

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

January 10-12, 1952

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 January 10, 1952.

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

Minutes of the regular meeting held December 10-13-, 1951 were read and approved by the Board.

Consideration was then given to the bids received on December 21, 1951, and the following action was taken:

The first bids considered were for Federal Aid Project No. FI-2023(2), consisting of constructing the roadway and a bituminous surface treatment on 3.934 miles of the North Side Highway from Wendell Southeast in Gooding County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Hoops Construction Company of Twin Falls, Idaho, the low bidder, on January 2, 1952, in the amount of \$353,053.79 the Engineer's Estimate being \$348,926.50.

The Board then considered the bids received on Stockpile Project No. 77, consisting of furnishing crushed gravel in stockpiles adjacent to Highway US-30, Southeast of King Hill in Elmore County. The State Highway Engineer, acting on the authority given him by the Board, had awarded the contract to Barnhart and Wheeler Contractors, Inc. of Pocatello, Idaho, the low bidder, on January 2, 1952, in the amount of \$7,100.00; the Engineer's Estimate being \$10,000.00.

Bids were then considered for Stockpile Project No. 76, consisting of furnishing crushed gravel in stockpiles adjacent to Highway US-30 near the New York Canal in Ada County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Nelson Gravel Company of Boise, Idaho, the low bidder, on December 24, 1951, in the amount of \$4,500.00 the Engineer's Estimate being \$7,500.00.

The last bids to be considered were for Stockpile Project No. 72, consisting of furnishing crushed gravel and cover coat material in stockpiles in Bannock and Bear Lake Counties. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Parson and Fife Construction Company of Brigham City, Utah, the low bidder, on December 24, 1951, in the amount of \$35,240.00; the Engineer's Estimate being \$54,850.00.

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

January 10-12, 1952

The Board then received by appointment Mr. Richard F. Johnson who had made application for the position of Secretary to the Board. The Board gave Mr. Johnson no definite answer at this time; however, they told him that they were favorably impressed and that they would give his application further consideration as well as consider the salary they felt they could offer him and would advise him of their decision at a later date.

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
 T. H. Barnhart, President, Barnhart & Wheeler Contractors, Inc.
 Hank Knippel, President, Western Construction Company
 M. A. Robinson, Purchasing Agent, Morrison-Knudsen Company, Inc.
 N. R. Nichols, Purchasing Agent, J. A. Terteling & Sons
 J. I. Morgan, Morgan Construction Company
 Duffy Reed, Duffy Reed Construction Company
 Gordon MacGregor, MacGregor Logging Company
 Bill Hoops, Hoops Construction Company
 N. L. McCrea, Maintenance Engineer, Department of Highways

This Committee had met with the State Highway Engineer and the Maintenance Engineer on Wednesday, January 9, 1952 to discuss the motor vehicle special permit requirements and conditions for excessive size and weights upon state highways, and at this meeting there were several recommendations made that the group requested be given consideration, which were as follows:

1. Recommended that some provisions be made in the policy so that permits for loads in excess of the 25% could also be issued.
2. Recommended that the highway department charge a flat fee to cover the cost of paper work.
3. Recommended that logging, mining and highway construction equipment be exempt from any permits for overloads.

Mr. Hally was spokesman for the delegation when they met with the Board on Thursday. In considering the first recommendation, a statement was read to the delegation for discussion, which provided for a provision to issue permits for loads over 25% increase only in instances where it could be determined that the roadway to be traveled was stable enough to carry the extra loadings and if bridges were involved, they should be detoured or protected to the satisfaction of the bridge engineer. No definite action was taken as to whether or not this should be adopted as part of the policy, but the Committee said that they believed this would take care of their needs.

In the discussion of the next recommendation, the spokesman for the delegation explained to the Board that they were of the opinion that the fees as set up in the policy were exorbitant, especially if the ton mile tax was to be used. They told the Board that in many instances the fees as set up would be excessive and would eliminate competition, and as a result certain groups would be doing all the work in certain areas. The Board said that they recognized this could be true and they would give the matter of fees careful study.

The Committee all agreed that the matter of permits was necessary, and suggested that a flat fee of \$2.00 be charged for all permits, which they felt would cover the cost of paper work. They said, however, that if the tax collector was not going to collect that ten mile tax under the law for the excessive loads that the actual ton mile tax could be charged for each trip in addition to the charge for the permit. A thirty day permit was discussed for continuous operations for the same vehicle with similar loads over specified routes, and a \$25.00 permit fee was suggested.

The delegation also expressed the desire of having some provision set up in this policy for walking track equipment, such as shovels and cats, on the state highway system.

No action was taken at this meeting, but the Board assured the delegation that the recommendations they had presented would be given careful consideration. They also told them that they would take no action until the special session of the legislature had gone into the matter of reciprocity to see if that would have any bearing on their decisions.

The Board then received by appointment Mr. Melvin Vickery, Chairman of the Gem County Board of Commissioners, and Mr. Cecil Sutton, Commissioner. Their problem concerned the road extending from Emmett northerly through Indian Valley to connect with U. S. Highway 95 at Mesa, and they desired to discuss the possibility of obtaining federal-aid on this route. They wanted to know if it was possible to have it placed on one of the secondary systems, either the State or County.

The Board told the County Commissioners that there was plenty of federal-aid, especially secondary funds available, and urged them to consider placing this route on the county system. They explained to them that there were so many principal highways, as well as many other roads on the state system, that needed improvement that they would be very reluctant to add more mileage to the state system. They told them that even if this route was placed on the state system, it no doubt would be many years before it could be constructed as it probably would have a low priority.

The County Commissioners said that this route passed through other counties and the State Highway Engineer informed them that it would be necessary to have all local agencies approve the route, as the federal government would not participate in the costs unless the entire route was approved.

The road from the Vanderdassen School-East was also discussed. The Board told the delegation that this project was programmed and that if the State had matching funds available, the project would be set up in this year's program; however, that did not necessarily mean that it would be constructed this year. They also informed them that the survey showed this route to be very hazardous and that it carried considerable traffic and that they were going to get at it as soon as possible.

The Board then took under consideration a letter from the Washington State College at Pullman wherein it was requested that the highway department plow out the road to a ski run at the summit of Harvard Hill. The State Highway Engineer informed the Board that the District Engineer in that area had taken care of this matter as it was creating a hazardous condition due to the fact that there was no parking area and the cars were parking on the highway. The Board felt no further action was necessary.

The Board then discussed a letter from Mr. Phillip T. Peterson, General Superintendent of the Talache Mines, Inc. at Atlanta, Idaho, wherein he had requested assistance in snow removal on the Boise-Atlanta road.

This road is not now nor has been on the state highway system, and, therefore, the Board felt that it was not the responsibility of the highway department, because under the present law the highway department is prohibited from the expenditures of highway funds on any road which is off of the state highway system, unless by an agreement with other local authorities. It was also brought out that neither Elmore County nor Boise County had ever certified this road as a county road, and, therefore, it apparently was not the responsibility of the counties. This road was constructed by the Forest Service with forest development funds and the interest of the Forest Service in maintenance of this road would be only to effect their summer use. Considering all of these factors, the Board expressed the opinion that winter maintenance such as snow removal would have to be done by those interested parties who wished to keep the road open for their own interests, and the Board instructed the State Highway Engineer to so inform Mr. Peterson.

The Board then considered a request from Mr. Ralph Irvin of Salmon, Idaho, regarding assistance by the department of highways in placing a monument north of Salmon at Captain Bonneville's old camp site.

The State Highway Engineer told the Board that it was his understanding that in such requests as this the department generally aided in locating a suitable site and then constructed and graveled the approaches and parking area. The Board unanimously approved of the department's assisting in the placing of this monument and left the details of the matter to the discretion of the State Highway Engineer.

Without dissent, the Board authorized the execution and fulfillment of a cooperative agreement between the State of Idaho, Department of Highways, and the City of Coeur d'Alene, covering the installation of street lighting at the junction of U. S. Highway No. 10, No. 10 Alternate and No. 95 in the Northwest section of the City of Coeur d'Alene, in accordance with authority of Chapter 93, Idaho Session Laws of 1951. The State will pay to the City of Coeur d'Alene a sum of Nine Hundred and Eighty Dollars.

The Board then considered a letter from Mr. Allen G. Shepard, Assistant Attorney General for the Department, recommending that the Board authorize the department to publish in pamphlet form the applicable laws of the State of Idaho, relating to the highways of the state and the state highway department. The Board unanimously approved the publication of such pamphlet and instructed the State Highway Engineer to have Mr. Shepard proceed with this compilation and publication.

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The Board then reviewed a letter from Mr. Cy Davis, Manager of the Idaho Falls Chamber of Commerce, together with a copy of a resolution adopted by the Chamber of Commerce, which stated their position on the selection of the headquarters site of the Sixth District Highway office. As no decision has been made, as yet, regarding this matter, the Board felt no answer was necessary with regard to this letter and resolution.

Consideration was then given to a letter from Mrs. Nettie M. Bybee of Menan, Idaho regarding the purchase of a tract of land owned by the State of Idaho, Department of Highways, at Menan, Idaho. The land involved comprises 0.91 acre located in the SW $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 34, Township 5 North, Range 38 East, B.M. and was deeded to the State of Idaho by the Menan Co-operative Association in exchange for unused highway right of way and was furnished to the State without cost. The State, it appears, no longer has any use for the land as a stockpile site and there is no usable gravel in the site. The Board took no action at this time, but instructed the State Highway Engineer to have a representative of the department make an on the ground inspection of this property to determine its value and make a recommendation to the Board at a later date.

Consideration was also given to the request of Mrs. L. L. Pendergrass of Caldwell, who desired to purchase a small portion of land which is owned by the State. During the acquisition of right of way for the construction of Project UI-3021(1), Caldwell By-Pass in Canyon County, the State acquired the Southwest 160 feet of the Southeast 150 feet of Block 45 of Golden Gate Addition to the City of Caldwell. The area which Mrs. Pendergrass desires to purchase is adjacent to the above tract of land. The Board decided that they would not dispose of this property at this time, and directed the State Highway Engineer to notify Mrs. Pendergrass to that effect.

The Board authorized the State Highway Engineer to proceed with the plans and purchase of necessary right of way for the construction of the Cole School section on U.S. Highway No. 30.

Consideration was then given to a letter from Mr. Charles R. Kruger, Bayview, Idaho, together with a resolution adopted by a group of Bayview citizens, protesting the closing of the road across Farragut. This road is not a state highway, and, therefore, is not an obligation of the highway department. This road is under the jurisdiction of the Fish and Game Department, and the Board instructed the State Highway Engineer to inform Mr. Kruger that this was a matter which should be worked out between local officials and the Fish and Game Department, as the State Highway Department maintained the road only to the entrance of the Farragut Base and had no jurisdiction over the road in question.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Friday, January 11, 1952

FRIDAY - January 11, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Friday, January 11, 1952, with all members and the State Highway Engineer present.

The Board spent considerable time working on the tentative highway construction program for 1952. No definite decisions were made, and this matter will be taken up again at their next regular meeting to be held February.

The Board then received by appointment a delegation from the Genesee-Rimrock Highway District. The following persons were present:

Rosee 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. Adrian Nelson, President, Genesee-Rimrock Highway District
 Wm. Mortensen, Commissioner
 Mr. Evans
 N. L. McCrea, Maintenance Engineer, Department of Highways

The problem which this delegation wished to discuss concerned the old Genesee-Thompson Creek road. Due to relocation a new road was constructed and under the Highway Administration Act of 1950, this old section of highway must be abandoned.

Mr. Nelson, spokesman for the delegation, requested that this section of the road be maintained on the state highway system, not on the primary system but on the state secondary system. He told the Board that in about 1920, the Highway District bonded itself to build this road, and that with their records had been destroyed, they were of the opinion that the Highway District had entered into an agreement with the state highway department whereby the department would maintain the road.

It was explained to the delegation that when a road is relocated and a new road, which serves the same area, is constructed, the department is required by law to either abandon the old road or turn it back to the county or highway district involved. The state is not obligated to maintain both roads and if the road is of interest to local need, the road should go back to the local interest.

The State Highway Engineer told the delegation that we were in a different era than when the road was formerly built. It is often times necessary to do things that property owners do not approve of, but we cannot afford to rebuild roads so often and when a road is located, everything must be taken into consideration.

The spokesman for the delegation said that he was still of the opinion that some agreement must have been made or else the Highway District would not have spent approximately \$70,000.00 toward the construction of this road.

January 11, 1952

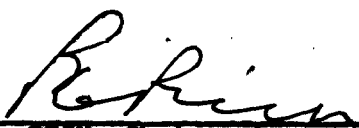
The Board took no action, but assured them that they would go into the matter very carefully, especially the legal phase of it, as it was their policy to live up to any written agreements that might be in existence, and that if any agreement was found a copy would be forwarded to them. They told them that they wanted to be fair with their Highway District and with all other Highway Districts and Counties.

They informed them that they would continue the maintenance of the road until such time as a definite decision could be reached.

The Board then received by appointment a Mr. Stearns and Mr. Dye of Grangeville. They had requested this appointment with the Board to discuss the possibility of getting some of the bad curves taken out of the Whitebird hill. They told the Board that they thought there were about eight curves on this hill that needed attention, but that there were three that were really hazardous. They were of the opinion that if these curves could be widened a little, it would reduce the danger considerably.

The Board told Messrs. Stearn and Dye that this section of the highway was on the 1954 program, and that they recognized that the Whitebird hill needed attention. They told them that they appreciated their recommendations and that they would give this matter further consideration and as soon as it was convenient they would have the State Highway Engineer make a report to them, especially with regard to the safety factor, so that they might decide whether or not it would be advisable to straighten some of these curves or perhaps push the project ahead to earlier construction than 1954.

THEREUPON, the Board adjourned until their next regular meeting, which was set for February 5, 1952.


 R. C. RICH, Chairman
 Board of Highway Directors

Done at Boise, Idaho
 5 February 1952

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

February 5-9, 1952

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 2:00 o'clock P.M. on February 5, 1952.

Present were W. Fisher Ellsworth, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; and Richard F. Johnson, Secretary of the Board.

Minutes of the regular meeting held January 10-12, 1952, were read and approved by the Board.

Consideration was then given to the bids received on January 25, 1952, and the following action was taken:

The first bids considered were for Stockpile Project No. 75, consisting of furnishing crushed rock in stockpiles south of Brunson in Owyhee County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Valley Crushing Company of Shoshone, Idaho, the low bidder, on January 29, 1952, in the amount of \$22,500.00; the Engineer's Estimate being \$37,500.00.

The Board then considered the bids received for Stockpile Project No. 73, consisting of furnishing crushed rock in stockpiles North and South of Grangeville in Idaho County. The State Highway Engineer, acting on the authority given him by the Board, had awarded the contract to Materne Brothers of Spokane, Washington, the low bidder, on January 30, 1952, in the amount of \$60,690.00; the Engineer's Estimate being \$60,900.00.

The last bids to be considered were for Stockpile Project No. 64, consisting of furnishing crushed rock and cover coat material in stockpiles near Highway US-95 and Mica School 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 January 29, 1952, in the amount of \$26,550.00; the Engineer's Estimate being \$29,000.00.

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

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Wednesday, February 6, 1952.

WEDNESDAY - February 6, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Wednesday, February 6, 1952, with Mr. Rich, Mr. Ellsworth, Mr. Miller and Mr. Johnson present.

The Board requested the Secretary, Mr. Johnson, to prepare a report for them, which would give them a case history of the insurance carried by the department of highways. They were desirous of knowing in what way this insurance has benefited the department and what protection has actually been experienced. They were of the opinion that all policies carried by the department should be confirmed by the head office of the insurance companies involved.

The State Highway Engineer then told the Board that the annual meeting of the Western Association of State Highway Officials would be held this year at Seattle, Washington on June 5, 6 and 7. He urged the Board to attend this meeting. He also told them that he would like to have them consider attending the meeting of the American Association of State Highway Officials, which would be held later in the year, as he believed there were many benefits derived from attending these meetings.

The State Highway Engineer then gave a report on correspondence which he had received from the Executive Secretary of the American Association of State Highway Officials concerning the new federal-aid legislation. At the meeting which he had attended at Chicago last November, it was recommended that the Association would request Congress to appropriate approximately eight hundred million dollars for all types of federal aid. Since that time a number of Bills have been introduced; none of which are exactly in accordance with the recommendations of the A.A.S.H.O. One Bill has been introduced for four hundred million dollars, one for seven hundred million dollars and another for five hundred million dollars. In his report, the State Highway Engineer told the Board that two other Bills had been introduced into Congress that were of considerable interest. One is a Bill proposing Federal regulation of the sizes and weights of motor vehicles and the second measure introduced would instruct the Bureau of Public Roads to conduct an investigation in conjunction with the States and make a recommendation as to an equitable tax structure to be applied to various types and weights of motor carriers. Both of these Bills have been introduced by Senator Johnson of Colorado.

At a meeting in Ogden, which the State Highway Engineer had just attended in connection with the Test Section Road, he told the Board that he had been asked if the State of Idaho would purchase any stock pile material that might be left after this project was completed, and that he had informed them that the State would do so. The Board unanimously approved the State Highway Engineer's action in this matter.

The Board then received a Mr. Armstrong from Council. Mr. Armstrong told the Board that he was in the logging business and due to the posting of the road from Grangeville to Winchester, he was not able to continue his operations. He said that he received a telephone call from his logging contractor telling him that he would be unable to haul any logs until the posting law was changed. He told the Board that he was in sympathy with them and the highway department because he wanted good roads and did not want to violate the law, but due to the load limit placed on that section of highway he could not put his empty

trucks on it because of the limit on the front axle weight. He told the Board that he tried to plan his operations so that none of his trucks were on the highways during the months of March, April and May, but due to the fact that this section of road had been posted earlier than usual his contract was not completed and he would have to shut down his operations unless some arrangement could be worked out whereby he would at least be permitted to get his empty trucks to the place of loading.

The Board expressed their interest in Mr. Armstrong's problem and informed him that they did not want to impose any hardship on him or anyone else, and that they were going to give this posting law careful review and consideration so that they could be sure that it was practical and feasible; however, they did not want to set forth any policies that were not in compliance with the law as the Department of Law Enforcement had cooperated with them to the full extent and they did not want to cross them in any way.

The Maintenance Engineer for the department then reported that he had just talked with Mr. McGreevy, the District Engineer for the area under discussion, and that he had informed him that due to a change in the weather, he and Mr. Armstrong's employee were going to look at this road and if the road would stand the loads he would pull the posting off of that section.

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

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

The Board then met with a delegation from the Bureau of Public Roads, with the following persons present:

Rosecoe 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
 Richard F. Johnson, Secretary to the Board
 W. H. Lynch, Division Engineer, B.P.R. Portland, Oregon
 F. E. Andrews, Principal Highway Engineer, B.P.R., Portland, Oregon
 Raymond Archibald, Chief of Western Headquarters, B.P.R., San Francisco, California
 Clifford R. Salmen, Acting District Engineer, B.P.R., Boise

Mr. Archibald who has been recently appointed as Chief of the Western Headquarters for the Bureau of Public Roads was introduced to the Board.

Several matters were discussed. The abandonment of roads was discussed first. The Board asked if it was necessary, when a road was relocated and certain sections of the old road eliminated but still necessary for local needs, to keep the section or sections eliminated on the State system because federal-aid had been used. Mr. Lynch replied, "No." He said that as far as the Bureau of Public Roads was concerned, it was not necessary that such sections be maintained and they could be turned back to the County, abandoned or if the State wanted to retain it on their system, it could be put on the secondary system rather than be kept on the primary system. The only time the Bureau of Public Roads requires that a road be maintained by the State or some other agency is when an agreement exists between the State and the Bureau of Public Roads.

The State Highway Engineer then asked if the Bureau of Public Roads had any formula by which the relative importance of roads could be measured and placed in a certain category, such as: State, County, Primary or Secondary. Mr. Lynch said there was no such formula; however, he pointed out that the secondary system should integrate with the primary system.

The matter of applying federal aid secondary funds to routes that possibly should fall within the primary category was then discussed; State Route 44 being mentioned in particular. The State Highway Engineer explained that the department has asked that this route be placed on the secondary system because there was so much more secondary funds available than primary funds. He said that in doing this they were not denying the counties the use of federal-aid secondary funds because they had informed the counties that they could have all of the secondary funds they could match even if they used it all. Mr. Lynch said he could see nothing wrong with this policy and said that they were going to try and work with the State because they were interested in having as much federal-aid monies placed under contract as possible.

The Board then reviewed a letter from the Board of Examiners wherein they had approved the compensation plan for the Department of Highways. The Board took cognizance of the letter received from the Board of Examiners.

The Board then considered a letter received from Colonel W. H. Mills, the District Engineer of the Corps of Engineers, U. S. Army, Walla Walla District, wherein was explained in detail the work planned by the U. S. Army Engineers for a flood control project near the Village of Ahsahka. It was the unanimous opinion of the Board that this work would be of no direct benefit to the highway department and instructed the State Highway Engineer to advise the District Engineer for the U. S. Army Engineers that they would not expend funds of the highway department for this project.

The Board then considered a letter and petition received from a Mr. A. V. Kunkel of Coeur d'Alene and a petition which District Engineer R. M. Parsons had received and submitted concerning the construction of the remaining link of six and one-half miles of U. S. No. 95 A. between Turner Bay and Squaw Bay.

The Board instructed the State Highway Engineer to obtain a report for them on this road as to cost, traffic conditions, and etc. for their consideration at a later date, and to advise Mr. Kunkel that they had taken this request under advisement.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Thursday, February 7, 1952.

THURSDAY - February 7, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Thursday, February 7, 1952, with all members, the State Highway Engineer and the Secretary to the Board present.

The Board received by appointment a delegation from the Boise Ad Club. The following persons were present:

Roscoe C. Rich
 W. Fisher Ellsworth
 Leonard K. Floan
 Earle V. Miller
 John W. Hewitt, Boise
 Richard K. Mooney, Boise
 Earl Glade, Jr., Boise
 Homer Burnett, Boise
 Al Spaulding, Boise
 R. C. Ostrander, Boise
 John F. Grestlee, Boise
 E. H. Brunner, Right of Way Engineer for the Department

The spokesman for the group said that they represented the Advertising industry. Their business represents no one medium of advertising, but is a firm advertising business. Their problem concerned the set back clauses in connection with buildings and advertising signs shown on the right-of-way deeds used by the department of highways. They were protesting these clauses because they felt such action by the highway department was discriminatory toward the Outdoor Advertising industry and those advertisers who wish to use that advertising medium.

The Board told the delegation that this was the first notice that they had had of this matter, and as far as they were concerned the only policy they had issued was the one of removing advertising from the department's right-of-way.

The Board told them that it was their understanding that this matter of highway sign boards and advertising was one that had come up in other States and some States have eliminated them altogether, although they told the delegation that they were of the opinion that if outdoor advertising should be abolished, it should be prerogative of the legislature and not of the Board of Highway Directors.

The Right of Way Engineer told the Board and the delegation that this matter came up several years ago, and these clauses were put into the right of way deeds mostly as a safety factor to the traveling public. It was the department's thought that it was a way to protect the highways and scenery and bring about a more feasible situation. He said that these clauses were called to each land owner's attention and if they did not desire to have them in the deed, they were stricken out. He said that the department had had no complaints until this group called it to the department's attention.

The State Highway Engineer then explained that in the past the highways of Idaho have been built on just as narrow a right-of-way as possible, but now with the increase in traffic there was a demand for better facilities. He said that almost all States have a set back line for buildings and a set back clause for signs, because it was necessary to have control of the buildings and signs so that the highway department is not confronted with the moving of them. The signs are easy to move he told them, but the buildings are not, and while we are not so much concerned with the removing of signs we were thinking as to whether or not they were cluttering up the vision.

The delegation said that they realized that there were abuses in the use of outdoor advertising and that they were interested in minimizing such abuses.

The Board told the delegation that they would take this matter under advisement and go into it very carefully. It was then suggested that the Boise Ad Club appoint a Committee and the Department of Highways appoint a Committee and that they work together and study the state laws and see if some decision could be reached whereby it would be satisfactory to all concerned. These Committees are to make a report to Mr. Miller and the Board.

The Board then received by appointment a delegation from the Notus-Parma Highway District, with the following persons present:

Roscoe C. Rich
W. Fisher Ellsworth
Leonard K Floan
Earle V. Miller
Mr. Johnson, Parma
Sam Fretwell, Parma
R. H. Young, Jr.

Their problem concerned the road that runs directly north of Parma out to the University Experiment Station. They asked for state assistance in the improvement of this road. This road lies within the Notus-Parma Highway District, is a county road, and is not on the county federal-aid secondary system.

In 1922, the people in the Parma area asked for an Experiment Station, and although the University had a policy not to place any new Experiment Stations in an area where there already was one, they did grant this request and one was built. In 1949, the Director had no place to live and the University was going to transfer him and close the Station; however, the people in that community were very much interested in it and the Parma Chamber of Commerce raised approximately \$11,800.00; built the Director a resident and deeded the property to the University. The road to the Station is in need of improvement and the Highway District does not have the money. The delegation was desirous of knowing whether or not the State would participate in the costs of this improvement. The spokesman for the group said that he realized the Board had to have rules, but in order to make them work, there had to be some exceptions.

The State Highway Engineer asked them if their County or Highway District ever applied for federal-aid money. They said that they hadn't since the State stopped participating in the costs.

The Board told the delegation that they were interested in their problems, but as they read the law they believed the legislature intended them to use the money appropriated to the highway department for state highways. They said that they were trying to be fair to all counties and if they would deviate from their program in this case, they would have to do the same for all counties had similar situations; however, they expressed their willingness

to help them get this road on the county federal aid secondary system and said that they would be glad to have an engineer from the department look the situation over to determine what it would cost if federal aid funds were used.

The Bridge on U.S. 95 was also discussed. The Board informed the delegation that they recognized the low standard of this bridge but that there were other situations much worse than the one under discussion. They said that they would like to be able to replace the bridge, but the department was approximately ten million dollars behind on their bridge construction and were seriously handicapped because of the difficulty of obtaining steel, and it was very doubtful if remedial measures could be taken in the immediate future on this bridge. The spokesman then asked the Board if the bridge could be widened. The Board told them that in a report they had received from the Bridge Engineer, he did not think this would be practical as any work done at this time would be only temporary.

The Board then received by appointment a delegation from the Associated General Contractors, and the following persons were present:

Roscoe C. Rich
W. Fisher Ellsworth
Leonard K. Floan
Earle V. Miller
Tony Marrasse, Boise
J. T. R. McCorkle, Boise
T. Matt Hally, Boise
Hank Knippel, Pocatello
Harold Quinn, Boise

The delegation presented several matters to the Board which they felt would be advantageous to all to discuss. The points discussed were as follows:

1. Reciprocity with contractors of other states regarding license for trucks, etc.
2. Special permits on good roads contiguous to contract project.
3. Permit charge on excess weight equipment over 99,000 pounds and permits to be issued for all public works contracts to be tax free of the ten mile law.
4. Contract maintenance where possible or practical this spring.
5. Test road south of Malad. Maintenance contract?
6. 1952 highway program

In the discussion which followed concerning the first recommendation, the spokesman for the delegation said that they were of the opinion that out of state contractors working in the state should be compelled to buy a license. The Board was in full accord with this recommendation and felt that all vehicles working in the State should be licensed. The State Highway Engineer said that if an out of state contractor asked for a permit they could deny him the permit if he was not licensed. They told the delegation that they would take this matter up further with the Department of Law Enforcement.

In a discussion of the second recommendation, the delegation said that they would like to be informed at the time of calling for bids for contracts as to whether or not special permits could be issued for heavier loads. They felt this would effect the bid price. The State Highway Engineer said that he believed this could be arranged for; perhaps by putting some notation in the special provisions.

With regard to the third recommendation, the Board asked the delegation to return at 3:00 o'clock P.M. for a discussion on this matter as they were waiting for an opinion from the Attorney General's office.

In a discussion of the next recommendation, the spokesman for the group said that in the spring of the year many contractors are idle, and while they had nothing definite in mind, they wanted to get the Board's reaction as to the possibility of contracting maintenance work. The Board expressed the opinion that they were in favor of contracting all work that could be contracted and said they would like to get the maintenance work done in the spring as soon as possible. There was some question as to just how they could define what the contractor was to do; however, they informed them that they would give this matter consideration and perhaps some of it could be contracted by taking informal bids or they could possibly negotiate with the contractors on a rental basis.

With regard to the test road south of Malad, the State Highway Engineer said that it was his understanding that the maintenance on this contract would be contracted. He told them he understood that they preferred to have a contract with the State of Idaho, but that the State had signed no contract agreement with the Research Board for the maintenance of this project. He was of the opinion that the maintenance costs were going to be carefully scrutinized.

THEREUPON, the Board recessed until 2:00 o'clock P.M.

The Board reconvened at 2:00 o'clock P.M. with all members of the Board and the State Highway Engineer present.

The Board then gave further consideration to the 1952 construction program, and they unanimously approved the program for federal-aid primary and urban projects and the program for federal-aid secondary projects on the State system.

The Board then received the delegation from the Associated General Contractors for a further discussion of the recommendations they had presented to them during the meeting that was held in the morning.

The Board reviewed with the delegation the 1952 highway program which they had previously approved.

The matter of permit charges on excess weight equipment and the ton mile tax was then discussed. Since fees for permits have not been set as yet, no action was taken on the matter of permit charges on excess weight equipment over 90,000 pounds. In a ruling from the Attorney General's office, the Board informed the group that on individual permits they would not have to pay the ton mile tax on overweight permits. With regard to the payment of the ton mile tax within the job haul or without the job haul when the gravel pit is within a certain mileage of the job, the Board advised that they could give no ruling on that matter as this was a tax matter rather than a highway matter.

THEREUPON, the Board adjourned until 9:30 o'clock A.M. on Friday, February 8, 1952.

FRIDAY - February 8, 1952

Pursuant to adjournment, the Board reconvened at 9:30 o'clock A.M. on Friday, February 8, 1952 at the State Capitol Building, Room 314, to attend the Forest Highway Meeting. All members of the Board and the State Highway Engineer were present.

During the morning session, delegations were heard from various parts of the State.

At 1:30 o'clock P.M., the Idaho Forest Highway Program Conference convened in the office of the Department of Highways at 603 Main Street, with the following personnel representing the interested agencies:

STATE OF IDAHO

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
James Reid, Engineering Officer

U. S. FOREST SERVICE

Region No. 1

H. R. Jones, Assistant Regional Forester, Missoula
G. E. Mitchell, Project Engineer, Missoula

Region No. 4

A. L. Anderson, Assistant Regional Forester, Ogden
W. G. Guernsey, Forest Supervisor, Boise

BUREAU OF PUBLIC ROADS

W. H. Lynch, Division Engineer, Portland
F. E. Andrews, Principal Highway Engineer, Portland
Clifford R. Salmen, Acting District Engineer, Boise
Vernon F. Cairns, Programming & Planning Engineer, Boise
E. L. Jordan, Supervising Engineer, Boise

A lengthy discussion followed and after consideration of the Forest Highway projects which had been recommended for approval for construction with Forest Highway funds apportioned to the State of Idaho for the fiscal year 1953 and for such modification of previously approved programs as seemed desirable, all agreed to the following allocation of funds:

February 8, 1952

<u>Project No.</u>	<u>Route Name and Type of Work</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
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Revisions Recommended in Presently Approved Program

6-A1, B1	Priest River Road, Grading	8.6	\$ 428,000
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An increase of \$128,000.00 over present program amount.

30-C2, E3, F2	Salmon-Montana Line, Grading	11.3	400,000
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An increase of \$145,000.00 over present program amount, and an increase in mileage of 4.3 miles.

48-B	McCall-Stibnite, Grading	10.8	773,000
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An increase of \$203,000.00 over present program amount.

New Projects

2-A1, B1	Kootenai Highway Grading 6.3 Mi. Advance Clearing 2.6 Mi.	8.9	300,000
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9-B3, C2	Enaville-Murray Highway Grading	3.1	200,000
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16-G2, H	Lewis & Clark Highway Grading & Bridge 2.0 Mi. Advance Clearing 3.5 Mi.	5.5	200,000
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26-A7, B3, C6, I3	Sawtooth Park Highway (Ketchum-Clayton Highway) Surfacing	15.1	140,000
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34-A15	Yellowstone Park Highway Grading	7.3	450,000
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37-C2	Victor-Irwin Highway Surfacing & Bit. Surfacing	4.7	60,000
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45-A1	Coolin Road Surfacing	5.8	75,000
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	Location Survey		<u>80,000</u>
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Total Forest Highway Funds \$1,981,000 *

* Includes \$476,000 as increase to Projects
6-A1, B1; 30-C2, E3, F2 and 48-B above

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Saturday, February 9, 1952.

February 8, 1952

SATURDAY - February 9, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Saturday, February 9, 1952, with all members and the State Highway Engineer present.

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

Roscoe C. Rich
W. Fisher Ellsworth
Leonard K. Floan
Earle V. Miller
Lt. Governor Edson Deal, Nampa
T. M. DeCoursey, Nampa
W. J. Grant, Nampa
Earl Clark, Caldwell
George W. Black, Caldwell
Dallas Uehlin, Caldwell
Wallace E. Dunbatt, Caldwell
Eddie Fincher, Caldwell
Melvin C. Allen, Caldwell
Eddie M. Cusic, Caldwell
C. M. Van Slyke, Wilder

Their problem concerned the roads in the Black Canyon Dam project in the northern part of Canyon County. The Government cleared about 50,000 acres of land in that area, but made no provision for roads. A number of people settled in the area and the roads in the winter are impassable. The people keep calling the County Commissioners to give them assistance, but the revenues accruing to Canyon County is not enough to maintain these roads. They asked if the State could cooperate or give them assistance in getting these roads in shape. One of the County Commissioners expressed the opinion that he believed the legislature intended to have unusual situations such as this taken care of.

The Board told the delegation that they recognized their problem as there was one or two other situations such as this in the State where the Government made no provision for roads and the counties found themselves in the same position as they. They said it had been the interpretation of the Board so far that the legislature conveyed to them that perhaps they should meet an emergency situation such as snow removal, especially if children needed to go to school or if an epidemic broke out. They said they felt their first responsibility was to take care of the main highways, as well as the many other roads on the state system, and that they were in very much the same position as the County as they did not have enough money to do what they would like to do.

The delegation was asked if they had considered applying for federal-aid. They told the Board that the County did not have matching funds available so they did not feel they could accept federal-aid funds.

February 9, 1952

The State Highway Engineer explained to them that the federal government would go along with the county on graveled roads and perhaps their share of matching money would be no more than if the State could or were in a position to participate.

The Board told the group that they would like to be helpful in any way they could. They would be glad to have one of the department's engineers accompany their county engineer to look the situation over and help on the planning and see how much the County's share would be if federal-aid funds were used. They told them, however, that they were not going to make any promise as to what the department would do. They were glad to go into this matter and try and help them, but that they did not want them to leave thinking that the department was going to do something they had not agreed to do.

They assured them that further consideration would be given the matter when a report as to the costs had been received.

The next matter concerned the reorganization of the Board. Mr. Ellsworth moved that Mr. Rich be appointed Chairman of the Board for this year. Mr. Floan seconded and the motion was carried. Mr. Floan moved that Mr. Ellsworth be appointed Vice-Chairman of the Board. Mr. Rich seconded and the motion was carried.

The matter of posting roads, especially overloads was then discussed. A lengthy discussion ensued. It was the hope of the Board that they would not have to use the posting law, but during the special session of the legislature, a Resolution from the Legislature was presented to the Board requesting and urging the Idaho Board of Highway Directors to formulate and pursue policies not in conflict with the established economy of the State of Idaho.

The Board assumed that the Legislature was not advocating the non-enforcement of the laws relating to overloads. After conferences with the Office of the Attorney General and the Commissioner of Law Enforcement, the Board advised them that they would give study to the possibilities of allowing overloads on certain sections or portions of the State Highway System for the logging, lumber and mining trucks.

The Board was much concerned over this problem, because they felt that the Department of Law Enforcement had been very cooperative and they did not want to broaden their policy if it would break down the law enforcement situation. They also said that it was a discriminatory law and would create a bad situation since it could not be used in all parts of the State; namely: Southeastern Idaho.

It was the concensus of the Board throughout the entire discussion that when a policy was formed, it should help the Department of Law Enforcement rather than hinder it.

The Board felt that the posting law should only be used to the extent that was practical. The matter of just what would be the better way to handle the situation was discussed. Whether it would be better to act on each individual request or post all of the roads that they felt would not suffer because of the overloads. A permit fee was discussed and the best way to handle that situation was given some consideration. Whether it was best to handle it on a ton mile tax basis, have the operators post a bond to pay in advance.

No definite decisions were reached at this meeting; however, the Chairman of the Board urged that a final and complete decision on this posting matter be reached at their next meeting in March.

THEREUPON, the Board recessed until 2:00 o'clock P.M.

The Board reconvened at 2:00 o'clock P.M., with all members, except Mr. Ellsworth, and the State Highway Engineer present.

The location of the Highway Department's Sixth District Headquarters was then discussed. After careful consideration the Board decided to build the District Six Headquarters and Maintenance Shop at or near Rigby, if reasonable arrangements could be made for an acceptable site.

THEREUPON, the Board adjourned until their next regular meeting, which was set for 1:30 P.M., Wednesday, March 12, 1952.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
12 March 1952

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

March 12-15, 1952

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 2:00 o'clock P.M. on March 12, 1952.

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; Earle V. Miller, State Highway Engineer; and Richard F. Johnson, Secretary of the Board.

Minutes of the regular meeting held February 5-9, 1952, were read and approved by the Board.

Consideration was then given to the bids received on February 26, 1952, and the following action was taken:

The first bids considered were for Project No. S-1739(1), consisting of constructing the roadway and a roadmix bituminous surface on 9.026 miles of the Dayton-Red Rock Road, between Oxford and Red Rock, known as Idaho Federal Aid Project No. S-1739(1) in Bannock and Franklin Counties. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Mountain States Construction Company of Pocatello, Idaho, the low bidder, on February 27, 1952, in the amount of \$211,910.40; the Engineer's Estimate being \$236,644.45.

There being no objection, the Board unanimously concurred in the action of the State Highway Engineer.

The next bids considered were for Project No. S-3806(1), consisting of constructing the roadway and a roadmix bituminous surface on 9.098 miles of the Bruneau-Duck Valley Highway, known as Idaho Federal Aid Project No. S-3806(1) in Elmore County. The State Highway Engineer had awarded the contract to Barnhart & Wheeler Contractors, Inc. of Pocatello, Idaho, the low bidder, on February 27, 1952, in the amount of \$124,237.00; the Engineer's Estimate being \$137,771.90.

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

Bids were then considered for Project No. S-3804(1), consisting of constructing the roadway and a roadmix bituminous surface on 5.262 miles of the Mountain Home-Grandview Road from Grandview East, known as Idaho Federal Aid Project No. S-3804(1) in Elmore County. 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 February 27, 1952; in the amount of \$94,346.25; the Engineer's Estimate being \$101,817.70.

March 12-15, 1952

There being no questions and no objections, the Board unanimously concurred in the action of the State Highway Engineer.

The next bids considered were for Project No. FI-3022(2), consisting of constructing the roadway and a bituminous surface treatment on 4.960 miles of Highway US-30 from King Hill Westerly, in Elmore County. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Duffy Reed Construction Company of Twin Falls, Idaho, the low bidder, on February 27, 1952, in the amount of \$422,965.40; the Engineer's Estimate being \$402,128.50.

There being no objection, the Board unanimously concurred in the action of the State Highway Engineer.

Bids were then considered for Stockpile Project No. 74, consisting of furnishing crushed gravel and cover coat material in stockpiles adjacent to Highway US-26, 91 and 191, in Bonneville and Jefferson Counties. The State Highway Engineer had awarded the contract to Barnhart & Wheeler Contractors, Inc. of Pocatello, Idaho, the low bidder, on February 27, 1952, in the amount of \$87,170.00; the Engineer's Estimate being \$83,175.00.

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

The next bids considered were for Stockpile Project No. 78, consisting of furnishing crushed gravel and cover coat material in stockpiles near Bellevue, Mackay and Acequia, in Blaine, Custer and Minidoka Counties. The State Highway Engineer had exercised the authority given him by the Board, and had awarded the contract to Nelson and Deppe of Boise, Idaho, the low bidder, on February 27, 1952, in the amount of \$23,250.00; the Engineer's Estimate being \$23,650.00.

There being no questions or objections, the Board unanimously concurred in the action of the State Highway Engineer.

The Board then considered the bids for Stockpile Project No. 79, consisting of furnishing crushed gravel in stockpiles near Bousment in Canyon County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Nelson and Deppe, Boise, Idaho, the low bidder, on February 27, 1952, in the amount of \$5,700.00; the Engineer's Estimate being \$7,500.00.

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

Consideration was then given to the bids received on March 11, 1952 on five projects and the following action was taken:

The first bids considered were for Project No. S-4743(1), consisting of constructing the roadway and a roadmix bituminous surface on 7.506 miles of the Nez Perce Highway between Cragmont and Mohler in Lewis County. The State Highway Engineer recommended that the contract be awarded to Carbon Brothers of Spokane, Washington on their low bid of \$505,186.40; The Engineer's Estimate being \$485,768.40.

There being no questions and no objections, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Carbon Brothers, subject to concurrence of the Bureau of Public Roads.

The next bids considered were for Project No. S-1817(1), consisting of constructing the roadbed and a crushed gravel surface and repair the Bear River Bridge on 6.402 miles of the Goergetown-Nounan Road in Bear Lake County. The State Highway Engineer recommended that the contract be awarded to the Western Construction Company of Pocatello, Idaho on their low bid of \$98,291.50; the Engineer's Estimate being \$102,370.00. 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, subject to the approval of the Bureau of Public Roads.

Bids were then considered for Project AS-16(5), consisting of constructing a 121.5 foot concrete and steel bridge and approaches across the Pack River on the Colburn Culver Road in Bonner 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 \$51,882.20. The Board unanimously concurred in this recommendation, and all bids were rejected. The State Highway Engineer was authorized to readvertise the project for future letting.

Consideration was then given to the bids received on Project S-6701(1), consisting of constructing a roadmix bituminous surface and seal coat on 2.403 miles of the Cotton East Road in Bonneville County. The State Highway Engineer recommended that subject to concurrence of the Bureau of Public Roads, the contract for this project be awarded to Holmes Construction Company of Heyburn, Idaho on their low bid of \$20,540.50; the Engineer's Estimate being \$21,711.15. This recommendation was approved unanimously by the Board and it was so ordered.

The last bids to be considered by the Board were for Maintenance Project No. 80, consisting of seal coating 9.098 miles of US-191 between Shelley and Idaho Falls in Bingham and Bonneville Counties. The State Highway Engineer recommended that the contract be awarded to the Holmes Construction Company of Heyburn, Idaho, on their low bid of \$15,600.00; the Engineer's Estimate being \$15,700.00. There being no dissenting opinion, the Board unanimously awarded the contract to Holmes Construction Company.

The Board authorized the State Highway Engineer to attend the Research Committee of Council of State Governments' meeting at Phoenix, Arizona on April 4 and 5, 1952.

March 12-15, 1952

The Board then received by appointment Mr. Kenneth Hartzler, Secretary-Manager of the Idaho Motor Transport Association. Mr. Hartzler's problem concerned the posting of the highways due to spring break-up, especially in the Twin Falls area on U. S. 93. He informed the Board that as Manager of the Trucking Association he had many problems to deal with, and the one he was concerned with most at the present time was the posting of roads due to spring break-up. He said that because of the load limits on the front axle many operators could not get onto the highways, ~~desirous~~ ^{it was} affecting the petroleum and cattle truck haulers considerably. He was ~~of~~ ^{not} knowing whether or not some tolerance could be given on the steering axle so that these truckers could continue their operations. He said that the operators did not have facilities to obtain other equipment and that from a financial standpoint it was almost impossible to change their equipment. He said that the steering axle weight on most of the vehicles averaged 7,100 to 8,000 pounds, but there were some heavier, and he requested the Board to give consideration of allowing up to 11,000 pounds on the front axle. He said the trucking industry played a large part in the economy of the State and that he was of the opinion that progress should not be retarded.

The Board told Mr. Hartzler that it was not their intention or desire to retard progress or hurt anyone, but it was their responsibility to maintain and improve the highways, and that in such matters as this they had to depend upon the engineers and experience of other states for a sound answer.

No definite action was taken by the Board, but they informed Mr. Hartzler that they would give the matter further consideration and instructed the State Highway Engineer to look the situation over to determine whether or not any tolerance could be given and to inform Mr. Hartzler of the decision.

The Board then considered a letter with an attached Resolution from the Clerk of the Board of County Commissioners of Clark County, wherein it was requested that the road from Dubois West, State Route No. 22, also known as Idaho Central Highway, consisting of approximately twenty-one miles be completed at the earliest possible date.

The Board took no definite action, pending the issuance of a sufficiency rating report which is being complied, and instructed the State Highway Engineer to inform the Clark County Board of Commissioners that when this report was completed, they could better advise them just where this road would come in the construction program.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Thursday, March 13, 1952.

THURSDAY - March 13, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Thursday, March 13, 1952, with all members and the State Highway Engineer present.

The Board then received by appointment a delegation from Jerome, with the following personnel present:

March 13, 1952

Roscoe C. Rich
 W. Fisher Ellsworth
 Leonard K. Floan
 Earle V. Miller
 Frank M. Rettig, Jerome
 W. H. Detweiler, Hazelton
 John Hosman, Jerome
 Murray O'Rourke, Jerome
 Adrian A. Van Hook, Jerome
 F. N. Trappen, Jerome

This delegation had requested this meeting for the purpose of discussing the problems that have arisen in conjunction with the proposed routing of Highway 30, lying between Rasmussen corner southeast of Wendell, and the new highway 93, east of Jerome.

Mr. Rettig, spokesman for the group, stated that this delegation represented a Committee appointed by the farmers to represent them and discuss their problem.

The Board told the delegation that this matter had been previously discussed several times. They told them that even before they took office in July of 1951 that they had discussed it with the Governor and that they had arrived at an understanding with Mr. Detweiler and the department of highways that before any definite decision would be made as to the location, they were going to look at this proposed highway on the ground, with the exception, however, of certain contracts to be let approximately four miles east of Wendell toward Jerome. They told the delegation that they had learned that recently some surveying was being done; however, upon further investigation they found that the department was checking the survey stakes that were put in several years ago.

Mr. Rettig said that he wanted to extend an invitation to the Board to look the matter over on the ground. He said that the farmers in that area want the road, but they would like to have it as close to the railroad property as possible and they felt that just as good a highway could be built near the railroad and not hurt the farmers as much. He said that the road as now proposed cuts diagonally through some of the farms and due to the fact that this surveying has been going on for the past several years, the farmers feel that it has affected the value of their farms.

The State Highway Engineer then explained to the delegation that when relocating a road, it was necessary to look at it from all angles. The economics of highway construction are based on three elements - time, distance and number of vehicles using the highway or traffic flow. Time is the essential element. He told them that when a highway is relocated it is almost impossible to place it where it will not hurt some and benefit others, but he said that the benefits or economics must accrue to the road user as he was the one that paid for the road. He said that he hoped that when this highway was built it would never have to be relocated.

The Board told the delegation that they appreciated the problems confronting the farmers, and they assured them that as far as they ^{were} concerned their minds were open and they wanted to make a careful study of all the factors involved and wanted to look at the entire route as it was necessary to have good planning and see what was best for the State on a long range program. They assured the delegation that the plans were not firm beyond a few miles east of Wendell and that a decision

would not be reached until they had looked at the entire route on the ground, and then they would give them the answer.

The Board then took under consideration a letter received from Mr. Carl T. Reuter, Clerk of the Board of County Commissioners, Idaho County, wherein an inquiry was made concerning the availability of the remainder of the funds for the improvement of the Clear Creek Road under the Cooperative Agreement dated July 1, 1946, Miscellaneous Project No. A-1490.

The following Resolution was unanimously approved and adopted by the Board:

WHEREAS, the State of Idaho, by and through its then Commissioner of Public Works, and the County of Idaho, by and through its Board of County Commissioners, on July 1, 1946, did enter into a cooperative agreement to improve by grading, draining and surfacing, seven (7) miles of the Clear Creek Road in Idaho County, and

WHEREAS, aforesaid Clear Creek Road is not a part of the State Highway System, and

WHEREAS, the State of Idaho, by Voucher No. 45154, dated November 17, 1950, has reimbursed the County of Idaho in the amount of \$2,849.16 for monies which said County has expended in improving aforesaid Clear Creek Road, all according to aforesaid cooperative agreement, and

WHEREAS, the County of Idaho has incurred no costs on the above mentioned project since the date of aforesaid payment by the State, and

WHEREAS, the State of Idaho at this date is not indebted to the County of Idaho by reason of the above mentioned agreement for any monies expended by the County of Idaho, and

WHEREAS, there are not sufficient funds allocated to the Idaho Department of Highways to warrant the expenditure of the remainder of \$1,160.84 provided in aforesaid cooperative agreement.

NOW, THEREFORE, BE IT RESOLVED, that the aforesaid cooperative agreement be, and is now, terminated and cancelled, and the State of Idaho hereby disclaims any liability on its part for any further expenditures by the County of Idaho in or upon the above mentioned project, and under the aforesaid cooperative agreement, and the State Highway Engineer is directed to so notify and inform the Board of County Commissioners of Idaho County.

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

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

The Board then received by appointment County Commissioners from Canyon and Gem Counties. The following persons were present:

Roscoe C. Rich
W. Fisher Ellsworth
Leonard K. Floan
Earle V. Miller

March 13, 1952

James Reid
 W. J. Grant, Canyon County
 C. M. Van Slyke, Canyon County
 T. M. DeCoursey, Canyon County
 Melvin Vickery, Gem County
 Cecil Sutton, Gem County
 C. W. Short, Secondary Roads Engineer

Their problem concerned the roads in the Black Canyon Dam area. This problem had been presented to the Board at their February meeting, and the Board had requested the State Highway Engineer to obtain a report on this matter as to the cost, and how this problem could best be handled.

Mr. Reid, the Engineering Officer for the Department, together with representatives from Canyon County, made an inspection of this area. He reported that it was not possible to go over all of the roads, but that he had gone over approximately thirty miles in the Canyon County Section and over a small portion lying within Gem County. He said that the roads he went over had been graded by the Counties but were not at the present time ready for surfacing as some grading should be done as well as some pipes placed before crushed rock surfacing was put on. Mr. Reid said that to make a "horse-back" estimate, he would say that it would cost from fifty to fifty-five thousand dollars to surface the thirty miles with pit run base.

It was suggested to the delegation that a federal-aid secondary system be considered for the area.

The State Highway Engineer explained to the County Commissioners that it was necessary for the Counties to select the routes and suggested that they take county maps and show the principal arteries and also show the other roads that were needed such as school and bus routes, and submit them to the department of highways with a letter stating their request. The department would then submit it to the Bureau of Public Roads for approval.

The County Commissioners told the Board that the valuation received from this area was very low, and they wanted to know if the Bureau of Public Roads would allow them to do the work.

The State Highway Engineer explained to the Commissioners that the Bureau of Public Roads through their secondary law does not recognize Counties as contracting agents. They have named each State Highway Department as the contracting agent and the State is responsible. He also told them that the Federal-aid Act carries a provision that the Bureau of Public Roads will consider work by County forces only when such work is of a character or nature not customarily done by the contract method and then the State must make a showing to that effect. He also told the Commissioners that when work is done by a County or Counties, plans and specifications must be prepared and the County or Counties must submit their prices to the State.

The Board told the Commissioners that they appreciated their problem and would go along with them to put any roads on the system that they thought should be on. They urged them to submit their request and that as soon as it had been received the State Highway Engineer would contact the Bureau of Public Roads and see what could be worked out. They said that they liked to see this work accomplished by next year.

The Board then received by appointment the Highway Committee of the Idaho Association of Commissioners and Clerks, and the following persons were present:

R. 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
 Harold West, Chairman, Highway Committee, Idaho Falls
 J. M. Dodds, Member, Highway Committee, Boise
 T. M. DeCoursey, Member, Highway Committee, Nampa
 J. R. Gobble, Idaho Falls
 William C. Kyle, Chamber of Commerce, Idaho Falls
 Clifford R. Salmen, Acting District Engineer, B.P.R., Boise
 C. W. Short, Secondary Roads Engineer, Department of Highways

Mr. West, Chairman of the Committee, acted as spokesman for the group. He told the Board that they were back again merely to talk about the recommendations that they had submitted at the meeting held in November with the Board of Highway Directors. He said that at the November meeting they had submitted five recommendations for their consideration; however, they felt that the last two recommendations need not be further discussed; namely: 'That pressure groups not to be recognized ahead of County Commissioners on road matters within their own County.' and '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?' He said that they were desirous of knowing if any action had been taken on their first recommendations.

The Board told the Committee that they had labored under the opinion that they had pretty well answered the three questions. The Chairman of the Board then commented on the fact that there had been a number of articles in the press recently concerning this matter, and he was wondering what had been accomplished by it. He was of the opinion that handling matters in this way put both the County Commissioners and the Board of Highway Directors in a bad light. He felt that a much better way to handle such problems was by dealing with the highway department, either by letter or by telephone.

Mr. West explained to the Board that many of these news items were not direct quotations from him, but rather the ideas of an over-ambitious newspaper editor.

The Minutes pertaining to their previous meeting which was held in November were then read to the Committee. A copy of these Minutes were mailed to Mr. West, but he informed the Board that he had not received them, and also said that had he received them, it probably would not have been necessary to call this meeting, as he was satisfied with the action taken on the recommendations, which recommendations were as follows:

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.

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.

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.

A further discussion of these recommendation followed.

The Board told the Committee that they had instructed the State Highway Engineer and the Secondary Roads Engineer to obtain more qualified personnel as soon as possible, because they wanted to cooperate with the counties as much as possible.

The State Highway Engineer informed them that measures along that line had been taken. He said that previously Mr. Short, the Secondary Roads Engineer, had under his jurisdiction all of the state and county secondary roads; the County secondary road system comprising about 60%. He said that orders had been issued whereby Mr. Short would be relieved of his duties on the State secondary system and he would now be able to devote all of his time to the County secondary system. He said that the department was in the process of employing three additional men to assist him in this work. These men would serve as contact men and would be located in different areas so that the local units could contact them, discuss their problems and get the needed information. In this way the making of plans could be better handled at county level and the work could be expedited. The Committee was informed that the State could absorb the salaries of this added personnel in their administrative budget and it would not be a responsibility of the counties or Bureau of Public Roads.

Mr. West expressed the opinion that he could see nothing wrong with that system,

It was pointed out to the Committee that there were some cases where the counties had not cooperated too well. Records in the department show that on some projects additional information has been requested from the counties and that they have been very negligent in supplying this information. The State Highway Engineer said that the department does not want delays, and it was up to the counties to cooperate and help the department. He mentioned the fact that the secondary program has been at about the same level for the past few years, and he believed this could be accelerated if the counties and state would work together.

The Board said that they were seeking the right kind of relationship between the counties, the board and the department, and that they were tremendously interested in the federal-aid program as they did not want the State to lose any federal aid money and this could happen if a certain amount was not put under contract by July 1, 1952.

With regard to the recommendation that the County Road Engineer or Supervisor be recognized by the state department of highways as a resident engineer, the Board said that they would like to say officially to Mr. West, to the Committee and to all County Commissioners that it was entirely satisfactory to the Board to have the counties use their own county engineer or have private engineering firms to the work; however, it was pointed out to them that if a county had an engineer act as a resident engineer on a project while it was under construction that he could not do work for the county at the same time.

The State Highway Engineer said the the department could process the jobs if the counties could do the preliminary work on surveys and plans. He said that they were encouraging the counties to employ private engineering firms and that the department had prepared a form of engineering contract agreement for use in connection with the performance of engineering services by private engineering firms, and pointed out that the counties should not only think about their program for this year, but should be contemplating what their program will be for next year.

Mr. West said that there were many counties who did not feel that they could participate and were not going to apply for federal funds. He said that he believed that this was partly due to the fact that they did not know how to avail themselves of federal aid money and did not realize the benefits derived from the use of it. He thought that perhaps through a joint effort, the counties could be educated and it could be explained to them why they should apply and use federal funds. He said it could probably not be done this year as the budgets were set up, but if the counties could know the state's program they could better work out their programs.

The Board told the Committee that they would work up the State's program so that it could be presented to the counties at the next general meeting of the Idaho Association of Commissioners and Clerks.

Mr. West said that it was ^{the} unanimous feeling of the County Commissioners that the only way this secondary road problem could be licked was through co-operation between the State Highway Department and the Counties, and that the County Commissioners were desirous of getting a close working relationship.

The matter of counties building their own roads was then discussed. The Committee was told that the Federal-aid Act carries a provision that the Bureau of Public Roads will consider work by County forces when such work is of a character or nature not customarily done by the contract method; however, the Bureau of Public Roads requires that the State make a showing to that effect.

Mr. Salmen, the Acting District Engineer for the Bureau of Public Roads, told the delegation that this was a matter between State and County and if the State recommends that the County is qualified to do the work, the Bureau of Public Roads is pretty liberal; however, he told them that most counties and states agree that it is better to contract work.

He also informed the group that if the field men for the Bureau of Public Roads insist on things that are unnecessary or beyond the needs of the counties, the Boise Office of the Bureau of Public Roads would like to get together with the State and the County involved and talk with them and give the problem consideration as he believed most things could be ironed out if they were gone into with the right attitude.

Mr. Kyle, Chairman of the Highway Committee of the Idaho Falls Chamber of Commerce, was spokesman for the next part of the discussion. He explained to the Board that at a highway committee meeting of the Idaho Falls Chamber of Commerce, several recommendations were unanimously agreed upon which they wished to present to the Board of Highway Directors for their consideration. He said that the highways in their section of the State were important to them and that they were interested in discussing their problems with the Board.

The recommendations presented to the Board were broken down into five sections, as follows:

COMPLETION

1. Completion of North Yellowstone highway project within the city limits with all possible dispatch this year.
2. Completion with final surfacing on Twin Buttes highway this year.
3. Early completion of State Highway 28 (Lemhi Valley) with at least one new major project to be set up for survey, clearing and completion in 1952.
4. That the State Highway District Six office be set up as near Idaho Falls as possible with concentrated effort made to create the office at Ucon on the 30 acres presently owned by the Highway Department

NEW CONSTRUCTION

1. An Idaho entrance to the Yellowstone Park and a direct connection to Old Faithful and the Geyser Basin.
2. Continued attention to the Salmon River Highway down the "River of No Return" to connect North Idaho and Southeast Idaho.
3. Gray's Lake Highway to connect Idaho Falls with the rapidly developing phosphate area and to establish a direct connection between Idaho Falls and Soda Springs.

RE-ALIGNMENT

1. U.S. Highway 91 between Idaho Falls and Roberts to eliminate killer-curves and make it possible to keep this road open more easily during winter time.

IMPROVEMENTS

1. Widening the subway on U. S. 191 within the City Limits of Idaho Falls.
2. Construction of a four-lane highway between Idaho Falls and Pocatello.
3. General improvement of U. S. 191 from Idaho Falls north.

ADDITIONAL RECOMMENDATIONS

We recommend that the State Highway Board create as provided by law, a secondary highway agency within the Highway Department for the purpose of breaking the bottle-neck existing in secondary road development under present difficult clearing techniques between the state and the counties.

We recommend that the State Highway Department recognize county engineers or supervisors according to their qualifications.

We further recommend to the State Highway Board that the Department allow counties or highway districts to do their own engineering or have the work done on bids with the county paying the prescribed 38% and the Bureau of Public Roads paying their 62%.

In a discussion of the first recommendation, under Completion, the State Highway Engineer told the delegation that the department had received a letter from the Mayor of Idaho Falls wherein the City of Idaho Falls had approved the plan presented to them, and the department was going to make a study for a four-lane underpass this year. With regard to the final surfacing of the Twin Buttes highway, the Board said

that they would make no promise as to whether or not this would be accomplished this year. They told them that they did not include this project in this year's program and would not do so unless it proved necessary, as they would prefer waiting until the entire route was ready for surfacing. Regarding State Highway 28, the delegation was informed that a project had been set up for this year. They told them that they were interested in this highway and were desirous of having the road between Salmon and Idaho Falls completed as soon as possible. The Board informed the delegation that the location of the State Highway District Six office had already been acted on and if a suitable site could be secured, the District Six Office will be at or near Rigby.

Concerning the recommendation for New Construction, the Board informed the delegation that they would make no promises regarding this recommendation. They said they were getting into the long range program as fast as they could. They told them the State was ten years behind on their construction program and even further behind on the bridge program, and they felt that their first responsibility was to take care of the roads now on the system. The Board told the delegation that under the long range program all roads would be considered and the needs would be evaluated by the sufficiency rating system.

Regarding the recommendations under Re-Alignment and Improvements, the State Highway Engineer informed the delegation that surveys were to be made on U. S. 91 and U. S. 191 this summer.

No action was taken on the last recommendation as these matters had been discussed during the first part of the meeting.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Friday, March 14, 1952.

FRIDAY - March 14, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Friday, March 14, 1952, with all members and the State Highway Engineer present.

The Board considered the next report and recommendations submitted for Project AFI-3022(3), in Ada and Elmore Counties, and found that certain lands sought to be acquired for right of way purposes in connection with the reconstruction of the Old Oregon Trail Highway between Regina and Cleft, being 13.58 miles in length, 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 of said lands are unable to agree on the purchase price.

Consideration was then given to a report on relinquishment of right-of-way at Bennetts Bay, Coeur d'Alene-Yellowstone Trail, Kootenai County. Mr. James L. Rhodes of Coeur d'Alene had requested the State to deed to him a parcel of old abandoned right-of-way in portions of Lot 4 of Section 29 and the NW 1/4 of Section 28, Township 50 North, Range 3 West, B.M. Mr. Rhodes owns the adjacent land and desired to beautify the area.

March 14, 1952

The Board took no action, and left this matter to the discretion of the State Highway Engineer.

The Board then received by appointment a Committee from the Boise Office of the Associated General Contractors, and the following persons were present:

Roscoe C. Rich
W. Fisher Ellsworth
Leonard K. Floan
Earle V. Miller
J. T. R. McCorkle, Boise
Tony Marrazzo, Boise
T. Matt Hally, Boise
Harold Quinn, Boise
N. L. McCrea, Maintenance Engineer, Department of Highways

Several matters concerning the issuance of Special Permits were discussed. The delegation was desirous of knowing whether or not the fees as set up were fixed or if they could be altered. The Board explained to them that the fees could be lowered or raised at any time, and they would be lowered if the paper cost did not use up the two dollars set up for paper charge.

The Spokesman for the delegation suggested that the department review some of the postings on the bridges as it was the consensus of the Committee that some of the postings were too low. The State Highway Engineer said that if this had not been done within the last three years, they would put a man on it this summer.

The delegation pointed out several places in the pamphlet where they thought the wording was rather misleading. The Board assured them that this could be taken care of, and instructed the Maintenance Engineer to clarify these statements before their approval of the pamphlet.

The delegation expressed their appreciation of discussing these matters with the Board as they felt that all parties concerned had a clearer understanding of the problems concerned.

The Board then received a delegation from Owyhee County, with the following personnel present:

Roscoe C. Rich
W. Fisher Ellsworth
Leonard K. Floan
Earle V. Miller
Ernest Falen, Caldwell
Senator Baldwin F. Brown, Homedale
Dale A. Dobbin, Marsing
W. Albrethsen, Bridge Engineer, Department of Highways

This delegation had met with the Board in their December meeting and had discussed with them the Marsing Bridge across the Snake River. The Board had invited them to return to the March meeting to further discuss this matter and tell them, if possible, just where it stood in the construction program.

March 14, 1952

The Board told the delegation that they were not getting into the long range planning as fast as they would like to, but that the replacement of this structure had been planned. They said they realized that the present bridge was narrow and that the deck was bad; however, in evaluating the bridges throughout the State, they found that there were other bridges that were rated much lower and would take a higher priority than the Marsing bridge. They said that due to the fact that the Marsing bridge was not lacking in strength and because of the critical steel shortage, they had placed the Marsing bridge for 1954 program construction. The State Highway Engineer informed them that the department definitely had in mind the placing of a new deck on the bridge. He explained to them that it was hard to find material that would stay on the deck, but that they had had success with plant mix, and they were planning to ship some plant mix material to the bridge site and try and fix the deck.

Senator Brown reminded the Board that they had been promised a new bridge and were told that the structure would be erected not later than 1950. He was of the opinion that they were not being given fair consideration.

The Board told him that at the meeting with them in December, they had informed them that they were setting up a system of ratings to point out the most critical situations, and it was their intention to deal fairly with all counties.

The delegation then asked the Board if the new structure was to be placed at the same location. They told the Board that it was important to the City of Marsing to know this as the shipping facilities were at the town.

The Board informed them that they had not given consideration to the location of the road or bridge, but that the legislature had rested the authority in the Board to determine such locations and they assured them that before any program of a change in location was considered, they would look it over carefully and take all factors into account.

The Board then received by appointment Mr. Clayton Davidson and Mr. George A. Greenfield. Their problem concerned the curb-cut and extended divider on Capitol Boulevard at the Blue and White Drive-In and the 76 Service Station located on the west side of U. S. 30 south of Front Street. This property is owned by Mr. Davidson and he told the Board that because of the extended divider that has been placed down the center of the highway combined with an inadequate curb-cut, a substantial loss of business to the two establishments had resulted. He requested that the center divider be reduced and that he be given authority to widen the curb-cut.

The State Highway Engineer told the Board that he had made an inspection of this situation. It was his opinion that when this project was designed, the dividers should have extended across the bridge; however, since it was not constructed that way, he believed this request should be given consideration. He said that he had examined the curb and found that traffic had been going over the corner so he would have no objection to extending the curb; however, he told the Board that at this time he would not want to say how much of the center divider should be removed or how far the curb should be extended.

March 14, 1952

The Board felt that no definite action on their part was necessary as it was a matter that should be handled by the State Highway Engineer, and it was so ordered.

Without dissent, the Board authorized the State Highway Engineer to execute an Agreement between the State of Idaho, Department of Highways and Boise City covering control of access and the policing of same along Capitol Boulevard and US 30 Easterly therefrom in Ada County.

Consideration was then given to a letter from the Harrison Chamber of Commerce and a telegram from the Coeur d'Alene Chamber of Commerce wherein it was requested that the surfacing of Highway 95 Alternate between Harrison and Coeur d'Alene be completed.

This road, although a state highway, is not on a federal-aid highway system, and the Board felt that within their extremely limited highway finances available for construction this year they should not build any more roads than are absolutely necessary without applying federal-aid; therefore, they instructed the State Highway Engineer to inform the Harrison and Coeur d'Alene Chamber of Commerce that it was their intention to process this highway as a federal aid highway route and ask for a future federal aid project to complete this work.

By Resolution the Board unanimously adopted the rules and regulations governing the issuance of "Special Permits" as provided in the Act, Chapter 93, Idaho Session Laws of 1951, and Title 49, Chapter 6 of the Idaho Code.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Saturday, March 15, 1952.

SATURDAY - March 15, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Saturday, March 15, 1952, with all members and the State Highway Engineer present.

The matter of posting for load limits beyond those provided for in Section 49-611 of the Idaho Code was then given consideration. After a lengthy discussion, the Board issued the following statement.

The Idaho Board of Highway Directors together with the State Highway Engineers have had under extensive study and careful consideration the problem of applying the provisions of the "posting law" being specifically Section 49-611 of the Idaho Code. This statute provides that the Highway Board may in its discretion permit portions of the State Highway System to be used for the transportation of "logs, poles, piling and material from mines which has not been finally processed" in continuous overweight and overwidth operations.

The study started with the inception of the Board, July 1, 1951, and resulted in the public announcement September 7, 1951, stating that it would be the policy of the Board that general highway posting, as permitted under Section 49-611 would not be used and that strict enforcement of legal limits would be required. At that time, the Board announced that January 1, 1952, would be the effective date of such requirements, it being the thought of the Board that the intervening time would enable the industries affected to comply.

March 15, 1952

At the special session of the Legislature in January of 1952, the Legislature passed a concurrent resolution requesting the Board of Highway Directors to re-examine their policy decision of September 1951 in the light of the economies of the logging and mining industries, at the same time voicing the opinion that the Board should refrain from any action that would tend to break down law enforcement.

The Board has received a considerable number of requests for posting in the last month which affect approximately one-third of the total mileage now maintained by the State. Upon examination of the routes requested, it is found that there is not continuous mileage in any case of sufficient standard to permit over-legal hauling.


The Board of Highway Directors having so reexamined their decision and having made a further extensive study of the road conditions throughout the affected areas, therefore conclude that posting for limits beyond those provided in Section 49-611 is not feasible in the overall consideration of the welfare of the people of the State of Idaho.

Consideration was then given to a letter from the Board of County Commissioners of Oneida County, wherein it was stated that Oneida County would like to enter into an agreement with the department of highways for the purpose of obtaining equipment for snow removal.

The Board authorized the execution and fulfillment of an agreement with Oneida County for snow removal equipment, providing it meets with the approval of the State Highway Engineer and has been duly executed by the Oneida County Board of County Commissioners.

The Board then discussed the matter of the Department of Highways entering into agreements with the various counties of the State for the control of noxious weeds on the State highways rights of way. Since a previous investigation showed that it was not feasible and advisable for the State to own their own equipment for this purpose, the Board conferred upon the State Highway Engineer the authority to enter into agreements with the Counties.

THEREUPON, the Board adjourned until their next meeting on April 16, 1952.


 R. C. RICH, Chairman
 Board of Highway Directors

Done at Boise, Idaho
 April 16, 1952

March 15, 1952

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

April, 16-19, 1952

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 1:30 P.M. on April 16, 1952.

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 March 12-15, 1952 were read and approved by the Board.

The Board then received Mr. Max Cohn, Chairman of the Board of Directors of the Lava Hot Springs Foundation. Mr. Cohn told the Board that last year they constructed a trailer park near the institution, but did not have enough funds to complete it or to build a caretaker's home; however, he hoped they would be able to do so in the near future. He said they would like to have two or three Scotch Lite signs so that tourists would be aware that there was a trailer park ahead of them, and he requested that these signs be made by the State Highway Department. He told them that if the signs had to be made by a sign company, it would cost around \$150.00 per sign, and they do not have the money. The institution is on a self-sustaining basis, with no appropriations and they do not have enough money to erect these signs, but were of the opinion that if they could let the tourists know about these accommodations, it would increase their business.

The Board told Mr. Cohn that they appreciated his problem, but that the highway department was so far behind in their own sign program and there were so many highways that needed to be signed that they did not believe they were in a position to comply with his request at this time.

Mr. Cohn then wanted to know if the highway department, when checking over their sign situation, found some signs not usable if the institution might have them. The Chairman of the Board said that they would have the sign department keep it in mind, and in the event there were some signs the department could not use, they would advise him.

Mr. Cohn then mentioned the conditions on U.S. Highway No. 30 N., where the shoulder of the road keeps sloughing off due to the high fill. The Chairman of the Board told Mr. Cohn that he and the State Highway Engineer were going to be in that area the coming week and they would look the situation over and if it was the State's responsibility, they would have the matter taken care of.

April 16-19, 1952

Consideration was then given to the bids received on April 8, 1952, and the following action was taken:

The first bids considered were for Project No. F-3112(2), consisting of constructing four bridges and three culverts on Highway U.S.-95 between Weiser and Council, known as Idaho Federal Aid Project No. F-3112(2) in Washington and Adams Counties. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Babbitt Construction Co., Inc. of Boise, Idaho, the low bidder, on April 9, 1952, in the amount of \$63,920.60; the Engineer's Estimate being \$82,782.00.

There being no objection, the Board unanimously concurred in the action of the State Highway Engineer, and it was so ordered.

The next bids considered were for Project No. U-6471(1), consisting of constructing the roadway and a plant mix bituminous surface on 1.012 miles of the Yellowstone Park Highway in Idaho Falls, known as Idaho Federal Aid Project No. U-6471(1) in Bonneville County. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Arrington Construction Company of Idaho Falls, Idaho, the low bidder, on April 9, 1952, in the amount of \$145,309.00; the Engineer's Estimate being \$162,385.00.

There being no questions or objections, the Board unanimously acquiesced in the action of the State Highway Engineer, and it was so ordered.

The Board then considered the bids for Stockpile Project No. 80, consisting of furnishing crushed rock in stockpiles near Southwick, known as Idaho Stockpile Project No. 80 in Nez Perce County. The State Highway Engineer had exercised the authority given him and had awarded the contract to Thurston Sterey of Lewiston, Idaho, the low bidder, on April 9, 1952, in the amount of \$24,100.00; the Engineer's Estimate being \$22,600.00.

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

Consideration was then given to the bids received on April 15, 1952 on two projects and the following action was taken:

The first bids considered were for Project No. AS-16(5), consisting of constructing a 121.5 foot concrete and steel bridge and approaches across the Pack River on the Colburn-Culver Road, known as Idaho Federal Aid Project No. AS-16(5) in Bonner County. The State Highway Engineer recommended that this contract be awarded to Roy L. Bair & Company of Spokane, Washington on their low bid of \$64,008.00, if concurrence was received from the Bureau of Public Roads. 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.

April 16-19, 1952

The last bids to be considered by the Board were for State Aid Project No. 254(1) Section 3, Lucky Peak Dam Relocation, consisting of constructing the roadway and crushed rock surface on 4.810 miles of the Boise-Stanley Highway, known as Idaho State Aid Project No. 254(1) Section 3 (Lucky Peak Dam Relocation) in Boise County. The State Highway Engineer recommended that subject to the concurrence of the U. S. Army Engineers, the contract be awarded to Carl M. Halvorson, Inc. of Portland, Oregon, on their low bid of \$1,152,953.50; the Engineer's Estimate being \$1,292,235.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Carl M. Halvorson, Inc.

The Board then considered the report and recommendations submitted on Project AFI-3022(3) in Ada and Elmore Counties, and found that certain lands hereinafter described are sought to be acquired for right-of-way purposes in connection with the reconstruction of the Old Oregon Trail Highway between Regina and Cleft, being 13.58 miles in length, and are necessary for such use, and it is ordered that said lands are necessary for such use, and further, that it is determined that the Highway Department and the owners of said lands have been unable to agree on the purchase price, as a result of which, said lands should be condemned.

That R. H. Bennett and Grace J. Bennett and F. W. Bennett and Mayme E. Bennett are the owners of certain lands which are located in Lot 3 and the NE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 30, Township 1 South, Range 5 East, Boise Meridian. Also that Wm. M. Devlin and Josephine Devlin are the owners of certain lands which are located in Lot 3 and the SE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 5, the SE $\frac{1}{4}$ NW $\frac{1}{4}$ and the E $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 22, Township 2 South, Range 5 East, Boise Meridian.

That the Legal Department shall forthwith file a condemnation suit in the proper Court against the owners of said property to determine the value thereof.

The Board considered the report and recommendations, submitted on Project No. F-PG-5152(2), St. Maries Bridge and Viaduct in Benewah County, and found that certain lands hereinafter described are 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, being 0.621 miles in length, necessary for such use, and it is Ordered, that said land is necessary for such use, and further, that it is determined that the Highway Department and the owners of said lands have been unable to agree on the purchase price, as a result of which, said lands should be condemned.

and Ruth Keeton,
William D. Keeton, /his wife, are the owners of said lands which are located in Tracts 37, 38 and 49 of the Meadowhurst Tracts of St. Maries, Idaho, County of Benewah.

That the Legal Department shall forthwith file a condemnation suit in the proper Court against the owners of said property, to determine the value thereof.

The State Highway Engineer reported to the Board that he had received further correspondence from the American Association of State Highway Officials concerning the new federal-aid legislation and that he expected to receive the Senate Bill pertaining to this in the near future. He thought, after receiving this Senate Bill, that it would be well to inform our Congressional Members our views. The Board instructed the State Highway Engineer to prepare a letter for the Chairman's signature and submit it to the Congressional Members, if this Senate Bill was received and needed action.

Consideration was then given to a letter from the Board of County Commissioners of Bonner County, wherein they requested information as to the status of the Sandpoint Bridge. The Board instructed the State Highway Engineer to answer this letter and inform the County Commissioners as to any decisions that have been reached.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Thursday, April 17, 1952.

THURSDAY - April 17, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Thursday, April 17, 1952, with all members and the State Highway Engineer present.

The Black Canyon project was discussed. At a previous meeting, the Board had requested the Commissioners of Canyon and Gem Counties to submit their program so that it might be presented to the Bureau of Public Roads to see what could be worked out. The State Highway Engineer had requested the Secondary Roads Engineer to meet with the Commissioners and assist them in working out this program. The following is the report of the Secondary Roads Engineer:

"During the March meeting of the Board of Highway Directors, the County Commissioners of Gem and Canyon Counties requested that action be taken to include certain roads in the Federal-aid Secondary System. The roads ^{purpose} would serve the residents of the newly developed Black Canyon area.

The Commissioner insist that they should be permitted to construct these roads with County forces. The work to involve grading and the placing of a pit run base course. As I recall, the matter was to be given further consideration by the Board.

Mr. Salmen of the Bureau of Public Roads commented that the provisions of General Administrative Memorandum No. 297 was to be considered flexible and that the Bureau of Public Roads would give favorable consideration to such a plan, if recommended by the State Highway Department.

On April 15, I met with the Gem County Commissioners and inspected roads in the Emmett area. On April 16, I met with the Canyon County Commissioners in regard to roads in the Black Canyon area.

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It is clearly evident that both Counties feel that they will be permitted to perform the work as above outlined. I have discussed the matter further with Mr. Salmen and suggested that if such a program were to be effected we should have a definite limit placed on the type and amount of work to be done by the County.

It is my feeling that if such a program is started the majority of the Counties and Highway Districts would be insistent on improving roads on this basis, if federal aid is obtainable for such work.

I asked Mr. Salmen if the Bureau of Public Roads would approve projects providing for light grading and the placing of pit-run surfacing as mentioned at the March meeting of the Board. He replied that he was sure that projects of this type would be approved. He believes that the preliminary work and construction operation could be made very simple by contracting the work to Counties on a cost per mile basis for the grading, and a cost per mile for placing pit-run surfacing, and a price per foot for laying pipe.

We discussed the advisability of permitting work by County forces only to the limits above mentioned. In other words, this type of work would require a minimum of engineering control; in fact, a periodic inspection should be sufficient if the work is done under the direction of a qualified supervisor.

Any work beyond this such as crushing materials or oiling should not be permitted as we would then be confronted with full time engineering control and more complication in setting up projects. This would also raise the question of satisfactory workmanship by the local units in placing bituminous surfaces.

It is to be realized that if the policy of doing work by County forces is adopted many of the local units will be demanding like privileges.

- (1) Should we consider going into this program and permit only grading and pit-run surfacing as heretofore explained?
- (2) Will it be difficult to keep under control assuming that many local units will want to participate?

Although I do not believe that the program can be made as simple as Mr. Salmen implies, it could be a means of providing a lower type (stage construction) improvement on low traffic roads.

A program of this nature would generate pressure for many F.A.S. system additions.

It is my belief that we might limit the type of work, but we could not limit the scope."

The Board unanimously approved the program for the Black Canyon area and said that they would like to have it put into effect and see how it worked out. They were of the opinion that requests from Counties for work to be done with County forces could be limited since it was necessary for the department to make such recommendations to the Bureau of Public Roads before such work could be undertaken.

Consideration was then given to a letter received from the City of Idaho Falls wherein the City requested that the State assist them in obtaining the

right-of-way on the project now under contract. The City of Idaho Falls, thorough a former Mayor, agreed to obtain a portion of the right-of-way for this project, and at the time this agreement was made, it was estimated that it would cost the City between \$15,000 and \$20,000. The project was not put under contract until this year, and when the City purchased this portion of the right-of-way, the cost was \$26,111. The City of Idaho Falls requested that the State assist in the amount over \$20,000.

The Board took this matter under advisement and deferred action until their next regular meeting in May.

The Board then received Mr. J. A. Stewart, Chairman of the Highway Committee of the Blackfoot Chamber of Commerce.

Mr. Stewart asked the Board what plans the State had for Highway 91-191 through Blackfoot.

The State Highway Engineer told him that there was nothing definite set up for the Blackfoot vicinity this year, except that this highway would be included in this year's study program for surveys. He told Mr. Stewart that the department was planning an extensive program this spring to make aerial surveys of existing and proposed highway routings in the State. From these aerial surveys they can get a picture of the overall route and then when it is put on paper, the department can go to the Cities with the plan and discuss it with them before a firm program is decided upon.

Mr. Stewart then asked what they could do to be of assistance, and the Board informed him that his Committee and the residents of Blackfoot should start thinking about what plan the City would like to have and should crystallize their thinking as to whether the highway should be left as it is or whether a by-pass should be considered.

Mr. Stewart then inquired as to the status of Highway No. 26 from Blackfoot.

The State Highway Engineer informed him that two sections of this highway were now under contract and that the department is now in the process of acquiring the right-of-way for the third section. It is the hope of the department that a contract can be let on this third section next year.

Mr. Stewart told the Board that the City of Blackfoot wanted to work with them and would assist them in any way they could.

Consideration was then given to a letter received from the State Auditor requesting that the Board of Examiners be furnished contracts covering the services of Robert L. Hamersley & Associates and an employee of the Remington Rand Company who is setting up a filing system for the department. The Board referred this matter to the Assistant Attorney General for the Department and instructed him to take whatever action was deemed necessary.

The Board then considered a letter received from the Department of Law Enforcement wherein they requested that the State Highway Department pay mileage on one privately owned car in each district where the Department of Law Enforcement has a Roving Port of Entry, for the reason that the Department of Law Enforcement has about 1200 pounds of equipment in each vehicle and has no room for the extra two men, their uniforms and personal equipment.

This being an administrative matter, the Board took no action and left it to the discretion of the State Highway Engineer.

The Board then read a letter received from Mr. Henry L. Day of Wallace, Idaho, requesting information as to the status of the Wallace-Argentine project on U. S. Highway No. 10.

The State Highway Engineer told the Board that the department would call for bids on this project as soon as the agreements with the railroad company were completed. The Board instructed the State Highway Engineer to so inform Mr. Day.

The Board then received by appointment Mr. Lawrence Duffin of Rupert. Mr. Duffin is the Attorney for the Camp Company and was representing a group of business men and farmers in Minidoka County.

An area north of Rupert has been developed by the Government and a number of wells have been drilled, and Mr. Duffin said their problem concerned the road from Minidoka to Kimama and the roads in this pumping project. He told the Board that the total number of acres privately owned in this area, not including 6,000 acres of Government Land, was 34,500. Of this amount, 21,560 acres are presently being irrigated. Most of this land lies within a Highway District and the Highway District is not financially able to make any improvements and as a result there is not a single oiled road in the area.

The Board told Mr. Duffin that they appreciated the problem they were confronted with as there was one or two other situations in the State like this where the Government had developed an area and made no provisions for roads. They told him they recognized the need of this improvement but there was some question as to just what the policy of the Board should be as there were so many roads on the main highway system that needed to be taken care of; however, they told him that since the Minidoka-Kimama road was on the State highway system and due to the fact that this new improvement had placed a lot of heavy additional travel over this highway, they felt that perhaps it was their obligation to put the road in such condition so that it might be used - not necessarily oiled. They told him that the other roads in the area were a responsibility of the local people, and under the State law, the Department of Highways was not permitted to spend money off of the designated State highway system. They suggested that Mr. Duffin talk with the Secondary Roads Engineer to determine if some plan could be worked out whereby the County or Highway District could set up a program and could use federal funds in improving these roads.

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 received by appointment Mr. Willard C. Burton of St. Anthony, and a delegation from Ashton and the Northern part of Fremont County who wished to present to the Board their views concerning the Ashton-Last Chance project. 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
 Willard C. Burton
 E. Dean Orme
 Harry J. Lewies
 M. P. Bowerson
 A. L. Callow
 Rulon Hemming

Their problem concerned the proposed relocation of the highway between Ashton and Last Chance.

This route is on the Forest Highway System, and this project was agreed upon at a joint conference held on February 8, 1952, with representatives of the Idaho Department of Highways, U. S. Forest Service, Regions 1 and 4, and the Bureau of Public Roads. The project in question will initiate construction on a relocation of the south end of the route which will shorten travel distance on the existing road from Ashton via Warm River to Last Chance Inn by 8.4 miles.

The spokesman for the group told the Board that they had not come in as a pressure group, but wanted to present their problem to the Board and see if some consideration could be given the matter.

The delegation told the Board that they were not in attendance at the Forest Highway Meeting held in February as they were of the opinion that there was no change contemplated in this route. They told them that in 1949 when Governor Robins was in office, he had looked the present road over and said that as long as he was Governor, he would not sanction a change. They said they had also talked with Mr. Huggins, when he was District Engineer for the Bureau of Public Roads, and that he had informed them that a change in this road would not be considered unless someone requested it. Later they talked with Mr. Salmen, now Acting District Engineer for the Bureau of Public Roads, and Mr. Lynch, Division Engineer for the Bureau of Public Roads, and they also informed them that they did not believe they need worry about a relocation of this road. They told the Board that the route as now proposed would eliminate a number of farm to market roads and would leave them without adequate road facilities, it would eliminate the tourist trade, upon which many of the people in the Ashton area depended their livelihood, and it would eliminate a scenic route.

The Board told the delegation that they were somewhat surprised to learn that the Bureau of Public Roads took such a stand for when this matter came up in the Forest Highway Meeting, the Bureau of Public Roads made the statement that they would not spend any more money on the present road, and brought out the fact that this new location was about eight and one-half miles saving in distance and would be easier to maintain. The Board told the delegation that they did not bring the matter of the relocation of this road up and that the forest highway program was formulated before the meeting was held; the purpose of the meeting was for all three agencies involved to come to an agreement as to what projects should be programmed and where the funds should be allocated. The Board said they were interested in getting money spent on

this road as they felt it was much more important than other highways on the forest highway system.

The maintenance of the existing road was discussed. It was the concensus of the delegation that by relocating this highway it would cause an additional burden on the State highway department as both routes would have to be maintained. They were desirous of knowing who was going to maintain the present road.

The Board informed the delegation that at this forest highway meeting, it was agreed that the State would maintain the existing road from Ashton to Bear Gulch as long as the ski activities were there and that the Forest Service would maintain it from Bear Gulch north; however, the Board expressed the opinion that because of the timber in that area the present road would probably always be maintained by some agency.

The delegation asked the Board what reasons the Bureau of Public Roads gave us to why they approved the new location.

The Board told them that the principal reason was the saving in distance which would be an economic saving to the highway user over a period of time.

The spokesman for the delegation said that they were willing to concede that some distance would be saved and might concede that it was a safer route; however, they believed that with some improvement the present road would be just as safe. He said there might even be some advantage to the new location to the people that travel over it; however, he felt that there were other reasons for leaving the road in its present location that outweighed the advantages of the proposed new location. He thought the people should be considered ahead of the roads. The delegation was concerned about the taxes. They were of the opinion that if the proposed road was built, there would be a devaluation in existing property and in the amount of revenues accruing to the County. They told the Board that the burden of providing adequate school bus routes had been placed on the County, and told them that if the highways could not be located to serve the local people, they were wondering what would happen to the ad valorem tax.

They said they understood the reason the Forest Service Officials consented to the change of the road was in consideration that the present road would be maintained to Bear Gulch, and that they has also heard the rumor that the Forest Service was in favor of leaving the road where it was.

The Chairman of the Board told them that they would agree with the first position taken by the Forest Service that they were insistent that the road be maintained to Bear Gulch, but did not agree with the position they took that they were opposed to the new location.

The Board told the delegation that when any road is relocated it hurts some and benefits others, but they told them that when using federal funds, certain standards had to be considered and the State was required to go along with the Federal Agencies to a certain degree.

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The exact location of the proposed road was then discussed. The delegation told the Board that the Ashton people depended upon the tourist trade and the rumor around Ashton had been that the highway will take off the other side of the bridge and by-pass Ashton.

The Board told them that as far as they were concerned the by-passing of Ashton had never been considered. They told them that on their trip to Eastern Idaho last fall, they had looked this road over, perhaps not too carefully, but at the time they were of the opinion that the road along the railroad would serve the area well. They told them that preliminary surveys had been made to determine the best location, and all surveys pointed to Ashton. The Board said that they believed the State was entitled to build a system that would serve both the people in Idaho and the tourists, and it was the responsibility of the Board to take final action as to where the roads were located. They told the delegation that they did not see how the relocation of the road in question would adversely effect Ashton.

The delegation then asked the Board what kind of maintenance they could expect if the new road was constructed.

The Board told them that maintenance was an administrative problem, but they felt safe in saying that the present road would be maintained to a high standard. They assured them that as long as the ski area was there, the road would be kept open and would be maintained.

The maintenance on State Highway No. 32 was discussed.

There was some concern because the road between Drummond and Lamont was closed for a number of days this past winter. It was suggested by the delegation that a rotary be placed in Ashton and that the snow be blown off instead of piling it up.

The Maintenance Engineer explained to them that it would be almost impossible to place a rotary in each section because of the expense involved and because a rotary couldn't plow fast enough. He told them that a rotary operated at less than a mile and a half per hour, and so they still would have to depend on the "V" plows. He said that they had an extremely severe winter in that area and a number of blizzards. The equipment they had in the Ashton area this past winter did not perform as well as they had expected, and it was impossible to keep the road open.

Mention was made of the fact that a crew went to Drummond, stayed there for several days and went back to Ashton, without trying to go to Lamont.

The Maintenance Engineer explained to them that the equipment broke down and it was necessary for them to return to Ashton for repairs.

The Board told the delegation that due to the unusually severe winter, the maintenance costs for the State had been very high this year, and it was their hope that next winter they would be able to purchase more equipment so that areas such as the Ashton area could be better maintained.

The Board then received by appointment a delegation from Camas and Blaine Counties, with the following personnel 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
 James Reid, Engineering Officer
 John Bahr, State Senator, Camas County
 H. Max Hanson, State Representative, Camas County
 Pete T. Cenarrusa, State Representative, Blaine County
 Mannie Shaw, Commissioner, Camas County
 Everett Coates, Commissioner, Camas County
 Hassell Blakenship, Commissioner, Blaine County
 C. L. Justesen, Commissioner, Blaine County
 Wayne Clark, Commissioner, Blaine County

This delegation was interested in knowing the status of the East-West Road on State Route No. 22. They wanted to know what had been done and what was going to be done. They urged construction of the road from Fairfield to a junction with U.S. No. 93 at the foot of Timmerman Hill. They told the Board that this road would provide a lower-level route for winter traffic and would be easier to keep open than the North-South road between Gooding and Fairfield. They said the Gooding-Fairfield road was difficult to keep open and as a result they were snow-bound much of the time.

The delegation was informed that preliminary surveys had been made on the route; however, the only survey complete at this time was an eight mile section from U.S. 93 east. The Board also told them that there was no construction planned for their area this year except that the department was planning to complete certain surveys for future work. They told them that the department only had about a third enough money to satisfy the promises of the people so they worked on a three year program. In setting up this year's program they had two definite thoughts in mind. One was to pick the jobs that had high priority due to low sufficiency ratings and the other was to pick projects that could be readily gotten under way with federal aid.

Senator Bahr expressed the opinion that Camas County should be given some consideration. He said that they had no outlet and he believed this should be considered an emergency project.

The Board told the delegation that they appreciated their situation and agreed with them that the road would be a fine thing for both Counties to have; however, they told them that they had just so much money to spend and wondered just how much new construction they could undertake.

This road is on the primary system and it was suggested to the delegation that they give consideration to having it placed on the secondary system as it would expedite the construction of the road.

The delegation said that they had hoped that something could be done now; however, if it was not on the program for the immediate future, they urged that the Wood River Bridge be constructed. They told the Board that if this bridge was constructed, they thought that perhaps they could rough out a road so that the people could get through.

The Board made no commitments to the delegation, but told them that they were getting a better understanding of their problem, and would keep it in mind and would program it just as soon as possible. The Chairman of the Board told them that it was quite a hurdle for the department because of the costs.

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

Roscoe C. Rich
W. Fisher Ellsworth
Leonard K. Floan
Earle V. Miller
V. S. Casebolt, Moscow
W. D. Jonas, Moscow
Sam Haddock, Moscow
W. T. Marineau, Moscow

This delegation presented a Resolution to the Board urging that consideration be given to construction and changing of route numbers to make possible a U.S. 95 E. along the following route:

"Starting at Spaulding Bridge on U.S. 95 and going generally northeast along Idaho 42 to Juliaetta, thence generally northwest up the watergrade formed by the Middle Fork of Potlatch Creek to the N.P. Railroad overpass just east of Joel, and thence generally west over Idaho 8 to the southern edge of Moscow to join with U.S. 95."

The delegation told the Board that seventeen miles of this proposed route was already improved and only twelve miles of new construction from Juliaetta to Joel would be necessary. It was the consensus of the group that this route would encourage traffic to remain in Idaho instead of going into Washington, it would be shorter than the present route and would be a comparatively straight watergrade highway instead of a heavy climb with many cutbacks and turns as at present.

The State Highway Engineer told the delegation that the department was planning an extensive program this year to make aerial surveys of existing and proposed highway routings in the State, and from these aerial maps a study could be made on a lot of these possibilities without spending too much money.

The Board told them that they were interested in their proposal, and although a matter like this was important, it would take some time to get to the place where anything could be done about it; however, they informed them that in their long range planning, they would take it into consideration.

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The delegationsaid that they realized that it could not be done at once, but they wanted to present their views to the Board for consideration.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Friday, April 18, 1952.

FRIDAY - April 18, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Friday, April 18, 1952, with all members and the State Highway Engineer present.

Consideration was then given to a letter received from Mr. Glenn Reed, Commissioner of Bonner County, relative to the Sagle-Midas Road. Mr. Reed requested that consideration be given to the improvement of this section road. Since this road is on the State system, the Board instructed the State Highway Engineer to have the road properly maintained and to inform Mr. Reed that since all of the State funds have been allocated to important federal-aid highway projects this year, they felt that nothing could be done at this time toward improving this section of road.

Mr. Floan then gave a report on the Ahsahka Flood Control project that is being proposed by the U.S. Army Engineers. He said that he had talked with Mr. Oliver Lewis from the Corps of Engineers' office, Walla Walla, Washington. Mr. Lewis told him that the Army Engineers do not know whether this project will be approved or not; however, in case it is approved the Army Engineers requested that the State raise the road across the river, about 800' of highway would have to be raised, and move about 16,000 yards of gravel to give further protection to the state highway. Mr. Floan felt that there may be some advantages and recommended that it be looked over in the light of any future work that might be contemplated by the highway department in connection with reconstruction or betterment or realignment of this highway in this vicinity.

The Chairman of the Board suggested that a copy of the Minutes pertaining to the meetings held with the Highway Committee of State Commissioners and Clerks Association in November, 1951 and March, 1952, be furnished to all Board of County Commissioners in the State.

The Board then received by appointment a delegation representing the Idaho Natural Resources Trucking Association, and the following personnel were present:

Roscoe C. Rich
W. Fisher Ellsworth
Leonard K. Floan
Earle V. Miller
U. R. Armstrong, Halleck & Howard Lumber Company, Winchester
E. C. Olson, Kanisku Forest Products, Inc., Priest River
A. B. Lafferty, Lafferty Transportation Company, Coeur d'Alene
Don Ponzoso, Ponzoso Bros., Orofino
F. H. Etter, American Machine Company, Spokane, Washington
G. H. Ellersick, Diamond Match Company, Spokane, Washington

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Jack Morgan, New Meadows
 Owen S. Smith, Grangeville
 L. L. White, Schaefer-Hitchcock Company, Sandpoint
 Don Watts, Idaho Pole Company, Sandpoint
 Grant Potter, President, Truckers' Association, Coeur d'Alene
 Warren W. Brown, Brown's Tie & Lumber Company, McCall
 G. W. Beardmore, Lewiston
 Clayton Almquist, Caldwell Lumber & Box Company, Caldwell
 J. A. Sanford, Ohio Match Company, Coeur d'Alene
 H. W. Russell, Russell & Pugh Lumber Company, Springston
 W. Albrethsen, Bridge Engineer, Department of Highways
 N. L. McCrea, Maintenance Engineer, Department of Highways

The spokesman for the group told the Board that the members of the trucking Association at a recent meeting had tried to work out an absolute minimum and fair request for the operations of the log, pole and truck operators in Idaho. He said that if an understanding could be reached at this time, it would be better for the trucking industry and he was sure everyone would be satisfied. He presented to the Board the following recommendations which the members of the Trucking Association requested be given consideration:

1. 5' length tolerance per unit, as applied on bridge formula .
2. 10% weight tolerance on axle loading. This is not to be construed as being part of the regular load, and consistent practice to this limit is not to be followed.
3. 8' load inside of the stakes. No stakes to be greater than 6" in width.
4. Desire permission to haul poles up to 90' in length without issuance of special permit. 60' maximum now.
5. Special permits should be granted to permit the movement of equipment on roads posted for spring break-up so that operations may begin at the opportune time.
6. The granting of these requests will be in accordance with the desires of the member of the Idaho Natural Resources Trucking Association.
7. Desire immediate answer from the Board.

The spokesman said he believed the operators should be commended on these minimum requests, and if they were not granted, it would jeopardize the trucking industry considerably.

Several of the delegation then commented on how these restrictions were effecting their business.

Mr. Olson told the Board that he was not a large operator, but had been trucking logs for the past twenty years. He said that he had never been given a ticket for overweight, but recently had been given a ticket for overwidth. He said that he had not gone beyond the 8' banks, but had put made his trucks have an approximate overall width of 9'. Due to this overwidth, he was not able to operate on the highways and as a result he had to lay off his crew.

Mr. White of the Schaefer-Hitchcock Company said his Company is a typical pole producing industry. Their main office is at Sandpoint, and they are the main supplier of poles to the Idaho Power Company. One operation is hauling poles from Priest Lake to Priest River, a distance of about 35 miles. This operation requires the use of three or four trucks, and during the course of the season they transport approximately fifteen to twenty thousand poles from the Priest Lake area. These poles, during a normal course of trucking, run from 20 to 85 or 90 feet, and they consider these longer poles a very vital part of their operation as the Idaho Power Company requires poles longer than 65 feet. In hauling these poles, each load probably has only 6 or 8 long length, and they do not feel that this type of load is a dangerous load on the highways. Mr. White told the Board that if they could be permitted to haul poles that are overlength, their main problem would be solved.

Mr. Armstrong, General Manager of the Halleck and Howard Lumber Co., told the Board that the industry was nearing the break-even point because of the load limits, the new ton-mile tax, and higher costs of timber, equipment and wages. He said that they wanted to cooperate and if it was possible to come to some level, he believed it would be better for the highway department, for the operator and for the State as a whole. He stressed the need for an early decision so the loggers could plan accordingly.

Mr. J. A. Sanford, Assistant General Manager of the Ohio Match Company, told the Board that the economy of the Northern Counties was built up of lumber and mining industries, and he believed that these industries had to be perpetuated for the economy of the five northern counties. He said that his Company's hauling costs would go up to forty to sixty per cent if they have to conform to the law.

Mr. Almquist of the Caldwell Lumber & Box Company said that he believed the use of stakes should be considered as they could get by with 8' bunks if permitted to use stakes. He also said that he was of the opinion that some load restrictions should be lifted, as he felt there were sections of some roads which are posted that could be used.

At this time, Mr. McCrea, the Maintenance Engineer, explained to them that when posting a road it was necessary to post it from junction to junction; however, if there was a certain section they wanted to use, they should make application to the department, and they would inform them as to whether or not it could be used.

The Board told the delegation that as a policy they want the postings on roads removed as soon as possible.

Mr. Lafferty, President of the Coeur d'Alene Chamber of Commerce then read the following Resolution:

"WHEREAS, the economy of North Idaho is largely dependent upon the perpetuation of the lumbering and mining industries, and
WHEREAS, The present gross weight regulations pertaining to the public road system of the State of Idaho is restricting the economic movement of products of the forest and mine, and

WHEREAS, The present motor vehicle laws have provisions whereby this unhealthy and detrimental condition may be alleviated, now THEREFORE BE IT RESOLVED, That the Board of Directors of the Cosur d'Alene Chamber of Commerce in session this date recommends that immediate consideration be given those industries of North Idaho directly affected by existing gross weight regulations in order that the economy of our area may be preserved."

Mr. Russell of Russell and Pugh Lumber Company said that unless something could be worked out, there would be no margin because of the high cost of stumpage, increased cost of logging, together with the ton mile tax, bridge formula and the government putting a ceiling price on lumber.

Mr. Potter, President of the Trucking Association, told the Board that the economy of the State was involved, and they would appreciate an answer as soon as possible. He said that they had sent out a questionnaire to determine how much it would cost to transform their equipment, and it was estimated that it would cost the industry \$2,550,000.00 to change over their equipment to comply with the law.

The Chairman of the Board then made the following reply:

When this Board took over the highway department the first of last July, we began to learn how this posting law had been used. We are not sure that our information was all sound, but in general we were advised that some of the roads up north were posted and some were not, and in some cases the loggers and truckers were hauling about what they wanted to over the highways.

Any assumption that we do not have concern in the economy of the State of Idaho is not a fair or reasonable assumption. Due to the fact that you gentlemen and other gentlemen in the lumber industry were in the middle of the season and due to the fact that the Board was attempting to find out what would obtain and what would be a sound position for this Board to take, also, when we made some inquiry from the law enforcement department we found that they were building some Port of Entry Stations, setting up and obtaining equipment at these checking stations, and the fact that it was almost necessary to have this equipment so that loads could be weighed, the Board concluded it was not feasible by our action to effect changes before about the first of January. Record speaks for itself and shows that the Board was taking into consideration the economy factor and the situation as obtained as far as logging on the state highways was concerned.

Between July 1 and now, we have held a good many conferences, have spent approximately ten days time in conferences listening to the problems. At the Orofino Chamber of Commerce meeting which was held last October, we heard members of the logging and lumber industries.

In looking at the full picture that obtained, all types of loads were being hauled. As we got the picture, there was little law enforcement, and the Board came to the conclusion that in the interest of all of the people of the State and in the interest of the highways we would not post

the highways for loads and widths and lengths over the legal limits. Legal limits means the law you refer to often times as "bridge formula", which is a general one over the States. We attempted to see what the neighboring States were doing, and while there is some variation, there is not a big percentage of variance from this factor.

We are informed that what we call the legal limits law is based on the economy factor; the amount of money which can reasonably be expected to build the highways to the standard which we can afford. The announcement was made that we were not going to use the posting law, and we attempted to give it wide circulation in order that the users of the highways might know what was going to prevail in this regard.

When the legislature was in special session in early January, they passed, at that time, a Resolution to this Board, and to my way of thinking it was a letter asking this Board to review and look at the economy factors and to decide if it was feasible to use the posting law. I have read that Resolution a good many times. After the legislature passed that Resolution, we had several meetings, some of you gentlemen in this room met with us two or three different times. We very carefully reviewed it and attempted to look at the full picture and we appreciated it meant a considerable change if this posting law was not used, but if you will put yourselves in the position we occupy here, that we are representatives of you and all the people in the State of Idaho in handling road problems, you will realize that it was a difficult decision to make. If our decision was based only upon one or two industries, if our decision did not take into consideration the welfare of all highway users, it would not be very complete and possibly not a very wise decision.

After going into it, we again announced that we were not going to use the posting law, so certainly no one who had attempted to keep themselves informed can say that they have not had a reasonable opportunity to know what the attitude and policy of this Board has been in regard to the use of this posting law.

I might add that we asked for applications for posting to see what would be involved and to see what roads would be covered. The department made a map and it roughly included about two-thirds of the roads in the northern counties. The whole theory of this posting law in the first place was that this department would be able to pass upon the roads that would logically and reasonably carry loads over the legal load limit. We have discussed this matter with the engineers, had them in conferences and the decision we have made is partly based on their judgment.

I think we have pretty well covered the permit system factor. We have discussed it with a good many truckers and some of our highway contractors, and have had several conferences with regard to that. We have tried to set up a feasible and practical set-up for special loads.

The only way we can effect load limits is under the posting law and that pertains only to logs, poles and products of the mines which have not been finally processed. We do not have any legal authority, except by special permit, to effect any other classes of trucking. We do not sit in a too enviable position and, of course, can effect it only if the posting law is used.

We cannot take any action which would legally permit the same kind of load you gentlemen would haul for any other products. This Board can use the posting law or not use it. Legal limits are a matter of law enforcement.

Due to the fact that the season for your log and pole hauling, and mine products will commence very shortly, we will again review the posting law, and while we may not be able to give you an immediate answer, we will try to arrive at a decision as soon as possible.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Saturday, April 19, 1952.

SATURDAY - April 19, 1952

The Board reconvened at 9:00 o'clock A.M. on Saturday, April 19, 1952, with all members and the State Highway Engineer present.

The Board then took under further consideration the requests and recommendations presented to them on Friday by the Idaho Natural Resources Trucking Association. After much discussion the Board issued the following statement:

As previously announced in September of 1951 and again in March of 1952 it will not be the policy of the Idaho State Board of Highway Directors to post highways for over-width and over-weight as permitted under the so called "posting laws", specifically Section 49-611 of the Idaho Code.

This statute provides that the Highway Board may in its discretion permit portions of the State Highway System to be used for the transportation of logs, poles, piling and material from mines which has not been finally processed in continuous over-width and over-weight operations.

The Board of Highway Directors have so reexamined their decision and have continued an extensive study of the road conditions and the other factors involved and have concluded that posting for limits beyond those provided in Section 49-611; this Section ordinarily described as being the legal load section, is not feasible in the overall consideration of the welfare of the people of the State of Idaho.

The policy of issuing special permits for over-length loads will continue to be applied to vehicles having length beyond that maximum legal length set up by Section 49-537 of the Idaho Code, and permits will continue to be used for loads thereon, which loads may pretrude more than 3' in front of the vehicle, but no special permits will be necessary for pole hauling where the vehicle is in conformity with the above law. The law specifically states that certain safety factors should be observed, such as red flags being required on any load extending more than four feet beyond the rear of the vehicle and that clearance lights shall be provided if such haul is made one-half hour after sunset or one-half hour before sunrise, in accordance with the same law.

April 19, 1952

The Board also desires to call attention to the general motor vehicle law which requires all vehicles to be operated in a manner consonant with the safety and convenience of the general public and in a manner which will not endanger or be likely to endanger any person or property.

THEREUPON, the Board adjourned until their next regular meeting in May, 1952; the exact date to be announced later by the Chairman of the Board.


 R. C. RICH, Chairman
 Board of Highway Directors

Done at Boise, Idaho
 15 May 1952

MINUTES OF THE REGULAR MEETING OF THE
 IDAHO BOARD OF HIGHWAY DIRECTORS
 May 15 and 16, 1952

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 Thursday, May 15, 1952.

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 April 16-19, 1952, were read and approved by the Board.

Consideration was then given to the bids received on April 22 and May 6, 1952, and the following action was taken:

The first bids considered were for the alteration of the basement in the Old Statesman Building; the work consisting of repairing, painting and alteration of the basement of the Old Statesman Building, Southwest Corner of 6th and Main Streets, Boise, Idaho. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to J. H. Wise and Son, Inc. of Boise, the low bidder, on April 29, 1952, in the amount of \$8,660.00.

There being no objection, the Board unanimously concurred in the action of the State Highway Engineer, and it was so ordered.

The next bids considered were for Project No. S-5732(1), consisting of constructing the roadway and a roadmix bituminous surface on 6.744 miles of the Spirit Lake Highway, between Ross Point and Rathdrum, in Kootenai County. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Stone and Thaut Construction Company of Spokane, Washington, the low bidder, on April 29, 1952, in the amount of \$225,066.13; the Engineer's Estimate being \$244,943.80.

May 15-16, 1952

There being no questions or objections, the Board unanimously concurred in the action of the State Highway Engineer, and it was so ordered.

Bids were then considered for Project No. S-1736(1), consisting of constructing the roadway and a crushed gravel surface on 4.587 miles of the Cub River Road, in Franklin County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Marion J. Hess of Malad City, Idaho, the low bidder, on May 7, 1952, in the amount of \$97,049.00; the Engineer's Estimate being \$104,148.00.

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

Consideration was then given to bids received for Project No. S-4808(1), consisting of constructing a 112.5' concrete bridge over the Palouse River and the roadway and a crushed rock surfacing on 0.593 miles of the Grangeville-Harvard Highway between Harvard and Deary in Latah County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Thurston Storey of Lewiston, Idaho, the low bidder, on May 7, 1952, in the amount of \$115,936.00; the Engineer's Estimate being \$115,963.00.

There being no objection, the Board unanimously concurred in the action of the State Highway Engineer, and it was so ordered.

The last bids to be considered were for Project No. S-4800(1), consisting of constructing the roadway and crushed rock surfacing on 0.850 miles of the Moscow-Bovill highway, East and West of Helmer, in Latah County. Acting on the authority given him by the Board, the State Highway Engineer had awarded this contract on May 7, 1952. Thurston Storey of Lewiston had submitted bids on two projects and conditioned his bids to the effect that he be awarded only one contract in the event he was low on both; therefore, the State Highway Engineer awarded this contract to F. H. DeAtley & Company of Lewiston, Idaho, the second low bidder, in the amount of \$82,351.00; the Engineer's Estimate being \$83,144.00.

There being no questions or objections, the Board unanimously concurred in the action of the State Highway Engineer.

In a telephone conversation with Mr. Rich, Chairman of the Board, Mr. Walter F. Grossenbach, President of the Green Timber Road Improvement Association, requested that a daily traffic count be made on State Highway 47 at the junction between Highway 191 and 47, approximately four miles north of Ashton, and that consideration be given to the placing of State Highway 47 again on the State highway system.

In discussing these matters, the State Highway Engineer informed the Board that it is the program of the department to make an Origin-Destination survey in the territory this summer. In light of the check that is going to be made and other situations that obtain, the Board took no action regarding State Highway 47. The status of this highway is that the department will maintain it at the present time, and at a later date, when a review of the entire situation has been made, further consideration will be given the matter.

The Board instructed the State Highway Engineer to convey this information to Mr. Grossenbach.

The Building Program for the Department was discussed. The State Highway Engineer gave the Board the preliminary estimate of cost for the Proposed District Headquarters Building for District No. III, and the preliminary estimate of cost for the Proposed Maintenance Shop for the State of Idaho, both to be built at Strawberry Glen in Ada County. The State Highway Engineer explained to the Board that the Maintenance Shop would be the headquarters for the entire State.

The Board took no action as far as authorizing the construction of these buildings at this time as the State does not have a deed to the land at Strawberry Glen and they felt that this should be obtained first. They authorized the letting of the Maintenance Shed at Leadore.

The Maintenance Engineer told the Board that the maintenance shed at Rigby should be started as soon as possible.

Some discussion was then given to the matter of signs. It was the concensus of the Board that the signs over the entire State system should be appraised from safety standpoint and they made the following suggestions:

1. Speed on curves should be shown, as a safety factor.
2. Distance signs between town or main points showing terminal.
3. Reflectors on guide posts and guard rail.
4. Change junction signs to show terminal cities.

The State Highway Engineer and Maintenance Engineer then discussed with the Board the color of paint for marking the highways. They told the Board that there were only a few States left that used yellow paint for roadside markings and centerlines. The majority of the States were using white paint. Since the paint has already been purchased this year, no change in the color was considered at this time; however, the Board was agreeable to using white paint next year.

Consideration was then given to a letter from the State Land Commissioner requesting assistance in repairing certain roads in Heyburn Park. Since the Legislature provided no appropriations for the maintenance of the roads in Heyburn Park, the Board unanimously approved this request, and instructed the State Highway Engineer to inform the State Land Commissioner that the Department of Highways would assist in repairing these roads until after the next legislature.

The State Industrial School at St. Anthony made a request to the Department for approximately Sixty Five Cubic Yards of ready mixed asphalt material for use on the school grounds. The Board unanimously granted this request.

The Board further discussed such requests as this, especially requests from other state agencies such as institutions, state school and etc., and it was their opinion that at any time the department could save the taxpayers' expenses with the use of the highway facilities, it should be done, providing, of course, that highway funds were not diverted unlawfully and that the highway program was not hindered. They also expressed the opinion that care should be taken so as not to compete with private industry and aid should only be given where due to location, costs, availability of material, quantities involved, etc., it would make it impractical to use private industry. 2

(Superseded by policy statement 12-2-57-minutes entry.)

May 15-16, 1952

Consideration was then given to a letter from the State Forester, who was requesting that the Forest Service be permitted to use land on Cottonwood Butte and Signal Point for radio and lookout purposes. The Board unanimously approved this request providing the this use is accomplished without interference to the highway use, or to previous agreements and that a just monetary exchange be agreed upon.

The Board took no action toward the disposal of a tract of land at Menan, and left the matter to the discretion of the State Highway Engineer.

Consideration was given to a letter from the Mayor of the City of Idaho Falls, asking that the City of Idaho Falls be given assistance in the purchase of certain right-of-way on the Yellowstone Highway in Idaho Falls.

The action taken by the Board on this request was to the effect that since the City, through previous correspondence, had agreed to purchase this right-of-way without assistance from the highway department, and since the highway department had agreed to construct the entire highway project without assistance from the City, there was no further obligation on the part of the State, and, therefore, this request for assistance in obtaining this right-of-way was denied.

The State Highway Engineer told the Board that he had recently met with the Attorney from Blackfoot and the Engineer in connection with the Atomic City suit. He said they looked the situation over on the ground and they concluded that they had two problems; one, an entrance from the East, and two, an entrance from the West. He said he told them that if they would write a letter disregarding the West approach, the State would build the East approach for them and would build it on the Atomic City line; replacing access to the City.

Consideration was then given to a letter from the Secretary of the Evergreen Grange #374 at Southwick, Idaho, addressed to the District Engineer at Lewiston, wherein the Road Committee of the Evergreen Grange #374 requested that consideration be given to improvement of a portion of State Highway #7, extending from Cavendish to the top of the Cavendish-Ahsahka grade, particularly the section in the vicinity of the Devils Elbow.

The State Highway Engineer told the Board that this particular section of road had a low rating and a bad safety factor. He said that an engineering review had been made of this job on the ground, and in the light of the field report, he had authorized a survey to be made of this section.

The Board instructed the State Highway Engineer to inform the Evergreen Grange #374 as to the status of this road.

Consideration was then given to a petition received from residents living along the State Highway between Kooskia and Lowell. Because of the dust condition existing on this highway, these residents petitioned the department to alleviate it by applying oil.

In discussing this situation and other similar situations, the Board instructed the State Highway Engineer to inform these people that they were well aware that such conditions were not desirable; however, due to the limited amount of funds available, situations such as this would have to be done on a priority basis, which would involve traffic counts, number of people living on route, towns served, industry, condition and standard of present road, and etc.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Friday, May 16, 1952.

FRIDAY - May 16, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. Friday, May 16, 1952, with all members and the State Highway Engineer present.

The following petitions were reviewed by the Board:

1. "Whereas, We the Citizens and Businessmen of Bear Lake County consider the extremely poor section of road between Montpelier and the Wyoming Border a detriment to our business and the business of all Idaho, we request that construction be started on this highway in 1952."

2. "We, the undersigned Residents of Caribou County, Idaho do hereby respectfully petition the State of Idaho, and the Department of Public Works, Boise, Idaho, to improve State Highway No. 34 North from the Blackfoot River Bridge in Caribou County to the Wayan, Idaho Post Office.

Said improvements to be comparable to the present improved highway no. 34 North from Soda Springs, Idaho to the Blackfoot River Bridge."

3. "We residents and taxpayers of Franklin and Caribou Counties, State of Idaho, hereby petition the Honorable Highway Commission of the State of Idaho and the State Highway Engineer to build a road from Thatcher to a point approximately $\frac{1}{2}$ mile from the forest line on the Sharon-Ovid Road, following the course heretofore surveyed by the State Highway Engineers. The new petitioned construction being approximately four (4) miles and being the east side of Bear River. The proposed construction would eliminate the necessity for the replacement of the steel bridge which crosses Bear River at Cleveland.

And in our opinion the new construction would improve the transportation facilities between Soda Springs, Grace, Thatcher, Mink Creek and Preston and certainly be of greater service than the road between Thatcher and Preston as it now exists."

On April 23, 1952, Mr. Rich, Chairman of the Board and Mr. Miller, State Highway Engineer, attended a meeting at Soda Springs where they heard a number of delegations concerning the problems brought out in the above petitions. The following is a report of this meeting, as submitted by the State Highway Engineer.

"Mr. Rich, District Engineer Kelly and Mr. Miller, State Highway Engineer, drove from Pocatello to Soda Springs, April 23, 1952, and en route stopped at Grace to discuss with the Mayor the possibility of widening about six blocks in the center of town to a 64' curb to curb width.

The Mayor informed us that the town was preparing now to put in a street lighting system and would like to have the poles supporting the street lights back of the proposed curb or sidewalk area. The process of raising or lowering manholes, water meters or junction boxes was discussed and the State recommended that such work be included in the paving contract rather than for the City to do this work prior to final approval of grade line. It was also suggested that conduits might be placed at street intersections to alleviate pavement cuts in case electric lines for any purpose might come up.

May 16, 1952

A luncheon meeting was held at Soda Springs. Mr. Rich acted as Chairman. In attendance were members of the legislature, County Commissioners from Franklin, Caribou and Bear Lake Counties, as well as interested representatives of Montpelier, Paris and Soda Springs.

An informal discussion was held regarding the overall highway picture in the State and specifically in the southeastern area of Idaho.

In the afternoon, different delegations were heard in the County Attorney's office in the Court House.

Franklin County

Commissioners in Franklin County were informed regarding the status of State Route No. 34, and the State explained their reasons for asking that this route be transferred from the primary system to the secondary system. It was explained that inasmuch as there was considerably more funds available through federal-aid secondary allocations, it would be some time before the Cleveland Bridge could be built using primary funds, but a contract could be let this year with the use of federal-aid secondary funds.

A petition was presented to the department by citizens of Franklin and Caribou Counties asking that the relocation of Route No. 34 be initiated from Thatcher to a point one-half mile from the Forest Line on the Sharon-Ovid road, which they contend would "eliminate the necessity for the replacement of the steel bridge which crosses Bear River at Cleveland."

Other citizens spoke against this plan by stating that even though this proposed routing was built, the Cleveland Bridge would still be necessary to the economy of the area now served by Route No. 34, South of Cleveland Bridge. They suggested that Route No. 34 be relocated near its present location or via the Reservoirs, South of Treasuraten.

No commitments were made by the highway department on any of the ideas presented, but the spokesman were assured when and if it became necessary to rebuild Route No. 34 that the economics of the area would be considered in such relocation.

Caribou County

The Caribou County Commissioners suggested the relocation of Route No. 34 from Soda Springs North, and requested that the junction of Route No. 34 and U.S. 30 N be placed East of town to avoid going by the new school house and church buildings as it now traverses the town.

In this new location, East of town, it was suggested that a new underpass could be built under the main line railroad in such a position that a tangent could be produced north, connecting the present route of 34 about a half mile east of town.

The County Commissioners also suggested that the Soda Springs-Henry road, North of Blackfoot River, needs a cinder surfacing now. They also requested that the Board of Highway Directors look into the reconstruction of this road in the near future.

The County Commissioners questioned the legal right of stockmen using this highway as a stock trail in driving stock from rail head to range north of Soda Springs or vice versa.

The proposition of transferring Route No. 34 from the present primary system to the federal-aid secondary system was discussed with Caribou County Commissioners and the same explanation was given them as was given the Franklin County Commissioners relative to the Cleveland Bridge.

No commitments were made by the department relative to any future work and the County Commissioners of both Franklin and Caribou Counties took the proposition of changing Route No. 34 from the primary system to the secondary system under advisement and informed the State that they would answer by letter.

A petition was presented by the residents of Caribou County asking that improvements be done on State Highway No. 34, North from the Blackfoot River Bridge to the Wayan, Idaho post office..

Delegations from Paris were received and the matter of widening and re-surfacing four blocks within the town of Paris was discussed. It was agreed that any work done adjacent to the town should include work on the City streets.

Citizens from Bear Lake County presented the State with a petition asking for improvements on U. S. 30 N. between Montpelier and the Wyoming border.

The relocation of this road from the Wyoming line toward Montpelier was discussed and the State explained their position relative to relocating the road around by the Bear River Canyon rather than going over the present mountainous, circuitous route as it now exists.

The Montpelier Chamber of Commerce through Mr. Sorgatz, Chairman of the Road Committee, discussed the possibility of an underpass or grade separation in Montpelier on U. S. Route No. 89.

It was agreed that some plan should be worked out to eliminate this hazardous grade crossing in Montpelier, and that the State would place this on a program for engineering study."

The Board then received by appointment a delegation from Nampa, who were representing the Nampa Chamber of Commerce. The following persons were present:

R. C. Rich, Chairman, Board of Highway Directors
 W. Fisher Ellsworth, Member, Board of Highway Directors
 Leonard K. Floan, Member, Board of Highway Directors
 E. V. Miller, State Highway Engineer
 Edson Deal, Nampa
 E. Q. Marsing, Nampa
 W. R. Showalter, Nampa
 W. J. Castagneto, Nampa

The spokesman for the group told the Board that their problem concerned the improvement of U.S. No. 30 through Nampa; the section from the East edge of the City Limits to a short distance beyond the Nampa high school. He said the traffic on 11th Avenue (U.S. No. 30) was so heavy that they believed it justified some improvements. He said it was their understanding that this job had been set up and was ready to go a year or so ago. He also mentioned the fact that the railroad company was very anxious to put a more satisfactory type of underpass under their tracks at the East edge of the city limits. The railroad company started work on this underpass some time ago and had gone far enough to have the steel there and were digging the foundations for the original structure of one 45' span, but at the request of the department of highways they stepped work since it was contemplated that this highway would be widened and it would necessitate the constructing of another 45' span.

The State Highway Engineer told the delegation that the department was at the present time in the process of writing the railroad company asking for plans so that the additional steel for the other span could be obtained. He told them that if the steel could be obtained, the railroad company could go ahead with the underpass at any time.

He explained to them that as far as the improvement on U.S. 30 was concerned, it would be necessary for the City of Nampa and the State to come to an agreement. He told them that the State could not afford to do an extensive construction job without the use of federal-aid funds and the City of Nampa had not accepted the plans submitted to them for routing U.S. 30 through the City, and the Bureau of Public Roads would not participate until the entire plans had been approved.

The Board told them that it was their understanding that there was some discussion as to what route was going to be used.

The delegation said that they believed that U.S. 30 on 11th Avenue was the important project to be considered at this time and that at some future time an alternate route could be considered, which should be a separate project.

The State Highway Engineer told the delegation that he would like to meet with the City officials and go over this job on the ground and try and arrive at some decision. He said that he realized that the City had a problem of a truck bypass, but did not believe it a big enough problem at this time to warrant building an overpass on 7th Avenue.

He told the delegation that there never had been an agreement drawn between the City and State, and that he would like to have the City of Nampa write a letter to the department giving definite criticisms of the plan that was presented to them and then they could try and find out why the plan was not satisfactory.

The Board told the delegation that this project had been set up for 1953 and they suggested to the delegation that the City officials contact the department and set a date for a meeting so that all the details could be worked out and the planning could be completed this year.

The Board then received Mr. Ned Harlan. Mr. Harlan's problem concerned snow removal operations on the Bogus Basin road this coming winter. He said that a large number of people were interested in the recreation area and they were anxious to try and work out some arrangement whereby this road could be kept open. He said he realized that it might not be the best plan for the department to do this; however, since the State had the equipment and since it would be almost prohibitive for the County or City to purchase equipment for this purpose, he was asking that the Board give some consideration to this matter, and see if some agreement could be reached whereby the State equipment could be used.

He told the Board he did not expect an immediate answer, but was asking that they keep it in mind and give it consideration.

The Board took no action, but informed Mr. Harlan that they would have the department prepare a report for them and they would notify him of their action as soon as possible.

By telephone, Mr. Young of Parma, who was acting as spokesman for a group in the Parma area, requested that the Board give consideration to assisting them in river bank protection along the Boise River near Parma. The fine sand is scouring the banks of the river and they were of the opinion that it might cause a flood condition.

The Board unanimously turned down this request, based on their policy that the work involved was not on the State system, and, therefore, not a function of the highway department.

The matter of the purchase of new equipment for the department was then discussed. The Board took no action as they felt this was an administrative matter, and left it to the discretion of the State Highway Engineer.

The Board then discussed the Workmen's Compensation Insurance. At a previous meeting it was brought out that the State Insurance Fund had increased the Workmen's Compensation Insurance rates approximately 29% over the year 1951.

The Board took no action at that time as to whether or not this insurance should be continued, and requested that a report be furnished them giving the statistics available from the records. The Accounting Department submitted this report to the Board, together with a copy of a circular letter from the State Insurance Fund explaining the reasons for the increased rates.

It was the consensus that until a safety program could be established and an accurate record and statistics through analysis of each accident could be kept that the department was in no position to refute the increased rates which would be charged.

The Board unanimously approved the carrying of the Workmen's Compensation Insurance.

THEREUPON, the Board adjourned until their next regular meeting on Thursday, June 19, 1952.


 R. C. RICH, Chairman
 Board of Highway Directors

Done at Boise, Idaho
 19 June 1952

May 16, 1952

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

June 19 - 21, 1952

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 1:30 o'clock P.M. on Thursday, June 19, 1952.

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 May 15 and 16, 1952 were read and approved by the Board.

Consideration was then given to the bids received on May 27 and June 3, 1952, and the following action was taken:

The first bids considered were for Project No. FI-1024(1), consisting of constructing the roadway, a plant mix bituminous surface and an 82.5 foot concrete bridge on 8.241 miles of U.S. 30 N., from Bannock Creek to Pocatello, in Power and Bannock Counties. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Carl E. Nelson Company of Logan, Utah, the low bidder, on May 29, 1952, in the amount of \$416,930.50; the Engineer's Estimate being \$456,165.00.

The next bids considered were for Project No. UI-3021(2), consisting of constructing the roadway and a plantmix bituminous surface on 1.213 miles of Highway US-20-30 from Kimball Avenue to Parma Junction in Caldwell, in Canyon County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Morrison-Emdsen Company, Inc. of Boise, the low bidder, on May 29, 1952, in the amount of \$257,801.25; the Engineer's Estimate being \$253,533.75.

Bids were then considered for Projects Nos. S-6707(1), S-6723(1), S-6725(1) consisting of constructing a roadmix bituminous surface on 4.121 miles of the Beeches Corner South Road, 4.608 miles of the Lincoln Road and 5.007 miles of the First Street-Iona Road, in Bonneville County. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Western Construction Company of Pocatello, the low bidder, in the amount of \$97,442.05; the Engineer's Estimate being \$115,379.50. Bids were then received on this project on June 3, 1952, and the award of contract was made on June 4, 1952.

There being no questions or objections, the Board unanimously concurred in the action of the State Highway Engineer on the above projects, and it was so ordered.

June 19-21, 1952

Consideration was then given to bids received on June 17, 1952, and the following action was taken:

The first bids considered were for Project No. F-FG-5152(2), consisting of constructing a 410.5 foot bridge over the St. Joe River, a 112 foot overhead across the tracks of the C.M. & S.P. R.R. and approaches on US-95 Alternate in St. Maries in Benewah County. The State Highway Engineer recommended that this contract be awarded to Hansen and Parr Construction Company of Spokane, Washington, on their low bid of \$585,041.00; the Engineer's Estimate being \$555,010.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Hansen & Parr Construction Company.

The next bids considered were for Project F-4201(3), consisting of constructing the roadway and a 107 foot concrete bridge on 2.760 miles of the Lewis and Clark Highway, Lochsa Ranger Station Section in Idaho County. The State Highway Engineer recommended that this contract be awarded to Tony Marrazzo of Boise, the low bidder, on his low bid of \$262,365.00; the Engineer's Estimate being \$273,468.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Tony Marrazzo.

Bids were then considered for a Maintenance Building at Leadore, Idaho, consisting of constructing a Maintenance Building for the State of Idaho, Department of Highways to be built at Leadore, Idaho. The State Highway Engineer recommended that the contract be awarded to Reynolds & Walker, Inc. of Twin Falls, Idaho, on their low bid of \$23,169.00; the Engineer's Estimate being \$23,000.00. There being no questions or objections, the Board unanimously concurred in the recommendation of the State Highway Engineer, and awarded the contract to Reynolds & Walker, Inc.

The last bids to be considered were for Stockpile Project No. 81, consisting of furnishing crushed rock in stockpiles near Elk River and Bovill in Clearwater and Latah Counties. The State Highway Engineer recommended that the contract be awarded to J. Arlie Bryant of Spokane, Washington, the low bidder, on his low bid of \$72,370.00; the Engineer's Estimate being \$80,360.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to J. Arlie Bryant.

The matter of the District VI Headquarter's site at Rigby was then discussed. The State Highway Engineer told the Board that after a study of the different sites had been made, it was decided that the first three locations submitted were not suitable; therefore, a new site had been selected, which was considered much more desirable as it had a County Road along the South side which would provide access at several points and would provide easier access to the highway. The property comprises approximately twenty acres and the cost is around \$9,000.00.

The Board unanimously approved the site selected and ordered the State Highway Engineer to proceed with the acquiring of this land. The Board also approved the going ahead with the plans for the buildings at Rigby, and said that economies should be effected wherever possible.

The condition of the Idaho Falls Underpass was then discussed. The State Highway Engineer told the Board that a recent Bridge Inspection Report pointed out that this Underpass was badly crazed and disintegrated. From information received in the Bridge Department, the following is an estimate of the repair work that should be done:

1. Remove all loose or weakened concrete on the stairs; form and place new concrete to conform with the lines and grade shown on Drawing No. 2454.
2. Remove all loose or weakened concrete on 331 linear feet of wall; form and place new concrete to conform with the original lines and grade.
3. Repair 2043 Sq. Ft. of sidewalk.
4. Remove all loose and weakened concrete, place reinforcing steel and replace concrete with pneumatically applied mortar on 1913 Sq. Ft. of walls.
5. Repair deep crack running horizontally for about 25 linear feet between the South abutments.

The State Highway Engineer told the Board that due to the nature of the work involved, it was almost impossible to make a close estimate as to the quantity of unsound concrete that would have to be removed; however, it was believed that the cost would not exceed \$3,700.00. It was recommended to the Board that the present project, Project U-6471(1), now under construction be extended West to the end of the underpass and that the proposed work as outlined above be done by force account by the Arrington Construction Company under their existing contract.

The Board unanimously concurred in this recommendation, and it was so ordered.

The pavement failure on Project F-3112(1), Strawberry-New Meadows Section in Adams County, was then discussed.

The State Highway Engineer told the Board that an extensive study of this situation had been made and that the damaged sections on this road indicated a failure of the plant mix pavement as well as failure of the base. He then explained to them that the materials in that area were of poor quality and that although they had used the best that could be obtained, it was borderline on specifications. He said that if the job had been let to contract earlier in the season and the seal coat applied last year, it probably would have been a successful job.

Recommendations as to what should be done were as follows:

1. Dig out and patch all areas showing distress. Patching should be done with plant mix materials.
2. Dig out spots of subgrade failure and backfill with 3/4" maximum crushed rock or crushed gravel.
3. Surface treat the shoulders on the entire project.
4. Provide a seal coat for the entire project, shoulder to shoulder.

The State Highway Engineer told the Board that a preliminary summary of cost for removing and replacing the failed areas had been made and the estimate was between thirteen and fourteen thousand dollars. It was his recommendation that this work be done.

The Board unanimously adopted the recommendation of the State Highway Engineer and expressed the opinion that it should be repaired as soon as possible.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Friday, June 20, 1952.

FRIDAY - June 20, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Friday, June 20, 1952, with all members and the State Highway Engineer present.

The Board received by appointment a delegation from the Associated General Contractors, and the following persons were present:

Roscoe C. Rich
W. Fisher Ellsworth
Leonard K. Floan
Earle V. Miller
Allan G. Shepard
J. T. R. McCorkle
T. Matt Hally
Harold Quinn
Tony Marrazzo
Hank Knippel
Carey Nixon

Their problem concerned the liability of contractors for the ton-mile revenue.

The State Highway Engineer told the Board that the Contractors had submitted the following questions to the department for answer.

1. Must the contractor pay the ton-mile tax on mileage of vehicles used within the actual limits of the project under contract?
2. Must the contractor report, for ton-mile purposes, the mileage which he traveled in hauling materials, such as sand, gravel, or rock, from the source to the actual project?

Since they were questions pertaining to law, the department proposed the questions to the Tax Collector. In turn, the Tax Collector proposed them to the Attorney General, and in an Opinion from the Attorney General's office to the Tax Collector, the following decision was arrived at:

"Required as we are to strictly construe any part of exemption from taxation, we are forced to conclude that highway contractors are not exempted from the payment of ton-mile revenue where their vehicles are operated;

1. Within the actual limits of the project under contract, nor
2. Where the vehicles haul materials from the source thereof to the actual project."

Mr. Nixon, the Attorney for the Associated General Contractors and spokesman for the group, did not agree with the decision arrived at, and felt that the law should be clarified as to whether or not the contractors have to pay the tax on mileage over roads under construction and on which construction machines the tax must be paid and which road machines are exempt from the ton-mile tax. He suggested that the Commissioners of Law Enforcement, the Tax Collector and the Board of Highway Directors confer with the Attorney General and try and arrive at some specific or reasonable interpretation of the law, at least until the next legislative session.

The Board told the delegation that they were interested in their situation, certainly where it effected bidding on contracts, and were interested in seeing the matter clarified; however, they informed them that they labored under the impression that the department would have to proceed under the Attorney General's advice until it was upheld by court action.

It was suggested that the Attorney for the Associated General Contractors arrange for a meeting with the Attorney General and the interested parties.

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

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

The Board received by appointment a delegation from Twin Falls and Gooding Counties. The following persons were present:

Roscoe C. Rich
W. Fisher Ellsworth
Leonard K. Floan
Earle V. Miller
Emersen Pugmire, Hagerman
H. W. Moffat, Twin Falls
O. E. Chaney, Twin Falls
Marvin F. Carlson, Buhl
Maurice Eckert, Buhl

Their problem concerned the improvement of Highway No. 30 through Hagerman Valley. They said it was their understanding that some time ago the department anticipated the widening of this section, and it was their thought that as a safety factor this road should be widened. They requested that the Board give this matter consideration. The delegation said they realized that the right of way was very narrow and also that there were probably other places in the State that were worse, but if this section of road could be widened to an acceptable standard they did not believe it would be too expensive.

The State Highway Engineer said that the Sufficiency Rating showed a low rating for about eighteen miles of this road.

The Board told the delegation that they appreciated their bringing this matter up at this time as they were glad to have suggestions as this, especially when planning their long range program. They told them that they would look into this matter very carefully and give it consideration; however, they told them that their ability to build roads was geared to the amount of construction funds and federal aid available.

The widening and improving of Addison Avenue-Hansen Bridge section through Twin Falls was also discussed.

It was suggested to the delegation that the City of Twin Falls should submit a cross section of the roadway, showing the type of road to be built and the type of curb and gutter, and then the local people and the department should get together and try and arrive at some decision which would be agreeable to both.

Mention was also made of the fact that the local people at Twin Falls felt that the highway marker signs in that area were inadequate. The Board suggested that they write a letter to the department with their suggestions, and it would be given consideration.

The department has recently received several letters pertaining to fencing of State Highways in open range country.

The State Highway Engineer told the Board that he had requested a report from the Right-of-Way and Maintenance Engineers as to what the policy of the State had been in regard to this matter, and was informed that the State, excepting in rare instances had not fenced the right-of-way across desert and range lands. He said that constructing fence was expensive and unless maintained properly sooner or later it required renewal and then the maintenance costs run high.

The Board took no action at this time as to what their policy would be, and requested that a report be prepared for them so that it might be determined what the legal responsibility is regarding this matter.

The Board then received by appointment Mr. C. L. Moore, the Mayor of Glenns Ferry, and Mr. E. D. Stone, the City Engineer.

Their problem concerned the proposed relocation of U.S. Highway No. 30 through Glenns Ferry.

The Mayor explained to the Board that the people of Glenns Ferry were protesting this location because of the Cemetery and were interested in knowing where the right of way line would be in relation to the Cemetery. He said as it was now proposed, it would be very near to the Veterans' of Foreign War Memorial, and it was his opinion that if the fence could be moved back twenty-five feet, it would be satisfactory.

The State Highway Engineer assured them that the State did not want to hurt the Cemetery or disturb any graves. He told them that in front of the cemetery they would reduce the width on the north side of the proposed survey centerline to one hundred feet, and that a new access road, approximately four hundred feet in length would be built on the cemetery side of the fence line. There would also be one access from the highway on the East approach.

Both the Mayor and the City Engineer expressed the opinion that they were sure this arrangement would be satisfactory and requested that a print showing this relocation be furnished them so that they could present it to the City Council for approval. They were sure that the necessary right-of-way could then be acquired by the State.

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

Roscoe C. Rich
W. Fisher Ellsworth
Leonard K. Floan
Earle V. Miller
B. H. Thomas, Dubois
W. A. Ellis, Dubois
H. E. Frederiksen, Kilgore
R. S. Willes, Dubois

This delegation requested that the Board give consideration to the oiling of four miles of State Highway 22, West of Dubois, to extend to the present road at Lidy Hot Springs.

The Board told the delegation that a Sufficiency Rating Study had been made of the entire State system, and they were attempting to spend the money where the survey pointed out that the roads needed improvement badly. They told them that this past year they had to be governed by what was already surveyed and ready to let to contract, and they wondered just how soon they would be justified in spending money on roads such as the one they had requested.

The delegation then told the Board that the County had already gone ahead and spent a great deal of money on this section of road and to their way of thinking the cost of oiling this road would be very little.

The Board told them that they would look into this matter and give it consideration, and that they would have the department make a cost estimate on the work, and advise them later as to what their action would be.

The State Highway Engineer then presented to the Board, for their consideration, an Agreement Form which he had had drawn up for the purpose of removing certain highways from the State system. This Agreement would be entered into by the State Highway Department and the County or Highway District involved, and if executed by both parties would provide for the Department of Highways to restore a certain highway to a desirable standard and at the completion of restoration of the highway, the Board of Highway Directors would remove it from the State Highway System.

The County or Highway District would agree to accept the highway when completed as an addition to their road system and would agree to maintain the same to the satisfaction of the State, and any failure to do so would jeopardize the future allotment of federal funds for projects on the road system of the County or Highway District. The County or Highway District would also agree that if the project was not maintained in a satisfactory condition within a period of ninety days after notice thereof, the State would proceed to have the road properly repaired and the cost thereof would be paid by the County or Highway District upon presentation by the State of a bill therefor.

He told the Board that if this Agreement Form met with their approval, he would like to use it in connection with the Buhl-Castleford Highway in Twin Falls County for which bids were to be received on July 8, 1952.

The Board unanimously approved the adopting of this Agreement Form as presented, and authorized the State Highway Engineer to submit it to the Buhl Highway District for signature in connection with the above project.

The Board authorized the execution and fulfillment of a Memorandum of Agreement between the University of Idaho and the Department of Highways, providing for experimental studies of equipment for testing the stability and strength of soil subgrades and soil foundations.

The Agreement also provides that reimbursement to the University by the Department of Highways shall not exceed Three Thousand Dollars (\$3,000.00) in any one year, and the Department of Highways will not expend a sum in excess of Seven Thousand Dollars (\$7,000.00) during any three-year period.

Further consideration was then given to the Ahsahka Flood Control Project. This matter was previously discussed in the February meeting of the Board, and at that time they instructed the State Highway Engineer to inform the Army Engineers that it was the consensus of the Board that this work would be of no direct benefit to the highway department, and, therefore, no funds of the highway department relative to this project would be expended.

Subsequent to this letter, the engineering department of the Corps of Engineers contacted Mr. Floan at Orofino and further study was given this project by the highway engineering department. In a report from the highway engineering department, it was pointed out that there appeared to be no immediate need for a line revision or revetments in the vicinity of the overflow channels from the left bank of the Clearwater river.

The Board instructed the State Highways Engineer to again convey to the Army Engineers that their policy as previously indicated would not be altered, stating that their decision was arrived at after considerable discussion of our highway needs and the availability of funds to overcome deficiencies in the highway system all over the State, and they did not feel that this project came within the category of highway needs at this time.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Saturday, June 21, 1952.

SATURDAY - June 21, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Saturday, June 21, 1952, with all members and the State Highway Engineer present.

The matter of agreements with the various Counties for the control of noxious weeds was discussed.

The State Highway Engineer told the Board that a report had been made showing the comparative costs for the past five years. In 1948, the State had agreements with nineteen counties and the cost was \$9,525.00; in 1949, twenty-six counties were involved and the cost was \$10,360.50; in 1950, thirty-three counties and the cost was \$14,180.16; in 1951, twenty-nine counties and the cost was \$13,134.50; and in 1952, if all requests are approved, there will be thirty-four counties involved, with a cost of \$16,323.00.


The Board requested that an investigation be made this fall and a report prepared for them so that it could be determined whether or not the State was paying only its fair share of the costs for weed control.

The Board approved the granting of the request by the Washington County Commissioners for four spans of the old Weiser Bridge, which they desired to use in placing a bridge across the Snake River at Brownlee; a crossing approximately sixty miles north of Weiser, where there is a large amount of stock grazing country between Idaho and Oregon in the area and stock (mostly cattle) have to be transported a long haul around through Weiser between grazing ranges.

The Chairman of the Board stressed the fact that no one in the department should be put under pressure for political donations.

THEREUPON, the Board adjourned until their next regular meeting on Thursday, July 17, 1952, at 1:30 o'clock P.M..

Done at Boise, Idaho
17 July 1952


R. C. RICH, Chairman
Board of Highway Directors

June 21, 1952

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

July 17 - 19, 1952

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 1:30 o'clock P. M. on Thursday, July 17, 1952.

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 June 19-21, 1952 were read and approved without change.

Consideration was given to the bids received on June 24, 1952, and the following action was taken:

The first bids considered were for Project No. AFI-3022(3), consisting of constructing the roadway and a plant mix bituminous surface on 13.742 miles of the Old Oregon Trail from Regina to Cleft in Ada and Elmore Counties. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Duffy Reed Construction Company of Twin Falls Idaho, the low bidder, on June 25, 1952, in the amount of \$952,511.00; the Engineer's Estimate being \$972,871.20.

The next bids considered were for Project No. AFI-FGI-64(5), consisting of constructing the roadway and a roadmix bituminous surface on 1.379 miles of Highway US-10 between Argentine Gulch and Wallace in Shoshone County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Clifton and Applegate of Spokane, Washington, the low bidder, on July 2, 1952, in the amount of \$404,999.70; the Engineer's Estimate being \$379,563.80.

Bids were then considered for Project No. S-3750(1), consisting of constructing a 403 foot concrete bridge and approaches on 0.267 mile of the Middleton-South Road in Canyon County. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Idaho Constructors, Inc. of Boise, Idaho, the low bidder, in the amount of \$70,667.20; the Engineer's Estimate being \$65,970.00.

The next bids considered were for Project No. S-3840(1) North Section, consisting of constructing a road mix bituminous surface on 6.780 miles of the Montour-Ola Road between Sweet and Ola in Gem County. The low bid received on this project was 12.6% over the Engineer's Estimate. Gem County was contacted and since they were very desirous of having this contract awarded, and since it was at their request that the letting of this project was deferred until this late in the season, they agreed to meet any increase

July 17-19, 1952

in local matching funds required from the County by reason of the bid being more than ten per cent above the estimated cost. Gem County deposited their share of the funds with the department; therefore, the State Highway Engineer exercised the authority given him by the Board and had awarded the contract to Nelson and Deppe of Boise, the low bidder, on July 1, 1952, in the amount of \$60,012.20; the Engineer's Estimate being \$53,293.00.

Bids were then considered for Miscellaneous Project No. 953(2), consisting of constructing a plant mix bituminous mat and a seal coat on 8.557 miles of the Payette Highway, between Cove Junction and Donnelly, in Valley County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Asphalt Paving and Construction Company of Boise, the low bidder, on July 1, 1952, in the amount of \$135,649.40; the Engineer's Estimate being \$119,859.30. The U. S. Bureau of Reclamation concurred in the award of this contract.

The last bids that were opened on June 24, 1952, were for Project No. ST-5116(503), consisting of driving test piles at the Sandpoint Bridge Site on Highway US-95 in Bonner County. The low bid on this project was 16.8% over the Engineer's Estimate; however, after further investigation revealed that the 90' piles must be shipped from the Coast and would add about \$485.00 to the cost of the piling and that about \$500.00 should have been added to the cost of supplying pile driving equipment to increase the length of pile driving leads, the 90' pile lengths, the State Highway Engineer exercised the authority given him by the Board and had awarded the contract to Hansen and Parr Construction Company of Spokane, Washington, on June 26, 1952, in the amount of \$12,890.00; the Engineer's Estimate being \$11,035.00.

There being no questions or objections, the Board unanimously concurred in the action of the State Highway Engineer on the above projects, and it was so ordered.

Consideration was then given to the bids received on July 8, 1952, and the following action was taken:

The first bids considered were for Project No. ST-2790(501), consisting of reconditioning the existing roadway and constructing a selected borrow surface on 7.5 miles of State Highway No. 24, from Kinama easterly, in Lincoln and Minidoka Counties. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Twin Falls Construction Company of Twin Falls, the low bidder, in the amount of \$26,850.00; the Engineer's Estimate being \$30,750.00. Contract awarded July 9, 1952.

The next bids considered were for Maintenance Project No. 85, consisting of seal coating 10.405 miles of the Old Oregon Trail, between Mountain Home Underpass and Bennett Creek, in Elmore County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Nelson and Deppe of Boise, the low bidder, in the amount of \$22,595.00; on July 9, 1952, the Engineer's Estimate being \$21,030.00.

The next bids considered were for Maintenance Project No. 86, consisting of seal coating 27.72 miles of Highway US-95, 6.833 miles of Highway US-10 and 14.764 miles of Highway US-95 Alternate, in Kootenai, Benewah and Shoshone Counties. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to N. J. Johanson of Spokane, Washington, the low bidder, on July 9, 1952, in the amount of \$52,872.50; the Engineer's Estimate being \$56,002.75.

There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer on the above three projects, and it was so ordered.

The next bids to receive consideration were for Maintenance Project No. 82, consisting of reconditioning the existing roadbed and constructing a bituminous surface treatment on 8.100 miles of the Bellevue-Gannett Highway, in Blaine 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 \$12,270.00. He told the Board that he had discussed this matter with the District Engineer in that area and it was felt that by renting equipment this contract could be done by State forces. The Board unanimously concurred in this recommendation, and all bids were rejected; the work to be accomplished by State forces.

Bids were then considered for Maintenance Project No. 83, consisting of maintenance repair on approximately 32 miles of Highway US-91 from Reed's Corner, approximately 2 miles west of Idaho Falls, northerly to the Jefferson-Clark County Line, in Bonneville and Jefferson Counties. The State Highway Engineer recommended that all bids be rejected; the low bid being more than ten per cent above the Engineer's Estimate, which was \$56,800.00. The State Highway Engineer also recommended that the District Engineer in that area be authorized to do this job with State forces. He told the Board that the department would do this work using the same specifications and that a cost man would be put on the job so that a good cost record could be obtained. There being no objections or questions, the Board unanimously concurred in the recommendations of the State Highway Engineer, and all bids for this project were rejected.

The next bids considered were for Maintenance Project No. 84, consisting of maintenance repair on approximately 40 miles of Highway US-91 from the Jefferson-Clark County Line to the Idaho-Montana^{State} Line in Clark County.

The low bids received on this project was more than ten per cent over the Engineer's Estimate; however, the State Highway Engineer recommended that due to the magnitude of the work, and due to the lack of equipment to do this job with State forces, and due to the necessity of this work being done this season, that this contract be awarded. There being no objections, the recommendations of the State Highway Engineer were adopted and the Board ordered the award of the contract to Peter Kiewit Sons' Company of Sheridan, Wyoming, the low bidder, in the amount of \$105,750.00; the Engineer's Estimate being \$73,400.00.

The next bids to be considered were for Project ST-1481(502), consisting of reconditioning the roadbed and constructing a roadmix bituminous surface on 8.340 miles of the U.S. 30 N. Highway, between Alton Flats and Border in Bear Lake County. The low bid received on this project was more than ten per cent over the Engineer's Estimate; however, the State Highway Engineer recommended that this contract be awarded since it was a heavily traveled road and because the condition of the road was such that the work involved came within the category of an emergency nature. There being no dissenting opinion, the Board adopted the recommendation of the State Highway Engineer, and unanimously awarded the contract to Peter Kiewit Sons' Company of Sheridan, Wyoming, the low bidder, in the amount of \$193,551.00; the Engineer's Estimate being \$159,617.00.

The last bids considered for the July 8 letting were for Project No. S-2705(1), consisting of constructing the roadway and a roadmix bituminous surface on 6.252 miles of the Buhl-Castleford Highway from Buhl-Southwesterly in Twin Falls County. Only one bid was received and it was considerably more than the ten per cent above the Engineer's Estimate; therefore, the State Highway Engineer recommended that the bid be rejected. He told the Board that there was another four mile section of this road to be constructed, and since the Department had a signed agreement whereby the Highway District would put this road on their road system and take over the maintenance of it after completion, he would like to recommend that a survey party be put in that area and finish the remaining portion of that highway and then readvertise for bids on the entire route between Buhl and Castleford. It was his opinion that by combining both of these sections into one job, better bids would be received at lower prices. The Board concurred in the recommendation of the State Highway Engineer and the bid was rejected.

Bids were then considered for projects for which bids were received on July 15, 1952.

The first bids considered were for Maintenance Project No. 88, consisting of constructing a roadmix bituminous surface on 5.35 miles of State Highway 15 at intermittent locations as directed, between Round Valley and Cascade, in Valley County.

The State Highway Engineer recommended that the contract be awarded to Asphalt Paving and Construction Company, Inc. of Boise, the low bidder, on their low bid of \$40,190.00; the Engineer's Estimate being \$40,232.50. There being no objections, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to Asphalt Paving and Construction Company, Inc.

The next bids considered were for Project ST-3832(501), consisting of constructing a plant mix bituminous surface on 0.362 miles of the City Streets of Emmett in Gem County. The State Highway Engineer recommended that this contract be awarded to Morrison-Knudsen Company, Inc. of Boise, on their bid of \$11,887.50; the Engineer's Estimate being \$12,800.00; the award subject, however, to concurrence by the City of Emmett. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board unanimously ordered the award of the contract to Morrison-Knudsen Company, Inc. when and if concurred in by the City of Emmett.

The last bid to be considered were for Maintenance Project No. 87, consisting of painting nine bridges on Highways US-93, 30 and State 24, 26 in Twin Falls, Custer and Gooding Counties. The low bid received on this

project was submitted by the Jensen Construction Company of Boise, and was more than ten per cent above the Engineer's Estimate. The State Highway Engineer informed the Board that they had reviewed this bid and felt that two of the items, Items SP-5 and SP-8, were too high. He told them that these two items were structures that were in need of repair work on the superstructure, and it was deemed best that the painting of these two superstructure be included in the repair work, which would be done at a later date. He told the Board that they had contacted the Jensen Construction Company, and that the Contractor had agreed to accept the contract with these two items deleted, and had submitted a letter to that effect. By deleting these two items, the total amount of the contract would be \$2,734.00. The State Highway Engineer recommended that the contract for painting the rest of the superstructures be awarded to the Jensen Construction Company. There being no objections, the Board acquiesced in the recommendation of the State Highway Engineer, and ordered the contract to be awarded to the Jensen Construction Company, with Items SP-5 and SP-8 deleted from the contract, making the total amount of the contract \$2,734.00.

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 presented to the Board a chart showing the reorganization plan of the Districts. He told them that they were contemplating breaking the Districts down into two or more sections, and each section would be under the jurisdiction of a Resident Engineer, who would be in charge of both construction and maintenance engineering. The Resident Engineer would have a twenty or twenty-five mile section of road patrolled by one man, and it was felt that if the responsibility was placed on one man for each twenty or twenty-five mile section of road, there would be better control, and by developing these maintenance sections, better maintenance would result.

The Board took no action as they felt that this was an administrative matter, and left it to the State Highway Engineer to work out; however, they were in accord with the plan presented to them.

The Board then received Mr. E. E. Rogers of Peck, Idaho. His problem concerned the truck dump and scale pit at the site of the grain storage warehouse situated on the northerly side of the Lewis and Clark Highway between Big Canyon Creek Bridge and the old Peck Bridge site, which are encroaching on State highway right-of-way.

Mr. Rogers explained to the Board that this warehouse was originally built before any highway was constructed, and the grain was stored in this warehouse and transferred by tramway across the river to the railroad prior to the construction of a county bridge across the Clearwater River. After the construction of this county bridge, a county road was built between the northerly highway slope and the warehouse and the grain was trucked across the bridge to the railroad.

In 1931, a State Highway was constructed and a portion of the warehouse was cut back to the right of way line; however, there was a canopy on the south side of the building that projected out from the center of the old warehouse for about eleven feet, and it is in this space that the elevator and scale pit has been erected.

In the 1948 flood, this county bridge collapsed and it became necessary for the Lewiston Grain Growers, Inc., the owners of the warehouse, to construct some place for the storage of bulk grain so that it might be transferred across the river to the railroad elevator by tramway.

Due to the fact that the Federal Aid Highway Act sets forth certain conditions and standards, which include widths of rights-of-way, the Department had informed the Lewiston Grain Growers, Inc. that it would be necessary to have this elevator and scale pit removed from the State highway right of way.

Mr. Rogers requested that the Board give this matter consideration as he told them that it would be almost impossible for them to move this scale pit and elevator because they were already crowded for room due to the fact that the north side of the warehouse was against the river bank. He told the Board that they did not intend to park on the highway, so he did not believe it would cause a traffic hazard, and that no more buildings would be erected that would encroach on the highway right-of-way.

The Board took no definite action and made no commitment as to whether or not this elevator and scale pit would have to be moved, but informed Mr. Rogers that they would take the matter under advisement and would look the situation over carefully the next time they were in that area.

Consideration was then given to letters received concerning requests for permits to cross state highways with over-weight and over-width loads.

The first letter considered was from Mr. W. G. Guernsey, Forest Supervisor, who requested highway crossings in the vicinity of Cascade on State Route No. 15.

The State Highway Engineer told the Board that on a recent trip, he had stopped at Cascade and looked over this situation and had discussed the matter on the ground with representatives of the Forest Service. He told them that it was proposed that the Forest Service would improve the crossings and put in a semi-traffic actuated signal system near the underpass. It was his opinion that this would take care of the safety factor and that the signal would cause no disadvantage to through traffic.

The Board unanimously approved the scheme presented to them and expressed their desire to take care of all such situations where the State would be protected by the safety factor and road. They directed the State Highway Engineer to inform Mr. Guernsey of their action.

The next request considered was from the Clark Concrete Construction Corporation, who requested a permit to cross Highways 91-191 and 26 in the vicinity of Idaho Falls. The Board instructed the State Highway Engineer to have this matter investigated, and if found feasible to grant this request.

Mr. Warren Brown of the Brown Tie and Lumber Company of McCall, made a verbal request to the Maintenance Engineer for posting a portion of the State Highway System within the city limits of McCall. Since the Board had established a policy of non-posting of roads for over-weight and over-width operation of vehicles, they felt that this request could not be granted; however, they directed the State Highway Engineer to inform Mr. Brown that if it was possible for his operations to be routed in such manner that roads other than the State Highway System be used, the Department would favorably consider permits for the crossing of the State highway with over-width and over-weight loads.

The disposal of the old spans of the Weiser and Payette Bridge was discussed. Washington County had previously requested four spans of the Weiser Bridge; however, in a letter dated June 30, 1952, the Commissioners of Washington County made a request for an additional span of the Weiser Bridge.

The State Highway Engineer told the Board in a report he had had prepared by the Bridge Engineer, the department had made the following commitments:

1. The Weiser Snake River Bridge has 6-140' spans. Four of these have been premised to Washington County. One span has been promised to the Murtaugh Highway District and the other span to the Jerome Highway District.
2. The Payette Snake River Bridge has 4-160' spans. Two spans have been premised to Payette County. One span to Caribou County and the other span still belongs to the State.

The only way in which Washington County could be given the five spans they requested would be to provide either the Murtaugh or Jerome Highway District with the last 160' span from the Payette Bridge, which would release another 140' span to Washington County.

The Board approved the disposing of the old spans of these bridges in any way it would be most feasible, and suggested that the Murtaugh Highway District be contacted to see if they would accept the 160' span of the Payette Bridge, in lieu of the one 140' span promised them.

Without dissent, the Board authorized the State Highway Engineer to enter into an agreement with the City of Boise wherein the City proposes to repair with asphalt planing and sealing Warm Springs Avenue from Avenue "C" east to the City Limits; the State agreeing to assume a portion of such repairs under Authority of Chapter 93, Idaho Session Laws, 1951.

The agreement to provide that:

1. The City shall make the repairs to the above described Avenue in accordance with standards and specifications for sealing as shown by the Idaho Standard Specifications.

2. Upon completion of the work, the City shall furnish the State with a statement of costs. Upon acceptance of the project and approval by the State of the items and costs, the State shall reimburse the City for the proportionate costs covering up to twenty (20) feet in width of said Avenue.

3. Estimate of Costs:

Flaming	\$4,897.85
Sealing	<u>2,870.50</u>
	\$ 7,750.35
Plus 10%	
E. & C.	<u>775.04</u>
TOTAL	\$8,525.39

\$3,410.16 is the State's share more or less, but in no event shall the payment by the State exceed \$3,600.00.

Consideration was then given to two petitions; one from the people living along US-95 Alternate, wherein it was requested that the surfacing of Highway 95 Alternate, between Harrison and Coeur d'Alene, be completed and the other from residents of Bonner County, who requested that consideration be given to the improvement of the Sagle-Midas Road.

The Board took no action at this time, but instructed the State Highway Engineer to answer these petitions stating that when making their long range program, the Board would give consideration to these projects.

The matter of condemnations was then taken under consideration.

The Board considered the report and recommendations submitted on Project F-3281(1) in Ada County, and found that certain lands hereinafter described are sought to be acquired for right-of-ways purposes in connection with the reconstruction of the Old Oregon Trail Highway between Boise and Cole School, being 1.90 miles in length, and are necessary for such use, and further it is determined that the Highway Department and the owner of said lands have been unable to agree on the purchase price, as a result of which, said land should be condemned.

Gail H. Park is the owner of said land located in Lots 7 and 8 of Opehonga Tract, West of Boise in Ada County.

Therefore, it is ordered that the Legal Department shall forthwith file a condemnation suit in the proper court against the owner of said property, to determine the value thereof.

The Board considered the report and recommendations submitted on Project F-3281(1) in Ada County, and found that certain lands hereinafter described sought to be acquired for right-of-way purposes in connection with the reconstruction of the Old Oregon Trail Highway between Boise and Cole School, being 1.90 miles in length, are necessary for such use, and further, that it is determined that the Highway Department and the owner of said lands have been unable to agree on the purchase price, as a result of which, said land should be condemned.

Idaho Building and Supply Company, Inc. is the owner of a portion of Lot 1 of Block 1 of Briggs Subdivision No. 1, West of Boise in Ada County.

Therefore, it is ordered that the Legal Department shall forthwith file a condemnation suit in the proper Court against the owner of said property to determine the value thereof.

The Board then considered the report and recommendations submitted on Project F-3281(1) in Ada County, and found that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Old Oregon Trail Highway between Boise and Cole School, being 1.90 miles in length, are necessary for such use, and further, that it is determined that the Highway Department and the owner of said lands have been unable to agree on the purchase price, as a result of which, said land should be condemned.

Pumice Products Company is the owner of a portion of Lots 2, 3 and 4, of Opohenga Tract, West of Boise, in Ada County.

Therefore, it is ordered that the Legal Department shall forthwith file a condemnation suit in the proper Court against the owner of said property, to determine the value thereof.

Consideration was then given to the report and recommendations submitted on Project F-3281(1) in Ada County, and it was found that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Old Oregon Trail Highway between Boise and Cole School, are necessary for such use, and further, that it is determined that the Highway Department and owners of said lands have been unable to agree on the purchase price, as a result of which, said land should be condemned.

Allan Bradbury and Terressie E. Bixler, known as Aggie's Tavern, are the owners of Lots 9 and 10 of Opohenga Tract, West of Boise in Ada County.

Therefore, it was ordered that the Legal Department should forthwith file a condemnation suit in the proper Court against the owners of said property, to determine the value thereof.

The Board considered the report and recommendations, submitted on Project F-3281(1) in Ada County, and found that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Old Oregon Trail Highway between Boise and Cole School, are necessary for such use, and further, that it is determined that the Highway Department and owners of said lands have been unable to agree on the purchase price, as a result of which, said land should be condemned.

August L. Zamzow is the owner of a portion of Lot 3 of Brose Subdivision West of Boise in Ada County.

Therefore, it was ordered that the Legal Department should file a condemnation suit in the proper Court against the owner of said property, to determine the value thereof.

The last report and recommendations considered by the Board were for Project FHP 30 C2 E3 F2 in Lemhi County, and it was found that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the construction of the Sawtooth Park Highway (U. S. 93) between North Fork and Gibbonsville, being 11 miles in length, are necessary for such use, and further, that it is determined that the Highway Department and the owner of said lands have been unable to agree on the purchase price, a result of which, said lands should be condemned.

Lee L. Hagel is the owner of Homestead Entry Survey No. 286 in unsurveyed Sections 11, 12 and 1, Township 25 North, Range 21 East, Boise Meridian, near Gibbonsville in Lemhi County.

Therefore, it was ordered that the Legal Department shall forthwith file a condemnation suit in the proper Court against the owner of said property, to determine the value thereof.

Without dissent, the Board authorized the State Highway Engineer to execute a Lease from Lee Lawson and Iva Lawson to the State of Idaho, Department of Highways, covering the use of a 30 foot by 35 foot cinder block building for a maintenance yard site, said building being located on Lots 13, 14, 15 and 16 in Block 37 in the Village of Brunson; this Lease is to be for a period of one year from July 1, 1952, at a monthly rental of thirty dollars (\$30.00).

The matter of leasing buildings, borrow pits and etc. was further discussed. It was the consensus of the Board and the State Highway Engineer that in such matters as this that a careful survey should be made and when determined where maintenance shed sites should be located, property should be purchased and buildings erected. The same would apply to borrow materials. Where the gravel is found to be satisfactory, the land should be purchased rather than leased.

The matter of snow removal on the Bogus Basin road was discussed, and the Board instructed the State Highway Engineer to reiterate to the Bogus Basin Recreation Association the policy agreed upon in November of 1951, which was as follows:

"*** 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 that 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.

THEREUPON, The Board adjourned until 9:00 o'clock A.M. on Friday, July 18, 1952.

FRIDAY - July 18, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Friday, July 18, 1952, with all members and the State Highway Engineer present.

The State Highway Engineer then gave a report to the Board relative to a meeting that was held with the Attorney General and interested parties concerning the liability of contractors for the ton mile revenue.

It was the opinion of the Tax Collector that the roads in question would have to be certified and that it was the obligation of the Contractor to ask for tax free roads through the Tax Collector. The Tax Collector must receive the application and act upon it. The Tax Collector said that he did not feel that he was in the position to know what roads should be considered as tax free roads, and suggested that the Board of Highway Directors determine whether or not a road should be certified as such.

The State Highway Engineer told the Board that in his opinion, it would be difficult to certify roads.

After a discussion of this matter, it was the consensus of the Board that for all general purposes the theory of certifying existing roads should ^{not} be subscribed to unless there was an obvious case where the job was so constituted that it came within the law.

At the June Board meeting, the matter of fencing along the right of way in the King Hill-Bliss area was discussed. The Board took no action at this time but requested that a report be prepared for them so that it might be determined what the legal responsibility was regarding this matter.

In a report prepared by the Assistant Attorney General for the Department, the Board was informed that a good portion of the property on each side of the right-of-way in this area was under the jurisdiction of the Bureau of Land Management. He brought out the fact that he could find no duty upon the State Highway Department or upon the Board of Directors to provide fencing to protect the cattle which are grazing on either public or private lands, and conversely found no statutes prohibiting the State Highway Department or the Board of Directors from engaging in a program of fencing of this type.

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In this report he said that he had met with officials of the Bureau of Land Management and they were very desirous of not only having this area fenced but several others throughout the State. The officials of the Bureau of Land Management suggested that a cooperative agreement to provide fencing of this sort ^{right} be feasible and stated that they would like to present to the Board a definite program regarding this matter

The Assistant Attorney General suggested to the Board that they write to the Department requesting an appointment.

The Board then received by appointment Mr. W. H. Lynch, Division Engineer of the Bureau of Public Roads, and Mr. Clifford R. Salmen, District Engineer for the Bureau of Public Roads.

The Bradshaw irrigation ditch matter, which has been under discussion for some time and has been a source of delay in advancing to contract Idaho Forest Highway Project 26-R2, Unit 2, Ketchum-Clayton, was discussed.

A meeting was held with the Bradshaw's on Wednesday, July 16 to try to arrive at some settlement. It was brought out at this meeting that in 1950 the County had obtained all right-of-way. The Bradshaw's have asked \$25,000.00 for their water right and in a letter, dated July 25, 1952, the State offered them \$15,000.00, which they did not accept.

Mr. Lynch, the Division Engineer for the Bureau of Public Roads, told the Board that he had agreed to see if the Division Office would include in the contract provision the installation of a pump and appurtenances by the Contractor as a bid item.

The Board expressed the opinion that they would like to have this project put under contract and authorized the State Highway Engineer to enter into an agreement if a reasonable settlement could be made.

The State Highway Engineer then asked Mr. Lynch why the Division Office did not approve certain curves on the plans of a farm to market road which had recently been submitted to them. He said that it was his opinion that in the past it had been the policy to build farm to market roads with right angles.

In reply, Mr. Lynch explained that they did not hold the job up, but wanted to call it to the attention of the department as a matter of safety and something that should be watched. He said that they felt these curves were death traps and they were attempting to get some of the hazards out of construction.

The Board unanimously approved a program revision letter, submitted by the Bureau of Public Roads, which was required to increase the funds on Idaho Forest Highway Project 48-A, McCall-Stibnite.

The State Highway Engineer then read a Resolution submitted by the North Idaho Chamber of Commerce, which was as follows:

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"Whereas, the legislature of Idaho has created a Board of Highway Directors; and

Whereas, the new Highway Board has embarked upon a program of highway development on a long range basis for the State, and

Whereas, the North Idaho Chamber of Commerce realizing the magnitude of such a program and the expected benefits to accrue,

Now, Therefore, Be it Resolved That The North Idaho Chamber of Commerce does endorse, approve and give a vote of confidence to the Idaho Board of Highway Directors."

Further consideration was given to the oiling of four miles of State Highway 22, West of Dubois, to extend to the present road at Lidy Hot Springs. The State Highway Engineer told the Board that an estimate of \$125,000.00 had been made as a possible cost of completing this section of road. The Board authorized the State Highway Engineer to have the survey completed and also the plans so that it might be considered for the 1953 construction program.

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

The Board reconvened at 1:30 o'clock P.M., with all members present. The State Highway Engineer was called out of town, and was not in attendance at the afternoon session.

The Board received by appointment a delegation from Blaine County. The following persons were present:

Roscoe C. Rich,
W. Fisher Ellsworth
Leonard K. Floan
Joseph McFadden, Prosecuting Attorney, Blaine County, Hailey, Idaho
Hassell Blankenship, County Commissioner, Blaine County, Hailey, Idaho
Wayne Clark, County Commissioners, Gannett, Idaho
L. M. Robinson, Superintendent, Triumph Mining Company, Triumph, Idaho

This delegation had requested this appointment to discuss the Board of Triumph Mine Road. They were protesting the action taken by the Board in removing this road from the State highway system.

The spokesman for the group said that when this road was taken off of the State system, it caught the County Commissioners of Blaine County short as far as money was concerned, and equipment. He gave a few pertinent facts concerning this road. He said it was built during the time defense metal production was in operation, with the use of federal funds. The County acquired the right-of-way. Because federal funds were used, the State maintained the road, but the terms of the agreement with the federal government ceased upon the termination of the emergency. There was no written agreement as to whom should maintain the road; however, the State continued to maintain the road.

The Superintendent of the Mine told the Board that at the present time there were one hundred seventy daily workers, plus the salary staff of ten or twelve. All of the lead and zinc concentrates are taken over this road and all food supplies, timber, and etc. are imported over this road.

The delegation felt that the use of this road was just as important now as when the road was built, and it was their opinion that if it was important enough to be on the State system when it was constructed, it was just as important now.

The Board told the delegation that they would like to explain their thinking. They told them that there was no argument about the fact that they were interested in the production of ore and timber and other resources, but it was their opinion in driving over the State and studying the situation they obtained that in almost all cases roads leading to mining properties were not on the State highway system. They were developed with the use of federal access funds, forest funds, where timber was a part of the picture, or with private funds by stock-holders and owners of mines. The Board told them that the Department was concerned with the fact that there was about 5200 miles on the State Highway System, and while the funds were growing a little, the costs have increased, the dollar does not go as far and they had found it a little difficult to do what they would like to do.

The Board told the delegation that as far as agreements were concerned, they had taken the position that wherever there was a written agreement in regard to anything in which they were definitely discussed, they had felt that it was the responsibility of the Board to maintain those agreements; however, there were many cases where there ~~was no definite agreement~~ there was no definite agreement and there was no way for them to ascertain or know what the agreement was.

They also told them that they had in mind that if they performed the duties that definitely seemed to be theirs under the Highway Act of 1951, that they should look the whole system over and take some roads off of the system and that it was their responsibility to determine what is or is not State highway. They said that after looking at the Triumph Mine road, they were of the opinion that there were many similar roads that perform the same kind of service that were not on the State Highway System, and while they had no definite rule by which to determine which roads should be on the system or which roads should not be on, they felt that this road should be removed from the State system.

The delegation told the Board that they would like to have the Board go over this road on the ground.

The Board assured them that they would; however, they set no definite time.

One of the County Commissioners said that he was of the opinion that the road was in such a condition that something would have to be done about it now, and he wanted to know if they could have some help as far as equipment was concerned.

It was suggested to them that they might consider the use of federal funds for the improvement of this road, and they were also told that if they were interested in entering into an agreement with the State for a rental of equipment, they should make this request to Mr. Miller, the State Highway Engineer.


The Board then received Mr. Bauscher from Fairfield. His problem concerned the road from Fairfield South.

The Board told Mr. Bauscher that they realized that something would have to be done on this road, and since the department did not have enough money to put this section under contract this year some maintenance work would be done. They told him that they had been informed that the District Engineer for that area hoped to be working on that section of road around the first of August, and was going to try and put the road in decent shape.

Mr. Bauscher said that any consideration the department could give them would be appreciated, and confirmed the desire of the people of Fairfield to have work done on the East-West Road, as he said this road would alleviate the winter snow problem.

THEREUPON, the Board adjourned until their next regular meeting on Thursday, August 21, 1952, at 1:30 o'clock P.M.

Done at Boise, Idaho
21 August 1952


R. C. RICH, Chairman
Board of Highway Directors

July 18, 1952

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

August 21 - 23, 1952

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 1:30 o'clock P.M. on Thursday, August 21, 1952.

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 July 17-19, 1952 were read and approved by the Board.

The Board then met with Mr. Howard Moffatt and Mr. Bill Hoops of Twin Falls. They wished to discuss with the Board the installation of directional overhead signs in the City of Twin Falls, and also the signing of State Route 26 and US 93 and the intersection of US 93 and US 30 in the vicinity of Twin Falls.

The State Highway Engineer said that as far as he knew, Idaho had no definite policy regarding the installation of overhead structures; however, he believed there might be something in the policy of the federal-aid.

The Board suggested that Mr. Hoops and Mr. Moffatt take this matter up with the Traffic Engineer for the Department to determine if their plans were in accordance with any policies that might govern such installations, and then they should submit their plans to the City of Twin Falls for approval. If the City approved of their plans, they should have the City officials submit a letter to the department requesting this improvement.

Regarding the matter of signing the above mentioned highways, the Board said that they would have the Traffic Engineer for the department look into this matter and that the department would take whatever action was deemed necessary.

The Board then considered the request of the Blaine County Commissioners with regard to participating in the cost of building a bridge across the Taylor Grazing Livestock crossing between Hailey and Ketchum, and it was the decision of the Board that State highway funds could^{not} be legally used off of the State highway system, and, therefore, they found it impossible to comply with their request.

Consideration was then given to the bids which had been received on July 22, 29, August 12 and August 19, 1952, and the following action was taken:

The first bids considered were for Project S-6770(1), consisting of constructing the roadway, a road mix bituminous surface and five concrete bridges on 3.970 miles of the Roxburg-Parker-St. Anthony Road from Parker South to Madison County Line in Fremont County. The State Highway Engineer had exercised

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the authority given him by the Board and had awarded the contract to Pickett and Nelson of Idaho Falls, Idaho, the low bidder, on July 31, 1952, in the amount of \$163,155.70; the Engineer's Estimate being \$152,646.40.

The next bids considered were for Project No. F-6412(1), bids for which were received on July 29, 1952. The work under this project consisted of constructing the roadway, bituminous surface treatment and two concrete bridges on 5.526 miles of the Lemhi Highway from High Bridge to Lemhi in Lemhi County. The State Highway Engineer recommended that all bids be rejected as the low bidder was considerably more than ten per cent above the Engineer's Estimate, which was \$270,253.50. The Board concurred in this recommendation and left it to the State Highway Engineer's decision as to when it should be readvertised.

Bids were then received for Projects Nos. S-1837(1), 1838(1)-1839(1), consisting of constructing a road mix bituminous surface on 10.064 miles of the Wapello to Firth Road, known as Idaho Federal Aid Project No. S-1837(1)-1838(1)-1839(1) in Bingham County. Bids for these projects were received on August 21, 1952. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Twin Falls Construction Company of Twin Falls, Idaho, the low bidder, on his low bid of \$95,857.00; the Engineer's Estimate being \$100,137.90. Award of this contract was made on August 13, 1952.

The next bids, which were also received on August 12, 1952, that were considered were for Project AS-4780(3), consisting of constructing the roadway and road mix bituminous surface on 4.522 miles of the Clearwater Highway between Greer and Weippe in Clearwater County. The State Highway Engineer had taken no action regarding this project, but recommended that all bids be rejected as the low bidder was considerably above the ten per cent of the Engineer's Estimate, which was \$263,384.60. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously rejected all bids; the project to be readvertised at a later date.

The Board then considered bids for Project S-6717(1), consisting of constructing a road mix bituminous surface on 3.060 miles of the Ucon-West Road, from Ucon westerly, in Bonneville County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Burggraf Construction Company of Idaho Falls, Idaho, the low bidder, on August 15, 1952, in the amount of \$24,861.30; the Engineer's Estimate being \$24,365.40. Bids for this project were received August 12, 1952.

The next bids considered were for Maintenance Project No. 81, consisting of seal coating 15.342 miles of the US-89 from Montpelier to Geneva and 3.589 miles of the State Line Highway from Geneva North, in Bear Lake County. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Barnhart & Wheeler Contractors, Inc. of Pocatello, Idaho, the low bidder on August 15, 1952, in the amount of \$18,270.00; the Engineer's Estimate being \$17,970.00. Bids for this project were received on August 12, 1952.

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

The last bids to be considered were for Project No. AS-4780(2), consisting of constructing a 362.75 foot concrete and steel bridge over the Clearwater River on State Highway No. 11 at Greer, Idaho, in Lewis and Clearwater Counties. Bids for this project were received August 19, 1952. The State Highway Engineer recommended that the contract be awarded to J. H. Wise & Son, Inc. of Boise, Idaho, the low bidder, on their low bid of \$177,777.00; the Engineer's Estimate being \$198,742.00. There being no objections or questions, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to J. H. Wise & Son, Inc.

Consideration was then given to letters received from the City of Malad, requesting State assistance in the improvement of the route through Malad, which is used as an alternate during the winter months to avoid the section with steep grades on Highway 191. The Board unanimously turned down this request, based on their policy that the assistance asked for was on a road not on the State highway system, and, therefore, was not a function of the highway department. The law prohibits them from spending monies off of the designated State highway system; therefore, State funds could not be used.

Further consideration was given to the letter received from the Clark Concrete Construction Corporation of Idaho Falls, who had requested a permit to cross Highways 91-191 and 26 in the vicinity of Idaho Falls. The Board had requested that this matter be investigated and a report prepared for them to determine whether or not this request could be granted. The Maintenance Engineer, together with the District Engineer and District Maintenance Engineer in that area, inspected the proposed crossing, and the following is his report:

"We found that the crossing and the use of the highway right-of-way for illegal loads would be feasible except for the following reasons:

1. The Department of Highways would be taking an action forcing illegal loads from the State highways to the more inadequate county roads and bridges.
2. The county would have to post for this haul, and there is a question as to their authority to do this for this commodity.
3. We do not have the police to see that the trucks would stay on the encroachment road instead of the highway.
4. Actions of this type would throw the enforcement of the ten-mile tax to the county system as well as the state highways.
5. There are ample legal-sized trucks in this area for this haul."

The Board said they recognized that traveling alongside of the highway created a bad safety factor, and it was suggested that the Maintenance Engineer and an Officer from the Department of Law Enforcement contact the Clark Concrete Construction Corporation and explain the situation to them, and see if a more satisfactory method can be worked out.

The Board examined the petition from the citizens of the Village of Smelterville wherein the department of highways was petitioned to revise their present plans in regard to the construction of the new highway between the Easterly limits of the Village of Smelterville and Pine Creek in Shoshone County, but due to the fact that the officials of the City's Board of Trustees approved the rerouting of U.S. 10 around the town and proposed access roads leading into town by a Resolution dated June 2, the Board felt it impossible to acquiesce in this request.

The matter of unused right-of-way acquired for a proposed extension of the North Bench Road near Emmett was discussed, and by a Resolution, the Board unanimously agreed that inasmuch as this right-of-way, which was acquired during 1935 to 1938 by and at the expense of Gem County, in the name of the State, is not located to fit in with any future State highway improvement, that the right-of-way should be deeded back to Gem County and they authorize the State Highway Engineer to execute a Quitclaim Deed to the County for this right-of-way.

The Board unanimously adopted the following Resolution:

"WHEREAS, Section 49-503, Idaho Code, provides in pertinent part: 'Any person ... who passes when there is a line in his lane indicating a sight distance restriction, shall be guilty of reckless driving and upon conviction shall be punished as provided in Section 49-562.' NOW THEREFORE BE IT RESOLVED, that under the authority of Section 40-120, Idaho Code, the Idaho Board of Highway Directors herewith designates that a white barrier line placed to the right of the normal center line and/or lane shall be evidence of a sight restriction and shall constitute a warning to vehicular traffic that it is unlawful to pass over said white barrier line."

By Resolution, the Board unanimously adopted the following:

"WHEREAS, Subsection 17, Section 40-120, Idaho Code states that the Idaho Board of Highway Directors shall have power to furnish, erect and maintain, whenever necessary for public safety and convenience, suitable signs, markers, signals and other devices to control, guide and warn pedestrian and vehicular traffic entering or traveling upon the State Highway System.

Be it Therefore Resolved, that the Idaho Board of Highway Directors herewith designates that all portions of the State Highway System, including urban extensions thereof, are designated as Arterial Highways and the "Stop Signs" shall be installed to face traffic on any and all public thoroughfares intersecting with said portions of the State Highway System.

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

The matter of condemnations was then taken under consideration.

The Board considered the report and recommendations submitted on Project FI-1031(1) in Oneida County, and found that certain lands ^{hereinafter} described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Malad Valley Highway between the Utah-Idaho State Line and Malad being 10.05 miles in length, are necessary for such use, and further, that it is determined that the Highway Department and the owners of said lands have been unable to agree on the purchase price, as a result of which, said lands as described below should be condemned.

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Parcel No. 9 - Thomas D. Price is the owner of the NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 10 and the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 3, Township 16 South, Range 36 East, Boise Meridian.

Parcel No. 12 - Mary E. Hoskins is the owner of Tax No. 1620 in the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 3, Township 16 South, Range 36 East, Boise Meridian and Tax No. 1731 in the SE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 34, Township 15 South, Range 36 East, Boise Meridian.

Parcel No. 13 - J. Clifford Jones is the owner of Tax No. 1619 in Lot 2 of Section 3, Township 16 South, Range 36 East, Boise Meridian.

Parcel No. 15 - Lee D. Williams is the owner with a Mortgage to the Federal Land Bank of Tax No. 423 in the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 34, Tax No. 22 and 420 in the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 34, Township 15 South, Range 36 East, Boise Meridian.

Parcel No. 16 - Mrs. Edwin Williams Estate is the owner with a Mortgage to the Federal Land Bank of Tax No. 1728 in the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 34, Township 15 South, Range 36 East, Boise Meridian.

Parcel No. 20 - John B. Jones Estate is the owner of Tax No. 1978 in the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 27, Township 15 South, Range 36 East, Boise Meridian.

Parcel No. 24 - Verl Moon and Rachel M. Moon are the owners of Tax No. 1027 and 1026 in the NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 27, Township 15 South, Range 36 East, Boise Meridian.

Parcel No. 26 - Mary Jane Tovey, also known as Mrs. M. F. Tovey is the owner with Dan Tovey and Eunice W. Tovey the Contract purchasers of Tax No. 1702 in the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 22, Township 15 South, Range 36 East, Boise Meridian.

Parcel No. 31 - Thomas Clark (Deceased) and Frank Clark, a bachelor, are the owners with a Mortgage to the Federal Land Bank of Tax No. 1710 in the SE $\frac{1}{4}$ NE $\frac{1}{4}$ and the NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 15, Township 15 South, Range 36 East, Boise Meridian.

Parcel No. 33 - George C. Tovey is the owner with Ralph Tovey and Devere Tovey the Contract purchasers of Tax No. 208 in the SE $\frac{1}{4}$ SE $\frac{1}{4}$ and the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 10, Township 15 South, Range 36 East, Boise Meridian.

Parcel No. 32 - James C. Tovey is the owner of Tax Nos. 906 and 904 in the NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 15 and the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 10, Township 15 South, Range 36 East, Boise Meridian.

Therefore, it was ordered that the Legal Department shall forthwith file condemnation suits in the proper Court against the owners of said property, to determine the value thereof.

The Board considered the report and recommendations submitted on Project No. F-3281(1) in Ada County, and found that certain lands herein-after described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Old Oregon Trail Highway between Boise and Cole School, being 1.90 miles in length, is necessary for such use, and further, that it is determined that the Highway Department and the owner of said lands have been unable to agree on the purchase price, as a result of which, said lands as described below should be condemned.

B. C. Reese is the owner and the Texas Company is the Lessee of a service station located on Lots 18 and 19 of Block 3, Cruzen Mountain View Addition in Ada County.

Therefore, it was ordered that the Legal Department shall forthwith file a condemnation suit in the proper Court against the owner of said property, to determine the value thereof.

The Board examined the Resolution adopted by the Camas Prairie Liens Club, favoring the construction of the proposed Yellowstone-Sun Valley Highway which runs east and west through Camas County.

Consideration was given to a letter and statement of expense, in the amount of \$26.50, from the Fairfield Distributing Company of Fairfield, Idaho, relative to grass-hopper control in Camas County. The Board unanimously disallowed the claim as there was no previous agreement and the work was performed without authorization of the department of highways.

The State Highway Engineer then read a letter received from the Mountain States Telephone and Telegraph Company. In this letter, the telephone company informed the department that they were undertaking the installation of a new dial central office adjacent to State Highway 39, some two miles west of Riverside, with construction of appropriate aerial cable distribution from Riverside west along Highway 39 to the proposed central office from which point the aerial cable will extend to the west to a point near Rockford.

The letter further stated that the telephone company had been informed that the highway department was contemplating improvement with respect to Highway 39, which will include right-of-way widening and possible rerouting, and it was their opinion that if this was the case, instead of rebuilding within the limits of the present right-of-way, they should attempt to establish an alignment which will conform with boundaries as may be established whenever the department's program was undertaken.

Two plans accompanied their letter. Plan "B" assumed extending the present right-of-way fifteen feet south and would require that either the State acquire the necessary easements at this time or that the telephone company secure the owner's consent, based on assurance from the State that the poles would be within the limits of the highway right-of-way, and Plan "A" would not involve the State initially, but should relocation later be required, a portion of the relocation expense would be borne by the State.

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The telephone^{company} felt that this was a rather unusual problem and one that offered the realization of substantial economies beneficial to the public as well as the utilities involved; therefore, they were presenting the situation to the department of highways for review and suggestions.

The Board felt that this situation should be given consideration, and instructed the State Highway Engineer to have the matter investigated.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Friday, August 22, 1952.

FRIDAY - August 22, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Friday, August 22, 1952, with Mr. Rich, Mr. Ellsworth and Mr. Miller, State Highway Engineer, present.

The State Highway Engineer reported to the Board that there had been considerable discussion regarding the diversion of the Boise River at Lucky Peak Dam, due to the closure of the channel, which it was understood would be placed under immediate construction.

The American Bridge Company had informed the Bridge Engineer for the department that because of the steel situation, the delivery and erection of the steel needed for the Mores' Creek Bridge would not be delivered as scheduled, and it was understood that the closure of the dam if completed would cause the existing highway to be inundated as the water elevation would be raised over the highway before the diversion tunnel could deliver the ordinary highway water runoff. The State Highway Engineer informed the Board that he had written a letter to the Army Engineers protesting any such action on their part until traffic demands were satisfied by the construction of the Mores' Creek Bridge.

The Board authorized the State Highway Engineer to take whatever action was deemed necessary to prevent the closing of any section of State Highway 21 to traffic.

The Board requested that they be informed of the condemnation proceedings against the Pumice Products Company in connection with Project No. F-3281(1) in Ada County, between Boise and Cole School.

The Biennial Report was then discussed. It was felt that two reports should be made; one a complete report giving the financial statements and accomplishments of the department, as required by law, and, two, a condensed report which would be used for a wider distribution. The Board recommended that the reports be made in letter size.

The Board then received by appointment Mr. John Aram, Secretary-Manager of the Southern Idaho Timber Protective Association, and Mr. Fred J. Grumm, former Assistant State Highway Engineer for the State of California - now retired.

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Mr. Grumm has been retained by the Southern Idaho Forestry Association to study the problem of highway weights as they affect the logging industry, and has been making such a study in five of the Western States. Mr. Grumm outlined in detail the acute problem confronting the lumbering industry, and said he was concerned with the operation of motor vehicles on the highways and with the rapid and large increase of trucks on the highways and was attempting to work out some practical and workable solution to the problem with which they are confronted with. Mr. Grumm told the Board that in the five Western States, with which he had worked, the tendency of the operators in the trucking industry in the last year or so had been to live up to the law, and as a whole they were looking for a legitimate way to increase their loads and carry on their operations more economically. He said that the well being of a State was attached to the reasonable use of the highways by the industries of the State, and that Idaho's peculiar topography made this fact bear more forcefully than the neighboring states.

In four States, (California, Idaho, Washington and Montana), local authorities such as Counties have the authority under their Motor Vehicle Code to determine loads on roads under their jurisdiction. These States have no State law prohibiting the Counties from allowing overloads and they may raise the ante on any highway under their jurisdiction. Washington, Oregon and Montana have no provision for increasing the load limits on State highways, but take care of it by what they call a tolerance law. Idaho and California have such a provision in their laws; however, Mr. Grumm said he did not believe any Board or any Officer of the State should be shouldered with the responsibility that the so called "posting law" invites.

He said that the Maryland Test Road had revealed some interesting facts and that the WASHO Test Road when completed would prove helpful in such a study, but as a specific thing, we must stick to axle loadings. The width should never be increased unless the tire width is increased, such as is done in Oregon.

Mr. Grumm said that this brought it to the point where we know we have a certain number of legal vehicles carrying legal loads. In the trucking industry, most of the mills are geared to producing so much lumber. Suppose they all carry legal loads, If we can do something to reduce the number of these loads, we are going to help the traveling public and make a lesser number of these large vehicles on the highways. He said he was working toward a possible solution to help everybody concerned. He told the Board that California wanted to get rid of that section of their law pertaining to this so called "posting law", and he had offered as a solution to the California people, a repeal or amendment to their present law which ^{would} provide that upon application to the Commission by any individual, firm or corporation for permission to use and operate private or contract trucks, principally engaged in transportation of products produced in the State, for hauling greater loads/^{than} provided by law upon certain highways or sections of highways, the Commission would grant permission to do so, up to a certain limit that would be fixed by the legislature, and the Commission could make such other restrictions as they thought necessary. The number of miles on which hauling could be done could also be limited. The Commission would make and enter into an agreement with every applicant permitting such overload and providing for payment of an additional financial contribution for such additional or extra-ordinary use.

Another provision that Mr. Grumm suggested to the California Commission was that they could contract with any individual, firm, corporation, state agency or federal agency, or any combination of such groups to maintain to build or rebuild any section or sections of the highways to any high standard necessary for the transportation of their products and to permit the hauling of greater gross weight loads than provided by law, to any extent necessary in order to accomplish such maintenance or construction. The Commission to make and enter into agreement with such applicants permitting such overload with reasonable protective restrictions as specified in such agreement and providing for additional financial contributions for such additional extra-ordinary use. Such financial contributions to be paid for by the transportation of such products either in part or in full as those products are moved to their market.

Mr. Grumm told the Board that possibly the solution he suggested to the California Commission would also apply to Idaho.

The State Highway Engineer said that he would like to ask Mr. Grumm's thinking on two questions. (1) Is there an economic limit today on highway haul?, and (2) Don't you think we should explore that limit?

To the first question Mr. Grumm answered "Yes". He said that the logging companies have found that it doesn't pay to haul 200,000 pound loads on their roads and he thought the economic limit had been placed at 90,000 pounds. In answering the second question, Mr. Grumm said he believed the limits to which they could go should be put into the Motor Vehicle Code.

The State Highway Engineer said that in many industries there is an optimum point whereby the cost and revenue either balance or do not balance and you either make money or lose money. There is an economic balance.

Mr. Grumm said he believed the optimum depended upon the type of country, conditions and etc.

The Assistant Attorney General then asked if their optimum was based on vehicle operations, such as tire wear, fuel and equipment.

Mr. Grumm said it was based on using private roads. He then cited the case of J. Neal and Company in Washington where their entire road system consists of private roads.

The matter of designating certain roads as natural resource roads, and the possibility of using certain forest funds, such as those received from the sale of timber, for the construction of these natural resource roads was discussed.

The Maintenance Engineer said he believed that in Idaho the stands of timber would have to be evaluated and then it could be established which stands could support the cost of a natural resource road, because our roads and bridges are not adequate to stand over legal loads.

Mr. Grumm said that he would like to point out the advantages of the scheme such as he proposed. You have these logging trucks on the roads now, he said, and although they may all be hauling legal loads you have them on all roads. Main highways and secondary roads. To support the mill, they are going to have to haul so many loads. If it is a main highway and if you can reduce the number of loads, it will be to an advantage. If it takes so many loads to haul timber to a mill, it will take less if they are allowed to increase their loads and that would be a decided advantage.

The Board told Mr. Grumm that under the present scheme of financing, it will take the State ten years to catch up with the critical needs, and that there were very few roads now that could even handle the legal loads.

The Chairman of the Board said that if it could possibly be done, he would like to have special consideration given to the handling of natural resources.

Mr. Grumm said that it could be the basis of the contract made with each individual operator. The Companies that pay the money get the privilege of hauling extra weight.

The Chairman of the Board then said that he wondered how practical such a plan could be worked out, and it was his opinion that it would increase the law enforcement problem, as other people not having a contract would get the idea that they could use the road to the same weight limitation.

Mr. Grumm said that there would always be a question of law-enforcement--no matter what the laws would be. He said that he believed, however, that under any circumstances the State of Idaho should get rid of Section 49-611. He said that if they considered the idea of entering into a contract or agreement with an individual, he would suggest that they accept the engineer's recommendations as to whether or not the road was in such condition to stand the increased weight.

He said he believed it all boiled down to a strictly economic problem in Idaho. All of the industries in Idaho were directly tied to the economy of the State, and if reasonable use could be permitted on the highways, he thought there had to be a certain element of risk. He said the problem should be looked at realistically and that the industries of the State of Idaho could afford to pay more for the use of its highways and better roads could be built. The more you restrict highways, the less revenue you get.

It was explained to Mr. Grumm that the last statement he made was not quite true in Idaho as most of the money came from the gas tax, and that the revenues today are not half enough to complete our highway needs. In order to arrive at any point toward satisfaction, it would take ten years to pick up the critical needs.

The idea as to whether or not certain forest highways funds could be appropriated for these natural resource roads was discussed, and it was thought that perhaps it would be well to present the problem to our Congressional Members and see if they could assist in such an endeavor.

Mr. Aram said that he believed the Board had the obligation of meeting the trucking industry half way by permitting them to haul over legal loads on roads that could stand it.

Mr. Ellsworth, Member of the Board, then made the statement that there were very few roads in Idaho that could adequately handle even legal loads, and suggested that their industry and other industries work on some long range plan whereby highway revenues could be increased.

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

The Board reconvened at 1:30 P.M., with Mr. Rich, Mr Ellsworth and Mr. Miller, the State Highway Engineer present.

The Board received by appointment a delegation from Glenns Ferry. The following persons were present:

Roscoe C. Rich
W. Fisher Ellsworth
E. V. Miller
W. E. Wolfe
W. W. Kern
C. H. Panang

The proposed relocation of U. S. Highway No. 30 through Glenns Ferry was discussed.

The spokesman for the delegation said that there were a few people in Glenns Ferry that were trying to keep the highway from being constructed; however, it was not the sentiment of all the people. He presented to the Board the following Petition: "We, the undersigned respectively request the continuation of U. S. Highway No. 30 through the City of Glenns Ferry as it is now constructed. If it is impossible to continue the said highway as it now exists we respectively request that the present survey of the new highway through the Glenns Ferry Cemetery be approved provided that no graves are disturbed."

The State Highway Engineer asked the delegation what the business men thought of the plan as was proposed, and the delegation informed them that they have generally accepted it and were for the new road.

The Board told the delegation that they were pleased to have them take an interest in the matter, and that they would tell them the same thing they had previously told the Mayor and City Engineer of Glenns Ferry that the State did not want to hurt the cemetery or disturb any graves. In front of the cemetery it is planned to reduce the width on the north side of the proposed survey centerline to one hundred feet, and a new access road, approximately four hundred feet in length, is to be built on the cemetery side of the fence line. There is also to be one access from the highway on the East approach.

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The Board then received by appointment the Board of County Commissioners of Valley County. Since their problem concerned a forest road, they had invited Mr. Guernsey of the U. S. Forest Service to attend this meeting with them. The following persons were present.:

R. C. Rich
W. Fisher Ellsworth
E. V. Miller
Bill Guernsey, Boise
Horace J. Patterson, Cascade
Robert C. McBride, McCall
B. F. Mahoney, Stibnite

The spokesman for the group said that they had requested this meeting with the Board to see if they could get their support and assistance in connection with securing some allocation of forest funds or forest development funds on a forest road that runs from Cascade to Knox. He said the Forest Service was now building a road from Knox south.

The allocation of forest funds was explained to the group. If a forest development road, the funds come under the jurisdiction of the Forest Service and the State does not have anything to do with the allocation of those funds. If a forest highway, where the road is on a State highway system or a County highway system, the State has a vote as to where the forest highway funds are allocated. Each year a Forest Highway Meeting is held, and the Forest Service, Bureau of Public Roads and State Highway Department get together and agree upon a Forest Highway Program and the allocation of the forest highway funds.

Mr. Guernsey of the U. S. Forest Service said that the road from Cascade to Knox was a forest highway; however, he said he believed that all of the forest highway monies had been allocated for the next three or four years, and it was his belief that there would be no money available for this section of road in the immediate future. He said the road from Knox south was being constructed with Access Road Funds. This money comes through the Bureau of Public Roads; however, it was his understanding that these funds were allocated for the next two years, and there were no forest development funds available as it takes about ten million dollars for maintenance; leaving only about a million dollars to be distributed throughout the State. He said it was mentioned to him by one of the Valley County Commissioners that some thought was being given to the idea of having this road be put on the County secondary system so that federal-aid secondary funds might be used.

The delegation then asked what procedure they must go through to have this road placed on the secondary system.

The State Highway Engineer explained to them that if they wanted to put this road on the County secondary system, the County should make such a request to the department of highways, and then the department would submit it to the Bureau of Public Roads for approval. If accepted as a secondary route, it becomes eligible for secondary aid. The Secondary Roads Engineer would then contact them and a survey would be made and the plans submitted to the department. When the plans are approved by the Bureau of Public Roads the County then deposits with the department of highways their share of the cost, and the project is then let to contract.

The Board told the delegation that if they made such a request, they would be pleased to go along with them and do whatever they could to get this section of road placed on the secondary county system.

The East Fork Road and the Warren Road were then mentioned. The delegation said that any influence the Board might have in getting the East Fork Road completed would be appreciated. They told the Board that Valley County maintains the Warren Road, but some work was needed to be done on it.

It was suggested to them that when the next Forest Highway Meeting was held, they should be in attendance and present their problems at that time.

The Board then received by appointment Mr. Ed Riley, Member of the National Automobile Dealers Association, Mr. Leon Weeks, Mr. Jack Blair, and Mr. Roy Davidson, Members of the Idaho Automobile Dealers Association.

Mr. Riley told the Board that there had been an increasingly number of motor vehicles, but that over the same period not enough roads had been build to park these vehicles on, and, therefore, it behooved the automobile dealers to take an active interest in finding out from the highway officials what their problems were and what the dealers can do to help promote a highway program.

Mr. Davidson said that they did not have any specific questions to ask at this time, but that this was the largest program the NADA had ever gotten behind and that they were planning to organize the Idaho State dealers into groups and to give the Board help if and when needed.

The Board told these gentlemen that they were of the opinion that they could be tremendous help to them. They said that they had tried to lay the foundation for a good highway program, and they would like to have them study what they were doing, and, if they thought it to be a good program to support it. They said that under the present system of revenues, they could not accomplish what they would like to do, but if some organization, such as their, could convey to the people and the legislators the need for more revenues and would point out to the people what they could expect for the money provided, they believed that a lot of good could be done in helping them to work out a long range highway program. They told them to feel free to call upon the department at any time.

The State Highway Engineer said that he would be glad to work with them at any time and would try to supply them with any information they might want.

The Board then received by appointment a delegation who wished to discuss snow removal on the Bogus Basin road this coming winter. The following persons were present:

R. C. Rich	Peter Scherer
W. Fisher Ellsworth	K. M. Daniels
E. V. Miller	Sib Kleffner
Walter Fisher	Jack Kimmel
Lt. A. E. Perkins	Betty Weston
David Doane	Ned Harlan
Jack Hawley	Fentress Kuhn
W. E. Everts, Jr.	

Mr. Harlan had met with the Board during their May meeting and had requested that consideration be given this matter. By letter, Mr. Harlan was informed that the Board was still of the opinion that removing snow from the Bogus Basin Road was not the proper function of the State Highway Department since it was not on the state highway system, and, therefore, snow would not be removed this winter from the Bogus Basin Road.

The Chairman of the Board told the delegation that he frankly wondered if there was anything new to be discussed.

The spokesman for the group said that he would like to make a few remarks. He said that they all had noticed the article in the paper of the action taken by the Board with respect to this road, and they were deeply disturbed to note that the attitude had not changed. He said his understanding of the situation was based on the fact that the State was a co-sponsor and entered into definite commitments whereby sums of money were made available for the construction of this road. He said he also understood that the state highway department afforded all of the engineering services and was told by an authority that by written agreement the County, the State and the Forest Service had agreed to divide the maintenance both winter and summer. He said that Ada County had completely fulfilled its obligation, the Forest Service had done their part, but the State for reasons which he did not understand stated that it was not under obligation to remove snow in the winter time. He said that when they invested money in equipment, they were told that the State was obliged to maintain the road.

The Board told the delegation that when they took office a year ago, it was not long until people came in and made rather indefinite statements that the highway department had agreed to do certain things, so they had laid down the policy that as far as any written agreements were concerned, where the agreement could be established, they felt it was the obligation of the Board to live up to those agreements. In other words, where terms could be established, they felt it was their duty to live up to it. They told them that there were other situations in the State that were somewhat comparable to this situation, and if they were to be a fair minded Board they would have to do the same for all such areas if they removed snow from the Bogus Basin road. They told them that the law under which they operated said quite definitely that they spend the money on the State Highway system, unless it was an emergency, and they labored under the impression that by an emergency the legislature meant removing snow where lives or property might be endangered.

The spokesman for the group said that before they invested in equipment, they got a statement from a former Governor, a former State Land Commissioner and a former Director of Highways that the road would be maintained in the winter; and that for the past five years or six years the road had been kept free from snow by the highway department. He said that neither the County nor any other agency had equipment to remove the snow, and they felt it was grossly unfair that the State of Idaho would close down an area which served many thousands of people during the course of the winter.

Mr. Harlan, one of the delegation, said he realized there was a provision in the law which outlined how the Board was to spend the money; however, he said that when this road was built, he was certain there was an agreement whereby the State was to maintain it. He said the City of Boise was restricted by its Charter to spend funds on that road. He also said he realized the Board was in a difficult position; however, he felt this was a special situation and he asked the Board if they would consider giving the State Highway Engineer the authority to try and work out some arrangement whereby they would pay for the cost of keeping the road open.

The Board then explained to them their policy regarding such arrangements. They told them that when equipment, materials or labor was furnished to any County, City, Highway District or Village for work off of the state highway system, they had laid down the policy that it would have to be done by an agreement with some local agency, such as the County or City in this case, whereby the department would be reimbursed for whatever work was to be done.

The Board told them that if the County or City would request the highway department for assistance in snow removal and would pay for the financing of same that they would take such request under consideration and determine whether or not it was feasible and practical.

The Department of Law Enforcement participated in the cost of keeping this road open during the winter of 1951 and 1952. The representatives of the Law Enforcement Department, who was present at this meeting, told the Board that his department felt that their share of the cost was out of proportion for the amount they used the road, and that the Department of Law Enforcement did not desire to enter into an agreement this coming winter.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Saturday, August 23, 1952.

SATURDAY - August 23, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Saturday, August 23, 1952, with Mr. Rich, Mr. Willsworth and Mr. Miller, State Highway Engineer, present.

The failure of the stretch of road between Bancroft and Alexander in Caribou County, which was constructed during the late summer of 1951, was discussed. The State Highway Engineer reported to the Board that this road had been repaired by the State Forces and that the total cost of tear up and relay amounted to \$4,979.14. S.A.P. 1481(501)

August 23, 1952

The State Highway Engineer also told the Board that an extensive study of this situation had been made, and it was concluded from field testing and laboratory results that the failure of the road was due to a poor oil mat. The factors contributing largely to the break-up were thought to be as follows:

1. Over-oiled mat.
2. There was no bond between the oil mat and the prime. Traffic may have thrown off the prime before the mat was layed and the weather may have been too cold to get the desired penetration.
3. From the appearance of the mat, it was believed that the oil material and the asphalt was not thoroughly mixed before being layed down.
4. The mat was probably not sufficiently cured before it was sealed.
5. Weather was poor during the time the mat was being mixed and placed and during the time when the sealing was done.
6. The aggregate used was believed to have contributed to the low density of the mat and ultimate failure.

The Board then met with Senator Jones of Oneida County. Improvements to the road between Roy and Holbrook were discussed.

The Chairman of the Board explored the idea of fixing the road up to a satisfactory condition and by the agreement then turn the road back to Oneida and Power Counties.

Senator Jones handed the Board a copy of a Resolution passed and approved on July 14, 1920 by the Board of County Commissioners of Oneida County, wherein it was requested that this road be designated as a State Highway.

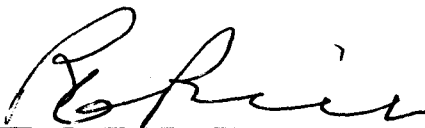
The Board informed Senator Jones that they would have an investigation made and would advise him regarding the status, and what, if anything could be done this year. They told him they would also advise him regarding the cattle guards on the fenced portion.

Senator Jones expressed the opinion that the right-of-way would not be a problem.

The Board appointed N. E. McCoy, Planning Officer for the Department, as Acting Secretary to the Board.

The Board unanimously approved the basic salary for the Urban Engineer at \$614.00 per month.

THEREUPON, the Board adjourned until their next regular meeting on Thursday, September 11, 1952.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
11 September 1952

August 23, 1952

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

September 11 and 15, 1952

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 1:30 o'clock P.M. on Thursday, September 11, 1952.

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 N. F. McCoy, Acting Secretary of the Board.

Consideration was given to the bids received on August 26, 1952.

Bids were considered for Project No. S-2781(1), consisting of constructing the roadbed and a select borrow base on 3.438 miles of the Wood River Road from the Gooding County Line easterly, in Lincoln County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Holmes Construction Company of Heyburn, Idaho, the low bidder, on August 27, 1952, in the amount of \$62,118.00; the Engineer's Estimate being \$70,917.00.

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

The bids received on September 2, 1952 were then given consideration, and the following action was taken:

The first bids considered were for Projects FI-2023(6) - 1024(2), consisting of constructing the roadway and a plantmix bituminous surface on 8.374 miles of the Old Oregon Trail, between Raft River and Fall Creek, in Cassia and Power Counties. The State Highway Engineer had awarded the contract to the Aslett Construction Company of Twin Falls, Idaho, the low bidder, on September 5, 1952, in the amount of \$701,657.80; the Engineer's Estimate being \$832,873.50.

The next bids considered were for Project S-1828(1), consisting of constructing a crushed gravel surface course and road mix bituminous surface on 9.413 miles of the Pingree-Thomas Road and on a 0.101 mile approach to Tilden Bridge, in Bingham County. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Barnhart and Wheeler Contractors, Inc. of Pocatello, Idaho, the low bidder, on September 4, 1952, in the amount of \$84,593.20; the Engineer's Estimate being \$97,814.90.

There being no questions or objections, the Board unanimously concurred in the action of the State Highway Engineer on the above projects.

September 11-15, 1952

The next bids considered were for Project No. S-1704(1), consisting of constructing the roadway and a crushed gravel surface on 4.933 miles of the Samaria Lane Road, in Oneida County. This contract had not been awarded due to the fact that there was a right-of-way matter which had not been settled to the satisfaction of the Bureau of Public Roads, and, therefore, they would not give their concurrence. This right-of-way matter was a County obligation. The State Highway Engineer recommended that the contract be awarded to Parson and Fife Construction Company of Brigham City, Utah, the low bidder, on their low bid of \$57,111.50; the Engineer's Estimate being \$60,458.50; however, the award not to become effective until Oneida County had obtained the necessary right-of-way and subject to concurrence by the Bureau of Public Roads. The Board unanimously concurred in the recommendation of the State Highway Engineer and ordered the contract to be awarded after the right-of-way had been obtained and the Bureau of Public Roads had concurred in the award of the contract.

Two projects for which bids were received on September 9, 1952 were then given consideration.

The first bids considered were for Project ST-3720(501), consisting of constructing a concrete culvert and road mix bituminous surfaced approaches on 0.188 miles of the Parma-Wilder Highway, between Parma and the Silver Bridge, in Canyon County. The State Highway Engineer recommended that the contract be awarded to J. O. Young & Son of Nampa, Idaho, on their low bid of \$17,223.50; the Engineer's Estimate being \$16,491.90. The Board unanimously adopted the recommendation of the State Highway Engineer, and the contract was awarded to J. O. Young & Son, the low bidder.

The last bids to be considered were for the District No. Six Headquarters Well, consisting of drilling, testing, casing and furnishing a ten inch (10") water producing well at the District Six Headquarters near Rigby near US 191, about one mile southerly from Rigby in Jefferson County. The State Highway Engineer recommended that the contract be awarded to the Andrew Well Drilling Contractors of Idaho Falls, Idaho, the low bidder, on their low bid of \$1,457.00; if the depth of the well is 0-100', \$2,107.00, if the depth is 100'-200', and \$2,757.00, if the depth of the well is 200'-300'; the Engineer's Estimate being \$1,640.00 for a well 0-100' in depth, \$2,415.00 for a well 100'-200' in depth, and \$3,215.00 for a well 200'-300' in depth. The Board unanimously adopted the recommendation of the State Highway Engineer, and ordered the contract to be awarded to the Andrew Well Drilling Contractors. They left the matter of the depth of the well to the State Highway Engineer.

The matter of a proposed Microwave System was discussed. The State Highway Engineer told the Board that recently representatives of the Department of Law Enforcement, the Health Department, the Fish and Game Department, the Forestry Department and the Department of Highways had held a meeting to try and find out how much radio was being used throughout the State that was being duplicated.

The representatives of the various departments in attendance at this meeting were in favor of making a full survey of the communication needs of All of the governmental functions of the State of Idaho and thereby determine the economic feasibility of installing a Microwave System. The State Highway Engineer told the Board that he had suggested that the radio engineers for the various departments make a complete report and then submit it to the Governor or the Legislature for their consideration.

It was the opinion of the Board that the department of highways should not take the initiative in making such a report; however, they should follow along with it.

The Board then read and considered a letter received from Clark Hamilton, State Senator of Washington County, and a letter from the Weiser Chamber of Commerce, regarding the condition of the Weiser Bridge. The State Highway Engineer informed the Board that the timber deck on the bridge across the Snake River at Weiser, now being used to detour traffic while the new bridge is under construction, is in need of repairs in order to carry traffic safely; therefore, the department was placing a 3" X 12" "Running Plank" across the existing temporary bridge.

The Board approved of the action taken by the State Highway Engineer and instructed him to inform Mr. Hamilton as to what was being done.

Regarding the matter of the Kendrick Bridge, which collapsed on July 21, 1952 when an overload logging truck was crossing, the Board was advised that the Bridge Department was preparing an estimate of the damages incurred by reason of the bridge going down. Negotiations are in process with the Insurance Company for the payment of the damages. A temporary structure is now being used.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Friday, September 12, 1952.

FRIDAY - September 12, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Friday, September 12, 1952, with all members, the State Highway Engineer and the Acting Secretary of the Board present.

At a meeting which was held at Ashton on September 9, a question was raised regarding the correctness of the statement in the circular postcard that the Ashton Hill route reached an elevation 775 feet above the existing route via Warm Springs. In rechecking the elevations as measured, it was found that the highest point on the existing road is 6222 feet and 6310 feet on the new location; a difference of only 88 feet. By letter, dated 12 September 1952, the Board informed Mr. Rulon Hemming, President of the Ashton Chamber of Commerce, of their findings with regard to this matter.

During the July meeting of the Board, Mr. E. E. Rogers of Peck, Idaho had met with the Board to discuss the problem of a truck dump and scale pit at the site of the grain storage warehouse situated on the northerly side of the Lewis and Clark Highway between Big Canyon Creek Bridge and the old Peck Bridge site, which are encroaching on State highway right-of-way. The Board took no definite action and made no commitment at the July meeting as to whether or not this elevator and scale pit would have to be moved, but informed Mr. Rogers that they would take the matter under advisement.

In a letter from the District Engineer for that area, dated subsequent to the meeting with Mr. Rogers, it was the opinion of the District Engineer that if this encroachment was permitted, it would establish a precedent that would make it difficult to correct or deny the request for similar encroachments in the future and that the operation of this elevator at this location would create a considerable traffic hazard during the harvest season as a large per cent of the grain trucks serving this elevator would be approaching from the west and would have to cross the highway near the west end of the old warehouse, and sight distance for vehicles approaching this spot from the east was very limited.

After further consideration of this matter, it was the decision of the Board that the Lewiston Grain Growers, Inc. of Lewiston, Idaho should be notified that as soon as the harvest season was over, any encroachment on the highway right-of-way would have to be removed.

The Board then discussed several matters pertaining to maintenance. The Maintenance Engineer was present.

Maintenance of the Triumph Mine Road was discussed. The Maintenance Engineer informed the Board that he had talked with Mr. Blankenship, Commissioner of Blaine County, and explained to him that the policy of the department was to aid any public agency they could when it was for the best interest to the public; provided, however, it was done by an agreement and only after we had taken care of our own needs. He said he told Mr. Blankenship that since the mine crew had to be to work at seven o'clock, he didn't know just how satisfactory such an agreement would be. He told the Board that if an agreement was made with the County for maintenance of this road, a special crew would be needed and the State would have to have extra equipment.

The Board expressed the opinion that they were interested in carrying out a fair minded policy and would like to have the department approach this sort of thing in a special frame of mind, as they wanted to cooperate with all local agencies whenever it was feasible and practical to do so as long as there was an agreement showing that the local agencies were paying for it.

The thought was brought out that there was a possibility that some of the local agencies might take advantage of this as the rental rates of the State were very low, and in some instances it would be less expensive for them to enter into an agreement than purchase equipment.

The Board said that they would have to leave that decision to the department and hoped that they would use good judgment in such cases to determine whether or not the local units of government were using the department or whether it was being done for economic reasons.

The Board left the details of the maintenance problem concerning the Triumph Mine Road for the department to work out.

The Wayan to Freedom road was then discussed. The Board said that since this road was on the State system, it was the obligation of the department to maintain it, and they would like to have it maintained well this fall so that it could be kept open next spring.

The Board was informed that the District Engineer was putting in a shovel in that area to clean the slides out, and was going to riprap the creek as an aid in keeping the road open during next spring's breakup.

The Maintenance Engineer told the Board that this road had many slides and required constant attention, and he suggested that the department secure land at Wayan and establish a maintenance station there.

The State Highway Engineer told the Board that he had requested the Maintenance Engineer to study the possibilities of the entire maintenance scheme, so they could work out the details of having maintenance patrol. It was his thought that by having small patrol sections with established small crews better maintenance could be obtained throughout the State.

The Chairman of the Board said that Mr. Osburn of Soda Springs had called him regarding some gravel near Soda Springs, owned by the State, which Caribou County was desirous of using. He requested that the department look into this matter, and then inform Mr. Osburn as to whether or not the county could obtain the gravel.

The Maintenance Engineer told the Board that Mr. Wally Burns of Idaho Falls had talked with him regarding the Atomic Energy Commission supplementing the State's equipment in plowing snow from the Atomic Energy Commission's plant to Idaho Falls and Blackfoot this coming winter. The Board said that at a recent meeting held at Idaho Falls, they had discussed this matter with a representative of the Atomic Energy Commission, and they had advised him to take the matter up with the Maintenance Engineer's Division. Although the snow removal is the State's responsibility, the Board felt that the department should cooperate with the A.E.C., and get them to help as much as possible.

At the meeting held at Ashton on September 9, the maintenance of State Route 32 was mentioned. The people in that area told the Board that they did not think it was being properly maintained, especially the section from Lamont to Drummond. The Board instructed the Maintenance Engineer to look into this matter, contact the County Commissioners and give a report to Mr. Hemming, President of the Ashton Chamber of Commerce.

The Board requested that they be furnished the costs of Maintenance Projects 83 and 84, together with a report on contract maintenance versus state maintenance.

The Board then received Mr. Max Cohn, Chairman of the Lava Hot Springs Foundation. His problem concerned the building of a retaining wall, which, in his opinion, was the responsibility of the highway department. Previous correspondence and meetings have been held with regard to this matter.

Mr Cohn showed the Board some pictures he had taken and explained to them what had been done at the Foundation in the way of beautification of the grounds and etc. He again told the Board that they were anticipating some improvements which would give them more bathing facilities, which were much needed due to the increase in their business; however, because of the hazardous condition of the ground extending up to the highway, they did not want to start their work until a retaining wall was built to prevent damage from rolling rocks and ground. He said that just recently a rock rolled down and broke a window in the spring house. He requested that the Board give him a definite understanding that this retaining wall would be built.

The Board commended Mr. Cohn on what had been done at the Foundation. They told him that after looking at the sketch map showing the right-of-way line and after reading the opinion of the Assistant Attorney General, they were still of the opinion that the building of this retaining wall was not their obligation but the responsibility of the Foundation Board. They told him that they were authorized by law to spend State funds on the State highway system only, with two exceptions; first, in the case of an emergency, which they interpreted to mean a flood or snow condition where lives or property were endangered, and second, by a cooperative agreement with subdivisions of other governmental agencies where they would be reimbursed for expenses incurred. They informed Mr. Cohn that the spring house was located on the highway right-of-way and that ordinarily they would ^{not} permit anybody to build on the right-of-way; however, they felt that their attitude should be a little more reasonable where another State institution was involved.

The State Highway Engineer expressed the opinion that as far as the highway was concerned, it was safe through Lava Hot Springs and that a retaining wall was not needed for the protection of the highway; however, he said it was possible that the spring house and other buildings on the highway right-of-way might be threatened.

Mr. Cohn stated that they were drawing plans now for the new buildings. It was suggested to him that plans be drawn to cover a comprehensive scheme for the whole area, and then when the overall plans were completed, using the highway right-of-way in the plans, he should submit them to everybody concerned to determine whose responsibility it was.

The Board told Mr. Cohn that they would not quarrel with him about using the ground, and if they could see the plans and could satisfy themselves that the ground was not going to be needed, they would consider giving it back to the Foundation. They also told him that they would have no objection to the Foundation building the retaining wall.

Mr. Cohn requested that he be furnished a print showing the cross sections and alignment of U.S. 30 N. through the grounds of the Lava Hot Springs Foundation, and requested that the Board again look the situation over on the ground.

The Board instructed the State Highway Engineer to have this print furnished to Mr. Cohn, and told him that the first time they were in the Pocatello vicinity they would be pleased to call on him for they were interested in knowing what he had in mind and would be helpful in any way they possibly could.

The Board then received by appointment Mr. Lynch, Division Engineer for the Bureau of Public Roads, and Mr. Salmen, the District Engineer.

Mr. Lynch informed the Board that the Bureau of Public Roads was about ready to advertise the project North of Ashton, and said it would be necessary for the department to secure the rights-of-way on the next section in the forest. He said he would like a statement giving assurance to that effect. He was not too concerned about the section between Forest boundary and Ashton; however, he said a statement should be made that a federal-aid project would be programmed that would connect with the project about to be advertised.

The State Highway Engineer recommended to the Board that in the relocation of 191 from Ashton North that the necessary rights-of-way be obtained by the State as soon as possible in order to expedite construction of the forest sections. He also recommended that the State proceed with negotiations for federal-aid construction of that portion of the highway not within the forest boundary.

The Board unanimously adopted the first recommendation of the State Highway Engineer and authorized him to proceed with the acquiring of the necessary rights-of-way for the next forest section. The Board also adopted the recommendation for the programming of a project between the Forest Boundary and in or adjacent to Ashton, with the understanding that the Bureau of Public Roads would give such a project favorable consideration when presented.

The State Highway Engineer said that he would like to have a truck lane on the Ashton Hill. Mr. Lynch indicated that that could be handled by a "change order", as he didn't want to hold up the job for redesign.

Mr. Lynch was of the opinion that the next forest section would be included in the next forest highway program.

The Dufort-Vay project in Bonner County was discussed. This project is being held up pending approval of the Bureau of Public Roads. Mr. Lynch told the Board that the Bureau of Public Roads feels that there is an obligation on the part of the Army Engineers for the cost of constructing the road across Cocolalla Creek due to the sustained high water elevation maintained by the construction of the Albeni Falls Dam. Mr. Lynch was of the opinion that highway building agencies are entitled to some protection when dams are built and a road had to be relocated.

Forest Highway Project 26-R2, Unit 2, Ketchum-Clayton, was mentioned. Mr. Lynch informed the Board that the Bureau of Public Roads was working on the design of the pump and pump house in connection with the Bradshaw irrigation matter, and as soon as the agreement was signed, the project could be let to contract.

"Stop-gap" construction through Henry's Flat section of the Targhee Pass Forest Federal-aid Route was discussed.

The State Highway Engineer said that he believed some "stop-gap" construction was needed through the Henry's Flat section even if Rae's Pass Route was adopted, and asked Mr. Lynch about approving this type of construction.

Mr. McCoy, Secretary of the Board, mentioned that a federal-aid "interim" could be approved, and cited that three or four years ago the Bureau of Public Roads approved a \$400,000.00 betterment project on the old road east of Evanston, Wyoming, notwithstanding previous approval of sketch map on revised relocation superseding the project to be approved as "interim".

Mr. Lynch made no commitment relative to "interim" approval of Henry's Flat surfacing.

The matter of maintaining both the Targhee Pass and Rae's Pass, if adopted, was discussed, with some implication that it might be necessary to do so.

THEREUPON, the Board adjourned until their next regular meeting which was set for October 9, 1952.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
8 October 1952

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

October 8 - 13, 1952

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 1:30 o'clock P.M. on Wednesday, October 8, 1952.

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

Minutes of the regular meetings held August 21-23 and September 11-15, 1952 were read and approved without change.

Consideration was then given to the bids received on September 23, 1952.

The first bids considered were for Project No. AS-4780(3), consisting of constructing the roadway and a road mix bituminous surface on 4.522 miles of the Clearwater Highway between Greer and Weippe, in Clearwater County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Tony Marrazzo of Boise, Idaho; the low bidder, on September 29, 1952, in the amount of \$325,312.90; the Engineer's estimate being \$306,224.60.

The next bids considered were for Stockpile Project No. 84, consisting of crushing 3/4" surfacing near McCall and stockpiling material at pit and at New Meadows, in Valley and Adams Counties. The State Highway Engineer had awarded the contract to Nelson and Deppe of Boise, Idaho, the low bidder, on September 27, 1952, in the amount of \$31,800.00; the Engineer's Estimate being \$45,000.00.

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

Bids were then considered for Project No. S-5720(2), consisting of constructing a 20' Concrete Culvert on the Worley-West Road, in Kootenai County. Only one bid was received on this project and the State Highway Engineer recommended that the bid be rejected as it was more than ten per cent above the Engineer's Estimate, which was \$6,730.00. There being no questions or objections, the recommendation of the State Highway Engineer was adopted and the Board unanimously rejected the bid; the project to be readvertised at a later date.

The bids received on September 30, 1952 for Project F-6412(1) were then given consideration. The work under this project consisted of constructing the roadway, bituminous surface treatment and two concrete bridges on 5.526 miles of the Lemhi Highway from High Bridge to Lemhi, Lemhi Co. County. The State Highway Engineer recommended that the contract be awarded to Hoops Construction Company of Twin Falls, Idaho, the low bidder, on their low bid of \$298,749.50; the Engineer's Estimate being

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\$288,573.50. The Board unanimously adopted the recommendation of the State Highway Engineer, and the contract was awarded to Hoops Construction Company, the low bidder.

The Board then received Mr. A. L. Brueck of Caldwell. Mr. Brueck is planning to build a motel at Caldwell and requested the purchase or lease of a piece of right-of-way in Caldwell, which is excess to that required for right-of-way needs. The Board made no commitment to Mr. Brueck, but informed him that they would take the matter under advisement.

The preparation of the biennial report was discussed. It was decided that there should be two sections to the report; one which would give a statement of the tabulations and etc., as required by law, and the other which would give the progress and accomplishments of the department and would also outline the needs of the department. It was the consensus of the Board that the "Progress Section" should be made as simple as possible and prepared in such a way so that it would be read and studied by the people.

The State Highway Engineer said that he had recently talked with Lt. Gov. Edson Deal and he made the request that the legislature be furnished two things: (1) Accomplishments of the Highway Board, and (2) Where are we going from here? What do you want the legislature to do?

It was recommended that the "Progress Section" be referred to as a supplement to the main report.

The Board directed that in accordance with the law there should be prepared and publicly displayed in a conspicuous place in the State Capitol Building, a complete map of the state highway system. The map to show approval by the Board of Highway Directors, and prepared and displayed by December 1, 1952.

The Board then discussed with the Traffic Engineer the signing of the Leadore road, and wanted to know what had been done with regard to this matter.

The Traffic Engineer informed them that the situation was being taken care of and the signs should be in place now. He told them, however, that he did not believe that signing the road would take care of the situation altogether as there should be some work done, such as flattening the curves.

The Board stated that they were interested in going to all reasonable ends to prevent accidents and wanted to be sure that the road was adequately signed for the present, and then the matter of flattening the curves could be worked out at a later date.

It was also mentioned that there were some dangerous curves near Arco and Delco that should be flattened. Consideration will be given to these sections of roads when making up the betterment program.

The request for the Power and Telephone Companies that encroachment of telephone and power lines on State highway right-of-ways be permitted on a non-fee basis was given consideration. The Board was of the opinion that this was an administrative matter; however, since this would somewhat deviate from the policy previously set up regarding a fee for permission to use the right-of-ways, they requested that an opinion be obtained from the Assistant Attorney General, and, if found necessary, they would take the proper action.

Several other right-of-way matters were discussed. In the case of changing a highway, the Board wondered if the State should not advertise "no abandonment" to keep the right-of-way from lapsing. The State Highway Engineer was of the opinion that the State should not let the land go back automatically and suggested that when turning land back to the owner, it should be done by a Resolution from the Board rather than making no statement. He believed two things should be done: (1) when acquiring right-of-way for jobs, approval should be given by the Board; this could be handled as a budget item when setting up the construction programs, and (2) approval should be given by the Board when disposing of any right-of-way. It was suggested that a legal opinion be obtained regarding this matter.

The Board approved the reclassification of Assistant Construction Engineer from Group V (Engineering) to Group VI (Engineering) with a salary range of \$640-720 per month.

The Board urged that the plans for the section of road through the town of Pocatello be firmed up so that the City of Pocatello might know what is being planned, and can proceed with their planning.

The Board approved the Urban Engineer's attendance at Municipal League meetings.

The Board reviewed a letter from the Village of Smelterville wherein they stated that they had not approved the proposed location of the road which would bypass the Village. The State Highway Engineer explained to the Board that no action was needed regarding this matter; however, the State was required by law to hold a public hearing.

Consideration was given to the request of Elwood Graham, Locating Engineer, for a leave of absence of one year to accept a position in Israel. Mr. Graham had terminated his employment with the department as of September 30, as his new assignment necessitated an immediate decision.

The Board felt that no action on their part was necessary regarding this request since it was an administrative matter; however, due to the fact that a leave of absence is granted only under certain conditions, the Board was of the opinion that no promise should be made to reemploy Mr. Graham; however, they had no objection to his being reemployed upon his return if there was need for an employee with his qualifications.

The Board then gave consideration to letters received from Mr. Thos. Heath of the Franklin County Sugar Company at Preston, Idaho. Mr. Heath's letters concerned the Five-Mile Erosion Project near Dayton, Idaho. A dam is being built in the main finger of Five-Mile Creek to prevent further erosion and is being constructed on a public subscription plan. Mr. Heath expressed the thought that there was a possibility of the highway department being confronted with bridge problems over Bear River due to the sand washing into the river, changing the channel, and he was therefore requesting the highway department to contribute the sum of \$1,000.00 toward the cost of this project.

The State Highway Engineer told the Board that he doubted if the highway would be threatened and should it ever become necessary the cost for protecting the road would not be too costly. It was his opinion that it would set a bad precedent; therefore, he recommended that the department not participate in this erosion project.

The Board unanimously adopted the recommendation of the State Highway Engineer, and instructed the department to inform Mr. Heath that as a matter of policy they found it impossible to comply with his request.

The Board then received Mr. Ed Woozley, State Land Commissioner. The Bogus Basin area and roads in the State Parks were discussed. Mr. Woozley informed the Board that the Bogus Basin area is on State owned land and all of the installations are on State land. He told them some thought had been given to making a State Park out of this area, but before proposing such a plan to the legislature he was desirous of knowing whether or not the people in the other departments felt it was a good program. He said he had thought of asking the legislature to purchase one hundred sixty acres, put the money in the school fund, and then make a State Park of it. It would be necessary, of course, to have a road program.

He then mentioned the roads in the State Parks, which at the present time consist of approximately ten miles. He was of the opinion that it would be well for the legislature to name in the law what roads the highway department should maintain or, if this was not feasible, a certain amount of funds should be set up in the budget for the Land Department for maintenance of the roads.

The Board told Mr. Woozley that before giving him an answer, they would like to give the matter further study and consideration to determine whether or not it would be a good plan for them to make these roads into the highway system. They told them that if the legislature appropriated funds to the Land Department, an agreement could be made with the highway department to do the maintenance work.

THEREUPON, the Board adjourned until 9:00 o'clock A.M. on Thursday, October 9, 1952.

THURSDAY - October 9, 1952

Pursuant to adjournment, the Board reconvened at 9:00 o'clock A.M. on Thursday, October 9, 1952, with Mr. Rich, Mr. Ellsworth, Mr. Miller and Mr. McCoy, Acting Secretary of the Board, present.

Matters pertaining to maintenance and signing were discussed. The Maintenance and Traffic Engineers were present.

The maintenance of the Ashton-Drummond-Tetonia road, State Route No. 32, was discussed. Consideration was given to the feasibility of new construction in another year, and the possibility of transferring this road to a Federal-aid Secondary status. The Chairman of the Board stated that at the meeting recently held at Ashton, they had made some rather informal promises to the local people and had told them that they were going to do something about this road. He urged that a firm decision be arrived at as soon as possible so that a definite statement could be given to the people as to what the planning for this road. He hoped this statement could be given to them when Mr. Miller, Mr. Ellsworth and he were in that vicinity the week of October 24.

The Maintenance Engineer mentioned another problem that the department was being confronted with. He said the wheat farmers were complaining about the snow fences on wheat land. They claim the fences allow the snow to stay so long on the ground it makes the wheat smutty. Complaints have come in from the Soda Springs, Plummer, Moscow and Coeur d'Alene areas. He said that in most cases they had been able to replace the fences after talking with the farmers. The Chairman of the Board suggested that if this situation came up again in the Soda Springs area, the County Commissioners of Caribou County should be contacted as he believed they could be of help to him. The State Highway Engineer said he believed that the State had no right to put up a fence or trespass on private property unless they had permission.

The Maintenance Engineer reported that the department was securing property for materials sources and that the Districts had been advised to secure adjacent property to the maintenance sheds in order to protect the State's interests.

The Board approved of this action and suggested that the department be on the alert to acquire needed properties, and if they could be purchased at a decent price, they authorized the State Highway Engineer to acquire such property or properties.

The matter of signs was then discussed. The sign south of Twin Falls was mentioned and also the sign at the Gayway Junction near Ontario and Payette. The need for more terminal signs was stressed.

It was the recommendation of the State Highway Engineer that a policy be laid down regarding signs. The Board requested that they be furnished a copy of the existing policy so that they could review it, and then they will formulate a policy regarding signs.

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The matter of privately installed signs off of the right-of-way directing traffic was discussed. Although this practice is illegal, there are many such signs still in existence throughout the State. The Board requested that an opinion be obtained from the Assistant Attorney General so that remedial measures could be taken.

The policy regarding "stop-go" lights on state highways through Cities was also discussed. It was suggested that the Assistant Attorney General review the law concerning the State's responsibility in this matter. The Maintenance Engineer remarked that the Cities had informed them that they were put in to slow traffic down rather than to stop traffic. It was the Traffic Engineer's opinion that a policy of saying "no" to the local units should not be adopted, but rather a policy should be adopted whereby the State could inform the local units that they would have to bear the expense and that traffic actuated equipment with a time control to favor the main arteries would have to be installed.

The State Highway Engineer then read a letter from Mr. Hal H. Hale, Executive Secretary of the American Association of State Highway Officials, wherein it was stated that the A.A.S.H.O. has a Committee on Public Relations and Publicity and asked if the State of Idaho had an official handling this item. Mr. Hale mentioned that the A.A.S.H.O. had a film library on all highway items. The State Highway Engineer said that a good many progressive Cities are thinking more seriously about public relations and publicity, and said that several applications had been received for such a position with this department. The Board said that they would give this matter further consideration after the first of the year.

In a letter dated October 7, 1952, the Bureau of Public Roads again called attention to the fact that a considerable pile of logs had been decked near the roadway at Tamarack, Project No. F-3112(1), Strawberry-New Meadows. The letter further stated that the Federal Aid Highway Act provides that right-of-way be used for highway purposes only; therefore, they were not in a position to approve the final voucher for payment until this matter of encroachment was satisfactorily taken care of. They suggested that the right-of-way be fenced.

This problem had been discussed several times in the past and it was believed that it had been satisfactorily taken care of. The Board said that they would look at the situation again on their trip to Northern Idaho, and suggested that the logging operators be contacted again, and if it became necessary other measures would have to be taken to correct the situation.

The Board reviewed a letter received from the City of Caldwell requesting that the Board give consideration to the continuance of U. S. No. 20 from Kimball Avenue to the Franklin Road, and urging the construction of the Tenth Avenue Underpass beneath the tracks of the Union Pacific Railroad so that Tenth Avenue could be properly joined to Highway No. 20 at the Tenth Avenue clover leaf.

The State Highway Engineer reported to the Board that he had received a pamphlet from the A.A.S.H.O. concerning a Test Road in which they were asking the States to participate. Idaho's share would be about \$21,000.00. He said he had recently talked with the State Highway Engineers of California and Oregon and to date these two States have not gone along with the program. It was his recommendation that the State of Idaho "drag its feet" and wait. The Board concurred in this recommendation and took no action. They said they would wait to see what the other Western States were going to do and before participating in such a program they wanted more information as to whether or not this Test Road would prove more practical and feasible than the WASHO Test Road.

The Board then received by appointment Mr. W. T. White of Portland, Chief of the Land Management Division of the U.S. Soil Conservation Service, Mr. R. N. Irving, Idaho Soil Conservationist and Mr. Ed Woodsley, State Land Commissioner. The Roy Holbrook Road in Oneida and Power Counties was discussed.

Several years ago about three miles of this road was washed out by spring floods, and before the State could proceed with the repair of this road, several matters pertaining to right-of-way, cattle guards and possibly some fencing needed to be cleared up.

This land is controlled by the Soil Conservation Service and is leased to the Curley Valley Cattlemen's Association.

Mr. White told the Board that he had looked the situation over and he did not believe the problems were of too serious a nature. He said the Soil Conservation Service wanted to cooperate with the State and get the highway repaired. In looking at the abstracts he found that the right-of-way on three pieces of land had been set aside for highway right-of-way use. It was not mentioned on the abstract of the fourth piece, but he said they were not questioning the right-of-way. He said that if the department wanted to make use of some of the abutting land while they were repairing this road, they should make application to the Soil Conservation Service for permission to do so. He stated that when granting this permission the Soil Conservation Service would ask the department to make some necessary alternations to two cattle guards and provide accessibility of stock water on each side of the road for stock using the pastures through which the highway will pass.

The Board explained the need of having this construction done this fall, and requested that their application be given prompt consideration.

Mr. White asked the Board to make this request in writing to Mr. R. N. Irving, and asked the department to confer with Mr. Harley Handy, Southeastern Idaho Land Utilization Project Supervisor at Malad, when making this improvement.

The Board requested that a check be made to see if there was any money left in the A.E.C. funds for use on the A.E.C. road.

The Board recessed its Boise meeting preparatory to making an inspection trip to Northern Idaho.

According to plan, the members of the Board from District No. 1 and District No. 2, accompanied by the State Highway Engineer and the Acting Secretary of the Board, left Boise on their Northern Idaho trip early on the morning of October 10, 1952. At Cottonwood, they met Mr. Floan, Member of District No. 3.

At 2:00 P.M., a meeting was held with civic officials of Cottonwood, who explained the merits of the proposed "Whitebird Cutoff" on U.S. 95 along the Salmon River Canyon, between the mouth of Whitebird Creek and the mouth of Graves Creek, about fourteen miles due south of Cottonwood.

In the evening a meeting was held at Lewiston with members of the Lewiston Chamber of Commerce and City Officials and a delegation from Troy present. The road problems in that area were discussed.

On Saturday morning, October 11, 1952, the members of the Board, together with the State Highway Engineer and Acting Secretary of the Board, met with President Buchanan, Dean Janssen and a third member of the faculty of the University of Idaho, to discuss details of a proposed highway scholarship plan.

Later in the day, a public meeting was held with citizenry of Moscow, and their road problems were discussed.

On Sunday, October 12, 1952, a public meeting was held at Sandpoint and the local people presented their road problems. On the same day, an evening meeting was held at Kellogg.

On Monday morning, October 13, 1952, a meeting was held at Coeur d'Alene, and problems and proposals of mutual interest were discussed.

A report of these public meetings, prepared by N. F. McCoy, Acting Secretary of the Board, is on file in this department.

THEREUPON, the Board adjourned until Thursday, November 6, 1952, when a special meeting will be held to consider the 1953 construction and repair programs.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
6 November 1952

October 9, 1952

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

November 6 - 7, 1952

Pursuant to an order of the Board, a special meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 2:00 o'clock P.M. on Thursday, November 6, 1952.

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; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Acting Secretary of the Board.

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

The first bids considered were for Maintenance Project No. 90, consisting of raising a 50 foot timber bridge and approaches and furnishing crushed gravel surfacing and cover coat material in stockpiles on 0.235 mile of Highway US-93-Alt. near Carey, in Blaine County. Bids for this project were opened on October 14, 1952; however, due to an irregular bid opening, the State Highway Engineer had rejected all bids, and the project was readvertised for bids to be opened October 31, 1952. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Western Construction Company of Pocatello, Idaho, the low bidder, on November 3, 1952, in the amount of \$14,087.00; the Engineer's Estimate being \$14,644.00.

The next bids to be considered were for Nevada Project No. F-007-5(2) and Idaho Project No. F-FG-2391(2), consisting of constructing the roadway, a plant mix bituminous surface and a concrete and steel underpass on U. S. 93, 0.626 mile in Nevada, known as Nevada Federal Aid Project No. F-007-5(2), and 4.712 miles in Idaho, known as Idaho Federal Aid Project No. F-FG-2391(2), in Elko County, Nevada and Twin Falls County, Idaho. Bids were received for these projects on October 14, 1952. The State Highway Engineer, acting on the authority given him by the Board, and after receiving concurrence from the Bureau of Public Roads and the State of Nevada for their portion, had awarded the contract to Duffy Reed Construction Company of Twin Falls, Idaho, the low bidder, on November 3, 1952, in the amount of \$492,096.60; The Engineer's Estimate being \$451,451.40.

There being no questions or objections, the Board unanimously concurred in the action of the State Highway Engineer on the above projects; and it was so ordered.

Consideration was then given to the bid received on Project S-5720(2), consisting of constructing a 20' Concrete Culvert on the Worley-West Road, known as Idaho Project No. S-5720(2) in Kootenai County. Only one bid was received on this project and it was more than ten per cent above the Engineer's Estimate, which was \$7,134.00. The State Highway Engineer recommended that the bid be rejected and the project be readvertised next spring. The Board unanimously concurred in this recommendation, and the one bid received on this project was rejected.

November 6-7, 1952

The next bids considered were for the District No. 6 Maintenance Shop, consisting of constructing a District No. 6 Maintenance Shop for the State of Idaho Department of Highways, to be built near Rigby, Idaho. The State Highway Engineer recommended that the contract be awarded to the Arrington Construction Co. of Idaho Falls, Idaho, the low bidder, on their low bid of \$183,950.00; the Engineer's Estimate being \$170,000.00. This contract provided for an alternate bid whereby a deduction was to be made from the Base Bid if the deductive alternate was applied; this deductive alternate was for omitting the overhead electric traveling crane. The State Highway Engineer recommended that the contract be awarded without the deduction of Alternate No. 1. There being no objections, the recommendations of the State Highway Engineer were adopted, and the Board unanimously awarded the contract to Arrington Construction Company; the deductive alternate not to apply to the contract.

The last bids to be considered were for Project No. S-1778(1), consisting of constructing a 280' concrete and steel bridge and approaches on 1.064 miles of the Grace-Preston Highway at Cleveland, in Franklin County. The low bid received on this project was more than ten per cent above the Engineer's Estimate. The State Highway Engineer informed the Board that a careful analysis had been made of the bids received and the Engineer's Estimate, and it was felt that several items in the Engineer's Estimate were too low. Also, because of the steel situation, they did not believe lower bids would be received if the project was readvertised. He recommended that the contract be awarded to LeGrand Johnson of Logan, Utah, the low bidder, on his low bid of \$111,428.45; the Engineer's Estimate being \$94,210.00. The award subject, however, to concurrence by the Bureau of Public Roads. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to LeGrand Johnson, subject to concurrence from the Bureau of Public Roads.

The Board then gave consideration to the verbal request of Mr. M. E. Tolliver to Mr. Ellsworth concerning bank erosion of the Snake River at Conant Valley. He had requested state assistance to correct the situation. In a report from the District Engineer, the Board was informed that there was no immediate danger as far as the highway was concerned. It was the consensus of the Board that this situation was of the same nature as other recent requests and that as a matter of policy, it would be impossible to comply with Mr. Tolliver's request. Mr. Ellsworth said that he would contact Mr. Tolliver and inform him of the Board's decision and would suggest to him that he contact the Corps of Engineers.

The Newsome Creek Bridge on the Elk City Highway was then discussed. In a letter from the Bureau of Public Roads, it was indicated that the Bureau would prefer the programming of a project for the construction of an entirely new bridge instead of trying to salvage and repair the existing structure. The State Highway Engineer informed the Board that to replace the abutments and piers of the existing structure would probably prove to be a very costly operation, and he recommended that a project for a new structure be considered at the next Forest Highway Program Conference for inclusion in the 1953 construction program. The Board concurred in this recommendation and ordered that a project be included in the next Forest Highway Program.

The Board then reviewed a petition signed by certain residents in the vicinity of the Deary-Bovill road. These citizens were petitioning for certain repairs and better maintenance of this road. The State Highway Engineer informed the Board that the Maintenance Engineer had recently gone over this road and had reported that he had found the general condition good for a graveled road without having its normal amount of rain this summer. The sender of this petition was not known so the Board requested that a letter be written to Senator William C. Moore of Latah County, acknowledging receipt of the petition and informing him that due to the lack of rain it had been difficult to properly maintain this graveled road, also, that due to the lack of funds, no construction was being considered for this road in the near future.

The State Highway Engineer presented to the Board a Safety Manual, prepared by the Safety Director, which had been furnished to the Shop Foreman throughout the State. The Maintenance Engineer told the Board that Idaho's record regarding industrial accidents had been very bad, and it was for that reason the department had employed a Safety Director and had inaugurated a safety program.

The Board thought this a worthwhile endeavor and thought the manual was well prepared; however, they stressed the importance of making such manuals brief and interesting as it was their opinion that a safety program was only what the foreman and supervisor heeded to.

The Maintenance Engineer stated that the Safety Director was going to make an inspection of all the sheds and rate them, and was setting up a policy whereby every three months a plaque would be given to the District having the best rating and an "8" ball to the District having the poorest rating. He said that the response from the Districts had been good and that the Safety Director's activities were paying off. A reduction in accidents would reflect in the insurance premiums as well as savings in labor costs and etc.

The Board then gave consideration to a letter received from the State Land Commissioner concerning the disposal of a building owned by the highway department at Elk River, which had been advertised for sale. An offer of \$650.00 had been received for this property; the appraisal value being \$2,700.00.

The State Highway Engineer recommended that this offer not be accepted and that the equipment in the building be appraised and, if salvagable, taken out, and if the building could be utilized for a winter haven, it should be done so in lieu of the small bid price obtained, and the department should retain the building. The Board unanimously concurred in this recommendation and stated that is, after an investigation was made, the department decided to dispose of the building, a recommendation should be made to them as to what would be the best program regarding this matter.

Certain classifications in the salary schedule was then discussed. The Personnel Officer proposed certain changes in the starting grades of certain classifications. He told the Board that some of the starting steps were so low that it was almost impossible to hire qualified men. It was the consensus of the Board that no change should be made at this time, but that the situation should be handled within the grade. They approved the employing of a qualified person for certain classifications at a higher step within the grade than the beginning salary, and they also approved the change in the number of steps in certain classifications.

THEREUPON, the Board adjourned until 8:30 o'clock A.M. on Friday, November 7, 1952.

FRIDAY - November 7, 1952

Pursuant to adjournment, the Board reconvened at 8:30 o'clock A.M. on Friday, November 7, 1952, with all members, the State Highway Engineer, and Acting Secretary of the Board present.

Consideration was given to a letter from Mr. D. F. Richards of Idaho Falls, addressed to the Chairman of the Board, urging the retention of the present routing of U.S. Highway 191 between Mack's Inn and the Montana State Line over Targhee Pass in lieu of Rea's Pass.

The Board directed that a letter be writted to Mr. Richards informing him that they had made no decision with respect to rerouting this highway, and that the matter would probably be discussed at the Forest Highway Program Conference to be held in February of 1953. They suggested that an invitation to attend this meeting be extended to him and citizens interested in the roads in this area so that they might present their views, and that he also be advised to keep in touch with Mr. Ellsworth as to the exact date of this conference.

The road needs generated by the construction and operation of the National Reactor Testing Station of the Atomic Energy Commission in the Midway, Terreton, Arco, Idaho Falls and Blackfoot areas were discussed. It was the opinion of the Board that the matter of financing the construction and improvement of these road needs should be discussed with all interested parties. Arrangements were made to hold a conference at 8:30 A.M., Friday, November 21, at the Governor's office to be attended by the Governor, representatives of the Atomic Energy Commission, the Bureau of Public Roads, the Board of Highway Directors, and other representatives of the highway department. An invitation was extended to the Members of the Congressional Delegation to attend this conference.

Considerable time was then spent in reviewing the construction programs for 1953, 1954 and 1955.

THEREUPON, the Board adjourned until their next regular meeting on Thursday November 20, 1952, at 2:00 o'clock P.M.


R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
20 November 1952

November 7, 1952

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

November 20 -- 22, 1952

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, Idaho, at 2:00 o'clock P.M. on Thursday, November 20, 1952.

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; Earle V. Miller, State Highway Engineer, and N. F. McCoy, Acting Secretary of the Board.

Consideration was given to the bids received on November 18, 1952, and the following action was taken:

The first bids considered were for Project No. S-1839(2), consisting of constructing a 5¼ foot concrete bridge across Sand Creek on the Wapello to Firth Road in Bingham County. The State Highway Engineer recommended that the contract be awarded to the Arrington Construction Company of Idaho Falls, Idaho, the low bidder, on their low bid of \$16,796.00; the Engineer's Estimate being \$17,682.50. The Board unanimously adopted the recommendation of the State Highway Engineer, and the contract was awarded to the Arrington Construction Company.

The next bids considered were for Project No. FI-5041(4), consisting of constructing rock fill protection, guard rail and guide posts on 6.7¼ miles of U. S. 10, between Silver Beach and Wolf Lodge Junction, in Kootenai County. The State Highway Engineer recommended that the contract be awarded to Sather and Sons of Yardley, Washington, the low bidder, on their low bid of \$53,610.00; the Engineer's Estimate being \$85,302.00. There being no objections or questions, the Board unanimously concurred in the recommendation of the State Highway Engineer, and the contract was awarded to Sather and Sons.

The last bids to be considered were for a Pump and Pressure System to be installed for the Department of Highways, District No. 3 Headquarters at Strawberry Glen in Ada County. The Maintenance Engineer found the low bid to be in order; therefore, the State Highway Engineer recommended that the contract be awarded to Daly Bros. of Baker, Oregon, the low bidder, on their low bid of \$4,990.00; the Engineer's Estimate being \$4,900.00. The Board unanimously concurred in this recommendation and the contract was awarded to Daly Bros.

Mr. Hammersley, who is setting up an accounting system for the department gave a report as to what progress has been made and also explained some of the problems that have arisen. He said that as a whole the system as originally recommended was satisfactory; however, several months ago he had discussed with the State Highway Engineer the possibility of making certain adjustments. He said that one change was making a monthly statistics report instead of a weekly report as was originally planned. The reason for this was due to the fact that the information needed to make this report was not ready until after

the 10th of the month. This did not mean, however, that the information would not be available at all times and in connection with this they were proposing to use a "flagging system" whereby it could be known at all times how much money was being spent on each job. He informed them that a kind code, with a break-down of the various kinds of expenditures, had been established, and that the purpose code had been revised to tie into the kind code. As far as the appropriations are concerned, they were preparing sheets by expenditures and these sheets would not only be used in this office but in the field as well for budget purposes. He said that they had also been working against a fixed amount that each district would be authorized to spend and in this way hoped to control the districts from spending more money than was set up for them. It was hoped these new codes could be in effect by the first of the year.

Mr. Hammersley told the Board that the Auditor's office makes payment of all invoices and at the present time in the case of emergency purchases, payment is made before the accounting department knows about it. In the new system all requisitions would pass through the department before the purchases were made and by doing this the department would better know how much was left for construction and other needs.

The Board emphasized the fact that financial commitments against highway funds must be controlled at headquarters, and that there should be some usable system of encumbering accounts and controlling such encumbrances at the time a requisition is issued.

The type of machines to be used was briefly discussed and also the contract with the Remington Rand Company. Several months ago an agreement was signed between the Department of Highways and the Remington Rand Company under which the Remington Rand Company was to receive \$1,070.00 per month for one year in return for which they would supply equipment and certain other services.

It was pointed out to the Board that with the budget control system as now proposed, there were some things the Remington Rand machines were not able to do, and if used some re-engineering of these machines would be necessary. It was also mentioned that the services by the Remington Rand Company had not been altogether satisfactory.

The Board directed that Mr. Hammersley and Mr. Whaley, the Chief Accountant, meet with the representative of the Remington Rand Company and discuss the nature of the re-engineering desired by the Accounting Department, and to give them a report the next day.

THEREUPON, the Board adjourned until 8:30 o'clock A.M. on Friday, November 21, 1952.

FRIDAY - November 21, 1952

Pursuant to adjournment, the Board reconvened at 8:30 o'clock A.M. on Friday, November 21, 1952, at the Governor's office in the State Capitol Building, where a conference was held with State, Bureau of Public Roads, and Atomic Energy Commission officials regarding road needs to serve Atomic Energy Commission installations in the Midway - Terreton - Arco - Idaho Falls and Blackfoot areas.

The following persons were in attendance:

Governor Ian Jordan
 Senator Henry Dworshak
 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
 James Reid, Engineering Officer, Department of Highways
 N. F. McCoy, Planning Officer & Acting Secretary of the Board of Highway Directors
 W. H. Lynch, Division Engineer, Bureau of Public Roads
 Clifford R. Salmon, District Engineer, Bureau of Public Roads
 L. E. Johnston, Manager, Idaho Operations Office, A. E. C.
 A. R. Lee, Idaho Operations Office, A. E. C.

Mr. Johnston explained at some length the general nature of the proposed new installations in the Arco Reactor Station area.

There will be a number of large installations radiating in all directions from Midway. One of the large ones will be in the vicinity of Terreton. Generally speaking the A.E.C. employees can be regarded as permanent. There are 866 at Idaho Falls, 230 at Blackfoot and about 123 at Arco, and there will be about 300 at the new Aircraft Reactor Project west of Terreton. Other installations of varying (but not yet determined) population are planned. A.E.C. employees are also scattered in small numbers throughout the A.E.C. reservation. There is a total of about 440,000 acres in the Reactor Station Site.

The State Highway Engineer indicated that immediate needs for highway improvements directly serving the Station total at least \$5,000,000.

Governor Jordan explained briefly the State's special interest in the matter by stating that the normal economy of the areas adjacent to the A.E.C. activities would not require \$5,000,000 worth of road work to supply its highway transportation needs.

It appeared that improvements of a road from Terreton to the A.E.C. boundary near the new plant, improvement of S.R. 28 to a junction with U.S. 91, 12.0 miles east of Terreton, and rehabilitation of U.S. 91 from that junction south to Idaho Falls would be necessary. In addition, a standard plant mix surfacing will be required before long on U. S. 20 (Twin Buttes Highway) and reconstruction of U.S. 26 from Blackfoot to Arco is far from complete. The total cost of these improvements approaches \$5,000,000. For early completion, and in recognition of the special interest of the A.E.C., a substantial special contribution by the Federal Government appears to be in order. On this account Manager Johnston requested District Engineer Salmon of the Bureau of Public Roads to investigate and report on highway needs to serve the Arco Reactor Station installations.

While Federal Lands Funds and Access funds could be used, it did not seem that such funds were available or were likely to be appropriated in amounts sufficient to meet the needs in the Arco area. Division Engineer Lynch mentioned that access funds could not ordinarily be made available to a Federal Aid Route in an amount exceeding fifty per cent of the cost.

At the conclusion of the meeting, it was agreed that the State and District Office of the Bureau of Public Roads would cooperate in assembling of information relative to needs and they would be submitted through Public Roads channels to support requests for access road funds to the extent that they were determined to be eligible, and the A. E. C. would proceed with requests for access road funds through its channels so that individual projects might be certified for construction and funds programmed when and if available.

Whereupon, there being no further business to come before the meeting, the meeting was adjourned.

Following the meeting at the Governor's office, an informal meeting was held at the highway office, 603 Main Street, Boise. Those present were Roscoe C. Rich, W. Fisher Ellsworth, Leonard K. Floan, Earle V. Miller, N. F. McCoy, W. H. Lynch, Division Engineer, and Clifford R. Salmen, District Engineer, Bureau of Public Roads. Various forest highways were discussed informally at this meeting.

THEREUPON, the group recessed for lunch.

Upon their return from lunch, the Board members, the State Highway Engineer and Acting Secretary, accompanied by certain members of the Idaho Association of Commissioners and Clerks and representatives of the Bureau of Public Roads, held an informal meeting to discuss matters to be taken up at the panel discussion of the Association's meeting to be held at the Hotel Boise at 2:00 P.M. This discussion continued until it was time for the group to leave for the meeting.

Upon the return of the Board members from this meeting at about 4:00 P. M., the regular November meeting was resumed.

The Board then met with Mr. Hammersley and Mr. Whaley, the Chief Accountant, to discuss further the type of machines to be used for the budget control system. They reported to the Board that they had met with the representatives of the Remington Rand Company and presented their problems to him. The representative was of the opinion that his Company would make the necessary changes and adjustments in the contract with them. It was agreed that the Chief Accountant outline the changes needed with Mr. Hammersley and then refer these changes and expenses to the Remington Rand Company for further review. If the Remington Rand Company would not agree to make the necessary changes, the Board would consider cancelling the Remington Rand contract and substitute the IEM machines. The Board requested that they be furnished a letter from the Remington Rand Company stating that the necessary changes would be made and that the services and training of personnel would be complied with as outlined in the contract with them. After this letter has been received, it was the consensus of the Board that no further action would be necessary on their part, as the matter of working out the details was an administrative matter and could be handled by the State Highway Engineer.

The Board then received by appointment a delegation who wished to discuss further snow removal operations on the Bogus Basin road. The following persons were present.

R. C. Rich
 W. Fisher Ellsworth
 Leonard K. Floan
 E. V. Miller
 N. F. McCoy
 Mrs. Cook
 Mayor R. E. Edlefsen
 David Grant
 Orland Mayer
 Ned Harlan
 N. L. McCrea, Maintenance Engineer

The spokesman for the delegation told the Board that their purpose in wanting this meeting was to find out what further details or general plan could be worked out for keeping the snow off of the Bogus Basin Road. For the information of the Board, he told them that the Bogus Basin Recreation Association leased the ground from the State Land Department and the U. S. Forest Service, and they in turn subleased the concessions and etc. As in past meetings regarding this matter, the fact was reiterated that they were still of the opinion that an agreement was in existence whereby the State was to do the maintenance on this road. They presented to the Board a copy of the Sponsors' agreement entered into by the different agencies at the time this road was constructed; however, they informed the Board that it was not their intention or purpose to try and use this agreement as a forceful measure. The State Highway Engineer then presented the State's copy of an agreement, dated December 26, 1941, wherein it was stated that this Bogus Basin project was to be discontinued, and the clause pertaining to maintenance by the State had been stricken out.

The Chairman of the Board told the group that the Board had been accused of being independent, but that was not true as they were only trying to follow the law, and the law prohibited them from spending money off of the State highway system, except in an emergency.

Mr. Harlan said that he felt this matter was of an emergency nature, and said that if the department of highways would work with them this winter, they were proposing to draw up two bills to be introduced into the legislature whereby the State would buy the land and then make it a State park. He said they were planning to hold meetings throughout the State to see how the local legislators felt about it and asked the Board what they thought of such a program. The Chairman of the Board informed them that they did not believe it was their concern whether this area was made into a State park or not, and while they would not assist them in their efforts, neither would they put a stone in their way.

He also told them that under the policy of the Board, the State could furnish the equipment as long as the department was compensated for it.

The Mayor pointed out that it was illegal for the City to go outside of the City to do work; however, the City would enter into an Agreement with the State, and the City would then pay the State through a special recreational fund provided by the parking fees collected.

The Board again stated that if the City of Boise wanted to enter into an agreement, they could see no reason why it could not be worked out.

Mr. Grant, Chairman of the Highway Committee of the Junior Chamber of Commerce, Boise, and also a member of the Bogus Basin Executive Committee, then asked about the rental of equipment and wanted to know if it would include a grader.

The Board told them that if the State had the equipment, including a grader, and if it was convenient for the department to furnish it, they wanted them to have it at a reasonable cost, and that they were willing to go a little out of their way to supply this equipment; however, it would have to be with the understanding that their first obligation was to take care of the highways on the state system, and should the occasion arise whereby any of the equipment was needed on the state highways, it would have to be used.

The furnishing of operators with the equipment was then mentioned. The Maintenance Engineer said he believed the District Engineer would prefer to rent the equipment with operators. Mr. Grant then explained to them that their funds were limited and that Ada County had offered to furnish the operators without cost. It was thought that this could be arranged, as the District Engineer had mentioned the fact that if it was some of the operators he knew, it would be all right with him.

At the conclusion of the meeting, the Board assured the delegation that they could rent the equipment; provided, that an agreement was entered into with the City of Boise or other local subdivision of government, and it was their hope that it could be worked out satisfactorily to all concerned. The department was to prepare the agreement.

The Board then gave further consideration to the 1953 and 1954 highway construction programs.

THEREUPON, the Board adjourned until 8:30 o'clock A.M. on Saturday, November 22, 1952.

SATURDAY - November 22, 1952

Pursuant to adjournment, the Board reconvened at 8:30 o'clock A.M. on Saturday, November 22, 1952, with all members; the State Highway Engineer, and Acting Secretary of the Board present.

The Board then received by appointment Mr. A. P. Bunderson, Superintendent of the Idaho State Police. Mr. Bunderson discussed with the Board the proposed highway office buildings and expressed the desire of having the State Highway Patrol taken out of the Law Enforcement Department and having their offices in the State Highway Department. No commitments were made, pending proposed legislation to take the highway patrol out of politics and putting it in the State Highway Department.

The Board authorized the purchase of a gravel pit from Homer K. Peterson in Bonneville County on the Shelley-New Sweden road.

Mr. Flean mentioned the request of the owner of a drive-in theater of Lewiston. He suggested that it would be only fair to the owner to let him know as soon as possible what the department's plans are with respect to acquiring right-of-way through or near his theater. The State Highway Engineer emphasized the importance of handling highway access to the theater even though none of the drive-in theater tract was taken for highway purposes. The Right-of-Way Engineer was requested to investigate this matter.

The Board then received by appointment Mr. Edward Woozley, State Land Commissioner. The maintenance of the State Parks was discussed, and special reference was made to Heyburn State Park, located between Plummer and St. Maries, and Spalding Park, located on U. S. Highway #95. Mr. Woozley reiterated the fact that when the Legislature gave the Land Department the administration, supervision and control of the State Parks and picnic areas, it was understood and agreed that roads within these State recreational areas would be cared for by the State Department of Public Works, Bureau of Highways. Since that time, new statutes have been enacted, a State Highway Department has been created and new definitions have been given for State highways, which has completely changed the picture. 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 use; therefore, he was requesting that assistance be given in the maintenance of these roads within the State Parks. The Board informed Mr. Woozley that unless more State parks were created, the maintenance could be handled informally as heretofore.

Mr. Woozley then told the Board that plans were being made for developing a State Park and recreational area at Bogus Basin, and stated that if the Legislature should make this area a State Park and recreational project some method of maintenance for summer use of this road and winter snow clearance, either through cooperation agreements or through placing same on the State highway system, may be desirable. The Board declined to make any commitments on the matter. They requested the State Highway Engineer to have the Assistant Attorney General check with other States, particularly Oregon, on the status of roadside parks.

The matter of disposing of the Elk City property was then discussed. The Chairman of the Board requested that further action regarding this matter be held in abeyance, as the Board would like to consider further the desirability of continuing this property for State highway purposes.

Mr. Sherwood, who had made application for the position of Public Relations Officer for the department, then met with the Board and gave a brief outline of his past experience and qualifications. The Board gave Mr. Sherwood no definite answer; however, they told him they would give his application consideration and would have the State Highway Engineer advise him of their decision at a later date.

The Assistant Attorney General reported on the suit for damages to the Greer Bridge across the Clearwater River. The verdict was against the State. It was the consensus of the Board that the case should be appealed.

The scholarship plan was then discussed. The Assistant Attorney General suggested that it be on a scholarship basis for first submittal to the Board of Examiners. It was the decision of the Board that this scholarship plan be discussed with the Board of Examiners as they wanted the "green light" from them before taking any firm action regarding this matter.

The Board further reviewed the planned construction program and unanimously adopted the Construction Program for the calendar year 1953 and an advance Construction Program for 1954 and 1955.

THEREUPON, the Board adjourned until their next regular meeting on Wednesday, December 17, 1952.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
17 December 1952

November 22, 1952

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

December 17 - 20, 1952

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 2:00 o'clock P.M. on Wednesday, December 17, 1952.

Present were Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3, Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer and Acting Secretary of the Board. consisted

The afternoon session/of an informal discussion with regard to various matters, principally those having to do with the impending convening legislature, and considerable time was spent with Allen Janssen, Dean of the University of Idaho, discussing the recommendations of the PAR Committee, particularly those recommendations referring to increases recommended by PAR in axle loads and gross vehicle loads. The Bridge Engineer was present at this discussion and supplied some information.

THEREUPON, the Board adjourned until 8:30 o'clock A.M. on Thursday, December 18, 1952.

THURSDAY - December 18, 1952

Pursuant to adjournment, the Board reconvened at 8:30 o'clock A.M. on Thursday, December 18, 1952, with Mr. Rich, Mr. Floan, Mr. Miller and Mr. McCoy present.

The Board met with Mr. C. D. McCargar and Mr. Steve Roberts of Grangeville to discuss the bad condition of State Route No. 14, commonly known as "The Elk City Highway", from Harpster to Elk City; a total distance of approximately fifty miles. This route follows the Clearwater river all the way and several washouts have narrowed the cross section to one-way traffic only. Also, the surfacing is completely worn out. Traffic is in the range of 100 (plus or minus) per day with about 160 vehicles per day as a summer time average. Important livestock, mining, timber and recreational interests are served. The Board made no commitment as to programming work on this route. At a latter discussion the Board considered the desirability of putting forest highway money on this section.

The Board discussed at some length the proposed draft of a letter to Governor Jordan, indicating the nature of the principal problems confronting the highway department, and what, if any, remedial legislation may be needed. The Board took no action on the letter as they preferred to discuss the matter verbally with the Governor.

The matters contained in this proposed letter to the Governor and other matters the Board wished to present to the Governor were discussed at great length.

This discussion was closed and the Board adjourned at about 4:00 o'clock P.M. to meet again at 8:30 o'clock A.M. on Friday, December 19, 1952.

FRIDAY - December 19, 1952

Pursuant to adjournment, the Board reconvened at 8:30 o'clock A.M. on Friday, December 19, 1952, with the Board Members from Districts 2 and 3, the State Highway Engineer, and the Planning Officer and Acting Secretary of the Board present.

Minutes of the special meeting held November 6-7 and the regular meeting held November 20-22, 1952 were read and approved without change.

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

The first bids considered were for Project No. S-5773(1), consisting of constructing the roadway and a crushed rock surface on 9.019 miles of the Dufort Road in Bonner County. Bids for this project were opened on November 25, 1952. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Grant Construction Company of Coeur d'Alene, Idaho, the low bidder, on November 26, 1952, in the amount of \$225,492.00; the Engineer's Estimate being \$253,401.00.

The next bids to be considered were for the Materials Laboratory at Boise, consisting of constructing a concrete retaining wall and a plant mix bituminous surface on driveways and parking areas at State Materials Laboratory in Boise, Ada County. Acting on the authority given him by the Board the State Highway Engineer had awarded the contract to the Asphalt Paving and Construction Company, Inc., of Boise, the low and only bidder, on November 26, 1952, in the amount of \$4,174.00; the Engineer's Estimate being \$4,289.00. Bids were received for this work on November 25, 1952.

The last bids to be considered were for Project No. S-3748(2), consisting of constructing the roadway and a 26.4' concrete bridge on 4.044 miles of the Boise Valley Highway from Desert Junction to Middleton, in Canyon County. Bids for this project were opened on December 2, 1952. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Morrison-Knudsen Company, Inc., of Boise, the low bidder, on December 5, 1952, in the amount of \$199,004.50; the Engineer's Estimate being \$208,727.90.

There being no questions or objections, the Board unanimously concurred in the action of the State Highway Engineer on the above projects, and it was so ordered.

The Board requested that in the future, when projects were presented to them for concurrence or action in award of jobs, that there be a notation made as to whether the projects are on the State highway system or on the County road system, and, if a State highway, designate the highway route number.

The Chairman of the Board executed in duplicate a Lease from Wilbur A. Burdick to the Idaho Department of Highways, covering parking space for eight State automobiles for a period of five years from January 1, 1953, at a monthly rental of \$24.00. This Lease superseded and cancelled a previous Lease dated December 8, 1951, which provided for a payment of \$16.00 per month.

Consideration was then given to the request of the Right-of-Way Engineer for authority to condemn certain rights-of-way needed for projects in Twin Falls County and Franklin County.

The Board considered the report and recommendations submitted on Project F-2361(1), Twin Falls-West in Twin Falls County, and found that certain lands hereinafter described are sought to be acquired for right-of-way purposes in connection with the reconstruction of the Old Oregon Trail Highway from Twin Falls-West, being 1.5 miles in length, and are necessary for such use, and further it is determined that the highway department and owners of said lands have been unable to agree on the purchase price, as a result of which, said lands should be condemned, the owners of said lands being as follows:

Parcel No. 1, E. A. Boone, Parcel No. 5, Irving G. Prescott, Parcel No. 7, Elmer E. Burnham, Parcel No. 6, Cosgriff Outdoor Advertising Company, Inc., Parcel No. 13, Ernest Roberson, Parcels Nos. 24 and 25, George Wierching and D. W. Daniels et al, and Parcels Nos. 51 and 51-1/2, Emma Steele and Charles Jansson.

Therefore, it was ordered that the Legal Department should file condemnation suits in the proper Court against the owners of said properties, to determine the value thereof.

The Board then considered the report and recommendations submitted on Project No. S-1739(3), Preston-Bear River, in Franklin County, and found that certain lands hereinafter described are sought to be acquired for right-of-way purposes in connection with the reconstruction of the Preston-Bear River Highway between Dayton and Preston, being two miles in length, and are necessary for such use, and further, it is determined that the highway department and owners of said lands have been unable to agree on the purchase price, as a result of which, said lands should be condemned as follows:

Parcels Nos. 1 and 1-1/2, the Federal Land Bank is the owner of the NE $\frac{1}{4}$ of Section 29, Township 15 South, Range 39 East, Boise Meridian in Franklin County, which land is being sold under contract to Carl Frew.

Parcel No. 2, Mabel Whittle is the owner of a portion of the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 20, Township 15 South, Range 39 East, Boise Meridian, in Franklin County.

Parcel No. 8, Ephraim Bosworth is the owner of a portion of the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 21, Township 15 South, Range 39 East, Boise Meridian, in Franklin County.

Parcel No. 10, the Estate of Joshus Rallison, is the owner of a portion of the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 21, Township 15 South, Range 39 East, Boise Meridian in Franklin County.

Therefore, it was ordered that the Legal Department should file condemnation suits in the proper Court against the owners of said properties, to determine the value thereof.

Approval of the Official Minutes for removal of portions of old roads from the State Highway system was withheld on account of Mr. Ellsworth's absence, as full Board approval is required by law.

A review was made of the report of the District Engineer's recommendations for revisions in the 1953, 1954 and 1955 construction programs as published. Also, the State Highway Engineer mentioned the request of Mayor Preston Capell of Nampa that the part of US 30 between the underpass and the westerly entrance to Nampa, be resurfaced. This is part of the work included in the 1954 program as published. The Board indicated their willingness to add this section of road through Nampa to the 1953 program.

The other requests such as substitution of the Round Valley-Cascade road for the Glens Ferry-East road, substitution of Ririe-Beeches Corner road for work on US 91 north of Idaho Falls (Bassett-Roberts section), substitution of work on the Grangeville-Craigmont road for the road programmed near Genesee were discussed, but the Board decided to take no action until full Board was present.

A list of maintenance betterment projects to be done by contract was also submitted to the Board; four of them estimated to cost about \$630,000.00 to be programmed with federal-aid as "interim" or "stop gap" projects. The remainder were for stockpiling, surface reconditioning, seal coating, etc. to be done without federal-aid. The Board regarded the projects to be done with federal-aid as essentially regular contract construction projects, which should have been included in the overall list as published, and made the recommendation that for next year's programming, the District Engineers present their list and comments prior to submission to the Board, as they were of the opinion that some reason other than a recommendation from the District Engineers was needed to enable them to explain why the program was changed after it had been published and approved.

The discussion showed that the Board did not object to the soundness of reason for attempting to get federal-aid on these projects; however, no formal action was taken pending full Board.

Several bridges were then discussed. The Bridge Engineer was present.

It was suggested that the Rock Creek Bridge on S.R. 26, Twin Falls South, be added to the 1953 program. The Bridge Engineer informed the Board that this bridge needed to be redecked. It could be redecked with timber, but it would be necessary to post the bridge for about ten to eleven ton loads. The work would have to be done as maintenance and would cost approximately twenty-five or twenty-six thousand dollars, and then would still be an inadequate bridge. The other solution, and one that was recommended to the Board, would be to put on an open grating steel deck and perhaps some new stringers, which would raise the capacity from an H-12 to H-15. It would probably add twenty-five to thirty years to the life of the bridge, and this improvement would make it eligible for federal-aid urban funds. The Bridge Engineer told the Board that the State inherited this bridge after the passage of the 1951 Highway Act, and because of the location secondary funds could not be used; that urban funds would have to be used. The People's Canal-Snake River bridge on US 26 was recommended to be added to the 1954-1955 program, and also the Owsley Canal Bridge at Terreton on S.R. 28. The Bridge Engineer said that at the present time the Owsley Bridge is a timber structure, but the stream is twice as wide as it used to be and so it would be necessary to either add another span or tear out the present span and put in a permanent concrete structure. If a permanent structure was put in, federal-aid funds could probably be obtained.

The State Highway Engineer recommended that these bridges be put on the program; however, he mentioned that the last two structures should be considered in the request for access money since they were in the area of the Atomic Energy Commission plant influences.

The Board felt that it was a sound program to make improvements so that federal-aid funds could be used, but they took no definite action as they preferred to wait until the full Board was present.

Regarding the matter of the Forest Highway Program, the Board took no action and suggested that the forest highway information be made available to them at the next meeting preparatory to the joint forest highway program meeting in February between officials of the Bureau of Public Roads, the Forest Service and Department of Highways.

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

Upon their return from lunch, the Board received by appointment Mrs. Nora R. Towle and her son, Irving, who discussed with the Board her claim for damages resulting from the construction of Project F-2391(1), Rim to Rim Bridge to Jerome Airport "Y" on US. No. 93 in Jerome County.

Mrs. Towle had previously submitted to the department a list of about eight claims for damages in various ways to her property. Numerous discussions had been held with the contractor and officials of the highway department.

Mrs. Towle explained in detail the situation and gave her reasons why she believed she was entitled to payment of these damages.

The Board told Mrs. Towle that they were sorry this had worked out so badly for her, and although such matters as this were handled by the department, they were interested in her problem. They made no commitment to Mrs. Towle but referred the matter to the State Highway Engineer, and informed Mrs. Towle that the department would go into the matter very carefully to ascertain if and how the State was at fault. They assured her that she would hear from the department as soon as a complete investigation could be made and that they were sure she would receive fair treatment.

The Board then received by appointment a delegation from Caribou County. The following persons were present:

R. C. Rich
 Leonard K. Floan
 E. V. Miller
 N. F. McCoy
 Fred M. Cooper, State Senator elect, Caribou County
 Earl Gunnell, State Representative, Caribou County
 A. R. Hopkins, Soda Springs Chamber of Commerce
 A. L. Ozburn, Chairman, County Commissioners, Caribou County
 Louis Bitton, Commissioner, Caribou County
 W. J. Dredge, Commissioner, Caribou County

The delegation discussed at length road improvements on S.R. No. 34, the Gray's Lake Road, and especially stressed the importance of the improvement of about a seven mile section from the Blackfoot River to Henry.

The spokesman for the delegation pointed out to the Board the bad condition of this road and the difficulty in properly maintaining it because of the cinder surface on it. He mentioned the fact that since the residents of Caribou County had agreed to place this road on the secondary system, they were expecting some improvements to be done. He asked the Board if something could be done to this section of road in the 1953 construction season.

Mr. Hopkins, the representative of the Soda Springs Chamber of Commerce told the Board that at a recent meeting the Soda Springs Chamber of Commerce had gone on record as approving this section of road for improvement during 1953. He then presented a detailed report showing the large amount of tonnage trucked over this road. He told the Board that approximately 7,000 head of cattle are grazed in Caribou County and about 3,000 head pass through to Bonneville County during the summer, making a total of 10,000 head that are moved on this stretch of road. The lamb shipments from Caribou County amount to 332 car loads, of which approximately ninety per cent are shipped by truck over S.R. No. 34. There are three saw mills and approximately one and one-half million board feet of lumber go over this road; also, 3,000 tons of hay and 125 cars of grain. The Monsanto Chemical Company pay approximately \$200.00 per day revenue on the ton-mile tax, and he mentioned the fact that if this road was improved, it was believed it would attract many tourists.

The Board informed the delegation that improvement of this section of road had not been planned on the 1953 construction program, but that they would give the matter careful consideration.

Improvements on State Highway 34, south of Soda Springs in Caribou and Franklin Counties to the town of Preston and the proposed underpass under the main line railroad connecting S.R. No. 34 about a half mile east of Soda Springs with U.S. 30 N. were discussed.

The delegation pointed out the need of all of these improvements; however, they stressed the fact that they felt the most urgent one was the section of road from the Blackfoot River to Henry. They said the people at Henry had to depend on the road since they were thirty miles from the railroad, and requested that, if possible, they be given a definite answer as to what could be done on this section next year.

The Board informed the delegation that they recognized the need of all of these improvements, but as they looked at the picture as a whole, there were a good many highways of the same nature. They said they would give them no definite answer at this time, but that they would look into the matter very carefully and see what they could justify on the Gray's Lake Road at this time, and they would notify the County Commissioners of their decision. The Board requested that the department furnish them a report of the status of this road as far as plans and surveys were concerned.

The Board then considered a letter addressed to Mr. Rich from Mr. E. A. Dufford, Vice President of the Idaho Portland Cement Company at Inkom, relative to the Arimo-Downey section of U.S. 91-191, which Mr. Dufford stated was designed for concrete pavement.

The State Highway Engineer informed the Board that he had discussed this matter with Mr. Dufford by telephone and had advised him that at the present time the department was making investigations relative to a proposition of placing upon this road a cement treated base with a black top as the materials in that area may be of such nature that such a project would be not only satisfactorily, but considerably cheaper. He said that he told Mr. Dufford that the department would advise him of their findings as soon as the investigations were completed.

The Board then gave consideration to a letter from the Commissioners of the Troy Highway District requesting that the Kendrick-Troy public road be added to the State highway system. It was the unanimous opinion of the Board that this road lacked the statewide traffic service necessary to qualify it as a state highway. They instructed that a letter be written to the Commissioners of the Troy Highway District informing them that since the funds available to the department of highways to meet immediate and long range needs of the present state highway system are too small in relation to the needs, the Board at the present time can see no justification for adding further mileage to the highway system; however, if arrangements could be made whereby Highway District funds or other local funds could be provided for matching federal-aid secondary funds, the Board would be pleased to recommend an allocation of federal funds for this road.

The Board reviewed a report from the Assistant Attorney General regarding the status of state parks and roadside developments in Oregon as related to the Oregon Highway Department. The Chairman of the Board requested that a special file be set up to make information available to the legislature regarding and distinguishing between "roadside parks" and "state parks".

Consideration was given to a letter received from Mr. Darwin D. Brown, Attorney at Pocatello, written on behalf of Mr. Rhoads and Mr. Smith, in reply to a letter received by them from the State Highway Engineer concerning a proposed layout of Truckersville in Power County, Idaho. In previous correspondence, Mr. Rhoads and Mr. Smith had requested a permit for access to the highway at Truckersville and had explained that the purpose of Truckersville was to provide a place for transcontinental trucking operations that would have the availability of a one-stop repair and lay-over point. In a letter to Mr. Smith on December 9, 1952, the department informed him that when the right-of-way was purchased through this area for the new state highway, all access rights from abutting property were also secured, and since no residential or commercial developments existed on this particular section at the time of purchase, definite points for service as farm approaches only were designated. Other than these and intersecting roads currently existing, all deeds specified that no additional approaches would be permitted.

In his letter, Mr. Brown stated that in September of 1952, Mr. Rhoads and Mr. Smith had discussed their plans for the construction of Truckersville with members of the highway department and when access rights were discussed no indication was given that right of access would be refused. Mr. Brown requested that the matter of permitting this access to the highway to Mr. Rhoads and Mr. Smith be given further consideration.

The Board took no action at this time regarding this request, but instructed the State Highway Engineer to have a further study made of the situation and pointed out that if any commitments were made by members of the highway department, they should be taken into consideration.

THEREUPON, the Board adjourned until 8:30 o'clock A.M. on Saturday, December 20, 1952.

SATURDAY - December 20, 1952

Pursuant to adjournment, the Board reconvened at 8:30 o'clock A.M. on Saturday, December 20, 1952, with the Board Members from Districts 2 and 3, the State Highway Engineer, and the Planning Officer-Acting Secretary of the Board present.

The Board reviewed a letter from Mr. Robert D. Werner of Orofino, who was writing on behalf of his brother-in-law, J. Arlie Bryant, a Contractor who had had a contract with the State for furnishing crushed rock and cover coat material in stockpiles adjacent to Highways US-95 and State 5, near Tensed and St. Maries, and who had been assessed damages because of his failure to complete the work within the original contract time. Mr. Werner requested that this matter be given reconsideration.

The State Highway Engineer explained to the Board that these damages were assessed against the Contractor due to the fact that he failed to begin work when instructed to do so and that a check of the records indicated that the State was severely damaged by his failure to produce the material within the time stipulated in the contract, and, as a consequence, it was necessary for the State to readjust its maintenance schedule and to use other less desirable material.

The Board was of the opinion that this was an administrative matter; therefore, they referred Mr. Werner's letter to the State Highway Engineer for action and reply.

During the October Board meeting, consideration was given to letters received from Mr. Thomas Heath of the Franklin County Sugar Company at Preston, wherein Mr. Heath had requested that the highway department contribute the sum of \$1,000.00 toward the cost of a dam which was built in the main finger of Five-Mile Creek to prevent further erosion. At that time, Mr. Heath was informed that as a matter of policy, the Board found it impossible to comply with his request.

In a letter to the State Highway Engineer under date of December 16, 1952, Mr. Heath protested quite vigorously the State's refusal to allot \$1,000.00 to the construction of this dam, and requested that the State give this matter further consideration.

The Board was still of the opinion that they could not comply with this request; therefore, they directed that another letter be written to Mr. Heath, explaining in detail the department's policy with regard to such structures. The Chairman of the Board stated that he would contact Mr. Heath by telephone and would explain the situation further.

In an informal discussion, Mr. Rich and Mr. Floan mentioned the approval of the plans for improving the Riggins-Whitebird section of the Salmon River North. The Chairman of the Board was somewhat critical of the substantial amount of funds which has been spent and is being spent on the Lewis and Clark Highway.

Mr. Hamersley met with the Board and reported that the new accounting system would be ready and started the first of the year. He also told them that the projected 1953 budget would be presented to them for their approval at the January meeting.

THEREUPON, the Board adjourned until their next regular meeting on Wednesday, January 21, 1953.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
21 January 1953

December 20, 1952