50, which was 16.5% over Engineer's estimate of \$9,166.25.

1960 Interstate Moneys. The Board requested the Department to concentrate its Interstate construction moneys for 1960 on the Pocatello to Idaho Falls sections, with particular emphasis on Pocatello to Blackfoot. Also, in District 2, to expedite as early as possible complete construction of the Raft River to the Snake River and on to SH 27; that District 5 should, moneys allowing, proceed with the rural section Stage 1, a construction of detour roads, of Mullen to Wallace.

1960 Construction Program. Mr. Bennett agreed to submit the final draft of the 1960 Construction Program at the December Board meeting for Board consideration.

Abandoned US 2. The State Engineer was requested to inform the Boundary County Commissioners that the Department would assist Boundary County in the way of rental of snow plowing equipment and selling at cost asphalt paving for the abandoned section of US 2 east of Moyie Springs, and causing no change to be made regarding the maintenance status of this abandoned section of US 2, it being a county responsibility.

Commercial Access Requested. Project F-1481(4), Parcel No. 64 - The Chief Right of Way Agent presented the request from Elbert E. Gass regarding commercial access to the above parcel. The Board hereby approves the recommendation of the State Highway Engineer that access to said property be granted by means of frontage roads only, with a point of access being granted at the northerly end of the property.

The request and recommendations of the State Highway Engineer are on record in the files of the Right of Way Division.

WHEREUPON, the Board adjourned until its next meeting to be held December 9 and 10, 1959.

Read and Approved December 10 1959
Boise, Idaho



R. C. Rich, Chairman

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

December 9 & 10, 1959

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Wednesday, December 9, at 603 Main Street, Boise, Idaho.

Present were:

L. K. Floan, Vice-chairman, Director District 3
W. C. Burns, Member, Director District 1
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Approved 1960 Construction Budget. The Board approved the 1960 Construction Budget, a tentative 1961 construction program, and a preliminary engineering and right of way program.

1960 State Highway Map Reprint. The Board approved a 350,000 reprint order of the State Highway 1960 map with front and back fold cover changes, 150,000 to be allocated during 1960 to the Department of Commerce and Development for distribution.

Additional AASHO Road Test Allocation. The Board approved an additional \$11,000 allocation for the AASHO Road Test as Idaho's participating share in addition to the recent allocation of \$12,000. This being Idaho's share of estimated total funds required to finish this research project.

December 9, 1959

Future Improvement of SH 51. The State Engineer conveyed to the Board the desire of the Air Force to have the Highway Department participate in the improvement of SH 51 from the end of the present oil section in Little Valley which is approximately 6 miles to the junction of a proposed road to an Air Force Missile Base to the extent of 40 per cent, State, and 60 per cent, Air Force. The Board stated that in view of the recent improvement made by the State south of Bruneau of SH 51, that the Board does not feel justified by expending more State moneys on this route at this time.

Employment Extension of Lew Roberts. The Board authorized the employment extension of Lew Roberts (over-retirement age), Design Department, District 3, to December 31, 1960.

Retirement Certificates. The Board authorized the Department to issue suitable service longevity certificates and/or pins to current and retiring employees in recognition of years of service.

Concrete vs. Asphalt. A comparison analysis of concrete vs. asphalt paving in Idaho was read and approved for a guide to the Department as applied to highway surfacing. A copy may be found in Central Files and the Board Secretary files for future reference.

Relocation of US 30 Through Hagerman. The Board repeated its position regarding the relocation of US 30 through Hagerman, in that it should be on the present business route through Hagerman, and directed that the Secretary of the Board so inform Virginia Leach, Clerk, Joint School District 233, Hagerman, in reply to her inquiry.

Ingrade Raise for Assistant District Engineer E. M. Harding, District 6, was approved from \$700 to \$725 per month.

Out-of-State Travel approved by the Board:

To Portland, Oregon, to attend BPR National Conference, January 26, G. Bryce Bennett, N. L. McCrea, Ellis Mathes, and Roy Jump.

To Spokane, Washington, for AGC Conference, January 28-29, State Engineer G. Bryce Bennett.

THURSDAY, DECEMBER 10, 1959

The Board reconvened at 8 a.m., Thursday, December 10, in the Board Room at 603 Main Street, Boise, with Mr. Floan, Mr. Burns, State Highway Engineer, Board Secretary, and subsequently Mr. Rich, present.

Minutes. The Minutes of the regular meetings of the Idaho Board of Highway Directors held October 30 and 31 and November 6 were read and approved.

Bid Openings Approved. The Board concurred in the action of the State Engineer in the awarding of the following bid:

F-2361(9) & TF-67 (Non-Participating) - The work consists of constructing the roadway, drainage structures, a plantmix bituminous surface, a 27' concrete bridge and connecting roads, on 1.624 miles of US Highway No. 30, East Five Points Cemetery, and grading the roadbed and constructing a 145' bridge on 2.137 miles of an access road to Source TF-67, in Twin Falls and Jerome Counties - Federal Aid Primary and State financed. Contract was awarded to Duffy Reed Construction Company Twin Falls, Idaho, the low bidder, in the amounts of Project TF-67, \$95,021.00; Project F-2361(9) \$604,752.55; Both Projects, \$699,773.55; Engineer's estimate being Project TF-67, \$68,857.50; Project F-2361(9), \$619,230.25; Both Projects, \$688,087.75; on November 20.

Location of Interstate Route 15W Westerly From Junction of Interstate 15, Bannock and Power Counties. In the matter of the location of the Interstate 15W westerly from the junction of 15 in the vicinity of Chubbuck, Bannock and Power Counties, it was the decision of the Board to locate said Interstate Route center line approximately 150 feet south of the east-west quarter section line (so-called half-section line), lying over and across Sections 7-8-9-10-11 of Township 6 South, Range 34 East, Bannock and Power Counties.

In making this decision, the Board considered preliminary estimates of construction and right of way cost.

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

- F-3281(5) - Cole School-Meridian, Ada County, Idaho Power Company
- F-3281(5) - Cole School-Meridian, Ada County, Mt. States Tele. & Tel.
- F-1032(3) - Blackfoot Streets, Bingham County, Idaho Power Company
- F-1032(3) - Blackfoot Streets, Bingham County, Mt. States Tel. & Tel.
- F-1032(3) - Blackfoot Streets, Bingham County, Utah Power & Light Co.

Maintenance of Frontage Roads and Roads Crossing Over or Under All State Highways. The Board approved the following modification on the 7/30/59 policy of roads crossing the State Highway System:

The following maintenance policy of frontage roads and roads crossing the State Highway System was adopted by the Board upon the recommendation of the State Highway Engineer. This policy interpretation supersedes that adopted by the Board July 30, 1959.

1. Frontage roads constructed in conjunction with State Highway projects, and connecting with roads under the jurisdiction of

another political subdivision shall be maintained by the political subdivision that has jurisdiction over the road system with which the frontage roads connect.

2. Roads crossing over or under State Highways shall be maintained by the local political subdivision having jurisdiction.
3. At interchanges, ramps from the State Highway to points of connection with local roads shall be maintained by the State.
4. On separation and interchange structures over a State Highway:
 - a. Snow plowing, sanding, and cleaning the deck shall be the responsibility of the political subdivision that maintains the roadway crossing the structure.
 - b. Except as in a. above, structures shall be maintained by the State.
5. Separation and interchange structures carrying an intersecting roadway under a State Highway shall be maintained by the State. Travel-way and drainage features of the intersecting roadway shall be maintained by political subdivision having jurisdiction.

In unusual cases some exceptions may be made to this policy, if recommended by the State Highway Engineer and approved by the State Highway Board of Directors.

In order to carry out the provisions of this policy, the District Engineers or their representatives shall advise the governing bodies of the local political subdivisions of the policy of this Department during the preliminary analysis and design of projects. This will be done at the same time that preliminary agreements are made with regard to any adjustments in, and closures of, portions of the local road systems.

The Survey and Plans Engineer will prepare sketch maps showing adjustments in local roads, and indicating the sections to be maintained by the local political subdivisions. These maps shall be transmitted to the Chief Right-of-Way Agent, who will prepare agreements setting forth the adjustment in the local roads and the maintenance obligations of the local political subdivisions.

In conjunction with the preparation of the sketch maps and agreements, the Planning and Traffic Division will be consulted by the Right of Way Division to determine that any hearing commitments are complied with and to evaluate the need for any System action. The Planning and Traffic Division will undertake any System action required.

The Secondary Roads Engineer, in conjunction with the District Engineers, shall contact the local political subdivisions having jurisdiction over rural roads and have the agreements executed by them.

In urban sections, the Urban Engineer shall incorporate the maintenance provisions in the agreements with cities covering other phases of the work.

Hearing Determination, Boise One-Way Couplet, US 30-20-26. In the matter of the proposed changes in the State Highway System within the vicinity of the City of Boise and the Village of Garden City, the Board signed a determination as follows:

The above matter having come on for hearing pursuant to notice duly given, before the Board of Highway Directors, at the Boise, High School Auditorium, December 7, 1959, at 8:00 p.m., 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 Boise, Village of Garden City and Ada County Commissioners approved same and did not protest against or object to the proposed changes in the State Highway System 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 above project within the City of Boise, Village of Garden City, Ada County, Idaho, to wit:

Construction of a one-way couplet for the routing of US 30-20-26 westbound traffic from Capitol Boulevard utilizing Grove Street, 17th Street extended, with Main Street crossing the Boise River on the new bridge to a transition connecting with Fairview Avenue immediately west of the present 20-30-26 junction.

The existing routing on Fairview Avenue and Front Street to Capitol Boulevard would be converted to handle eastbound traffic. The entire couplet would become a part of the State Highway system and will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Boise, Village of Garden City, and Ada County, Idaho.

Parking Prohibition on a State Highway.

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

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WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed that the parking of vehicles between Milepost 57.7 and Milepost 57.9 on the North side of U.S. Highway 30 and between Milepost 57.7 and Milepost 57.9 on the South side of U.S. Highway 30, more particularly described as both sides of US Highway 30 from 4. to 4.2 miles west of the US Highway 20, 26 junction in Garden City 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 57.7 and Milepost 57.9 on the North side of U.S. Highway 30 and between Milepost 57.7 and Milepost 57.9 on the South side of U.S. Highway 30 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.

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 58.4 and Milepost 58.7 on the North side of U.S. Highway 30 and between Milepost 58.4 and Milepost 58.7 on the South side of US Highway 30, more particularly described as both sides of U.S. Highway 30 from 3.3 to 3.6 miles west of the U.S. Highway 20, 26 Junction in Garden City 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 58.4 and Milepost 58.7 on the North side of US Highway 30 and between Milepost 58.4 and Milepost 58.7 on the South side of US Highway 30 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.

Speed Limits in Wendell.

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 Wendell and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated March 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Wendell, 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 Wendell 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	SH 46	Idaho Street	So. City Limits to Ave. C	35
2	SH 46	Idaho Street	Ave. C to Main Street	25
3	SH 46	Idaho Street	Main St. to 5th Avenue	25
4	SH 46	Idaho Street	5th Ave. to No. City Limits	35
5	SH 46	Main Street	Idaho St. to Wallace St.	25
6	SH 46	Main Street	Wallace St. to Lewiston St.	35
7	SH 46	Main Street	Lewiston St. to W. City Limits	50

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated March 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Wendell, 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 Wendell shall henceforth be effective at all times during hours of daylight or darkness.

Payment For Lands Purchased. Project I-80N-1(6)14, At the request of the Chief Right of Way Agent and the recommendation of the State Highway Engineer, we have this day approved the payment to Raymond L. Tullius for consideration of \$33,000 for lands needed on the above project. A complete record of the transaction is in the files of the Right of Way Division.

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Easement of Access. Project I-15-3(8)142, At the request of the Chief Right of Way Agent and recommendation of the State Highway Engineer, we have this day executed an easement of access to Robert M. Wade on the above project.

Special Warranty Deed. Project F-1024(6), At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, we have this day executed a special warranty deed conveying certain lands to Pearl Rice Wilcox. The conveyance of this land is based upon right of way commitments previously made but not complied with.

Exchange of Lands. Projects S-1721(504) and F-1381(10), At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, we have this day entered into an agreement for an exchange of lands with Wallace J. Belnap. A complete record and background of this exchange is in the files of the Right of Way Division.

Acquisition of Right of Way. Project I-15-3(9)150, The Chief Right of Way Agent gave a report on acquisition of right of way on the above project from the Fish and Wildlife. The State Highway Engineer is directed to advise the Bureau of Public Roads that the State cannot accept the required right of way under the stipulations demanded by the Fish and Wildlife, that the Bureau of Public Roads will be so advised and requested to pursue the acquisition of right of way as originally planned.

"Recognition of Exercise of Option and Deed." I-80N-1(3)0, Payette County, District No. 3, Parcel No. 6A (Special Parcel), We have this 10th day of December, 1959, executed in triplicate, an instrument entitled "Recognition of Exercise of Option and Deed," to the Rat Farm Club, Inc., an Idaho Corporation.

Removal From the State Highway System.

WHEREAS, construction of 2.661 miles of State Highway No. 34 on new location beginning at a point in Sec. 14, T. 15 S., R. 39 E., 0.274 miles northeast of Preston North City Limits and ending at a point in Sec. 6, T. 15 S., R. 40 E., 2.141 miles south of the Bear River Bridge, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 2.612 miles in length, is hereby removed from the State Highway System, effective this date.

WHEREAS construction of 8.138 miles of State Highway No. U.S. 30N on new location beginning at a point in Sec. 7, T. 8 S., R. 31 E., at the junction with State Highway No. 37 west of American Falls and ending at a point in Sec. 7, T. 7 S., R. 32 E., 0.477 miles south of the Igo Overhead, 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 in Central Files.

THEREFORE BE IT RESOLVED, that these intermittent sections, with an aggregate length of 4.141 miles, are hereby removed from the State Highway System, effective this date.

WHEREAS, construction of 6.440 miles of State Highway No. 46 on new location beginning at a point in Sec. 28, T. 7 S., R. 15 E., 0.745 miles north of Wendell North City limits and ending at a point in Sec. 20, T. 6 S., R. 15 E., 2.583 miles south of the junction with State Highway No. US 26, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 6.790 miles in length, is hereby removed from the State Highway System, effective this date.

WHEREAS, construction of 0.511 miles of State Highway No. US 93 on new location beginning at a point in Sec. 15, T. 10 N., R. 13 E., 2.362 miles northwest of Redfish Lake Creek Bridge and ending at a point in Sec. 15, T. 10 N., R. 13 E., 1.481 miles south of the junction with State Highway No. 21 at Stanley, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.530 miles in length, is hereby removed from the State Highway System, effective this date.

Expense Vouchers. The Board approved the following expense voucher for October - November: W. C. Burns, \$152.10.

WHEREUPON the Board adjourned until its next meeting to be held January 5 and 6, 1960.

Read and Approved January 5 1960
Boise, Idaho



R. C. Rich, Chairman

December 10, 1959

WHEREAS construction of 8.138 miles of State Highway No. U.S. 30N on new location beginning at a point in Sec. 7, T. 8 S., R. 31 E., at the junction with State Highway No. 37 west of American Falls and ending at a point in Sec. 7, T. 7 S., R. 32 E., 0.477 miles south of the Igo Overhead, 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 in Central Files.

THEREFORE BE IT RESOLVED, that these intermittent sections, with an aggregate length of 4.141 miles, are hereby removed from the State Highway System, effective this date.

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