



HISTORICAL RECORDS

Dated January 5, 1960 to October 21, 1961

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

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

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

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

MICROFILM ROLL NO. 11



SEAMAN S. MILLS  
General Services Supervisor

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

January 5 & 6, 1960

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Tuesday, January 5, 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 meeting of the Idaho Board of Highway Directors held December 9 & 10, 1959, were read and approved.

Construction and/or Maintenance Area Speed Zoning Authority. The Idaho Board of Highway Directors this day, by virtue of Idaho Code 49-702, authorizes the State Highway Engineer, after an engineering and traffic investigation, to declare temporary restricted speed zones, in, through, or around highway construction and/or maintenance sections, on the State Highway System, as he deems advisable for the protection of the public.

Additional 1960 Construction Program. The Board approved the following additional 1960 construction program in addition to that approved at the December Board meeting. Simplification of the Bureau of Public Roads contract controls made these additional 1960 Federal Aid moneys available for programing.

a.	<u>Interstate</u>	
	Twin Bridges No. of Blackfoot	\$ 720,000.00
	Jct. U.S. 30 - Sand Hollow	1,024,000.00
	Broadway-Bassett	1,227,000.00
		<u>\$2,971,000.00</u>
b.	<u>Primary</u>	
	Sebree - Mt. Home Underpass	\$ 217,000.00
	Priest River - Thama (Part only)	370,000.00
	Alexander Curves	81,000.00
		<u>\$ 668,000.00</u>
c.	<u>Secondary</u>	
	Payette Overpass & Approaches	\$ 630,000.00
	Third North St. in Mt. Home	74,000.00
		<u>\$ 704,000.00</u>
	<b>TOTAL FEDERAL AID</b>	<b>\$4,343,000.00</b>

In addition to the above, \$500,000 Federal Aid was allocated to the 1960 County Program for obligation this year.

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-2361(13), Burley West, Mt. States Tele. & Tel. Company  
 S-2864(2), SH 77, Declo-North, Mt. States Tele. & Tel. Company  
 S-2864(2), SH 77, Declo-North, Village of Declo  
 S-2864(2), SH 77, Declo-North, Project Mutual Tele. Coop. Assoc.  
 S-2864(2), SH 77, Declo-North, US Bureau of Reclamation  
 S-2864(2), SH 77, Declo-North, Riverside Electric Company  
 S-2864(2), SH 77, Declo-North, Southside Electric Company  
 S-2864(2), SH 77, Declo-North, East End Electric Company  
 F-2361(12), US Highway 30, Mt. States Tele. & Tel. Company  
 F-2361(12), US Highway 30, Idaho Power Company  
 S-6715(4), SH 49, Mt. States Tele. & Tel. Company  
 S-6715(4), SH 49, Utah Power & Light Company

Evaluation of State Highway System - Camas Prairie. A State Highway System evaluation of Camas Prairie between Grangeville and Orofino and Craigmont - Cottonwood easterly to the Clearwater River was submitted to the Board for review in the study made August 1959 with 1958 ADT figures. The Board approved Plan II as a preliminary starting point, but ask that the Department make additional studies of the road system in the area.

Rural Speed Control Zones in District Six.

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 March 30, 1956, 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 104 through 109 pertaining to US Highway No. 93 of the Minute Entry of the Board of Highway Directors dated March 30, 1956 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	US 93	275.00	276.50	South of Salmon	50
2	US 93	276.50	305.35	South of Salmon	60/55
3	US 93	305.35	306.90	Salmon Urban Extension	---
4	US 93	306.90	327.20	Salmon to North Fork	60/55
5	US 93	327.20	327.55	Adjacent to North Fork	50
6	US 93	327.55	339.30	North of North Fork	60/55
7	US 93	339.30	343.65	North of North Fork	40
8	US 93	343.65	345.55	North of North Fork	60/55
9	US 93	345.55	352.05	To Montana State Line	40

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.

Rural 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,

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 10A	11.40	11.45	Coeur d'Alene Urban Ext.	---
2	US 10A	11.45	12.40	East of Jct. with US 10	50
3	US 10A	12.40	12.50	Coeur d'Alene Urban Ext.	---
4	US 10A	450.70	495.05	(Entered as US Highway 95)	---
5	US 10A	30.00	44.75	Jct. with US 95 and US 2 to Hope	60/55
6	US 10A	44.75	45.60	Hope Urban Extension	---
7	US 10A	45.60	46.35	East Hope Urban Extension	---

January 5, 1960

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
8	US 10A	46.35	50.40	East of East Hope	60/55
9	US 10A	50.40	52.10	East of East Hope	35
10	US 10A	52.10	54.75	To Clark Fork	60/55
11	US 10A	54.75	55.95	Clark Fork Urban Extension	---
12	US 10A	55.95	63.20	Clark Fork to Mont. 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.

Railroad Crossing east of Greenleaf, SH 19. A report from Traffic Engineer, Marvin Lotspeich, concerning the railroad crossing east of Greenleaf on SH 19, was read by the Board and a copy of the report was sent to Mrs. Leon C. Jones, Caldwell, the originating inquirer. A copy of the report is in Central Files.

Meeting with Jed Jones, Architect. The Board met with Jed Jones, of Hummel, Hummel, & Jones, architect for the State Highway-Law Enforcement Building, approving colors of walls and floor covering materials from samples submitted, and specified that wood furniture was desired for the Board Room. The Board was advised regarding the building construction progress and well development.

Easement of Access Deed. F-6521(2), Parcel No. 10, District No. 6, We have this 5th day of January, 1960, executed in duplicate an Easement of Access Deed as above captioned, partially in favor of Clifford Woolstenhulme and Constance Woolstenhulme.

F-6521(2), Parcel No. 9, District No. 1, We have this 5th day of January 1960, executed in duplicate an Easement of Access Deed, as above captioned, partially in favor of LeRoy E. Woolstenhulme and Meda Woolstenhulme.

F-6521(2), Parcel No. 4, District No. 6, We have this 5th day of January, 1960, executed in duplicate an Easement of Access Deed, as above captioned, partially in favor of J. A. Bressler.

F-6521(2), Parcel No. 2, District No. 1, We have this 5th day of January, 1960, executed in duplicate an Easement of Access Deed, as above captioned, partially in favor of Juliet A. Mikesell.

F-2371(2), Parcel No. 13, District No. 2, We have this 5th day of January, 1960, executed in duplicate, an Easement of Access Deed, as above captioned, partially in favor of Bessie Brown.

Condemnation Order. I-80N-1(6)14, Interstate, Parcel Nos. 45 and 45-E-1, Corda Ihle, a widow - deceased, We have this day executed in duplicate an Order of Condemnation covering the above parcel Nos. 45 and 45-E-1 of subject Condemnation.

WEDNESDAY, JANUARY 6

The Board reconvened at 8 a.m., Wednesday, January 6, in the Board Room at 603 Main Street, Boise, with all members, the State Highway Engineer, and the Board Secretary present.

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

Stockpile No. 322 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles adjacent to SH 71, approximately 3.5 miles west of Cambridge, in Washington County, state financed. Contract was awarded to A. D. Stanley, Boise, Idaho, the low bidder, on January 11, 1960, in the amount of \$21,100.00.

Stockpile Nos. 317 & 318 - The work consists of furnishing crushed rock surfacing and cover coat material in stockpiles adjacent to SH 5 in the vicinity of Parker Pass and Plummer in Benewah County - State financed. The contract was awarded to J. F. Konen, Construction Co., Inc., Lewiston, Idaho, the low bidder, on December 17, 1959, in the amount of \$38,640.00.

Stockpile Nos. 306, 308, 309, 310, & 311 - The work consists of furnishing crushed gravel surfacing and cover coat material in various stockpiles in District 6, in Madison, Fremont, Teton, Bonneville, and Jefferson Counties - State financed. Contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on December 17, 1959, in the amount of \$46,340.00.

Nampa Chamber of Commerce Delegation, composed of John Wray, Chamber Chairman; Ernest Allen, State Representative; Bob McDannel, Highway Committee; Mayor Thomas A. Leupp, met with the Board and offered their services in any way possible to expedite the Nampa South project scheduled for 1961. They were informed that one right of way parcel was yet to be acquired. It appears that condemnation will be required since negotiation to date has been unsuccessful.

The Board informed the delegation, however, that should the right of way be cleared up during 1960 and if construction moneys were available at that time, earlier construction would be considered by the Board.

Madison County Commissioners, Rock, Rigby, and Smith, appeared asking for early reconstruction of the Snake River Bridge west of Weiser and on the proposed Sage Junction - Rexburg Route. The bridge is in immediate need of repair and any money the county spends on improvement of the

structure would be wasted when the new bridge replaces it. They were advised that a new bridge was programed for contracting this year. Effort would be made to get the project started as soon as possible.

City of American Falls. Councilmen Thomas V. Tibor and Ralph Wheeler, City of American Falls, appeared before the Board thanking them for the 1960 programing of reconstruction of US 30 business route through American Falls.

The problem of adequate design for satisfactory approach to American Falls from the Interstate was requested, as the manner in which the current signing of eastbound lanes sometimes causes people to get past the point of decision before turning. Mr. Bennett said the Department would look into the matter.

The request for placing commercial signs within the right of way on the Interstate immediately west of American Falls was denied, as the right of way policy set forth by the Board, the BPR, and the Department prohibits such location of signs.

Predicated on availability of funds and right of way acquisition, every effort would be made to coordinate the District planning for as early a contract letting date as possible.

The Board assured them that if it were possible to get the engineering completed and right of way purchased, and if funds became available earlier than presently anticipated, they would be happy to have the project started as early as possible this year. The project is presently scheduled for the fourth quarter of 1960. Mr. Bennett felt that it might be possible to start the project prior to that time and agreed to look into the matter further with a view to expediting it as much as possible.

Yellowstone Highway Association Delegation. The following delegation of 14 appeared before the Board for information regarding the construction during the coming year of SH 68-20-22: Wayne Clark, R. M. Wetherell, Holger Albrethsen, Carroll Danman, John H. Bahr, Lloyd F. Barron, Al Lawson, Hassell Blankenship, Fred Reich, Wayne Merrell, Milo W. Baher, Frank Cooke, Fred Walton, L. W. Baldwin.

Fred Reich, Arco, particularly asked regarding the date projected for the improvement of Howe to the Western AEC Junction on 22, SH 88. The Board informed him that it was the Board's understanding that the Sage Junction-Rexburg Road together with the bridge across the Snake River west of Rexburg would be done first and it appeared at this time that it would be at least three years before consideration could be given construction programing of Howe - AEC section. The Department's agreement with Butte County stated, "It is expressly understood that each project shall be initiated only as the necessary State and Federal funds become available for such purposes, and it is agreed that the State shall determine the location and the extent of each said project."

Wayne Clark, Association President, thanked the Board for the fair consideration given the Association's interested highways in the past and current years.

State Engineer to Approve Out-of-State Travel When In Employees' Work Routine. The Board authorized the State Engineer to approve out-of-state travel for Department employees when, in his opinion, such travel is required in their work routine; for instance, such as the picking up for Idaho delivery Armed Forces surplus equipment purchased outside the State.

Out-of-State Travel authorized by the Board:

Mr. Roy Hardin, Design; and Mr. Roy Jump, Plans, to Portland, Oregon, February 8 & 9, to attend US B. P. R. Hydraulic Seminar.

Expense Vouchers. The Board approved the following expense vouchers for October and November: R. C. Rich, \$117.53; L. K. Floan, \$170.45; and for December: W. C. Burns, \$83.30.

WHEREUPON, the Board adjourned until its next meeting to be held February 29 and March 1, 1960.

Read and Approved March 1 1960  
Boise, Idaho

  
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R. C. Rich, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS  
February 29 & March 1, 1960

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, February 29, 1960, 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 Approved. The Board concurred in the action of the State Highway Engineer in the awarding of the following highway construction bids:

F-4113(15) - The work consists of constructing crushed rock base and a plant mix bituminous surface on 7.874 miles of US Highway 95, Craigmont - Culdesac, and furnishing crushed rock base material in stockpile, in Lewis County and Nez Perce County - Federal Aid Primary and State financed. Contract was awarded to Clifton & Applegate, Yardley, Washington, the low bidder, on January 21, 1960, in the amount of \$435,778.80.

F-1032(3) - The work consists of constructing the roadway, drainage structures, curbs, walks, and plant mix paving on 2.477 miles of US 91 & 191, Blackfoot Streets, in Bingham County - Federal Aid Primary and State financed. Contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on January 29, 1960, in the amount of \$577,965.90.

S-2864(2) - The work consists of constructing the roadway, drainage structures, roadmix bituminous surface and a 26' and 36' concrete bridge on 5.097 miles of State Highway No. 77, Declo North, in Cassia and Minidoka Counties - Federal Aid Secondary and State financed. Contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on January 28, 1960, in the amount of \$315,449.95.

S-4745(4) - The work consists of constructing the roadway and a crushed rock base on 0.445 mile of the Reubens Road N & S at Reubens, in Lewis County - Federal Aid Secondary and County financed. Contract was awarded to L. C. Fountain & Sons, Clarkston, Washington, on February 24, 1960, in the amount of \$16,197.00.

F-2361(12) - The work consists of constructing the roadway, drainage structures, a bituminous surface treatment and a 1,560' concrete bridge on 3.783 miles of US 30, Gridley Bridge & Approaches, in Gooding and Twin Falls Counties - Federal Aid Primary and State financed. Contract was awarded to W. R. Cahoon Construction Co., Pocatello, Idaho, the low bidder, on February 12, 1960, in the amount of \$569,649.52.

STOCKPILE No. 1324 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpile near Pocatello, in Bannock County, State financed. Contract was awarded to Barnhart & Wheeler Contractors, Inc., Pocatello, Idaho, the low bidders, on February 24, 1960, in the amount of \$8,650.50.

STOCKPILE No. 1321 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles in Caribou County - State financed. Contract was awarded to Aslett Construction Company, Twin Falls, Idaho, the low bidder, on February 25, 1960, in the amount of \$20,258.00.

STOCKPILE No. 1322 - The work consists of furnishing cover coat material in stockpile near Malad Stockpile, in Oneida County, State financed. Contract was awarded to Barnhart & Wheeler, Contractors, Inc., Pocatello, Idaho, the low bidder, on February 25, 1960, in the amount of \$8,265.00.

February 29, 1960

S-1833(2), Firth North, a Bingham County project. On the advice of the Board's legal counsel regarding the legality of the low bid and bidder's bond accompanying same as submitted by the Mt. States Construction Company, Inc., Pocatello, Idaho, on project S-1833(2), Firth North--the Board ruled in the affirmative after affidavits were submitted by the bidder's bonding company, Argonaut Insurance Company of California, and clarified the status of the bidder's bond and the Board approved the awarding of the project to the low bidder, Mt. States Construction Company, Inc., of Pocatello, Idaho, in the amount of \$172,954.05.

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-15-2(8)104 - Bingham County, Idaho Power Company
- I-80N-2(2)71 - Orchard Access Road, El Paso Natural Gas Company
- S-2790(4) - Dietrich-Kimama, American Tel. & Tel. Company

Exchange Deeds. I-80N-1(6)14, Special Parcel No. 46A. We have this 29th day of February, 1960, executed in duplicate a Special Warranty Deed, conveying a parcel of land lying in the NE $\frac{1}{2}$ SW $\frac{1}{2}$  and Lot 3 of Section 33, Township 5 North, Range 3 West, Boise Meridian, Canyon County, Idaho, to Elbert E. Myers and Bessie M. Myers, husband and wife, as part of a consideration for certain lands (Parcel No. 46) acquired from the aforementioned parties in connection with the above-captioned project.

I-80N-1(6)14, Special Parcel No. 17A. We have this day executed in duplicate, a Special Warranty Deed conveying a parcel of land being a portion of Lot 4 of Section 6, Township 5 North, Range 3 East, Boise Meridian, Canyon County, Idaho, to Milton Lawrence March as part of a consideration for certain lands (Parcel No. 17) acquired from the said Milton Lawrence March in connection with the above-captioned project.

I-80N-1(6)14, Special Parcel No. 31A - We have this 29th day of February 1960, executed in duplicate a Quitclaim Deed conveying a parcel of land in a portion of the N $\frac{1}{2}$ NW $\frac{1}{4}$  of Section 17, Township 5 North, Range 3 West, Boise Meridian, Canyon County, Idaho, to Dean L. Maughan and Joyce B. Maughan, husband and wife, as part of a consideration for certain lands (Parcel No. 31-QC-1) acquired from Dean L. Maughan and Joyce B. Maughan, husband and wife, in connection with the above-captioned project.

I-3021(9) (Now 80N-1(3)0) - We have this 29th day of February, 1960, executed in duplicate a Special Quitclaim Deed in favor of Farmer's Cooperative Irrigation Company, Ltd., for certain land in the S $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$  of Section 3, Township 7 North, Range 3 West, Boise Meridian, in exchange for adjacent land.

February 29, 1960

F-2361(12), Parcel No. 4A - We have this 29th day of February 1960, executed in duplicate an Exchange Deed on the above-captioned project in favor of Walter Gridley.

F-4113(16), Special Parcel No. 1A - We have this 29th day of February 1960, executed in duplicate a Special Warranty Deed conveying a parcel of land being a portion of the SW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 9, Township 23 North, Range 1 East, Boise Meridian, County of Idaho, to Howard Dryden and Minnie Dryden, husband and wife, and Marshall Dryden and Marjory Dryden, husband and wife, as part of a consideration for certain lands (Parcel No. 1) acquired from the aforementioned parties in connection with the above-captioned project.

S-1778(7), Parcel No. 7 - We have this 29th day of February 1960 executed in duplicate an Exchange Deed, as above-captioned, partially in favor of Richard Owen, Jr., and Tennie A. Owen.

St-1721(504), Special Parcel No. 4A - We have this day executed in duplicate a Special Warranty Deed conveying a parcel of land being in a portion of the NE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 32, Township 2 South, Range 35 East, Boise Meridian, Bingham County, Idaho, in connection with land to be exchanged with Mr. & Mrs. Belnap for Project No. F-1381(10).

Condemnation Orders.

F-4113(16), Pollock to Cox's Ranch, Parcel Nos. 12, 12-E-1 and 12-E-2, John Bratland and Elgie B. Bratland, his wife.

F-1491(1), Preston-Whitney, Parcel Nos. 9 and 10, Ottis L. Cole and Mildred P. Cole, his wife.

I-90-1(10)62, Wallace-Mullan, Parcel No. 64, B. V. Carlson and Clara Carlson, his wife; Chester Hansen and Violet Hansen, his wife; Ernest Job and Dorothy L. Job, his wife; Adolph Zoret and Ruth Zoret, his wife; and Marie Nestrom, a widow.

I-90-1(10)62, Wallace-Mullan, Parcel No. 102, Granada Lead Mines, Inc.

I-90-1(10)62, Wallace-Mullan, Parcel Nos. 92 & 93, Roy S. Patterson, a widower, and Louise Mansfield.

I-90-1(10)62, Wallace-Mullan, Parcel Nos. 66 and 66-E-1, Trinity Trust and Harry P. Pearson (Northern Pacific Railway Company).

I-90-1(10)62, Wallace-Mullan, Parcel No. 63, Annabelle Hirte(deceased)

I-90-1(10)62, Wallace-Mullan, Parcel No. 57, Frank G. Taylor and Bettie M. Taylor, his wife, subject to a mortgage to the First National Bank, Wallace, Idaho.

I-90-1(10)62, Wallace-Mullan, Parcel Nos. 50 $\frac{1}{2}$  and 50 $\frac{1}{2}$ -E-1, Granada Lead Mines, Inc.

I-90-1(10)62, Wallace-Mullan, Parcel No. 47, Northern Pacific Railway Company, subject to a lease to Standard Dairy Company (E.F. Gentry).

I-90-1(10)62, Wallace-Mullan, Parcel No. 5, Frank S. Feroglia, widower

I-90-1(10)62, Wallace-Mullan, Parcel Nos. 6 and 6 $\frac{1}{2}$ , Vera E. Scott Estate, James Shannon and Alfred Shannon.

I-90-1(10)62, Wallace-Mullan, Parcel No. 35, Margaret Turner Clack Trust, B. P. Haley, Trustee, Subject to a lease to O. C. Christensen and Myrtle Christensen, his wife.

F-1491(1), Preston-Whitney, Parcel No. 16, Alvin C. Hull and Ella M. Hull, his wife.

Mineral Lease No. 1099. The Chief Right of Way Agent presented a request of the City of Weiser and Washington County that the Department release a certain mineral lease, being identified as Mineral Lease No. 1099, and a haul road. It is the decision of the Board that the mineral lease be released; however, the haul road cannot be conveyed to the City or to Washington County. The Chief Right of Way Agent is instructed to so inform both the Commissioners of Washington County and the Mayor of the City of Weiser.

Change of Access. Project S-US-3754(2). At the request of the State Highway Engineer, the Chief Right of Way Agent presented for consideration a request for change of access submitted by the Grange Mutual Life Company regarding access granted to them on the above project. The Board suggested that effort be made to reduce the number of approaches. The State Highway Engineer was authorized to review the request and approve such approaches as deemed necessary.

Authority to Purchase Right of Way.

District No. 1 - I-15-2(7)96, Porter Bridge to  $\frac{1}{2}$  mile north of Great Western Canal, Controlled; I-15-2(13)92, Approaches for Twin Bridges, Controlled.

District No. 3 - F-3311(1), Wilder-Parma Junction, Controlled.

District No. 5 - F-5116(14), Westmond-Sand Point, Controlled.

District No. 6 - I-15-3(7)111, Bingham County Line-Broadway, Controlled.

At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, authority is hereby granted to purchase the necessary right of way on the above projects and to purchase control of access. Those projects involving Interstate highways shall have complete control of access except at interchanges. Those projects involving Primary highways shall be controlled except for granting access to serve the property as it now exists or to prevent the landlocking of any parcel. No control of access by purchase is to be secured on any portion of the projects within an urban area.

On the request of the Chief Right of Way Agent and the recommendation of the State Highway Engineer, authority is hereby granted to acquire the necessary right of way on the following projects:

District No. 2 - S-2809(5), Corral West

District No. 4 - S-4771(2), Ahsahka-Devils Elbow

Access is not to be controlled.

February 29, 1960

Bonner County Teen-age "Camp-outs." Authorization for a 1960 Bonner County Teen-age "Camp-out" for juveniles to clean up the parking area of the State Highway system in that area was authorized by the Board, the Department's participation to be \$300.

New Building's Utilities and Maintenance Costs. The Board authorized the Department to prorate the new Highway - Law Enforcement Building's utilities and maintenance costs to the Department of Law Enforcement to be worked out with Commissioner Hopper's cooperation.

A larger UNIVAC computer than the one now under contract was approved by the Board; Type 7909 UNIVAC Solid State Computer and peripheral equipment was authorized. The present unit does not offer the versatility of programing and upon the recommendation of Mr. Bennett that the new equipment will more than pay its way, the change was authorized. It should be ready for delivery in time for installation in the new building.

Washington County Gopher District No. 1. The Board authorized the Department to enter into an agreement with Washington County Gopher District No. 1 for 1960 gopher control in that district for the amount of work done within the highway right of way limits. A statement for work done during 1959 was denied by the Board in that the work was not under an agreement.

Johnson's Speech to American Road Builders Assoc. The Board requested the Secretary to make distribution to the House and Senate Highway Committees of AASHO Secretary Alf Johnson's speech to the American Road Builders Association on the current status of the national highway program.

Out-of-State Travel authorized by the Board:

Mr. Bennett to Fresno, Calif., to speak before the American Public Works Meeting, May 16.

Board Secretary Summers to Sacramento, California, May 2-5, Western Interstate Committee on Highway Policy problems.

Planning Engineer L. J. Ross to Special Urban Planning Seminar, Berkeley, California, April 11-12-13.

Don Walker to Western States Personnel Conference, Phoenix, April 13-15

A. J. Sternling, Radio Engineer, to AASHO Radio Committee meeting, Sacramento, California, April 19-20.

L. F. Erickson, Asst. Construction Engineer and Roy Jump, Survey and Plans Engineer, to observe AASHO Illinois Road Test during March or April.

L. Passmore, Right of Way Appraisal Chief, to Seattle, Northwest Region Appraisal Conference, March 24, 25, 26.

L. S. Mathes, Planning and Traffic Engineer, to Northwest Highway Engineering Conference, Corvallis, Oregon, March 23-25.

Personnel Changes approved by the Board:

Promotion of Cecil Hathaway, Associate Traffic Engineer, to Assistant Traffic Engineer, \$612 to \$700 per month.

Ingrade raise of Wylsie Platts, Chief Geologist, \$725 to \$750 per month.

Appointments approved:

Howard Marcellus to Plans Engineer replacing Ted Downing who went with the BPR for a two-year assignment to Nepal, India.

Gus Rath Construction Engineer by over-age extension to January 1, 1961, as a replacement for G. M. Mathison, who is in ill health.

L. F. Erickson to Assistant Construction Engineer from his former position as Materials Engineer.

Harry Day as Materials Engineer from Assistant Materials Engineer.

Speed Limits in the Village of Lava Hot Springs.

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 Lava Hot Springs; 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 Village of Lava Hot Springs, 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 Lava Hot Springs; 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 30N	None	W. Village Limits (Mp 332.70) to MP 333.15	50
2	US 30N	None	MP 333.15 to MP 333.60	35
3	US 30N	None	MP 333.60 to N. Village Limits (MP 333.85)	50
4	US 30N (Conn.)	None	Jct. with US 30N to Main St.	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 System in the Village of Lava Hot Springs, 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 Lava Hot Springs shall henceforth be effective at all times during hours of daylight or darkness.

Speed Limits in the City of Moscow.

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 Moscow; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated March 30, 1956, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Moscow, 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 Moscow, 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	Main	S. City Limits to 800 ft. S. of Lauder Avenue	45
2	US 95	Main	800 ft. S. of Lauder Avenue to Sweet Avenue	35
3	US 95	Main	Sweet Avenue to Troy Road	25
4	US 95 & SH 8	Main	Troy Road to Third St.	25
5	US 95	Main	Third St. to E Street	25
6	US 95	Main	E St. to North City Limits	35
7	SH 8	None	W. City Limits to 1800 ft. W. of Line Street	45
8	SH 8	None	1800 ft. West of Line St. to Third Street	35
9	SH 8	Third Street	Third Street to Main Street	25
10	SH 8	Troy Road	Main St. to So. Adams St.	25
11	SH 8	Troy Road	So. Adams St. to E. City Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated March 30, 1956, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Moscow, 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 Moscow shall henceforth be effective at all times during hours of daylight or darkness.

Speed Limits in Malad.

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 Malad; 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 Malad; 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 191	-----	S. City Limits to N. City Limits	60/55
2	SH 37	50 South St.	Jct. US 191 to Bannock St.	35
3	SH 37	Bannock St.	50 S. St. to First W. St.	25
4	SH 37	First West St.	Bannock St. to Depot St.	25
5	SH 37	S. Main St.	50 S. St. to Depot St.	25
6	SH 37	Depot St.	S. Main St. to First W. St.	25
7	SH 37	Depot St.	First W. St. 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 Malad shall henceforth be effective at all times during hours of daylight or darkness.

February 29, 1960

Removal from State Highway System.

WHEREAS, construction of 1.780 miles of State Highway No. 41, under Project S-5732(4), on new location beginning at a point in Sec. 28, T. 53 N., R. 4 W., 7.333 miles north of Rathdrum North Corporate Limits and ending at a point in Sec. 20, T. 53 N., R. 4 W., 2.165 miles south of Spirit Lake South Corporate 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 in Central Files.

THEREFORE BE IT RESOLVED that this portion of the old road, 1.720 miles in length, is hereby removed from the State Highway system, effective this date

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,

WHEREAS, upon the basis of an engineering and traffic investigation it is deemed that the parking of vehicles between Milepost 69.35 and Milepost 69.85 on the East side of State Highway 15 and between Milepost 69.35 and Milepost 69.85 on the west side of State Highway 15, more particularly described as both sides of State Highway 15 in the vicinity of the bridge over the North Fork of the Payette River located approximately one half mile south of Cascade 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 69.35 and Milepost 69.85 on the East side of State Highway 15 and between Milepost 69.35 and Milepost 69.85 on the west side of State Highway 15 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.

TUESDAY, MARCH 1

The Board reconvened at 8 a.m., Tuesday, March 1, 1960, in the Board Room at 603 Main Street, Boise, with all members, the State Highway Engineer, and the Board Secretary present.

March 1, 1960

Minutes. The Minutes of the regular meeting of the Idaho Board of Highway Directors held January 5 & 6, 1960, were read and approved.

Forrest D. Pumnea Claim. The Board heard the O'Gara Road Project Contractor, Forrest D. Pumnea, present his claim regarding the project DS-5723(2), Kootenai County. Mr. Pumnea was represented by attorneys Allan Shepard and J. Ray Cox. The Board requested the Department to go into the position taken by the contractor and evaluate the merits of the said claims and make a recommendation regarding them to the Board. No action was taken by the Board at this meeting.

The following are the amounts claimed by Mr. Pumnea:

- 1. Item 201 A - Clearing and Grubbing \$ 660.00
- 2. Item 205 A - Unclassified Excavation \$ as per re-measurement
- 3. Item 206 A - Structural Excavation \$ 220.00
- 4. Item 209 A - Haul \$ as per re-measurement
- 5. Item 213 - Mechanical Tamping \$ 450.00
- 6. Excess Work on Back Slopes \$2532.76
- 7. Excess Excavation for Purposes of Stabilizing Material \$5609.00
- 8. Item 601 - Loose rip rap \$ 717.50

J. Ray Cox Claim. Project I-IN-90-1(2)11, Coeur d'Alene Belt Highway. J. Ray Cox, Attorney-at-Law from Coeur d'Alene, presented the claim of the owner of the motel known as Sherwood Motel, the contract purchaser being a Mr. & Mrs. St. Johns. During the construction of the Coeur d'Alene Belt Highway, there was a trespass on property owned by St. Johns on lands lying northerly of the existing highway. It is the claim of Mr. Cox that this trespass, as a matter of fact, extended to the motel property lying southerly of the existing highway, and that as a result of this trespass there had been an actual taking of lands on both sides of the highway including the motel. Therefore, the State should at this time purchase the lands lying both to the north and the south of the highway. It is the decision of the Board that only that part lying northerly of the highway upon which the trespass was committed should be considered for acquisition at this time.

Delegation from Bear Lake County and Montpelier, composed of County Commissioners Carlsen and Lindsay; Montpelier Mayor W. C. Stock; and Chamber of Commerce President Clair Barrett, appeared urging the Board to place early construction monies on Montpelier south to Border, Wyoming, US 30N. They stated that in their opinion the Board should give this section of US 30N priority over the improvement of the Georgetown section, in spite of sufficiency ratings which were presented to the contrary.

The County Commissioners stated that they would throw in with the State their County matching monies and Federal Aid accruing to Bear Lake County for 1962 which they plan to program on a county road improvement project in the approximate area that might correspond to a possible relocation route of US 30N. Should the location be close enough to the County road improvement, they would be happy to join their monies with the State's for the contemplated US 30N improvement. Mr. Bennett said that he would have the District Engineer from Pocatello review such possibilities of relocation to see if both the County road need and the State could be jointly served in one project. State Highway Engineer Bennett reviewed the possibility of following the railroad, which is on a very expensive relocation which could rejoin 30N south of Border on a modern grade and curvature relocation of route over the present hill into Border. Both are feasible and are strictly a matter of economics in fitting the available dollars into the corresponding benefits to the highway users. Mr. Rich stated that the Board was cognizant of the need for this improvement south of Montpelier to the Wyoming line and the Board would again give the matter consideration after the report came from the District Engineer sometime late this summer as to what is feasible and economic in the way of engineering. (NOTE: Bear Lake County has used all its Federal Aid monies through 1961.)

Mr. Rich concluded saying that it is strictly a matter of time and money.

The Pocatello City Commission, next appeared before the Board composed of Luvern Johnson, Chairman; Sid Cate, Commissioner; Oren Clark, Commissioner; Arilla Blackhurst, Commissioner; and Margaret Paulsen, Commissioner, requesting that the Benton Street overpass be considered as Number One priority in the allocation of the next State Highway monies that the Board sees fit to allocate to the Pocatello area. Number Two in priority in the eyes of the Commission, Chairman Johnson, stated, was the connection from the Pole Line Road to Oak Street with coordination of the one-way couplet of 4th and 5th Streets. Third in priority outside Pocatello, in the Commission's views, was the improvement of the line of US 30N between Border, Wyoming, and McCammon.

Mr. Johnson stated, and the rest of the Commission agreed, that the City did not want to jeopardize the status of the Benton Street overpass project time-wise if the railroad insists on closure of Halliday underpass, stating that they believe something could be worked out between the City and the Railroad in this regard rather than to jeopardize the Railroad's dollar participation in the proposed Benton Street overpass project.

Mr. Bennett stated 1962 is as early as engineering and right of way could be ready for contract letting, should moneys be available and the Board program same for construction. Mr. Rich stated that Mr. Bennett's comment is not to be regarded as a definite 1962 construction commitment. Commissioner Sid Cate stated that should plans and right of way develop faster towards bid letting, the Pole Line to Oak Street connection could be first and Benton Street second.

Mt. Home Delegation. State Senator Wetherell, Mt. Home; T. L. Pettingill; and Chet Tindall, Chamber of Commerce, Mt. Home, appeared for clarification of the possibilities of a four-lane road to the airbase and also a military road from the airbase to Regina on SH 30, 22 miles east of Boise. Mr. Bennett stated that there was nothing contemplated on either of these projects by the Department and that no contact has been made by any defense or military agency regarding them, also that a traffic count on SH 67 from Mt. Home to the airbase does not at present seem to warrant 4-lane development. The delegation did not press for either improvement of which they were making inquiry.

State Employees' Association. The matter of withholding from employees' salary membership fees to the State Employees' Association was denied by the Board due to the extra work load that would be caused by this request and other previous requests of similar nature that had been denied.

The Board Approves Group Insurance. The Board heard recommendations of the State Highway Engineer as presented by Assistant State Highway Engineer McCrea regarding the proposals received by insurance carriers as to the covering of Department's employees with group life, accident, and hospitalization insurance, whereupon the Board determined in favor of the package insurance offered by Continental - Blue Cross, as a result of the following presentation by Mr. McCrea:

The Department received proposals from Connecticut General Life Insurance Co.; Continental Life and Accident Co., in conjunction with Blue Cross; Insurance of North America; Business Men's Assurance Company; The Paul Revere Life Insurance Co.; the Prudential Insurance Co.; and a letter from the Medical Service Bureau, Lewiston, Idaho.

It was explained to the companies that the State would only pay for the part covering Life, Accidental Death, and Dismemberment and Loss of Time benefits; the health insurance would be carried by the employees and the insurance company would have to sell that part of the plan to the employees.

Also, due to the fact that most of the other State departments already had the Blue Cross health plan, which was more liberal than requested by the Idaho Insurance Commissioner when they asked for quotations, we requested the companies to quote the same conditions so our highway employees would have equal coverage.

All the proposals were sent to Mr. Scott Jones, Assistant Insurance Commissioner, for appraisal.

The Paul Revere and Prudential were both high; therefore, not considered. B.M.A. quoted on health only, with the limitation of only \$12.00 maximum on rooms and with some other restrictions; therefore, it was considered not comparable to Blue Cross. Insurance of

March 1, 1960

North America bid low on the Life, Accidental Death, and Dismemberment and Loss of Time only. This firm's absent bid on hospitalization, coupled with the fact that highway employees would not have the same privileges for the health coverage as other State departments, caused this Company's bid to be rejected.

Connecticut General and Continental, with Blue Cross, were the same on the life portion but the Blue Cross was slightly higher on the health portion. Connecticut had to condition their proposal on 75 per cent coverage, which brought up a question as to how many employees would convert to their plan for one year. With the highway department accepting the Continental - Blue Cross combination, it would reduce the premium rates on all other state departments already covered by Continental, and carried no percentile conditional requirements of number of hospitalization members.

In reviewing all the above conditions, it is considered that the proposal from Continental and Blue Cross would be in the best interest of the highway department and at the same time lower costs to other State departments.

Expense Vouchers. The Board approved the following expense vouchers for January for W. C. Burns, \$84.40; and for December and January for R. C. Rich, \$107.48.

WHEREUPON, the Board adjourned until its next meeting to be held April 13 and 14, 1960.

Read and Approved April 14 1960  
Boise, Idaho

  
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R. C. Rich, Chairman

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

April 13, 14, & 15, 1960

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Wednesday, April 13, 1960, 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

April 13, 1960

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

STOCKPILE NOS. 2290 & 2298 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles in the vicinity of the Craters of the Moon and Leslie in Butte & Custer Counties - State financed. Contract was awarded to Duffy Reed Construction Co., Twin Falls, Idaho, the low bidder, on March 3, 1960, in the amount of \$20,485.00

STOCKPILE NOS. 2295 & 2296 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpile north of Ketchum and Shoshone, in Blaine and Lincoln Counties - State financed. Contract was awarded to Western Construction Co., Pocatello, Idaho, the low bidder, on March 3, 1960, in the amount of \$25,316.00.

S-6820(1) - The work consists of constructing the roadway, drainage structures and a crushed gravel base on 4.506 miles of the Victor-Driggs Road, in Teton County, Federal Aid Secondary and County financed. Contract was awarded to Pickett & Nelson, Inc., the low bidder, on March 3, 1960, in the amount of \$79,009.25.

S-2790(4) - The work consists of constructing the roadway, drainage structures, a crushed cinder/rock base and a 16' concrete culvert on 18.769 miles of State Highway No. 24, in Lincoln County, Federal Aid Secondary and State financed. Contract was awarded to Duffy Reed Construction Co., Twin Falls, Idaho, the low bidder, on March 3, 1960, in the amount of \$195,700.60.

STOCKPILE NO. 1329 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpile near Georgetown, in Bear Lake County, State financed. Contract was awarded to James Reed, Salt Lake City, Utah, the low bidder, on March 9, 1960, in the amount of \$11,175.00.

STOCKPILE NO. 1325 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles near Rock Creek, in Power County - State financed. Contract was awarded to Twin Falls Construction Co., Twin Falls, Idaho, the low bidder, on March 9, 1960, in the amount of \$12,470.00.

STOCKPILE NO. 1328 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles near Firth, in Bingham County - State financed. Contract was awarded to Barnhart & Wheeler Contractors, the low bidder, on March 9, 1960, in the amount of \$10,550.00.

STOCKPILE NOS. 6304, 6305 & 6307 - The work consists of furnishing crushed gravel surfacing and cover coat material in various stockpiles located adjacent to U.S. Highway 93, in Lemhi County - State financed. Contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on March 16, 1960, in the amount of \$39,950.00.

April 13, 1960

S-1803(2) - The work consists of constructing the roadway, drainage structures, a crushed gravel base and a 112' concrete bridge on 4.783 miles of the Mink Creek Road, in Franklin County, Federal Aid Secondary and County financed. Contract was awarded to James Reed, Salt Lake City, Utah, the low bidder, on March 25, 1960, in the amount of \$169,627.75.

S-6715(4) - The work consists of constructing the roadway, drainage structures, a 22.8' concrete bridge and a bituminous surface treatment on 4.025 miles of SH 49, in Bonneville and Jefferson Counties, Federal Aid Secondary and State financed. Contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on March 25, 1960, in the amount of \$178,038.80.

STOCKPILE NOS. 5314, 5315, & 5316 - The work consists of crushed gravel surfacing and cover coat material in stockpiles in the vicinity of Clark Fork, Kalispell and Laclede in Bonner County, State financed. Contract was awarded to Henry J. Holien, Sandpoint, Idaho, the low bidder, on March 31, 1960, in the amount of \$35,685.00.

STOCKPILE NO. 1322 - The work consists of furnishing cover coat material in stockpile near Malad, in Oneida County, State financed. The contract was awarded to Barnhart & Wheeler Contractors, Inc., Pocatello, Idaho, the low bidder, on February 25, 1960, in the amount of \$8,265.00; but when they refused to sign the contract, it was awarded to Aslett Construction Company, Twin Falls, Idaho, the second low bidder, on April 5, 1960, in the amount of \$9,882.00.

I-15-2(5)87 - The work consists of constructing the roadway, a crushed gravel base and a 392' concrete railroad overpass on 0.701 mile of Interstate Highway 15, South Blackfoot Interchange, in Bingham County - Federal Aid Interstate and State financed. Contract was awarded to Earl McNutt Co. on April 18, 1960, in the amount of \$619,336.75.

I-15W-5(4)118, (Section "B") - The work consists of constructing the base and a plantmix bituminous surface on 11.384 miles of Interstate Highway No. 14W, 3.2 miles east of 80N-15W I.C. - Raft River, in Cassia County, Federal Aid Interstate and State financed. Contract was awarded to LeGrand Johnson Construction Co., Inc., Logan, Utah, the low bidder, on April 18, 1960, in the amount of \$807,946.30.

I-80N-3(6)214 & I-15W-5(4)118 (Section "A") - The work consists of constructing the base and a plantmix bituminous surface on 6.103 miles of Interstate Highway No. 80N and 3.288 miles of Interstate Highway No. 15W, Snake River - 3.2 miles east of the 80N-15W I.C., in Cassia County, Federal Aid Interstate and State financed. Contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on April 18, 1960, in the amount of \$744,033.75.

F-6462(1) - The work consists of constructing the roadway, and a bituminous surface treatment on 9.430 miles of SH 88, Sage Jct. - 9 miles east, in Jefferson County, Federal Aid Primary and State financed. Contract was awarded to Cherf Bros., Inc., & Sandkay Contractors, Inc., Ephrata, Wash., the low bidder, on April 18, 1960, in the amount of \$505,278.00.

Meeting with AGC. The Associated General Contractors, consisting of Secretary John Molitor, Art Shrank, Glen Pickett, Gordon Dixon, Leroy Goodwin, appealed to the Department and the Board for the State to contract for more seal coating and maintenance work, as the contractors' economy is changing to where they can do the work and need the work to keep their idle equipment busy. Mr. Shrank said that he thought the Department did not want to compete with private enterprise; that a contractor could do much of this maintenance work and save the State money over the cost to the Department as now being done by State forces.

Board Vice-chairman Floan suggested that the local AGC Chapter make a study of the Department's costs in this regard, on a factual basis with which to substantiate the above statement, and invited the AGC to make such a comparison study, which the Board would then give consideration.

Mr. Bennett stated that a contract would soon be let for roadmix overlay from Burley to Springdale on US 30 S.

Mr. Shrank also stated that license plate enforcement was not being very effective on out-of-state "on-the-job" contractors hauling intra-state.

Mr. Shrank stated that it was the feeling that, because of too rapid expansion, the Department was promoting to staff positions some personnel before they had little or any field experience. The accusation was strictly generalized and not specific. Floan urged them to provide more specific information as to individual cases, pinning down the time and place, the next time they bring in personnel deficiency accusations in the future; the Department would welcome the information and put it to good use. Only with specific and accurate information can the Department pin down what the AGC views as personnel matters needing Department corrective attention.

The matter of pre-qualifying contractors was discussed. The Department was encouraged to seriously consider going into the matter of pre-qualifying contractors. The Board suggested that the AGC Secretary determine how far, how much, and to what length pre-qualifying should go in our Idaho Highway contracting procedure. The Board suggested to Mr. Molitor that the AGC submit a suggested outline of procedure, whereby the Contractors Licensing Board would determine what contractors should be qualified, rather than shift the entire load on to the Highway Department to determine that which the contracting industry itself could better evaluate.

Mr. Floan stated that he felt that business, if permitted, could work out industry's internal problems much better than by governmental regulation and prequalification of contractors is no exception, some other states' views of prequalification of contractors notwithstanding.

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-2361(9), Twin Falls County - Intermountain Gas Company
- I-IG-80N-3(3)206, SH 27, Snake River - Interstate Highway - Rural Electric Co.
- I-IG-80N-3(3)206, SH 27, Snake River, Interstate Highway, Idaho Power Co.
- I-IG-80N-3(3)206, SH 27, Snake River, Interstate Highway, Empire Electric Co.
- I-IG-80N-3(3)206, SH 27, Snake River, Interstate Highway, U.S. Bureau of Reclamation
- I-IG-80N-3(3)206, SH 27, Snake River, Interstate Highway, Mt. States Tel. & Tel. Co.
- I-IG-80N-3(3)206, SH 27, Snake River, Interstate Highway, Village of Heyburn
- I-IG-80N-3(3)206, SH 27, Snake River, Interstate Highway, Project Mutual Tel. Coop. Assoc.
- I-IG-80N-3(3)206, SH 27, Snake River, Interstate Highway, Farmers Elec. Co., Ltd.
- I-IG-80N-3(3)206, SH 27, Snake River, Interstate Highway, Riverside Electric Co.

THURSDAY, APRIL 14

The Board reconvened at 8 a.m., Thursday, April 14, 1960, in the Board Room at 603 Main Street, Boise, with all members, the State Highway Engineer, and the Board Secretary present.

Minutes. The Minutes of the regular meeting of the Idaho Board of Highway Directors held February 29 and March 1, 1960, were read and approved.

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:

- S-6820(1), Driggs South, Teton County - Fall River Rural Elec. Corp..
- F-6462(1), Jefferson County - American Tel. & Tel. Co.
- F-4113(16), U.S. 95, Idaho County - Idaho Power Company
- F-2441(8), Heyburn-Rupert, US 30 N, Minidoka County, Project Mutual Tel. Coop.
- I-80N-1(6)14, Jct. US 30-Sand Hollow Creek, Payette & Canyon Counties U.S. Bureau of Reclamation
- F-2441(8), Heyburn-Rupert, US 30N, Minidoka County, Mt. States Tel. & Tel. Co.
- F-1481(12), Alexander Curves, U.S. 30N, Caribou County, Utah Power & Light Co.

I-15-2(7)96, Bingham County, Mt. States Tel. & Tel. Co.  
 I-15-2(7)96, " " , American Tel. & Tel. Co.  
 I-15-2(7)96, " " , Idaho Power Company  
 S-2809(5), Elmore County Line-East, Fairfield Telephone Service  
 S-2809(5), " " " " , Prairie Power Coop. Inc.,  
 F-1481(12), Alexander Curves, US 30N, Caribou County, Mt. States  
 Tel. & Tel. Co.

Agreement with Montana. The Board executed an agreement with the Montana State Highway Commission which permits the Idaho and Montana Departments to perform certain preliminary investigations that will lead to financial feasibility and route selection for Interstate I-90 between Mullan, Idaho, and Saltese, Montana. The resulting route selection report, when completed, will be referred back to the respective highway commissions, for final review. A copy of the agreement is being submitted to the Montana State Highway Commission next week for their ratification.

Personnel. The following personnel matters were approved by the Board:

Extensions of over-age employees' employment:

Extended to June 30, 1961:

L. S. Gray, 67, Dist. Locating Chief  
 Bert A. Empey, 71, Part-time Watchman  
 F. C. Jacobsen, 65, Machinist  
 A. A. Gentry, 65, Watchman  
 C. D. Mills, 67, Project Inspector  
 Harry Turner, 71, Draftsman  
 E. E. Johnson, 66, Draftsman  
 W. J. Ostrogorsky, Sr., 71, Draftsman  
 H. C. Dumbolton, 71, Statistician

Extended to December 31, 1960:

Tom Harmer, 71, Dist. Office Manager

Ingrade raise for Victor N. Richardson, Assistant District Engineer, District 3, from \$700 to \$725, effective May 1.

Jack F. Miles, Assistant District Engineer, District 2, \$725 to \$750, effective July 1.

Reclassification of the Safety and Training Coordinator, Dwight Crofford, from Group III to Group IV, \$585 to \$614.

The Board authorized a raise in salary of Legal Counsel William R. Padgett, from \$650 to \$700 per month, effective May 1. The Board requested the State Highway Engineer to compare Idaho's legal counsel pay structure with that of other comparable state highway departments on which to base a classification range recommendation for that division, and report at some future Board meeting. The Board saw merit in causing the

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Chief Legal Counsel pay scale to be sufficient to attract a career attorney for continuity in legal matters. Assistant Legal Counsel pay ranges should be adequate to attract and retain promising, young, but inexperienced, attorneys for at least a period of approximately 18 months to two years, that being the average length of time an assistant would anticipate being with the Department before establishing himself in private practice. Mr. Padgett indicated he wasn't interested in making the present post as Chief Legal Counsel in the Highway Department a career.

The Board considered the age of Assistant Legal Counsel Frank Langley, he being 81, and agreed with the recommendation of State Highway Engineer Bennett to terminate Mr. Langley at June 30.

Troy-Kendrick Road Petitions. Two petitions from Senator George Brocke, Kendrick, Idaho, regarding the State's taking over the Troy-Kendrick Road were read by the Board. A traffic origin and destination study is planned for this summer. No action was taken.

Overhead Crossing on US 95. A request from State Representative Jim Monroe, Nez Perce County, for consideration of petitions asking for the Village of Culdesac overhead crossing on US 95 was read by the Board. The Board requested State Highway Engineer Bennett to evaluate the request in the light of the traffic count on said road after the present relocated Culdesac-Winchester grade has been completed and in operation.

Garden Clubs of America. A request of the Garden Clubs of America by Mrs. H. G. Marshall, Lewiston, Idaho, for a highway sign depicting "Lewiston is a Bird Sanctuary" was read by the Board. Mr. Bennett indicated he would refer the matter to the Traffic Department to see how it would fit in with the Department's present historical and other signing policies; this being the first request for a sign of this type.

Out-of-State Travel authorized by the Board:

12 Department personnel and two Board members to the WASHO Conference, Portland, Oregon, June 19-24.

Walt Albrethsen to San Francisco, May 22, for WASHO Bridge Committee Meeting.

Ed Equals and Dean Tisdale to Helena, Montana, April 25-26, for WASHO Planning Conference.

State Highway Engineer Bennett to LaSalle, Illinois, May 3 for AASHO Special Meeting of Chief Administrative Officers.

Allan Huggins, Planning Department, to Phoenix, to process Nampa, Boise, and Caldwell's urban-Interstate studies through General Electric's IBM computer.

Owyhee County. The Board took under consideration the request of the Owyhee County Commissioners for the State to take over a 46.6 mile section of the Murphy-Bruneau County Road for maintenance. The request was denied by the Board.

Buhl Chamber of Commerce. The Buhl Chamber of Commerce delegation consisting of Bob Aikens, President; R. V. Pence, and V. J. Bodrero, members; and George L. Blick, State Senator, Castleford, appeared before the Board requesting advice on methods of financing improvement of a three-mile section of local road from Castleford west to the Owyhee County line. The Board informed the delegation that the Department would assist in presenting the request for the placing of the road on the County-Highway District Federal Aid Secondary system. If the Twin Falls and Buhl Highway Districts would make such an application to the Department, Secondary Roads Engineer Mr. Short would be happy to process such a request with the BPR for their evaluation of the request.

A question of adequate sign location in Buhl that would direct motorists to the Balanced Rock site was discussed and Mr. V. J. Bodrero stated that he would forward a suggested location lay-out for the signs location for the District Engineer, Glasby's, consideration.

Buhl Chamber of Commerce President Aikens requested the need of a "scenic route" designation of a local character for the County road going south from Wendell to the Blue Lakes area and Buhl. The designation is needed to direct tourists over the scenic route in that area. He was informed that county road designation is entirely under the jurisdiction of the County or Highway Districts involved, and the request should be taken to the organization having jurisdiction of the road to be designated.

Bogus Basin Road Improvement. The Board then met with the group concerning the improvement of the Bogus Basin Road. Representing the Forest Service were H. Minor Hucceby, Assistant Regional Forester, Ogden; George Kreizenbeck, and Mr. Greenwood, Boise Regional Foresters. Representing Ada County Commissioners were Marvin Wright, Chairman; Roy Murphy and Leon Fairbanks. Boise County Commissioners were Charles Biggers, Chairman; Harry Penrod and Harry Youren. Representing Bogus Basin Skiing Association were Charles Fiske, Peter Scherer, and Bob Loughrey.

This meeting was called in response to the original exploratory meeting of the Forest Highway meeting of last October. Chairman Rich asked the Forest Service to state their position regarding the improvement of Bogus Basin Road, whereupon Mr. Hucceby stated that the Forest Service was willing to engineer and improve the Boise County's 6.91 miles of the Bogus Basin Road to a minimum of 20' oil stabilized surface over approximately 4 inches of gravel or crushed rock, provided:

1. That Boise County would take over the maintenance of the road after completion of the project.
2. That Ada County would construct simultaneously to similar standards, and/or in joint contracts, the 9½ mile section in Ada County.

Commissioner Biggers, Boise County, stated Boise County would not be in a position to maintain the Boise County section of the Bogus Basin Road because of the remoteness from any of their equipment. However, the Commissioners would consider the possibility of working out with Ada County a maintenance agreement for them to maintain the Boise County section.

Bob Loughery indicated the present financing of snow removal by the Bogus Basin Association could be expected to be continued on the same basis as the past.

Boise County also agreed to extend to Ada County, Boise County's \$75,000 of unused Federal Aid monies to be applied on Ada County's section, if Ada County Commissioners needed additional Federal aid monies.

Ada County Commissioner Leon Fairbanks stated they were not in a position at this time to enter into the proposed improvement of this road by the Forest Service and Boise County due to current commitments of road monies in Ada County, but would have another look at the 1961 programing with the thought in mind of possibly scheduling the Bogus Basin project to coincide with the Forest Service fiscal year, July 1, 1960 - July 1, 1961, construction schedule and their proposed 1961-62 oiling schedule.

The Forest Service has a crew taking materials samples for information regarding the improving the Boise County section, Mr. Huckeyby stated.

Peter Scherer, of the Scherer Accounting Service, stated he has found that the assessed value of the improvement on Shafer Butte in Boise County in 1959 amounted to \$88,175, on which tax revenue was \$3,954.65; that the assessed value on construction relating to the Shafer Butte problem but lying within Ada County amounted to \$19,300. The total assessed value, therefore, amounts to \$107,475.

He also stated that, in his opinion, the construction costs of these various improvements were near a half million dollars. The exact cost of the various public installations is difficult to determine, but it appears to be about \$100,000 now and considerable construction is planned in the future.

From what he was able to learn, the cost of all improvements in the area will amount to a million dollars in the near future.

The matter was resolved by Boise County Commissioners agreeing to have their section of the road set up on a Federal Aid Boise County secondary system, and the Ada County Commissioners agreeing likewise to the 9½ miles in Ada County being applied to the Ada County Federal Aid secondary system.

State Highway Engineer Bennett said the Department would be happy to process these applications with the BPR to that end.

Mr. Charles Fiske and H. Minor Hucceby anticipated an estimated cost of from \$30,000 to \$40,000 per mile.

John Bermensolo, Mt. Home. The Board next heard from a delegation composed of Robert Wetherell and John Bermensolo. Mr. Bermensolo had a complaint to register with the Board regarding a purchase of land made by him in the City of Mt. Home. Said land was sold in accordance with the law by the State Land Board. This land was formerly under control of the Highway Board and had been declared surplus, the land being more particularly described as Lot 1 of Jerome's addition.

Mr. Bermensolo claimed that there was an error in the survey and that 50 feet of the property he purchased is being used and occupied by the Plymouth-DeSoto Garage. He requested that the Department either bring court action to evict the trespassers or refund a portion of his purchase price. It was the decision of this Board to take no action on the matter.

Petitions from Blackfoot. Two petitions from Blackfoot, residents opposing the placing of a raised median on the proposed improvement of US 91-191 on South Broadway in Blackfoot, were submitted to the Board. No action was taken by the Board.

North Park Estates in Montpelier. The State Highway Engineer presented a request of the North Park Estates in Montpelier for a road connection to State Highway US 30. Right of Way was acquired on this section from Elmer C. Jensen, Parcel No. 64, Project F-1481(4). At the time of acquisition, access was controlled and a point of access to be utilized as a farm approach was granted on the westerly right of way, opposite Engineer Station 192/40. Boise Avenue on the northerly edge of the city limits of Montpelier was made a public street connection.

Since the reconstruction of Highway 30, a subdivision has been platted on land formerly owned by Jensen. The request of the developer was that they be granted a temporary connection in the center of the lot designated as Commercial Area No. 2 of said plat; and eventually, as the development progressed, that Valley Drive on the north of said subdivision be made a permanent street connection, at which time the connection at Commercial Area No. 2 be discontinued.

The State Highway Engineer is directed, providing the Bureau of Public Roads will approve, to inform the developer that a public road connection will be allowed at Valley Drive, which would be opposite Engineer Station 180/10, providing Valley Drive is dedicated as a 60-foot street and the City agrees to maintain the same. Further, that there will be a 100-foot setback from both the northerly and southerly side of said Valley Drive, at its connection to Highway 30. Land within this setback

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area may be used for parking purposes only. Furthermore, the developers shall construct a frontage road between Boise Avenue and Valley Drive.

If the State Highway Engineer approves, a portion of the frontage road across Block 4, Commercial Area No. 1, may be constructed on State Highway right of way, providing further that the City of Montpelier will agree to maintain said frontage road.

Improvement of Jct. of US 89 with Wyoming SH 89 at Geneva, Idaho.

Improvement of the Geneva connection of US 89 with Wyoming SH 89 was discussed. The Board approved the construction of a south-bound free-running right turn at this junction. Districts cost estimate of the improvement is \$3,338.39, and will have a 35 MPH design speed.

Permitting hauling of concrete and metal pipe loads over 8' in width. The Board approved the following regulation, effective this date:

Permits may be issued for overwidth loads up to 8'6" covering the hauling concrete pipe and metal pipe, though they could be reduced to legal width.

The 8'6" maximum does not apply to diameters of pipe larger than 8' diameters because they would be considered in the light with other loads which could not be reduced to legal size.

County Purchase of Federal Surplus Equipment. The Federal government offers surplus equipment to counties and/or highway districts only through the State Highway Department. Because of the unknown factors and problems to be encountered when the Department acts as a middle agent in County purchases of surplus equipment, the Board recommended the Department offer its services to the counties and/or highway districts for a 6-month trial or a year trial basis. The Department is to add actual expenses of administration to the cost of equipment handled.

Surplus Real Property to be Listed. The Board requested a list of all real property be maintained and brought up to date.

Easement. Materials Site Le-111, Lemhi County, District No. 6. We have this 14th day of April, 1960, executed an easement across the Northern fifty (50) feet of captioned materials site to the United States of America, acting by and through its Director of the Salmon National Forest, Salmon, Idaho.

Special Parcel No. 17A - F-1491(1), We have this 14th day of April 1960, executed in duplicate an easement to the CALIFORNIA PACKING CORPORATION, to serve said operation Pea Vinery.

Quitclaim Deed. FAP 53, Subsequently: S.N. F.A.B.M. 53-A(4), We have this 14th day of April, 1960, executed in triplicate a Quitclaim Deed unto the POST FALLS SCHOOL DISTRICT NUMBER 273.

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Exchange Deed. F-4114(2), We have this day executed in duplicate an Exchange Deed between the State of Idaho, Department of Highways, and Hugh Sweeney. Said Deed pertains to building restrictions on lands abutting State Highway.

Special Warranty Deed. F-4113(16), Idaho County, District No. 4, Parcel No. 4A, We have this 14th day of April, 1960, executed in duplicate a Special Warranty Deed to Floyd E. Hanson and Ellen A. Hanson, husband and wife, as partial consideration for Parcel No. 4 conveyed to the Department of Highways by the aforementioned parties.

F-4113(16), Idaho County, District No. 4, Parcel No. 9A, We have this 14th day of April, 1960, executed in duplicate a Special Warranty Deed to the CIRCLE "C", a Corporation, conveying certain land in exchange for land conveyed to this Department by CIRCLE""C" by Warranty Deed dated January 26, 1960, for captioned project.

F-4113(16), Idaho County, District No. 4, Special Parcel No. 1A, We have this 14th day of April, 1960, executed, in duplicate, a Special Warranty Deed conveying a parcel of land being a portion of the SW $\frac{1}{2}$ SW $\frac{1}{2}$  of Section 9, Township 23 North, Range 1 East, Boise Meridian, County of Idaho, to Howard Dryden and Minnie Dryden, husband and wife, and Marshall Dryden and Marjory Dryden, husband and wife, as part of a consideration for certain lands (Parcel No. 1) acquired from the aforementioned parties in connection with the above-captioned project. (Corrected Deed)

Condemnation Orders.

F-5116(14), Westmond-Sandpoint Bridge Approach, Bonner County, Parcel No. 17, Duane J. Silva and Millicent A. Silva, his wife.

I-15-2(8)104, Interstate, Great Western Canal to Bonneville County Line, Parcel Nos. 7, 7-E-1, 7 $\frac{1}{2}$ , 7 $\frac{1}{2}$ -E-1, 7 3/4 and 7 3/4-E-1, Utah-Idaho Sugar Company.

I-15-2(8)104, Interstate  $\frac{1}{2}$  Mile North of the Great Western Canal to Bonneville County Line, Idaho, Parcel Nos. 8, 8-E-1 and 8  $\frac{1}{2}$ , and 8 $\frac{1}{2}$ -E-1, Leo A. Searle and Maurine Searle, his wife.

I-15-2(8)104, Interstate,  $\frac{1}{2}$  Mile North of Great Western Canal to Bonneville County Line, Idaho, Parcel Nos. 9 and 9-E-1, Carlos D. Cousin, a divorced man.

I-15-2(8)104, Interstate, Great Western Canal - Bonneville County Line, Parcel Nos. 12 and 12-E-1, Harold Fielding and Theo Fielding.

I-15-2(8)104, Interstate, Great Western Canal - Bonneville County Line, Parcel No. 13, Gilbert W. Davies and Eleanor Davies, his wife.

I-15-2(8)104, Interstate, Great Western Canal - Bonneville County Line, Parcel Nos. 15 and 15-E-1, Evon V. Huntsman and Florence Huntsman.

I-15-2(8)104, Interstate, Great Western Canal - Bonneville County Line, Parcel Nos. 19 and 19-E-1, Victor M. Kotter and Edna Kotter, his wife.

Control of Access between Heyburn and Rupert. The State Highway Engineer presented the problem of the control of access on the easterly side of the State Highway between Heyburn and Rupert. It is the decision

of this Board that the Department of Highways shall purchase 40 feet of land abutting and lying easterly of the present highway. Only the standard policy of control of access shall be enforced, and at such times as development taking place along this highway creates a traffic hazard, a frontage road will then be constructed on said 40 feet.

Claim of Dan W. McComb. A claim was presented to the State Highway Board for alleged damage created to property owned by Dan W. McComb. Said property is abutting project I-80N-2(2)71. Said claim is denied.

Maintenance Shed Site at Osburn. The State Highway Engineer presented two proposed maintenance shed sites in District 5. The Board hereby authorizes the acquisition of the site located approximately 1 3/4 mile west of Osburn near Milepost 56 in the NW $\frac{1}{4}$  of Section 11, Township 48 North, Range 3 East.

Surplus Land. The Chief Right of Way Agent requested that certain lands located in Lot 10, Block 17, of Glenmore Addition in the City of Coeur d'Alene be declared surplus and offered for sale. It is the opinion of this Board that it is in the best interest of the Department that they retain title of this property and not declare it surplus, therefore the request is denied.

Surplus Materials Site. Upon the request of the Chief Right of Way Agent and with the recommendation of the State Highway Engineer, Materials Source Sites BL-24 and BL-16 located in Blaine County, Section 27, Township 1 South, Range 20, East, be declared surplus and in accordance with the law turned over to the State Land Board for sale to the highest bidder, with a minimum price fixed at \$500 for the two sites.

Acquisition of Land. At the request of the Chief Right of Way Agent and upon the recommendation of the State Highway Engineer, a proposed settlement between the Department of Highways and Margaret Turner Clack for lands required on project I-90-1(10)62 is hereby approved. The consideration to be paid shall be \$45,500.

Upon the request of the Chief Right of Way Agent and the recommendation of the State Highway Engineer the Department is authorized to acquire property from Idaho Sugar Company on project I-15-2(8)104, Parcel No. 7. Said payment shall not exceed the sum of \$41,000.

Acquisition of Right of Way. Upon the request of the Chief Right of Way Agent and with the recommendation of the State Highway Engineer, authority is hereby granted to acquire right of way on the following projects:

- I-15-2(9)88 - South Blackfoot Interchange, Porter Bridge
- I-15-2(3)71 - Junction I-15-W - Chubbuck G. S.
- I-80N-3(7)199 - Interchange Junction SH 25, Interchange Jct. SH 27

Said projects being a portion of the Interstate Highway, access shall be controlled in accordance with the Department's policy, policy of the Bureau of Public Roads.

At the request of the Chief Right of Way Agent and the recommendation of the State Highway Engineer, authority is hereby granted to acquire right of way on Project S-SG-3862(2), Payette Overpass & Approaches. Access is to be controlled on the ramps. No other access control other than our standard control policy which shall be exercised beyond ends of the ramps.

At the request of the Chief Right of Way Agent and the recommendation of the State Highway Engineer, authority is hereby granted to purchase right of way on project S-6711(1), Osgood Road. No control of access is to be purchased, only standard approach policy to be enforced.

Expense Vouchers. The Board approved the following expense vouchers: R. C. Rich, for February and March, \$69.49; L. K. Floan for December, January, February and March, \$243.85; W. C. Burns for February and March, \$74.75.

#### BOARD TOUR

Friday, April 15, 1960

The Board toured Elmore County on US 30, SH 51, and Bruneau to Murphy; thence SH 45 to Nampa, US 30 to Caldwell, SH 72 to Marsing, US 95 to the Interstate and westerly to Ontario; US 30 and 95 to Payette, and returning to Boise via SH 52, 16, and 44.

The Board also viewed the completed maintenance and radio building and the Law Enforcement - Highway Building under construction on the State Street site.

The Board reconvened at 3:30, Friday, April 15, 1960, in the Board Room at 603 Main Street, Boise, with all members the State Highway Engineer, and the Board Secretary present.

Operating Budget Approved. The Board approved the Operating Budget for the third and fourth quarters as submitted by the Chief Accountant, Marion Whaley, and recommended by the State Highway Engineer. A copy is in the Board files.

WHEREUPON, the Board adjourned until its next meeting to be held May 31, June 1 & 2, 1960.

Read and Approved \_\_\_\_\_ May 31 \_\_\_\_\_ 1960  
Boise, Idaho

  
\_\_\_\_\_  
R. C. Rich, Chairman

April 15, 1960

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

May 31, &amp; June 1, 1960

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Tuesday, May 31, 1960, 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 meeting of the Idaho Board of Highway Directors held April 13, 14, & 15, 1960, were read and approved.

Irregular Bid, Holland Construction Co. The Board was advised regarding details in the Department's disqualifying the irregular bid of Holland Construction Co., of Bozeman, Montana, on the Blackfoot South Interchange because of failure to sign in signature form the bidders proposal, April 12, 1960. (Project I-15-2(5)87)

Increased inspection on highway construction. The State Highway Engineer also advised the Board regarding the U. S. Bureau of Public Roads memorandum regarding increased inspection on highway construction projects, becoming effective June 1. Mr. Burns suggested that inspection of road projects is a necessary and desired element in highway construction, but questioned if the requirements should be made to the extent that this regulation imposes. The Board agreed with Mr. Burns and authorized Mr. Bennett to convey the thinking of the Board to Mr. Tallamy, Federal Highway Administrator, Washington, D. C.

Attorney General's letter. The following is the reply by the Board to Attorney General Frank Benson's letter of May 19, wherein he notified the Board that he was assigning Mr. Thomas Y. Gwilliam to the Highway Department's legal staff at \$650 per month and directing the State Auditor to issue him a warrant in payment of his services from the Highway fund appropriation:

"Dear Mr. Benson:

Your letter of May 19 addressed to Mr. Wallace C. Burns and me was called to our attention this morning. In this letter you propose that you have assigned Mr. Thomas Gwilliam to work for the Highway Department beginning May 9, 1960, at a salary of \$650 per month.

May 31, 1960

I am sure you will well remember that some time past you proposed that we employ Mr. Gwilliam for \$500 a month, and he would divide his time between the Department and his duties as Police Judge of the City of Nampa. At that time we informed you that we would not employ Mr. Gwilliam.

I assure you that nothing has happened since that time to cause the Board to change their mind. We are informed by the head of the Highway Department that the legal services of the Department are being well handled by the present people in its employ; and, should we require additional counsel, the Board will not employ Mr. Gwilliam. We have the very firm opinion that the State Supreme Court has dealt very definitely with this matter.

You also request that we meet with the Board of Examiners, in that you are anxious to know what appropriations Mr. Padgett and Mr. Harrington are paid with. They are, of course, paid from the fund appropriated by the last legislature for that purpose. This is a matter of public record.

We are attaching a copy of the appropriation bill, and frankly we see nothing to be gained by any discussion of the matter.

Sincerely,

R. C. RICH, Chairman  
Board of Highway Directors"

Overlength - Overwidth Military Loads. The matter of increasing pressure for overwidth and overlength military loads by permit was outlined by Mr. McCrea, which dealt particularly with a request for a permit requesting a missile loading device, 17' 10" wide and 90' long, destined for Spokane, Washington, from Phoenix, Arizona, over US 30 in Idaho. Although this permit has not currently materialized, the trend for such requests was pointed out to the Board.

Disposition of frontage road. Disposition of frontage road along a completed highway section to the local road jurisdiction was discussed by the Board and the Department was authorized to so notify the effected local road jurisdiction to that effect--namely, in this instance, the City of Lewiston and Nez Perce County on the section on the north side of the Clearwater bridge and eastward.

Out-of-State Travel authorized by the Board:

Ernest Gaffney (Board member as of June 1, 1960) to attend WASHO Conference, Portland, Oregon, June 19-24, in the place of Leonard K. Floan.

May 31, 1960

One person from the Department to attend Management Conference in Santa Fe, New Mexico, October 2 - 8, 1960.

Dwight Crofford, Safety Director, to Chicago, Illinois, to preside on "Public Employee" panel of National Safety Conference, October 17-21.

Correspondence. The following correspondence was read by the Board, copies of which are in Central Files:

Governor Smylie's letter to Perry Swisher regarding the improvement of US 30 North from Montpelier east.

Governor Smylie's letter to Mrs. Carl Agenbroad, Bruneau, Secretary, Idaho Nevada Highway 51 Association.

Governor Smylie's letter regarding breakup in District 5, particularly Bonners Ferry - Sandpoint area.

Clifford Salmen's letter regarding right of way in the Georgetown-Montpelier section, particularly the Elmer C. Jensen parcel.

Ray McNichol's letter regarding improvement of Orofino to Ahsahka, SH 7.

Burley Mayor Salmon's letter regarding construction of an urban section on SH 27 north of the Snake River.

Various petitions from Latah County organizations regarding the placing of the Troy-Kendrick Road on the State highway system.

Army engineer's letter regarding status of coordinating highway plan in the vicinity of the Salmon and Snake River dams.

Gracie Pfof's telegram on same subject as above.

Idaho Falls South Yellowstone Avenue improvement. Ellis Mathes and Lew Ross presented the proposed Idaho Falls South Yellowstone Avenue improvement and the proposed one-way couplet from west to east. Broadway and Elm Streets to be eastbound from the Interstate on the west to Boulevard Avenue on the east; Ash, A, and Seattle Streets to be westbound with a new river structure at A Street. At the conclusion, the Board authorized the one-way couplet to be brought into public hearing by the end of June.

Mr. Burns requested the Planning Division to review raised medians on the South Yellowstone project to be so placed that the trucking firms adjoining South Yellowstone be permitted a legal way of access, from the northbound lane of traffic. Mr. Mathes and Mr. Ross brought the Board up to date on the progress being made regarding the Interstate locations under study in the Boise area, showing the route north of the Boise River, the possible railroad location, and the bypass in the vicinity of the airport terminal. Connecting roads from present US 30 using Shoshone and/or Overland Streets were observed; also county road connections such as Vista, Orchard, and other connecting routes shown on the aerial maps were reviewed for benefit of the Board.

A tentative target date of approximately September 1 for public hearings was indicated and approved by the Board.

Mr. Burns commented that the Department should not hide under the "bushel basket" the tremendous amount of research work that has been done in route locating planning when the matters are brought before public informational meetings as well as public hearings. Mr. Bennett indicated such a hearing target date would permit several local informational meetings to be held regarding the routes under consideration. These meetings were to follow the final presentation to the steering committee subject to their acceptance.

Stub connections at small towns adjacent to the Interstate, the Board stated, by policy should be retained on the State Highway system.

Policy for the Designation of Connections from Communities. Planning and Traffic Engineer Mathes then presented a policy for the designation of connections from communities to the Interstate intersections for the Board's approval. The following policy was adopted:

Where an Interstate Highway passes in the immediate vicinity of a community, route numbering for street and highway connections from the Interstate Highway to the community, if a part of the State Highway System will be accomplished in the following manner:

1. When a U. S. or State numbered highway overlaps the Interstate on each approach to a community and a section of road, which is part of the State Highway System, leaves the Interstate, passes through the community, and rejoins the Interstate on the opposite side of the community, the route through the community will be designated as a Business Route to the overlapping U.S. or State Highway. In addition, "Trail Blazer" assemblies, as provided by the AASHO Interstate Sign Manual, will be used to guide motorists outbound from the community center to the Interstate Highway. The assigned U.S. or State Highway route number will be carried past the community as an overlapping portion of the Interstate Highway.
2. When a U.S. or State numbered highway interchanges with an Interstate Highway in the vicinity of a community, the assigned route number only will be carried on the intersected route. In addition, however, Interstate "Trail Blazer" assemblies, as provided by the AASHO Interstate Sign Manual, will be used to guide motorists outbound from the community center to the Interstate Highway.
3. When an Interstate Highway interchanges with a road or street in the vicinity of a community and such road or

street is not a part of the State Highway System, the governmental unit responsible for such road or street may, subject to approval by the Department of Highways and at its own cost, use "Trail Blazer" assemblies, as provided by the AASHO Interstate Sign Manual, to guide motorists outbound from the community center to the Interstate via the connecting road or street.

4. Use of the green and white Interstate Spur or Loop route marker is not authorized for use on any roads or streets connecting communities with the Interstate Highway system.

Surplus Materials Source. AD-44, District No. 3, Ada County - Upon the request of the Chief Right of Way Agent and the approval of the State Highway Engineer, Materials Source AD-44 located in the SW $\frac{1}{2}$ SW $\frac{1}{4}$  of Section 21, Township 4 North, Range 1 East, Ada County, is declared surplus and is to be, in accordance with the law, turned over to the State Land Board for disposal. Said site is not to be disposed of at a consideration less than Twenty-five Hundred Dollars (\$2500.00).

Right of Way. F-4114(2), Use Permit, Dunclick, Inc. - The Chief Right of Way Agent presented a request from Dunclick, Inc. to utilize a portion of the right of way between Engineer's Station 75+00 and 88+00 on Project No. F-4114(2). The State Highway Engineer is authorized to grant a use permit to Dunclick, Inc., on the following conditions: that the Department may at any time utilize this land and in the event the using of this land or removing from this land any installations placed on said land by Dunclick, Inc., or its successors in interests, should cause any damage to the remaining land the Department of Highways is not to be held liable.

U.S. 95, Potlatch Forest - The Chief Right of Way Agent presented a request from Potlatch Forest, Inc., to install a PFI Turbidity Sampling Station at the Spaulding Bridge on U.S. 95. The State Highway Engineer is authorized to grant permission to said company.

I-15-2(7)96 - Upon the request of the Chief Right of Way Agent and the recommendation of the State Highway Engineer a proposed right of way settlement to acquire certain lands owned by Darrell Fullmer located in Section 24, Township 2 South, Range 35 East, designated as Parcel No. 2, Project No. I-15-2(7)96 is approved. Consideration to be paid for this transaction is Twenty Thousand Dollars (\$20,000.00).

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

F-5116(14), Westmond-Sandpoint, Bonner County, Parcel No. 10, Leonard Hedrick and Carolyn Hedrick, his wife.

F-5116(14), Westmond-Sandpoint, Bonner County, Parcel No. 2, Andrew Hanson, a bachelor

F-5116(14), Westmond-Sandpoint, Parcel No. 12, Cornelius DeVries and Ruth DeVries, his wife.

F-5116(14), Westmond-Sandpoint, Parcel No. 14, Norman F. Linscott and Pauline Linscott, his wife.

F-5116(14), Westmond-Sandpoint, Bonner County, Parcel No. 18 3/4, L. H. Cluzel and Jessie C. Cluzel, his wife, subject to the rights of the Humble Oil and Refining Company, Carter Division, 415 Wallace, Coeur d'Alene, Idaho, to pumps, signs and tanks in a service station on a subject property.

F-5116(14), Westmond-Sandpoint, Bonner County, Parcel No. 20, Clinton W. Watts and Margaret L. Watts, his wife, subject to a deed of trust to Title & Trust Company, an Idaho corporation, trustees, and Virgil Childress and Charles Crady, III, beneficiary.

F-5116(14), Westmond-Sandpoint, Bonner County, Parcel No. 25, Emmett W. Jones and Joyce Jones, his wife.

I-15-2(9)88, South Blackfoot Jct. - Porter Bridge (Snake River Bridge) District No. 1, Parcel No. 3 and 3-E-1, Angela Young, a widow.

Special Warranty Deed. Stockpile Site 29.6B, Franklin County, District No. 1, State Highway No. 34 - We have this 31st day of May, 1960, executed in duplicate a Special Warranty Deed covering a parcel of land lying in the SE $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 36, Township 12 South, Range 40 East, Boise Meridian, Franklin County, Idaho, to Thomas G. Farnworth, as part of a consideration for certain lands to be utilized for captioned stockpile site.

Permanent Easement. F-4113(16), Idaho County, District No. 4 - We have this 31st day of May, 1960, executed in duplicate, a Permanent Easement to Bessie M. Hollenbeak and Loy O. Hollenbeak, husband and wife, as contracted under captioned project. Said easement lies across the SW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 9, Township 23 North, Range 1 East, Boise Meridian, in Idaho County.

Quitclaim Deed. S-4769(1), Quitclaim Deed, Kendrick Joint Class "B" School District No. 283 - We have this 31st day of May 1960, executed in duplicate a Quitclaim Deed to the above-mentioned School District for certain land lying in a portion of Government Lot 3 (NW $\frac{1}{4}$ SW $\frac{1}{4}$ ) of Section 19, Township 38 North, Range 2 West, Boise Meridian.

SAP 146 A (2), Ralph E. Rice and Bonnetta L. Rice, husband and wife - We have this 31st day of May, 1960, executed in duplicate a Quitclaim Deed to Ralph E. Rice and Bonnetta L. Rice, husband and wife, for certain land lying in the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 29, Township 4 North, Range 2 East, Boise Meridian, Ada County.

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:

S-2809, Elmore County Line-Corral, Camas County, Prairie Power Coop.  
 S-2809, " " " " " " , Fairfield Telephone  
 Service  
 F-3111(3), Parma-Notus, Canyon County, Mt. States Tel. & Tel. Co.  
 " " " " " " , Amalgamated Sugar Company  
 " " " " " " , Idaho Power Company  
 " " " " " " , Parma Telephone Company

Speed Limits for City of Aberdeen.

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 Aberdeen; 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 Aberdeen, 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 39	None	North City Limits to Third East Street	35
2.	SH 39	Bingham Ave.	Third East St. to Cassia Ave.	35
3.	SH 39	Main Street	Cassia Avenue to Elmore Ave.	35
4.	SH 39	Main Street	Elmore Avenue to Oneida Ave.	25
5.	SH 39	Main Street	Oneida Ave. to 1st West St.	35
6.	SH 39	None	1st West St. to So. City Limits	50

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

Speed Control Zones in District Two.

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

May 31, 1960

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 December 15, 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 122 through 163 pertaining to U.S. Highway No. 93 of the Minute Entry of the Board of Highway Directors dated December 15, 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.	US 93	0.00	17.25	Nevada State Line to Rogerson	60-55
2.	US 93	17.25	17.65	Through Rogerson	35
3.	US 93	17.65	26.10	North of Rogerson	60-55
4.	US 93	26.10	26.75	To Hollister	50
5.	US 93	26.75	27.75	Hollister Urban Ext.	-----
6.	US 93	27.75	38.20	Hollister to Jct. with SH 74	60-55
7.	US 93	38.20	41.80	Jct. with SH 74 to Jct. with US 30	60-55
8.	US 93	192.85	196.80	(Entered as US 30 & US 93)	-----
9.	US 93	196.80	48.80	Twin Falls Urban Ext.	-----
10.	US 93	48.80	50.90	Twin Falls to Jct. with SH 79	50
11.	US 93	50.90	58.90	Jct. with SH 79 to Jct. with SH 25	60-55
12.	US 93	58.90	73.35	Jct. with SH 25 to Shoshone	60-55
13.	US 93	73.35	74.20	Shoshone Urban Ext.	-----
14.	US 93	74.20	102.75	Shoshone to Jct. with SH 68	60-55
15.	US 93	102.75	111.60	Jct. with SH 68 to Jct. with SH 23	60-55
16.	US 93	111.60	111.90	Jct. with SH 23 to Bellevue	35
17.	US 93	111.90	112.70	Bellevue Urban Ext.	-----
18.	US 93	112.70	116.00	North of Bellevue	60-55
19.	US 93	116.00	116.50	To Hailey	45
20.	US 93	116.50	117.60	Hailey Urban Ext.	-----
21.	US 93	117.60	117.70	North of Hailey	35

May 31, 1960

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
22.	US 93	117.70	117.95	North of Hailey	50
23.	US 93	117.95	127.40	North of Hailey	60-55
24.	US 93	127.40	128.20	North of Hailey	50
25.	US 93	128.20	128.70	To Ketchum	35
26.	US 93	128.70	129.40	Ketchum Urban Extension	-----
27.	US 93	129.40	129.50	North of Ketchum	35
28.	US 93	129.50	152.20	North of Ketchum	60-55
29.	US 93	152.20	154.25	North of Ketchum	50
30.	US 93	154.25	162.40	North of Ketchum	40
31.	US 93	162.40	190.30	North of Ketchum	60-55
32.	US 93	190.30	191.55	To Stanley	50
33.	US 93	191.55	192.00	Through Stanley	35
34.	US 93	192.00	218.60	North of Stanley	50
35.	US 93	218.60	223.60	To Clayton	60-55
36.	US 93	223.60	223.90	Through Clayton	35
37.	US 93	223.90	245.20	Clayton to Jct. with US 93A	60-55
38.	US 93	245.20	247.25	North of Jct. with US 93A	60-55
39.	US 93	247.25	247.90	Adjacent to Challis	50
40.	US 93	247.90	264.20	North of Challis	60-55
41.	US 93	264.20	275.00	North of Challis	50

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.

Vice-chairman Floan's Resignation. The following was submitted to Governor Smylie on May 2:

"Due to the extreme pressure of personal matters and my sincere desire to do what is best for the State of Idaho and the State Highway Department, I find it necessary to submit my resignation as vice-chairman and member of the Idaho Board of Highway Directors."

Effective May 31, 1960.

WEDNESDAY, JUNE 1

The Board reconvened at 8 a.m., Wednesday, June 1, 1960, in the Board Room at 603 Main Street, Boise, with all members, the State Highway Engineer, and the Board Secretary present.

New Board Member, Ernest F. Gaffney, Plummer, Idaho, began his duties as per Certificate of Appointment, dated May 12, effective June 1, 1960, to January 31, 1961.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

STOCKPILE NOS. 4243 & 4327 - The work consists of furnishing crushed gravel and/or rock surfacing and cover coat material in stockpiles in Latah and Clearwater Counties - State financed. The bid was rejected. Project is to be readvertised on June 7, 1960.

S-2865(2) - The work consists of constructing the roadway, drainage structures and a roadmix bituminous surface on 4.091 miles of the Cemetery North Road Ext., in Minidoka County - Federal Aid Secondary and County financed. Contract was awarded to Twin Falls Construction Co., Twin Falls, Idaho, the low bidder, on May 26, 1960, in the amount of \$105,998.85.

F-1481(12) - The work consists of constructing the roadway and a bituminous surface treatment on 1.160 miles of U.S. Highway No. 30 N., in Caribou County - Federal Aid Primary and State financed. Contract was awarded to James Reed, Contractor, Salt Lake City, Utah, the low bidder, on May 26, 1960, in the amount of \$100,504.50.

ST-2361(526) - The work consists of constructing a roadmix bituminous surface (half-sole) and a seal coat on 4.6 miles of U.S. Highway No. 30S., in Cassia County - State financed. Contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on June 1, 1960, in the amount of \$36,811.50.

I-80N-1(30)14 - The work consists of constructing a 4-lane divided roadway, drainage structures, a plantmix bituminous surface, 212' underpass, 2-26' concrete overpasses, 2-30' concrete bridges and 4-20' machine passes on 4.110 miles of Interstate Highway No. 80N, U.S. 30 - Sand Hollow Creek, in Payette and Canyon Counties - Federal Aid Interstate and State financed. The Board recommended concurrence in the awarding of the bid subject to approval of the Bureau of Public Roads. (Contract awarded to Hoops Construction Co., Twin Falls, Idaho, the low bidder, on June 2, 1960, in the amount of Alt. No. 1 - \$1,126,466.30; Alt. No. 2-\$1,126,346.30)

Order of Condemnation executed by the Board in duplicate:

I-15-2(9)88, South Blackfoot Jct. - Porterville Bridge, Parcel Nos. 1, 1-E-1, & 1-E-2 - Takeo Konishi and Alice Konishi, his wife; Teeples - Bergeson Company a co-partnership, of which A. Berthel Bergeson and Glen H. Teeples are the partners.

Mackay Chamber of Commerce Delegation. A delegation composed of George A. Miller, Mackay Chamber of Commerce Highway Committee; Floyd A. Henderson, Arco Chamber of Commerce Highway Committee; Fred Reich, Arco

June 1, 1960

Chamber of Commerce; and C. Howard Gillis, Boise, Garrett Freightlines Terminal Manager, met with the Board to ascertain the Department's plans regarding the improvement of SH 26, Shoshone to Arco, and US 93 alternate through Mackay. Also the status of Forest Highway programing on Trail Creek-Chilly Road was discussed. George Miller stated that he was informed by the Independent Highway District that the west end of this road was now a maintenance responsibility of the State Highway Department. The Board requested the State Highway Engineer to communicate with the highway district clarifying the maintenance status, to the effect that no section of this Trail Creek Forest Highway road reversed to the State Highway Department for maintenance until a construction project has been completed. Thereafter, as a section has been reconstructed and completed the State Highway Department will then assume maintenance of that completed section.

Inquiry of the Board was made as to the rumor of road development from Rupert across the desert to Arco. They were informed that the Department has no plans or projection for such a road.

Mr. Fred Reich inquired as to the timing of oiling and improvement of the Howe to atomic energy junction of SH 22. It was explained that the Sage Junction - Rexburg Road would have to be completed first, which would not occur until late 1961 or 1962, after which consideration would be given for the improvement of that section of SH 22. It was also stated that there is no 1960 major construction programing contemplated on SH 20-26 between Shoshone and Arco.

Mr. George Kreizenbeck, Boise Forrester, U.S. Forest Service, met with the Board requesting the State to take over a section of SH 21 between the Jordan Bridge and Warm Springs Creek that had major construction two years ago for a distance of 12.7 miles. To this the Board agreed that the State could take over that section for maintenance.

Forrest D. Pumnea Claim. The Board heard contractor Forrest D. Pumnea, Coeur d'Alene, regarding claims from Project S-5723(1), a County project, Kootenai County, "O'Gara Road." He was represented by counsel Allan Shepard, Boise. Showings were made for the following claims:

Stabilization of material below subgrade	\$5,797.15
Re-sloping backslopes	\$3,322.50

These, together with items 201-A, 205-A, 206-A, 209-A, 213 and 601, were presented for the Board's consideration. After the showing by Mr. Pumnea and Mr. Shepard, the Board consulted concerning the matter with State Highway Engineer Bennett and Asst. State Highway Engineer McCrea. The Board ordered payment for the following:

<u>Item</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Amount</u>
201-A Clearing & Grubbing	0.39 Ac.	\$600.00	234.00
205-A Uncl. Excavation	1,081 C.Y.	0.65	702.65
206-A Exc. for Structures	9 C.Y.	3.00	27.00
209-A Haul	300 Y.U.	0.40	120.00
213 Mech. Tamp.	189 C.Y.	3.00	567.00
Excess Work on Backslopes			No Claim
Excess Exc. for Purposes of Stabil. Matl. (Rolling)	35 Hrs.	7.00	245.00
515 Relay 12" Pipe Culv.	50 L.F.	2.14	107.00
515 Relay 18" Pipe Culv.	20 L.F.	2.95	59.00
Adjustment of deduction for Loose Rip Rap	168 C.Y.	0.65	109.20
			<u>\$1,925.85</u>

Aero Service Corp. The status of the court litigation regarding payment for services rendered to Aero Service Corp., Salt Lake City 1, Utah, was brought to the Board's attention. Because of the importance of this type of survey in modern highway planning, the Board authorized the Department to continue calling for bids in like manner as before, that the construction program not be delayed thereby. This action was taken after State Highway Engineer Bennett advised that several bids will be necessary between now and the end of the current year, or at least before legislative action can be realized to correct the law which has not successfully clarified to what extent professional engineering enters into aerial survey work.

Frank Van Meter's Request. The Board read the letter from Mr. F. H. Snook, Attorney, Salmon, Idaho, regarding the request from his client Mr. Frank Van Meter that a Board member or members of the Board stop at Van Meter's place of business, 5 miles south of Salmon, Club 28, concerning a small tract of land adjoining Mr. Van Meter's premises. The Board requested the Secretary to inquire for more details of the matter that they may better evaluate the request.

Salaries of Legal Counsels. Mr. Bennett submitted a report on the salaries of other State Highway attorneys which pointed up that a salary for Idaho's Highway Legal Counsel chief of \$700 per month is in line with other state departments of similar size. Padgett indicated that this salary should be sufficient to attract and hold a Highway Department career attorney when the need arises.

Lewiston Bird Sanctuary. Upon reading a report from Ellis Mathes, Planning and Traffic Engineer, regarding the request of Lewiston Chapter of State Federation of Garden Clubs, Mrs. H. G. Marshall, that the Department install bird sanctuary markers on highway rights of way at Lewiston, the Board ruled in the negative.

Mr. Mathes pointed out that such signs could not be classified as an official traffic control device and accordingly must be considered

unauthorized and removable in accordance with the State statutes. In the past, signs of this type have been discouraged and not permitted on highway right of way. Whereupon, the Secretary was instructed to so inform Mrs. Marshall.

1963 WASHO Conference. State Highway Engineer Bennett pointed out to the Board that there would be a possibility of Idaho's requesting the 1963 WASHO Conference to be held in Idaho during the State's centennial. Whereupon, the Board approved that such an invitation be made at the forthcoming Portland WASHO Conference.

Additional AASHO Funds. A request for additional AASHO Road Test Funds in the amount of \$11,497 to carry through 1960 was approved by the Board.

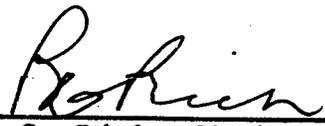
Willis C. Moffatt. A legislative proposal was submitted from the Idaho Retail Petroleum Dealers and the Idaho Restaurant Association, being represented by Willis C. Moffatt, wherein commercial establishments other than for emergency services for disabled vehicles on rights of way in Idaho be prohibited. The Board instructed the Secretary to reply that it appears the Board would not oppose the intent of the legislation suggested.

Vice-chairman of the Board Named. Due to the resignation of L.K. Floan, the Board elected W. C. Burns Vice-chairman.

Expense Vouchers. The following expense vouchers were approved by the Board: R.C. Rich, \$91.96, for April and May; L. K. Floan, \$104.10, for April; and W. C. Burns, \$107.10 for April.

WHEREUPON, The Board adjourned until its next meeting to be held July 11 and 12, 1960.

Read and Approved July 12 1960  
Boise, Idaho

  
\_\_\_\_\_  
R. C. Rich, Chairman

### SPECIAL BOARD MEETING

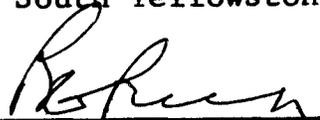
July 2, 1960

The Highway Board this date, by conference telephone, made the following determination regarding the public hearing held in Idaho Falls, June 30, 1960, at 10 a.m., at the High School, regarding the Broadway - "A" Street one-way couplet and improvement of South Yellowstone Avenue to the south city limits:

July 2, 1960

1. To proceed when funds are made available with the improvement of South Yellowstone Avenue from E Street to the South City Limits as presented in the hearing, with the exception that a left turn bay to accommodate traffic turning west to Broadway from Yellowstone Avenue will be provided.
2. In recognition of local needs, negotiations with the Union Pacific Railroad for right of way required for the South Yellowstone Avenue improvement should include provision for opening a railroad crossing at "A" Street in exchange for the closing of the Cliff Street crossing.
3. Broadway will currently remain as the routing of US 91-20 as a two way facility. The proposal presented in the hearing for conversion of Broadway and "A" Streets to a one-way couplet is withdrawn.
4. In arriving at a decision to proceed with the Yellowstone Avenue improvement, it is the considered opinion of the Board that traffic operational deficiencies will continue to exist at the Broadway and "A" Street connections until such time as changes can be made to simplify traffic operation at these locations,

that the expressed action will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Idaho Falls from said proposed improvement of South Yellowstone.

  
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 R. C. Rich, Chairman

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

July 11, 12, & 13, 1960

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, July 11, 1960, at 603 Main Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director, District 2  
 E. F. Gaffney, Member, Director, District 3  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Secretary of the Board

July 11, 1960

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

STOCKPILE NOS. 3324 & 3331, The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles in Elmore County - State financed. The contract was awarded to Bryan C. Rambo Crushing Co., Nampa, Idaho, the low bidder, on June 15, 1960, in the amount of \$21,980.00.

I-IG-80N-3(3)206 & F-2441(11), SH 27 - The work consists of constructing the roadway, drainage structures, a plantmix bituminous surface, 4 concrete underpasses, a concrete overpass and a 234' concrete bridge on 8.189 miles of Interstate Highway No. 80N, SH 27 - Snake River, and on 0.076 mile of US 30N, Heyburn - Rupert Connections, in Minidoka County - Federal Aid Interstate, Primary, and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on June 20, 1960, in the amount of \$2,745,800.25.

F-4113(16) - The work consists of constructing the roadway, drainage structures, channel change, bituminous surface treatment and 166' concrete bridge on 4.118 miles of US 95 in Idaho County - Federal Aid Primary and State financed. The contract was awarded to Earl L. McNutt Co., Eugene, Oregon, the low bidder, on June 20, 1960, in the amount of \$604,723.80.

F-6471(14) - The work consists of constructing a plant mix bituminous surface and seal coating the shoulders on 4.714 miles of US No. 191, in Fremont County - Federal Aid Primary and State financed. The low bid was rejected; project to be readvertised for July 5 Bid Letting.

F-3111(3) - The work consists of constructing the roadway, drainage structures, and a plant mix bituminous surface on 9.315 miles of US Highway Nos. 20 and 26, Parma-Notus, in Canyon County - Federal Aid Primary and State financed project. Contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on June 29, 1960, in the amount of \$1,215,903.00.

ST-6471(519) - The work consists of widening, constructing the base, plant mix bituminous surfacing and curb and gutter on 0.107 mile of US Highway 191, Idaho Falls Street, in Bonneville County - State financed. Contract was awarded to Carl E. Nelson Construction Co., Logan, Utah, the low bidder, on June 27, 1960, in the amount of \$6,700.50.

STOCKPILE PROJECT NOS. 4326 & 4327 - The work consists of furnishing crushed rock and gravel surfacing and cover coat material in stockpiles in the vicinity of Grangeville and Orofino, in Idaho and Clearwater Counties - State financed. Contract was awarded to DeAtley-Overman, Inc., Lewiston, Idaho, the low bidder, on June 27, 1960, in the amount of \$46,075.00.

July 11, 1960

S-4717(4) - The work consists of reconditioning the existing roadbed and constructing a roadmix bituminous surface on 4.918 miles of the Cottonwood - Winona Road, in Idaho County - Federal Aid Secondary and County financed. The bid was rejected.

ST-6742(504), STM-6354(510) & STM-6471(522) - The work consists of repairing the deck and painting the Roberts Bridge and painting the Carmen and St. Anthony Bridges, in the vicinity of Roberts, Carmen and St. Anthony, in Jefferson, Lemhi and Fremont Counties - State financed. The contract was awarded to Gardin Paint Company, Boise, Idaho, the low bidder, on July 1, 1960, in the amount of \$5,171.70.

I-15-3(14)134 - The work consists of furnishing and installing traffic control signs on 18.207 miles of Interstate Highway No. 15, in Jefferson and Clark Counties, and extends intermittently between Roberts and the Montana line - Federal Aid Interstate and State financed. Contract was awarded to Traffic Specialties Company, the low bidder, on July 1, 1960, in the amount of \$32,624.20.

STM-5116(520) & STM-5121(513) - The work consists of painting bridges on U.S. Highways U.S. 95 & 10 Alt., in the vicinity of Eastport and Clark Fork, in Boundary and Bonner Counties - State financed. Contract was awarded to Gardin Paint Company, Boise, Idaho, the low bidder, on July 11, 1960, in the amount of \$3,847.50.

S-6716(3) & S-6730(1) - The work consists of reconditioning the existing roadbed and constructing a type "C" bituminous surface treatment on 2.020 miles of the St. Leon Road and 2.982 miles of the Coltman Road, in Bonneville County - Federal Aid Secondary and County financed. Contract was awarded to Western Construction Company, Pocatello, Idaho, the low bidder, on July 11, 1960, in the amount of \$36,035.00.

The Board concurred in the action of the following subject to the approval of the Bureau of Public Roads:

F-6471(14) - The work consists of constructing a plant mix bituminous surface and seal coating the shoulders on 4.714 miles of US Highway No. 191 in Fremont County - Federal Aid Primary and State financed. Contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on July 12, 1960, in the amount of \$199,795.00.

Montana State Highway Engineer Quinnell's Request for route designation of the Reynolds Pass Forest Highway section from Montana line to west Yellowstone was presented for Board consideration. Upon the recommendation of State Highway Engineer Bennett, the Board approved the route as Idaho 287 from the Montana line to junction with 191-20 near Henry's Lake.

Purchase of Right of Way - Club 28. Upon hearing the investigation report and recommendation from the State Maintenance and Construction Engineers, a request for purchase of some State right of way five miles

southeast of Salmon on SH 28 to Frank Van Meter (Club 28) was denied because of the increased public use of the few public accesses in that area to the Lemhi River for fishing and recreational purposes. The Lemhi River at this point borders the State right of way, which, in the opinion of the Department should be retained for public recreational use.

Annual Report. An advance preliminary draft of the forthcoming Annual Report of the Department was presented to the Board for consideration.

Speed Limits in Clifton.

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 Clifton; 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 Clifton 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 (MPH)
1	SH 35	_____	North Village Limits to Milepost 14.9	50
2	SH 35	_____	Milepost 14.9 to Milepost 14.2	35
3	SH 35	_____	Milepost 14.2 to South Village Limits	50

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

Speed Limits in Oxford.

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 Oxford; 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 Oxford; 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 (MPH)
1	SH 35	State Street	North Village Limits to South 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 Oxford shall henceforth be effective at all times during hours of daylight or darkness.

Designation of State Highways.

WHEREAS, there is no direct State Highway service to the Village of Challis, County Seat of Custer County, as required by Section 4(a), Chapter 93, 1951 Session Laws,

NOW THEREFORE BE IT RESOLVED, that there be and hereby is, designated a business connection of State Highway No. US 93, extending via Main Street from the east village limits of Challis to the intersection of Main Street and Eighth Street in Challis, a distance of 0.388 miles, all as shown on the sketch map in Central Files.

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WHEREAS, there is no direct State Highway service to the Village of Fairfield, County Seat of Camas County, as required by Section 4(a), Chapter 93, 1951 Session Laws,

NOW THEREFORE, BE IT RESOLVED, that there be and hereby is, designated a business connection of State Highway No. 68, extending via Center Street

July 11, 1960



complete reconstruction within five years; therefore, the city's plan would be of a temporary nature and would not delay time when complete reconstruction would be necessary.

3. It was recommended that the improvement be withheld until work can be tied in with the future East Seventh Street project No. F-3112(4)

Forest Highway 35-A, Reynolds Pass. Upon a presentation of the two locations across the Diamond K Ranch of Jim Salisbury by the Bureau of Public Roads on Forest Highway Project No. 35-A, Reynolds Pass, the Board determined that in the interests of safety, the upper route over the lower route, the estimated difference of cost - \$31,000 - is justified. A letter from Norman R. Wood, Federal Highway Projects Engineer, to C. R. Salmen, Idaho Division Engineer, dated July 7, 1960, indicated the Bureau's recommendations of the higher cost upper location.

Bonnors Ferry Delegation. Also meeting with the Board regarding State Highway matters in Boundary County was Mr. William Chubb, publisher; incumbent State Senator Walter Prather; Jack Hines, Bonnors Ferry Chamber of Commerce. They particularly urged early programing of Naples to Peterson Hills section on the Naples-Bonnors Ferry US 95 proposed relocation. The Board made no promises, but stated they would give the matter consideration at the September-October meeting when next year's programing would be considered.

To Set Policy of Construction & Maintenance in State Parks. Recognizing the State-wide benefit of the Highway Department's participating in the road construction and maintenance in Idaho State parks, the Board requested the State Engineer to submit a proposed policy to the Board of the Department's coordination in this respect.

Right of Way Parcel in Excess of \$20,000. Upon the recommendation of the Acting Chief Right of Way Agent and with the approval of the State Highway Engineer the Board authorized:

Payment to Mr. William M. Shipp a consideration of \$57,380 for land improvements and damages that the State requires in project I-15-3(3)117, Broadway, Idaho Falls, Bassett Parcel No. "T".

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

F-1024(11) - American Falls and Connection to Interstate - access is not to be controlled on urban areas but is to be controlled on rural areas.

F-1381(12) - Relocation of US 26, Blackfoot - access is to be controlled.

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- S-1721(5) - Riverside-Collins - access is to be controlled.
- F-2353(2) - Arco-Moore - access is to be controlled.
- I-80N-4(1)220 - Salt Lake Interchange-Cotterell Interchange (Fisher Cut-off) - access is to be controlled.
- F-3022(8) - Sebree-Mountain Home Underpass-access is not to be controlled on urban areas, controlled on rural areas.
- F.H.P. 47A - Mountain Home-Hill City - access is to be controlled.
- F-4114(8)' - Lewiston Hill Truck Bays - access is not to be controlled.
- I-90-1(9)34 - Fourth of July-Dudley - access is to be controlled.
- I-90-1(11)48 - Smeltonville-East Kellogg - access is to be controlled.
- I-90-1(21)42 - Shoshone County Line-Pinehurst - access is to be controlled.
- F.H.P. 4B -Copeland-Porthill - access is to be controlled.
- F.H.P. 2 A3, C1 - Kootenai Highway, Bonners Ferry-Moyie River - access is to be controlled.
- F-6462(7) - Howe Junction-Pole Line Road - access is to be controlled.'
- S-6715(5) - Junction SH 48-South 6.5 Miles (Lewisville) - access is to be not controlled.
- F-6462(2) - 9 Miles East Sage Junction 3 Miles West of Rexburg - access is to be controlled.
- S-6840(5)' - Junction Pole Line Road-Reno Point - access is to be controlled.
- F.H.P. 35A - Reynolds Pass - access is to be controlled.

Access Exchange Deed. F-1491(1), Franklin County, Parcel No. 3A - We have this 11th day of July, 1960, executed, in duplicate, an Access Exchange Deed to Edwin J. Nuffer and Jennie S. Nuffer.

F-5116(14), Bonner County, District No. 5, Parcel No. 1 - We have this 11th day of July, 1960, executed an Access Exchange Deed to Dorothy Alice Shoeman and Carl O. Shoeman.

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

F-3311(1) - State Highway System from Wilder, Idaho, north to Parma Junction-Parcel Nos. 13 & 13-E-1, J.W. Armstrong & Edna L. Armstrong, his wife.

July 11, 1960

F-3112(5) - Cambridge South-Parcel Nos. 2 and 2-E-1 - T. B. Burton and Tennie B. Burton, his wife.

F-3112(5) - Cambridge South, Parcel No. 8 - Elsie M. Clure

R-AD-10(2) - Farm Access Road-Orchard Access Road - Parcel No. 1- The State of Idaho subject to a contract to purchase to Ralph Faulkner and Edith Faulkner, his wife.

I-15-2(7)96-Porterville Bridge-½ Mile North Great Western Canal - Parcel Nos. 18 and 18-E-1 - Orris E. Hiatt and Viola M. Hiatt, his wife.

I-15-2(7)96-Porterville Bridge-½ Mile North of Great Western Canal- Parcel Nos. 20 and 20-E-1 - Carolyn Christensen, a widow

I-15-3(3)117-Broadway-Bassett, Parcel Nos. 25, 25-E-1 and 25-E-2 - Sadao Morishita and Ruth Morishita

I-15-3(3)117-Broadway-Bassett, Parcel Nos. 27 and 27-E-1 - Charles S. Reed and Helen Reed, his wife.

I-80N-1(6)14, ICJ U.S. 30 - ICJ SH 44, Parcel Nos. 46 and 46-E-1 - Elbert E. Myers and Bessie M. Myers, his wife.

I-15-3(3)117, Between Broadway in Idaho Falls and Bassett, Idaho, Parcel Nos. 26 and 26-E-1, Charles Hirai and Martha M. Hirai, his wife, subject to a mortgage to John Hancock Mutual Life Insurance Company.

TUESDAY, JULY 12

The Board reconvened at 8 a.m., Tuesday, July 12, 1960, in the Board Room at 603 Main Street, Boise, with Mr. Rich, Mr. Gaffney, the State Highway Engineer, and the Board Secretary present.

Minutes. The Minutes of the regular meeting of the Idaho Board of Highway Directors held May 31 and June 1, 1960, were read and approved.

Additional 1960 Programing from Trust Fund Increase. Additional 1960 Federal Aid having been made because of pay-as-you-go trust fund catching up with past deficiencies enabled the Highway Board to program for 1960 the following additional projects:

Interstate Route 15 North, McCammon Interchange, to Portneuf River 8.5 miles grading and draining, stage construction.

State Secondary Project 45, reconstruction Nampa South, urban and rural, 2.2 miles.

State Secondary 7, Deary, Bear Ridge Hill, 5.9 miles.

Interstate Route 90, Fourth of July Canyon - Dudley, 3.8 miles, some stage construction.

State Secondary 88, Howe Junction to Pole Line Road, 8.8 miles.

Total estimated cost - \$2,843,000.

Pocatello City Commission. Messrs. F. A. Burton and Vern C. Jones, Pocatello City Commission, met with the Board regarding the time schedule of the construction of the Benton Street underpass. Vern Johnson indicated they would particularly urge for a 1962 programing; however, the Board indicated they would take the matter under consideration, it being strictly a matter of funds, but at this time could make no commitment as to a definite construction scheduling. It was also pointed out that a public hearing would be required before engineering could be started, and that with the very best of timing 1962 would be a very optimistic date, 1963 a more realistic timing, should the Board allocate available moneys. Chairman Rich agreed with the delegation that it was one of the most needed projects to relieve the daily bottleneck of east to west commuters through the present Halliday and Center Street subways.

Montpelier Delegation. Next appearing before the Board was Montpelier delegation composed of Clair Barrett, Highway Committee; W. Wright, Chamber of Commer President; and Frank Sorgatz, Chamber of Commerce Highway Committee, urging for US 30N improvement between the Wyoming border and Montpelier. They indicated approval when State Engineer Bennett stated that the line the Department favors into Wyoming is over the hill instead of around by the railroad and river. Mr. Bennett assured them the grade over the hill would be reduced; but at that elevation during certain weather conditions vehicle traffic would still encounter traction problems in getting over the hill. It was indicated the first project that could be gotten ready engineering-wise would be a six-mile section from Montpelier to Dingle. The Board stated they would give the matter serious consideration at their September and October 1961 Program meetings. The Board pointed out that Governor Smylie also was interested in the improvement of the section between Montpelier and Border. Clair Barrett inquired as to the program of the anticipated easing of the Geneva, Wyoming, connection curve on Idaho and Wyoming States Highway 89. Mr. Bennett indicated the District has had full authority to proceed with this improvement and it's just a matter of time until they move in on the project this summer.

The matter of addition of a traffic signal at Fourth and Clay and the junction of 89 with US 30N was questioned by Mr. Barrett; and although the City of Montpelier has not made such a request of the Traffic Department, Planning and Traffic Engineer Ellis Mathes indicated they would check those two intersections as to possible warrants that could be developed in the way of lighting and/or signalization. Mr. Sorgatz inquired as to the status of Montpelier-South (US 89) and was informed there has been no progress on engineering as that section has not approached the programing stage.

Alameda Delegation. Next appearing before the Board was Mayor Hirschi and Max Whittier, City Attorney of Alameda, urging early right of way acquisition due to the development of subdivisions in the area of the Pocatello Street - Alameda Interstate connection.

July 12, 1960

Glenns Ferry Delegation. Next appearing before the Board from Glenns Ferry was Mayor Bergstrom; John Kugler, City Attorney; and Mr. Feeny, former mayor, urging early programing of the business loop section of US 30 through Glenns Ferry as the City is confronted with a bond levying program requiring a two-year period to supply adequate water main and sewer change to correlate with the timing of the requested improvement. They indicated that they have been about five years waiting for this project and that the road has been relaid so often that there is a drainage problem at the sidewalks. The Department pointed out that also there is a high crown in the road and there is very good surfacing with no breakup, and that the road surface is adequately handling the traffic. The Board indicated it was a matter of time and money, but could make no promises for 1960 or 1961. The matter would be given consideration in the light of construction money needs elsewhere in the State.

U.S. Highway 95 Association. Next appearing before the Board was the U. S. Highway 95 Association, together with the Pedro brothers, the Tarter brothers, and Mr. Jones, farmers in the Mann Creek section, where the contemplated relocation of US 95 will effect their properties. Tarter brothers were quite vocal in the complaints regarding line location through their property, and Mr. Bennett indicated he would personally check the location with the thought in mind of any possible easement of damages by a line change from that now contemplated.

Aberdeen Chamber of Commerce, next appeared urging completion of the Aberdeen South section of SH 39. The Board indicated that they would give very serious consideration for including this section in the 1961 Construction Program at their September - October meetings. Those appearing were Frank Westfall, Ernest Landvatter, T. S. Vanderford, Ed Phillips, and Jack Kirmmet.

The Twin Falls Chamber of Commerce next appeared urging improvement of US 30, particularly Twin Falls East in view of the disadvantage the area has been put to because of the Interstate location north of the river. The only way they can have a successful selling program of their tourists attractions for vehicles is to have an adequate road on US 30 that will not detract from the motorists' travel. The delegation also urged the Department to consider in place of the Addison Avenue approach to the Interstate to analyze the possibility of a connection from the new upstream Hanson Bridge location one mile south therefrom and three miles West to Red Cap Corner, and thence into Twin Falls via US 30 and Kimberly Road. The Board requested the Department to make an early evaluation of the suggested route to see how the Department could evaluate the request.

After adjournment, Board Chairman Rich indicated it would be advisable to have a connection and bridge to the Interstate completed with the timing to coincide with the completion of the Interstate across Magic Valley, also that the Twin Falls US 30 area should have construction moneys consideration to offset their handicap in the location of the Interstate. Mr. Holmes pointed out the necessity of getting all of US 30

rebuilt to modern standards similar to that section recently rebuilt, Burley west. They complained as to the commercial out-door advertising sign directing traffic to continue on 25 and questioned the legality of such traffic directing other than official traffic signs. The Board asked Mr. Bennett to check into the legality of this type of sign wording.

The request was also made for a Twin Falls traffic directional sign to be included at the junction of US 30 north Burley and the junction of 25-US 30 at Rupert, to which the Board requested the Department to so post at those two junctions.

The Minidoka County Commissioners and legislators together with Ted Winn and Joe Baur, Paul Chamber of Commerce; Dale Garner, Rupert Chamber of Commerce; Camden B. Mezer, Minidoka County Schools; G. M. McClintock, Burley land owner on north side of the river, appeared before the Board.

The group appeared to get the facts regarding the design features contemplated by the Department of SH 27 from the Interstate south to the Snake River Bridge north of Burley. Mr. McClintock and County Commissioner Sullivan indicated that the frontage road design would, in their opinion, hinder development of the area and preferred direct access to the proposed connecting road to the Interstate from Burley. State Highway Engineer Bennett and Urban Engineer Crossley pointed out the historic advantages to both the highway user and the adjoining property owners that the frontage road design with full control of access, in their opinion, would be the only method by which property values would not deteriorate as motor vehicle traffic increased.

State Highway Engineer Bennett pointed out that the State's experience on string development on highways with no controlled access ultimately leads to the State's having to consider building a by-pass facility to expedite the proper movement of traffic.

State Senator Rodney Hansen indicated his desire in coming was to get the facts regarding the contemplated design and to get the Department's and Board's views regarding the future impact of the design on future real estate development along the proposed highway facility. The Department and Board gave no indication of altering their position regarding full control of access and frontage road design. Mr. Bennett told the group that the control of access from the highway development would increase the value of the property as a whole rather than for a few situated directly adjacent to the highway.

Charles Fiske, Consulting Engineer, appeared before the Board asking consideration in granting them bid invitations for aerial photography and asked that they be considered when consulting engineering services were needed by the Department. State Highway Engineer Bennett indicated when engineering phases of aerial photography constituted more than 50 per cent of the anticipated bid letting, engineering firms interested in

aerial mapping would receive invitations to bid. The 50 per cent engineering feature is the policy of the Bureau of Public Roads regarding Federal Aid participation and likewise for that reason is the policy of the State Highway Department.

WEDNESDAY, JULY 13

The Board reconvened at 8 a.m., Wednesday, July 13, 1960, in the Board Room at 603 Main Street, Boise, with Mr. Rich, Mr. Gaffney, the State Highway Engineer, and the Board Secretary present.

Order of Condemnation. The Board executed in duplicate the following order of condemnation:

I-15-3(3)117, Idaho Falls - Bassett, Parcel No. 28 and 28-E-1, Takena Sakaguchi and Fusako Sakaguchi, his wife.

Right of Way Parcel in Excess of \$20,000. Upon the recommendation of Acting Chief Right of Way Agent and with the approval of the State Highway Engineer, the Board authorized:

Payment to Mr. William G. Lortz, a consideration of \$55,000 for land and improvements the State requires for Project I-15-3(3)117, Broadway-Idaho Falls to Bassett, Parcel No. 9.

Expense Vouchers. The following expense vouchers were approved by the Board: R. C. Rich, \$253.89, for May & June; E. F. Gaffney, \$55.16, for May.

WHEREUPON, the Board adjourned until its next meeting to be held August 1 and 2, 1960.

Read and Approved \_\_\_\_\_ August 1 \_\_\_\_\_ 1960  
Boise, Idaho

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

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

August 1 & 2, 1960

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, August 1, 1960, at 603 Main Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director, District 2  
E. F. Gaffney, Member, Director, District 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

August 1, 1960

Minutes. The Minutes of the regular meeting of the Idaho Board of Highway Directors held July 11, 12, & 13, 1960, were read and approved.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-15-2(13)92 - The work consists of constructing 2 - 804' concrete bridges and abutment embankment over the Snake River, north of Blackfoot on Interstate Highway No. 15, in Bingham County - Federal Aid Interstate and State financed. The contract was awarded to Teller Construction Co. Idaho Falls, Idaho, the low bidder, on July 25, 1960, in the amount of \$451,267.50.

R-AD-10(2) - The work consists of reconditioning the existing road-bed, constructing a crushed gravel base and a plant mix bituminous surface on 2.907 miles, a crushed gravel surface on 0.606 mile and grade, drain and surface 0.7 mile of farm access road in Ada County, located approximately 17 miles southeast of Boise and extends in a southwest direction - Federal Aid Defense Access financed. All bids were rejected, July 27, 1960.

STOCKPILE 3323 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles, in Adams County - State financed. The contract was awarded to Quinn Brothers & Robbins, Inc., Boise, Idaho, the low bidder, on July 25, 1960, in the amount of \$16,725.00.

STOCKPILE 5313 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles, adjacent to US Highway 95, in the vicinity of Bonners Ferry - State financed. Project to be readvertised with project STM-5116(519) for bids to be received August 9, 1960, as no bids were received.

S-1801(3) - The work consists of constructing the base and a roadmix bituminous surface on 4.850 miles of the Lanark Road, in Bear Lake County - Federal Aid Secondary and County financed. The contract was awarded to Germer, Abbott & Waldron, Tremonton, Utah, the low bidder, on July 27, 1960, in the amount of \$85,720.50.

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S-1754(5) - The work consists of reconditioning and constructing a roadmix bituminous surfacing and seal coating 8.761 miles of the Robin-Hawkins Valley Road, Virginia-Hawkins, in Bannock County - Federal Aid Secondary and County financed. Contract was awarded to Mountain States Construction Co., Inc., Pocatello, Idaho, the low bidder, on July 28, 1960, in the amount of \$74,330.70.

A realistic charge of plans to contractors was discussed, and the Board approved the State Engineer's recommendation of a sliding scale charge for plans ranging from \$5 to \$20, varying with the volume of printed matter.

Montpelier to Border - US 30N. The final Board review of the Montpelier to Border, US 30N route relocation was discussed and the northerly route over the hill to Border was firmed.

US 2, Moyie Springs. Preparatory submitting for a public hearing concerning the relocated section of US 2 in the vicinity of Moyie Springs was discussed by the Board, and it was determined that the present section, being by-passed through Moyie, should be turned back to Boundary County. This was conditional on a BST connection from Moyie north to the new relocated by-pass route, which shall have a BST surface.

Out-of-State Travel authorized by the Board:

State Engineer G. Bryce Bennett to Winnemucca to meet with Nevada State Highway Engineer, Otis Wright, to formulate plans for the 1960 WASHO Las Vegas meeting.

State Engineer G. Bryce Bennett to LaSalle, Illinois, September 7, to attend AASHO Highway Transport Meeting.

#### Personnel.

The following ingrade raises were approved by the Board:

Roy Harden, Group 5, Assistant Design Engineer, \$725 to \$750

Don Walker, Grade 5, Personnel Director, \$725 to \$750

Marion Whaley, Grade 5, Fiscal Officer, \$725 to \$750

Preliminary Biannual Budget. The Board reviewed the Department's 1961-62 biannual preliminary budget in the amount of \$91,700,000. Contained therein was an authorization for early construction of a new District I administration building and shop in South Pocatello.

South Idaho Board Tour. The Board approved a south Idaho tour during the September & October meetings.

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The Tri-Agency Forest Highway meeting is to be scheduled in conjunction with the October Board meeting. Upon the recommendation of State Engineer Bennett, the Board approved the submission of a 1961 Construction Program and a Planning Program for 1962.

State Park Road Construction and Maintenance. Land Commissioner John Walters met with the Board on matters of mutual departmental interest, and the Board suggested that State Engineer Bennett work up a practical State Park road construction and maintenance policy with Highway Department participation for the Board's approval.

Board Views US 95. The Board, with State Engineer, District Engineer, Assistant District Engineer, and Board Secretary, viewed the Interstate between Boise and Ontario, US 95 to the Mann Creek area, and returned via SH 52 to Emmett and thence to Boise.

The group viewed the protested alignment of US 95 through the Tarter farms in the Mann Creek area, a subject carried over from the previous Board meeting. The Board concurred with State Engineer Bennett that the proposed relocation alignment through the Tarter's farmland as planned would be less damaging than other locations. The proposed alignment is necessary to provide an adequate design for a modern highway facility which is the basic reason of the proposed reconstruction.

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

F-3112(5),	Parcel Nos. 5	and 5-E-1,	Ray Potter
I-15-3(9)150,	Parcel No. 3,	Dora A. Pedersen,	et al.
I-15-2(7)96,	Parcel Nos. 10	and 10-E-1,	Wm. Gardner
"	"	"	12 and 12-E-1, Rachel Christensen
"	"	"	13 and 13-E-1, Howard Gardner
"	"	"	16 and 16-E-1, Wendell Gardner

Additional Approach. The Board approved an additional approach for Don S. Rex - Project F-1481(4).

Donation Deed. The Board accepted a donation deed from E. G. Taylor and wife for a roadside turnout at Driggs, Idaho.

Access Exchange Deed. Upon the request of the Acting Chief Right of Way Agent and with the recommendation of the State Highway Engineer, the Board approved an access exchange deed to Walter Gridley on Parcel No. 4, Project F-2361(12).

Granting of Deeds. Upon the request of the Acting Chief Right of Way Agent and with the recommendation of the State Highway Engineer, the Board executed deeds for the exchange of lands as follows:

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I-15-2(7)96 - Parcel 2½A - Special Warranty Deed to George Wareing  
" Parcel 3½A - Special Warranty Deed to Marvin Wareing  
I-15-2(8)104-Parcel 7A - Special Warranty Deed to Utah-Idaho Sugar Co.

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

I-15-1(2)54 - Portneuf-Inkom - Full control of access  
I-IG-15-1(3)54 - Portneuf-Inkom-Structures-Full control of access  
F-1031(19) - Colton Road I.C. - US 191 - access is not to be controlled.  
S-1721(6) - Aberdeen-1.6 Mi. So. of Power County Line-access is not to be controlled.  
F-1481(9) - Montpelier-Dingle - Partial control of access.  
I-80N-2(3)64 - Isaacs Canyon-Regina - Full control of access.  
F-3112(14) - Summit-Midvale - Partial control of access  
F-4201(9) - Spaulding Bridge-west - Partial control of access  
I-IG-90-1(12)37 - Dudley G.S. - Shoshone County line (Mission Flats-Cataldo--structures) Full control of access

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, 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 3 pertaining to State Highway No. 51 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

August 1, 1960

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 51	0	61.00	North of Nevada State Line	50
2.	SH 51	61.00	72.40	To Bruneau	60-55
3.	SH 51	72.40	72.85	Through Bruneau	35
4.	SH 51	72.85	91.90	Bruneau to Jct. with SH 67	60-55
5.	SH 51	91.90	92.60	Jct. with SH 67 to Mt. Home	50
6.	SH 51	92.60	93.00	Mountain Home 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.

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 pertaining to State Highway No. 67 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 and darkness:

August 1, 1960

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 67	0	0.20	North of Mt. Home Air Force Base	35
2	SH 67	0.20	9.15	To Jct. with SH 51	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 1.

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 25, 1956, 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 8 through 9 pertaining to State Highway No. 22 of the Minute Entry of the Board of Highway Directors dated May 26, 1956, 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 22, 88	270.00	285.80	Jct. with US 20,26 to Howe	60-55
2.	SH 22, 88	285.80	286.00	Through Howe	35

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.

August 1, 1960

Speed Control Zones in District Six.

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 March 30, 1956, 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 2 pertaining to State Highway 22 of the Minute Entry of the Board of Highway Directors dated March 30, 1956 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 88, 22	286.00	294.75	Howe to Jct. with SH 88	50-

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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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,

August 1, 1960

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.	SH 88	294.75	313.75	Jct. with SH 22 to Jct. with SH 28	60-55

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

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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 March 30, 1956, 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 2 through 6 pertaining to State Highway No. 22 of the Minute Entry of the Board of Highway Directors dated March 30, 1956, 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 22	294.75	308.45	Jct. with SH 88 to Jct. with SH 28	50
2.	SH 22	308.45	338.45	Jct. with SH 28 to Jct. with US 91	60-55

August 1, 1960

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.

Mitchell W. Hunt Request. A written request from Mitchell W. Hunt, of Hunt Land and Livestock Co., of Twin Falls, for reimbursement of right of way that he donated by deed of parcel No. 18 for right of way on the Kimberly Road project was read by the Board. After deliberating the matter and reviewing the deed, the request for reimbursement was denied. (Project No. F-2361(9).).

TUESDAY, AUGUST 2

The Board reconvened at 8 a.m., Tuesday, August 2, 1960, in the Board Room at 603 Main Street, Boise, with Mr. Rich, Mr. Gaffney, the State Highway Engineer, and the Board Secretary present.

Bid Openings of August 2, 1960. The Board concurred in the action of the State Highway Engineer, subject to the approval of the Bureau of Public Roads, in the awarding of the following bids to the apparent low bidder:

I-90-1(28)20 - The work consists of furnishing and installing traffic control signs on 11.501 miles of Interstate Highway 90, Jct. US 95-A - Rose Lake Jct. - Kootenai County. The apparent low bidder was Chicago Fence and Equipment Company, Portland, Oregon, with a bid of \$28,628.88.

I-90-1(32)31 (F-5041(32)) - The work consists of filling cracks and sealing the Blue Creek Bay Bridge on Interstate Highway 90 in Kootenai County. The apparent low bidder was Building Restoration Company, Spokane, Washington, with a bid of \$15,798.90.

Parma-Caldwell Delegation - US 95 - 20S. Don Lackland and J. R. Klahr appeared before the Board asking for the Department's anticipated completion date of the connection of US 95 and US 20 S. E. of Parma. Without committing the Department, Mr. Bennett indicated that a probable contract letting date might be expected in 1961 with completion on 1962. The delegation's interest was to more accurately inform the Western Idaho Potato Growers' Association with plans on locating a potato processing plant in the Parma-Caldwell area, and particularly near the proposed junction of US 95 and US 20 S.E. of Parma.

It was pointed out to the delegation that these dates are not commitments by the Department, but merely projection dates.

The Spokane A.G.C. composed of Sam Guess, Carl Carbon, Jack Clifton, and A. J. Grant, a current committee from the A.G.C. to cover Highway Department - AGC relations next met with the Board. Construction problems of North Idaho from the contractors' standpoint were discussed; and after a discussion of industry and departmental working relations; it was suggested that a meeting such as prevailed in South Idaho this year be planned for the Spokane-North Idaho AGC and Department this fall at a mutually convenient time.

The committee indicated the lack of cooperative attitudes on the part of inspectors and project chiefs, which brought out also the point that the Department's efforts in the scheduling of joint meetings to clear the air on interworking relations had not been accepted by the Spokane AGC Chapter as had been accomplished by the South Idaho AGC, where a thorough airing of opinions and procedures was entered into, for smooth working relations between the contractors industry and the Department field personnel and policies.

District Engineers Jack Pearring and Phil Marsh were present.

Blackfoot Delegation. The Board next heard a delegation composed of Peoples Canal Irrigation Company, Aberdeen Springfield Canal Company and Mr. & Mrs. LeRoy Christensen, Mr. & Mrs. Ivan E. Gardner, and Bingham County Commissioner George Brower, of Blackfoot, requesting an additional underpass on the Interstate Route 15 between Blackfoot and Firth adjacent to the station where the two canals cross the Interstate location. The problem of justifying economically the structure was pointed out to the delegation.

T. S. Vanderford, Aberdeen Springfield Canal Board Chairman, made it very clear that the 10,000 people served by the canal, together with the threat of a break of the canal, through inability of their ditch rider and maintenance people to adequately circulate their vehicles because of the lack of the requested underpass, made it imperative that the structure be incorporated in the planning.

"Reimbursement of money in lieu of the structure would not solve the problem," Mr. Vanderford stated. Mr. Christensen's excess travel to farm his land beyond the Interstate was recounted to the Board, also Mr. Gardner's farmstead problem, whose land is being cut by the Interstate location, was recited.

U. S. Bureau of Public Roads Division Engineer, C. R. Salmen, was present and indicated the Bureau would recommend the underpass if the Department would economically justify the structure's expense. He suggested that all phases of justification be explored, such as the scope of the canal company's public utility characteristics in light of BPR regulations classifying them as such, together with those compensable items of the farmsteads directly affected.

August 2, 1960

Commissioner Brower protested the present Interstate planning which did not include the requested underpass. Also, Mr. Vanderford indicated that a maintenance dragline would not necessarily be expected to use the underpass, but that the 8' x 10' structure would not be adequate to accommodate the other maintenance equipment used by the Canal company.

Board Chairman Rich and Member Gaffney indicated to Mr. Bennett and Mr. Salmen that a very careful review of the matter be made in the way of economic justification, because of the importance of adequate service by the canal companies to their canal facilities adequately handling a possible break in the canals and subsequent flood affecting the public safety.

Pocatello Public Hearing. The Highway Board approved the Department's setting up public hearings at Pocatello involving a proposed overpass at Benton Street and also a one-way couplet at Fifth and Fourth Streets.

Expense Vouchers. The Board approved the following expense vouchers: R. C. Rich, \$85.24, for July; and E. F. Gaffney, \$69.10 for July.

WHEREUPON, the Board adjourned until its next meeting to be held September 19 and 20, 1960.

Read and Approved \_\_\_\_\_ September 19 \_\_\_\_\_ 1960  
Boise, Idaho

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

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

September 19 & 20, 1960

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, September 19, at 603 Main Street, Boise, Idaho.

Present were:

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

September 19, 1960

Minutes. The Minutes of the regular meeting of the Idaho Board of Highway Directors held August 1 & 2, 1960, were read and approved.

1961 Construction Program. The Board reviewed the projects recommended for the 1961 Construction Program. The program entailed \$18,175,000 for Interstate; \$10,157,000, Primary; and \$2,644,000 for the State Secondary System.

Lewiston Delegation (Tourist Information Building). Appearing before the Board were I. W. Failing, Past President, Advance Idaho; P. H. Putman, Lewiston Architect; Carl Malmgren, Lewiston; and Richard W. Thomas, Assistant City Engineer, Lewiston, requesting the use of a triangle at the foot of the Lewiston hill for locating a Tourist Information Building with adequate accesses. The Board was told that this location was discouraged by District Engineer Marsh and concurred in by State Engineer Bennett because of the hazards to traffic through additional accesses in a triangle which now has no access. Mr. Failing pointed out the history of traffic accidents south, north, and east of this point, which, he indicated wasn't too bad in his opinion, and that the Board should give them permission to build this structure that the tourist industry may be serviced with this new program of giving out information regarding Idaho. The Board asked the Department to take another look at possible accesses to the requested site and to report its findings at the next Board meeting. It was pointed out to the delegation by the Board that the Board and the Department wish to cooperate wherever possible in the development of tourism and commerce in the State, but that the Board and the Department are charged with operational safety of the State Highway system.

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

**I-15-2(7)96, Parcel No. 10½, Aberdeen Springfield Canal Company**

I-15-3(3)117, Parcel No. N and N-E-1, Frank Hartwell and Lillian Hartwell, his wife.

I-15-3(3)117, Parcel Nos. K and K-E-1, Albert L. Wohlschlegel and Hazel C. Wohlschlegel, his wife.

" Parcel No. J, William S. Holden

" Parcel No. E, Bessie M. Jones

" Parcel No. D, Clifford Keller & Ethyl Keller, his wife

" Parcel No. 14, Lee J. Blackburn and Pauline Blackburn, his wife

" Parcel No. 7, Birdie Ellen Connelly

" Parcel No. 16, William R. Hatch & Beulah T. Hatch, his wife

" Parcel No. 6, James L. Cropley and Jewell Cropley, his wife

Easement of Access Deed approved by the Board:

Don S. Rex, Parcel No. 20A, F-1481(4)

September 19, 1960

Access Exchange Deed approved by the Board:

F-4113(6); Martin L. Jarnagin, Parcel No. 1A  
 " Mary Ellen Phinney, Parcel No. 19A

Approval of Right of Way Settlements:

I-15-3(3)117, Parcel No. 1½, Arthur H. Koster  
 " Parcel Nos. 8 and 8½, Oscar W. Garrett  
 " Parcel No. 8½, Grace M. Garrett  
 " Parcel No. 13, Alfred J. Pouch  
 " Parcel No. 16, William R. Hatch  
 " Parcel No. 33, Parley Rigby  
 " Parcel No. J, William S. Holden

Exchange Deed, approved by the Board:

City of Harrison (Motel) Special Parcel 1A, N.R.M. 31-D

Surplus Property. The Board approved selling Harbrich property, Materials Source I-64, as \$26,000; and if sold under a contract, the contract should be for a period of more than five years.

Exchange of Access approved by the Board:

F-1491(1), Parcel No. 2, A. L. Stocks

Total Purchase of right of way was approved by the Board of the Hayes property, I-15-3(3)117.

Authority to Purchase Right of Way approved by the Board:District No. 1

F-1032(20) Pocatello Creek Connection, access is to be partially controlled.

District No. 2

FHP 51A Trail Creek, access is to be partially controlled

District No. 3

S-3806(8)"B" Little Valley South (R-AD-10(1)), access is to be partially controlled.

District No. 4

S-4769(7) Juliaetta-Kendrick, access is to be partially controlled.

District No. 5

St-5041(529) Best & Government Way Coeur d'Alene, access is not to be controlled.

TUESDAY, SEPTEMBER 20

The Board reconvened at 8 a.m., Tuesday, September 20, in the Board Room at 603 Main Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

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

Stockpile 4319 - The work consists of furnishing and stockpiling crushed gravel base material on the roadway and furnishing crushed gravel base material and cover coat material in stockpiles in the vicinity of Elk City, in Idaho County - State financed. Contract was awarded to C. H. Elle Construction Co., Pocatello, Idaho, the low bidder, on August 12, 1960, in the amount of \$29,825.00.

I-15-2(8)104 - The work consists of constructing a 4-lane divided roadway, concrete structures, drainage structures and a 2" maximum base on 7.771 miles of Interstate Highway 15, Great Western Canal - Bonneville County line, extending from a point approximately 6 miles southwest of Idaho Falls southwesterly 7.771 miles, in Bingham County - Federal Aid Interstate and State financed. Contract was awarded to Aslett and Twin Falls Construction Companies, Twin Falls, Idaho, the low bidder, on August 11, 1960, in the amount of \$1,024,667.80.

Stockpiles 4243, 4334, & 4335 - The work consists of furnishing crushed rock surfacing and cover coat material in various stockpiles in the vicinity of Deary, Elk River and Bovill, in Latah & Clearwater Counties - State financed. Contract was awarded to Carl Carbon, Inc., Spokane, Washington, the low and only bidder, on August 12, 1960, in the amount of \$88,500.00.

5313 & STM-5116(519) - The work consists of furnishing crushed gravel and/or rock surfacing and cover coat material in Stockpiles in the vicinity of Bonners Ferry & Colburn, in Boundary & Bonner Counties - State financed. All bids were rejected. Project STM-5116(519) (Stockpile) is to be re-advertised for bids to be received September 13, 1960.

I-90-1(27)11, The work consists of furnishing and installing traffic control signs and sign illumination on 4.955 miles of Interstate Highway 90, in Kootenai County - Federal Aid Interstate and State financed. The contract was awarded to L. C. Robinson, Moses Lake, Washington, the low bidder, on August 22, 1960, in the amount of \$70,168.00.

September 20, 1960

S-6860(2) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 3.729 miles of the Kilgore Road, in Clark County - Federal Aid Secondary and County financed. Contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder and only bidder, on August 17, 1960, in the amount of \$85,226.00.

Stockpile 6346 & PW-622(1) - The work consists of reconditioning the existing surface and placing a roadmix bituminous surface and seal coat on the drives and parking areas at the State Industrial School at St. Anthony and placing 5,000 tons of 5/8" crushed gravel in stockpile at the St. Anthony Maintenance Yard in Fremont County. Contract was awarded to Western Construction Company, Pocatello, Idaho, the low bidder, on August 17, 1960, in the amount of \$35,542.55.

Stockpile No. 3332 - The work consists of furnishing cover coat material in stockpile in Canyon County - State financed. Contract was awarded to Bryan C. Rambo Crushing Co., Nampa, Idaho, the low bidder, on August 25, 1960, in the amount of \$13,880.00.

F-6462(6) - The work consists of constructing a 297' concrete bridge and temporary approaches over the Henry's Fork of Snake River, west of Rexburg on SH 88, in Madison County - Federal Aid Primary and State financed. Contract was awarded to Phillips Construction Co., Idaho Falls, the low bidder, on September 13, 1960, in the amount of \$80,752.00.

S-6768(2) - The work consists of reconditioning the roadbed, constructing the base and a roadmix bituminous surface on 2.619 miles of the Lyman-Sunnydell Road, Lyman-Archer, commencing approximately 6.5 miles south of Rexburg and extending south and east to Archer in Madison County - Federal Aid Secondary and County financed. Contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on September 20, 1960 in the amount of \$42,213.25.

S-1706(1) - The work consists of constructing the roadway, drainage structures, a crushed gravel base and a bituminous surface treatment on 2.687 miles of the Elkhorn Dam Road, Elkhorn Dam-Northwest, located approximately 13 miles northwest of Malad City, in Oneida County - Federal Aid Secondary and County financed. Contract was awarded to Marion J. Hess Contractor, Malad, Idaho, the low bidder, on September 20, 1960, in the amount of \$90,729.50.

S-5783(1) - The work consists of constructing a 241' concrete bridge on the McAbee Falls Road, over the Priest River, located approximately 6 miles north of the town of Priest River in Bonner County - Federal Aid Secondary and County financed. All bids rejected, to be readvertised.

STM-5116(519) - The work consists of furnishing crushed rock surfacing and cover coat material in stockpiles in the vicinity of Colburn, in Bonner County - State financed. Contract was awarded to Sather & Sons, Yardley, Washington, the low bidder, on September 20, 1960, in the amount of \$32,890.00.

Yard 9900 - The work consists of furnishing and placing a 2" plantmix bituminous surfacing on the Highway and Law Enforcement Office Building driveways in Ada County - State financed. Contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, on September 20, 1960, in the amount of \$10,450.00.

R-AD-10(2) - The work consists of reconditioning the existing roadbed, constructing a crushed gravel base and a plant mix bituminous surface on 2.907 miles, a crushed gravel surface on 0.606 mile and grade, drain and surface on 0.7 mile of farm access road known as Idaho Defense Access Project No. R-AD-10(2) in Ada County - Federal Aid Defense and State financed. The Board concurred in the action of the State Highway Engineer, subject to approval of the Defense Department for the additional moneys, it being 17.32% over the Engineer's estimate.

Lost Trail Pass Road. In cooperative effort with the State Highway Department of Montana, the Board authorized a mile section of the Lost Trail Pass Road in Lemhi County, which connects with Montana State Highway 43, be put on the State Highway system and be given a designation number.

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 in the following projects:

- S-4708(1), Stites Bridge, Idaho County, Pacific Telephone & Telegraph Co.
- S-6860(2), Kilgore South & West, Clark County, Utah Power & Light Co.
- " " " " " " " Mudlake Telephone Coop
- F-6462(2), SH 88, Madison County, Mt. States Tel. & Tel. Company

Rural Speed Control Zones in District One.

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 (MPH)
1	I 15W US 30N	270.70	270.90	From 18.40 mi. East of Cassia County line to Interchange with SH 37	70
2	I 15W US 30N	270.90	274.90	Interchange with SH 37 to Interchange with SH 39	70
3	I 15W US 30N	274.90	278.55	East of Interchange with SH 39	70

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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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 25, 1956 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 171 through 177 pertaining to US Highway 30N, 91, 191 of the Minute Entry of the Board of Highway Directors dated May 25, 1956 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 (MPH)
1.	US 30N 91,191	53.80	54.00	North of Jct. with US 30N	35

September 20, 1960

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
2.	US 30N 91,191	54.00	63.70	To Inkom	60-55
3.	US 30N 91,191	63.70	64.15	Inkom Urban Extension	---
4.	US 30N 91,191	64.15	64.20	Through Inkom	35
5.	US 30N 91,191	64.20	64.35	Through Inkom	50
6.	US 30N 91,191	64.35	64.70	Inkom Urban Extension	---
7.	US 30N 91,191	64.70	73.00	To Pocatello	60-55
8.	US 30N 91,191	73.00	76.90	Pocatello Urban Extension	---

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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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 25, 1956 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 15 through 24 pertaining to US Highway No. 30N of the Minute Entry of the Board of Highway Directors dated May 25, 1956 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:

September 20, 1960

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 30N	252.30	270.70	East of Cassia County Line	60-55
2.	US 30N	270.70	278.55	(Entered as I 15W, US 30N)	---
3.	US 30N	278.55	280.45	East of Interchange with SH 39	60-55
4.	US 30N	280.45	290.50	East of Interchange with SH 39	60-55
5.	US 30N	290.50	296.15	To Pocatello	60-55
6.	US 30N	296.15	298.30	Pocatello Urban Extension	---

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.

Rural Speed Control Zones in District Two.

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 December 15, 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 49 through 74 pertaining to US Highway No. 30 of the Minute Entry of the Board of Highway Directors dated December 15, 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 hence forth 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 30	151.50	156.30	South of Jct. with SH 25	60-55
2.	US 30	156.30	158.95	South of Jct. with SH 25	50
3.	US 30	158.95	159.40	To Hagerman	35
4.	US 30	159.40	160.05	Hagerman Urban Extension	---
5.	US 30	160.05	160.25	South of Hagerman	35
6.	US 30	160.25	162.50	" " "	50
7.	US 30	162.50	167.00	" " "	50

September 20, 1960

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limts (M.P.H.)
8.	US 30	167.00	180.15	South of Hagerman	60-55
9.	US 30	180.15	180.30	To Buhl	50
10.	US 30	180.30	181.90	Buhl Urban Extension	---
11.	US 30	181.90	182.55	East of Buhl	50
12.	US 30	182.55	190.10	To Filer	60-55
13.	US 30	190.10	191.30	Filer Urban Extension	---
14.	US 30	191.30	191.45	East of Filer	35
15.	US 30	191.45	193.00	To Jct. with US 93	60-55
16.	US 30	193.00	196.85	(Entered as US 30, US 93)	---
17.	US 30	196.85	200.20	Twin Falls Urban Extension	---
18.	US 30	200.20	200.50	East of Twin Falls	35
19.	US 30	200.50	200.80	East of Twin Falls	50
20.	US 30	200.80	204.20	East of Twin Falls	60-55
21.	US 30	204.20	204.60	To Kimberly	45
22.	US 30	204.60	205.05	Kimberly Urban Extension	---
23.	US 30	205.05	205.60	East of Kimberly	45
24.	US 30	205.60	207.75	East of Kimberly	60-55
25.	US 30	207.75	207.85	To Hansen	35
26.	US 30	207.85	208.35	Hansen Urban Extension	---
27.	US 30	208.35	217.45	Hansen to Murtaugh	60-55
28.	US 30	217.45	217.75	Through Murtaugh	45
29.	US 30	217.75	237.15	Murtaugh to Burley	60-55
30.	US 30	237.15	239.90	Burley Urban Extension	---
31.	US 30	239.90	239.25	Burley to US 30N, US 30S Junction	45

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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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 December 15, 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 75 through 84 pertaining to US Highway No. 30N of the Minute Entry of the Board of Highway Directors dated December 15, 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.	US 30N	239.25	239.80	Burley Urban Extension	----
2.	US 30N	239.80	240.10	North of Jct. with US 30S	45
3.	US 30N	240.10	241.40	Heyburn Urban Extension	---
4.	US 30N	241.40	245.40	East of Heyburn	60-55
5.	US 30N	245.40	245.55	To Rupert	50
6.	US 30N	245.55	228.00	Rupert Urban Extension	---
7.	US 30N	228.00	228.10	East of Rupert	35
8.	US 30N	228.10	228.65	East of Rupert	50
9.	US 30N	228.65	229.80	To Jct. with SH 77	60-55
10.	US 30N	229.80	249.40	East of Jct. with SH 77	60-55
11.	US 30N	249.40	252.30	To Power County Line	60-55

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

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 December 15, 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 94 through 95 pertaining to US Highway No. 30 & 93 of the Minute Entry of the Board of Highway Directors dated December 15, 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:

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (MPH)
1.	US 30 & 93	193.00	196.20	East of US 30, US 93 Jct.	60-55
2.	US 30 & 93	196.20	196.85	To Twin Falls	50
3.	US 30 & 93	196.85	197.70	Twin Falls Urban Extension	---

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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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 December 15, 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 96 and 97 pertaining to US 20T, 26, 30 and Item No. 25 pertaining to US 20T, 26, of the Minute Entry of the Board of Highway Directors dated December 15, 1955, is hereby 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 (MPH)
1.	US 20T 26, 30	143.05	150.25	Elmore County Line to Bliss	60-55
2.	US 20T 26, 30	150.25	151.05	Bliss Urban Extension	---
3.	US 20T 26, 30	151.05	151.50	Bliss to Jct. with US 20T, 26 and SH 25	60-55

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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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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 December 15, 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 111 through 113 pertaining to State Highway No. 74 of the Minute Entry of the Board of Highway Directors dated December 15, 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 and darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	SH 74	38.20	43.05	North of Jct. US 93	60-55
2.	SH 74	43.05	45.05	To Twin Falls	50
3.	SH 74	45.05	46.00	Twin Falls Urban Extension	---

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.

Rural 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 (MPH)
1.	I-80N US 20, 26,30	92.10	98.25	From 30.60 miles East of Boise for a distance of 6.15 miles	70
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1.	I-80N	0.00	2.85	Oregon State Line to Interchange with US 95	70

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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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, 4 through 7, and 9 through 16 pertaining to US Highway 30 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:

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (MPH)
1.	US 30	0.0	0.15	East of Oregon St. Line	25
2.	US 30	0.15	0.60	To Jct. with US 95	50
3.	US 30	0.60	4.55	(Entered as US 30 & 95)	---
4.	US 30	4.55	8.90	Jct. with US 95 to New Plymouth	60-55
5.	US 30	8.90	9.90	New Plymouth Urban Ext.	---
6.	US 30	9.90	10.10	East of New Plymouth	50
7.	US 30	10.10	12.90	To Jct. with SH 52	60-55
8.	US 30	12.90	31.20	Jct. with SH 52 to Jct. with SH 44	60-55
9.	US 30	31.20	32.05	East of Jct. with SH 44	60-55
10.	US 30	32.05	32.40	To Jct. with US 20-26	50
11.	US 30	32.40	33.90	(Entered as US 20,26,30)	---
12.	US 30	33.90	37.55	Caldwell Urban Extension	---
13.	US 30	37.55	40.50	Caldwell to Jct. with SH 72	50
14.	US 30	40.50	41.15	Jct. with SH 72 to Nampa	50
15.	US 30	41.15	44.70	Nampa Urban Extension	---
16.	US 30	44.70	46.50	East of Nampa	50
17.	US 30	46.50	52.15	East of Nampa	60-55
18.	US 30	52.15	52.40	East of Nampa	50
19.	US 30	52.40	52.60	To Meridian	35
20.	US 30	52.60	55.55	(Entered as US 30 & SH 69)	---
21.	US 30	55.55	59.25	East of Jct. with SH 69)	50
22.	US 30	59.25	61.60	To Jct. with US 20-26	35
23.	US 30	57.30	102.40	(Entered as US 20,26,&30)	---
24.	US 30	102.40	143.05	Entered as US 20T,26,30)	---

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.

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 8 pertaining to US Highway No. 20,26,30 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 (MPH)
1.	US 20 26,30	32.40	33.00	Jct. 20,26,30 to Caldwell	50
2.	US 20 26,30	33.00	33.90	Caldwell Urban Extension	--

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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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 17 through 19 pertaining to US Highway No. 20,30,26, 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:

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (MPH)
1.	US 20 26,30	57.30	57.70	US 20,26,30 Jct. to Boise	35
2.	US 20 26,30	57.70	60.65	Boise Urban Extension	--
3.	US 20 26,30	60.65	60.85	Through Boise	45
4.	US 20 26,30	60.85	61.50	Boise Urban Extension	--
5.	US 20 26,30	61.50	63.50	East of Boise	45
6.	US 20, 26,30	63.50	78.30	East of Boise	60-55
7.	US 20 26,30	78.30	92.10	East of Boise	60-55
8.	US 20 26,30	92.10	98.25	(Entered as I 80N, US 20 26,30)	--
9.	US 20 26,30	98.25	100.80	To Mountain Home	60-55
10.	US 20 26,30	100.80	102.40	Mountain Home 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,

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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 2 through 3 pertaining to US Highway No. 30,95 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

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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 (MPH)
1.	US 30 95	0.60	1.60	US 30,95 Jct to Fruitland	50
2.	US 30 95	1.60	2.55	Fruitland Urban Extension	--
3.	US 30 95	2.55	4.55	Fruitland to US 30,95 Jct.	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.

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 20 through 25 pertaining to US Highway No. 20, 26, 30 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 (MPH)
1.	US 20T 26,30	102.40	103.10	Mt. Home Urban Extension	---

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (MPH)
2.	US 20T 26,30	103.10	103.45	East of Mountain Home	35
3.	US 20T 26, 30	103.45	120.50	To Hammett	60-55
4.	US 20T 26, 30	120.50	120.90	Through Hammett	35
5.	US 20T 26, 30	120.90	129.15	To Glenns Ferry	60-55
6.	US 20T 26, 30	129.15	129.55	Glenns Ferry Urban Ext.	--
7.	US 20T 26, 30	129.55	135.15	Glenns Ferry to King Hill	60-55
8.	US 20T 26, 30	135.15	136.00	Through King Hill	50
9.	US 20T 26, 30	136.00	143.05	King Hill to Gooding County Line	60-55

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

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 2 pertaining to State Highway No. 69 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 (MPH)
1.	US 30, SH 69	52.60	53.85	Meridian Urban Extension	--
2.	US 30, SH 69	53.85	55.55	Meridian to Jct. with SH 69	50

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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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 2 pertaining to State Highway No. 72 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 (MPH)
1.	SH 72	26.45	28.15	Jct. with US 95 to Marsing	60-55
2.	SH 72	28.15	29.05	Marsing Urban Extension	--
3.	SH 72	29.05	33.65	East of Marsing	50
4.	SH 72	33.65	42.65	To Jct. with US 30	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

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erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Rural Speed Control Zones in District Six.

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 (MPH)
1.	I-15 US 91	146.55	154.15	From 0.60 mi. North of Roberts to Interchange with SH 28 & SH 88	70
2.	I-15 US 91	154.15	160.80	To Hamer Interchange	70
3.	I-15 US 91	160.80	161.75	North of Hamer Interchange	70
4.	I-15 US 91	161.75	206.65	(Entered as US 91)	--
5.	US 91 I-15	206.65	209.60	From 9.00 mi. North of Spencer to Montana State Line	70

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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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, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated March 30, 1956, 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 90 through 92 pertaining to US Highway 91 & 20 of the Minute Entry of the Board of Highway Directors dated March 30, 1956, 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 (MPH)
1.	US 20, 91	327.70	328.60	Jct. US 20-91 to Idaho Falls	50
2.	US 20, 91	328.60	330.65	Idaho Falls 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.

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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 March 30, 1956, 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 93 through 103 pertaining to US Highway No. 91 of the Minute Entry of the Board of Highway Directors dated March 30, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed

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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 (MPH)
1.	US 91	129.30	129.55	North of Jct. US 20	50
2.	US 91	129.55	145.00	North of Jct. US 20	60-55
3.	US 91	145.00	145.10	To Roberts	35
4.	US 91	145.10	145.95	Roberts Urban Extension	--
5.	US 91	145.95	146.55	North of Roberts	50
6.	US 91	146.55	161.75	(Entered as I-15 & US 91)	--
7.	US 91	161.75	177.25	To Dubois	60-55
8.	US 91	177.25	179.45	Dubois Urban Extension	--
9.	US 91	179.45	193.40	Dubois to Spencer	60-55
10.	US 91	193.40	197.65	Spencer Urban Extension	--
11.	US 91	197.65	206.65	North of Spencer	60-55
12.	US 91	206.65	209.60	(Entered as I-15 & US 91)	--

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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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 March 30, 1956, 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 24 through 31 pertaining to State Highway No. 28 of the Minute Entry of the Board of Highway Directors dated March 30, 1956, 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 (MPH)
1.	SH 28	169.15	175.15	North of Jct. with SH 88	60-55
2.	SH 28	175.15	184.70	To Jct. with SH 22	60-55
3.	SH 28	184.70	229.30	North of Jct. with SH 22	60-55
4.	SH 28	229.30	243.85	To Leadore	60-55
5.	SH 28	243.85	244.35	Leadore Urban Extension	---
6.	SH 28	244.35	289.65	North of Leadore	60-55
7.	SH 28	289.65	290.25	To Salmon	50
8.	SH 28	290.25	290.80	Salmon Urban Extension	---

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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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 March 30, 1956, 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 20 through 24 pertaining to State Highway No. 28 of the Minute Entry of the Board of Highway Directors dated March 30, 1956, 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 (MPH)
1.	SH 28,88	154.00	159.60	West of Jct with I15,US91	60-55
2.	SH 28,88	159.60	166.10	To Terreton	60-55
3.	SH 28,88	166.10	166.80	Adjacent to Terreton	50
4.	SH 28,88	166.80	167.95	Terreton to Mud Lake	50
5.	SH 28,88	167.95	168.55	Mud Lake Urban Ext.	--
6.	SH 28,88	168.55	168.75	West of Mud Lake	50
7.	SH 28,88	168.75	169.15	To Jct. with SH 88	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 Limits in Mud Lake

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 Mud Lake; 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 Mud Lake; 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 (MPH)
1.	SH 28	-----	East Village Limits to West 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 Mud Lake shall henceforth be effective at all times during hours of daylight or darkness.

Speed Limits in McCall.

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 McCall; 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 McCall; said urban portions of the State Highway and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (MPH)
1.	SH 15	3rd Street	So. City Limits to .35 mi. North of South City Limits	50
2.	SH 15	3rd Street	From .35 mi. North of South City Limits to 300 ft. North of Washington Street	35
3.	SH 15	3rd Street	300 ft. North of Washington St. to Lake Street	25
4.	SH 15	Lake Street	3rd Street to County Road	25
5.	SH 15	Lake Street	County Rd. to West City Limits	35

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

Traffic Control Signals in Clark Fork.

WHEREAS, by virtue of Section 49-602 Idaho Code, no local authority shall place or maintain any traffic control device upon any highway under the jurisdiction of the Department of Highways except by the latter's permission; and,

WHEREAS, there are within the corporate limits of the Village of Clark Fork certain urban extensions of the State Highway System; and,

WHEREAS, the Village of Clark Fork has requested the approval of the Department of Highways for the erection and maintenance of certain traffic control signals upon urban extensions of the State Highway System; and,

WHEREAS, an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to regulate and control traffic by means of traffic control signals upon urban extensions of the State Highway System within the corporate limits of the Village of Clark Fork at the hereinafter enumerated locations,

NOW THEREFORE, permission is hereby granted to and for the Village of Clark Fork to operate and maintain traffic control signals at the following locations on the State Highway System in conformance with the warrants justifying their existence, to wit:

1. Intersection of 4th Avenue (US 10A) and Mill Street (Four Way Flasher)

State Highway Redesignation.

WHEREAS, it is desirable to maintain so far as is feasible a uniformity in numbering of State Highways providing interstate service,

NOW THEREFORE BE IT RESOLVED, that, in order to conform to the numbering of this route in the State of Montana, former Idaho State Highway No. 96 be, and hereby is, redesignated as State Highway No. 287 described as extending from a junction with US 20-191 approximately 9.3 miles north of Macks Inn to the Montana State Line at Reynolds Pass, a distance of approximately 9.7 miles, all as shown on the sketch map in Central Files.

Removal from State Highway System.

WHEREAS, construction of 1.833 miles of State Highway 34 under Project S-1778(8) on new location beginning at a point in Sec. 6, T. 15 S., R. 40 E., 2.935 miles northeast of Preston North City Limits and ending at a point in Sect. 30, T. 14 S., R. 40 E., 0.293 miles north 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, 2.251 miles in length, is hereby removed from the State Highway System, effective this date.

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WHEREAS, State Highway No. 38 beginning at a junction with State Highway No. 37 east of Holbrook and extending northerly via Arbon, Pauline, and Crystal to the Power-Bannock County line, is not deemed to have the characteristics of a State Highway as set forth by Section 16, Chapter 260, Idaho Session Laws of 1955, and,

WHEREAS, the Board of County Commissioners of Oneida and Power County has agreed to assume the responsibility for said highway,

NOW THEREFORE BE IT RESOLVED, that the said State Highway No. 38, 42.534 miles in length and as shown on the sketch map in Central Files, is hereby removed from the State Highway System effective this date.

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WHEREAS, construction of 7.828 miles of State Highway No. US 91, under Project I-15-3(8)142, on new location beginning at a point in Sec. 23, T. 6 N, R. 36 E., at the junction of State Highway No. 28 and ending at a point in Sec. 15, T. 7 N., R. 36 E., 1.196 miles north of the Hamer Interchange, 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,

NOW THEREFORE BE IT RESOLVED, that this portion of the old road, 8.254 miles in length, is hereby removed from the State Highway System, effective this date.



WHEREAS, construction of 1.722 miles of State Highway US 9, under Project FAP 102B, on new location beginning at a point in Section 12, T 36 N, R 6 W, 0.919 miles southeast of the Washington State line and ending at a point in Section 18, T. 36 N., R. 5 W., 6.148 miles north of Lewiston North Corporate 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 in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.803 miles in length, is hereby removed from the State Highway System, effective this date.

Signing in Kamia and Kooskia. The Traffic Division submitted a report on a complaint for improved signing of Kamia and Kooskia on SH 9. After going over the report it was determined that the signing that now prevails on this route complied with the Department's signing policy and that it was adequate to serve the needs of the two respective towns, it being treated in a uniform manner with other cities and towns on the State Highway System.

Personnel:

An ingrade raise for Marcey N. Laragan, Asst. District Engineer, Dist. 3, \$725 to \$750 was approved by the Board.

Lease Renewal, Bridge Division. The Board approved the signing of the lease renewal on the previous basis for the Bridge Division with Mr. Allen J. Cochran, of Boise.

Out-of-State Travel authorized by the Board:

State Highway Engineer, G. Bryce Bennett, to AASHO Highway Transport Committee, Chicago, October 25-26.

Three people to attend Western Regional AASHO Design Committee Conference, Salt Lake City, October 4-5.

Location Engineer Charles Shade to Salt Lake City, November 19, to attend Photogrammetry Workshop Conference.

US 30N, Route Location. The Board concurred in the Department's route location study of US 30N from Montpelier to Border, Wyoming, which is to keep to the north of the river and over the present ridge three miles west of the State line. It is contemplated to relocate the highway on this ridge with a more favorable grade and alignment.

Mr. Farrell Christopherson, Twin Falls, who owns property at the junction of SH 25-20-26, US 30 west of Bliss appeared before the Board urging the Department to purchase a 10-acre parcel of property Mr. Christopherson owns which the Department indicated may be used for an interchange site. The Department asked the Board to make an early appraisal of the matter, which Mr. Bennett indicated would be at approximately the first of the year. The matter at issue is the question as to which side of the railroad tracks from Jerome the Department contemplated locating the interstate freeway. This will determine the location of the interchange and will then indicate to what degree, if any, Mr. Christopherson's property will be needed. Mr. Christopherson made a firm offer of \$10,000 for the 10 acres with his option of retaining the residence and removing the same from the premises. This offer is predicated on purchase by the Department within the next three or four months.

Citizens Committee, Boise. Next appearing before the Board was the Citizens Committee headed by its Secretary, Dave Doane, regarding the matter of opposing the penetrating route via the river parkway into and through central Boise. Speaking on behalf of the committee was Governor Len Jordan and David Franklin Taylor, grandson of Thomas Davis, donor of a part of the Julia Davis Park.

Mr. Taylor stated that he and his mother would take legal action to protect the deed of his grandfather which holds that if the park is used for any other purpose the land will revert to the heirs.

Board Chairman Rich told the delegation that the Highway Board has never made public a preference and have not had an opinion pro or con in this matter. He stated that in due time a hearing will be held under State law; that the Highway Department, as is its custom will work closely with the city and county officials in arriving at an agreeable solution to the problem. If at the hearing everyone is in agreement, it is easy for the Board to make a decision. He stated that the Board sensed quite early that there would be two sides when a route was proposed as to the Interstate in Boise, and that from the service people and people in the city would be the desire for the route to come through town, while people on the bench and along US 30 would have a contrary-wise opinion. Mr. Rich said, "I want to say that the Board is pleased with the honesty and straight-forwardness of our engineers, and of our State Engineer Mr. G. Bryce Bennett," The Board will eventually make the route determination, and want to assure you that whichever route is determined, it personally means nothing to the members of the Board. We will try and work out a route that the people will be pleased with and build a highway that will be acceptable to all fair-minded people. We know that we can't please everyone. We can assure you that there will be no hasty determinations of this matter. We are not under immediate pressure as far as time is concerned in this problem. You can be assured we will do the best as we know how with what God has given us.

Upon leaving, Mr. R. M. Logsdon, a member of the advisory committee, said, "I think we should thank Roscoe Rich for one of the finest statements to come out of a public meeting."

Members of the committee appearing were John P. Tate, Chairman; John A. Schoonover; Marcel Learned; O. E. Huskey; David Doane; Executive Secretary; and Governor Len Jordan. Also present as observers were Arthur Tetrick, member of the Committee for Greater Boise, which favors the Parkway route; and Kenneth Miller, manager, Idaho AAA Boise office.

Governor Len Jordan in the discussion pointed out, "No member of this committee has had time to engage in an engineering study, but I suspect that if we were to spend time and money we could find falacies in this proposed penetrating route. I believe we could find plenty wrong;" and pointed out that the artists sketches give a distorted view and suggest that scale models would provide the only real perspective on how the routes would look and operate. He further stated that "our organization was formed to help the little people of Boise, not those who own real estate. I hope you will be deliberative in your study. There is overwhelming opposition to either penetrating route. I think that in its zeal the Boise Metropolitan Transportation Study group overlooked the people who oppose this route."

David Doane announced the names of a voluntary advisory council to the Citizens Committee as follows:

- |                     |                    |                        |
|---------------------|--------------------|------------------------|
| Carl A. Burke       | H. M. Burningham   | James Byers            |
| C. Maynard Corlett  | J. L. Driscoll     | Phillip Dufford        |
| John G. Grant       | Raymond L. Givens  | Lloyd E. Haight        |
| Orville E. Huskey   | Len Jordan         | Dr. Donald J. Harrison |
| Marcel Learned      | R. M. Logsdon      | Dr. Curtis A. Jones    |
| Gordon A. MacGregor | James McClary      | Everett C. McNeil      |
| C. M. Newhouse      | James A. Quinn     | Roy Pagenkopf          |
| T. E. Roach         | John A. Schoonover | John P. Tate           |
| Raymond E. Strawn   | Dr. George Weick   | Charles Winstead       |
| William J. Hynes    |                    |                        |

Oregon Trail Pamphlet. The Board approved the Department's suggestion of developing, in cooperation with the State Historical Society, a pamphlet for public information showing the location of the Oregon Trail in Oregon to tie in with such a pamphlet that has been developed by the Oregon Highway Department.

The Forest Highway Public Hearing and Fund Allocation meeting was tentatively set for October 14, Boise.

Expense Vouchers. The following expense vouchers were approved by the Board:

R. C. Rich, for July and August, \$43.50; W. C. Burns, May and June, \$89.80; Ernest Gaffney, July and August, \$57.81.

WHEREUPON, the Board adjourned until its next meeting to be held October 13, 1960, with a Board Tour, October 10-12, 1960.

Read and Approved October 13 1960  
Boise, Idaho



R. C. RICH, Chairman

BOARD TOUR

September 21, 22, 23, 1960

The Board toured South Idaho US 30 and Interstate from Boise, Twin Falls, Burley, Aberdeen, Blackfoot, Idaho Falls, Pocatello, to Border, Wyoming. Inspection of State Highway connections into Utah was made at six points and Wyoming at four points. All connections to those states were covered except that of US 30S at Strevell. Accompanying the Board was the State Highway Engineer, Mr. Bennett; Asst. Highway Engineer McCrea; Board Secretary Summers, and District Engineers of Districts 1, 2, and 6 in their respective districts.

US 30N - sectional construction priority. In reviewing the construction requirements of US 30N from Montpelier to Border, Wyoming, the Board requested that first priority be given to the reconstruction of that section from Montpelier to Dingle, and that the second construction thereafter should start from Border westerly toward Alton Flats.

Aberdeen-Springfield Canal - Interstate Easement. The Board viewed in the field and discussed problems of the Aberdeen-Springfield Canal Company's easements required for interstate location northwest of Blackfoot. Costs of the Canal Company's demands apparently greatly exceed the amount of chargeable damages to the canal company and hence have not been approved by the Bureau of Public Roads. It was the opinion of the Board that if no agreeable solution could be found that the matter would be resolved by means of a friendly condemnation suit, this being the only method of determining the degree of damage responsibility to be born by the State and Federal government.

Aberdeen Street Drainage. At Aberdeen the Board reviewed on the ground the drainage problem the city street on the State Highway system and suggested that a study be made concerning possible solutions to the drainage problem outlined by the Mayor. It is the opinion of the Board that the presently proposed project to the south edge of Aberdeen be not extended to include replacement of the present city street, the street being in a good state of repair at the present time.

September 21, 1960

The Board determined that consideration would be given the drainage problem now existing when the study has been completed and cost estimates are available.

A tour of the remaining State Highways of Districts 2 and 6 will be conducted by the Board from October 10 through 12.

Read and Approved October 13 1960  
Boise, Idaho

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

SPECIAL MEETING OF THE BOARD OF TOUR

October 10 - 12, 1960

The Board convened at Idaho Falls, Monday, October 10, for the purpose of touring sections of Central South and Central East Idaho State highway system.

Present were:

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

An inspection of the system from Idaho Falls to Targhee Pass; Rexburg to Sage Junction, SH 88; Interstate 15 to Dubois; SH 22 to SH 28; was made, thence to Mud Lake, Roberts, Menan, Lewisville, and returning to Idaho Falls for an evening meeting with 18 members of the Idaho Falls Chamber of Commerce.

TUESDAY, OCTOBER 11

The Board went to Salmon via SH 28 for a noon meeting with 18 members of the Salmon Chamber of Commerce together with legislative candidates from Lemhi County. The Chamber of Commerce as well as Mayor Furey requested that the bridge improvement in Salmon be given priority over the Carmen Bridge improvement.

After reviewing US 93 from North Fork to Ketchum, the Board spent the evening at Ketchum.

October 11, 1960

WEDNESDAY, OCTOBER 12

The Forest Highway Trail Creek route was inspected to the summit, returning to US 93 southerly to the junction of SH 68, thence to Corral returning to SH 46 to Gooding, thence via US 20, 26 to Boise.

District Engineers of Districts 2, 3, and 6 accompanied the Board on the field inspection.

Read and approved November 9 1960  
Boise, Idaho



R. C. RICH, Chairman

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

October 13 & 14, 1960

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Thursday, October 13, at 603 Main Street, Boise, Idaho.

Present were:

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

Minutes. The Minutes of the regular meeting of the Idaho Board of Highway Directors held September 19 & 20, 1960, were read and approved.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-80N-1(16)0 & I-80N1(17)3 - The work consists of furnishing and installing traffic signs on 13.413 miles of Interstate Highway 80 N, between Jct. US 30 and Snake River, in Payette County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer that the contract be awarded to the low bidder when he obtained his contractor's license. The low bidder was G. & K. Sign Company, Portland, Oregon, in the amount of \$55,918.40.

S-4708(1) - The work consists of constructing a 183' concrete bridge and grading the approaches on 0.141 miles of the Stites South Road, in Idaho County - Federal Aid Secondary and State financed. The Board concurred in the recommendation of the State Highway Engineer that the project

October 13, 1960

be readvertised, as the low bidder qualified his bid with a statement which could not be accepted according to the Standard Specifications.

R-AD-9(1) - The work consists of constructing the roadway, 2 concrete culverts and a plantmix bituminous surfacing on 0.653 mile of a Defense Access Road to Fairchild A.F.B. Missile Site - Federal Aid Defense financed. The Board concurred in the recommendation of the State Highway Engineer that the contract be awarded to the low bidder subject to the approval of the Bureau of Public Roads. The low bidder was Sather & Sons, Yardley, Washington, in the amount of \$115,811.25. (Contract was awarded Oct. 17)

R-AD-10(1) - The work consists of constructing the roadway, drainage structures, and bituminous surface treatment on 5.795 miles of SH 51, Little Valley, in Owyhee County. The Board concurred in the recommendation of the State Engineer that the contract be awarded to the low bidder, Quinn Brothers & Robbins, Inc., Boise, Idaho, in the amount of \$134,970.00. (The Contract was awarded October 17, 1960)

#### 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,

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 (MPH)
1.	SH 57	0.00	1.65	Priest River Urban Ext.	--
2.	SH 57	1.65	27.75	North of Priest River	60-55
3.	SH 57	27.75	28.55	North of Priest River	50
4.	SH 57	28.55	28.75	North of Priest River	35
5.	SH 57	28.75	37.20	North of Priest River	60-55
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1.	I-90 US 10, US 95A	21.75	22.20	To Interchange with US 95A	60

October 13, 1960

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (MPH)
1.	I-90 US 10	11.15	11.40	Coeur d'Alene Urban Ext.	--
2.	I-90 US 10	11.40	12.20	Interchange with US 10 Business to Interchange with US 95, US 10A	60
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1.	I-90 US 10	22.20	24.30	East of Interchange with US 95A	60
2.	I-90 US 10	24.30	33.00	East of Interchange with US 95A	60
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1.	I-90 US 10 US 95A	12.20	12.45	Interchange with US 95, US 10A To Government Way	60
2.	I-90 US 10 US 95A	12.45	13.70	Coeur d'Alene Urban Ext.	--
3.	I-90 US 10 US 95A	13.70	13.90	15th St. to Harrison Ave.	60
4.	I-90 US 10 US 95A	13.90	14.15	Coeur d'Alene Urban Ext.	--
5.	I-90 US 10 US 95A	14.15	14.30	19th St. to Boyd Avenue	60
6.	I-90 US 10 US 95A	14.30	14.50	Coeur d'Alene Urban Ext.	--
7.	I-90 US 10 US 95A	14.50	14.75	Pennsylvania Avenue to 200 ft. North of Coeur d'Alene Ave.	60
8.	I-90 US 10 US 95A	14.75	15.00	Coeur d'Alene Urban Ext.	--
9.	I-90 US 10 US 95A	15.00	15.95	East of Coeur d'Alene	60

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.

October 13, 1960

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 October 31, 1959, 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 22 pertaining to US Highway No. 10 of the Minute Entry of the Board of Highway Directors dated October 31, 1959, 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 (MPH)
1.	US 10	0.00	0.10	Washington State Line to State Line Village	50
2.	US 10	0.10	0.35	St. Line Village to 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	11.15	Jct. with SH 41 to Coeur d'Alene	60-55
8.	US 10	11.15	12.20	Entered as I-90, US 10	----
9.	US 10	12.20	15.95	Entered as I-90, US 10, US 95A	----
10.	US 10	15.95	21.75	Entered as US 10, US 95A	----
11.	US 10	21.75	22.20	Entered as US 10, I-90, US 95A	----
12.	US 10	22.20	33.00	Entered as I-90, US 10	----
13.	US 10	33.00	34.65	To Jct. with SH 3	60-55
14.	US 10	34.65	40.95	East of Jct. with SH 3	60-55
15.	US 10	40.95	46.90	East of Jct. with SH 3	50
16.	US 10	46.90	50.60	To Kellogg	60-55
17.	US 10	50.60	52.10	Kellogg Urban Extension	----
18.	US 10	52.10	56.40	Kellogg To Osburn	60-55
19.	US 10	56.40	59.40	Osburn Urban Extension	----

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (MPH)
20.	US 10	59.40	62.00	Osburn to Wallace	60-55
21.	US 10	62.00	63.75	Wallace Urban Extension	----
22.	US 10	63.75	69.15	Wallace to Mullan	50
23.	US 10	69.15	70.10	Mullan Urban Extension	----
24.	US 10	70.10	71.60	East of Mullan	50
25.	US 10	71.60	75.90	To Montana State Line	35

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.

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 October 31, 1959, 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 3 pertaining to US Highway No. 10 & 95A of the Minute Entry of the Board of Highway Directors dated October 31, 1959, 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 (MPH)
1.	US 10 US 95A	12.20	15.95	Entered as I-90,US 10,US 95A	----
2.	US 10 US 95A	15.95	20.15	East of Coeur d'Alene	50
3.	US 10 US 95A	20.15	21.75	East of Coeur d'Alene	60-55
4.	US 10 US 95A	21.75	22.20	Entered as I-90,US 10,US 95A	-----

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.

Removals from the State Highway System.

WHEREAS, State Highway No. 17 beginning at a junction with State Highway No. 15 at Banks and extending easterly to Crouch, is not deemed to have the characteristics of a State Highway as set forth by Section 16, Chapter 260, Idaho Session Laws of 1955, and,

WHEREAS, the Board of County Commissioners of Boise County has agreed to assume the responsibility for said highway upon completion of specified construction; and,

WHEREAS, said specified construction has been completed under Forest Highway Project No. 24A4B.

NOW THEREFORE BE IT RESOLVED, that said State Highway No. 17, 9.345 miles in length and as shown on the sketch map in Central Files, be and hereby is, removed from the State Highway System effective this date.

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WHEREAS, construction of 0.465 miles of State Highway No. US 95, under Project F-4113(10), on new location beginning at a point in Sec. 12, T. 26 N., R. 1 E., 2.167 miles north of John Day Creek Bridge and ending at a point in Sec. 1, T. 26 N., R. 1 E., 3.253 miles south of Slate Creek 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, 0.701 miles in length, is hereby removed from the State Highway System effective this date.

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WHEREAS, construction of 1.612 miles of State Highway No. 77, under Project I-80N-3(6)214, on new location beginning at a point in Sec. 14, T. 10 S., R. 24 E., 2.601 miles north of Junction US 30S in Declo, and ending at a point in Sec. 2, T. 10 S., R. 24 E., at the south end of the Downard Snake 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, 1.384 miles in length, is hereby removed from the State Highway System, effective this date.

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October 13, 1960



Norman Tallmadge, 65, Project Chief  
 Ocea Brown, 65, Watchman  
 A. J. Freeman, 65, Special Mtce. Supt.  
 Tom Harmer, 74, District Office Manager  
 Tom Pethick, 65, Equipment Supervisor  
 James Reid, 65, Administrative Officer  
 A. F. Rath, 67, Construction Engineer

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

I-15-3(3)117, Anton Poitevin, Parcel No.  $\frac{1}{2}$   
 " Herbert J. Swanson, Parcels Nos. 19 & 19-E-1  
 " Carl Jaeger, Parcel Nos. 20 & 20-E-1  
 I-80N-1(6)14, Arland Van Zant, Parcel Nos. 19 & 19-E-1  
 " John A. Briggs, Parcel Nos. 26 & 26-E-1  
 " Glen A. Suiter, Parcel Nos. 38, 38-E-1, and 38-E-2  
 " Margurite C. McClure, Parcel Nos. 39 & 39-E-1  
 FHP 4-A, Copeland Community Ball Park, Parcel No. 18  
 S-6711(1), State of Idaho (Carl Jaeger, Contract Purchaser, Parcel  
 Nos. 3 & 3-E-1  
 " Carl Jaeger, Parcel No. 3-3/4 and 3-3/4-E-1

Exchange of Access approved by the Board:

Keith Jensen, F-1491(1), Parcel No. 5.

Approval of Deeds:

Exchange of Lands - F-3311(1), Parcel No. 2 $\frac{1}{2}$ , Special Warranty Deed to Golden Gate Farms, Inc.

Authority to Purchase Right of Way approved by the Board:

District No. 3

S-SG-3862(2), Payette Overpass, Access is to be partially controlled

Out-of-State Travel authorized by the Board:

William R. Padgett, Legal Counsel, to attend AASHO meeting at Detroit, Michigan, November 28 through December 2.

Boise Interstate - Committee for Greater Boise. Appearing in support of the penetrating - River Parkway Route were:

Fred Kopke	Frank E. Chalfant	Eldon S. Dean
Bob Cooper	Vernon T. Cairns, BPR	Len C. Cox
Hank Curtis	Charles T. McDevitt	Jed Jones
E. J. Quintieri	Don Day	T. H. Eberly
M. A. Compton	Paul B. Larson	

October 13, 1960

Statements in support of a consideration of the route determination for this route were submitted, and are in the files of the Secretary, by Messrs. Compton, Chalfant, Larson, McDevitt, Kopke, and Eberly.

Associated General Contractors. Next appearing before the Board was the AGC Secretary, John Molitor; contractors Glen Pickett, Art Shrank, Wendell McNeil, and Henry Knipple. The topic of conversation was contractors' relationships with Department field personnel.

The committee urged the Department to clear up field personnel's misunderstanding of tolerances of the specifications with particular reference to the young and new field inspectors. The amount of State force road maintenance in re-lays, halfsoles, and seal coating was also stressed. The committee felt that more of this type work should be done by contract.

McNeil cited the slow return of laboratory information regarding silt tests and that often inspectors want to be super-sure regarding the application of oil on BST contracts.

Mr. Burns indicated that it was desirable for the Department to strike a happy medium in the matter of inspection without jeopardizing the State's position and the "State's interest." Also that there should be a happy medium in the State's doing heavy maintenance.

Art Shrank complained about the "domination" of engineering by the laboratories and laboratory inspectors.

Mr. Burns suggested that if the contractor becomes bogged down with inspection or materials inspection or cannot get a decision regarding definition of specifications that is satisfactory, to go to the District Engineer with the problem. Mr. Bennett stated that he was just as close as a telephone should there still remain a question in the contractor's mind after discussing the matter with the District Engineer.

The committee and Mr. Bennett agreed that more joint meetings with the Department's District and field personnel meeting with the contractor's field people would be helpful in eliminating the misunderstandings between respective field personnel.

Burley Delegation. A delegation composed of Mayor Salmon, Burley; together with Hermon E. Bedke; Ben Dansie, City Clerk; C. W. Davis, City Power Superintendent; Edward A. Benoit, Twin Falls Attorney; G. M. McClintock, Burley; and J. Huckabee, City Engineer, appeared before the Board asking for consideration of the Department's issuing a permit to place electric cables on the Snake River Bridge, SH 27, from Burley to North Burley. Chairman Rich requested them to submit in writing to the Department, outlining the type of cable and load anticipated, what they propose to do and how they propose to build the installation to prevent electrolysis damage to the bridge's steel members.

Mayor Salmon also outlined the reasons why the City was opposed to the frontage roads proposed in the Interstate connection through North Burley. Planning Engineer Lew Ross outlined the reasons for the Department's proposal as submitted in the hearing at Burley, September 29. After further deliberation, the Board authorized the Department to proceed with its proposed planned relocation and improvement of the Burley Interstate junction to the north bank of the Snake River as presented at said hearing.

In support of the City of Burley's position representation was made also by Dale B. Garner, President, Rupert Chamber of Commerce; and Kenneth E. Bell, Chairman of the Highway Committee, Rupert Chamber of Commerce; and Burt J. Van Every, Commissioner, Minidoka County.

The Boise City Council and Ada County Commissioners, Wright and Murphy, next appeared before the Board. The meeting was called at the request of the County Commissioners who were disturbed at the political over-tones that had developed at the result of the Boise Interstate location problem.

Chairman Rich stated that it was deplorable that politics should be brought into the matter, and that there was nothing in the law that he knew of that should necessitate the County Commissioners or the City Council to take a stand as to the routing prior to the public hearing.

Expense Vouchers. The following expense vouchers were approved by the Board:

R. C. Rich, For September, \$69.00; W. C. Burns, September, \$52.15; Ernest Gaffney, September, \$71.50.

#### FRIDAY, OCTOBER 14

The Board reconvened at 8 a.m., Friday, October 14, in the Board Room at 603 Main Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Forest Highway Public Hearing. The Board met in joint public hearing with the Bureau of Public Roads and US Forest Service in the House Chambers of the State house at 9 a.m., hearing the needs of the fund allocation on various sections of the Forest Highway system.

Representing the Bureau of Public Roads were C. R. Salmen, Idaho Division Engineer; and Norman Wood, representing the Portland Regional Office.

Representing Region 1 of the Forest Service at Missoula, Montana, was Hal Williams, Chief Roads and Trails Engineer; and H. Minor Huckeby, Assistant Regional Forester, Region 4, Ogden, Utah.

Highway Board members Rich, Burns, Gaffney, State Highway Engineer Bennett, and Board Secretary Summers, were present.

Appearing before the tri-agency as to the needs of the respective areas were:

W. H. Chubb and Watt E. Prather asking for a continuation of the Moyie River Canyon Bridge and approach project with '61 funds, also stating the need of improving US 95 from Copeland Junction to Eastport. The present surface condition is satisfactory, but because of numerous re-lays and halfsoles the crowns are exceedingly high causing large trucks to slide off the road during the winter. The Canadian connecting highway at Eastport that has been built to modern standards accentuates by contrast the deficiency of this section.

State Senator Cooper, Caribou County, appeared requesting that moneys be allocated to the Wayan-Freedom Road from which five south-eastern counties will benefit by this continued improvement. Victor Lansberry, of Soda Springs, also recounted this need.

Warren Park and Miles Flannigan requested additional moneys to improve SH 14 from Grangeville to Elk City, also that Mt. Idaho to the south fork of the Clearwater be placed on the Forest Highway system and that surveys be started to make this needed connection an oil surfaced road to facilitate the hauling of lumber products.

Robert Remakalus together with six others requested the continued improvement of the Cascade-Knox Road and the Warren Wagon Road. He stated that Idaho County Federal Aid as well as County funds would be offered on a participating basis for Forest Highway moneys.

George Miller, Mackay, and two others asked for ultimate paving of the Trail Creek Road.

Bud Lewis of St. Maries urged continued allocation of funds to apply on the St. Maries-Avery Road.

Frances Postfort, representing the Orofino Chamber of Commerce, appeared to thank the tri-agency for the final allocation which will complete the Lewis and Clark Highway in 1961.

Mr. Blankenship, County Commissioner, Blaine County, urged consideration for continued improvement of the Trail Creek Road.

Mr. Bob Glenn, of the Ketchum Chamber of Commerce, rose to give thanks to the Board for their present improvement scheduled for the Trail Creek Road.

Truman Joiner, President of the Boise-Stanley Highway Association, thanked the tri-agency for the allocation of moneys for the current year and asked for the completion of the route to be expedited for the Centennial Year of 1963.

Wayne Clark, President of the Yellowstone Highway Association, presented a resolution urging the completion of the present SH 68 and Highway 22 with particular emphasis to the unimproved section between Corral and Dixie.

U. S. Regional Forester Hucceby recounted to the audience that the needs to bring those Forest Highway Roads on the present "A" system to standard would take approximately \$138 million. That to bring those Forest Highway Roads on the "B" system to modern standards would require approximately \$151 million, making a total of \$289 million for both systems in the face of a current annual allocation of \$3½ million.

Charles Herndon's letter of request for funds in the Salmon area was read, requesting:

1. The improvement of US 93 from Gibbonsville to the Montana State Line, straightening out curves and widening the existing roadway.
2. That on long-range planning consideration should be given to planning and surveys of the Salmon River Highway to follow the Salmon River from North Fork to Riggins or other suitable termini.
3. That for the past three years the Salmon area committee appeared requesting allocation for some funds for the improvement of US 93 as outlined above.

The Board reconvened at 1:30 p.m., in the executive session, with the Forest Service, and the Bureau of Public Roads, and after due deliberation the three agencies agreed regarding the expenditures of the 1962 fiscal year Forest Highway funds as follows:

<u>Route</u> No.	<u>Route Name &amp; Section</u>	<u>Type Work</u>	<u>Length</u> (Miles)	<u>Forest</u> <u>Highway</u> <u>Funds</u>
4-1(1)	Copeland-Porthill Jct. US 95 Northerly	Grading-Base BST	7.6	\$ 50,000 (Added to \$500,000 1961 project to be contr'd)
40	Wayan-Freedom Wyoming Line-Westerly	Grading-Base BST	7.8	\$100,000 (Added to \$500,000 1961 funds to be contracted)
47	Mt. Home-Hill City Cat Creek Summit Section	Grading-Base BST	3.1	\$120,000 (Added to \$250,000 1961 2½ mi. project to be contracted)
4-(2)	Copeland-Porthill (Porthill Southerly) 3.6 mi	Grading-Base BST	3.6	\$400,000
5	Clark Fork Hwy. Denton Curves westerly	Grading & Structures	4.5	\$500,000
16	Lewis & Clark Hwy. Wendover Cr.-Lola Pass	Grade Widening Base Bit. Paving	3.4) 17.0) 40.0)	\$500,000
(Withdrawn \$500,000 1961 FH Project Reinstated)				

NOTE: Additional Federal Lands and/or Federal Aid (5%) Funds to be programmed, \$260,000 of other funds, in addition to the above \$1,000,000 for Route 16.

25	Idaho City-Stanley- Bull Trout Lake southerly	Grading & Structures	9.0	\$650,000
34	Yellowstone Park Hwy. Macks Inn-Mont. Line	Suppl. Base & Bit. Paving	13.5	\$450,000
51	Trail Creek Hwy. Summit-East	Grade- Structures	4.0	\$200,000
22	Cascade-Warm Lake			\$200,000 (Plus County Road & Federal Aid Matching Funds)
LUMP FUND SURVEYS				\$200,000
TOTAL				\$3,370,000

SUMMARY: Total Program for 1961 Calendar \$5,720,000  
 Fiscal 1961 withdrawn & reinstated 2,350,000  
 New Fiscal 1962 Allocation \$3,370,000

WHEREUPON, the Board adjourned until its next meeting to be held November 9 & 10, 1960.

Read and Approved November 9 1960  
Boise, Idaho

  
R. C. RICH, Chairman

SPECIAL MEETING OF BOARD OF HIGHWAY DIRECTORS

October 31, 1960

A special meeting of the Board was held to make a determination regarding the public hearing held at Moyie Springs, Idaho, regarding the improvement of US 2 in the vicinity of Moyie Springs, and they determined in the following manner:

That the relocation of US 2 for a distance of 4.6 miles to a point on US 2, 2.6 miles west of Moyie Springs to a point approximately 1.9 miles east of Moyie Springs, together with a stub connection into Moyie Springs for a distance of approximately  $\frac{1}{2}$  mi., and the replaced portions of US 2 by the new facility being removed from the State highway system, will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Moyie Springs, Idaho.

Read and Approved December 7 1960  
Boise, Idaho

  
R. C. RICH, Chairman

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

November 9 & 10, 1960

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

Present were:

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

Minutes. The Minutes of the special meeting of the Board on tour, October 10 - 12, and the regular meeting of the Idaho Board of Highway Directors, October 13 & 14, 1960, were read and approved.

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 in the following projects:

F-2441(7),	Rupert Streets,	Minidoka County,	Intermountain Gas Co.
F-1491(1),	US 91,	Preston-Whitney,	Franklin County, Mt. States Tel.
"	"	"	" " & Tel. Co.
"	"	"	" " California
"	"	"	" " Packing Corp.
"	"	"	" " Utah Power & Light Co.
S-1739(5),	West Oneida St.,	Preston,	Franklin County, Utah Power & Light Co.
"	"	"	" " Mt. States Tel. & Tel. Co.
R-AD-9(1),	Fairchild AFB Missile Site,	Kootenai County,	Washington Water Power Co.
"	"	"	" " General Tel. Co. of the Northwest
"	"	"	" " Kootenai Rural Electrification Assn.

Gratuities to Employees. The Board approved the Department's present verbal policy regarding gratuities to employees, and that the same be submitted to the employees in writing under Administrative Directive 0-623 dated November 9, 1960.

Martin Distributing Corporation, Twin Falls County Advalorem Tax. In the matter of the Twin Falls County Advalorem tax bill of the Martin Distributing Corporation's equity of contract sale dated 21 November 1958 with the State of Idaho through the State Land Commissioners, the Board determined that there was no reason for re-writing the contract as suggested by Martin Distributing Corporation legal counsel Tim Robertson. Paragraph X of the contract clearly states the substance of the sale and protects the purchaser's interests as to the portion of taxes to be paid by them.

Information Office at King Hill. Fred Garrett, of the Employment Security Agency, requested the Department's cooperation in their establishing a trailer information office near the King Hill Port of Entry and on State Highway right of way. The Board authorized that the Department pay for the traffic directional signing for such installation which is estimated at \$250. The fill material and paving of the area for parking the information trailer together with approaches should be paid for by the Employment Security Agency, which is estimated at \$950.

Lewiston Tourist Center Building Location. Upon viewing the layout submitted by the Department for a location of the proposed Lewiston Tourist Center on US 95-195 the Board favored the Tourist Center's proposed location along the west frontage road between the US 95 junction and the bridge, and suggested a similar lease as that prevailing with the City of Twin Falls be offered through the City of Lewiston.

Madison County Commissioners, Roberts Slough Surplus Bridge. The Board granted the request of Madison County Commissioners that the Roberts Slough surplus 50-foot bridge be given to them for use on their County Secondary system.

Maintenance of State Highway 7. The matter of transferring maintenance of the recently completed section of SH 7 between Cavendish and Southwick was discussed. Because the section is in two counties and County maintenance would have to deadhead over incompletd sections of the Ahsahka-Kendrick areas, the Board suggested that transfer to the counties be withheld until reconstruction of the entire Ahsahka-Kendrick section has been completed.

Hope Hearing Brochure. The Board approved the hearing brochure for the proposed improvement of US 10A through Hope and the Denton Curves.

Obliteration of State Highway 77. The Board considered a request for the obliteration of the abandoned section of SH 77 adjoining property owned by Messrs. Estes and Hitt, 3/4 mile north of Declo. The Board authorized the abandonment of that section as provided by law, and the agency to which the abandonment is made should make their decision as to the request of the abutting property owners for requesting obliteration.

AASHO Research Program. The Board authorized the Department to continue its support of the American Association of State Highway Officials' research program.

Georgetown Railroad Crossing. The matter of improving the Georgetown railroad crossing was submitted to the Board, and the Board took no action.

Personnel, approved by the Board:

Ingrade raise for Merle Harding, Assistant District Engineer, Rigby, \$725 - \$750 per month.

Tour of District 3. The Board approved a tour of the highways of District 3 by press, legislative and congressional delegates on December 9 and 10, 1960.

Out-of-State Travel authorized by the Board:

Two persons to Highway Research Board, January 9 to 13, Washington, D. C.

Four persons to Phoenix, Arizona, November 13 to 20 for "de-bugging" the new computer operation to be installed in the new Highway building; per diem to be allowed as transportation was furnished by the Remington-Rand Company.

State Costs vs. Contractor's Costs. Cost estimates for seal coating, tear up and re-lay of State vs. Contractors was submitted to the Board. The Department was asked to let as much of this heavy maintenance work by contract as feasible in 1961.

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

- FHP 4A, Parcel No. 2, Milo Halverson
- F-3311(1), Parcel No. 43, Harold G. Davis
- I-15-3(7)111, Parcel Nos. 2 and 2-E-1 and 4 and 4-E-1, Heber L. Kelly.
- F-6711(1), Parcel No. 3 and 3-E-1, Carl Jaeger
- " Parcel No. 3 3/4 and 3 3/4-E-1, Carl Jaeger

Access Exchange Deed. The Board approved an Access Exchange Deed between the State and Kenneth E. Jensen, Parcel 5A, Project F-1491(1).

Approval of Right of Way Settlement to Forrest A. Wood on Parcel No. 10, Project I-15-3(7)111, along with a quitclaim deed from the State to Mr. Gellings, relative to an exchange of land.

Authority to Purchase Right of Way. The Board authorized the purchase of right of way for the following projects in District No. 1, all with full control of access:

- I-15-2(3)71 Jct. I-15W-Chubbuck Road
- I-15-1(13)66 From South Pocatello Interchange to Junction of I-15W

Speed Limits in Coeur d'Alene.

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 Coeur d'Alene; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated September 20, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Coeur d'Alene, should be revised; and,

WHEREAS, the hereinafter designaed 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 Coeur d'Alene; 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 (MPH)
1.	US 10, I90	_____	West City Limits to Northwest Blvd.	60
2.	US 10, I90	_____	Government Way to 15th St.	60
3.	US 10, I90	_____	Harrison Ave. to 19th St.	60
4.	I 90, US 10	_____	Boyd Avenue to Pennsylvania Avenue	60
5.	I 90, US 10	_____	200 ft. North of Coeur d'Alene Ave. to East City limits	60
6.	US 10 Bus.	Northwest Blvd.	North City Limits to MP 11.70	50
7.	US 10 Bus.	Northwest Blvd.	MP 11.90 to Lacross Ave.	50
8.	US 10 Bus.	Northwest Blvd.	Idaho Ave. to Mullan Road.	35
9.	US 10 Bus.	Northwest Blvd.	Mullan Road to 1st. St.	25
10.	US 95A US 10 Bus.	Sherman Ave.	1st St. to 16th St.	25
11.	US 95A US 10 Bus.	Sherman Ave.	16th St. to 23rd St.	35
12.	US 95A US 10 Bus.	23rd Street	Sherman Ave. to South City Limits	35
13.	US 95	River Avenue	West City Limits to Lincoln Way	25
14.	US 95	Lincoln Way	River Ave. to Garden Ave.	25
15.	US 95	Park Drive	Garden Ave. to Mullan Road	25
16.	US 95	Mullan Road	Park Dr. to Northwest Blvd.	25
17.	US 95	Government Way	Northwest Blvd. to Garden Ave	25
18.	US 95	Government Way	Garden Ave. to North City Limits	35
19.	US 10A, 95	Best Avenue	Government Way to West City Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated September 20, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Coeur'd'Alene, 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 Coeur d'Alene shall henceforth be effective at all times during hours of daylight or darkness.

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, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated October 31, 1959, 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 13 pertaining to State Highway No. 21 of the Minute Entry of the Board of Highway Directors dated October 31, 1959, 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 (MPH)
1.	SH 21	0.00	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	38.60	To Idaho City	60-55
9.	SH 21	38.60	39.00	Adjacent to Idaho City	35
10.	SH 21	39.00	49.10	East of Idaho City	50
11.	SH 21	49.10	56.70	East of Idaho City	35
12.	SH 21	56.70	61.30	East of Idaho City	50
13.	SH 21	61.30	72.20	To Lowman	35
14.	SH 21	72.20	91.50	East of Lowman	35

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.

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 September 20, 1960, 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 one (1), pertaining to Interstate Highway I-80N, and US Highway No. 20, 26, 30 of the Minute Entry of the Board of Highway Directors dated September 20, 1960, is hereby 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 (MPH)
1.	I-80N, US 20,26, 30	78.30	98.25	From 16.80 miles East of Boise, East for a distance of 19.95 mi.	70

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.

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 September 20, 1960, 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 10 pertaining to US Highway No. 20,26,30 of the Minute Entry of the Board of Highway Directors dated September 20, 1960, 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 (MPH)
1.	US 20, 26, 30	57.30	57.70	US 20,26,30 Jct to Boise	35
2.	US 20, 26, 30	57.70	60.65	Boise Urban Extension	--
3.	US 20, 26, 30	60.65	60.85	Through Boise	45
4.	US 20, 26, 30	60.85	61.50	Boise Urban Extension	--
5.	US 20, 26, 30	61.50	63.50	East of Boise	45
6.	US 20, 26, 30	63.50	78.30	East of Boise	60-55
7.	US 20, 26, 30	78.30	98.25	(Entered as I 80N, US 20, 26, 30)	--
8.	US 20, 26, 30	98.25	100.80	To Mountain Home	60-55
9.	US 20, 26, 30	100.80	102.40	Mt. Home Urban Extension	--

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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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 September 20, 1960, 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 one (1) pertaining to Highway No. I-80N of the Minute Entry of the Board of Highway Directors dated September 20, 1960, 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 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 (MPH)
1.	I-80N	0.00	13.40	Oregon State Line to Black Canyon Interchange	70

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.

Removals from the State Highway System.

WHEREAS, construction of 13.322 miles of State Highway No. US 95, under Project F-4113(6), on new location beginning at a point in Sec. 34, T. 34 N., R. 2 W., 4.661 miles west of Craigmont West Corporate Limits and ending at a point in Sec. 14, T. 35 N., R. 3 W., 0.120 mile west of Culdesac West Corporate 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 in Central Files; and,

WHEREAS, Evergreen Highway District in Lewis County and Lapwai Valley Highway District in Nez Perce County have agreed to assume responsibility for sections of presently designated US 95 within their respective boundaries.

THEREFORE BE IT RESOLVED, That this portion of the old road, 15.107

124  
miles in length, is hereby removed from the State Highway System effective this date.

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WHEREAS, construction of 0.852 miles of State Highway No. US 93, under Project FAP 56B2C2, on new location beginning at a point in Sec. 35, T. 15 N., R. 19 E., 6.440 miles north of the junction of Challis Connection and ending at a point in Sec. 26, T. 15 N., R. 19 E., 10.110 miles south of Custer - Lemhi 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 in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.712 mile in length, is hereby removed from the State Highway System, effective this date.

State Highway Designation.

WHEREAS, the Trail Creek Road extending from a junction with State Highway No. US 93 at Ketchum to a junction with State Highway No. US 93A near Chilly is deemed to possess the characteristics of a State Highway as set forth by Section 40-120, Subsection 3, Idaho Code.

NOW THEREFORE BE IT RESOLVED, that there be, and hereby is, designated a highway to be known as State Highway No. 75, described as beginning at a junction with State Highway No. US 93 at Ketchum and extending northeasterly to a junction with State Highway No. US 93A near Chilly, all as shown on the sketch map in Central Files.

BE IT FURTHER RESOLVED, that the State Department of Highways shall assume responsibility for maintenance of said State Highway No. 75 only on those sections thereof as may be improved to State Highway standards and at such time as said improvements are accomplished.

THURSDAY, NOVEMBER 10

The Board reconvened at 8 a.m., Thursday, November 10, in the Board Room at 603 Main Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-15-2(6)71 (Section "A") - The work consists of reconditioning the roadbed, constructing the base and a plantmix bituminous surfacing on 10.516 miles of Interstate Highway No. 15, known as Idaho Federal Aid Project No. I-15-2(6)71 (Section "A") in Bannock and Bingham Counties - Federal Aid Interstate and State financed. Contract was awarded to Rogers Construction Company, Portland, Oregon, the low bidder, on October 28, 1960, in the amount of \$758,584.30.

STOCKPILE NOS. 6336, 6345, 6342, 6343, 6344 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles

November 10, 1960

adjacent to various highways in District VI, in Bonneville and Fremont Counties - State financed. Contract was awarded to Barnhart and Wheeler Construction Co., Inc., Pocatello, Idaho, the low bidder, on October 26, 1960, in the amount of \$57,815.00.

STOCKPILE NO. 5313 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles adjacent to US Highway 95, in Boundary County - State financed. Contract was awarded to Zanetti Brothers, Osburn, Idaho, the low bidder, on October 26, 1960, in the amount of \$33,880.00.

S-4717(4) - The work consists of reconditioning the existing roadbed and constructing a roadmix bituminous surface on 4.918 miles of the Cottonwood-Winona Road, in Idaho County - Federal Aid Secondary and County financed. Contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on October 28, 1960, in the amount of \$76,875.25.

I-15-2(6)71 (Section "B") - The work consists of reconditioning the roadbed, constructing the base and a plantmix bituminous surfacing on 5.861 miles of Interstate Highway 15, known as Idaho Project No. I-15-2(6)71 (Section "B") in Bingham County - Federal Aid Interstate and State financed. Contract was awarded to Pickett & Nelson, Inc., the low bidder, on October 28, 1960, in the amount of \$410,019.35.

S-4782(5) - The work consists of clearing and grubbing right of way on 4.243 miles of the Orofino-Grangemont road, in Clearwater County - Federal Aid Secondary and County financed. The State Highway Engineer recommends, and the Board concurred in the recommendation, that the contract be awarded to the low bidder, Rhodes & McKay; however, the award cannot be made until the County has furnished additional money.

S-4769(4) - The work consists of constructing the roadway, drainage structures, and a roadmix bituminous surface on 5.816 miles, Bear Ridge-Deary, on State Highway No. 7, in Latah County - Federal Aid Secondary and State financed. Contract was awarded to Frank C. Baulne, Inc., Yardley, Washington, the low bidder, on November 7, 1960, in the amount of \$683,005.60.

S-US-3754(2) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 2.205 miles of State Highway No. 45, Nampa-South, in Canyon County - Federal Aid Secondary and State financed. The contract was awarded to Hoops Construction Co., Twin Falls, Idaho, the low bidder, on November 7, 1960, in the amount of \$273,948.95.

STOCKPILE NOS. 3354, 3355, 3357 & 3358 - The work consists of furnishing cover coat material in various stockpiles in District III, in Ada, Boise, Gem, and Owyhee Counties - State financed. Contract was awarded to Duffy Reed Construction Company, Twin Falls, Idaho, the low bidder, on November 7, 1960, in the amount of \$41,475.00.

STOCKPILE NO. 4333 - The work consists of furnishing crushed gravel surfacing and cover coat material in various stockpiles adjacent to US 95 in the vicinity of Pollock, in Idaho County - State financed. Contract was awarded to Duffy Reed Construction Company, Twin Falls, Idaho, the low bidder, on November 7, 1960, in the amount of \$16,500.00.

F-3022(15) & F-3281(11) - The work consists of seal coating 12.302 miles of US 30, in the vicinity of Boise, Glens Ferry and Nampa, in Ada, Elmore, and Canyon Counties - Federal Aid Primary and State financed. The project is to be readvertised.

STOCKPILE NOS. 3356 & 3359 - The work consists of furnishing cover coat material in stockpiles in the vicinity of Weiser and New Plymouth, adjacent to US Highways 95 and 30, in Washington and Payette Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer that the contract be awarded, subject to the approval of the Bureau of Public Roads, to the low bidder, Bryan C. Rambo Crushing Company, Nampa, Idaho, in the amount of \$25,340.00. (Contract was awarded November 14, 1960.)

STOCKPILE NOS 4320, 4375, 4376 & 4377 - The work consists of furnishing crushed gravel/rock surfacing and cover coat material in stockpiles in the vicinity of Harpster, Kamiah, Lewiston, and Craigmont, in Idaho, Lewis, and Nez Perce counties - State financed. The Board concurred in the recommendation of the State Highway Engineer that the contract be awarded, subject to the approval of the Bureau of Public Roads, to the low bidder, DeAtley-Overman, Inc., Lewiston, Idaho, in the amount of \$83,030.00. (Contract was awarded November 14, 1960.)

STM-1024(520) - The work consists of constructing a plantmix bituminous surfacing through the Halliday Street Underpass (US 30N) in Pocatello, in Bannock County - State financed. The Board concurred in the recommendation of the State Highway Engineer that the contract be awarded, subject to the approval of the Bureau of Public Roads, to the low bidder, Bannock Paving Company, Pocatello, Idaho, in the amount of \$1,324.00. (Contract was awarded November 15, 1960.)

Hazelton-Eden Interstate Court Case. The Board reviewed the District Court rulings on the Hazelton-Eden Interstate location matter. Legal Counsel was asked for recommendations after further analyzing the Memorandum Decision from Judge Norris, dated November 3.

A group of Twin Falls citizens offered the additional legal counsel services of Tim Robertson to assist Mr. Padgett as Mr. Padgett desires, in such manner as possibly interceding as a friend of the Court. The Board indicated their pleasure in this arrangement to the end that Twin Falls' position in the matter of the Magic Valley Interstate routing be adequately represented.

Twin Falls Delegation, composed of Ray Holmes, Bill Grange, Carl Berg, John Hahn, and Attorney Tim Robertson appeared before the Board offering their help in the present District Court matter regarding the location of the Interstate in Magic Valley. John Hahn, Chairman of the Highway Committee, submitted for the Board's consideration a three-page statement regarding the amount of retail sales and population of Twin Falls County, Twin Falls City vs. Cassia, Minidoka, Lincoln, Gooding, and Latah Counties; pointing out that Twin Falls County has the largest per capita sales of Canyon, Bonneville, Bannock, and Ada Counties.

Mr. Hahn indicated the people in his area feel like the "forgotten people" and asked if the Department had considered the possibility of crossing the river with the Interstate at Murtaugh, paralleling the canyon rim on the south side going from Hanson straight west, crossing Rock Creek Canyon and proceeding from south to Buhl directly to Glens Ferry. Mr. Bennett stated that lines on the south side of the river had been considered.

Mr. Rich asked, "How adversely do you regard Plan C as affecting Twin Falls?"

Mr. Hahn stated that they "could not under any circumstances accept Plan C, as it would be economic suicide. Plan A is harsh enough causing Twin Falls to be 8 miles from route A. The percentage of damage becomes greater as the distance increases from your city. We do not want the Interstate in the center of the City, but we do want it located so it is accessably from and to Twin Falls. We want to assure you of the complete cooperation of the Chamber of Commerce on a routing south of the river. We do not say you will have less problems of right of way acquisition than you will have on the north side, but we will lend every effort to assist you should you be able to locate the route on the south side of the river."

City of Caldwell. Next appearing before the Board was the City of Caldwell, composed of Jim Bettis, Bob Nicholes, Dave Dorrey, Guy Loftis, Robert Purcell, Caldwell Chamber of Commerce members; City Councilmen Emery L. Vassar, Leland D. Finley, L. P. Eldredge, Max Luby; and Marvin C. Lewis, City Engineer; and Ed Simmerman, Mayor.

They urged early programming of the Blaine-Cleveland one-way couplet and a continuation of this couplet westerly to SH 19.

The matter of the Caldwell Interstate location was discussed by the Board and the Department was urged to contact the Bureau of Public Roads for their definite commitment as to which routes or alternates they would approve and participate in with Interstate funds. It was suggested that the Bureau should be urged to resolve this question of what they will approve that the Board may set up a date for a meeting with the Caldwell people sometime in March.

Jerome Delegation, composed of W. B. Churchman, Murray O'Rourke, George E. Bishop, and Carroll N. Wilcomb, Manager, Northside Chamber of Commerce, met with the Board regarding questions of the Interstate connection west of Jerome and the design features of the other Interstate interchanges in the Jerome area. These were explained by Roy Jump.

The delegation stated they realized the Court decision has caused the location to be in a state of indecision and that the questions they came up to have answered did not have the degree of finality that they had anticipated prior to the recent Court decision. Mr. Churchman asked if the Department was contemplating improving SH 25 from Jerome east, to which Mr. Rich indicated the project is not in the construction program.

Lava Hot Springs Foundation. Messrs. Archie W. Service and Max D. Cohn, of the Lava Hot Springs Foundation, appeared before the Board requesting permission to construct a sewer system and drain field within part of the State Highway Department right of way, upon which encroachment part of their trailer court and facilities are now located.

The Board indicated that there was nothing in the way of Highway improvement anticipated that would effect the encroachment during the next five years or foreseeable future, so the Department should issue the Foundation a permit to proceed with the improvement. Said permit is to be issued with the understanding that the Foundation will remove at their expense said improvement if and when highway construction should need the area of the encroachment. The Board repeated that no highway construction improvement is in sight and that they hoped that it may never need the right of way encroachment area for highway improvement.

Ada County Commissioners Wright, Murphy, and Fairbanks met with the Board requesting the Board to consider allocating engineering moneys for the Bogus Basin Road through Ada County. The County Commissioners indicated after June 20, 1961, they would have funds to proceed with the reconstruction of the Ada County section and felt that the Highway Department's interest in this road was sufficient to warrant expenditure for the engineering of the proposed improvement.

Mr. Rich indicated they would look into the legality and feasibility of spending moneys for such a request off the State Highway system, and they would be advised as to their determination.

Claim - J. F. Konen Construction Company, Inc. Mr. Allan Shepard, legal counsel for J. F. Konen Construction Company, Inc., of Lewiston, met with the Board for final consideration of the Latah County Union-town Road Stockpile No. 244, Project ST-4114(523).

After due consideration, the Board, on advice of the Department Legal Counsel Padgett, allowed the claim in the amount of \$1160 for

loading surfacing materials. The Board was informed by Mr. Padgett that the liquidated damages already assessed were intended to cover such items as were presented in the Contractor's claims, and did not allow the claim to have the effect of assessing double damages in this instance. All other claims as presented by the Contractor and counsel were disallowed.

Expense Vouchers. The Board approved the following expense vouchers:

R. C. Rich, October 7 - 15, \$120.24  
 W. C. Burns, October 11 - 14, \$39.00  
 Ernest Gaffney, October 9 - 25, \$101.95.

WHEREUPON, the Board adjourned until its next meeting to be held December 7 and 8, 1960.

Read and Approved December 7 1960  
 Boise, Idaho

  
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 R. C. RICH, Chairman

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

December 7 & 8, 1960

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Wednesday, December 7, at 603 Main Street, Boise, Idaho.

Present were:

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

Minutes. The Minutes of the Special Meeting of the Board, October 31, and the Regular Meeting of the Board of Highway Directors, November 9 & 10, 1960, were read and approved.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

December 7, 1960

S-4708(1) - The work consists of constructing a 183' concrete bridge and grading the approaches on 0.141 mile of the Stites South Road, in Idaho County - Federal Aid Secondary and County financed. Contract was awarded to Foss & Holmes, Boise, Idaho, the low bidder, on November 23, 1960, in the amount of \$82,975.00.

F-FG-4113(21) - The work consists of constructing a 1,229' steel and concrete bridge and RR overpass over the Clearwater River and the Northern Pacific Railway north of Lapwai, in Nez Perce County - Federal Aid Primary and State financed. Contract was awarded to W. R. Cahoon Construction Co., Pocatello, Idaho, the low bidder, on November 18, 1960, in the amount of \$627,400.00.

STOCKPILE NO. 5370 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles in the vicinity of US 10 and 40 acres, in Kootenai County, State financed. Contract was awarded to Max J. Kuney Company, Spokane, Washington, the low bidder, on November 21, 1960, in the amount of \$21,500.00.

F-FG-5152(5) - The work consists of constructing the roadway, drainage structures, roadmix bituminous surface, a 166' concrete bridge and a 154' concrete overpass on 1.044 miles of US 95 Alt., St. Maries River Bridge and Mashburn Overpass in Benewah County - Federal Aid Primary and State financed. Project was rejected; it is to be re-advertised for December 27, 1960, bid opening, it being 24.5% over the Engineer's Estimate.

PW - 505(1) - The work consists of constructing an 81' timber bridge over Plummer Creek on FAS Route 5722 in Heyburn Park, in Benewah County--State financed. Contract was awarded to Dunham Brothers, Moscow, Idaho, the low bidder, on November 21, 1960, in the amount of \$22,467.50.

S-5783(1) - The work consists of constructing a 240' concrete bridge on the McAbee Falls Road, over the Priest River, on Bonner County - Federal Aid Secondary and County financed. Contract was awarded to H. Flechsing & Company, Missoula, Montana, the low bidder, on November 22, 1960, in the amount of \$80,585.00.

I-80N-2(6)71 - The work consists of furnishing and installing traffic signs on 19.913 miles of Interstate Highway 80N, Regina-Sebree, in Ada and Elmore Counties, commencing approximately 23 miles southeast of Boise and extending toward Mountain Home - Federal Aid Interstate and State financed. Contract was awarded to Louis W. Brooks, Caldwell, Idaho, the low bidder, on November 28, 1960, in the amount of \$33,183.83.

F-1491(1) & S-1739(5) - The work consists of constructing the roadbed, drainage structures and a plantmix bituminous surface, on 3.856 miles of Highway US 91, State St. Preston to Whitney known as Idaho Federal Aid Project No. F-1491(1) and 0.50 mile of State Highway No. 86, Oneida St. -

Preston, known as Idaho Federal Aid Project No. S-1739(5) in Franklin County - Federal Aid Primary and Secondary and State financed. Contract was awarded to Neilsen & Miller, Twin Falls, Idaho, the low bidder, on November 28, 1960, in the amount of \$537,581.85.

F-2441(7) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 2.510 miles of US 30N, Rupert Streets, in Minidoka County - Federal Aid Primary and State financed. Contract was awarded to Kimberly Construction Co., Inc., Kimberly, Idaho, the low bidder, on November 28, 1960, in the amount of \$476,885.14.

S-5729(2) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 1.807 miles of the Springston Road, US 95A - Springston, in Kootenai County - Federal Aid Secondary and County financed. The project was rejected, being 97.24% over Engineer's estimate, and will be re-advertised.

Removal from the State Highway System.

WHEREAS, construction of 21.379 miles of State Highway No. US 30N on new location beginning at a point on the Snake River approximately 5.307 miles east of Heyburn and ending at a point approximately 21.957 miles west of a junction with State Highway No. 37 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, 19.687 miles in length and extending from a junction with State Highway No. 77 approximately 1.726 miles east of Rupert to a junction with new State Highway No. US 30N approximately 23.601 miles west of a junction with State Highway No. 37, be, and hereby is, removed from the State Highway System, effective this date.

Speed Control Zones in District Two.

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 September 20, 1960, 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,

December 7, 1960

NOW THEREFORE, it is hereby ordered that Item 10 pertaining to US Highway No. 30N of the Minute Entry of the Board of Highway Directors dated September 20, 1960, 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 (MPH)
1.	US 30N I 80N	234.45	239.90	Interchange with SH 77 to Jct. with I-15W	70

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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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 September 20, 1960, are in order; and,

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (MPH)
1.	US 30N I 15W	239.90	254.80	Jct. with I-80N to Raft River Interchange	70

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.

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

FHP 4A, Parcel No. 39½, Theodore H. R. Neu  
 F-1024(11), Parcel No. 11, William Weisenburger  
 F-3311(1), B & M Equipment Company, Parcel No. 5½  
 " August H. Schade, Parcel Nos. 29 and 29-E-1  
 " Parcel Nos. 45 and 45-E-1, R. & V. Oil Co., Inc.  
 I-90-1(9)34, Parcel No. 8, Irene L. Sanger  
 " Parcel No. 9, L. P. Sheppard  
 " Parcel No. 14 and 14-E-1, George Schneberger  
 " Parcel No. 27, Veldon W. Robinson  
 I-15-3(7)111, Parcel No. 3 and 3-E-1, W. Dewey Kelly  
 " Parcel No. 5, 5-E-1 & 5-E-2, Wm. Wattenbarger  
 " Parcel No. 6 and 6-E-1, Herman Niemeier  
 " Parcel No. 7 and 7-E-1, Dean G. Huntsman  
 " Parcel No. 29 and 29-E-1, Grace Garrett

Special Warranty Deed. I-15-3(7)111, Bingham County Line-Broadway, District No. 6 - We have this 7th day of December, 1960, executed in duplicate a Special Warranty Deed conveying Parcel No. 8½ A of captioned project to Woodrow E. Arrington and Marjorie S. Arrington as partial consideration for their having conveyed Parcel No. 8 of captioned project to this Department.

Quitclaim Deeds. I-90-1(10)62, Interstate Highway, Wallace-Mullan, Shoshone County - We have this day executed a Quitclaim Deed in favor of the Northern Pacific Railway Company quitclaiming and relinquishing the State's rights by reason of Easement R.W. 2832 dated February 12, 1925, granted by the Northern Pacific Railway Company to the State of Idaho covering encroachment on railroad right of way now occupied by the existing highway. The Northern Pacific Railway Company is granting an easement for Interstate Highway construction on railroad right of way in connection with the above-captioned project and this Quitclaim Deed is for the purpose of clearing the records so that the new Easement will be the only outstanding easement for highway purposes on railroad right of way.

December 7, 1960

FHP 40A, Caribou County, District No. 1, Parcel No. 3A - We have this 7th day of December, executed in duplicate, a Quitclaim Deed in favor of J. M. Biggs and Nellie B. Biggs as partial consideration for Parcel 3 per captioned project, conveyed by the aforementioned Grantees to the State of Idaho.

Sale of House. The Board approved the sale of a house on 7th St. in Coeur d'Alene, Project I-IN-90-1(2)11. The house is to be sold for not less than \$7000.

Authority to Purchase Right of Way. The Board authorized the purchase of right of way for the following project in District No. 2:

S-2862(4) 2 miles south of Paul - Paul----Urban-Standard  
Approach  
Rural-Partial

Personnel. The Board approved the following Personnel matters:

Ingrade raise for D. L. Cox, Asst. District Engineer, District 1 from \$725 to \$750 per month, effective February 1, 1961.

Promotion for Howard L. Johnson, District 1, from District Maintenance Engineer to Assistant District Engineer, \$675 to \$700 per month, effective January 1, 1961.

G. M. Mathison, original salary prior to illness, reinstated at \$850 per month from \$750, Assistant Construction Engineer, effective January 1, 1961.

City of Gooding. The Board acted favorably on the City of Gooding's request for the improvement of six blocks on East Fourth Avenue, US 20-26. District Engineer estimates \$6200 will oil the shoulders. The work is contemplated when the Department can best fit it in with their 1961 or 1962 work program.

Yellowstone Highway - Curb Cut. The Board approved a curb cut on the Yellowstone Highway north of Idaho Falls to give access to the Safeway Store parking area.

Village of Elk River. The Board approved the request of the Village of Elk River to purchase 360 cubic yards of crushed rock from the State's stockpile.

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 in the following projects:

I-15-1(7)46, McCammon-Portneuf, Bannock County, Utah Power & Light Co.

December 7, 1960

F-2441(8), Heyburn-Rupert, Minidoka County, Project Mutual Tel. Coop. Association.

F-2441(8), Heyburn-Rupert, Minidoka County, Mt. States Tel. & Tel. Company

East Hope 10A Revisions (Hearing). Howard Tilzey and Clifford Hallvik, Bureau of Public Roads Division Engineers, appeared in response to the request of the Board to determine the feasibility of connecting the Sam Owens Overpass near East Hope on the proposed new relocation of US 10A. Mr. Tilzey, after talking to the Portland office, stated that by moving the line towards the lake at that point, that a connection could be made with the Sam Owens Overpass County Road as requested at the Hope hearing. Mr. Tilzey also stated the public dock at Hope would be relocated. Compliance with the City demand for public beach relocation would have to wait until further detail surveys are made as to the depth of the lake and the amount of fill for a berm and road necessary to surface the proposed relocated beach north of the Hope Overpass and an appraisal is made of the economics and cost benefits involved.

Hearings Authorized for US 80N. The Board authorized public hearings to be set up for US 80N from Cottrell Junction to the Snowville, Utah, line when a brochure and information can be made ready. They provided also that the present US 30 through Malta and Strevell should remain on the State Highway System.

#### THURSDAY, DECEMBER 8

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

Hope-East Hope Hearing Determination. The following determination of the Board was made regarding the proposal to improve US 10A through the Villages of Hope and East Hope as submitted in public hearing at the East Hope Schoolhouse, Monday, December 5, 1960:

The Board finds and determines that the following changes in the State Highway System in the Villages of Hope and East Hope, to wit:

The relocation of a 7.3-mile section of US 10 Alternate from a point immediately west of Hope to a point approximately 4.8 miles southeast of the East Hope City limits as submitted in public hearing December 5, 8 p.m., at the East Hope Schoolhouse,

A connection with the new alignment will be made with the Sam Owen Overpass. The public dock will be relocated.

December 8, 1960

A service loop road consisting essentially of a portion of the existing highway will be maintained as a part of the State Highway system through Hope and East Hope. A termini of this service loop with the new highway will be from a point near the west city limits of Hope where the proposed relocation departs from the existing highway to a point in the vicinity of Hurshell's Lighthouse Restaurant.

Upon the completion of the proposed project, the new located section will become a part of the State Highway system. It is proposed to remove from the State Highway system that section of the present highway easterly from the Hope-East Hope Service road to the eastern termini of the project,

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

Ada County Commissioners-Bogus Basin Road. The Ada County Commissioners met with the Board regarding the Bogus Basin Road engineering costs and were informed that it would not be expedient for the Department to deviate from its policy of not paying for County road engineering costs, as the other 43 counties could expect like treatment.

Engineering costs were estimated at from \$12,000 to \$15,000 for the 9½-mile Ada County section. Commissioner Fairbanks outlined the County's anticipated Boise Interstate location public poll which is planned sometime during the next 90 days. Mr. Rich indicated the Board would look to the results with interest.

State Park Road Maintenance Policy. The Board approved the following State Park Road maintenance policy:

The main traveled roads in the following State Parks are recommended to be placed on the State Highway System:

- Dist. #1 - Register Rocks, Massacre Rocks, Seagull Bay, and Sportsman's Park
- Dist. #2 - Lake Walcott State Park
- Dist. #3 - Ponderosa State Park, Packer John's Cabin, Discovery Park, and Hammett State Park
- Dist. #4 - Spalding State Park, Lewis and Clark Canoe Camp, and McCrosky State Park
- Dist. #5 - Heyburn State Park, Sunnyside State Park and Round Lake Park

## Dist. #6 - Henry's Lake Park

Where required, the roads in these Parks which are placed on the Highway System will be re-built to acceptable standards, taking into account the preservation of natural aesthetics consistent with sound engineering principals. The improvement of the roads will be accomplished from year to year on a priority basis as to needs.

These roads will be maintained to a degree consistent with the volume and time of traffic. Parks kept open to the public during the winter will have winter maintenance only on those roads necessary for winter travel. Disposal of garbage, trash, and emptying litter barrels is not considered maintenance of Park roads.

Access roads to these Parks under the jurisdiction of local agencies will remain under their jurisdiction.

Future development of some State Parks may justify adding or extending roads in these Parks on the State Highway System.

Where major reconstruction or heavy maintenance is anticipated on any Park road contained in this policy, joint agreement as to the situation beholding should be made by the State Land Board and the Department of Highways. Land Board recommendations of such anticipated work shall be made to the Highway Board not later than July 1 prior to the year work is to be accomplished. Initial construction now required to improve present major park roads is expected to be accomplished on a priority basis extending over approximately a five-year period.

Jerome County Farmers. Appearing before the Board was a delegation of Jerome County farmers, Murray O'Rourke, Adrian Van Hook, Leon Stockton, F. N. Trappen, urging the Board to resume right of way negotiations on that section of 80N from the Interstate west of Jerome southeasterly to the junction of SH 79. The Board indicated that until the Court litigation on location through Magic Valley was settled, all right of way acquisition in the area would have to cease. They were told that the Board was just as anxious as they are to construct the Interstate through that area and regrets any inconvenience caused the people concerned.

A State Centennial Committee, represented by Charles Hummel and speaking for Mrs. Ted Pritchard, Beautification Committee Chairman of Moscow, met with the Board. The Department was urged to wherever possible improve the appearances of and approaches of State highways to historical sites to afford a greater parking area for motorists interested in stopping and viewing historical sites. A program similar to that developed by the Oregon Highway Department for roadside parks and rest areas with sanitary facilities, drinking water, luncheon tables, that could accommodate at least half a dozen cars was suggested. Mr. Bennett stated that the Department was not geared on the maintenance standpoint for