

HISTORICAL RECORDS

Dated June 1, 1951 to January 21, 1955

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

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

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

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

MICROFILM ROLL NO. 11

SEAMAN S. MILLS
General Services Supervisor

Date Filmed _____

By Luan Knospe

Lens Reduction 25X on a Bell and Howell
Planetary Camera

FRONT

MINUTES OF MEETING OF IDAHO BOARD OF HIGHWAY DIRECTORS

1 June 1951

Place of Meeting - Owyhee Hotel
Present - R. C. Rich, Chairman
L. K. Floan, Member
W. Fisher Ellsworth, Member
with E. V. Miller in attendance

Meeting opened at 10:00 o'clock A.M. by Mr. Rich, Chairman

Discussion was held regarding the appointment of a State Highway Engineer. Activities of the Board regarding interviews and discussions with various interested persons over a two month period were reviewed.

It was unanimously decided to let the minutes show that on May 8 an offer was made by telephone to Mr. Earle V. Miller, Assistant Deputy Engineer of the Arizona Highway Department, for the position of State Highway Engineer of Idaho, effective July 1, 1951, which offer was tentatively accepted. Letter of confirmation as of May 11, 1951, signed by Mr. Rich, is made a part of this record and Mr. Miller's written acceptance as of May 21, 1951 is also made a part of the record.

Mr. Rich's letter of May 11, 1951 is as follows:

"Mr. Earl V. Miller
1025 West Monte Vista Drive
Phoenix, Arizona

Dear Mr. Miller:

I am pleased to confirm by letter the action of our Idaho Highway Directors in appointing you State Highway Engineer, commencing July 1 of this year, at a salary of \$900.00 per month. This confirmation, as you will understand, is a confirmation of our agreement by telephone.

We have discussed the advisability of having you come to Boise for a meeting with us, commencing June 4. After a little more thought, we are wondering if this is going to be necessary, if it might not be better for us to make the announcement of your appointment here when we think the time is opportune, giving you a better opportunity to attend to your business there and to make the move up here, having in mind that it will, probably, be a good policy for the Board to be in Boise the last couple of days in June and to spend the necessary time after the first of July, with the thought in mind that the Board and yourself, spending a day or two together before July 1, would be in a position to make some announcements of policy and to proceed with any action necessary at the time we take over. I will expect to call you by telephone, probably about the 20th of this month, and then we can make a definite decision regarding this program.

I think it would be well for you to send a half dozen pictures of yourself to be used in our daily papers when we make the announcement of your appointment. Also, we would be pleased to have you write a statement regarding your qualifications, experience, and anything you might want to say in regard to policy for our use at that time.

I am enclosing under separate cover a copy of our new Highway Law of 1951, the report of the Legislative Interim Committee, and a copy of the survey of the Department and our System. You will remember that you, also, requested a copy of our laws showing the various sources of revenue to our Department. I have requested this information from our Attorney General and will expect to have it in about two weeks.

The members of our Board are all pleased with this arrangement we have made with you.

Yours sincerely,

THE IDAHO BOARD OF HIGHWAY DIRECTORS

By R. C. Rich /s/ "
CHAIRMAN

Mr. Miller's written acceptance as of May 21, 1951 is as follows:

"Mr. R. C. Rich, Chairman
The Idaho Board of Highway Directors
Burley, Idaho

Dear Mr. Rich:

Reference is made to your letter of May 11, 1951, in which you state that the Idaho Board of Highway Directors has appointed me State Highway Engineer of Idaho, with salary of \$900.00 per month, effective July 1, 1951.

I hereby accept this appointment.

In so doing I realize the many problems confronting a person going from one state department to another. The immediate reorganizational, personnel, and financial problems no doubt will be complicated, but with the help of your Board and the capable personnel of the Idaho Highway Department, I cannot visualize anything unsurmountable.

Respectfully yours,

E. V. Miller /s/
Earle V. Miller"

The press was invited to the meeting at which time the Board made the official announcement of the appointment of Mr. Miller as State Highway Engineer.

The Board recessed for lunch with Governor Jordan. The afternoon was taken up with the press interviews and meetings with State officials.

Motion passed to authorize payment of household moving expense of Mr. Miller from Phoenix to Boise, not to exceed \$850.00.

Motion passed to pay travel expense of Miller from Phoenix to Boise and return to attend Board meeting of June 1 and 2, 1951, and to attend the W.A.S.H.O. meeting in San Francisco, representing Idaho, June 25 to 28, 1951.

June 1, 1951

The future status of Mr. James Reid, present Chief Engineer, was discussed. The Board of Highway Directors all agreed to leave all appointments with the exception of the Secretary, to the discretion of the State Highway Engineer.

Following this policy, Mr. Miller announced that no appointments would be made except of a temporary nature until a reorganization of the department is accomplished and that he had offered Mr. Reid the position of Assistant State Highway Engineer on a temporary basis. Mr. Reid accepted this offer and, therefore, will act as Assistant State Highway Engineer beginning July 1, 1951, with no change in salary status.

Date for next meeting was set for 9:00 o'clock A.M., July 2, 1951.

Adjournment at 5:00 o'clock P.M.

R. C. Rich

R. C. Rich Chairman
Board of Highway Directors

Done at Boise, Idaho
2 July 1951

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

2 July 1951

The first regular meeting of the Idaho Board of Highway Directors, established by the Act of the 1951 legislature, was convened in Room 207 of the Capitol Building at 9:00 o'clock on July 2, 1951.

Present were W. Fisher Ellsworth, Director from District No. 1; Roscoe C. Rich, Director from District No. 2 and Chairman of the Board; Leonard K. Floan, Director from District No. 3; Earl V. Miller, State Highway Engineer; and James Reid, Assistant State Highway Engineer.

Minutes of a meeting held at the Owyhee Hotel on June 1, 1951 were read and approved by the Board.

Consideration was then given to the bids received on June 29, 1951 on five highway projects and the following action was taken:

The first bids considered were for State Aid Project No. 1481(501), consisting of reconditioning the existing roadbed and constructing a road mix bituminous surface on 9.453 miles of U.S. Highway No. 30 N., between Bancroft and Alexander in Caribou County. The State Highway Engineer recommended that the contract be awarded to LeGrand Johnson of Logan, Utah on his low bid of \$121,209.70; the Engineer's Estimate being \$111,360.75. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to LeGrand Johnson.

July 2, 1951

The Board then considered the bids on State Aid Project No. 1541(501), consisting of reconditioning the existing roadbed and constructing a road mix bituminous surface on 7.205 miles of the State Highway No. 34, from Conda Junction to the Blackfoot River in Caribou County. The State Highway Engineer recommended that the contract be awarded to the Aslett Construction Company of Twin Falls, Idaho on their low bid of \$65,773.75; the Engineer's Estimate being \$64,482.25. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Aslett Construction Company.

The Board then considered bids received on Project No. S-17(2), consisting of constructing a 404.5 foot timber bridge and approaches over the Boise River on 0.323 mile of the Notus South Road in Canyon County. This is a federal aid secondary project, not on the State Highway System, and the local matching funds are to be contributed by the Notus-Parma Highway District and Canyon County. The State Highway Engineer recommended that subject to concurrence of the United States Bureau of Public Roads, the contract be awarded to C. B. Lauch Construction Company of Boise, Idaho, on their low bid of \$66,378.50; the Engineer's Estimate being \$70,341.50. The award not to become effective until the Notus-Parma Highway District and Canyon County had deposited their share of the funds with the Department of Highways. The Board concurred unanimously in this recommendation and it was so ordered.

Consideration was then given to the bids received on Project No. F-2352(1), consisting of reconditioning the existing roadbed and constructing a road mix bituminous surface on 19.133 miles of Highway U.S. No. 20, between the Craters of the Moon and Arco in Butte County. The State Highway Engineer recommended that subject to concurrence of the Bureau of Public Roads, the contract for this project be awarded to Burggraf Construction Company, Inc. of Idaho Falls, Idaho on their low bid of \$137,487.50; The Engineer's Estimate being \$152,484.60. This recommendation was approved unanimously by the Board and it was so ordered. The Board also directed that a registered letter be sent immediately to Mr. Earl J. Soelberg directing him to remove from the State highway right of way, the fence now existing in front of his property.

The last bid to be considered by the Board was for Project No. S-1783(1), consisting of constructing a road mix bituminous surface on 6.640 miles of the Soda Springs North Road in Caribou County. This is a federal aid secondary project, but not on the State Highway System, and matching funds are to be contributed by Caribou County. The State Highway Engineer recommended that subject to concurrence of the Bureau of Public Roads, the contract be awarded to the Twin Falls Construction Company of Twin Falls, Idaho, on their low bid of \$39,202.80; the Engineer's Estimate being \$39,595.50. The award not to become effective until Caribou County has deposited their share of the funds with the Department of Highways. The Board concurred unanimously in this recommendation and it was so ordered.

By a unanimous vote, the Board approved authorization to purchase a five passenger four-door sedan in the price range of \$3,000.00, more or less.

The Board also authorized the Department of Highways to participate in the cost of a bituminous road test section to be conducted by the National Academy of Science, in cooperation with the Bureau of Public Roads and the Western States comprised in the Western Association of State Highway Officials. The contract and all field investigations and tests to be done by the Highway

Research Board of the National Academy of Science. The cost to the State of Idaho not to exceed \$20,000.00. The Board also signified their willingness to have this test conducted within the State of Idaho.

The Board unanimously adopted the policy of not awarding contracts for purchase or for construction on bids which exceed the Engineer's Estimate by more than ten per cent.

The Board appointed the State Highway Engineer, E. V. Miller, as Acting Secretary of the Board until such a time as a permanent Secretary is appointed.

THEREUPON, the Board adjourned until 9:00 o'clock A.M., July 3, 1951.

TUESDAY - July 3, 1951

Pursuant to adjournment, the Board met at 9:00 o'clock A.M. on July 3, 1951, with all members and the State Highway Engineer present.

The matter of leasing a building to house the Highway Department was considered. In order to relieve the congestion of the present occupied area in the State Capitol Building and in scattered offices in Boise, and to concentrate all central office activities of the Department of Highways in one building, the Board by unanimous action approved a five year lease arrangement with Mr. Walter Cranston and Mr. Walter Dufresne for the old Statesman building and authorized the State Highway Engineer to execute said lease on the basis of \$800.00 per month.

The Board authorized the State Highway Engineer to let contracts to be opened July 6 and July 13, in accordance with their policy of awarding contracts.

It was agreed that regular meetings of the Board will be held at Boise on the second Thursday of each month at 9:00 o'clock A.M.

It is the intention of the Board to set a definite time for public hearings at each meeting.

A special meeting of the Board will be held Thursday, the 19th of July, in order to award certain contracts involving oiling and surfacing of projects contemplated for construction this summer.

THEREUPON, the Board adjourned,


 R. C. Rich, Chairman
 Board of Highway Directors

Done at Boise, Idaho
 19 July 1951

July 3, 1951

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

July 19 and 20, 1951

Pursuant to an order of the Board at the regular meeting, a special meeting of the Idaho Board of Highway Directors was convened in Room 207 of the Capitol Building at 9:00 o'clock A.M. on July 19, 1951.

Present were W. Fisher Ellsworth, Director from District No. 1; Roscoe C. Rich, Director from District No. 2, and Chairman of the Board; Leonard K. Floan, Director from District No. 3; and Earle V. Miller, State Highway Engineer and Acting Secretary of the Board.

Minutes of the regular meeting held July 2 and 3, 1951 were read and approved by the Board.

The Board confirmed the Engineer's action in awarding the following contracts, to which they had given consideration in their meeting of July 2, 1951:

Project S-1783(1), construction of roadmix bituminous surface, Soda Springs-North Road in Caribou County. Bids received June 29, 1951. Contract awarded July 6, 1951 to Twin Falls Construction Company, low bidder.

Project F-2352(1), reconditioning existing roadbed and constructing roadmix bituminous surface, Highway US-20 between Craters of the Moon and Arco in Butte County. Bids received June 29, 1951. Contract Awarded July 9, 1951 to Burggraf Construction Company, low bidder.

Project S-17(2), constructing 404.5 foot timber bridge and approaches over the Boise River, Notus-South Road in Canyon County. Bids received June 29, 1951. Contract awarded July 16, 1951 to C. B. Lauch Construction Company, low bidder.

Consideration was then given to the bids received on July 6 and July 13, 1951, and the following action was taken:

The first bids considered were for Maintenance Projects Nos. 72 and 73, consisting of seal coating 10.203 miles of the Mountain Home Airbase and 10.400 miles of Highway U.S. 30 from Mountain Home to Cleft, in Elmore County. Bids received July 6, 1951. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Nampa Asphalt and Paving Company of Nampa, Idaho, the low bidder, on July 7, 1951 in the amount of \$21,736.00; the Engineer's Estimate being \$21,725.00.

The Board then considered the bids on State Aid Project No. 5152(501), consisting of constructing a roadmix bituminous surface on 5.277 miles of Highway US-95 Alt., between Thorn Creek and Brackett's Mill in Benewah County. Bids received July 6, 1951. The State Highway Engineer had rejected all bids; the low bidder being more than ten per cent above the Engineer's Estimate, which was \$87,126.60.

July 19 and 20, 1951

Bids were then considered for Project No. FI-5041(3), consisting of constructing a bituminous surface treatment on 3.862 miles of Highway US-10 between Bennett's Bay and Jct. U.S.-95 Alt., in Kootenai County. Bids received July 13, 1951. The State Highway Engineer had awarded the contract to Roy L. Bair and Company of Spokane, Washington, the low bidder on July 19, 1951 in the amount of \$140,497.50; the Engineer's Estimate being \$144,537.50.

The last bids to be considered were for State Aid Project No. 3281(502), consisting of widening and constructing a plant mix bituminous surface on 4.546 miles of Highway U.S.-30, between Karchar Lane and Caldwell in Canyon County. Bids received July 13, 1951. The State Highway Engineer had awarded the contract to Morrison-Knudsen Company, Inc., of Boise, Idaho, the low bidder, on July 19, 1951, in the amount of \$143,920.50; the Engineer's Estimate being \$138,336.50.

There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer on the above four projects.

The Board authorized the State Highway Engineer to proceed with the bid opening to be held on July 27, 1951, in accordance with the policy of the Board, on the following projects:

Project S-1775(1), constructing a roadmix bituminous surface, Grace-Turner Road, in Caribou County.

Project S-1777(1), constructing a roadmix bituminous surface, Alexander-Lund-Bancroft Road, in Caribou County.

Project S-3840(1) (South Section), consisting of constructing a roadmix bituminous surface, Montour-Ola Road, in Gem County.

State Aid Project No. 5152(501), resurfacing and constructing a bituminous surface treatment, Highway U.S.-95 Alt., between Thorn Creek and Brackett's Mill, in Benewah County

Project S-5750(1), constructing a roadmix bituminous surface, Pine Creek Road, in Shoshone County.

The Board recommended that the completion date for all projects let to contract be placed on the Abstract of Bids.

The State Highway Engineer was instructed by the Board to complete the lease on the Old Statesman Building located at Sixth and Main Streets, and to turn copy of the lease over to the "Lessors". He was further directed to handle all details of the transaction, including adequate insurance and necessary repairs.

The matter of policy regarding opening of bids was discussed at length, and the Board decided that the present procedure would be followed for the time being; it appearing that the present procedure would expedite the placing of highway work under contract at the earliest possible date.

The State Highway Engineer presented to the Board copies of two memorandums which he had issued; one of which cautioned all Division Heads and District Engineers to refrain from making public statements or predictions on the status of highway projects unless such statements had the prior approval of the State Highway Engineer.) The other concerned the practice of State highway engineers doing private work. The Board approved the memorandums and authorized the State Highway Engineer to exercise control over these activities, but to give consideration to previous commitments, which, if terminated immediately, might do an injustice to those private parties which had engaged their services.

The Board directed the State Highway Engineer to request an opinion from the Attorney General regarding the proper form of signature on contracts. Pending the receipt of such written opinion, it was decided that all members of the Board would sign the contracts. The State Highway Engineer was also directed to request an opinion from the Attorney General as to whether or not it is legal to post the highways for oversize loads.

Consideration was then given to a letter from the Green Timber Association, requesting the oiling of a portion of State Route 47, leading from near Marysville to Cave Falls in Yellowstone National Park. It was the consensus of the Board that final decision should not be made until a more careful examination of the importance of this road as compared with other needed improvements on the State highway system.

The State Highway Engineer then reported to the Board that three sites had been tentatively selected for the Western Road Test Section. One of the sites being South of Malad, in Idaho; one South of the Idaho-Utah Line, in Utah; and one near Sage, in Wyoming. Mr. W. A. Bugge, President of the Western Association of State Highway Officials requested the Idaho State Highway Engineer who is Chairman of the Standards Committee to call a meeting in Boise on July 30 and 31, 1951, to consider a definite decision as to the location of the test section and the standards of design.

THEREUPON, the Board adjourned until 9:00 o'clock A.M., Friday July 20, 1951.

FRIDAY - July 20, 1951

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Friday, July 20, 1951, with all members and the State Highway Engineer present.

The Board discussed numerous complaints as to the condition of various highways, especially of U.S. No. 2 and U.S. No. 95 in the northern part of the State. They also discussed requests for assistance of the Board in placing U.S. Highway No. 26 on the U. S. Numbered Highway System through Idaho. No definite action was taken by the Board at this time on these and other related questions, pending further study of the entire State highway system, and a better understanding of the relative needs of each proposed improvement.

July 20, 1951

In reply to an inquiry from the U. S. Forest Service as to the availability of State highway equipment for use in fire fighting, if needed, the State Highway Engineer was instructed to assure the Forest Service of complete cooperation in case of emergencies.

The Board then considered the request of Mr. Ravenscroft of Gooding to lease certain State Highway property and erect thereon a timber treating plant. It was unanimously agreed that the Board disapproved the leasing or selling of any land belonging to the State highway department at this time, and the State Highway Engineer was instructed to so inform Mr. Ravenscroft.

The Board then discussed the Idaho Falls-North project, which is within the City limits of Idaho Falls on U.S. 191. The State Highway Engineer reported that work on this project is progressing as rapidly as limited personnel will permit. The question arose as to the obligation of the City of Idaho Falls to provide the right of way. The Board declined to lay down a policy at this time as to whether the State Highway Department of the City would buy the right of way, but stated that if there is an agreement in existence between the City of Idaho Falls and the Department of Highways that the work would proceed in accordance with this agreement.

The Board then discussed the so-called Cottonwood-Whitebird cut-off. It is reported that the U.S. Bureau of Reclamation contemplated at some future time the construction of a dam which would raise the water level of the river, along which a section of this cut-off would be located. No definite plans are yet available for this dam and there is some opposition to its construction. The State Highway Engineer was authorized by the Board to investigate the matter of the relocation of this route and to report back to the Board at his earliest convenience regarding the advisability and cost of this project.

The Board then discussed the Nampa road, being U.S. 30, between Boise and Nampa, and also a proposal to change the routing of U.S. 95 Alt., between Spalding and Moscow. The State Highway Engineer reported that engineering work is proceeding on the Cole School section of the Nampa road, but that the required right of way has not yet been obtained. On the rerouting of U.S. 95-E., between Spalding and Moscow, the information was developed that rerouting of U.S. Numbered Highways must have the approval of the American Association of State Highway Officials. No definite action was taken on these problems at this time.

The Board then received, by appointment, a delegation from the Notus-Parma Highway District concerning the need for a bridge to Bridge Island in the Snake River near Parma. This island is now served by a ferry which is a joint operation of the property owners on the island, and there are certain periods of the year when the ferry does not give adequate service. The people residing on Bridge Island have been given a span of the old bridge near Adrian and Nyssa, Oregon for compensation for dismantling it and they ask the assistance of the State in re-erecting this span as an access bridge to Bridge Island. The delegation was informed that this matter was the obligation of the Notus-Parma Highway District. The Board took no action at this time; however, they expressed a willingness to give further consideration to the matter and to make a decision based on whether or not it is a proper obligation of the State highway department to render assistance in this case. The Secretary of the Notus-Parma Highway District was requested to submit a letter to the Board, outlining the entire matter in detail.

The Board then received, by appointment, representatives of the Potlatch Forests, Inc., which is interested in enlarging its pulp and paper mill, in order to utilize and develop a large stand of lodge-pole pine and pulp wood timber in the Nez Perce National Forest. At the present time, there is no existing facilities for the economical transportation of logs from the area which they desire to develop; however, there is a State Highway from Elk City to Stites, which could be used if it was rebuilt to certain standards. The present highway is such that it would not permit the opening of that country. The State maintains this road but it was built by the Forest Service. The delegation stated that the area under consideration would be expensive to develop and would require twenty to thirty miles of new construction, ten miles of reconstruction, in addition to approximately sixty miles of improved road. The requests of the Potlatch Forests, Inc. were as follows:

1. That the State of Idaho enter into a contract with the Potlatch Forests, Inc., under the terms of which Potlatch Forests, Inc. will reconstruct the State highway from Stites to Elk City to permit the use of trucks with ten foot bunks and extra lengths, carrying loads not exceeding 800 pounds per inch of tire width.

2. In the event the State could legally enter into such a contract, the Potlatch Forests, Inc. desires to ascertain how long such a contract could exist.

The Board informed the representatives of Potlatch Forests, Inc., that a matter of policy was involved which would be important to the entire State of Idaho and that it would be necessary to review carefully before a decision could be reached as to the highway department's authority to enter into such an agreement. If sufficient information on these questions can be obtained prior to the next meeting of the Board, Potlatch Forests, Inc. will be so informed.

The Board then received, by appointment, a group from Jerome, for whom Mayor Hossman of Jerome was the spokesman. The group was interested in learning the status of the proposed highway from Wendell eastward, connecting with U.S. Highway No. 93, a short distance south of Jerome - about a nine mile stretch. There has been considerable controversy as to the location of this new highway. The present plan being to keep the location south of the railroad tracks and adjacent thereto, thus eliminating the present bad alignment.

The State Highway Engineer furnished the information that this new link will be a part of the Interstate System and will be constructed to high standards. In constructing projects on the Interstate System, railroad crossings are eliminated wherever possible and routing through the business sections of cities is not desirable.

No action was taken at this time because the Board desires to give the matter further study and the State Highway Engineer was directed to proceed with such investigation and present his conclusions to the Board as soon as possible.

Consideration was given to the bids received on July 20, 1951, and the following action was taken:

Bids were considered for Project F-1481(1), consisting of constructing a plant mix bituminous surface on 5.607 miles of Highway U.S.-30-N., between McCammon and Lava Hot Springs, in Bannock County. The State Highway Engineer recommended that all bids be rejected; the low bidder being more than ten per cent above the Engineer's Estimate, which was \$127,568.70. The Board unanimously concurred in this recommendation, and all bids were rejected. The State Highway Engineer was authorized to readvertise same for the August 10, 1951 letting.

The next bids to be considered were for Maintenance Project No. 69, consisting of constructing a seal coat on 49.0 miles of Highway U.S.-95, between the Adams County Line and the Whitebird Hill, in Idaho County. The State Highway Engineer recommended that the contract be awarded to Stanley and Ehlen of Boise, Idaho, on their low bid of \$53,960.00; the Engineer's Estimate being \$51,465.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Stanley and Ehlen.

The next bid to be considered was for State Aid Project No. 272(3), consisting of constructing a crushed gravel surface on 12.8 miles of the Lewis and Clark Highway, between Kooskia and Lowell, in Idaho County. Only one bid was received, but as it was well within the policy of the Board in awarding contracts, the State Highway Engineer recommended that the contract be awarded to F. H. DeAtley & Company of Lewiston, Idaho, on his low bid of \$52,030.00; the Engineer's Estimate being \$59,920.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to F. H. DeAtley & Company.

The last bid to be considered by the Board was for Stockpile Project No. 52, consisting of furnishing crushed gravel surfacing in stockpile, 3/4" maximum, adjacent to U.S. Highway No. 10 near Cataldo, in Kootenai County. Only one bid was received and the State Highway Engineer recommended that it be rejected; the bidder being thirty-five per cent over the Engineer's Estimate, which was \$15,000.00. The Board unanimously concurred in this recommendation, and it was so ordered.

The Board unanimously adopted the policy of not announcing the Engineer's Estimate at the bid openings.

For many years, the Department of Highways has entered into agreements with the various counties of the State for the control of noxious weeds on the State highways rights of way. Under these agreements, the Counties perform the work and the Department of Highways assumes its share of the costs. Also, from time to time, the Department of Highways finds it desirable to take leases on real estate to be used for stockpiling maintenance material. It has been customary to arrive at the terms of the leases by negotiation with the owners.


The Board conferred upon the State Highway Engineer the authority to enter into agreements with the Counties for noxious weed control and with the owners of stockpile sites for use by the department in stockpiling maintenance material.

Without dissent, the Board authorized the State Highway Engineer to sign for the Agreement on Maintenance Project No. 67, which reads as follows:

"Maintenance Project No. 67
U. S. Highway No. 95
Washington County

I have this day executed in duplicate an Agreement between the State of Idaho, Department of Highways, and the Monroe Creek Irrigation District providing for the installation of a 30-inch Corrugated Metal Pipe at Highway Station 467+00 located in the SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 25, Township 12 North, Range 5 West, Boise Meridian, in connection with the protection of the highway along an irrigation canal owned by the Monroe Creek Irrigation District and covering the basis of the payment of the cost for the work performed."

THEREUPON, the Board adjourned until their next regular meeting on August 9, 1951.


R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
9 August 1951

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

August 9, 10 and 11, 1951

The regular meeting of the Idaho Board of Highway Directors was convened in Room 207 of the Capitol Building at 9:00 o'clock A.M. on August 9, 1951.

Present were W. Fisher Ellsworth, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; and Earle V. Miller, State Highway Engineer and Acting Secretary of the Board.

Minutes of the special meeting held July 19 and 20, 1951 were read and approved by the Board.

Consideration was given to the bids received on July 27, 1951, and the following action was taken.

The first bids considered were for Idaho Project Number S-1775(1), consisting of constructing a road mix bituminous surface on 4.801 miles of the Grace-Turner Road, known as Idaho Federal Aid Project No. S-1775(1) in Caribou County. The State Highway Engineer had exercised the authority given him by the Board and has awarded the contract to

Holmes Construction Company of Heyburn, Idaho, the low bidder, on August 2, 1951, in the amount of \$36,582.25; the Engineer's Estimate being \$38,014.10.

The next bids to be considered were for Idaho Project Number S-1777(1) consisting of constructing a roadmix bituminous surface on 5.389 miles of the Alexander-Lund-Bancroft Road between Bancroft and Lund, known as Idaho Federal Aid Project No. S-1777(1) in Caribou County. The State Highway Engineer had exercised the authority given to him by the Board and had awarded the contract to Holmes Construction Company of Heyburn, Idaho, the low bidder on August 2, 1951, in the amount of \$33,696.25; the Engineer's Estimate being \$34,097.25.

Bids were then considered for Idaho Project No. S-3840(1) (South Section), consisting of constructing a roadmix bituminous surface on 6.921 miles of the Montour-Ola Road, between Sweet and Ola, known as Idaho Federal Aid Project No. S-3840(1) (South Section) in Gem County. The State Highway Engineer had awarded the contract to Stanley and Ehlen of Boise, Idaho, the low bidder, on July 30, 1951, in the amount of \$52,418.70; the Engineer's Estimate being \$50,833.10.

Bids were then considered for Idaho State Aid Project No. 5152(501), consisting of resurfacing and constructing a bituminous surface treatment on 5.277 miles of Highway US-95 Alternate, between Thorn Creek and Brackett's Mill, known as Idaho State Aid Project No. 5152(501) in Benewah County. The State Highway Engineer had rejected all bids; the low bidder being more than ten per cent above the Engineer's Estimate, which was \$82,745.00. The Board concurred in this action and left it to the State Highway Engineer's decision as to whether it should be readvertised.

The last bids to be considered were for Idaho Project No. S-5750(1), consisting of constructing a roadmix bituminous surface on 4.976 miles of the Pine Creek Road, known as Idaho Federal Aid Project No. S-5750(1) in Shoshone County. The State Highway Engineer had recommended that all bids be rejected, as the low bidder was 11.14 per cent above the Engineer's Estimate; however, due to the fact that the Shoshone County Commissioners had written a letter wherein they agreed to meet any increase in local matching funds required from the County by reason of the bid being more than ten per cent above the estimated cost if the Board awarded the contract to the low bidder, because it would save the County maintenance expenses during the winter if the job was finished, the State Highway Engineer reconsidered his previous action and recommended award of the contract. Acting on the State Highway Engineer's recommendation, the Board ordered the award of the contract to Carbon Brothers of Spokane, Washington, the low bidder, on August 9, 1951, in the amount of \$64,149.05; the Engineer's Estimate being \$57,718.40.

There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer on the above projects.

The Board then reviewed the projects which had been advertised for bids to be received on August 10, 1951. They decided that these bids would be the last they would consider until they had an opportunity to look over the entire program or unless they or the State Highway Engineer had approved the letting of certain projects. When a rating system has been established, the construction of any road will have to take its turn with the ratings found. The State Highway Engineer recommended that the possibility of using federal aid on every job should be considered even though more work was involved in bringing it up to a higher standard for a better job would be had when it was finished. The Board requested the State Highway Engineer to prepare a letter in the near future to be sent to the County Commissioners of each County notifying them to submit their recommendation of their roads for the county road system, stating which roads are to be improved.

The matter of warrants on the State of Idaho for the members of the Board was discussed. The Board unanimously agreed, as a matter of policy that one extra day for travel should be allowed in addition to the days they were in meeting. They requested that two days be deducted from their next check, as there was an over payment made on the warrant received August 9, 1951.

The Board received by appointment representatives from the Bradley Mining Company, the Forest Service and Bureau of Public Roads, concerning the snow removal problems of the Cascade-Stibnite Road.

For several years, the Forest Service and State of Idaho maintained this road; however, after the Highway Administration Act of 1950 was passed the State could not participate in work off the state system, and an agreement was made whereby the State would furnish the man power and equipment and the Defense Minerals Administration would reimburse the State for all operating costs. Due to the fact that funds from the Defense Minerals Administration were not available until February of 1951, the State was only reimburse \$15,000.00 from the Federal Agency for the winter of 1950 and 1951, and \$3,000.00 from the Village of Stibnite.

The representative of the Mining Company requested that for the forthcoming winter, the State of Idaho again contribute its man power and equipment under the assumption that it would be completely reimbursed from Access Road Funds. The representative of the Bureau of Public Roads informed the Board that he was willing to proceed with the request for funds for this snow removal if the State would be willing to do the work on such a basis.

The Board said they realized that this Mining Company represented a large industry, but they also recognized that it was not the State's obligation, but was the responsibility of Valley County, owners of the Bradley Mining Company and the Federal Government which had to do with the helping of producing of strategic materials. The Board unanimously refused the request of the Mining Company and so informed them.

The Board then received by appointment representatives of the Boise Payette Lumber Company and the Superintendent of the State Patrol of the Department of Law Enforcement.

The spokesman for the Boise Payette Lumber Company said he did not have any definite request to make at this time, but desired to present the loggers problem to the Board so that when they made their policy regarding oversize loads, the loggers problem would be taken into consideration.

He stated that his Company expected to develop certain areas in Southern Idaho, and, if they did, it would be expensive as there would be new roads to construct and other roads to reconstruct. He stated that to enforce the law would seriously handicap the logging industry and would handicap state highway traffic by the increase volume of logging and lumber trucks on the highways. He said that most of their equipment was equipped for the oversize loads and if they were not permitted to haul oversize loads, the loggers would be faced with the problem of having to keep dual equipment, one set for highway use and another for off the highway use, which would be expensive and in some cases it would be difficult to obtain new equipment. He stated that they try to keep their trucks off the state highway as much as possible, but in almost every case there is a short section they must use. His recommendations were as follows:

1. That the formula of 18,000 pounds per axle plus the ten per cent tolerance was fair to the loggers and should be retained.
2. Where long private road hauls are used and they are required to use short sections of highways, oversize loads should be permitted with the logger responsible for damage. This could be arrived at by having every section of the highways looked into and then determine how much damage the logging trucks were responsible for.

THEREUPON, the Board recessed until 1:30 o'clock P.M.

The Board reconvened at 1:30 P.M. with all members and the State Highway Engineer present. Also present were the Superintendent of the State Patrol and the Bridge Engineer and Maintenance Engineer of the Department of Highways.

The Board then considered a letter from Mr. Gustafson of Mountain Home, Idaho who requested a permit to haul loads of approximately 100,000 pounds over certain state highways in Elmore County. The Board unanimously declined this request, and instructed the State Highway Engineer to write Mr. Gustafson to that effect.

The Board discussed the policy concerning truck over-loads, issuing of over-weight and over-size permits, and roads now posted for over-weight and over-size loads. Due to the fact that the mining and logging industries have their program arranged for this season, the Board decided that they would not at this meeting set a definite policy regarding over-size loads, and would let these industries continue as they have for the rest of the year, but when the rainy season starts, all roads should be posted. At their next meeting to be held in September, they will make a definite policy regarding same, which will become effective the first of the year. The Board was of the opinion that one policy should be made that would apply throughout the State. The Board felt that the issuing of special permits was an administrative matter and should be taken care of by the State Highway Engineer in cooperation with the Department of Law Enforcement.

The matter of charging a fee for all types of permits was discussed and the State Highway Engineer was directed to investigate the matter further and present his recommendations at the next meeting, at which time the Board will take action.

The Secretary of the Notus-Parma Highway District met with the Board to again report on the Bridge Island matter. He asked the Board if the Department of Highways had any salvaged materials that could be donated toward the construction of this bridge. The Board unanimously agreed that this was clearly not a responsibility of the Department of Highways and informed the Secretary of the Notus-Parma Highway District that the State could not participate in any way in the construction of this bridge.

The matter of illegal signs was then discussed. The Board unanimously adopted the policy of giving no permits for the use of a state highway right of way, and ordered the State Highway Engineer to issue a bulletin to the effect that right of ways should be kept clear of unauthorized signs, billboards or structures.

The Board then considered the request of the Materials Engineer for leave of absence for military duty. The Board unanimously approved granting Mr. Erickson, Materials Engineer, a leave of absence with the definite understanding that at the end of his military leave, he would return to his present position as Materials Engineer for the Department of Highways.

The State Highway Engineer reported on the Elk City Road and informed the Board that the local Bureau of Public Roads was in favor of the reconstruction of this road if it was constructed and maintained properly for a public road, but that it had been referred to the Portland Office and they were not of the same opinion and had referred it to the San Francisco office and that it may have to be referred to Washington.

The Board unanimously approved of the Department of Highways contributing to the Highway Research Board Correlation Service, and authorized the State Highway Engineer to proceed with the subscribing of this service.

The State Highway Engineer gave a report to the Board on the highway test section road. He informed the Board that Idaho's cost would be little more than the other States participating in this project as the State of Idaho will have to provide the right of way. A meeting of the Standards Committee was to be held at San Francisco on August 23 for the purpose of working out the details in connection with this road test section project. The Board authorized the State Highway Engineer to be in attendance at this meeting.

THEREUPON, the Board adjourned until 9:00 o'clock A.M., Friday, August 10, 1951.

August 9, 10 and 11, 1951

FRIDAY - August 10, 1951

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Friday, August 10, 1951, with all members and the State Highway Engineer present.

Consideration was given to a letter from the County Commissioners of Caribou County, requesting State participation in the construction of a bridge on a county road between Soda Springs and the Monsanto Chemical Company's phosphate plant. The Board recognized that this was not a responsibility of the State but of the County and Chemical Company, and since the policy of the Board has been definite regarding these matters, they declined this request, and instructed the State Highway Engineer to write to the County Commissioners of Caribou County informing them of their action.

The Chairman of the Board then requested information regarding the Tin Cup Road and wanted to know if this road could be opened earlier in the spring. Under the 1950 Highway Act, this road became the obligation of the State to maintain. The State Highway Engineer was requested to get in touch with the District Engineer at Pocatello to determine if this road could be opened earlier in the year.

The Board then received by appointment a delegation from the Highway 26 Committee. The Committee requested that the Board make a request to the Numbering Committee of the American Association of State Highway Officials for designation of U. S. Route 26 entering Idaho at the Idaho-Wyoming State boundary near Alpine and extending thence westerly through Idaho Falls, Blackfoot, Arco, to Carey, then westerly on Idaho Central Highway to Mountain Home, with temporary routing from Carey to Richfield, Shoshone, Gooding, Bliss to Mountain Home, thence to Boise, Caldwell and Parma to Nyssa, Oregon.

U. S. Route 26 is through Nebraska and Wyoming and into Idaho Falls in Idaho. The State of Oregon is ready to ask for this designation when Idaho's request is approved. The Committee requested that this be presented to the Numbering Committee at the October meeting of the American Association of State Highway Officials. The Board declined to take any definite action at this time. They were favorable to the proposition and were willing to take it under consideration; however, they did not believe a request should be made to the Numbering Committee until such time as the routing could be studied for details of location that will reflect the future overall planning of such a central route. The Board directed the State Highway Engineer to write to Mr. Baldock, State Highway Engineer of Oregon, that they had taken the routing of U.S. Highway 26 under advisement, but had taken no definite action.

The matter of agreement with the various counties for the control of noxious weeds was again discussed. The Board had previously conferred upon the State Highway Engineer the authority to enter into such agreements for the year 1951, but they recommended that the State Highway Engineer make an investigation as to the feasibility and advisability of the State owning their own equipment for this purpose.

Consideration was then given to a letter from the Twin Falls Chamber of Commerce concerning the status of U. S. Highway No. 93 between Twin Falls and the Nevada State line. The State Highway Engineer informed the Board that the Chief Locating Engineer of the department was meeting with Nevada officials

on August 15 to work out details concerning this project. The Board directed the State Highway Engineer to write to the Twin Falls Chamber of Commerce informing them as to the status of this project.

Consideration was given to a letter from the Idaho Panhandle Council of the Boy Scouts of America who had requested several yards of road gravel. The Board unanimously turned down this request, based on their policy that the materials and work asked for were not on the state system and, therefore, not a function of the highway department.

Consideration was then given to the request of Harry L. Yost to acquire a parcel of land located in Lot 5 of Section 3, Township 11 North, Range 3 East, B.M. in Valley County. The Board took no action, but directed the State Highway Engineer to make a further investigation and, at his discretion, conclude the matter to the best interest to the State.

The matter of selling an old Maintenance Yard and Office Building at Lewiston was discussed. The Board took no definite action at this time, but instructed the State Highway Engineer to obtain a legal opinion to determine what would be necessary to sell this property.

A new filing and control system for the department was discussed. It was the consensus of the Board that a system survey should be made. The Chairman of the Board delegated Mr. Floan, Member of the Board, and Mr. Miller, State Highway Engineer to arrange for this system survey, which should include personnel and payroll procedure and all statistical matter, and make a recommendation to the Board as soon as it was completed.

The matter of past due miscellaneous accounts receivable was discussed. The Board took no action as they believed this matter should be investigated thoroughly and would give this matter further consideration at some future meeting when time permitted.

Consideration was given to the bids received on August 10, 1951, and the following action was taken:

Bids were considered for Project F-1381(2), consisting of constructing the roadway on 9.985 miles of the Lost River Highway between Rye Grass Flats and Taber Pass in Butte and Bingham Counties. The State Highway Engineer recommended that the contract be awarded to Whiting & Haymond of Springville, Utah, on their low bid of \$246,720.00; the Engineer's Estimate being \$242,540.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Whiting & Haymond.

The next bids to be considered were for Project No. F-1481(1), consisting of constructing a plantmix bituminous surface on 7.607 miles of Highway US-30-N., between McCammon and Lava Hot Springs, in Bannock County. The State Highway Engineer recommended that the contract be awarded to Parson & Fife Construction Company of Brigham City, Utah, on their low bid of \$125,065.20; the Engineer's Estimate being \$127,568.70. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Parson & Fife Construction Company.

August 10, 1951

The Board then considered the bids for Project Nos. S-4713(1) and S-4719(1), consisting of constructing the roadway and a crushed tock surface on 2.126 miles of the Reservation Line Road and on 3.945 miles of the Green Creek Jct.-Reservation Line Road, in Idaho County. The State Highway Engineer recommended that the contract be awarded to Aslett Construction Company of Twin Falls, Idaho, on their low bid of \$154,902.00; the Engineer's Estimate being \$163,593.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Aslett Construction Company.

The next bids to be considered were for State Aid Project No. 5727(501), consisting of placing crushed gravel surfacing and a bituminous surface treatment on 6.609 miles of Highway US-95-Alt., between Half Round Bay and Turner Bay, in Kootenai County. The State Highway Engineer recommended that the contract be awarded to Roy L. Bair & Company of Spokane, Washington, on their low bid of \$58,722.00; the Engineer's Estimate being \$57,710.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Roy L. Bair & Company.

The Board then considered bids for State Aid Project No. 6411(501), consisting of surfacing with crushed gravel and constructing a bituminous surface treatment on 10.25 miles of the Lemhi Highway, between Gilmore and Leadore, in Lemhi County. The State Highway Engineer recommended that the contract be awarded to the Western Construction Company of Pocatello, Idaho, on their low bid of \$63,657.50; the Engineer's Estimate being \$71,300.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Western Construction Company.

The last bids to be considered were for Maintenance Project No. 74, consisting of installing automatic traffic signals and an overhead directional sign at the Jct. of Highway US-30 and US-20 and at Highway US-30 and Orchard Avenue, west of Boise, in Ada County. The State Highway Engineer recommended that the contract be awarded to City Electric Company of Boise, Idaho, on their low bid of \$1,396.85; the Engineer's Estimate being \$2,750.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to City Electric Company.

The matter of condemnations was then discussed. The Board considered the report and recommendations submitted for Project FI-2023(2) in Gooding County, and found that the land sought to be acquired for use in connection with the construction of the above project to be necessary for such use, and ordered the Legal Department to file a condemnation action in the proper Court against Julius Marion Morgan and R. W. King, owners of said properties to determine the value thereof.

The Board also considered the report and recommendations submitted for Project S-4743(1) in Lewis County, and found that land sought to be acquired for use in connection with the construction of Project No. S-4743(1) to be necessary for such use, and ordered the Legal Department to file a condemnation action in the proper Court against George I. Lynn, W. T. Wagner, and the Wagner Land Company, owners of said properties to determine the value thereof.

The last report and recommendations the Board considered were for Project FI-FGI-64(5) in Shoshone County. The Board unanimously agreed that the parcel of land sought to be acquired for use in connection with this project was necessary for such use, and ordered the Legal Department to file a condemnation action in the proper Court against Miriam Dolman Hughs, owner of said property to determine the value thereof.

The Board then discussed the matter of abandoning old highways. When a highway is relocated, the old one is abandoned. The Board took the action that in such cases, a resolution should be passed removing the old highway from the state system and then the County should be notified to that effect and informed that the maintenance of the old road was the responsibility of the County. If the County did not wish to maintain it, it would automatically be abandoned and would revert back to the owner after five years.

The Board discussed the maintenance of the old Genesee-Thorn Creek state highway. Due to relocation a new road has been constructed, and under the Highway Administration Act of 1950, this old section of highway must be abandoned. The Board took this matter under advisement and were of the opinion that this old section of highway should be maintained this winter, should be reconditioned next spring and then turned over to the Highway Districts involved for maintenance. The question of maintaining the 0.772 mile connection from the new highway into the town of Genesee and the feasibility of retaining this section of highway on the state highway system as a connecting artery to U. S. No. 95 was also discussed. The Board took no action, but the Chairman of the Board entertained the motion that this matter should be left to the discretion of the State Highway Engineer.

THEREUPON, the Board adjourned until their next regular meeting on September 6, 1951.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
6 September 1951

August 10, 1951

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

September 6 and 7, 1951

The regular meeting of the Idaho Board of Highway Directors was convened in Room 207 of the Capitol Building at 9:00 o'clock A.M. on September 6, 1951.

Present were W. Fisher Ellsworth, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; and Earle V. Miller, State Highway Engineer and Acting Secretary of the Board.

Minutes of the regular meeting held August 9, 10 and 11, 1951 were read and approved by the Board.

Consideration was given to the bids received on August 24, 1951, and the following action was taken:

The first bids considered were for Idaho Maintenance Project Number 76, consisting of redecking the "B" Canal Bridge on the Roosevelt Highway between Rupert and Minidoka, known as Idaho Maintenance Project No. 76 in Minidoka County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Idaho Constructors, Inc. of Boise, Idaho, the low bidder, on August 27, 1951, in the amount of \$10,592.00; the Engineer's Estimate being \$10,218.00.

The next and last bids to be considered were for Idaho Maintenance Project No. 77, consisting of repairing and painting two bridges near Kooskia and one bridge at Spalding, across the Clearwater River, on State Highway 9 and U.S. No. 95, known as Idaho Maintenance Project No. 77 in Idaho and Nez Perce Counties. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to C. E. Rounds of Boise, Idaho, on August 27, 1951, in the amount of \$46,243.75; the Engineer's Estimate being \$50,435.00.

There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer on the above projects.

The Board then reviewed the two projects which had been advertised for bids to be received on September 14, 1951. The first project reviewed was Idaho Federal Aid Project No. S-5720(1), Worley-West Road, in Kootenai County and the other was Idaho Federal Aid Project No. S-280(1), East Branch Road between Priest River and Coolin, in Bonner County.

The Board then received by appointment Mr. Tom Bell, Commissioner of Public Works. Mr. Bell explained to the Board that the grounds of the new Girl's Dormitory Building at the Deaf and Blind School at Gooding needed some improvements and since they did not have the equipment to do this work, he requested that it be done by the Department of Highways. He assured the Board that the Department of Highways would be fully reimbursed and the the Department of Public Works would guarantee prompt payment for services rendered. The Board told Mr. Bell that as a matter of policy they would rather not grant this request, but in this case they would do so if the work could be so arranged that it could be done conveniently and not interfere with any highway work. The Board directed

the State Highway Engineer to arrange for this work to be done. The District Engineer at Shoshone was instructed to proceed with this work but was informed that the granting of this request was not to be construed as the policy of the Board to do work with highway forces for other state institutions.

The matter of unauthorized signs was again discussed with respect as to what the policy would be regarding signs erected by service clubs such as Rotary, Lions, Kiwanis, etc. on which meeting date is indicated. The Board decided that as a policy they would make no exceptions to their previous policy of giving no permits for the use of a state highway right of way.

The State Highway Engineer reported to the Board the matter of weed control being done with State forces. He informed the Board that from the reports he had received he did not believe there was enough involved at this time to put a special crew on and purchase the needed equipment.

Further consideration was then given to the request of Harry L. Yost to acquire a parcel of land located in Lot 5 of Section 3, Township 11 North, Range 3 East. B.M. in Valley County. The Board decided that they would not sell or lease this property at this time and directed the State Highway Engineer to notify Mr. Yost to that effect.

The State Highway Engineer reported on the Idaho Falls North project. He told the Board that progress on this project was not being made as rapidly as he had hoped, but that every effort was being made to have it ready for contract in the late winter or early spring.

The State Highway Engineer presented to the Board a long range building program for the department of highways, covering the necessary shops, maintenance sheds, district offices, equipment storage warehouses, and a new office building. This building program would cover a period of six to eight years. The State Highway Engineer was of the opinion that a certain amount of monies should be programmed each year for these buildings.

The State Highway Engineer recommended that the following buildings should be considered for construction during the year of 1952.

1. Maintenance Shed at Atomic City (or Midway as it was formerly known) in District No. 1, at a cost of approximately \$25,000.00.
2. The building of a sign shop for District No. 3 and the State, adjacent to Boise, at a cost of approximately \$125,000.00, which would include the water supply and grading on the property.
3. Maintenance shed at Leadore in District No. 6 at a cost of approximately \$20,000.00.
4. The Shop in District No. 6, at a cost of approximately \$100,000.00.

The Board approved the entire building program and unanimously adopted the recommendation of the State Highway Engineer for the construction of the above buildings during the year of 1952, and authorized the expenditure for these buildings at the proper time. The Board directed the State Highway Engineer to proceed with the necessary plans and specifications.

The Board then discussed the opinions received from the Attorney General concerning questions upon which they had previously requested information.

The first opinion discussed was in reply to the question "May the Department post State Highways, or a portion thereof, authorizing loads in excess of 72,000 pounds and/or more than 8 feet in width?" It was the opinion of the Attorney General that under the present law, the highway department had the authority to post state highways or portions thereof. The Board felt no action was necessary on this opinion as they were preparing a policy regarding this matter.

The next opinion discussed was in reply to the questions "Is the Highway Engineer authorized to sign contracts and agreements on behalf of the Highway Department?" and "Should the Board confer such authority by official action?" The Attorney General was of the opinion that the State Highway Engineer is impliedly authorized to sign contracts and agreements on behalf of and in the name of the Board of Highway Directors.

Pursuant to this opinion, dated 30 August 1951, the Chairman of the Board recommended that the State Highway Engineer be authorized to sign all contracts after proper action had been taken by the Board confirming his recommendation with regard to awarding of same.

There being no dissenting opinion the recommendation of the Chairman was unanimously approved, and it was so ordered.

The last opinion discussed concerned the delegating power of the State Highway Engineer to subordinate officers of the department. The Board felt that no action was needed on this opinion and left it to the discretion of the State Highway Engineer.

The Board of Highway Directors and the State Highway Engineer received an invitation from the North Idaho Chamber of Commerce to attend their annual fall meeting to be held at Orofino on October 12 and 13. They were also asked to appear on the program. This invitation was accepted and the Board and Highway Engineer will be in attendance on October 12.

The State Highway Engineer then presented to the Board a request from the Right of Way Engineer to attend the A.A.S.H.O. meeting to be held at Omaha. The Board took no action in this matter, and left it to the discretion of the State Highway Engineer.

The matter of U.S. Route No. 26 was then discussed. The State Highway Engineer told the Board that he did not feel that the request made by the Highway 26 Committee was entirely in accordance with good planning, but he recommended that we accept U.S. Route 26 on the basis of the Committee's report, except that certain things should be left open; for instance, from Boise to the Oregon Line, due to the fact that U.S. 20 and U.S. 30 both followed this route and neither U.S. 20 or U.S. 30 could be built to an Interstate Standard System. The State Highway Engineer recommended the routing of U.S. 26 across Idaho as follows:

Enter Idaho at the Wyoming border at Alpine, thence on old State Route 29 to Idaho Falls, thence on U.S. Route 91-191 to Blackfoot, thence on present U.S. 20 to Arco, Carey, Gooding, Bliss, Mountain Home, Boise to Oregon Line near Nyssa. The routing from Boise to Nyssa to be temporarily designated through Caldwell via U.S. 20. The State Highway Engineer also recommended that U.S. 20 be rerouted from Idaho Falls to Arco via the new Twin Buttes Highway, directly west from Idaho Falls.

There being no dissenting opinion, the Board unanimously adopted the recommendations of the State Highway Engineer, and directed him to petition the Numbering Committee of the American Association of State Highway Officials to consider these recommendations. The Board also requested the State Highway Engineer to inform the State of Oregon and U.S. Highway 26 Committee of their action.

The matter of furnishing road materials to villages, cities, highway districts and counties was then discussed. As a matter of policy, the Board unanimously agreed that no materials, equipment or labor would be furnished to villages, cities, highway districts or counties for work off the state highway system, unless by prior approval and authority of the Board. They directed the State Highway Engineer to notify the District Engineers to that effect.

The Board then discussed the matter of giving state aid to counties, with respect to the matching of federal-aid funds on secondary roads. The Board took no definite action on this matter, but directed the State Highway Engineer to request an opinion from the Attorney General as to whether or not the State could help the counties match funds.

The next matter considered was whether or not the Assistant State Highway Engineer should be bonded. The Board felt that action on their part was not necessary in this matter and left it to the decision of the State Highway Engineer.

THEREUPON, the Board recessed until 7:00 o'clock P.M.

The Board reconvened at 7:00 O'Clock P.M. with all members and the State Highway Engineer present.

The first matter discussed was the problem of snow removal on county roads off the state highway system by state highway maintenance crews. The Board unanimously adopted the policy that this work should be the responsibility of the counties, and instructed the State Highway Engineer to notify the counties to that effect.

Consideration was then given to the administrative and system survey and the proposals received from Remington Rand, Inc., Robert L. Hamersley and Associates, and Lincoln G. Kelly and Company regarding such survey. The Robert L. Hamersley proposal was considered favorable, but no action regarding this proposal was to be delayed until the Management Engineer of the Remington Rand, Inc. had made a report as to the needs, which report was to be made without obligation or cost.

The Board also discussed the type of equipment needed for bookkeeping and accounting control and considered the proposals submitted by Remington Rand, Inc. and the International Business Machines Corporation. It was the expression of the Board that the Remington Rand, Inc. proposal on the basis of a use-purchase agreement would be the best in the long run, inasmuch as eventually the State would own the equipment, and, therefore, this proposal was considered favorable. The State Highway Engineer was instructed to proceed with the agreements covering this equipment.

THEREUPON, the Board adjourned until 9:00 o'clock A.M., Friday, September 7, 1951.

FRIDAY - September 7, 1951

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Friday, September 7, 1951, with all members and the State Highway Engineer present.

The purchase of the right of way for the Boise-Cole School project was discussed. The State Highway Engineer informed the Board that consideration had been given to the purchase of 104 feet of right of way for this section at an approximate cost of \$336,000.00; however, since the entire section from Boise to Nampa is in need of improvement, the Highway Engineer suggested that possibly a narrower right of way should be purchased for the Boise-Cole School section, which would serve as an interim measure that would take care of the situation for now. He recommended that a survey be made of the section from Boise to Nampa to determine the most feasible route and that the purchase of the right of way for the Boise-Cole School section be held in abeyance until such survey was made. The Board unanimously concurred in the recommendation of the State Highway Engineer and authorized him to proceed with the survey for this section of highway.

The matter of the Ross Point-Rathdrum project was discussed. This project is set up as a State Aid Project, and the Highway Engineer recommended that the letting of this project be withheld to determine whether or not federal aid could be obtained for this project. The Board unanimously concurred in this recommendation.

The Board then received by appointment the Division Engineer of the Bureau of Public Roads, the Division Secondary Roads Engineer, the Acting District Engineer of the Boise office and the Secondary Roads Engineer for the department.

The Secondary Road System in Idaho was discussed. The Division Engineer questioned the availability of so much federal aid that is not under contract agreement and desired an expression from the State regarding a program to step up construction and use this federal money. Several questions were discussed, as follows:

1. Should the State continue their present method of allocating federal aid secondary funds to counties?
2. Should limits be placed on the amount of allowable federal aid secondary system mileage in counties?

3. Could the State confine their dealing with only the various Board of County Commissioners?
4. What action should be taken to use unobligated federal aid secondary funds?

The Board took no definite action on these question at this time as they were of the opinion that when a sufficiency rating study could be made of the County Road Systems, these problems could be worked out and a policy could then be made.

The Division Engineer requested that a letter be written to the Boise office of the Bureau of Public Roads explaining the secondary road system with respect to the handling of the federal aid secondary program in Idaho. The Board directed the State Highway Engineer to submit this letter, and to give the secondary road system further study so that it might be discussed at a future meeting.

The Division Engineer informed the Board that the Portland Office was awaiting a decision from Washington regarding the Elk City Road. He also informed them that the Bureau of Public Roads was interested only in the maintenance of the road, and that it would be no breach of contract if the State turned the road back to the County as long as it was maintained to the satisfaction of the Bureau of Public Roads.

The Board informed the Bureau of Public Roads that no Planning Survey money would be used on the test road section.

The Board then recieved by appointment Mr. L. K. Broyles who had made application for the position of Administrative Officer or Secretary to the Board. The Board took no action at thistime, but informed Mr. Broyles that they would have the State Highway Engineer inform him as to their decision.

The application of Mr. Ashline for Permit Engineer, Mr. McBurney for Office Custodian and Mr. Englund for Personnel Director were considered. It was the concensus of the Board that this was an administrative matter and they left it to the decision of the State Highway Engineer.

The Board then received by appointment the Associated General Contractors Highway Committee. Present were Mr. W. B. Curtis, Assistant Chief Engineer for Morrison-Knudsen Co., Inc., Mr. Harold Quinn of the Quinn-Robbins Company Mr. Hank Knippel of the Western Construction Company and Mr. J. T. R. McCorkle, Manager of the Idaho Branch of Associated General Contractors.

Several topics were discussed and considered as follows:

1. Contract Termination incase of emergency. It was the opinion of the Board that if a Contractor could not complete a job due to the action of the federal government, he should be allowed to leave the job and be given a proper settlement. The State Highway Engineer suggested that this could be shown in the special provisions by referring to the section in the standard specifications relating to this. Termination, however, would be at the discretion of the highway department.

2. Best method of securing permits for moving contractor's over-size and over weight equipment on Idaho Highways. The State Highway Engineer informed the Committee that the department was contemplating having a permit engineer and that the issuing of permits were to be centralized. The Board informed the Committee that they were issuing a policy regarding over-size and over-weight loads and that the law would have to be enforced even though the contracts may cost more money due to additional haul.
3. Federal Aid Project in Counties being constructed by contract instead of by county forces. The State Highway Engineer was of the opinion that where federal money was involved on county roads, it should always be done by contract method as the State had far more control if the jobs are contracted.
4. Authority of resident engineers on construction projects. The committee ~~that~~ the resident engineers be given some authority so that when minor changes that are not in the contract come up, it could be worked out on the ground. The Board took no definite action on this matter, but told the Committee they would give it further consideration.
5. Value of qualification of contractors wishing to bid when they cannot complete work within the completion date set in the proposal. The State Highway Engineer was of the opinion that there should be some prequalification before each bid opening. Plans should not be given to a contractor who had more work on hand than he could complete within the completion date set in the proposal.
6. Liquidated Damages and enforcement of same. It was the consensus of the committee that if sufficient time was allowed in the contract to complete the work, the Board should establish a policy setting forth what the liquidated damages would be and it should be enforced.
7. Retained percentage for 90 days after contract is accepted by the State when bonding companies make request for releases giving necessary guarantees. There was a difference of opinion between the Committee and the Board on this matter, and the Board requested the State Highway Engineer to make a further investigation of this matter.
8. Consideration of giving maintenance contracts to contractors where proposed work is concentrated enough to permit contract operations. It was the opinion of the State Highway Engineer that all jobs should be let to contract and that the letting of stockpile projects should be in the fall so that the contractors could have work whereby they could keep their equipment busy.
9. & 10. The endorsing of designs for more permanent construction and letting of jobs as early in the season as possible, especially those involving the use of road oils and asphalts. The State Highway Engineer informed the Committee that these were problems that were being taken into consideration and that it was the intention of the department to let as many jobs as possible and as early as possible so that they might be completed.

THEREUPON, the Board recessed until 1:30 o'clock P.M.

The Board reconvened at 1:30 P.M. with all members and the State Highway Engineer present.

The Board then issued the following policy regarding over-size and over-weight loads:

"It will be the policy of the Idaho State Highway Department to post all state highway requiring protection from heavy loads as result of weather conditions. These postings will supersede all previous postings and agreements.

It will further be the policy of the department to not post any state highway permitting loads in excess of legal limits as defined by Chapters 5 and 217, Idaho Code Annotated, with regard to height, width, length and weight.

Checking and weighing station are being installed at various points throughout the State. All matters necessary to accomplish enforcement will be effective by January 1, 1952.

affected

All operators on state highways/are hereby notified to make all necessary changes in equipment to comply with the Idaho State law before January 1, 1952.

It will be the positive policy of the Idaho State Highway Department to strictly enforce the law in this regard."

The Board instructed the State Highway Engineer to make a wide distribution of this notice.

The State Highway Engineer then presented to the Board an organization chart, the beginning of a study on personnel matters, reorganization, qualification, and salary ranges. The Board unanimously approved the organization chart, but took no action on the salary ranges as they were of the opinion that this was a matter that would have to be gone into very carefully. They directed the Highway Engineer to proceed with the studies and to get additional information and present his recommendations at the next meeting.

The Board then received by appointment the Committee of the Yellowstone-Sun Valley Highway Association. The Committee informed the Board that the purpose of their meeting was to discuss with them the objectives and problems of their Association. They are interested in the development of the old central highway. They feel that the people of Camas Prairie are entitled to an all winter road. They also feel that if there was a better road into Central Idaho, it would bring potential tourist trade and that from a defense standpoint, it was an important highway. Their Number One project in this area is the Fairfield-East road and the Number Two project is the Fairfield-West road.

The Board told the Committee that they recognized their problems and believed the projects mentioned to be worthy ones, but they had many like problems throughout the entire State. They informed the Committee that they would make no promise at this time as to when these projects could be put under contract, but they instructed the State Highway Engineer to have a survey made as soon as possible.

September 11, 1951

THEREUPON, the Board adjourned until their next regular meeting on October 10, 1951.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
10 October 1951.

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

October 10-18, 1951

The regular meeting of the Idaho Board of Highway Directors was convened in Room 207 of the Capitol Building at 9:00 o'clock A.M. on October 10, 1951.

Present were W. Fisher Ellsworth, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; and Earle V. Miller, State Highway Engineer and acting Secretary of the Board.

Minutes of the regular meeting held September 6 and 7, 1951 were read and approved by the Board.

Consideration was given to bids which had been received and the following action was taken:

The first bids considered were for Idaho Federal Aid Project No. S-5720(1) consisting of constructing the roadway and a crushed rock surface on 3.488 miles of the Worley-West Road from Worley westerly, known as Idaho Federal Aid Project No. S-5720(1) in Kootenai County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Materne Brothers of Spokane, Washington, the low bidder, on September 21, 1951, in the amount of \$82,529.50; the Engineer's Estimate being \$82,736.00.

The next bids to be considered were for Idaho Project No. S-280(1), consisting of constructing the roadway and crushed gravel surfacing on 3.309 miles of the East Branch Road between Priest River and Coolin in Bonner County. F. M. & E. L. Standley of Spokane, Washington were low bidder; however, they did not hold a Public Works Contractors License Class I in the State of Idaho, and they could not be awarded the contract until they had obtained such license. They made application, but was not granted a license. The State Highway Engineer recommended that all bids be rejected and the project be readvertised for bids to be received October 19, 1951.

Bids received on September 25, 1951 for constructing a Central Sign Shop, Warehouse and Storage Building for the State of Idaho, Department of Highways, to be built at Strawberry Glen, Ada County, Idaho were then considered. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Phillippi & Gray of Boise, Idaho, the low bidder, on October 1, 1951, in the amount of \$75,234.00; the Engineer's Estimate being \$82,500.00.

There being no dissenting opinion, the recommendations of the State Highway Engineer were adopted, and the Board unanimously concurred in the action of the State Highway Engineer on the above projects.

Bids were then considered for Idaho Federal Aid Project No. S-6752(1), consisting of constructing the roadway and a 60 foot timber bridge over Market Lake Canal on 1.982 miles of the Roberts West Road, known as Idaho Federal Aid Project No. S-6752(1) in Jefferson County. The State Highway Engineer recommended that subject to concurrence of the Bureau of Public Roads, the contract be awarded to the H & K Construction Company, Boise, Idaho, on their low bid of \$47,421.50; the Engineer's Estimate being \$49,268.00. The award not to become effective until Jefferson County had deposited their share of the funds with the Department of Highways. The Board concurred unanimously in this recommendation and it was so ordered.

The last bids to be considered were for Idaho Project No. S-6802(1) consisting of constructing a 278' Concrete Bridge and Approaches on 0.689 miles of the Ora Road, west of Ashton, known as Idaho Federal Aid Project No. S-6802(1) in Fremont County. The low bid received on this project was 11.23% over the Engineer's Estimate; however, the State Highway Engineer recommended that due to the steel situation this contract be awarded, subject to concurrence of the Bureau of Public Roads. Fremont County was contacted and they agreed to meet any increase in local matching funds required from the County by reason of the bid being more than ten per cent above the estimated cost. The award not to become effective until Fremont County had deposited their share of the funds with the Department of Highways. Acting on the State Highway Engineer's recommendation, the Board ordered the award of the contract to Goodwin Construction Company of Blackfoot, Idaho, the low bidder in the amount of \$119,950.50; the Engineer's Estimate being \$107,844.00.

The Board then received by appointment a delegation from the City of Nampa to discuss the improvements of U.S. No. 30 through Nampa. The Mayor of the City of Nampa was spokesman for the group and he informed the Board that improvements to U.S. 30 have been contemplated since the war. He stated that in 1946 the City of Nampa programmed the construction of a bridge at the edge of town over the Phyllis Canal. When this matter was taken up with the state highway department, they were informed that the department was preparing plans for this improvement, and, consequently, Nampa did not construct the bridge. Local pressure was very great and later the City put a temporary bridge over this canal. Last year the highway department informed the City of Nampa that funds were available for use on Highway 30 and that the first section was to be constructed this summer. The Mayor stated that the City of Nampa feels that Highway 30 has been neglected and they were desirous of knowing just how soon work on this improvement would be started.

The State Highway Engineer told the delegation that the City of Nampa had not accepted the plans as submitted to them for routing U.S. No. 30 through the City and that the Bureau of Public Roads would not participate until the entire plans had been approved.

The Board said that they appreciated the importance of U.S. 30 to the City of Nampa, but they were going to be careful about making any promises as to how soon this work would be accomplished.

The Board directed the State Highway Engineer to meet with the City officials and try to work out details of a plan for the rerouting of U.S. 30 through Nampa, and to report the progress at their next meeting.

In the matter of the petition from Island Park, action was deferred pending the Board's inspection of conditions on the ground.

The Board authorized the execution and fulfillment of a cooperative agreement with the Village of Stanley, under which State Highway Forces would assist with material and equipment in improving the Village Streets off the State Highway System, if reimbursed in full by the Village. The agreement also provides that the estimated cost of the improvement shall be deposited with the State highway department before beginning work, and upon completion of the improvement any monies not used by the State will be returned to the Village.

The Board gave its attention to the fact that a heavily loaded truck had recently crashed through the deck of the Downard Bridge. The State Highway Engineer reported that the bridge had been repaired last spring and posted for safe allowable loads. The vehicle which broke through the deck was heavily over-loaded, which appeared to be the direct cause of the trouble. The Board directed that more care should be given to maintenance, and deferred further action at this time. It was agreed, however, that if steel could be obtained, it would be desirable to build a new bridge next year.

In the matter of the request of the Emmett-Council Highway Project, Inc. to have a state highway designated extending from Emmett northerly through Indian Valley to connect with U.S. Highway 95 at Mesa, the Board deferred action on this matter indefinitely as it did not desire to add further mileage to the state highway system until the Board had had opportunity to make a thorough study of the highways of the State.

The Board acted favorably on the request of the City of Gooding to purchase 1300 gallons of road oil from the State for repair of City streets.

The Board found it impossible to comply with the request of the Fish and Game Department for the use of State equipment in excavating a canal near Carey, because of the large amount of unfurnished work for which the use of the equipment is required by the State.

The Board then received by appointment Mr. Hamersley who had previously submitted to the Board his proposal for a study of the State highway organization. The Board approved of the plan Mr. Hamersley outlined and authorized him to proceed with a complete study of the state highway department along the lines indicated.

The Board, acting on the request of the Union Pacific Railroad Company for permission to construct an industrial track crossing at grade over State Highway No. 24 at Acequia, to serve a potato cellar installation by the S.A. Camp Farms Company, Inc. unanimously agreed and approved said grade crossing in accordance with the provisions of Section 62-307 Idaho Code, and directed the State Highway Engineer to enter into an appropriate agreement with the Union Pacific Railroad Company and the Oregon Short Line Railroad Company.

The Board considered the report and recommendations submitted for Project FI-1024(1) in Power and Bannock Counties, and found that land sought to be acquired for right of way purposes in connection with the construction of the highway project located between Bannock Creek and Pocatello to be necessary and ordered the Legal Department to file a condemnation suit in the proper Court against the owner or owners of said property, to determine the value thereof, if the Highway Department and the owner or owners are unable to agree on the purchase price.

The Board then considered the report and recommendations submitted for Project F-FG-5152(2) in Benewah County, and found that land sought to be acquired for right of way purposes in connection with the construction of the highway project located in the City of St. Maries to be necessary for such use, and ordered the Legal Department to file condemnation suit in the proper Court against the owner or owners of said property to determine the value thereof, if the Highway Department and the owner or owners are unable to agree on the purchase price of said land.

The last report and recommendations the Board considered were for Project FI-3022(2) in Elmore County. The Board unanimously agreed that the lands sought to be acquired for right of way purposes in connection with the construction of the highway project extending between Glenms Ferry and King Hill were necessary for such use, and ordered the Legal Department to file a condemnation suit in the proper Court against the owner of said property to determine the value thereof, if the Highway Department and the owner or owners of said lands are unable to agree on the purchase price.

THEREUPON, the Board adjourned until 9:00 o'clock A.M., Thursday, October 11, 1951.

THURSDAY - October 11, 1951

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Thursday, October 11, 1951, with W. Fisher Ellsworth, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; and Earle V. Miller, State Highway Engineer and Acting Secretary of the Board.

The Board then received by appointment a delegation for whom A. L. Anderson Acting Regional Forester of Region No. 4, was spokesman. This appointment with the Board was requested to present to them the Forest Service's problems in connection with forest highways and forest development roads.

October 11, 1951

The Acting Regional Forester informed the Board that there were two phases to their problem. First - the maintenance problem, and second - the loggers' problem of load limits on roads leading from federally-owned logging areas.

The forest service has access to two appropriations for road funds. One - forest highway funds, and two - forest developments funds. Forest highway funds are expended on projects that have been agreed upon jointly by the State, Bureau of Public Roads and Forest Service. Projects programmed under this agreement must meet certain requirements, and any highway through the National Forests that follows on a federal-aid route is classed as a forest highway and is eligible for forest highway funds.

The Acting Regional Forester pointed out that maintenance of the forest roads has become quite a problem. Since the war Congress has been taking more of a definite stand on forest development road funds with the effect that the money is definitely appropriated for the construction and maintenance of roads needed by the Forest Service in transacting its own business, such as roads for fire control and access to timber, but not public travel. Washington requests that any National Forest Road on which less than 25% of the total traffic is for the forest service be maintained by other public agencies. The Forest Service is stretching beyond what Forest Development Service directs them to do in that they are spending a portion of forest development funds for maintenance of other forest roads. Funds approved for forest roads are around seventeen million dollars a year, but each year the appropriations have been less than that amount, and it takes about eight million dollars to maintain forest development roads and the balance is for access to timber and other construction.

The road from Arrowrock Reservoir to Atlanta was cited as an example. This road was built with CCC labor and has been maintained by the Forest Service who spend from eight to ten thousand dollars a year in maintenance; however, this does not maintain the road to a satisfactory standard. It is a heavily traveled road, and the traffic is predominately public traffic. It is located mostly in Elmore County and last winter was kept open by a Mining Company and the National Guard. The Acting Regional Forester told the Board that since most of the traffic was public traffic, this road could be placed on the forest highway system. This could be accomplished by an agreement for maintenance by local agencies.

of knowing
He was desirous/whether the State would be willing to put this road on the state highway system or if the county would be willing to put it on their county road system to help out on the maintenance. He explained to the Board that the Forest Service itself was not obligated to maintain all forest roads, but would be glad to do so if Congress would appropriate the money.

The Board told the delegation that it was doubtful if this road should be on the state highway system, as at the present time there were so many principal highways that needed to be constructed. They felt their first obligation was to try to get the main highways built to a higher standard.

The second phase of the problem confronting the Forest Service concerned the hauling of logs. If the loggers are not permitted to haul oversize loads, they will have to reduce their loads as much as fifty per cent, and, in so doing, the Forest Service will not realize as much from their timber sales.

At the present time the Forest Service is contemplating a sale in the Deadwood Basin. The railhead is at Banks. The road from Crouch to Lowman is on the forest development road system and the Forest Service will possibly spend \$100,000.00 on this road. If the loggers are not permitted to haul oversize loads, they will have to reload at Crouch as the road from Crouch to Banks is a state highway. The Forest Service naturally is interested in getting as much for this timber as possible, and feel that if the loggers were permitted to haul heavier loads they would get better offers, and they consider the possibility of requesting certain section of state highways be removed from state maintenance with the understanding that the loggers could haul full size loads but would have to maintain the road. The Acting Regional Forester was of the opinion that this could probably be arranged through an agreement between the Forest Service and the State, if a forest development road, and between the Forest Service and Bureau of Public Roads, if a forest highway. The Forest Service has been informed that the Division Engineer of the Bureau of Public Roads will give the matter consideration.

The Acting Regional Forester indicated to the Board that he did not expect action on their part at this time, but his purpose in requesting this meeting was to acquaint the Board with the problem of the Forest Service of (a) how to get roads maintained that are beyond the reach of the forest development funds, and (b) ways and means of using parts of the state highway system to connect with logging roads that will lead to railways, so that the Board may give consideration to these factors, if establishing policies of the Department of Highways in relation to these activities.

The Board then received by appointment representatives of the Kingscliffe Corporation, Ada County, Idaho Power Company, Jr. Chamber of Commerce, Department of Law Enforcement and Civil Defense for a discussion of snow removal on the Bogus Basin Road. The history of this road from its beginning was discussed at length and the importance of maintaining the road for traffic through the winter season was emphasized.

The Board informed the delegation that ordinarily under their policy they would not consider the snow removal on this road because it was not on the State highway system. However, because of the fact that the Department of Law Enforcement and Department of Highways have transmitters located at Shafer Butte, they would give the matter consideration and would have the State Highway Engineer inform them of the Board's action on the matter.

The Board then recessed its Boise meeting preparatory to making an extended inspection trip to North and Eastern Idaho.

During this trip the official action was taken on the following matters:

On the evening of October 11, the members of the Board from District No. 1 and District No. 2, accompanied by the State Highway Engineer met with Mr. Floan, Member of District No. 3, at Orofino, and the group discussed matters pertaining to the Boise meeting.

On Friday, October 12, the Board met with the Northern Idaho Chamber of Commerce where each member of the Board and State Highway Engineer addressed the Chamber on highway problems, and later that evening to Coeur d'Alene.

The following day they proceeded to Idaho Falls by way of West Yellowstone, Montana.

On Monday, October 15, the Board officially reconvened at Idaho Falls to consider bids which had been received on the repairing and alteration of the Statesman Building now under lease to the Department of Highways to prepare the building for occupancy.

The State Highway Engineer recommended that award be made to C. B. Lauch Construction Company of Boise, Idaho, the low bidder, on his low bid of \$17,898.00; the Engineer's Estimate being \$20,100.00. This recommendation was approved unanimously by the Board and it was so ordered.

The Board then met A. J. Christensen, District Engineer for District No. 6 who accompanied them on an inspection of the roads in his district, and later in the day, the Board inspected highways in District No. 1.

Tuesday, October 16, accompanied by C. A. Kelly, District Engineer for District No. 1, they continued their inspection of state highways in District No. 1, and especially the urban highway problems at Pocatello.

On Wednesday, October 17, the Board inspected highways in District No. 2 with District Engineer H. B. Sternberg, and on Thursday, October 18, the Board reconvened at Boise.

THURSDAY - October 18, 1951

The Board reconvened at 9:00 A.M. on Thursday, October 18, 1951, with all members and the State Highway Engineer present.

The Board then heard a delegation from Parma concerning the condition of a bridge near Parma on U.S. No. 95. The delegation pointed out that the bridge was dangerously narrow and that approach to the bridge curved sharply making it very difficult for heavy trucks to negotiate the approaches safely.

The Board informed the delegation that they recognized the low standard of many bridges on the state highway system but that there were other situations much worse than the one under discussion. Bringing the bridges on the state highways system to a satisfactory standard is seriously handicapped because of the difficulty of obtaining steel during the present emergency, and it seemed very doubtful that remedial measures could be taken on the Parma bridge in the immediate future. The Board then instructed the State Highway Engineer to make a careful investigation of this situation and report to the Board at its next regular meeting.

The National Academy of Science, acting through the Highway Research Board has requested additional funds for the construction of the western test section road being built south of Malad, Idaho. The request is for an additional ten thousand dollars as Idaho's share of the cost of the project.

The Board authorized the State Highway Engineer to execute the agreement for the additional funds.

The Board addressed a letter to the Attorney General requesting that another Assistant Attorney General be assigned to the Department of Highways.

The Board then discussed at considerable length the question of proper classification of personnel and the matter of salary revision. No action was taken.

THEREUPON, the Board adjourned until their next regular meeting, November 8, 1951.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
November 8, 1951

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

November 8-14, 1951

The regular meeting of the Idaho Board of Highway Directors was convened in Room 207 of the Capitol Building at 9:00 o'clock A.M. on November 8, 1951.

Present were W. Fisher Ellsworth, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; and Earle V. Miller, State Highway Engineer and Acting Secretary of the Board.

Minutes of the regular meeting held October 10-18, 1951 were read and approved by the Board.

Consideration was given to bids which had been received on October 19, 1951, and the following action was taken:

The first bids considered were for Idaho Federal Aid Project No. S-280(1), consisting of constructing the roadway and crushed gravel surfacing on 3.309 miles of the East Branch Road between Priest River and Coolin in Bonner County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Lacey & Son of Lewiston, Idaho, the low bidder, on October 24, 1951, in the amount of \$92,998.40; the Engineer's Estimate being \$85,048.00.

The next bids to be considered were for Stockpile Projects Nos. 52 and 71, consisting of furnishing crushed gravel in stockpiles adjacent to

Highway U.S. No. 10 near Cataldo and Highways State 41 and U. S. No. 10 Alt. near Newport and Clarks Fork in Kootenai and Bonner Counties. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Stone & Thaut Construction of Spokane, Washington, the low bidder, on October 20, 1951, in the amount of \$66,500.00; the Engineer's Estimate being \$82,000.00.

The last bids to be considered were for State Aid Project No. 254(1) Section 2-North, consisting of constructing the roadbed and a crushed rock surface on 3.975 miles of the Boise-Stanley Highway, known as Idaho State Aid Project No. 254(1) Section 2-North, (Lucky Peak Dam Relocation) in Ada County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Quinn Bros. & Robbins of Boise, Idaho, the low bidder, on October 29, 1951, in the amount of \$314,276.50; the Engineer's Estimate being \$358,924.50.

There being no dissenting opinion, the recommendations of the State Highway Engineer were adopted, and the Board unanimously concurred in the action of the State Highway Engineer on the above projects.

Mr. Ellsworth reported that he had talked with Mr. L. E. Johnston, Manager, Idaho Operations Office of the Atomic Energy Commission, concerning the application of accessroad funds to the construction of the Twin Buttes Highway; inasmuch as more than one-half of the traffic moving over this route is on business directly connected with the Atomic Energy Commission's development. The State Highway Engineer suggested that it might be helpful for Mr. Johnston of the Atomic Energy Commission, Mr. Ellsworth, Member of the Board of Highway Directors and the State Highway Engineer to meet and discuss the possibility of having access funds applied to the construction of the Twin Buttes Highway; however, no definite action was taken and consideration of the matter was deferred to a later date.

The Board authorized the State Highway Engineer to attend the emergency meeting of the Committee on Administration of the American Association of State Highway Officials at Chicago on November 27, 1951.

The Board accepted the recommendation of the State Highway Engineer that by agreement the State will remove snow this winter, when necessary, from the Bogus Basin road, but with the definite understanding that it is only for the winter of 1951 and 1952, and only because the Department of Law Enforcement and State Highway Department have installations in that area which may prove necessary for Civil Defense. The agreement to remove snow from the Bogus Basin road for the winter season of 1951 and 1952 is entered into with the definite understanding that the Board does not feel it to be the proper function of the State Highway Department to maintain traffic to any recreational area not on the state highway system. The Board authorized the State Highway Engineer to work out the detail in line with the policy laid down by the Board and to execute the agreement.

The matter of the Springston Bridge was discussed, and since the structure is not on the state highway system, the Board instructed the State Highway Engineer to so inform the local parties.

It was brought to the attention of the Board that an agreement between the State of Idaho and the City of Jerome for the maintenance of Jerome's city streets on a cooperative basis had been lost and that the City of Jerome could not be reimbursed for their expenditures on behalf of the State until a new agreement had been executed authorizing the payment.

The Board thereupon authorized the State Highway Engineer to execute the Cooperative Maintenance Agreement with the City of Jerome, as a basis for segregating the expenses of the City streets of Jerome as contemplated by the law.

The Board then received by appointment the Highway Committee of State Commissioners and Clerks Association. Mr. Harold West, Chairman of the Committee, acted as spokesman for the group. Mr. West stated that they had requested this meeting not to criticize and have hard feelings with the new Board of Highway Directors, but rather to try and help relationships between the Counties, the Board and the Department of Highways to eliminate some of the trouble, if possible.

He asked that the Board of Highway Directors consider the following recommendations which were adopted unanimously by all the County Commissioners at two meetings held, one in Boise, October 24, 1951 and the other in Idaho Falls, November 1, 1951:

1. That the State Highway Department set up a secondary road division to handle nothing but the secondary road program, as is set forth in the Federal-aid Act.
2. That the County Road Engineer or Supervisor be recognized by the State Department of Highways as a Resident Engineer and be allowed to design and supervise construction of secondary roads as his qualifications may justify.
3. That counties be allowed to build their own roads under the Federal-aid Program, according to specifications either based on lowest bids or engineer's estimates.
4. That pressure groups not be recognized ahead of County Commissioners on road matters within their own county.
5. "Does the order by the State Highway Department saying that no state equipment will be allowed to remove snow from county roads, except in emergency, mean the severance of all of the trading of equipment and men back and forth between the State and County?"

In the discussion which followed concerning the first recommendation, Mr. West pointed out that in the past one man in the highway department had been designated to handle secondary roads. His services were distributed over 44 counties, and, therefore, he did not have too much time to give to any one county. Because of this, often times, especially in the district offices of the highway department, where the engineers are busy with primary projects and other work, the secondary roads are not given any special

attention. The engineers work on the secondary projects as they have time and this causes delay. Mr. West said that he was not in a position to say, but due to the fact that the Bureau of Public Roads did not recognize the Counties, he believed there should be a secondary roads man in each of the district offices so that the secondary projects could be hurried along.

The Board told the delegation that they recognized the need for more technical help on the secondary road program, as well as other phases of the highway program, but that they were finding it very difficult to obtain qualified personnel at the salaries they were permitted to pay at the present time.

In the discussion of the second recommendation, Mr. West stated that the Counties were willing to do the engineering, but had been reluctant to do so because their engineers were not recognized. He said that the Counties were willing to assume the obligation of engineering if they would get the "go" sign. He quoted the following excerpt from the Federal Aid Act: "that any State Highway Department may arrange with any County or group of Counties having competent highway engineering personnel, suitably organized and equipped to supervise construction and maintenance of a county-unit or group-unit basis for the construction and maintenance of secondary road projects".

It was pointed out to the delegation that the Department of Highways does not set the standards for engineers. The State Board of Engineering Examiners determine whether an engineer is competent or not, and the law makes it mandatory that engineering duties above a certain grade of importance must be performed by a licensed engineer. The State Highway Engineer said he did not believe there was any law against putting a county engineer on the payroll while a certain job was being constructed if he was qualified. He suggested that if one County did not have enough work to justify the services of an engineer that perhaps several counties could get together and hire a competent engineer that would be recognized.

In regard to the third recommendation, Mr. West expressed the opinion that all of the counties feel that they could save money by building their own roads. The State Highway Engineer did not fully agree and pointed out that any extensive road construction efforts were almost certain to require the purchase of construction machinery, which the counties as a rule do not have in sufficient quantities. There seems to be no reason why the counties could not cooperate in the use of what machinery they find to be surplus to their maintenance operations by doing that part of the work they are able and qualified to do or if desired rent their idle equipment to a contractor.

Mr. West then wanted to know if the county engineers did the survey work if they could just send in a centerline profile as this would save a great deal of engineering costs.

The State Highway Engineer replied that he could see no reason why this could not be done, and that the State Highway Department would approve any plans which had the approval of the Bureau of Public Roads for secondary work.

In closing the discussion, the State Highway Engineer said that he would like to have Mr. West qualify this third recommendation, as he was of the opinion there were better ways to build roads.

Concerning the fourth recommendation, the Board informed the delegation that they were in full accord with the sentiment expressed by the Commissioners and stated that they would like to deal with the Commissioners or their elected representatives of the tax payers.

Concerning the order recently issued that no state highway equipment would be used off of the state highway system, it was pointed out by the Board that the order was only intended to impress upon the public mind that maintaining roads not on the state highway system was not a state highway obligation. This principle is fixed by law and is not done by the arbitrary action of the Board of Highway Directors. There will always be cases, especially in severe winters, when an exchange of labor and equipment will be found beneficial both to the State and the local units. The Board said that they hoped that it will always be possible to work out a satisfactory solution to the difficulties encountered.

The Board wished the delegation to convey to all Boards of County Commissioners in the State that the department of highways desires to be cooperative and helpful in every way possible; however, in all cases where cooperative action is desirable, an agreement should be prepared and signed by both parties.

By appointment, the Board at this time heard a delegation from Oneida County concerning the section of road between Holbrook and Roy, which the delegation stated was badly in need of further improvements.

After a discussion, which brought out the important factors of the situation, the Board expressed the opinion that they were not ready to take a final decision on the matter at this time, but would give a definite statement as to the disposition of the road as soon as they had had time to carefully consider all of the circumstances involved.

The delegation from Oneida County were also concerned about the recently issued order that no state highway equipment would be used off of the state highway system. The Board informed this delegation also that the department of highways desires to be a good neighbor and wants to be cooperative and helpful in every way possible; however, they felt that it should be done on a business like basis and that an agreement should be prepared and signed by both parties.

The Director of the Fish and Game Department, Mr. Murray, met with the Board and explained that they had obtained through gift and purchase possession of the former Farragut Naval Base, consisting of about 3,800 acres, and were desirous of fencing the tract in order to better pursue their wildlife studies. This will, of course, close the present road now used by the public across the Farragut Naval Station. The Game Department inquired if the State could put the road around the Naval Base in condition for use by the public so that the road across the Naval Base could be closed. Mr. Murray requested that a decision be reached between now and May 1, 1952 on this question.

The Board informed him that they planned a trip North very shortly and would investigate the matter more completely and give him a decision at a later date.

The Board then received by appointment a delegation from the Hillsdale Highway District and Murtaugh Highway District. These Highway Districts had previously requested one of the 140 foot steel spans of the old Weiser bridge to replace an old bridge over the Snake River at a bridge site known as the Milner crossing.

The Board informed the delegation that in checking the records they had found that the state highway department had agreed to give them this span and it was their intention to fulfill the promises that had been made by their predecessors, so they could see no reason why these Highway Districts could not depend on getting this span when available.

The Eden South road was then discussed, and the delegation was desirous of knowing whether or not the State would be willing to participate in part of the matching funds.

The Board informed the delegation that there were no State funds available and that they were of the opinion that it was clearly the intent of the State law that state highway funds should be spent exclusively for the maintenance, construction and development of highways in the state highway system. If the legislature had any other theory, the Board said they believed it would have been so stated in the law.

The Board then recessed the November 8, 1951 meeting until their return from an inspection trip to Northern Idaho.

According to plan, the Board left Boise on their Northern Idaho visit early on the morning of November 9, 1951, and met District Engineer J. J. McCreedy at Lewiston early in the afternoon of that same day. The remainder of November 9 and the forenoon of November 10 was spent in an inspection of roads in District No. 4, and especially the Lewiston-Orchards roads, the location of the requested curb cuts on the approaches to the bridge over the Clearwater River in Lewiston, the proposed project from Lewiston to Spalding on the Lewis and Clark Highway (U.S. No. 95), and the old Lewiston office buildings. The Board then proceeded to Moscow for the night.

On Sunday morning, November 11, the Board proceeded to St. Maries where they were met by a considerable group of St. Maries citizenry. An inspection was made of the site of the proposed bridge across the St. Joe river at that point. The Board then proceeded to Coeur d'Alene where they communicated by telephone with District Engineer R. M. Parsons at his home. From Coeur d'Alene they proceeded northward on the U.S. No. 95 (U.S. No. 2) through Sandpoint to Donners Ferry and returned to Sandpoint that night.

On Monday morning, November 12, the Board returned to Coeur d'Alene by way of Priest River, Newport, Spirit Lake and Rathdrum, and proceeded through Wallace and Missoula, Montana to Salmon, Idaho where they spent the night.

Tuesday, November 13, an inspection was made of State Route No. 28 between Salmon and Leadore. On returning to Salmon, the Board proceeded southward over U.S. No. 93 by way of Challis and Arco and to Atomic City and then returned to Arco and proceeded to Boise by way of Shoshone and Gooding.

WEDNESDAY - November 14, 1951

The Board reconvened in Room 207 of the Capitol Building at 9:00 o'clock A.M. on Wednesday, November 14, 1951, with all members and the State Highway Engineer present.

Consideration was given to a statement of expense from the City of Orofino concerning the repairs to Michigan Avenue in the City of Orofino. The Board unanimously disallowed the claim as the improvement was not on the state highway system and was performed without authorization of the department of highways.

The next matter discussed was the purchase of property adjacent to the land recently acquired at Strawberry Glen. The Board authorized the purchase of this property to the best possible advantage to the highway department, but in an approximate amount not to exceed \$8,000.00.

The matter of disposing of the highway maintenance yard at Elk River was considered, and the following resolution was passed by unanimous vote of the Board:

RESOLVED: The Board of Highway Directors does hereby declare that the highway maintenance yard at Elk River, Idaho, consisting of Lot 1 of Block 2 of the Village of Elk River, Idaho, together with all improvements thereon, are hereby declared to be no longer useful to or usable by the Idaho Department of Highways, and the property above described is deemed surplus and title to said property shall be transferred to the State Board of Land Commissioners, subject to disposition of said Board in accordance with the provisions of Chapter 223 of the Idaho Session Laws of 1951.

The old district office property at Lewiston was considered and the Board passed by unanimous vote the following resolution:

RESOLVED: The Board of Highway Directors does hereby declare that the old District No. 4 office building and yard at Lewiston, Idaho, consisting of Lots 6 and 8 of Block 6 of Thompson's Second Addition to Lewiston, Idaho, and Lot 10 of Block 6 of Mrs. S. C. Thompson's Second Addition to the City of Lewiston, Idaho, together with all improvements thereon, are hereby declared to be no longer useful to or usable by the Idaho Department of Highways, and the property above described is deemed surplus and title to said property shall be transferred to the State Board of Land Commissioners, subject to disposition of said Board in accordance with the provisions of Chapter 223 of the Idaho Session Laws of 1951.

The Board by unanimous official action removed the following roads from the State Highway System:

Beginning at a junction with the Lewis and Clark Highway at 21st Street in Lewiston and extending southerly to the south city limits of Lewiston via 21st Street, thence continuing southeasterly to a point on the south boundary of Lewiston-Orchards Highway District at the southeast corner of the north half of Section 22, Township 35 North, Range 5 West, all in Nez Perce County, and known as the Thain Road.

November 14, 1951

Beginning at a junction with the Sawtooth Park Highway at Gimlet and extending along the East Fork of Wood River for a distance of approximately 6.0 miles, all in Blaine County, and known as the Triumph-Mine road.

Beginning at a junction with the Yellowstone Park Highway approximately six miles easterly from Ashton, and extending easterly via Rock Creek to the Wyoming line near the south boundary of Yellowstone National Park, all in Fremont County, and known as the Rock Creek Road.

The Board unanimously approved the Classifications, Salaries and Minimum Group Qualifications for Engineering and Related Clerical, Administrative and Fiscal Positions in the Idaho Highway Department dated November 7, 1951, which was set up and submitted to the Board by the State Highway Engineer for final action. This to become effective as of January 1, 1952. The original copy of this report is hereby made a part of the minutes. (SEE FOLLOWING PAGES FOR GROUP QUALIFICATIONS)

The Board then took under consideration the matter of insurance for the Department of Highways.

As a matter of policy, the Board authorized the renewal of the property damage and public liability insurance for a period of a year on the basis of 10,000/20,000. They also approved the carrying of insurance for fire for buildings and contents; also, inventory and supplies. The Board unanimously agreed not to carry fire and theft insurance on the equipment.

THEREUPON, the Board adjourned until their next regular meeting, which was set for December 10, 1951.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
10 December 1951

November 14, 1951

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

December 10-13, 1951

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 9:00 o'clock A.M. on December 10, 1951.

Present were W. Fisher Ellsworth, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; and Earle V. Miller, State Highway Engineer and Acting Secretary of the Board.

Minutes of the regular meeting held November 8-14, 1951 were read and approved by the Board.

Bids were considered for Idaho Federal Aid Project Nos. S-1754(1) and S-1755(1), consisting of constructing the roadway and a roadmix bituminous surface on 2.633 miles of the Robin West Road and on 4.633 miles of the McCammon-Robin Road, from Robin to Arimo, known as Idaho Federal Aid Project Nos. S-1754(1) and S-1755(1) in Bannock County. The State Highway Engineer recommended that the contract be awarded to the Western Construction Company, Pocatello, Idaho, on their low bid of \$105,130.10; the Engineer's Estimate being \$138,613.80. The award not to become effective until Bannock had deposited their share of the funds with the Department of Highways. The Board concurred unanimously in this recommendation and it was so ordered.

The Board authorized the State Highway Engineer to proceed with the bid opening to be held on December 21, 1951, and to award the contracts provided they were within the limits of the policy of the Board, on the following projects:

Stockpile Project No. 72, furnishing crushed gravel and cover coat material in stockpiles in Bannock and Bear Lake Counties.

Stockpile Project No. 76, furnishing crushed gravel in stockpiles in Ada County.

Stockpile Project No. 77, furnishing crushed gravel in stockpiles in Elmore County.

Project No. FI-2023(2), constructing the roadway and a bituminous surface treatment on 3.934 miles of the North Side Highway from Wendell Southeast in Gooding County.

It was necessary to file a condemnation action against Julius Marion Morgan and R. W. King, owners of certain properties which were necessary for use in connection with the construction of Project No. FI-2023(2), and the Board authorized the payment of \$17,705.00 for this property.

The Board then received a delegation from Cwyhee County for whom

CLASSIFICATIONS, SALARIES
AND MINIMUM GROUP QUALIFICATIONS
FOR ENGINEERING AND RELATED CAF POSITIONS
IN THE
IDAHO HIGHWAY DEPARTMENT

APPROVED NOVEMBER 14, 1951

BY - IDAHO BOARD OF HIGHWAY DIRECTORS

Roscoe C. Rich - Chairman

Leonard K. Floan - Member

W. Fisher Ellsworth - Member

APPROVED JANUARY 18, 1952

BY - IDAHO STATE BOARD OF EXAMINERS

Len Jordan - Chairman
Governor

Robert Smylie - Member
Attorney General

Ira Masters - Member
Secretary of State

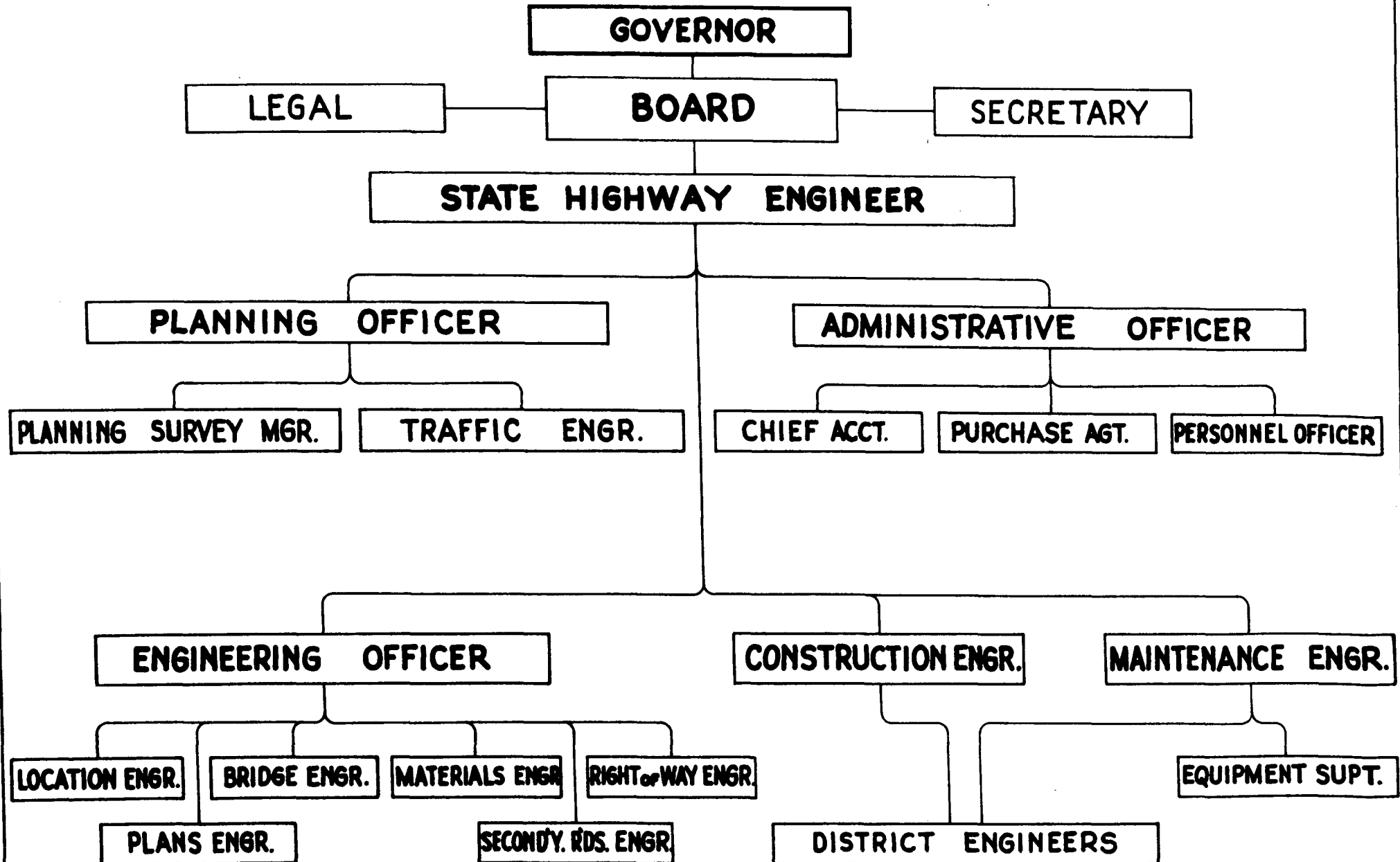
VOLUME I OF TWO VOLUMES

Volume Two - Position Qualifications can be obtained by writing to Personnel Officer, Department of Highways, Boise, Idaho.

Date - January 1, 1952

STATE IDAHO
DEPARTMENT OF HIGHWAYS

ORGANIZATION CHART



POSITION, CODE, CLASSIFICATION AND SALARY RANGE

CODE	JOB TITLE	ENGINEERING		C. A. F. GROUP	SALARY RANGE
		GROUP	CLASSIFICATION		
<u>100</u>	<u>ADMINISTRATIVE</u>				
101	Board of Directors		Statutory		
102	Board Secretary			III	360 - 450
105	State Highway Engineer		IX		1,000 - 1,250
106	Asst. State Highway Engineer		VIII		830 - 920
120	Engineering Officer		VII		730 - 820
130	Construction Engineer		VII		730 - 820
140	Maintenance Engineer		VII		730 - 820
150	Planning Officer		VI	VI	640 - 720
160	Administrative Officer		VI	VI	640 - 720
180	Asst. Attorney General		Statutory		

POSITION CODE, CLASSIFICATION AND SALARY RANGE

CODE	JOB TITLE	ENGINEERING	C. A. F. GROUP	SALARY RANGE
		GROUP	CLASSIFICATION	
<u>200</u>	<u>ENGINEERING</u>			
201	Chief Locating Engineer	VI		640 - 720
202	Locating Engineer Class II	V		550 - 630
203	Aerial Survey Engineer	IV		440 - 540
204	Urban Designer	IV		440 - 540
205	Urban Engineer	V		550 - 630
206	Locating Engineer Class I	IV		440 - 540
207	Highway Design Class III	IV		440 - 540
208	Highway Design Class II	III		360 - 450
209	Highway Design Class I	II		320 - 380
210	Draftsman Class IV	III		360 - 450
211	Draftsman Class III	II		320 - 380
212	Draftsman Class II	I		280 - 340
213	Draftsman Class I	B		240 - 300
214	Tracer	A		220 - 260
215	Machine Operator-Reproduction	II		320 - 380
216	Asst. Machine Opr. Reproduction	B		240 - 300
217	Record Clerk	B		240 - 300
220	Plans Engineer	VI		640 - 720
221	Asst. Plans Engineer	V		550 - 630
222	P.S. & E. Engineer	IV		440 - 540
223	P.S. & E. Assistant	III		360 - 450
225	Secondary Roads Engineer	VI		640 - 720
230	Bridge Engineer	VI		640 - 720
231	Asst. Bridge Engineer	V		550 - 630

POSITION, CODE, CLASSIFICATION AND SALARY RANGE

CODE	JOB TITLE	ENGINEERING	C. A. F. GROUP	SALARY RANGE
		GROUP CLASSIFICATION	CLASSIFICATION	
236	Bridge Design Class II	IV		440 - 540
237	Bridge Design Class I	III		360 - 450
240	Materials Engineer	VI		640 - 720
241	Asst. Materials Engineer	V		550 - 630
242	Testing Engineer	IV		440 - 540
243	Asst. Testing Technician	III		360 - 450
244	Geologist	IV		440 - 540
245	Lab. Technician Class V	III		360 - 450
246	Lab. Technician Class IV	II		320 - 380
247	Lab. Technician Class III	I		280 - 340
248	Lab Technician Class II	B		240 - 300
249	Lab. Technician Class I	A		220 - 260
255	Chemist Class II	III		360 - 450
256	Chemist Class I	II		320 - 380
260	District Materials Engineer	IV		440 - 540
265	District Materials Technician	III		360 - 450
266	Asst. District Matl's. Technician	II		320 - 380
267	Inspector Class III	III		360 - 450
268	Inspector Class II	II		320 - 380
269	Inspector Class I	I		280 - 340

POSITION, CODE, CLASSIFICATION AND SALARY RANGE

CODE	JOB TITLE	ENGINEERING		C. A. F. GROUP	CLASSIFICATION	SALARY RANGE
		GROUP	CLASSIFICATION			
280	Right of Way Engineer	VI				640 - 720
281	Asst. Right of Way Engineer	V				550 - 630
282	Right of Way Agent			III		360 - 450
283	Right of Way Assistant			II		320 - 380
284	Appraiser Class II			IV		440 - 540
285	Appraiser Class I			III		360 - 450
287	Draftsman Right of Way	B				240 - 300
290	E.I.T. Engineer	I				280 - 340
291	E.I.T. Engineer	II				320 - 380
292	E.I.T. Engineer	III				360 - 450
295	Contract Engineer	IV				440 - 540

POSITION, CODE, CLASSIFICATION AND SALARY RANGE

CODE	JOB TITLE	ENGINEERING		SALARY RANGE
		GROUP	C. A. F. GROUP	
		CLASSIFICATION	CLASSIFICATION	
300	CONSTRUCTION			
302	Asst. Construction Engineer	V		550 - 630
310	District Engineer	VI		640 - 720
311	Senior Resident Engineer	V		550 - 630
312	Resident Engineer	IV		440 - 540
313	Project Chief	III		360 - 450
320	Transitman Class II	II		320 - 380
321	Transitman Class I	I		280 - 340
322	Levelman	I		280 - 340
330	Rodman	B		240 - 300
331	Head Chainman	B		240 - 300
332	Rear Chainman	A		220 - 260
333	Scaleman	B		240 - 300
334	Checker	A		220 - 260
335	Stakeman	A		220 - 260

POSITION, CODE, CLASSIFICATION AND SALARY RANGE

CODE	JOB TITLE	ENGINEERING	C. A. F. GROUP	SALARY RANGE
		GROUP CLASSIFICATION	CLASSIFICATION	
<u>400</u>	<u>MAINTENANCE</u>			
402	Asst. Maintenance Engineer	V		550 - 630
405	Transportation Officer	II		320 - 380
410	Equipment Supervisor		V	550 - 630
411	Master Mechanic	IV		440 - 540
412	Shop Foreman	III		360 - 450
413	Equipment Clerk	II		320 - 380
414	District Maintenance Engr.	IV		440 - 540
415	District Maintenance Supt.	III		360 - 450
416	Maintenance Foreman Class II	II		320 - 380
417	Maintenance Foreman Class I	I		280 - 340
418	Const. Supt. Class II	III		360 - 450
419	Const. Supt. Class I	II		320 - 380
420	Striping Crew Foreman	II		320 - 380
425	Radio Engineer	III		360 - 450
426	Radio Technician	II		320 - 380
430	Equipment Opr. Class III	I		280 - 340
431	Equipment Opr. Class II	B		240 - 300
432	Equipment Opr. Class I	A		220 - 260
435	Machinest	I		280 - 340
436	Mechanic	I		280 - 340
437	Mechanic Helper	A		220 - 260

POSITION, CODE, CLASSIFICATION AND SALARY RANGE

CODE	JOB TITLE	ENGINEERING	C. A. F. GROUP	SALARY RANGE
		GROUP CLASSIFICATION	CLASSIFICATION	
440	Electrician	I		280 - 340
441	Welder	I		280 - 340
442	Body & Fender Mechanic	I		280 - 340
443	Blacksmith	I		280 - 340
445	Sign Foreman	I		280 - 340
446	Painter Class II	B		240 - 300
447	Painter Class I	A		220 - 260
450	Service Man	B		240 - 300
451	Utility Man	A		220 - 260
452	Parts Man	A		220 - 260
460	Janitor-Janitress Class II	B		240 - 300
461	Janitor-Janitress Class I	A	A	185 - 260
465	Watchman	A	A	185 - 260
470	Carpenter	I		280 - 340
480	Laborer	A		220 - 260
481	Flagman	A		220 - 260
482	Axman	A		220 - 260

POSITION, CODE, CLASSIFICATION AND SALARY RANGE

CODE	JOB TITLE	ENGINEERING		SALARY RANGE
		GROUP	C. A. F. GROUP	
		CLASSIFICATIONS	CLASSIFICATIONS	
500	PLANNING			
501	State Traffic Engineer	V		550 - 630
502	Traffic Engineer	IV		440 - 540
503	Asst. Traffic Technician	III	III	360 - 450
505	Planning Survey Manager	V	V	550 - 630
510	Cartographer	III		360 - 450
519	Traffic Analyst Class II	IV	IV	440 - 540
520	Traffic Analyst Class I		III	360 - 450
521	F.A.S. Analyst		III	360 - 450
525	Traffic Supervisor		II	320 - 380
526	Road Life Supervisor		II	320 - 380
530	Party Chief		I	280 - 340
531	Recorder		B	240 - 300
532	Interviewer		A	185 - 260
533	Receiving Clerk		A	185 - 260
540	Traffic Counter-Repair	B		240 - 300
551	Map Clerk	A		220 - 260
560	Statistician Class III		III	360 - 450
561	Statistician Class II		I	280 - 340
562	Statistician Class I		B	240 - 300

POSITION, CODE, CLASSIFICATION AND SALARY RANGE

CODE	JOB TITLE	ENGINEERING	C. A. F. GROUP	SALARY RANGE
		GROUP CLASSIFICATION	CLASSIFICATION	
600	OFFICE			
603	Accountant Class III		III	360 - 450
610	Accountant Class II		II	320 - 380
611	Accountant Class I		I	280 - 340
615	Tab Supervisor		II	320 - 380
616	Tab Operator		B	240 - 300
617	Key Punch		A	185 - 260
620	District Clerk		II	320 - 380
625	Clerk Class III		I	280 - 340
626	Clerk Class II		B	240 - 300
627	Clerk Class I		A	185 - 260
640	Purchasing Supervisor		III	360 - 450
650	Personnel Officer		III	360 - 450
670	Publicity and Public Relations		III	360 - 450

SALARY RANGES AND GROUP CLASSIFICATIONS

ENGINEERING		CAF	
GROUP CLASSIFICATION & SALARY RANGE		GROUP CLASSIFICATION & SALARY RANGE	
A	220-260	A	185-260
B	240-300	B	240-300
I	280-340	I	280-340
II	320-380	II	320-380
III	360-450	III	360-450
IV	440-540	IV	440-540
V	550-630	V	550-630
VI	640-720	VI	640-720
VII	730-820	VII	730-820
VIII	830-920	VIII	830-920
IX	1000-1250	IX	1000-1250

BASIC SALARY PLAN

GROUP

		1.	2.	3.	4.	5.	6.
C.A.F. ENGR.	A	185	200	215	230	245	260
	A	220	228	236	244	252	260
	B	240	252	264	276	288	300
	I	280	292	304	316	328	340
	II	320	332	344	356	368	380
	III	360	378	396	414	432	450
	IV	440	460	480	500	520	540
	V	550	566	582	598	614	630
	VI	640	656	672	688	704	720
	VII	730	748	766	784	802	820
	VIII	830	848	866	884	902	920
	IX	1000	1050	1100	1150	1200	1250

GROUP A (ENGINEERING)

220-260

<u>CODE</u>	<u>POSITION</u>	<u>CLASS</u>
482	Axman	
335	Checker	
432	Equipment Operator	I
481	Flagman	
249	Lab. Technician	I
480	Laborer	
551	Map Clerk	
437	Mechanic Helper	
447	Painter	I
452	Parts Man	
332	Rear Chainman	
335	Stakeman	
214	Tracer	
451	Utility Man	

(CAF)

185-260

627	Clerk	I
532	Interviewer	
461	Janitor	I
617	Key Punch Operator	
533	Receiving Clerk	
465	Watchman	

GROUP B (ENGINEERING)

240-300

216	Assistant Machine Opr. Reproduction	
213	Draftsman	I
287	Draftsman-Right of Way	
431	Equipment Operator	II
331	Head Chainman	
248	Lab. Technician	II
446	Painter	II
217	Record Clerk	
330	Rodman	
333	Scaleman	
450	Service Man	
540	Traffic - Counter - Repair	

(CAF)

240 - 300

<u>CODE</u>	<u>POSITION</u>	<u>CLASS</u>
626	Clerk	II
460	Janitor	II
531	Recorder	
562	Statistician	I
616	Tab Operator	

GROUP I (ENGINEERING)

280 - 340

443	Blacksmith	
442	Body and Fender Mechanic	
470	Carpenter	
212	Draftsman	II
440	Electrician	
430	Equipment Operator	III
290	E.I.T. Engineer	
269	Inspector	I
247	Lab. Technician	III
322	Levelman	
435	Machinest	
417	Maintenance Foreman	I
436	Mechanic	
445	Sign Foreman	
321	Transitman	I
441	Welder	

(CAF)

280-340

611	Accountant	I
625	Clerk	III
530	Party Chief	
561	Statistician	II

GROUP II (ENGINEERING)

320-380

266	Ass't. District Materials Technician	
426	Radio Technician	
256	Chemist	I
419	Construction Supt.	I
211	Draftsman	III

GROUP II (ENGINEERING) CONT'D.
320-380

<u>CODE</u>	<u>POSITION</u>	<u>CLASS</u>
291	E.I.T. Engineer	
413	Equipment Clerk	
209	Highway Designer	I
268	Inspector	II
246	Lab. Technician	IV
215	Machine Opr. Reproduction	
416	Maintenance Foreman	II
420	Striping Crew Foreman	
320	Transitman	II
405	Transportation Officer	
	(CAF)	
	320-380	
610	Accountant	II
620	District Clerk	
283	Right of Way Assistant	
526	Road Life Supervisor	
615	Tab. Supervisor	
525	Traffic Supervisor	

GROUP III (ENGINEERING)
360-450

243	Ass't. Testing Technician	
503	Ass't. Traffic Technician	
237	Bridge Designer	I
510	Cartographer	
255	Chemist	II
418	Construction Supt.	II
415	District Maintenance Supt.	
265	District Materials Technician	
210	Draftsman	IV
292	E.I.T. Engineer	
208	Highway Designer	II
267	Inspector	III
245	Lab. Technician	V
223	PS&E Assistant	
313	Project Chief	
425	Radio Engineer	
412	Shop Foreman	

GROUP III (ENGINEERING) CONT'D.

(CAF)

<u>CODE</u>	<u>POSTION</u>	<u>CLASS</u>
285	Appraiser	I
603	Accountant	III
102	Board Secretary	
521	F.A.S. Analyst	
650	Personnel Officer	
670	Publicity & Public Relations	
640	Purchasing Supervisor	
282	Right of Way Agent	
560	Statistician	III
520	Traffic Analyst	I

GROUP IV (ENGINEERING)

440-540

203	Aerial Survey Engineer	
236	Bridge Designer	II
260	District Materials Engineer	
414	District Maintenance Engineer	
244	Geologist	
207	Highway Designer	III
411	Master Mechanic	
222	PS&E Engineer	
312	Resident Engineer	
242	Testing Engineer	
507	Traffic Engineer	
204	Urban Designer	
206	Locating Engineer	I

(CAF)

440-540

284	Appraiser	II
519	Traffic Analyst	II

GROUP V (ENGINEERING)

550-630

302	Ass't. Construction Engineer	
402	Ass't. Maintenance Engineer	
241	Ass't. Materials Engineer	
221	Ass't. Plans Engineer	
281	Ass't. Right of Way Engineer	
231	Ass't. Bridge Engineer	
202	Locating Engineer	II
311	Senior Resident Engineer	
501	State Traffic Engineer	
205	Urban Engineer	

GROUP V (ENGINEERING) CONT'D.
(CAF)
550-630

<u>CODE</u>	<u>POSITION</u>	<u>CLASS</u>
410	Equipment Supervisor	
505	Planning Survey Manager	

GROUP VI (ENGINEERING)
640-720

203	Bridge Engineer	
201	Chief Locating Engineer	
310	District Engineer	
240	Materials Engineer	
220	Plans Engineer	
280	Right of Way Engineer	
225	Secondary Roads Engineer	

(CAF)
640-720

160	Administrative Officer	
150	Planning Officer	

GROUP VII (ENGINEERING)
730-820

130	Construction Engineer	
120	Engineering Officer	
140	Maintenance Engineer	

GROUP VIII (ENGINEERING)
830-920

106	Ass't. State Highway Engineer	
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GROUP IX (ENGINEERING)
1000-1250

105	State Highway Engineer	
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STATUTORY

180	Ass't. Attorney General	
101	Board of Directors	

SUBSTITUTING EDUCATION FOR EXPERIENCE

For substituting education for experience; one year of college credit will substitute for one year of experience in Groups A-B-I-II-III.

For substituting education for experience; one year of college will substitute for two years of experience in groups IV-V-VI-VII-VIII-IX.

GROUP A

ENGINEERING POSITIONS

DESCRIPTION AND DUTIES: Under immediate supervision, to assist in semi-technical routine work, requiring little or no experience, in field, office or laboratory; to perform the usual duties of the engineering positions classified within this group.

MINIMUM GROUP REQUIREMENTS: Shall have integrity, good health and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this group, one shall possess the Specific Position Requirements listed under the Specific position.

GROUP A

CLERICAL, ADMINISTRATIVE AND FISCAL, (CAF) POSITIONS

DESCRIPTION AND DUTIES: Under immediate supervision to assist in routine work requiring little or no experience; to perform the usual duties of the CAF positions classified within this Group.

MINIMUM GROUP REQUIREMENTS: Shall have integrity, good health and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this Group, one shall possess the Specific Position Requirements under the specific position.

GROUP B

ENGINEERING POSITIONS

DESCRIPTION AND DUTIES: Under immediate supervision to perform semi-technical routine work requiring some experience in the field, office or laboratory; to perform the usual duties of the engineering positions classified within this group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to two years of engineering college or graduation from high school plus two years of qualifying experience. Shall have integrity, good health, and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this group one shall have the above Minimum Group Requirements and shall also possess the Specific Position Requirements listed under the specific position.

GROUP B

CLERICAL, ADMINISTRATIVE AND FISCAL (CAF) POSITIONS

DESCRIPTION AND DUTIES: Under immediate supervision, to perform routine work in field or office, requiring a limited knowledge of economics and statistics, reproduction processes and highway engineering practice; to file engineering records, to make road inventories, to interview motor vehicle operators, to place, operate and maintain mechanical traffic recorders, to operate reproduction equipment or to perform other similar duties; to perform the usual duties of the CAF positions classified within this group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to two years of college with completion of subjects relating to the specific position, OR, education equivalent to graduation from high school plus at least two years successful experience in work relating to the specific position. Shall have integrity, good health and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this Group, one shall have the above Minimum Group Requirements and shall also possess the Specific Position Requirements listed under the Specific position.

GROUP I

ENGINEERING POSITIONS

DESCRIPTION AND DUTIES: Under immediate supervision to perform minor engineering work in field, office or laboratory requiring knowledge of engineering practices and methods, but with little opportunity for independent action or decision; to make minor surveys or working drawings; to inspect minor construction; to make routine material tests, to make simple drawings and tracings; to perform the usual duties of the engineering positions classified within this group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to graduation from an approved engineering school OR education equivalent to completion of high school plus about four years of practical experience in engineering. Shall have integrity, good health and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this group, one shall have the above Minimum Group Requirements and shall also possess the Specific Position Requirements listed under the specific position.

GROUP I

CLERICAL, ADMINISTRATIVE AND FISCAL, (CAF) POSITIONS

DESCRIPTION AND DUTIES: Under immediate supervision to perform work in field or office requiring a limited knowledge of economics, statistics, personnel records, land economics or laws pertaining to right-of-way acquisition, traffic recording equipment or highway engineering practice; to supervise traffic, to analyze construction project cost records, to assemble traffic information, to keep personnel records, to use accounting machines, to appraise land, to examine land titles, to repair and operate traffic recording machines, to operate reproduction equipment or to perform other similar duties; to perform the usual duties of the CAF positions classified within this Group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to graduation from college or university with completion of subjects relating to the specific position, OR, education equivalent to that represented by graduation from high school plus at least four years' successful experience in work relating to the specific position. Shall have integrity, good health and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this Group, one shall have the above Minimum Group Requirements and shall also possess the Specific Position Requirements listed under the specific position.

GROUP II

ENGINEERING POSITIONS

DESCRIPTION AND DUTIES: Under immediate supervision to perform moderately difficult engineering work in field, office or laboratory; to supervise and be responsible for small groups on routine engineering work; to make and check working drawings, simply designs, details and estimates; to inspect construction, make tests of materials or processes; to perform the usual duties of the engineering positions classified within this group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to graduation from an approved engineering school plus at least two years of progressive experience in highway engineering work in grade one and possess a general knowledge of engineering principles, practices and methods and their application; OR education equivalent to completion of high school, plus about six years of progressive practical engineering supplemented by extensive study in the field of highway engineering. Approximately 50 per cent of experience having been spent in a highway organization. Shall have integrity, good health and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this Group, one shall have the above Minimum Group Requirements and shall also possess the Specific Position Requirements listed under the specific position.

GROUP II

CLERICAL, ADMINISTRATIVE AND FISCAL (CAF) POSITIONS

DESCRIPTION AND DUTIES: Under immediate supervision to perform moderately difficult work in field or office requiring considerable knowledge in economics, traffic, statistics, reproduction processes, right-of-way procedures, or some knowledge of highway engineering practice; to perform or supervise the assembling, recording and tabulating of involved technical or nontechnical data or to operate or supervise operation of reproduction equipment, or other similar work; to perform the usual duties of the CAF positions classified within this Group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to graduation from a college or university with completion of subjects relating to the specific position plus at least two years of experience in traffic, right-of-way, statistical, reproduction or general office work; OR education equivalent to graduation from high school plus not less than five years experience in positions which have developed an aptitude for specialized individual work in the performance of duties involving auditing, traffic, statistics, right-of-way, reproduction or other special office work. Must have the ability to perform or supervise the assembling, recording compiling and tabulating of involved technical or nontechnical data, or the reproduction processes. Shall have integrity, good health and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this Group, one shall have the above Minimum Group Requirements and shall also possess the Specific Position Requirements listed under the specific position.

GROUP III

ENGINEERING POSITIONS

DESCRIPTION AND DUTIES: Under supervision to be in charge of important engineering work in field, office or laboratory; to supervise and be responsible for small groups; to check designs, to lay out and inspect construction; conduct minor research, tests of material or processes; to perform the usual duties of the engineering positions classified within this group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to graduation from an approved engineering school plus at least four years of progressive experience in highway engineering work in grades one or two and possess a general knowledge of engineering principles, practices and methods and their application; OR education equivalent to completion of high school plus about eight years of progressive practical experience in engineering, supplemented by extensive study and reading in the field of highway engineering.

Approximately 50 per cent of the experience shall have been spent in a highway organization. Shall have integrity, good health and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this Group, one shall have the above Minimum Group Requirements and shall also possess the specific Position Requirements listed under the specific position.

GROUP III

CLERICAL, ADMINISTRATIVE AND FISCAL (CAF) POSITIONS

DESCRIPTION AND DUTIES: Under supervision to be in charge of important work in field or office requiring an intimate knowledge of cost accounting, economics, traffic, highway signing, land appraisal work, title searching, right-of-way acquisition, to supervise signing or other similar work; to perform the usual duties of the CAF positions classified within this Group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to graduation from a college or university with completion of subjects relating to the specific position plus at least four years of progressive experience in budgetary work, auditing economics, traffic statistics, right-of-way acquisition, or highway signing; OR, education equivalent to graduation from high school plus not less than (8) years of progressively responsible experience in the successful performance of duties relating to the specific position. Must have a good understanding of administrative duties, responsibilities and problems, or an intimate knowledge of highly difficult and specialized matter; ability to plan and formulate operating procedure and to direct or supervise the work of others as required. Shall have integrity, good health, and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this group, one shall have the Minimum Group Requirements and shall also possess the Specific Position Requirements listed under the specific position.

GROUP IV

ENGINEERING POSITIONS

DESCRIPTION AND DUTIES: Under general supervision to be in charge of major engineering work or the supervision of a subdivision of a division or district requiring technical knowledge and experience; to plan, direct and supervise the design or construction of engineering projects; to make comprehensive research; supervise testing; to be responsible for operations of his subdivision; to perform the usual duties of the engineering positions classified within this Group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to graduation from an approved engineering school plus at least (4) years of professional and administrative engineering experience as evidenced by a detailed knowledge of engineering principles, practices and methods and their application; to be able to organize and direct a subdivision; OR, education equivalent to high school plus about 12 years of exceptional progressive practical experience in engineering and administration supplemented by extensive study and reading in the field of highway engineering.

Approximately 50 per cent of experience shall have been spent in a highway organization. Registration as a Professional Engineer in the State of Idaho. Shall have integrity, good health, and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this group, one shall have the above Minimum Group Requirements and shall also possess the Specific Position Requirements listed under the specific position.

GROUP IV

CLERICAL, ADMINISTRATIVE AND FISCAL (CAF) POSITIONS

DESCRIPTION AND DUTIES: Under general supervisions to be in charge of major work requiring technical knowledge in auditing, budgetary work, economics, statistics, traffic, right-of-way acquisition. To perform successfully title searching and examination, land appraisal, form the usual duties of the CAF positions classified within this Group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to graduation from a college or university with completion of subjects closely related to the specific position plus at least (4) years of progressive experience in auditing, budgetary work, economics, statistics, traffic or right-of-way acquisition or other work requiring a thorough knowledge of administrative principles; OR, education equivalent to graduation from high school plus not less than twelve years of progressively responsible experience in the successful performance of duties involving the above-mentioned types of work or comparable specialized operations requiring a general knowledge of highway construction, design or statistical practices. Must have a broad understanding of administrative duties, responsibilities and problems and the ability to formulate operating procedures and ability to direct and supervise the work of others. Shall have integrity, good health and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this group, one shall have the above Minimum Group Requirements and shall also possess the Specific Position Requirements listed under the specific position.

GROUP V

ENGINEERING POSITIONS

DESCRIPTION AND DUTIES: Under general direction to perform particularly important engineering work in field, office or laboratory requiring specialized engineering qualifications or attainments and offering wide latitude for independent action and decision; to be in responsible charge of a subdivision to plan, direct and supervise the design and construction of engineering projects; to act as Assistant Division Head and be capable of acting in the absence of the Head; to perform the usual duties of the engineering positions classified within this group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to graduation from an approved engineering school plus at least six years of progressive, professional and administrative engineering experience as evidenced by a detailed knowledge of engineering principles, practices and methods and their application; to be able to organize, direct and coordinate activities of a subdivision or group; OR education equivalent to completion of high school plus about (14) years of exceptional progressive practical experience in engineering and administration supplemented by extensive study and reading in the field of highway engineering.

Approximately 50 per cent of experience shall have been spent in a highway organization. A thorough understanding of the principles involved in highway design and construction. Registration as a Professional Engineer in the State of Idaho. Shall have integrity, good health, and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: Positions within this group shall have the specific requirements listed in the attached list of "Specific Requirements for Various Positions."

GROUP V

CLERICAL, ADMINISTRATIVE AND FISCAL (CAF) POSITIONS

DESCRIPTION AND DUTIES: Under general direction to be in charge of important and difficult work in field or office, offering wide latitude for independent action and decision requiring a thorough knowledge of administration, accounting, statistical or budgetary functions or of the laws and processes pertaining to the securing of rights-of-way; to successfully perform work in accounting, statistics, economics, administrative, personnel, right-of-way acquisition or other similar work; to perform the usual duties of the CAF positions classified within this Group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to graduation from a college or university with completion of subjects closely related to the specific position plus at least six years of progressive specialized or administrative experience as evidence by a thorough knowledge of administrative, accounting, statistical, right-of-way or comparable functions; OR education equivalent to graduation from high school plus not less than (14) years of exceptional progressive experience involving budgetary work, auditing or accounting, statistics, right-of-way, economics, administrative or personnel work. Must have marked ability to plan, organize, direct and coordinate diverse specialized operations to analyze complex accounting, fiscal, statistical, right-of-way or economic situations and to draw correct conclusions; and have a very high degree of discretion, tact, appreciation of responsibility and marked administrative ability. Shall have integrity, good health, and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this Group, one shall have the above Minimum Group Requirements and shall also possess the Specific Position Requirements listed under the specific position.

GROUP VI

ENGINEERING POSITIONS

DESCRIPTION AND DUTIES: Under general direction of the State Highway Engineer or his assistants to be in responsible, professional and administrative charge of a major division of the Highway Department involving planning, designing, construction, testing, administration, maintenance, contracts, specifications, location, etc.; to give independent critical or expert advice in all matters pertaining to the above described functions; to correlate the work of that division with that of other divisions and to keep the State Highway Engineer informed on progress of matters under their supervision; to perform the usual duties of the engineering positions classified within this group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to graduation from an approved engineering school plus at least ten years of broad and progressive specialized administrative engineering experience as evidence by a detailed knowledge of engineering principles, practices and methods and their application; ability of the highest order in organization, direction and coordination of difficult engineering activity particularly pertaining to highways; OR education equivalent to completion of high school plus about (18) years of exceptional progressive experience in engineering and administrative supplemented by extensive study and reading in the field of highway engineering.

Approximately 50 per cent of experience shall have been spent in a highway organization. Should have a thorough understanding of the principles involved in highway design and construction. Registration as a Professional Engineer in the State of Idaho. Shall have a high degree of integrity, tact, discretion, judgment, appreciation of responsibility and marked administrative ability. Shall have good health and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this group one shall have the above Minimum Group Requirements and shall also possess the Specific Position Requirements listed under the specific position.

GROUP VI

CLERICAL, ADMINISTRATIVE AND FISCAL (CAF) POSITIONS

DESCRIPTION AND DUTIES: Under general direction of the State Highway Engineer or his assistants, to be in responsible charge of a major division of the Highway Department requiring administrative work related to, but not involving, highway engineering; to give independent critical or expert advice in all matters pertaining to the functions of his division; to correlate the work with other divisions; and to keep the State Highway Engineer informed of the progress on all matters under his supervision; to perform the usual duties of the CAF positions classified within this group.

MINIMUM GROUP REQUIREMENTS: Education equivalent to graduation from a college or university plus at least ten years of broad and progressive specialized or administrative experience as evidenced by a thorough knowledge of the specialized work, including a thorough knowledge of the following: Land appraisal, land titles, laws relating to property transfers and contracts and other related subject; OR education equivalent to that represented by graduation from high school plus not less than (18) years of exceptional progressive specialized experience involving land appraisal, title, escrow and administrative work. Shall have exceptional ability to plan, organize, direct and coordinate diverse specialized operations, to analyze complex problems and to draw correct conclusions; shall have a very high degree of integrity, discretion, tact, judgment, appreciation of responsibility and marked administrative ability. Shall have good health and freedom from disabling defects.

SPECIFIC POSITION REQUIREMENTS: To qualify for a position within this Group, one shall have the above Minimum Group Requirements and shall also possess the Specific Position Requirements listed under the specific position.

GROUP VII

ENGINEERING POSITIONS

DESCRIPTION AND DUTIES: Under general direction of the State Highway Engineer or his assistants to be in responsible, professional and administrative charge of a major division of the Highway Department involving planning, designing, construction, testing, administration, maintenance, contracts specifications, location, etc; to give independent critical or expert advice in all matters pertaining to the above described functions; to correlate the work of that division with that of other divisions and to keep the State Highway Engineer informed on progress of matters under their supervision; to perform the usual duties of the engineering positions classified within this group.

MINIMUM REQUIREMENTS: Education equivalent to graduation from an approved engineering school plus at least ten years of broad and progressive professional and administrative engineering experience as evidenced by a detailed knowledge of engineering principles, practices and methods and their application; ability of the highest order in organization, direction and coordination of difficult engineering activity particularly pertinent to highways; OR education equivalent to completion of high school plus about twenty years of exceptional progressive experience in engineering and administration supplemented by extensive study and reading in the field of highway engineering. Approximately 50 per cent of experience shall have been spent in a highway organization. Registration as a Civil Engineer in the State of Idaho.

Shall have a high degree of integrity, tact, discretion, judgment, appreciation of responsibility and exceptional administrative ability. Shall have good health and freedom from disabling defects.

GROUP VIII

ENGINEERING POSITIONS

The position within this group shall be Assistant State Engineer or equivalent positions in the Highway Department.

DESCRIPTION AND DUTIES: To perform the duties and functions assigned by the State Highway Engineer; to give independent critical or expert advice, to correlate the work of the divisions under his jurisdiction and to keep the State Highway Engineer advised as to the progress of the work.

MINIMUM REQUIREMENTS: Education equivalent to graduation from an approved engineering school plus at least ten years of broad and progressive professional and administrative engineering experience as evidenced by a detailed knowledge of engineering principles, practices and methods and their application; ability of the highest order in organization, direction and coordination of difficult engineering activity particularly pertinent to highways; OR education equivalent to completion of high school plus about twenty years of exceptional progressive experience in engineering and administration supplemented by extensive study and reading in the field of highway engineering. Approximately 50 per cent of experience shall have been spent in a highway organization. Registration as a Civil Engineer in the State of Idaho.

Shall have a high degree of integrity, tact, discretion, judgment, appreciation of responsibility and exceptional administrative ability. Shall have good health and freedom from disabling defects.

GROUP IX

ENGINEERING POSITIONS

The position of State Highway Engineer shall be the only position in this group.

DESCRIPTION AND DUTIES: To perform the duties and functions of the State Highway Engineer as prescribed by the Laws of the State of Idaho.

MINIMUM REQUIREMENTS: The minimum requirements shall be those prescribed by the laws of the State of Idaho and such additional requirements as may be prescribed by the Idaho Board of Highway Directors.

Senator Brown was the spokesman. Their problem concerned the Marsing Bridge across the Snake River. The delegation told the Board that this bridge was a one-way bridge and that the floor was very bad. They said they had been promised a new bridge and were told that the structure would be erected not later than 1950.

The Board explained to the delegation that the department was approximately ten million dollars behind on their bridge construction and that there were many inadequate structures on the state highway system, but bringing the bridges on the state highway system to a satisfactory standard was seriously handicapped because of the difficulty of obtaining steel.

The spokesman for the group said that they did not expect immediate construction of the bridge, but they were desirous of knowing the status of this bridge as they did not want to be pushed around.

The Board assured them that they would be given the same consideration as all other counties, but that they could give them no definite information at this time, but that they would like to have them come back to the March meeting of the Board and they would try to be able to tell them just where their bridge stood in the construction program.

The State Highway Engineer then gave a report on the special meeting of the Executive Committee of the American Association of State Highway Officials, which he attended in Chicago on November 27, 1951. This meeting was for the purpose of considering the question of a national policy statement for the Association for submission to the national Congress for their consideration in connection with new legislation for Federal-aid for highways that should be considered by the Congress convening in January, 1952.

The Board said that when the proper time came, they would contact our congressional members and ask for their support in getting the Committee's recommendations through Congress.

The State Highway Engineer then presented a letter which he had received from Mr. Hal H. Hale, Executive Secretary of the American Association of State Highway Officials, wherein he had been asked to be a member of the Association's Special Committee on International Highway Relations. He told the Board that this had been more or less of an inactive Committee but that there was a great deal of work to be done. The Board felt that the State Highway Engineer should accept this appointment, and to so advise Mr. Hale.

After the passage of the Highway Act of 1951 became effective, stating that no money could be spent for maintenance or construction of roads not on the state highway system, the old Fruitvale-Glendale road was turned back to Adams County for maintenance, and the County was so advised by letter.

The department was not aware of a Cooperative Agreement, dated October 4, 1937, between Adams County and the then Department of Public Works, wherein it was agreed that "in consideration of the purchase of the right-of-way herein described by the Local Unit, the State hereby agrees that it will, at all times hereafter, maintain that portion of the existing State highway between the termini of the proposed project in a condition comparable to that of county roads in Adams County, Idaho, as of this time."

Because of this agreement, the Board directed the State Highway Engineer to have the snow removed from this section of road until such time as a decision could be definitely reached as to whose proper obligation it was to maintain it.

The Board then took under consideration a letter received from the City of Nampa, requesting State participation for improvement of one block in the City of Nampa, which is on the state highway system.

The Board authorized the State Highway Engineer to pay the State's proper share of the cost for resurfacing one block on Third Street South between 11th and 12th Avenue South in the City of Nampa on State Route No. 45, when an estimate is submitted and the cost of this improvement is satisfactory to the department of highways.

The Board then considered a letter received from the Bureau of Public Roads, wherein they had transmitted a copy of a letter from the Regional Forester at Missoula, Montana, in which he suggested that the St. Maries-Avery Road be given consideration for addition to the Forest Highway System.

The Board felt that the present Forest Highway System included many miles of roads that were below standard and they did not look with favor on increasing the present mileage in the System until the weak links in what we already have are brought to a more usable standard; however, they took no definite action at this time as they thought this matter could be better discussed at the Forest Highway meeting which will be held at a later date.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Tuesday, December 11, 1951.

TUESDAY - December 11, 1951

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Tuesday, December 11, 1951, with all members and the State Highway Engineer present.

The Board received by appointment a delegation from Fremont County. Mr. Walter F. Grossenbach, President of the Green Timber Improvement Association, was spokesman. This meeting was requested to discuss State Route No. 47, which the Board had recently removed from the State highway system. They requested that the Board reconsider their action and maintain State Route No. 47 in the State highway system until it could be extended to meet the federal highway at the South entrance of Yellowstone Park. They felt that this road, if constructed, could be made an artery of main travel in and out of the State of Wyoming.

The Board explained to the delegation that when they took the action of removing this road from the state highway system, it was not done by the arbitrary action of the Board, but that they believed that the Highway Act of 1951 legalized and directed them to remove highways from the system which, in the opinion of the Board, did not properly belong on the system; the theory being that highways of certain character did not belong on the

system in one county when roads of the same character were being constructed and maintained by county and local funds in other counties. It was the opinion of the Board that this section of road was a strictly farm to market road and they believed their first obligation was to get the main highways constructed to a higher standard.

The delegation stated that they were not asking that a new road be built at this time, but that they would like to have it kept on the state highway system, and that the state continue to maintain it as the County did not have equipment or funds to do the maintenance work.

The Board said that the Highway Act of 1951 also indicated that the last Legislature went very carefully into the division of revenues accruing to the State for highway purposes, and apparently divided said revenues equitably between the State, Counties and Cities.

The delegation informed the Board that an agreement existed wherein the County agreed to purchase the right-of-way and the State would maintain it.

The Board took no action as far as maintaining this road on the State highway system; however, they informed the delegation that they would look into the matter of this agreement very carefully and until such time as a definite decision could be reached, the State would continue to maintain the road.

The Board then received by appointment a delegation from Sandpoint to discuss the Sandpoint bridge problem.

Mr. Floyd Gray, the Mayor of Sandpoint, was the spokesman. He told the Board that they were desirous of obtaining a commitment as to where the bridge was to be located, and that they wanted to present to them pertinent information as to why they were of the opinion that the new bridge should be in the same vicinity as the old one. The Mayor said that if the bridge was constructed at the Rocky Point location, it would be necessary to revise their entire system of feeder roads as the whole City of Sandpoint had been built around the present location of the bridge. The suburban area had also been built up adjacent to the bridge on the south side, and a change in the location would make it necessary to have additional school buses for transporting the students to and from school.

The Board asked the State Highway Engineer if he could inform the delegation how soon the department could come up with a plan, and to also give them a report as to just how far the department had gone into this matter.

The State Highway Engineer told the delegation that the department had spent practically all summer making foundation investigations for he believed it was the duty of the department of highways to investigate all possible sites and consider these sites on their relative merits; not only from a standpoint of the community it serves, but also to the services of the traveling public and to the economic benefits accruing to the State as a whole. He said that the department was going to continue their studies and investigations until they were satisfied, and then a decision would be made, as he believed any decision should be based on facts. He thought that by next summer they

would have enough information to give the City of Sandpoint an answer to their question.

The Mayor said that the City of Sandpoint had no criticism with the Board or the highway department for investigating all phases, and they did not want to pressure anyone, but due to the construction of the Albeni Falls dam, the Army Engineers were contemplating the relocation of the present City docks and bathing beach and the location of the docks and bathing beach depended upon the location of the connecting highway and bridge. He also stated that the City had closely related plans for improving their water front and constructing a small boat basin and by not knowing where the bridge was to connect with the highway, it had held up their planning.

The Board then presented a map to the group showing three proposed routes which the department has been investigating. Two of these routes are in the vicinity of the old bridge and are near the railroad bridge and the other route is at the Rocky Point location.

The delegation expressed the opinion that either of the routes near the railroad bridge would be satisfactory, but that they did not favor the Rocky Point location.

The Board then received a delegation of officials from the Forest Service and the Bureau of Public Roads. The following persons were present:

Roscoe C. Rich, Chairman, Board of Highway Directors
 W. Fisher Ellsworth, Member, Board of Highway Directors
 Leonard K. Floan, Member, Board of Highway Directors
 Earle V. Miller, State Highway Engineer
 Arvil Anderson, Engineer, Forest Service, Region 4
 W. G. Guernsey, Supervisor, Boise National Forest
 W. H. Lynch, Division Engineer, Bureau of Public Roads
 Clifford R. Salmen, Acting District Engineer,
 Bureau of Public Roads

The forest highway program was discussed, but not in detail as this matter will be taken up at the forest highway meeting which will be held in February. The Board directed the State Highway Engineer to submit to the Bureau of Public Roads a list of projects to be considered at the forest highway meeting, and they informed the delegation that they would arrange for the place of meeting.

The Forest Service then presented information to the effect that the average haul on logs ranges between 75 and 125 miles at the present time and that the most economical methods of hauling must be employed in the future to permit logging to continue in many areas.

Hauling of legal loads costs approximately \$5.00 per MFB more than hauling with the 10 ft. width bunks with overloads. The difference will be reflected in the bids if the larger trucks are permitted, and their use will more than pay for the increased cost of building roads adequate for the heavier loads. It is the Forest Service's desire to have certain

roads posted for overloads and they will require operators to be responsible for the roads used.

Roads on the Forest Development system are under Forest Service control and are regularly being used by loads exceeding the legal limit. They would like to develop some cooperative arrangement to extend this to forest and State highways. Specifically discussed was the Beaver Creek Summit-Lowman Section of Forest Highway #25 and Forest Highway #24 between Banks and Lowman. The former and the Banks-Crouch section of the latter were improved with Forest Highway funds and both are on the State Highway System.

The Board said that they had been considering the removal of the roads from the State System so that they would have no responsibility in connection with load restrictions. The representatives of the Bureau of Public Roads informed them that the State by cooperative agreements is responsible for maintenance and that such action would not relieve them of the responsibility but that they could arrange for the actual maintenance work to be performed by a third party if they so wished.

No specific action was taken by the Board. The officials of the Forest Service said that the reason for discussing this matter was so that they could make plans, and that it was becoming more pressing because of the State's expressed intention of rigid enforcement of loading restrictions.

The three roads that were recently taken off of the State Highway system were then discussed with regard to maintenance agreements. The Bureau of Public Roads informed them that the Triumph Mine Road was built with access funds and the State had no maintenance agreement with the Bureau for maintenance. The Thain Road was built with federal-aid secondary funds; the Highway District participating in the matching funds. They expressed the opinion that the department must have an agreement covering the maintenance by either county or local unit. State Route 47 was constructed with federal funds and the State has a definite agreement with the Bureau to maintain it.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Wednesday, December 12, 1951.

WEDNESDAY - December 12, 1951

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Wednesday, December 12, 1951, with all members and the State Highway Engineer present.

The Board received by appointment a delegation from Wendell, with the following person present:

Roscoe C. Rich, Chairman, Board of Highway Directors
 W. Fisher Ellsworth, Member, Board of Highway Directors
 Leonard K. Floan, Member, Board of Highway Directors
 Earle V. Miller, State Highway Engineer
 J. F. Tyler, President, Wendell Highway District
 S. G. Clower, Commissioner, Wendell Highway District

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Chas. E. Young, Commissioner, Wendell Highway District
 Austin Schouweiler, Secretary, Wendell Highway District
 C. W. Short, Secondary Roads Engineer, Department of
 Highways

Their problem concerned the road extending South from Wendell about five miles, thence three miles East and two miles West. They requested that this road be considered for construction as a federal-aid secondary project.

The Board told the delegation that this request had already been presented to the Bureau of Public Roads and that it had been approved for inclusion in the federal-aid secondary system. They informed them that no engineering work had been done on this project, and suggested to them that since the Highway District had to pay for the engineering costs anyway perhaps they could expedite this project by negotiating with an engineering firm to do the preliminary engineering. It was brought to their attention that if this was done, the work must be performed by a registered professional engineer that was qualified and authorized under the law, and that the preliminary engineering work must be done in accordance with established procedure and to the satisfaction of the State highway department.

The Board told the delegation that there was no reason for the Department to hold up this project, and as soon as it was ready, it could be advertised for letting to contract.

The Board then received by appointment a delegation from Power County, and the following persons were present:

Roscoe C. Rich, Chairman, Board of Highway Directors
 W. Fisher Ellsworth, Member, Board of Highway Directors
 Leonard K. Floan, Member, Board of Highway Directors
 Earle V. Miller, State Highway Engineer
 Ray Alexander, State Senator, Power County
 E. G. "Sonny" Commons, Representative, Power County
 Vard W. Meadows, American Falls, Idaho
 H. Irvin Moss, Chairman, Board of County Commissioners,
 Power County
 C. C. Thornhill, Commissioner, Power County
 LeRoy C. Lindley, Commissioner, Power County
 R. M. Whittier, Rockland
 Edward Woozley, State Land Commissioner
 H. C. Allen, P.U.C. Commissioner
 C. W. Short, Secondary Roads Engineer, Department of Highways

The delegation stated that they had two propositions to discuss with the Board.

First, they wanted to request that the Schiller-Arbon Valley Road be placed on the federal-aid secondary system. They informed the Board that Highway District No. 3 in Power County was in the process of being dissolved and that Power County would then have full responsibility for the entire route.

The Board told the delegation that their request was now in the process for the addition of this route to the federal-aid secondary system and that the Department was compiling factual data to support this request to be forwarded to the Federal Government. If the federal government approves the request, the Board said they would have no objections in having it placed on the federal-aid secondary system and let to contract as soon as it was ready. They informed them, however, that if this project was approved and a contract was let for this work that they adopted the policy of having the money from the County deposited with the highway department before the contract was awarded.

The next matter they discussed was the section of road between Holbrook and Roy.

The Board told the delegation that they had received at a previous meeting a delegation from Oneida County who had presented the problem to them concerning this road. They said they would tell them the same as they had the Oneida delegation that they were going to take a good look at the situation and that they would not make any commitments at this time, but would give a definite statement as to the disposition of the road as soon as they had had time to carefully consider all of the circumstances involved.

The Board then met with the Associated General Contractors' Committee, with the following persons present:

Roscoe C. Rich, Chairman, Board of Highway Directors
 W. Fisher Ellsworth, Member, Board of Highway Directors
 Leonard K. Floan, Member, Board of Highway Directors
 Earle V. Miller, State Highway Engineer
 J. T. R. McCorkle, Manager, Associated General Contractors
 T. Matt Hally, President, Idaho Constructors, Inc.
 Harold Quinn, Quinn-Robbins Company
 Don Smith, District Engineer, Morrison-Knudsen Co., Inc.

Several matters were discussed. The Committee requested a little more information on over-width and over-size units, particularly with respect to the moving of contractor's equipment. The Board informed them that if the equipment could be disassembled so that it would come within the law, they were going to request that it be done, even though it might reflect in higher bid prices for they had adopted the policy regarding over-weight and over-size loads and that the law would have to be enforced.

The prequalification of contractors prior to letting of bids was also discussed. Mr. McCorkle said that he had had reports from the State of Utah where this was being done, and that it was working very well and that the contractors like it. No decision was made at this time as to whether or not it would be put into practice as it was felt that more information was needed to know just how it could be handled best.

The State Highway Engineer then asked the Committee if they had any objection in changing the day for letting of bids, which has ordinarily been Friday. Mr. Hally said that he believed there was an old statute which stated that lettings should be on Tuesday or Friday; however, he did not know whether

or not that was still in effect. The Committee said that they had no objection to another day and were of the opinion that perhaps Wednesday would be the best day.

The State Highway Engineer also asked the Committee if the department was wrong in specifying "working days" in the contracts or if a "fixed date" should be used. The Committee said that for most projects they preferred to have "working days" specified, especially on projects that required controlled materials.

THEREUPON, the Board recessed until 1:30 o'clock P.M.

The Board reconvened at 1:30 o'clock P.M., with all members and the State Highway Engineer present.

The Board received by appointment a delegation from the Idaho Natural Resources Trucking Association, and the following persons were present:

Moscoe C. Rich, Chairman, Board of Highway Directors
 W. Fisher Ellsworth, Member, Board of Highway Directors
 Leonard K. Floan, Member, Board of Highway Directors
 Earle V. Miller, State Highway Engineer
 Thomas E. Kinney, President, Idaho Natural Resources
 Trucking Association, Coeur d'Alene, Idaho
 John R. Bianca, Spokane, Washington
 Melvin Snook, Orofino, Idaho
 C. J. O'Neil, General Manager, The Ohio Match Company
 G. S. Giovanelli, Twin Feather Mills, Inc.
 Geo. W. Beardmore, Potlatch Forests, Inc., Lewiston, Idaho
 W. Arnnison
 W. F. Schmidt, Schmidt Bros., Greer, Idaho
 Wayne Rauch, Rauch Lumber Company, Troy, Idaho
 Jack O. Morgan, J. O. Morgan, Inc., New Meadows, Idaho
 Gordon A. MacGregor, MacGregor Logging Company, Boise
 L. Cotty Lowry, B. J. Carney & Company, St. Maries, Idaho
 W. Albrethsen, Bridge Engineer, Department of Highways
 N. L. McCrea, Maintenance Engineer, Department of Highways
 Allan G. Shepard, Assistant Attorney General, Department of
 Highways

The delegation told the Board that under the present law, they felt the logging and lumber industry of the State of Idaho will be faced with an economic disadvantage, and requested that the Board of Highway Directors consider the following recommendations:

1. A request for an overall weight limit based on the square inch tire surface on the highway.
2. A request for a conversion factor for log and lumber, due to the complication and expense of law enforcement.
3. A request for widths of loads on logging bunks.

4. A request for transporting over-length poles and piling.
5. A request to move logging equipment to and from operations without permit.

A lengthy discussion followed, with the Trucking Association giving their reasons as to why they believed their proposal should be adopted. The Board took no action, and told them that they would give the matter careful consideration and inform them by letter as to their decision. After due consideration, the Board wrote the following letter on 14 December 1951 to Mr. Thomas E. Kinney, President of the Idaho Natural Resources Trucking Association:

"Mr. Thomas E. Kinney, President
Idaho Natural Resources Trucking Association
1010 5th Street
Coeur d'Alene, Idaho

"Dear Mr. Kinney:

"The State Board of Highway Directors has had under consideration the proposal as presented by you and your Committee. We have considered your proposal by Exhibits and will answer each proposal by number.

"Exhibit No. 1. A request for an overall weight limit based on the square inch of tire surface on the highway.

"We attach hereto a letter from Mr. W. Albrethsen, the State Highway Bridge Engineer, which directly answers your proposal under Exhibit No. 1.

"In the light of all evidence that we can obtain, it is the decision of the Board not to change in any way the present bridge formula, which is the applied law as recited in Chapter 217, Section 48-601.

"We recognize that there is a relation between tire size and weight; however, our law describes an allowable weight per inch of tire of 800 pounds, and at any time the State highways cannot maintain this load factor, then it is the intention of the state highway department to post the road. The principle in permitting more gross weight by extending the length of a vehicle is, of course, necessary when determining a maximum load that a bridge can carry. You will appreciate that it is the duty of the Highway Board to provide and maintain to the best of their ability highways for the citizenry of the State of Idaho. We recognize the many problems of the logging industry but in weighing all of the facts as we find them, with the added assurance of similar circumstances in our neighboring States, Washington and Oregon, we are firmly of the opinion that we must follow the law as it now appears on our statutes.

"Exhibit No. 2. A request for a conversion factor for logs and lumber.

"We believe your position taken with respect to the use of a conversion factor for logs and lumber to be practical from an operation standpoint, but one that would complicate the wordage of a regulation to such an extent that enforcement would become vastly more complicated.

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"We suggest that the operators in various localities of our State discuss this matter with the State enforcement authorities in that area and that as a result of actual experience, suitable footage figures be arrived at that would come within a reasonable tolerance figure, which might possibly be subscribed to by the law enforcement agency.

"Exhibit No. 3. A request for widths of loads on logging bunks.

"It will be the policy of the Board not to change the law with respect to widths of loads and units using the state highways. We recognize that there are certain pieces of equipment that exceed by perhaps an inch or two the allowable 8' width, and we will not make an issue of this but perhaps consider it as a tolerance figure.

"We cannot give any legal assurance of this fact, as we point out to you that any vehicle over the legal limit in width would be subject to criticism in the event of accidents and subsequent court action.

"The above fact would naturally prohibit 9' loads for short log trucks. Here again the practical use of equipment must be gone into with the State Highway Police for the purpose of determining what the practical application of the law will be.

"Exhibit No. 4. A request for transporting overlength poles and piling.

"We do not believe that this presents any problem as such movement is taken care of under our proposed permit regulation.

"This special permit regulation will be publicized shortly and you will see that the matter of extra length in the case of poles and piling has been well taken care of.

"Exhibit No. 5. A request to move logging equipment over state highways.

"This matter is also covered under the proposed regulation for special permit. We recognize the fact that at times the movement of special pieces of equipment could possibly be delayed; however, we wish to point out to you that the leniency of the State in this regard has in the past caused excessive strain on our bridges and wear and abuse to our highways.

"It has become apparent that definite procedure and policy must be established and maintained with respect to the movement of all oversize and overweight equipment.

"We invite your comments, criticisms and suggestions with respect to the special permit regulation, as the Board plans to take this matter up for further consideration at their next meeting.

"We are also inclosing a copy of a letter from Mr. N. L. McGrea, which has become part of the Board's information in the consideration of the above general problem.

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Yours very truly,

BOARD OF HIGHWAY DIRECTORS
DEPARTMENT OF HIGHWAYS

R. C. Rich /s/

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

The letters mentioned in the above from Mr. W. Albrethsen and Mr. N. L. McCrea are as follows:

"E. V. Miller

Truck Loading:

"The request by the Idaho Natural Resources Trucking Association, to base truck loads on the load per inch of tire instead of axle loads has been reviewed and we offer the following comments:

"The value of 18,000 pounds per axle as recommended by the American Association of State Highway Officials and placed in the laws of most of the 48 States, was derived by an investigation of the effects of trucks on our H-15 bridges.

"An H-15 truck loading is defined as two trucks meeting or passing on a structure, each truck having a total weight of 30,000 pounds of which 6,000 pounds is on the front axle and 24,000 pounds is on a single rear axle.

"As the greater portion of trucks carrying heavy loads are built with dual axles spaced 4 feet plus or minus apart, there are two axles to be considered on the trucks in operation where only one axle of 24,000 pounds was used in design.

"The investigation made by the 48 States on the bridge stresses show that when the loads on the dual axles are approximately 16,000 pounds each, a total of 32,000 pounds over a 4 foot spacing, that the bridge design for the single axle while being overstressed, is not so serious but what it can be accepted. Our calculations indicate that when the dual axle loads are increased to 18,000 pounds each, we have overstresses in our bridges designed for H-15 loading of approximately 27% on 50 foot span bridges and 10% on 100 foot span bridges.

"As the question of axle loads as stated above has been studied seriously by the 48 States over a period of 20 years, we do not feel that we are in a position to make a recommendation that would in any way raise the maximum of 18,000 pounds per axle as set by law. We also question whether we have a right to change the 18,000 pound loading without legislative action.

"Also we do not feel that we should recommend a change from our legal load limits to permit values exceeding 16,000 pounds for axles closely spaced. The

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18,000 pound axle according to our legal load limits as provided by law pertains to single axle loading, spaced at least 11 feet apart.

"As far as bridges are concerned, we do not object to the use of applying a load per square inch of tire as long as the dual axle loads do not exceed 16,000 pounds each or a single axle load of 18,000 pounds. However, the load per square inch of tire should not exceed 800 pounds per square inch when applied to road pavements.

"The value of 800 pounds per square inch when applied to a 11.25 inch tire on a single axle with two wheels gives an 18,000 pound axle load, which is not at all serious as far as structures are concerned, but would require the sub-base of the roads to be in excellent condition if it were to take this concentrated load.

"Regarding wheel load concentrations on the roadway surfaces, there is very little difficulty providing the subgrade is of a nature that the materials are kept in compression. However, when loads are applied to sub-grades having weak spots, it becomes necessary for the surface material to carry these loads across the planes of weakness. In this particular case it is of advantage to have the load well distributed over more tire area to distribute the load to more area of the sub-base. In the event that a large area of the sub-base is weak, the limitation of a total axle load is of very great importance. Until the time comes when the sub-base of our highways have been strengthened, it is our opinion that considerable thought should be given before any increase in the axle load of 18,000 pounds as provided by law is permitted.

"Attention is called to the difficulty in loading logging trucks so that the load will be distributed equally over the axles. For this reason we feel that while it is important that we do not permit a total load that exceeds the loads as prescribed by law, that a reasonable tolerance be permitted for the dual axle loads. While this will permit a loading that will exceed the legal allowable load limit for dual axles with close spacing, we believe that the difficulty of placing the logs on the trucks to distribute the loads equally should be given consideration.

"In conclusion we present the following recommendations:

- "1. That no action be taken that will increase the axle loads as set up under the present law.
- "2. That the total loads as enacted by the Legislature be retained.
- "3. That due to the difficulty in placing logs on trucks, that we accept a reasonable variation in the axle loads as long as the total load as described by law is not exceeded.

By: Walter Albrethsen /s/
Bridge Engineer"

"E. V. Miller

"After reading over the request from the Idaho Natural Resources

Trucking Association at the meeting 12-12-51, the following comments are offered:

"They base their request on nine contingencies,

"Numbers 1, 2, 3, and 4 are generally true except in some sections of the neighboring states conditions are about the same.

"Number 5. This condition is true in all states.

"Number 6. This is questionable, because since World War II, until the present, the lumbering industry has been operating on a buyers market.

"Numbers 7 and 8 could be true.

"Number 9. The past administration allowed a 10% increase on each axle and settled that this would be 1,000 lbs. or 19,000 lbs. per axle. If they could load the front axles to 14,000 lbs. it would let them haul 90,000 lbs. The distances between axles was not considered and as a result on a 28' length truck between front and last axles, the increase could be better than 60%.

"At the meeting when these concessions were granted, it was not granted for use over our bridges and the maintenance department was ordered to post all our bridges for the legal limits which was done. It was more or less understood that the loggers would detour the bridges or strengthen them.

"Exhibit "1" is based entirely on weight per inch of tire and their table does not allow the same weight per inch width for all tires. It would appear that they wanted to ignore axle spacing.

"Exhibit "2" asks for a conversion factor for determining the weights of logging and lumber trucks. This is a matter for the Law Enforcement Department and it has been used to some extent in the past. As was shown at the meeting, a 20% overload could be carried regularly by an operator hauling small logs. It would appear that maybe a 2,000 lb. gross load tolerance might be the better answer.

"Exhibit "3", the use of wider loads would not have to be considered unless the heavier loads are allowed. If wide loads are allowed there should be a study made of the highways to determine which ones they could be allowed upon.

"Exhibit "5", it appears that the loggers have no more of a problem on this subject than do contractors. What is good for one should be good for the others.

"Briefly, the loggers want to operate as they have in the past. The question is do they have to? Other interests such as mining, stock, hay, spuds, etc., might enjoy more profit if they could enjoy the same privileges.

"The highway study committee made no recommendations for these concessions to the loggers. If it was so vital to the welfare of the State it should have been covered.

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"For concessions of such magnitude, and if it is so vital as claimed, surely the State Legislature should consider it.

By: N. L. McCrea /s/
Maintenance Engineer"

At this time, the Board met with a delegation from Rigby, Idaho, and the following persons were present:

Roscoe C. Rich, Chairman, Board of Highway Directors
W. Fisher Ellsworth, Member, Board of Highway Directors
Leonard K. Floan, Member, Board of Highway Directors
Earle V. Miller, State Highway Engineer
Raymond Ball, Mayor, City of Rigby
A. Clifford Smith, Rigby
Clyde Ormond, Rigby
Grant Young, Rigby
Kenneth Hill, Rigby

This delegation requested this meeting with the Board to discuss the location of the Highway Department's Sixth District Headquarters. They were of the opinion that because Rigby was centrally located in the Sixth District of the Department of Highways, and by reason of its advantageous location to the majority of highways located within that District, that Rigby would be the logical place for the District Headquarters. They named several sites that they thought would be suitable for the District Office.

The Board told the delegation that as yet they had made no decision in this matter, but would probably do so in the near future, and when they did, they would give Rigby the same consideration as other locations in that District.

Mr. W. Fisher Ellsworth, Director from District No. 1, said that since he lived at Idaho Falls, he had requested that Mr. Rich, Chairman of the Board and Mr. Leonard Floan, Director from District No. 3, make the decision regarding the location of the Sixth District's Headquarters.

The Board then received by appointment a delegation from Valley County, with the following persons present:

Roscoe C. Rich, Chairman, Board of Highway Directors
W. Fisher Ellsworth, Member, Board of Highway Directors
Leonard K. Floan, Member, Board of Highway Directors
Earle V. Miller, State Highway Engineer
Frank E. Freeman, McCall
Perc H. Shelton
B. F. Mahoney, Valley County Commissioner, Stibnite, Idaho
Horace J. Patterson, Chairman, Board of County Commissioners,
Valley County
Robert C. McBride, Valley County Commissioner, McCall
Forest E. Robb, Clerk, Board of County Commissioners, Valley
County

The matter of snow removal on the McCall-Sylvan Beach road was the subject of discussion.

The spokesman for the group said that for many years the highway department has been removing the snow from this road. He stated that there were approximately twenty-nine families who live there the year around and some have children attending school. They requested that the Department of Highways continue snow removal operations on this section of road.

The Board told the delegation that they were up against many similar problems, and it appeared to them that this was a County obligation. They also told them that the Highway Department is prohibited by law to spend State funds for any work off of the designated State highway system, unless it is done so by an agreement with some local agency, such as the County in this case.

The Board took no definite action, but said that they would contact the District Engineer to see if some kind of a mutual agreement on an equitable basis could be worked out which would be satisfactory to all concerned.

The Board then met with Mr. A. H. Burroughs, and the matter of snow removal on the Arrowrock-Atlanta Road was discussed. The Board explained to Mr. Burroughs that under the State law, the Department of Highways was not permitted to spend money off of the designated State highway system and felt that it was a matter that should be taken up at County level. They suggested that he discuss this matter with the County officials and ask them to consummate an agreement whereby the State would be fully reimbursed for all expenses incurred.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Thursday, December 13, 1951.

THURSDAY - December 13, 1951

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Thursday, December 13, 1951, with all members and the State Highway Engineer present.

The Board authorized the execution and fulfillment of a Cooperative Agreement between the State of Idaho, Department of Highways, and the County of Custer for the snow removal of approximately 1200 feet of streets in Stanley, Idaho.

The Board then discussed the matter of snow removal on the Plummer-Fairfield road in Benewah County. They felt that this was strictly a local matter and should be handled at County level, as the present law does not permit money to be spent off of the State Highway system on county roads for any purpose, unless by mutual agreement in writing between the County involved and the State, whereby the State would be reimbursed for whatever work was done.

On June 1, 1951, the Board of Highway Directors passed a motion authorizing the payment of household moving expenses of Mr. Miller from Phoenix, Arizona to Boise in an amount not to exceed \$850.00. It was the intention of the Board

at that time to pay the entire moving expenses, and they were of the opinion that the total of \$850.00 would take care of all expenses.

Between the passage of this motion and the moving of Mr. Miller's household goods from Phoenix to Boise, the truck lines were permitted to make an increase in their rates and the actual cost of the moving expenses was \$1,141.54; therefore, the Board by this measure now authorizes the additional payment of \$291.54 or a total of \$1,141.54 to cover this item.

This action was unanimously approved by the Board.

The Board then met with Mr. Woosley, State Land Commissioner, and the matter of snow removal and maintenance work on the section of the highway going into the Chatcolet area from Highway No. 5 within the boundaries of Heyburn State Park was discussed.

The State Land Commissioner said that it was his understanding that when the administration of this park was given to the State Board of Land Commissioners that roads within State parks would continue to be maintained by the Highway Department. He said that the State Land Department was not permitted to spend any money for the maintenance of the roads and that no money had been appropriated for such purposes.

The Board told the State Land Commissioner that they would take this matter under advisement as to whether or not it is the Highway Department's responsibility, and until such time as this can be determined, the Highway Department will continue to maintain this section of road.

THEREUPON, the Board adjourned until their next regular meeting, which was set for January 10, 1952.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
10 January 1952