

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

January 19 - 21, 1954

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on Tuesday, January 19, 1954.

Present were David P. Jones, 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, Planning Officer-Acting Secretary of the Board.

The Minutes of the meeting held December 14-17, 1953 were read and approved.

The Board reviewed the results of the bid opening held December 22, 1953, and the following action was taken:

The first bids considered were for Project No. S-6842(1), consisting of constructing the roadway and a bituminous surface treatment on 4.271 miles of the Small Connection, from Small South, in Clark County. This project is on the County system and is financed with Federal-aid Secondary and County funds. 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 December 24, 1953, in the amount of \$44,959.00; the Engineer's Estimate being \$58,127.50.

The next bids to be considered were for Project No. F-4113(1), consisting of constructing the roadway and a bituminous surface treatment on 6.777 miles of the North and South Highway, between the Goff Bridge and Lucile in Idaho County. This is a Federal-aid Primary and State participation project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Frank G. Baulne of Yardley, Washington, the low bidder, on January 8, 1954, in the amount of \$620,463.00; the Engineer's Estimate being \$648,224.50.

Bids were then considered for Project S-2741(1), consisting of constructing the roadway and a plant mix bituminous surface on 7.306 miles of the Twin Falls-Eden Highway from Twin Falls to the Hansen Bridge in Twin Falls County. This project is on the State system and is financed with Federal-aid Secondary and State funds. 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 December 24, 1953, in the amount of \$468,062.00; the Engineer's Estimate being \$602,459.75.

The last bids to be considered were for Stockpile Project No. 86, consisting of furnishing crushed gravel and cover coat material in stockpiles at the Maintenance Shed Yards at Burley, Jerome and Twin Falls in Cassia, Jerome and Twin Falls Counties. This is a State financed project. 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 December 24, 1953, in the amount of \$55,700.00; the Engineer's Estimate being \$79,600.00

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

Expense claims for the month of December were approved in the following amounts: Mr. Rich, \$78.42; Mr. Jones, \$54.65.

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The Board set the dates for the February and March meetings as follows:

February 10 (9:30 A.M.), 11 and 12
March 16, 17, 18 and 19

March 16, 9:00 A.M. was set for attending the open meeting of the U. S. Forest Service, Bureau of Public Roads and Department of Highways to give interested persons an opportunity to present requests and proposals for Forest highway improvements. The afternoon would be devoted to joint meeting of the U. S. Forest Service, Bureau of Public Roads and Department of Highways to program the F.Y. 1955 Forest Highway Apportionment.

The Board discussed at some length the situation in reference to the final programming of A.E.C. funds to roads in the Arco-Blackfoot-Idaho Falls-Terreton area, influenced by the National Reactor Testing Station activities. The Board approved the report by N. F. McCoy of the conference held January 4 and 5, 1954 at Idaho Falls, attended by representatives of the A.E.C., Department of Highways and Bureau of Public Roads, and ordered that the report be placed in the Minutes of this meeting. The Board refused to consider an indicated offer of \$820,000 for the Blackfoot road, plus \$791,000 already certified - total \$1,611,000, as a satisfactory and complete settlement by A.E.C. of all road improvements proposed and completed since 1949 on account of A.E.C. transport needs on the State Highway System. State Highway Engineer Miller reported conversation January 19 with Mr. S. Klein, Assistant to Senator Dworshak, who advised that the \$820,000 allowance for the Blackfoot highway, still before the Department of Defense for certification, be accepted. The Board considered Mr. Floan's suggestion that an effort be made to obtain Federal funds over and above the \$1,800,000 authorized, but decided to await certification of the pending \$820,000 before proceeding further in that direction. Letters from the Congressional delegation to the A.E.C. were read by Mr. Miller. The State Highway Engineer discussed further the desirability of providing a more substantial design for the Sage Junction-West section of State Highway 28.

The report referred to above of the conference held January 4 and 5, 1954 at Idaho Falls is as follows:

"The January 5 meeting was held in the office of Bill Johnston, Manager, Idaho Operations Office of A.E.C. Present were:

For A.E.C.: Johnston, Idaho Falls
Lieske and McKenzie, Washington, D. C.
Lee and Smith, Idaho Falls

For B.P.R.: Salmen, District Engineer, Boise, Idaho
A. Siegle, Washington D. C.

Dept. of Highways: Rich McCoy
Miller Sherwood

On the day preceding the meeting the party travelled by car over the roads serving the Arco A.E.C. installations and made a rapid inspection. Later in the afternoon the party reviewed traffic and other data computed from Department of Highways records. This party included Lieske, McKenzie and Smith of A.E.C.; Salmen and Siegle, B.P.R., and McCoy, Department of Highways. The Washington A.E.C. men were most reluctant to consider the transfer of the \$756,000 allocated and certified for surfacing the Twin Buttes Road, U.S. 20, to the Blackfoot highway. Their story was that the Department of Defense would question such a change and be very critical of any outfit that could not stay put. They much preferred that the existing certification (Twin Buttes and Terreton Bridges) be left undisturbed and an effort made to justify the other roads for an additional allotment from the A.E.C. remaining \$1,009,000 authorization.

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The first session of the January 5 meeting (10:00 to 12:00) was devoted to general discussions of needs, procedure to date, etc.; and produced little in the way of tangible results. Between 12:00 and 3:00 the B.P.R. and A.E.C people met in separate session and at 3:00 o'clock presented the following suggestions to the State officials.

1. Existing certifications of Terretton
Bridges and Twin Buttes surfacing to
stand. \$ 791,000
 2. A.E.C. to contribute 1/3 to the com-
pletion of Atomic Jct.-Blackfoot
section of U.S. 26. 500,000
 3. A.E.C. to contribute 1/2 to the com-
pletion of surfacing on S.H. 28. 108,000
- \$1,399,000

The A.E.C. representatives seemed to place great reliance on benefits to the labor situation effected by a good road rather than on traffic or other sharing of the costs.

This was not acceptable to the Department of Highways' representatives as it failed to utilize the entire \$1,800,000 and did not seem a fair share of the total work done and to be done on the roads serving A.E.C. needs. Mr. Miller's suggestion that the 1/3 apply also to the grading done since 1949 on the Blackfoot-Midway (approx. \$1,500,000) was summarily rejected by Johnston.

Chairman Rich proposed that the negotiations be completed on the basis of the State completing the grading of the Blackfoot-Atomic Jct. Section, the A.E.C. to do the surfacing 100% A.E.C. funds - about \$990,000. The State would recondition and surface the Terretton Road and would build the Arco SE section in 1955 with State and Federal-aid funds. This would mean A.E.C. funds in the total amount of (791 + 990) \$1,781,000, and would contemplate the completion of all important State highways serving the Arco installation in 1955.

Other propositions were advanced; e.g. A.E.C. to supply funds for a substantially better project on the Terretton Road costing (say) \$375,000; also A.E.C. to supply 25% of cost of Arco SE, 5.2 miles, estimated at \$400,000. These would involve totals of (185 + 100) \$285,000 in addition to the \$500,000 offered for the Blackfoot-Atomic Jct. section.

However, Mr. Rich insisted that his offer of \$990,000 A.E.C funds on the Blackfoot Road, State to undertake other work and complete all work late in 1955 be referred to the A.E.C. for consideration. He did not feel authorized, in view of conversations with the other two members of the Board, in making any commitment or lending any support to the other propositions.

/s/ N. F. McCoy"

Mr. John Molitor, Executive Secretary of the Idaho Section of the Associated General Contractors, called on the Board to present the desires of the Association to cooperate fully with the Board. He announced the adoption of a new Constitution and By-laws for the Idaho A.G.C. and requested an early conference with the Board to discuss the new policies. The State Highway Engineer set January 27 for a preliminary meeting with representatives of the A.G.C. Highway Committee and the Department of Highways.

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The Board accepted the State Highway Engineer's recommendation that the Secondary Roads Engineer be instructed to discuss with the Highway District Commissioners of Minidoka County, the procedures and policies desirable in respect to the program and system changes, if any, to implement the new Consolidated County-wide Highway District.

The Board reviewed further the request of the Mountain Home Highway District that the road from Mountain Home to the Mountain Home Air Base be put on the State Highway System. No action was taken. The Board accepted District Engineer Varian's report of the highway changes East of Dixie (old State Highway 22, new number 68) and the State Highway Engineer's recommendation that no funds be allotted at this time to the reconstruction requested by the Mountain Home Highway District.

The State Highway Engineer reported to the Board the difficulty in drawing competent specifications for the construction of the hydraulic fill at the North approach to the proposed Sandpoint Bridge, U.S. 95-10 A., Project F-5116(3). The Board accepted the State Highway Engineer's recommendation that Messrs. Downing, Erickson and Rath of the Department of Highway be authorized to inspect and investigate the construction and specifications of the Hydraulic Fill constructed by the Oregon Highway Department and the U. S. Bureau of Public Roads on U.S. 30, between Troutdale and Multnomah Falls, and that application for the out-of-state travel be referred to the Governor with recommendation for approval.

The Board reviewed with the State Highway Engineer and the Right-of-Way Engineer a number of proposals to purchase property for Department of Highways operational purposes, and took action as follows:

The Board approved the State Highway Engineer's recommendation for the purchase of ten acres at a cost of \$7,000 for a stockpile site and a Maintenance Shed at a location about 1/8 mile East of Moscow on State Highway No. 8.

The Board approved the State Highway Engineer's recommendation for the purchase of eleven acres West of the tract now owned and used by the District Headquarters at Shoshone, at an estimated cost of \$4,000. Two separate present ownerships are involved. The Board also approved the exchanging of property, without cost, with the Gooding Seed Company.

The Board approved the State Highway Engineer's recommendation for the purchase of a tract 1.3 acres in size, estimated to cost between \$400 and \$500, for a checking station site on the Rathdrum-Seasons Road.

Proposals for purchasing additional property adjacent or near to the existing District Headquarters' sites at Lewiston, Coeur d'Alene and Strawberry Glen were considered by the Board. Pursuant to the State Highway Engineer's recommendations, action was deferred and the State Highway Engineer was instructed to refer them to the Right-of-Way Department for further investigation, both in respect to prices quoted for the tracts under consideration and the cost, availability and suitability of other nearby sites.

Request of the Penta-Post and Treating Company to use a portion of the State Highway right-of-way at Tuttle on State Highway 25 in Gooding County was denied. The State Highway Engineer was instructed to inform Mr. V. P. Ravenscroft, General Manager, to that effect.

Request of Mr. Guy Hunter for permit to use ditch on right-of-way on State Highway near Jerome was held for reference to the General Land office. This land was transferred to the State by the United States under Section 17 of the Federal Highway Act, and there was a question as to the right of the State to permit the use of any of the right-of-way for other than highway purposes.

On January 21, the Right-of-Way Engineer reported discussion with Mr. Paul Shepard of the U. S. Bureau of Land Management, who advised that the State could grant a permit without jeopardizing its right-of-way. Accordingly, the State Highway Engineer was authorized to grant Mr. Hunter's request.

The Board accepted the State Highway Engineer's recommendation that District Engineer Phelps' request for an additional \$25,000 for betterments on the Kooskia-Harpster Jct. Road, Project ST-4211(501), be approved. This involves an additional authorization of funds already included in the 1954 Construction Budget.

THEREUPON, the Board adjourned until 8:30 A.M. on Wednesday, January 20, 1954.

WEDNESDAY - January 20, 1954

The Board reconvened at 8:30 A.M. on Wednesday, January 20, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board approved the "section line" location of the Interstate System from the Downard Bridge vicinity West to a proposed location South of Eden. This follows a location approximately one miles south of the Township line between T. 9 S. and T. 10 S., two miles south of the present location of State Highway 25 through Paul. The Board instructed the State Highway Engineer to clear this location with the Bureau of Public Roads, who had previously approved the "mid-section" location proposed by the Department of Highways, which was approximately one-half mile to the South and parallel to the location now approved.

The Board approved recommendation by the State Highway Engineer to lease additional office space from February 1, 1954 to October 13, 1956 from Allen J. Cochran, near the corner of 7th and Main Streets, Boise, at a rate of \$225 per month; owner to provide heat and water; Department of Highways to provide electricity and janitor service.

Maintenance Engineer McCrea, Traffic Engineer Mathes and Assistant Attorney General Shepard met with the Board to review the situation with respect to the establishment of speeds, parking restrictions and erection and maintenance of traffic control devices pursuant to the Uniform Traffic Act of 1953. The Traffic Engineer reported the receipt of letters from Gooding, Hazelton and Wendell requesting Highway Board approval of angle parking, and from Nampa requesting Board approval of a new city-wide traffic control ordinance. The Highway Board recognized the necessity of establishing policies reflecting the new Uniform Traffic Act.

The Traffic Engineer, submitted for Board approval drafts of the following documents, which are filed with the Department of Highways:

(1) Letter to municipalities from the State Highway Engineer calling attention to the revisions in the Motor Vehicle laws, including the Uniform Act Regulating Traffic on Highways, effective January 1, 1954.

(2) Permit for Traffic Control Devices on Urban Extensions of State Highway System.

(3) Approval of Alteration of Prima Facie Speed Limits on Urban Extensions of the State Highway System.

(4) Policy for Speed Limits on Urban Extensions of the State Highway System.

(5) Traffic Signal Policy and Intersection Study Manual.

(6) Chart showing Parking Regulations for Urban Extensions of the State Highway System.

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With the exception of No. 6, Parking Regulations, the Board authorized the State Highway Engineer to proceed on the basis of these documents.

The Board emphasized the desirability of reaching voluntary agreements with municipal authorities wherever possible, resorting to arbitrary decision by the Board and Department of Highways only if agreement could not be reached and important issues were involved.

With respect to the Parking Regulations, Chairman Rich thought deliberateness would be the best policy, and that each city should be considered carefully before arbitrarily denying permission to continue or permit angle parking, or to deny parallel parking. The Assistant Attorney General raised a question as to the right of the Department of Highways to forbid parallel parking. The Chairman suggested that the intent of the law be ascertained carefully, that the Board be advised definitely as to its rights and duties in this regard but to avoid letting possible doubts as to the constitutionality of the law influence Department policies. As a policy, the Board did not object to the Department of Highways obtaining agreements with municipalities establishing parking regulations in conformity with the chart, numbered as (6) in the foregoing list, but directed that the Board be given an opportunity to review controversial findings. The Traffic Engineer was instructed to report further on his negotiations with city authorities at the next meeting of the Board.

The Board approved the State Highway Engineer's proposal that the State approve automatic signal installation prior to construction, that State and City share costs on the basis of the number of "legs" in the intersection, on and off the State Highway System, respectively, and that the City pay for maintenance and operation of the signals.

The Board heard a report by Howard Marcellus, Highway Department member of the Soil Conservation Committee. He emphasized the desirability of seeding to control erosion, and check spread of noxious weeds such as Halogeton. The Soil Conservation Service offered to do seeding work on an actual cost basis and estimated the cost, including seed, labor and equipment at \$125.00 per mile. The Board authorized the State Highway Engineer to enter into such an agreement, cost not to exceed \$200.00 per mile, covering seeding on an 18 mile section of U.S. 30 N., between Pocatello and the Igo Railroad Overpass. The Board did not accept a suggestion from the Soil Conservation Service and the Bureau of Land Management that the seeded areas be fenced.

The Board read a letter from Regional Forester Olsen, taking some exception to the Board's denial of permission to install special Forest highway signs on State highways coincident with Forest highways, and to the Board's statements quoted in the press with respect to use of Forest Highway Funds on main State highways. No action on the letter was considered to be necessary.

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

R. C. Rich
D. P. Jones
L. K. Floan
E. V. Miller
N. F. McCoy

R. Hunter, Chairman, City Commission
W. Wilson, City Engineer
W. Webb, City Manager
E. Dufford
E. Hawkes
S. Rhoads
J. Craig, Chamber of Commerce

Mr. Hunter opened the discussion with a request that more construction be programmed on the State highway system through Pocatello. The construction requested for immediate execution was the repaving of Arthur Street, about 8 blocks between

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Carson and Fremont. The group discussed also the need for additional railroad separation structures. No action was taken by the Board other than to indicate their realization of Pocatello's needs and to consider seriously the requested repaving of Arthur Street for inclusion in the 1955 Budget.

THEREUPON, the Board adjourned until 9:00 A.M. on Thursday, January 21, 1954.

THURSDAY - January 21, 1954.

The Board reconvened at 9:00 A.M. on Thursday, January 21, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board discussed procedures and policies with respect to the employment of private engineers, in particular the negotiation of fees and possibility of establishing amount of fees by competition. If actual advertising and award on competitive basis was not practicable, the Board emphasized the need of presenting a sound justification by the official negotiating the work, stating pertinent facts as to reasonable cost, ability to perform, comparison with fees charged by other consultants for similar work, and the general advantages to the State of executing the contract as proposed. The above data are needed, both for Board information and for presentation to the press and to the public if the advantages to the State's interests were questioned. Adequate policies safeguarding the public interests, applicable to both ground surveys and aerial surveys, must be observed.

Personnel Officer Englund presented a proposal to raise the median salary ranges in Groups A to III, inclusive. It was taken under advisement by the Board for re-study at the next Board meeting.

The State Highway Engineer presented copies of resolutions from several county boards and officials, mainly "standard" resolutions prepared by the Association of the State of Idaho County Commissioners and County Clerks, based on the Association's resolution of September 19, 1953, urging improvement and relocation of U.S. 95 on a "water-grade" to replace the existing Whitebird, Winchester-Culdesac and Lewiston grades. The State Highway Engineer's reply to Mr. C. L. Swenson, the Secretary of the Association of County Commissioners and Clerks was approved as appropriate for replies to the letters and resolutions from other local government units passing similar resolutions.

The Board then received by appointment Messrs. Ray Fyke, W. A. Turner and Gus Heuer of the Jerome Highway District. They explained the circumstances regarding their proposed \$10,000 contribution to right-of-way on the Jerome North Secondary, rather than obtaining all of it at the expense of the Highway District. It appeared that right-of-way acquisition had been complicated by initial negotiations undertaken by George Peterson of the Department of Highways before decision had been reached to turn the acquisition of this right-of-way over to the Highway District. The Board instructed the State Highway Engineer to review the matter further, obtain complete information as to the present status of the negotiations and present his recommendations to the Board at the next meeting, with an estimate of cost for acquiring all needed right-of-way.

The Board approved the State Highway System descriptions* as presented by the State Highway Engineer, and authorized him to print the descriptions for the use of the Department and interested persons.


* Such State Highway System descriptions are labeled "Exhibit^B-I" and will be found in the minute "Book of Exhibits".

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The Board received by appointment a delegation from the City of Twin Falls, including City Manager Joe Latimore, A.F. Nelson, Chairman of the Board, L V. Mauss, M. E. Helmbolt, Ed Benoit and Clarence Ford. This delegation appeared to discuss the widening and paving of Addison Avenue, the urban portion of State Highway 50. The proposed width, 44 ft., the maximum possible on the existing 60 ft. right-of-way was considered by the State Highway Engineer as acceptable. The State Highway Engineer asked as to proposed City contribution to cost, mentioning that it had offered 50 per cent cooperation before. The City Manager suggested that the intent of the 1951 Highway Act was that the Department of Highways supply all of the funds. With respect to the adequacy of the 44 ft. width, Mr. Latimore stated that 75 per cent of abutting owners are willing to have parking eliminated by ordinance, which the City would do. The City proposed to move water meters and fire hydrants, and stated that moving of poles would be at the expense of the utilities. The City zoning regulations already require a 25 ft. setback for future buildings. Mr. Latimore thought that the County would perhaps join with the City in financing the new curbs and gutters. The estimate of cost supplied by the City, \$114,000, included engineering and contingencies but not all needed culverts, so might be too low. The Board instructed the State Highway Engineer to review the plans and estimate and submit the item for consideration for inclusion in the 1955 Budget. The Board approved the State Highway Engineer's recommendation to accept the 44 ft. width between curbs, as proposed by the City authorities.

The Board then received by appointment County Commissioners Wentworth, Chatfield and Bowman of Lincoln County. The problem of road needs in the eastern part of the County was discussed. Here the land valuations are very low and there are no motor vehicles registered outside of the three Highway Districts so there are no funds available for County roads. However, there are pumping operations developing here, and the County Commissioners are under some pressure to improve the roads serving the new developments now. No State highways are involved. A suggestion was made that the Highway Districts could deactivate or combine with the rest of the County to form one County-wide Highway District. No action was proposed or taken by the Board on this item, as the purpose of the meeting was exploratory only.

THEREUPON, the Board adjourned until their next regular meeting, to be convened at 9:30 A.M. on Wednesday, February 10, 1954.


 R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
 10 February 1954

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

February 10 - 12, 1954

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 9:30 A.M. on Wednesday, February 10, 1954.

Present were David P. Jones, 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, Planning Officer-Acting Secretary of the Board.

Before taking up the items on the regular agenda, the Board discussed the Highway Needs Study and the Municipal League's demand that the next legislature appropriate a larger amount of highway use funds to the Cities. Mr. Miller reported that a delegation from the Municipal League had met with the department and approved the Highway Needs Study, and at this meeting they expressed their desire to cooperate with the Department in this study.

The road problem in Lincoln County, particularly the section between Dietrich and Kimama was discussed. No action was taken by the Board at this time; however, the State Highway Engineer was instructed to have an inspection made of this route and a report given to the Board at the next meeting with a recommendation as to how this situation should be handled, together with an estimate of cost.

The Minutes of the meeting held January 19 - 21, 1954 were read and approved.

The Board reviewed the results of the bid openings held January 26 and February 9, 1954, and the following action was taken:

The first bids considered were for Project ST-6033(507) and Stockpile -- Project No. 101, consisting of seal coating 56 miles of Highway US-91 from Sage Jet. to Monida and for furnishing crushed gravel and cover coat material in stockpiles, in Jefferson and Clark Counties. This is a State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Mountain States Construction Company of Pocatello, Idaho, the low bidder, on January 28, 1954, in the amount of \$77,600.00; the Engineer's Estimate being \$97,430.00.

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

The next bids to be considered were for Project No. F-FI-5041(1), consisting of constructing the roadway and a plant mix bituminous surface on 3.182 miles of U.S. 10 from Pine Creek to Smelterville, in Shoshone County. This is a Federal-aid Primary-State financed project. The State Highway Engineer recommended that this contract be awarded to Goodfellow Bros., Inc. of Wenatchee, Washington, on their low bid of \$445,544.90; the Engineer's Estimate being \$500,010.80. The award not to become effective, however, until the Contractor had obtained a Class I Public Works Contractor's License from the State Contractor's License Board. The Board was informed that the Contractor's application for a License had been approved and that a License would be issued, effective February 15, 1954. There being no questions or objections, the Board unanimously adopted the recommendation of the State Highway Engineer and authorized him to award the contract when the Contractor had obtained the necessary license and concurrence had been received from the Bureau of Public Roads.

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Bids for the above two projects were received on January 26, 1954.

Bids for the next two projects were received on February 9, 1954.

Bids for Projects ST-2351(501) and Stockpile No. 104 were then considered. The work consisting of constructing a roadmix bituminous surface on 10.756 miles of State Highway No. 24 from Shoshone-West, and for furnishing crushed gravel in stockpiles adjacent to State Highway No. 24, in Gooding and Lincoln Counties. These are State financed projects. The State Highway Engineer recommended that this contract be awarded to Barnhart & Wheeler Contractors, Inc. of Pocatello, Idaho, on their low bid of \$58,921.30; the Engineer's Estimate being \$78,800.40. 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 Barnhart & Wheeler Contractors, Inc. Award was made on February 10, 1954.

The last bids to be considered were for Projects F-4161(1), S-4800(2) and Stockpile No. 102, consisting of constructing the roadway and a plant mix bituminous surface on 1.792 miles of the Moscow-Pullman Highway from Moscow to the Washington State Line, a plant mix bituminous surface on 3.635 miles of the Moscow-Bovill Highway between Joel and Troy, and maintenance Stockpiles in the vicinity of Moscow and Joel, in Latah County. These are Federal-aid Primary and Secondary - State financed projects. The State Highway Engineer recommended that this contract be awarded to Sather & Sons of Yardley, Washington, on their low bid of \$411,922.80; the Engineer's Estimate being \$402,986.50. There being no questions or objections, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to Sather & Sons. Concurrence was received from the Bureau of Public Roads and the contract was awarded on February 10, 1954.

Expense claims for the members of the Board were approved in the following amounts: Mr. Rich, \$58.66 for the month of January; Mr. Jones, \$62.45 for the month of January; Mr. Floan, \$157.80 for the months of December and January.

The Board approved and the Chairman signed a Lease for office space in Boise at 7th and Main Streets, in building owned by Allen J. Cochran, period February 1, 1954 to October 31, 1956, at \$225.00 per month.

The Board accepted the State Highway Engineer's recommendation that the contribution of \$10,000 by Jerome Highway District be accepted as the District's share of right-of-way costs of Project ST-2751(501), Jerome North, that Federal-aid be withdrawn and that the Department of Highways purchase right-of-way and proceed with construction, using State highway funds for construction and remainder of right-of-way, estimated at \$5,000.

The Board reviewed with Assistant Attorney General Hodge the matter of using right-of-way formerly occupied by sharp curve on State highway system in East part of Soda Springs on Hooper Avenue. The question at issue is the ownership of the vacated corner property, as flattening of curve resulted in non-use of the area formerly occupied by the Highway. The Board directed that this item be referred to the Attorney General for opinion.

Discussion was had on the question of the authority of the State Highway Engineer to sign contracts and agreements on behalf of, and in the name of, the Board of Highway Directors.

Correspondence from various Railroad Companies was reviewed, and the Board was advised that said Railroad Companies refused to complete contractual arrangements on the basis of contracts executed by the State Highway Engineer on

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behalf of, and in the name of, the Board of Directors. The reason for such refusal appearing to be an order of the Board of September 6 and 7, 1951, "the Chairman of the Board recommended that the State Highway Engineer be authorized to sign all contracts after proper action had been taken by the Board confirming his recommendation with regard to awarding same.

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

In the interest of clarifying the order of the Board entered as above, it was moved by the Chairman that the State Highway Engineer be, and hereby is, authorized to sign all contracts in the name of, and in behalf of, the Board of Highway Directors involving the construction of any project on the approved budget, and any and all contracts and/or agreements pertaining to right-of-way acquisition for said construction projects.

There being no dissenting opinion, the motion was unanimously approved, adopted, and so ordered.

The State Highway Engineer discussed the Federal Highway Legislation now pending, including the Case Bill, providing a total of \$800,000,000 Aid to the States; the AASHO Bill, providing \$900,000,000, and the Mack Bill, providing for \$250,000,000 additional funds to be available immediately.

The State Highway Engineer also read a letter (received this day) from Hal Hale, Executive Secretary of the A.A.S.H.O., citing the \$800,000,000 Bill drawn by Representative McGregor of the House Public Works Committee, and stating that House Hearings on this Bill would start February 15 and that the Senate Roads Sub-committee Hearing would start February 24.

The State Highway Engineer reported the status of Federal Forest Highway appropriations. It has been reported that the Bureau of the Budget has recommended \$10,000,000 appropriation. He reported efforts being made by all Highway Departments of the Western States to persuade legislators to appropriate more than the above amount, and read replies from a number of letters from Senator Hayden to other Senators urging them to press for the larger amount.

The Board reviewed map submitted by Chief Locating Engineer Sam Johnson, showing proposed State highways through the City of Coeur d'Alene. The Board accepted the State Highway Engineer's recommendation that the proposed location of the Belt Highway in the North and Northeast portions of the City and the proposed location of U.S. 95 by way of Lincoln Avenue be approved, and that the Department of Highways be authorized to purchase certain critical portions of the right-of-way.

The Board accepted the State Highway Engineer's recommendation that the following procedures be followed when establishing new state highway locations through Cities:

1. That the Board, following review of the recommendations of the State Highway Engineer, based on previous negotiations with City authorities, approve the location.

2. That the Department of Highways refer the locations, so approved, to the Bureau of Public Roads and obtain its approval.

3. That the Department of Highways prepare a map showing accurately the approved locations, with lot and street lines, etc., and file it with the City authorities, with a letter of transmittal stating that the map is a "letter of intention", showing the specific routes the Department of Highways intends to construct when funds become available.

4. That the City approve such location, agree to take proper action to vacate streets, close street connections so indicated on the map, and to use every means at its command to prevent or forestall the construction of buildings or other improvements on the proposed right-of-way shown on the map.

5. That prior to construction of any section, the City sign an agreement with the State confirming the vacated streets and street closures, and agreeing that none of such vacated or closed streets shall be reopened without the mutual consent of the City authorities and the Idaho Department of Highways.

The State Highway Engineer submitted a request from the City of Pocatello that the Department pave and otherwise improve Arthur Street between Carson and Fremont Streets. The City proposed to pay one-half the cost and to pass an ordinance making Main Street one-way West bound and Arthur Street one-way East bound. The Board accepted the State Highway Engineer's recommendation that the proposal be accepted and the construction performed in 1954, subject to availability of funds from anticipated maintenance budget surplus.

THEREUPON, the Board adjourned until 8:30 A.M. on Thursday, February 11, 1954.

THURSDAY - February 11, 1954

The Board reconvened at 8:30 A.M. on Thursday, February 11, with all members of the Board and the State Highway Engineer present.

The State Highway Engineer read letters from Mr. Leslie Anderson, Vice-President of the IO-A Association, and Mr. S. V. Anderson, Secretary, Sandpoint Chamber of Commerce, requesting that U.S. 10 Alternate from a point seven miles N.W. of Missoula, Montana via Sandpoint to Coeur d'Alene be designated U.S. 10 N., and U.S. 10 from Missoula via Lookout Pass to Coeur d'Alene be changed to U.S. 10 S. The Board accepted the State Highway Engineer's recommendation that the correspondents be informed that such a request would not be made, as it would not be granted by the Executive Committee of the American Association of State Highway Officials.

The Board approved the State Highway Engineer's recommendation for the construction of a Service Station and Washroom at District No. 3 Headquarters, at an estimate cost of \$18,490.

The Board read a report from Urban Engineer Hughes regarding Municipal League Executive Committee's Resolution for an increase in the municipalities' share of the 30% City-County allocation of Highway User Revenue. No action was taken.

The State Highway Engineer read a report on the AGC Highway Committee-Department of Highways joint meeting held January 27 in the State Highway Engineer's office. No specific action was recommended, pending further study of the Committee's suggestions.

February 11, 1954

The matter of the reorganization of the Board was taken up. Mr. Floan moved that Mr. Rich be reappointed Chairman of the Board for the year 1954. Mr. Jones seconded and the motion was carried. Mr. Jones moved that Mr. Floan be reappointed Vice-Chairman of the Board. Mr. Rich seconded and the motion was carried.

The Board discussed with Assistant Attorney General Hodge the forms prepared by the Department pertaining to the establishment of speeds and erection and maintenance of traffic control devices, and what, if any, action the Department should take in contacting the various Cities.

Assistant Attorney General Hodge pointed out that the intent of the law was to permit local authorities within their respective jurisdictions to determine upon the basis of an engineering and traffic investigation that the prima facie speed limits permitted under this Act at any intersection is greater than is reasonable or safe, and to request the Board to approve a reduction in speed if a State highway or extension is involved, and that the alteration of prima facie speed limits on the State highways or extensions thereof in a municipality by local authorities shall not be effective until such alteration has been approved by the Department of Highways.

The State Highway Engineer recommended that the following procedure be adopted:

1. Municipalities, upon basis of engineering and traffic investigation, may request Department of Highways to make certain changes in the prima facie speed limits of the State highways or extensions thereof through their City.
2. The Department of Highways will then examine basis for request of municipality and through findings or engineering analysis, the Department will make a report and recommendation.
3. The request of the municipality, together with supporting findings and the recommendation of the Department of Highways, will then be submitted to the Board for action.

The Board unanimously adopted the recommendation of the State Highway Engineer.

The Board authorized the State Highway Engineer to attend the National Meeting of the Associated General Contractors at Los Angeles, March 3, and the meeting of the Council of State Governments at Phoenix, April 26, 1954.

The Board then met with Mr. Ray Swanson of Pocatello. The matter of removal of Warehouse owned by Mr. Swanson on U.S. 30, as requested by the Bureau of Public Roads, was discussed. Mr. Swanson requested payment for removal. The structure encroached on the right-of-way and the legality of paying for the move with State funds was questioned. The legal phases were referred to the Assistant Attorney General for investigation.

The location of access roads at Truckersville on U.S. 30 N., West of Pocatello, was discussed. A previous decision to permit only the two entrances at the East and West edges of the tract was affirmed, with suggestion that the corners be rounded somewhat to facilitate ingress and egress. The Traffic Engineer was instructed to discuss this with the owners of the establishment and to explain the reasons for the decision.

February 11, 1954

THEREUPON, the Board adjourned until 9:00 A.M. on Friday, February 12, 1954.

FRIDAY - February 12, 1954

The Board reconvened at 9:00 A.M. on Friday, February 12, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board considered the projects appropriate for programming with the Forest Highway Apportionment for the Fiscal Year 1955, and designated the following projects for submission to the U. S. Bureau of Public Roads and the U. S. Forest Service, in indicated order of preference:

IN SOUTHERN IDAHO

(1)	34-A-17	Yellowstone Park Highway	Surfacing, Plant Mix	15.8 Mi.	\$ 500,000
(2)	23-A-13	North Fork-Payette	Grade and Surface	1.4 Mi.	300,000
(3)	37-D2, E3	Victor-Irwin	Grading	9.1 Mi.	430,000
(4)	48-E2	McCall-Stibnite	Br. and Apprs.	<u>0.4 Mi.</u>	<u>50,000</u>
		Subtotal		26.7 Mi.	\$ 1,280,000

IN NORTHERN IDAHO

(1)	2-A2, B2	Kootenai Highway	Road Mix	9.0 Mi.	\$ 190,000
(2)	6-C1, D1, E1, F1	Priest River Road	Grade and Surface	11.3 Mi.	300,000
(3)	7-A8, B4	North Pacific Highway (4th of July Canyon)	Reconst. & Widen (add)	2.0 Mi.	150,000
(4)	16	West End, Lewis and Clark	Grade & Advance Clearing	3.0 Mi.	300,000
(5)	9-D4	Enaville-Murray	Grading	<u>3.0 Mi.</u>	<u>150,000</u>
		Subtotal		28.3 Mi.	\$ 1,090,000
		TOTAL		55.0 Mi.	\$ 2,370,000

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

The Board reconvened at 2:00 P.M., with Mr. Rich, Mr. Jones, Mr. Miller and Mr. McCoy present. Mr. Floan, Director from District No. 3 was absent.

The Board approved the State Highway Engineer's recommendation for approval of increases in Salary Ranges for Groups A to III, inclusive, as proposed by the Personnel Officer.

Mr. Harry Marsh, Secretary of the Idaho Mining Association, then met with the Board. The problem of the Calera Mine in Lemhi County, West of Forney, (otherwise known as the Blackbird Mine), was discussed. The road from the mine to Forney, thence south from Forney over the Salmon River mountains to a connection with U. S. 93, about 9 miles North of Challis, is on the Forest Development System, so is not eligible for County maintenance funds. Most of it

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was improved with Federal Defense Access money, but the maintenance is not adequate. Mr. Marsh requested State maintenance, but project is not on the State Highway System. No commitments with respect to this road were made by the Board.

THEREUPON, the Board adjourned until their next regular meeting, to be convened at 1:30 P.M. on Monday, March 15, 1954.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho
15 March 1954



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

March 15 - 19, 1954

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on Monday, March 15, 1954.

Present were David P. Jones, 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, Planning Officer-Acting Secretary of the Board.

The Board first reviewed the conditional offer of the Atomic Energy Commission by W. C. Funk, Acting Manager, to transfer \$820,000 to the Bureau of Public Roads to be allocated to the bituminous surfacing of U. S. Route 26 between Midway Junction and Idaho Falls, subject to the Department of Highways agreeing (1) to construct during 1955 the surfacing of State Highway 28 between Sage Junction and Junction with AEC road, approximately 3 miles West of Terreton; (2) to reconstruct and surface during 1955 U. S. Routes 20-26 Southeast of Arco, approximately 4.8 miles; and (3) to complete during 1955 the grading of U. S. 26 Northwest of the Snake River Bridge, Westerly from the City of Blackfoot. The Board confirmed the action previously agreed to by the Members individually namely: to contract during 1955, rather than complete, the surfacing of State Highway 28 and reconstruction and surfacing of U. S. Route 20-26 Southeast of Arco. The State Highway Engineer was instructed to confirm this by letter to the Atomic Energy Commission.

The Board considered the matter of a policy in respect to traffic on State highways proceeding into, through and past Idaho communities. The following policy, which the State Highway Engineer was directed to make public, was established.

"IDAHO STATE HIGHWAY BOARD'S OBJECTIVE
REGARDING COMMUNITY HIGHWAY PROBLEMS

"It is the objective of the State Highway Board to facilitate the general road travel of the people of Idaho on all levels - City Streets, County Roads and State Highways.

"The program, as developed, is in each case based on engineering studies and consultations with local officials, supported by traffic analyses, comprising origin and destination data, volume of vehicles, types of vehicles, etc. Using Idaho road user dollars and various matching funds, a program is made offering the best roadways for the circumstances prevailing.

"The basic problem is to bring about the orderly movement of traffic within and across our State, the providing of adequate roads to carry traffic originating in each locality and the resulting inter-community travel from town to town and from one population center to another.

"The handling of traffic into, through or near each town or community is peculiar unto itself. The roads must offer adequate local service, together with orderly and efficient control of through travel. They must make the local communities accessible and offer the possibility of getting through traffic through or past as quickly as possible, and with minimum interference with the local communities.

"This policy does not contemplate the bypassing, as such, of any town nor the diversion of travel into or away from any community, but does recognize that good roads are of great benefit to the people of Idaho and attracts development and travel."

The Board considered and approved a number of one step and one two step salary increases as proposed by the State Highway Engineer, including personnel in Grades V, VI and VII.

March 15-19, 1954

The Board approved the proposal of the City of Pocatello to pay one-half the cost of resurfacing eight (8) blocks of Arthur Street, Southerly from Gould Street; the State Department of Highways to pay the balance and to start construction in 1954.

THEREUPON, the Board adjourned until 8:30 A.M. on Tuesday, March 16, 1954.

TUESDAY - March 16, 1954

The Board reconvened at 8:30 A.M. on Tuesday, March 16, with all members of the Board, the State Highway Engineer and Acting Secretary present.

In accordance with arrangements previously made with the U. S. Forest Service and the U. S. Bureau of Public Roads, the Board conducted an open meeting from 9.00 A.M. to 12:00 Noon in the House Assembly Room at the State Capitol to hear requests and discussions regarding improvements and additions desired in the Forest Highway System in Idaho. A report of this public meeting is filed with the records of the Department of Highways.

In the afternoon, the Board met with representatives of the U. S. Forest Service and U. S. Bureau of Public Roads and agreed upon a program of projects to be constructed with Forest Highway funds authorized for the Fiscal Year 1955. On the basis of this agreement, a program letter will be prepared by the Bureau of Public Roads listing projects in accordance with this agreement, for the joint signatures of the three parties. The program letter will be filed with the Department of Highways. The program was agreed upon as follows:

1955 F.Y. FOREST HIGHWAY PROGRAM
As Agreed at
PROGRAM CONFERENCE, March 16, 1954

<u>Location</u>	<u>Type</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
Victor-Irwin road on S. H. 31 and U. S. 26	Grading	5.0 Mi.	\$ 200,000
Warren-Wagon Road around Payette Lakes	Bituminous Surfacing	3.7 Mi.	230,000
U. S. 93 from Challis Junction south	Bituminous Surfacing	25.0 Mi.	300,000
U. S. 191, Yellowstone Park Highway	Surfacing	13.0 Mi.	400,000
(The State will add \$100,000 to the federal aid project, which adjoins the forest project, to complete all the road at the same time.)			
McCall-Stibnite road at Yellowpine	Bridge and Approaches	0.4 Mi.	50,000
U. S. 2 in Boundary County	Surfacing	9.0 Mi.	230,000
State Route 57	Grades and	11.3 Mi.	250,000
Priest River Road	Ballast		
Enaville-Murray road	Grading	3.0 Mi.	150,000
U. S. 10 (Fourth of July Canyon	Reconstruct and Widen	2.0 Mi.	150,000
West end of Lewis- Clark Highway	Grading	3.0 Mi.	200,000
			<hr/> \$2,160,000

March 16, 1954

The Board approved the State Highway Engineer's recommendation for approval of District Engineer Parson's request for the allotment of an additional \$25,000 for the Sagle-Midas Road, Project ST-5774(501), in Bonner County for which \$100,000 had previously been budgeted.

THEREUPON, the Board adjourned until 8:00 A.M. on Wednesday, March 17, 1954.

WEDNESDAY - March 17, 1954

The Board reconvened at 8:00 A.M. on Wednesday, March 17, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board approved the Minutes of the meeting held February 10 - 12, 1954.

The Board, with State Highway Engineer E. V. Miller, Acting Secretary N. F. McCoy and Art Sherwood, met with U. S. Regional Forest Engineers Jones and Anderson and U. S. Bureau of Public Roads Engineers Andrews, Oakley, Salmen and Jordan to discuss problems of mutual interest.

Mr. Anderson of the U. S. Forest Service discussed particularly the addition to the Forest Highway System and allocation of Forest Highway funds to roads having community interest, such as St. Maries-Avery (not on F.H. System), Cascade-Knox (on F.H. System but involving very costly construction), and elimination of some Forest highways (none suggested) not meeting in all respects the requirements for Forest highways.

It was agreed that a study should be made of desirable additions and deletions, and that this study include investigation of desirability of including in the FAS system some County roads which have been urged for the Forest highway system. Mr. Salmen stated that for any addition to the Forest highway system, the Bureau of Public Roads wanted an approximate equal deletion.

Sections of roads lying in one County geographically, but of principal economic interest to another County were discussed; the example being the St. Maries-Avery road. The Avery (East end) road is in Shoshone County, which receives considerable income from timber sales, but Shoshone County is not interested in this area which is tributary to St. Maries and interests in Benewah County. Accordingly, the Shoshone County officials are reported to be unwilling to assign matching County funds to the Avery-St. Maries road, if it were added to the FAS County system.

It was agreed to hold a joint meeting about January, 1955, to reanalyze such roads, to arrange for competent studies, and in general to agree upon needed changes in the Forest highway system.

The Board reviewed the results of the bid openings held February 16 and March 2, 1954, and the following action was taken:

The first bids to be considered were for Project I-3021(3), consisting of constructing the roadway, four concrete structures and a plant mix bituminous surface on 1.546 miles of Highway U. S. 20 from Caldwell East in Canyon County. This is a Federal-aid Interstate and State financed project; bids for which were received on February 16, 1954. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Neilsen & Smith of Twin Falls, Idaho, the low bidder, on February 17, 1954, in the amount of \$498,810.00; the Engineer's Estimate being \$511,824.00.

March 17, 1954

The next bids to be considered were for Stockpile Project No. 83, consisting of furnishing crushed gravel and cover coat material in stockpiles, in Bannock and Oneida Counties. This is a State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Burggraf Construction Company of Idaho Falls, Idaho, the low bidder, on March 4, 1954, in the amount of \$21,970.00; the Engineer's Estimate being \$33,500.00.

Bids were then considered for Project ST-2011(502), consisting of constructing the roadway and plant mix bituminous surface on 21.045 miles of the Raft River Highway, North and South of Malta, in Cassia County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Jack B. Parson Construction Company of Smithfield, Utah, the low bidder, on March 4, 1954, in the amount of \$439,556.50; the Engineer's Estimate being \$594,501.00. This a State financed project.

The last bids to be considered were for Project S-3719(1), consisting of constructing a 330 foot concrete bridge and approaches on 0.208 miles of the Parma-West road in Canyon County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to C. W. Watkins & Son of Boise, Idaho, the low bidder, on March 8, 1954, in the amount of \$47,157.00; the Engineer's Estimate being \$50,795.00.

Bids for the above three projects were received on March 2, 1954.

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

Expense claims for the members of the Board for the month of February were approved in the following amounts: Mr. Rich, \$60.16; Mr. Jones, \$64.70; Mr. Floan, \$71.67.

The Chairman of the Board signed the "Official Minute" for the lease of the building at 7th and Main Streets in Boise, owned by Allen J. Cochran.

The following Orders for condemnations were signed by all members of the Board and approved by the State Highway Engineer:

The Board, having considered the report and recommendations submitted on Project F-1381(6) in Bingham County, find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Lost River Highway, is 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 lands should be condemned as follows:

Parcel No. 4, Eliza M. England, a widow, across a portion of the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 23, Township 2 South, Range 34 East, Boise Meridian. This is a friendly condemnation suit as Eliza M. England has been declared an incompetent person.

Parcel No. 22, J. Grant Baldwin and Evelyn Baldwin, his wife, across the NE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 23, Township 2 South, Range 34 East, Boise Meridian.

Parcel No. 25, LeRoi G. Barclay and Olive L. Barclay, his wife, across Lot 2 (SW $\frac{1}{4}$ NW $\frac{1}{4}$) of Section 30, Township 2 South, Range 35 East, Boise Meridian.

Parcel No. 27, Dan C. Benner et ux, across the W $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 30, Township 2 South, Range 35 East, Boise Meridian.

Parcel No. 30, Geo. H. Yost and Anna M. Yost, his wife, across the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 30, Township 2 South, Range 35 East, Boise Meridian.

Parcel No. 31, Theodore C. Albrecht and Cleo Albrecht, across the SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 29, Township 2 South, Range 35 East, Boise Meridian.

Parcel No. 32, Byron L. Adams and Nora V. Adams, his wife, across the NW $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 32, Township 2 South, Range 35 East, Boise Meridian.

Parcel No. 40, Idaho Potato Starch Company, across a portion of Lot 3 of Section 33, Township 2 South, Range 35 East, Boise Meridian.

Parcel No. 41, Arthur Johnson (Deceased) and Nora M. Johnson, his surviving widow, across a portion of Lot 3 of Section 33, Township 2 South, Range 35 East, Boise Meridian. Mr. Johnson recently died and this will probably be a friendly condemnation suit.

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

The Board, having considered the report and recommendations, submitted on Project F-3111(1) in Canyon County, find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Owyhee Highway, is 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 lands should be condemned as follows:

Parcel No. 3, Cassius M. Munsey and Hazel P. Munsey, Husband and wife, across a portion of Lot 3 and a portion of the SE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 34, Township 3 North, Range 4 West, Boise Meridian.

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

The Board, having considered the report and recommendations, submitted on Project FI-1031(3) in Oneida County, find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Malad Valley Highway, North and South of Malad, is 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 lands should be condemned as follows:

Parcel No. 6, Jacob T. Richards, a widower, across Tax 547 in a portion of Lot 1 of Section 3, Township 15 South, Range 36 East, Boise Meridian.

Parcel No. 16, John O. Williams and Eve Williams, his wife, across a portion of Tax 948 and Tax 949 in the NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 27, Township 14 South, Range 36 East, Boise Meridian.

Parcel No. 17, Estate of Hannah Belle Davis, across Tax 2456 and Tax 1984 in a portion of the NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 27, Township 14 South, Range 36 East, Boise Meridian. (This is a friendly condemnation suit.)

Parcel No. 29, D. L. Evans, Jr. and Margaret Evans, his wife, across a portion of Tax 1995 in the SE $\frac{1}{4}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 22 and Lot 4 of Section 2, Township 14 South, Range 36 East, Boise Meridian.

Parcel No. 39, Vanderwood Estate, across a portion of Tax 255 in the SE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 22, Township 14 South, Range 36 East, Boise Meridian. (This is a friendly condemnation suit.)

Parcels Nos. 52 and 53, Federal Land Bank of Spokane. Thomas Jones and Lula Jones, his wife, across portions of the SW $\frac{1}{4}$ NW $\frac{1}{4}$ and Lot 4 of Section 2, Township 14 South, Range 36 East, Boise Meridian.

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

The Board set tentative plans for May trip as follows:

May 9 - Meet at Twin Falls, Noon
 May 9-10 - Twin Falls South on U.S. 93
 May 10 - Twin Falls Vicinity; at Hagerman meet Pugmire
 May 11 - Meet at Boise; one day official meeting
 May 12-17 - Northern Idaho

The April Board meeting was set for April 20, 9:00 A.M., to April 22, inclusive.

The Board discussed with a delegation from Teton County the matter of the improvement of the 9-mile gap on the Victor-Irwin Forest Highway, State Highway 31, and the reconstruction of Main Street in Driggs. The Board advised them that \$200,000 had been recommended in the Forest Highway 1955 Fiscal Year program for the grading of 5 miles of the Victor-Irwin project and that consideration would be given to including in the 1954 or 1955 budget the reconstruction of an 1100 ft. section of Main Street and betterment of the short sight distance at the North end of the town by the High School. The delegation included Senator Buxton, Representative Sewell, Mayor Choules and Messrs. Jardine and Ellis of the City Board.

A delegation from Rogerson appeared to discuss the location of U.S. 93 in the vicinity of Rogerson. The delegation included the following:

Harry Noh, Spokesman
 Tom Callen, Stockman
 Ralph Schnell, Stockman
 W. A. Loughnilles, Stockman
 Mrs. Goldie Clute
 Ora D. Helsley
 Andrew Harrel, Stockman
 Elvic H. Berry
 Richard Helsley
 Robert B. Noh

The stockmen were interested in fencing, South of the proposed new underpass. They were instructed to present their needs to the Right-of-Way Engineer. Mr. Noh was apprehensive of arrangements to be made to handle cattle operations between his corrals, West of the proposed new location, and his feed lot East of it. Mr. Callen was interested mainly in fencing his right-of-way. Most of the other delegates operated businesses in Rogerson, now located along the present route of U.S. 93. They thought their businesses would be harmed if the proposed new location, bypassing the present route to the East, was built. The State Highway Engineer indicated that adequate entrances would be provided, but the delegation was fearful that bypassing these establishments would hurt their business, of which they estimated 50 per cent was engendered by traffic on U.S. 93. The Board agreed to review the situation during their May trip, and planned to visit Rogerson about 3:00 P.M., May 10.

In respect to fencing, Chairman Rich did not favor construction and financing by the Department of Highways as the cost would be too large. However, he thought all interested parties, Department of Highways, Bureau of Land Management and Stock owners, were involved and should contribute. A proposal that the State and the Bureau of Land Management supply the materials (posts and wire) and the Landowners contribute the labor of erecting it was discussed. Mr. Callen was advised to negotiate with the Right-of-Way Engineer in respect to his particular problem between the underpasses south of Rogerson.

On receipt of advice by Attorney General Smylie that the Board could not hold title to vacated corner property in Soda Springs, the Board directed the State Highway Engineer to review the situation with the Assistant Attorney General for the department,
 March 17, 1954

and if the Assistant Attorney General approves, advise the property owner that he can have the property, with definite description by metes and bounds, obtaining if possible an agreement that no buildings would be erected on it.

Mr. Floan presented a letter from the Village of Kamiah to District Engineer Phelps regarding improvements desired by the Village authorities on Streets not on the State Highway System. The State Highway Engineer was instructed to arrange for District Engineer Phelps to review the situation and arrange to perform the work, after agreeing with City authorities in respect to details of work to be done and reimbursement to the Department of Highways.

THEREUPON, the Board adjourned until 8:30 A.M. on Thursday, March 18, 1954.

THURSDAY - March 18, 1954

The Board reconvened at 8:30 A.M. on Thursday, March 18, with all members of the Board and the State Highway Engineer present.

The State Highway Engineer advised the Board of the request by Mayor Gardiner for a Public Meeting at Coeur d'Alene, Friday, March 26. The Board approved the meeting and instructed the State Highway Engineer and Urban Engineer to attend.

The State Highway Engineer read letter from Senator Middlemist, Boundary County, requesting Board to take over the abandoned section of U. S. 2, East of Bonners Ferry. The Board decided against retaining this section on the State Highway System and instructed the State Highway Engineer to advise Senator Middlemist to that effect.

The State Highway Engineer read letter from the Malad Valley Irrigating Company regarding a suggested relocation of U. S. 191 through the proposed reservoir site North of Malad. There is some question that the dam itself is economically justified. However, the Chief Locating Engineer reported that a line above and to the west of Devil Creek would be shorter, and would offer minimum 3° curves and 4% grades. It was agreed that a survey in 1955 would be desirable.

The Board met with a delegation from the Boise Basin Chamber of Commerce, including the following:

Ned Harlan, Truman Joiner, Guy Harris, Bob Jewell, Eugene H. Anderson, Don Runft, Orille Joiner and Allen Merritt.

Mr. Harlan presented a request that the Lowman-Stanley section of State Highway No. 21, now described via Grandjean, be redescribed to substitute "Bear Valley" for "Grandjean". His request was supported by representatives of mining interests now operating a dredge, with more proposed, in Bear Valley, working "rare earth" deposits. Another delegate mentioned Forest Service proposals to open up a large area for timber sales. The dredges are setting up for a minimum 50 year operation and the forests will develop a sustained yield bases. Tourist possibilities were also mentioned. Chairman Rich agreed that the proposal to redesignate via Bear Valley should be studied, but cautioned that funds were not in sight for early improvement of the roads. The delegation indicated that they would be quite happy if redesignation is effected now, with no commitment, implied or otherwise, in respect to funds for improvement.

A delegation headed by W. H. Quinn of the U. S. Bureau of Land Management appeared to discuss fencing of highway right-of-way through range lands, particularly public lands, and need for protection of stock against collision with vehicles. The delegation included the following:

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Bureau of Land Management

W. H. Quinn
John A. Keith
Wm. L. Mathews

Stockmen

M. L. Vaught	Harry Noh
R. S. Mink	J. O. Beck
W. A. Warel	Tom Callen

The delegation's first proposal was that the right-of-way through public lands be fenced as a construction item, financed with usual highway construction funds.

The State Highway Engineer pointed out that the cost of fencing, including cattle guards at side roads, and maintenance would be high and would take needed funds from road construction. Various schemes of cooperative financing were discussed, though none was agreed upon as the best. The obligation of the Department of Highways to protect motorists was mentioned. Some stockman reported that insurance companies had cancelled livestock insurance on roads where collisions between stock and cattle were especially frequent. Possibility of the Highway Department and/or the Grazing Service buying fence materials and Stockmen doing the work was mentioned.

The conference discussed also safety measures less costly than fences, cattle passes and cattle guards. Reflectorized signs were proposed - apparently large reflectorized "Watch for Stock" signs printed on the pavement (as vertical reflectorized "Watch for Stock" signs are already in place on the shoulders.) Stripes on the pavement in lieu of cattle guards were also suggested as an inexpensive device that was often effective. The special hazard to cattle grazing on green vegetation growing at the pavement edge was mentioned, and need for checking this growth was emphasized. Whether grassing the shoulders and slopes would not cause cattle to graze near the road was also discussed, as was the possibility of using a type of roadside grass unpalatable to stock.

As a result of the discussion, the State Highway Engineer designated Maintenance Engineer McCrea to make contacts with the Cattlemen and personnel of the Bureau of Land Management, possibly the University of Idaho, and obtain information as to the dimensions of the over-all problem in both North and South Idaho. The State Highway Engineer was directed to present some summary facts, findings and recommendations, upon which a feasible future action program could be based, including recommendations as to cooperative financing and types of facilities to be provided, and to prepare a map showing "problem areas" where conflicts between motorists and cattle are frequent and the over-all hazards correspondingly greater.

The Board approved the following proposals by the State Highway Engineer regarding the Highway Needs Study.

(1) That the 1954 budget be increased by \$20,000, to make \$10,000 available for Automotive Safety Foundation charges, and \$10,000 for additional personnel.

(2) That employment of E. E. Kidder on short term basis be approved.

(3) That agreement as proposed by Automotive Safety Foundation be approved, with the addition of a clause granting to both parties the right to terminate the agreement on 30 days notice.

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The Board met with District Engineer Salmen of the Bureau of Public Roads, and a delegation from the Jerome Chamber of Commerce, including the following:

Frank M. Rettig
 Wm. MacKnight
 J. S. Keel, Secretary
 Representative E. E. La Turner
 Paul Hurless

The delegation made two requests: first, that the Board not adopt a location of the Interstate System bypassing Idaho Cities, in particular Jerome, Hazelton and Eden, and second, that the Board request the A.A.S.H.O. to designate State Highway 25 as U.S. 30 N.

Mr. Rettig acted as spokesman. In support of the first request, he cited alleged damage to business in Jerome if route under consideration, West of and parallel to the Union Pacific Railroad bypassing Jerome, was adopted. In support of the second, he cited the shorter distance and alleged equal or better facilities afforded vehicle operation by S.H. 25 as compared with existing U.S. 30. After considerable discussion, Chairman Rich announced that the Board would take a good look at the bypass situation before any construction contracts were awarded, and would hold a formal hearing at Jerome prior to making any commitment. No commitment was made regarding the redesignation of S.H. 25 as U.S. 30 N.

Mr. Hurless protested recent denial by District Engineer Cairns of permits to move knockdown prefabricated houses requiring loads over 14 ft. in width. The Board took the request under advisement for discussion the following day.

Mr. Harold West, Chairman of the Board of County Commissioners, Bonneville County, appeared with Ernest Jackson of the New Sweden Irrigation District; Eric Erickson, Truck Operator; Glenn Pickett, Contractor; and Jack O. Bryant of the Idaho-Utah Sugar Company to protest refusal of the Department of Highways to permit further use of trailers over 8 ft. wide unless clearly made for and used for off-highway equipment. Maintenance Engineer McCrea advised the Board of the Regulations governing such movements. The matter was taken under advisement until the following day.

Messrs. Doyle Symms, David Symms and Ernest Falen of Sunny Slope, Canyon County, East of Marsing, requested that State Highway 20, east of the proposed new Snake River Bridge proceed northeasterly from the bridge to a connection via State Highway 20 near the Lowell Dam. This would avoid conflict with the operation of the Symms Bros. orchards. The Board instructed the State Highway Engineer to investigate the merits of this request.

The Board agreed to postpone consideration of the matter of Prequalifying Contractors until the next meeting.

The Board authorized the State Highway Engineer to effect a year to year agreement with Richfield Highway District No. 3 to remove snow, or rent snow removal equipment, on basis of the Highway District reimbursing the State or paying rental for equipment. This could be effected by letter, if acceptable to Highway District, or included in the pending agreement providing for removal of the route from the State Highway System, if the Highway District was not content with the letter.

The Board approved in principle the State Highway Engineer's suggestion that overruns on five projects (Glenns Ferry, Round Valley, Jerome North, Fairfield South, Lemhi-Leadore) be financed by increasing the State's share of the cost, rather than by waiting for Federal-aid to be made available. It was understood that the overruns might total as much as \$1,000,000, and that the State Highway Engineer would make further studies and recommendations as to specific assignment of funds, State or Federal, to these anticipated overruns.

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THEREUPON, the Board adjourned until 8:30 A.M. on Friday, March 19, 1954.

FRIDAY - March 19, 1954

The Board reconvened at 8:30 A.M. on Friday, March 19, with Mr. Rich, Mr. Floan Mr. Miller and Mr. McCoy present. Mr. Jones, Director from District No. 1 was absent.

The Board considered letter of March 1 from Senator Vard W. Meadows regarding proposed relocation of U. S. 30 N through American Falls. No decision was reached, but the State Highway Engineer was instructed to review the matter further and give full consideration to the community needs before final decision, if possible arranging for further conference with City authorities and the Board.

The Board considered a letter from Governor Jordan regarding the height of the railing on the Mores Creek Bridge, State Highway No. 21, and instructed the State Highway Engineer to request the U. S. Engineers to provide for a higher rail, by adding a pipe rail or other appropriate facility, increasing the height 10" or more.

The Board read resolutions of March 1 and March 4, respectively, from the Rexburg Chamber of Commerce and the City of Rexburg protesting the additional underpass and reconstruction of U. S. 191 in Idaho Falls. The State Highway Engineer was instructed to acknowledge and file the letters.

The Board approved the State Highway Engineer's recommendation that 26 ft. full width pavement rather than a 22 ft. width with 2 ft. gravel shoulders be provided for the Palisades Road, U. S. Highway 26; the grading of which is now under construction by the Bureau of Reclamation. The Bureau of Reclamation had proposed the 22 ft. width. The Board authorized the State Highway Engineer to supply highway funds for the added width, if necessary.

The Board approved a resolution establishing "D" Street in Lewiston as a part of the State Highway System, contingent upon continuance of the one-way street system. The Resolution is as follows:

"WHEREAS, a serious problem of highway congestion exists on State Highway U. S. 410 within the City of Lewiston, and

WHEREAS, investigation has revealed that a system of one-way streets is the most logical solution to the congestion problem, and

WHEREAS, the City Council of the City of Lewiston has, by official action dated March 8, 1954, approved a one-way street system described as follows:

Main Street from the intersection with "D" Street to the intersection with First Street; "D" Street from the intersection with Main Street to the intersection with First Street and First Street from the intersection with "D" Street to the intersection with Main Street.

NOW THEREFORE BE IT RESOLVED, that "D" Street between its intersection with Main Street and First Street and First Street from its intersection with "D" Street to its intersection with Main Street are hereby designated as a part of the State Highway system, effective this date, such designation to be contingent upon continuance of the one-way street system as herein described and as shown on the map on file in the Department of Highways.

March 19, 1954

/s/ R. C. RichChairman/s/ L. K. FloanMemberDate March 19, 1954Attest N. F. McCoySecretary"

The Board approved and the Chairman and the State Highway Engineer signed the brochure prepared by the Traffic Engineer, entitled "Traffic Signal Policy and Intersection Study Manual".

The Board accepted the State Highway Engineer's recommendations and signed minutes covering prima facie speed limits and/or traffic control signal devices in the following Cities:

Salmon	- Speed Limits
Salmon	- Traffic Control Signals
Twin Falls	- Speed Limits
Twin Falls	- Traffic Control Signals
Jerome	- Speed Limits
Jerome	- Traffic Control Signals
Weiser	- Speed Limits
Weiser	- Traffic Control Signals
Marsing	- Speed Limits
Marsing	- Traffic Control Signals
Nampa	- Speed Limits
Nampa	- Traffic Control Signals
Wendell	- Speed Limits
Gooding	- Speed Limits
Gooding	- Traffic Control Signals
Burley	- Speed Limits
Burley	- Traffic Control Signals
Buhl	- Speed Limits
Buhl	- Traffic Control Signals
Shoshone	- Traffic Control Signals
Mountain	
Home	- Speed Limits

The minutes for traffic control signals for Marsing, Nampa and Jerome included or made reference to special conditions noted in the permits.

The Minutes for each City were signed, and were as follows:

A request was received by the Board from the City of Salmon requesting approval of the Department of Highways of alterations by the Mayor and City Council of Salmon of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Salmon. The said alterations are as follows:

March 19, 1954

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	U.S. 93	Challis Street	Union Avenue to Lena Street	35
2	U.S. 93	Challis Street	Lena Street to Main Street	20
3	U.S. 93	Main Street	Challis Street to Front Street	20
4	U.S. 93	Front Street	Main Street to North City Limits	35
5	S.H. 28	Main Street	East City Limits (Lemhi Street) to Challis Street	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Salmon be and hereby are approved.

A request was received by the Board from the City of Salmon for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Salmon. The said traffic control signal devices to be located at the following locations:

1. Intersection of Main Street and Challis Street (Four-Way Flasher)
2. Intersection of Main Street and Front Street (Three-Way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Salmon be and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Twin Falls requesting approval of the Department of Highways of alterations by the Mayor and City Council of Twin Falls of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Twin Falls. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	U.S. 30-93	Addison Ave. West	West City Limits to Washington Street	35
2	U.S. 30	Washington Street	Addison Avenue to 4th Avenue West	25
3	U.S. 30	4th Avenue West	Washington Street to 3rd Street West	25
4	U.S. 30	4th Avenue West	3rd Street West to Shoshone Street	25
5	U.S. 30	4th Avenue South	Shoshone Street to Minidoka Avenue	25

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
6	U.S. 30	Minidoka Avenue	4th Avenue South to Blue Lakes Boulevard	25
7	U.S. 30	Kimberly Road	Blue Lakes Boulevard to Locust Street	25
8	U.S. 30	Kimberly Road	Locust Street to East City Limits	35
9	U.S. 93	Blue Lakes Blvd.	Kimberly Road to Addison Avenue	25
10	U.S. 93	Blue Lakes Blvd.	Addison Avenue to Spruce Avenue	25
11	U.S. 93	Blue Lakes Blvd.	Spruce Avenue to North City Limits	35
12	U.S. 93	Addison Avenue	Blue Lakes Boulevard to Washington Street	25
13	S.H. 50	Addison Ave. East	Blue Lakes Boulevard to Maurice Street	25
14	S.H. 50	Addison Ave. East	Maurice Street to East City Limits	35
15	S.H. 26	Shoshone Street	4th Avenue to Washington Street South	25
16	S.H. 26	Washington Street	Shoshone Street South to South City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Twin Falls be and hereby are approved.

A request was received by the Board from the City of Twin Falls for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Twin Falls. The said traffic control signal devices to be located at the following locations:

1. Intersection of Addison Avenue, Washington Street and Main Avenue (Stop and Go)
2. Intersection of Kimberly Road, Blue Lakes Boulevard and Main Avenue (Stop and Go)
3. East of Ash Street on Kimberly Road (One-Way Flasher)
4. Intersection of Addison Avenue, and Blue Lakes Boulevard and Shoshone Street (Stop and Go)
5. Intersection of Blue Lakes Boulevard and Heyburn (One-Way Flasher)
6. Intersection of Addison Avenue East and Locust Street (Four-Way Flasher)
7. Intersection of 4th Avenue and Shoshone Street (Stop and Go)
8. Intersection of 2nd Street West and 4th Avenue West (One-Way Flasher)
9. Intersection of 2nd Street South and 4th Avenue South (One-Way Flasher)
10. Intersection of Morningside Drive and Addison Avenue (One-Way Flasher)

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Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Twin Falls be, and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Jerome requesting approval of the Department of Highways of alterations by the Mayor and City Council of Jerome of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Jerome. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	S.H. 79	South Lincoln Avenue	South City Limits to "F" Street	35
2	S.H. 79	South Lincoln Avenue	"F" Street to Main Street	25
3	S.H. 79	North Lincoln Avenue	Main Street to 5th Avenue	25
4	S.H. 79	North Lincoln Avenue	5th Avenue to North City Limits	35
5	S.H. 25	West Main Street	West City Limits to Lincoln Avenue	35
6	S.H. 25	East Main Street	Lincoln Avenue to East City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Jerome be and hereby are approved.

A request was received by the Board from the City of Jerome for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Jerome. The said traffic control signal devices to be located at the following locations:

1. Lincoln Avenue and Main Street
(Stop and Go)
2. South Lincoln Avenue and Avenue D
(Stop and Go Type for School Crossing) *
3. North Lincoln Avenue and 3rd Avenue
(Stop and Go Type for School Crossing) *
4. Main Street and Birch Avenue
(Stop and Go) **

*Signal to be operated Stop and Go during hours
as follows: 8:00 to 9:15
11:30 to 1:30
3:30 to 5:00

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*Signal to be operated as standard flashing beacon with amber on State Highway No. 79 and red on cross streets at all other times.

**Approved tentatively dependent upon the results of a traffic study to determine warrant for the installation of a traffic signal at this location.

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Jerome be, and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Weiser requesting approval of the Department of Highways of alterations by the Mayor and City Council of Weiser of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Weiser. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 30 N & 95	East 7th Street	South City Limits to East Main Street	35
2	U.S. 30 N & 95	East Main Street	East 7th Street to East 4th Street	35
3	U.S. 30 N & 95	East Main Street	East 4th Street to State Street	25
4	U.S. 30 N	State Street	Main Street to Commercial Street	25
5	U.S. 30 N	W. Commercial Street	State Street to West City Limits	25
6	U.S. 95	State Street	North City Limits to East Park Street	35
7	U.S. 95	State Street	East Park Street to Main Street	25

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Weiser be and hereby are approved.

A request was received by the Board from the City of Weiser for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Weiser. The said traffic control signal devices to be located at the following locations:

1. Intersection of East 7th Street and East Main Street (Four-Way Flasher)
2. Intersection of Main Street and State Street (Stop and Go)
3. Intersection of State Street and Commercial Street (Four-Way Flasher)

4. On U.S. Highway 95 at North City Limits on curve leaving State Street
(One-Way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Weiser be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Marsing requesting approval of the Department of Highways of alterations by the Mayor and City Council of Marsing of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Marsing. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	S.H. 72	Main Street	West City Limits to Kerry Street	35
2	S.H. 72	Main Street	Kerry Street to East City Limits	25

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Marsing be and hereby are approved.

A request was received by the Board from the City of Marsing for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Marsing. The said traffic control signal devices to be located at the following locations.

1. Intersection of Main Street and Givens Springs Road
(Stop and Go Type for School Crossing) *

*Signal to be Operated Stop and Go during hours as follows:
8:00 to 9:15
11:30 to 1:30
3:30 to 5:00

*Signal to be operated as standard flashing beacon with amber on State Highway No. 72 and red on Givens Springs Road at all other times.

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Marsing be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Nampa requesting approval of the Department of Highways of alterations by the Mayor and City Council of Nampa of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Nampa. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	U.S. 30	Central Avenue	East City Limits to 11th Avenue North	30
2	U.S. 30	11th Avenue N.	Central Avenue to 1st Street South	30
3	U.S. 30	11th Avenue S.	1st Street South to 3rd Street South	30
4	U.S. 30	3rd Street South	11th Avenue South to 6th Avenue South	30
5	U.S. 30	3rd Street South	6th Avenue South to 2nd Avenue South	20
6	U.S. 30	3rd Street South	2nd Avenue South to West City Limits	35
7	S.H. 45	3rd Street South	11th Avenue South to 12th Avenue South	20
8	S.H. 45	12th Avenue South	3rd Street South to 7th Street South	20
9	S.H. 45	12th Avenue South	7th Street South to 11th Street South	30
10	S.H. 45	12th Avenue South	11th Street South to 14th Street South	20
11	S.H. 45	12th Avenue South	14th Street South to South City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Nampa be and hereby are approved.

A request was received by the Board from the City of Nampa for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Nampa. The said traffic control signal devices to be located at the following locations:

1. Intersection of Ord Blvd. and 3rd Street South (Four-Way Flasher)
2. Intersection of 2nd Street South and 11th Avenue South (Stop and Go)
3. Intersection of 3rd Street South and 11th Avenue South (Stop and Go)
4. Intersection of 1st Street South and 11th Avenue South (Stop and Go)
5. Intersection of 6th Street North and 11th Avenue North (Normal Flashing - Stop and Go during specified school hours)
6. Intersection of 3rd Street South and 12th Avenue South (Stop and Go)
7. Intersection of 1st Street North and 11th Avenue North (Signal Ahead Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that permission for placing and maintaining said traffic control signal devices be granted subject to the correction of irregularities in Items 4, 5, 6 and 7 as set forth in Annex "A" of the Permit for Traffic Control Devices on Urban Extensions of State Highway System within the corporate limits of the City of Nampa. All discrepancies to be corrected within a period of six (6) months from date of this order. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Nampa be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Wendell requesting approval of the Department of Highways of alterations by the Mayor and City Council of Wendell of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Wendell. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	S.H. 46	Idaho Street	South City Limits to Avenue C	35
2	S.H. 46	Idaho Street	Avenue C to 5th Avenue	20
3	S.H. 46	Idaho Street	5th Avenue to North City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Wendell be and hereby are approved.

A request was received by the Board from the City of Gooding requesting approval of the Department of Highways of alterations by the Mayor and City Council of Gooding of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Gooding. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 20-T. & 26 S.H. 46	Main Street	South City Limits to 11th Avenue	35
2	U.S. 20-T. & 26 S.H. 46	Main Street	11th Avenue to 4th Avenue	20
3	S.H. 46	Main Street	4th Avenue to Roosevelt Street	20
4	S.H. 46	Main Street	Roosevelt Street to North City Limits	35
5	U.S. 20-T. & 26	Fourth Avenue	Main Street to Montana Street	20
6	U.S. 20-T. & 26	Fourth Avenue	Montana Street to East City Limits	30

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

March 19, 1954

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Gooding be and hereby are approved.

A request was received by the Board from the City of Gooding for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Gooding. The said traffic control signal devices to be located at the following locations.

1. Intersection of Main Street and 11th Avenue
(One-Way Flasher)
2. Intersection of Main Street and 4th Avenue
(Stop and Go)
3. Intersection of Fourth and Third Avenues
(One-Way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Gooding be, and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Burley requesting approval of the Department of Highways of alterations by the Mayor and City Council of Burley of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Burley. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	U.S. 30	East Main Street	East City Limits to Oriental Avenue	35
2	U.S. 30	East Main Street	Oriental Avenue to Overland Avenue	25
3	U.S. 30	West Main Street	Overland Avenue to Conant Avenue	25
4	U.S. 30	West Main Street	Conant Avenue to West City Limits	35
5	S.H. 27	Overland Avenue	South City Limits to 16th Street	35
6	S.H. 27	Overland Avenue	16th Street to 7th Street	25
7	S.H. 27	Overland Avenue	7th Street to North City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Burley be and hereby are approved.

March 19, 1954

A request was received by the Board from the City of Burley for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Burley. The said traffic control signal devices to be located at the following locations:

1. Intersection of Overland Avenue and Main Street
(Stop and Go)
2. Intersection of Oakley Avenue and West Main Street
(Fire Signal)
3. Intersection of Overland Avenue and 13th Street
(Stop and Go)
4. Intersection of Overland Avenue and Railroad Crossing
(3 Head Two-Way Alternating Flasher)
5. One Main Street East at the East City Limits
(One-Way Flasher)
6. On Main Street West at the West City Limits (West Sub Street)
(Three-Way Flasher)
7. On Overland Avenue at the South City Limits
(One-Way Flasher)
8. Intersection of Overland Avenue and 5th Street
(Four-Way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Burley be, and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Buhl requesting approval of the Department of Highways of alterations by the Mayor and City Council of Buhl of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Buhl. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	U.S. 30	Broadway Avenue	East City Limits to Railroad Crossing	35
2	U.S. 30	Broadway Avenue	Railroad Crossing to Linden Street	25
3	U.S. 30	Broadway Avenue	Linden Street to West City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Buhl be and hereby are approved.

March 19, 1954

A request was received by the Board from the City of Buhl for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Buhl. The said traffic control signal devices to be located at the following locations:

1. Intersection of Main Street and Broadway Avenue
(Stop and Go)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Buhl be, and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Shoshone for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Shoshone. The said traffic control signal devices to be located at the following locations:

1. Intersection of South Rail Street and Grove Street
(One-Way Flasher)
2. Intersection of Greenwood Street and Lava Street, U.S. 93
(One-Way Flasher)
3. Intersection of Greenwood and Ridgeway
(One-Way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Shoshone be and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Mountain Home requesting approval of the Department of Highways of alterations by the Mayor and City Council of Mountain Home of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Mountain Home. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	U.S. 20-26-30	North Main Street	North City Limits to 6th North Street	35
2	U.S. 20-26-30	North Main Street & 3rd West Street	6th North Street to 6th South Street	25
3	U.S. 20-26-30	3rd West Street	6th South Street to South City Limits	35
4	S.H. 51	6th South Street	West City Limits to 3rd West Street	35

March 19, 1954

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
5	S.H. 68	3rd North Street	North Main Street to 8th East Street	25
6	S.H. 68	3rd North Street	8th East Street to 11th East Street	20
7	S.H. 68	3rd North Street	11th East Street to East City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Mountain Home be and hereby are approved.

The Board authorized the Assistant Attorney General to settle the claim of Mrs. Towle for \$3,000, on the completed section of U.S. 93, North of the Rim to Rim Bridge.

The Traffic Engineer submitted a Minute covering establishment of speed limits less than 55/60 miles per hour in rural State highways in District I. On the recommendation of the State Highway Engineer, this Minute was held without action, pending submission and concurrent review and action of Minutes covering the remainder of the Districts.

The Board considered the matter of approving or denying request for angle parking by Gooding and the Cities where requests for such approval had already been submitted by municipal authorities. Action was withheld pending establishment of policies permitting tolerances where travel is light, and snow conditions and street cross sections make parallel parking impracticable in winter time.

The Board approved an increase of \$33,000 in the 1954 Budget for the Mullan-Lookout Pass Road, U.S. 10, Project ST-5041(506), increasing the budget item from \$125,000 to \$158,000 and the length from 4.3 miles to 5.0 miles.

The Board approved the Declaration of Surplus for the maintenance shed property at Weippe.

The Board approved acceptance by Traffic Engineer Mathes of invitation from State Highway Department of Oregon to appear as expert witness in case involving collision North of Vale, Oregon, of State of Oregon vehicle and private car, with one fatality. The Board suggested that the item be cleared with the Attorney General.

The Board considered letter from Earl W. Murphy, Secretary, Idaho State Chamber of Commerce, regarding minimum wages indicated in State highway contracts. No action was taken, other than instructing the State Highway Engineer to get legal opinion as to what the Department of Highways' rights and duties are under the law and the regulation of the Bureau of Public Roads.

The Board reviewed again with Harold West and Maintenance Engineer McCrea the matter of special approvals of overwidth loads and trailers in excess of 8 ft. in width, and special loads such as prefabricated house parts over 14 ft. in width.

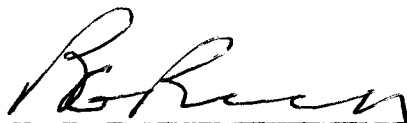
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Mr. McCrea emphasized that too frequent approval of permits for 9 ft. trailers would result in regular use of this equipment as many surplus 9 ft. "low boy" trailers were sold as U.S. surplus after the war. Mr. West emphasized that general use would not be profitable if Highway Department demands all such moves to require special signs, "pilot" or warning vehicles front and rear and operation only during weekdays and daylight periods.

The Board favored issuance of permits for 9 ft. trailers where equipment to be carried is 9 ft. or more in width, and for prefabricated houses over 14 ft. in width, but strictly on a "special use" basis, with careful review of each move on a merit basis; approval to be by Department of Highways' headquarters only, and requirement for signs, pilot cars and weekday, daylight operations enforced.

It was agreed that 9 ft. trailers would not be approved for loads or equipment 8 ft. or less in width and that movement of special loads such as houses would be approved only at such times and under such conditions that would not produce too much hazard and with maximum use of alternate local roads. Each wide trailer or special load must have a certificate from the Department of Motor Vehicles that it is a bona fide "off-the-road" vehicle.

THEREUPON, the Board adjourned until their next regular meeting, to be convened at 9:00 A.M. on Tuesday, April 20, 1954.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho
20 April 1954

March 19, 1954



MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS
April 20 - 22, 1954

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 9:00 A.M. on Tuesday, April 20, 1954.

Present were David P. Jones, 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, Planning Officer-Acting Secretary of the Board.

The Minutes of the meeting held March 15 - 19, 1954 were read and approved.

The Board reviewed the results of the bid openings held March 30, April 6, April 13 and April 20, and the following action was taken:

The first bids to be considered were for Project S-6755(1), consisting of constructing the roadway and a bituminous surface treatment on 8.371 miles of the Montevue Road from Montevue South in Jefferson County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Kiely Construction Company of Butte, Montana, the low bidder, on March 31, 1954, in the amount of \$92,355.40; the Engineer's Estimate being \$125,226.00

The next bids to be considered were for Stockpile Project No. 97, consisting of furnishing crushed rock and crushed gravel in stockpiles near Naples and Emida in Boundary and Benewah Counties. This is a State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Materne Bros. of Spokane, Washington, the low bidder, on March 31, 1954, in the amount of \$29,500.00; the Engineer's Estimate being \$35,000.00

The next bids to be considered were for the construction of alterations and addition to Port of Entry Checking Station for the State of Idaho, Department of Highways, to be built at McCammon Junction, Idaho. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Vernon Hershberger of Pocatello, Idaho, the low bidder, on March 31, 1954, in the amount of \$3,490.00; the Engineer's Estimate being \$2,600.00

Bids were then considered for the construction of alterations and addition to Port of Entry Checking Station for the State of Idaho, Department of Highways, to be built approximately five miles north of Idaho Falls, Idaho. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Johnson Brothers Planing Mill of Idaho Falls, Idaho, the low bidder, on March 31, 1954, in the amount of \$2,460.00; the Engineer's Estimate being \$2,600.00

The next bids to be considered were for the construction of alterations and addition to Port of Entry Checking Station for the State of Idaho, Department of Highways, to be built near Strevell, Idaho. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Prokesh & Howry of Boise, Idaho, the low bidder, on March 31, 1954, in the amount of \$3,077.00; the Engineer's Estimate being \$2,600.00

Bids were then considered for the construction of alterations and addition to Port of Entry Checking Station for the State of Idaho, Department of Highways, to be built approximately one mile west of Huetter, Idaho. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Walter M. Varnum of Coeur d'Alene, Idaho, the low bidder, on March 31, 1954, in the amount of \$2,968.00; the Engineer's Estimate being \$2,600.00

The next bids to be considered were for the construction of alterations and addition to Port of Entry Checking Station for the State of Idaho, Department of Highways, to be built near and south of Hollister, Idaho. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Prokesh & Howry of Boise, Idaho, the low bidder, on March 31, 1954, in the amount of \$3,077.00, the Engineer's Estimate being \$2,600.00.

Bids for the above seven projects were received on March 30, 1954.

Bids for the next five projects were received on April 6, 1954.

The first bids in this group to be considered were for Project S-1847(1), consisting of constructing a 90' concrete bridge across the B-7 Gov't Canal on the Shelley-West Road, in Bingham County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Wangsgaard Construction Company of Logan, Utah, the low bidder, on April 7, 1954, in the amount of \$13,460.00; the Engineer's Estimate being \$14,365.50

The next bids to be considered were for Project F-5116(2), consisting of constructing a 5,897 foot concrete bridge and the south approach on 1.670 miles of U.S. 95, South of Sandpoint, in Bonner County. This is a Federal-aid Primary and State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Peter Kiewit Sons' Company and LeBoeuf-Dougherty Contracting Company of Longview, Washington, the low bidder, on April 14, 1954, in the amount of \$1,135,332.11; The Engineer's Estimate being \$1,235,394.40.

Bids were then considered for Project F-1481(2), consisting of constructing a plant-mix bituminous surface on 11.209 miles of Highway US 30 N., between Soda Springs and Georgetown Summit, in Caribou and Bear Lake Counties. This is a Federal-aid Primary and State financed project. 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 April 7, 1954, in the amount of \$134,423.60; the Engineer's Estimate being \$166,662.70.

The next bids to be considered were for Project S-3862(1), consisting of constructing the roadway and a plantmix bituminous surface on 1.052 miles of the Payette Spur of the Old Oregon Trail, between 3rd Avenue and the Snake River Bridge, in Payette County. This is a Federal-aid Secondary and State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to the Asphalt Paving & Construction Company of Boise, Idaho, the low bidder, on April 7, 1954, in the amount of \$142,537.50; the Engineer's Estimate being \$157,786.50.

The last bids in this group to be considered were for constructing a Service Station at the District No. 3 Headquarters at Strawberry Glen in Ada County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Kloepper & Gramkow of Boise, Idaho, the low bidder, on April 7, 1954, in the amount of \$20,000.00; the Engineer's Estimate being \$18,000.00.

Bids for the next five projects were received on April 13, 1954.

The first bids in this group to be considered were for Project ST-3112(502), consisting of constructing a 160 foot concrete bridge and approaches on 0.114 mile of U.S. Highway No. 95, over the Weiser River, east of Cambridge, in Washington County. This is a State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Idaho Constructors, Inc. of Boise, Idaho, the low bidder, on April 15, 1954, in the amount of \$44,529.04; the Engineer's Estimate being \$42,328.80.

The next bids to be considered were for Project ST-4793(501), consisting of constructing a road mix bituminous surface on 9.936 miles of the Genesee North and South Road, from Genesee North, in Latah County. This is a State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to the Standard Asphalt Paving Company, Inc. of Spokane, Washington, the low bidder, on April 15, 1954, in the amount of \$29,623.80; the Engineer's Estimate being \$36,377.40.

Consideration was then given to the bids received for Project S-3707(2), consisting of constructing the roadway and a road mix bituminous surface on 11.519 miles of the Marsing-Walters Ferry Road, between Marsing and Givens Springs, in Owyhee County. This is a Federal-aid Secondary and County financed project. 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 April 15, 1954, in the amount of \$199,700.40; the Engineer's Estimate being \$227,497.25.

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

The next bids to be considered were for Project F-4114(2), consisting of constructing the roadway and a bituminous surface treatment on 2.910 miles of U.S. 95 from Lewiston east, in Nez Perce County. This is a Federal-aid Primary and State financed project. The State Highway Engineer recommended that the contract be awarded to Sather & Sons of Yardley, Washington, the low bidder, on their low bid of \$369,192.70; the Engineer's Estimate being \$513,900.00. The award subject to completion of right-of-way negotiations and concurrence by the Bureau of Public Roads. There being no questions or objections, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to Sather & Sons, subject to concurrence by the Bureau of Public Roads and after acceptable right-of-way had been made available.

The last bids in this group to be considered were for Project ST-6742(501), consisting of reconstructing a road mix bituminous surface on 14.058 miles of State 48, between Rigby and Roberts, in Jefferson County. This is a State financed project. The Mountain States Construction Company of Pocatello was the low bidder; however, in a letter dated April 14, they explained an error in the unit bid price and requested that their proposal not be considered. The State Highway Engineer recommended that the contract be awarded to Carl E. Nelson Construction Company, Inc. of Logan, Utah, the lowest of the remaining bidders, on their bid of \$37,189.20; the Engineer's Estimate being \$44,945.20. There being no objections, the Board accepted the statement of the Mountain States Construction Company and eliminated their proposal from consideration (as an obvious error), and unanimously adopted the recommendation of the State Highway Engineer, and the contract was awarded to Carl E. Nelson Construction Company, Inc.

Bids for the next four projects were received on April 20, 1954.

The first bids in this group to be considered were for Project ST-6354(501) and Stockpile No. 106, consisting of constructing a road mix bituminous surface on 13.80 miles of U.S. Highway No. 93 from Gibbonsville to the Montana Line, known as Idaho Project No. ST-6354(501) and a stockpile approximately 16 miles south of Salmon on U.S. Highway 93, in Lemhi County. This is a State financed project. The State Highway Engineer recommended that the contract be awarded to Kiely Construction Company of Butte, Montana, the low bidder, on their low bid of \$156,620.00; the Engineer's Estimate being \$200,648.50. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to Kiely Construction Company.

The next bids to be considered were for Project HAA-6, Section 1, consisting of constructing a plantmix bituminous surface on 18.545 miles of the Twin Buttes Highway, from the Bingham County line east, in Bonneville County. This project is financed with A.E.C. funds. The State Highway Engineer recommended that the contract be awarded to Kiely Construction Company of Butte, Montana, the low bidder, on their low bid of \$213,204.50; the

Engineer's Estimate being \$311,086.25. There being no questions or objections, the recommendation of the State Highway Engineer was adopted, and the Board unanimously ordered the contract to be awarded to the Kiely Construction Company. Contract was awarded April 21, 1954.

Consideration was then given to the bids received for Projects S-1753(1) and ST-1753(502), consisting of constructing the roadway and a road mix bituminous surface on 4.303 miles and 1.401 miles of the Bannock Highway from Power County Line to East Fork of Mink Creek and from Mink Creek to the Country Club in Bannock County. The State Highway Engineer recommended that the contract be awarded to LeGrand Johnson of Logan, Utah, the low bidder, on his low bid of \$115,182.10; the Engineer's Estimate being \$128,722.40. There being no questions or objections, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to LeGrand Johnson. These projects are financed with Federal-aid Secondary and State funds. Contract was awarded on April 21, 1954.

The last bids to be considered were for Project ST-4211(501), consisting of constructing a plantmix bituminous surface on 14.878 miles of State Highway No. 13, between Kooskia and Harpster in Idaho County. This is a State financed project. The State Highway Engineer recommended that the contract be awarded to James Crick & Sons of Spokane, Washington, the low bidder, on their low bid of \$326,545.00; the Engineer's Estimate being \$360,800.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board unanimously ordered the contract to be awarded to James Crick & Sons. Contract was awarded on April 21, 1954.

Expense claim in the amount of \$39.55 was approved for Mr. Jones for the month of March.

The Board discussed the matter of the tentative disapproval by the Board of Examiners of Ingrade Raises proposed by the Department of Highways for Grade IV and above. It was decided that the matter would be reopened when the full Board of Examiners, including the Governor, is available for conference.

The State Highway Engineer reported on the present status of Federal Highway legislation.

The State Highway Engineer reported request from the Chambers of Commerce of Spokane, Coeur d'Alene and Sandpoint for participation in access road and site preparation for an information center on U.S. 10 in Washington near the State Line. The Board withheld action for review in the field during its forthcoming May trip, and for advice from the Washington Highway Department.

The State Highway Engineer reported request from the Mayor of Rexburg for improvement of U.S. 191 through the City. The Board agreed to consider the matter favorably on the basis that the City would supply curb gutters and storm drainage; Department of Highways to pay for paving, at least the center 35 ft. strip.

The Board agreed to consider carefully a request from the Cottonwood Chamber of Commerce to improve the Cottonwood-Whitebird Cutoff along the Salmon River and Graves Creek, and instructed the State Highway Engineer to inform the Cottonwood group to that effect.

The Board approved the State Highway Engineer's recommendation that improvement of U.S. 93 through the City of Salmon and two blocks of U.S. 95 in the City of Coeur d'Alene be performed by the Department, and financed by surplusses in the Maintenance fund.

April 20-22, 1954

In response to Bingham County's request for using State cinder pit, the State Highway Engineer reported that ample material was available in the pit, which had been given to the Department of Highways by the Federal Government under Section 17 of the Federal Highway Act. The Board, accordingly, approved his recommendation that approximately 2500 cubic yards be made available to Bingham County at the pit, without charge and at no additional cost to the Department of Highways.

The Board approved the State Highway Engineer's recommendation for the allocation of \$1,500 additional funds for Cooperative Research Project No. 4-A, the "Vane Borer", being conducted with the University of Idaho.

A request of the Village of Kamiah for assistance in surfacing streets off the State highway was discussed. It was considered desirable for the Department to give the Village authorities engineering advice but have them arrange for performing the construction.

THEREUPON, the Board adjourned until 9:00 A.M. on Wednesday, April 21, 1954.

WEDNESDAY - April 21, 1954

The Board reconvened at 9:00 A.M. on Wednesday, April 21, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board agreed to give careful consideration to including in the 1955 construction budget funds for the improvement of the Deary-Bovill Road, State Highway No. 8, and the Deary-Harvard Road, State Highway No. 7, as requested by Highway District No. 4, Bovill, and Latah County Pomona Grange No. 17.

The Board approved the State Highway Engineer's recommendation that it and department representatives attend a hearing to be conducted by the Mayor of Glens Ferry in the City Hall on Friday evening, April 23, to hear protests to proposed bypass of U.S. 30.

The Board instructed the State Highway Engineer to inform the Jerome Chamber of Commerce that improvement of State Highway 25 from the Junction with the Barrymore road to the Junction of State Highway 50 would be along the line of the existing road, with minor curve betterments rather than following a location about 2-1/2 miles westerly from the present road.

The Board accepted the State Highway Engineer's recommendation that the allocation of funds to the Sagle-Midas road, State highway, be increased from \$125,000 to \$164,000 to provide for betterments on the entire 9 miles, but that this increase be conditioned on the County agreeing to the elimination of the Colburn-Culver road from the State highway system, and that the Secondary Engineer be instructed to negotiate with the County authorities to that effect.

The Board authorized the State Highway Engineer to permit the City of Orofino to take 500 cubic yards of sand and gravel from State owned gravel pit, at no cost to the Department of Highways.

The Board approved the State Highway Engineer's request for authority for Messrs. Ross, Quarles and Mathes to attend the Northwest Traffic Engineering Conference, May 12 - 14, at Corvallis, Oregon, subject to approval by the Governor.

The Board approved resolutions for Limited Access declarations for four projects, as follows:

Kellogg-Kingston (Pine Creek-Smelterville)	US 10
Kimball Avenue in Caldwell-Southeasterly	US 20
Malad, North and South	US 191
Glenns Ferry, East and West	US 30

The resolutions signed by all members of the Board are as follows:

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route No. 10 in the general vicinity of Kellogg and specifically designated as that portion of Project No. F-FI-5041(1), between Station 242/44.2 and Station 410/94, beginning at a point on the present highway approximately 1.9 miles West of the City Limits of Kellogg and extending Westerly 3.182 miles toward Kingston to a junction with the present highway as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted and/or prohibited.

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

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route No. 20 in the general vicinity of Caldwell and specifically designated as that portion of Project No. I-3021(3), between Stations 180/00 and 261/67.1, beginning at Kimball Avenue in Caldwell and extending Southeasterly 1.505 miles to the East Boundaries of Sections 23 and 26, Township 4 N., Range 3 W., B.M. as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted and/or prohibited.

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

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route No. 191 in the general vicinity of Malad and specifically designated as that portion of Project No. FI-1031(3), between Station 553/55.1 and Station 913/17.8, and extending between the South line of Section 3, Township 15 S., Range 36 E., B.M., Northerly through a portion of the Malad City Limits 7.245 miles to the North line of Section 2, Township 14 S., Range 36 E., B.M., as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted and/or prohibited.

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

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route No. 30 in the general vicinity of Glens Ferry and specifically designated as that portion of Project No. FI-3022(4), between Station 1169/85.4 and Station 1318/50, beginning at a point 0.391 miles West from the West City Limits of Glens Ferry and extending East and Northeasterly 2.815 miles toward King Hill as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted and/or prohibited.

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

April 21, 1954

The Board approved three condemnation orders. The Orders signed by the Board and approved by the State Highway Engineer under date of April 21, 1954, were as follows:

The Board, having considered the report and recommendations submitted on Project FI-3022(4) in Elmore County, find 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, Glenns Ferry-East, is 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 lands should be condemned as follows:

Parcel No. 1, W. E. Wolfe et ux across portions of the NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 31 and the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 30, Township 5 South, Range 10 East, Boise Meridian.

Parcel No. 2, W. W. Kern and Luzzelia Kern, his wife, in Tax No. 5 in a portion of the SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 30, Township 5 South, Range 10 East, Boise Meridian.

Parcel No. 9, D. C. Ryan et ux across Lot 8 of Block 3 and the West half of Lot 4 of Block 2, Northwestern Addition to Glenns Ferry.

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

The Board, having considered the report and recommendations, submitted on Project F-1381(6), in Bingham County, find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Lost River Highway is 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 lands should be condemned as follows:

Parcel No. 35, Minnie C. Jolley, formerly Minnie C. Smith et vir, Clinton Smith and Metta C. Smith, his wife, across a portion of the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 32, Township 2 South, Range 35 East, Boise Meridian.

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

The Board, having considered the report and recommendations, submitted on Project FI-1031(3) in Oneida County, find that certain lands hereinafter described, sought to be acquired for right-of-way and or material source purposes in connection with the reconstruction of the Malad Valley Highway, North and South of Malad is 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 lands should be condemned as follows:

Parcel No. 9, Roland T. Evans et ux, Jack V. Evans et ux, Don Evans et ux, across the Southwest corner of the SE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 34, Township 14 South, Range 36 East, Boise Meridian, for right-of-way purposes.

Parcel No. 33, Robert T. Bush, a widower, across a portion of Tax No. 92 in the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 22, Township 14 South, Range 36 East, Boise Meridian, for right-of-way purposes.

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

April 21, 1954

The Board approved recommendation by State Highway Engineer and Maintenance Engineer that political posters be not removed from State highway posts until after election; provided, such signs do not conflict or interfere with regular State highway warning and directional signs. *(See amended minutes 8-8-56)*

The Board read letters, reports and correspondence regarding the Jerome Bypass and the news reports engendered by the Jerome Chamber of Commerce's organized efforts to block all bypasses. The Board instructed the Secretary to send the Jerome Chamber of Commerce a map showing the alternate North and South through roads in Gooding, Cassia, Jerome, Twin Falls and Minidoka Counties.

The Board read request from the City of Burley for bettering the warning devices at the crossing of U.S. 30 S., east of Burley, and instructed the State Highway Engineer to give careful consideration to its improvement.

The Board read letter from Colonel Tandy, District Engineer, Corps of Engineers, Walla Walla, disclaiming responsibility for the low height of rail on the Mores Creek Bridge, State Highway No. 21. The Board instructed the State Highway Engineer to provide a design, using a higher rail, and authorized a special allocation of funds in the budget for executing the revision.

The Board approved the Revised Program letter for 1954 F.Y. Forest Highway funds and new Program letter for 1955 F.Y. Forest Highway funds as prepared by the Bureau of Public Roads for joint signature by the Bureau of Public Roads, U.S. Forest Service and the Board of Highway Directors.

The Board approved the State Highway Engineer's recommendation that \$2,500 additional State funds be allocated to the W.A.S.H.O. road test project at Malad.

THEREUPON, the Board adjourned until 8:30 A.M. on Thursday, April 22, 1954.

THURSDAY - April 22, 1954

The Board reconvened at 8:30 A.M. on Thursday, April 22, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board read a letter dated March 17 from the State Land Commissioner regarding his previous claim for payment for land to be occupied and material to be dredged from the bed of Pend Oreille Lake for construction of the North approach to the Sandpoint Bridge. He agreed to forego this claim and suggested that it could be regarded as an offset to expenditures the Department of Highways might make in maintenance and betterment work in State Parks. The Board was not inclined to tie the two items and directed that no agreement along that line be negotiated.

The Board read report from the Urban Engineer dated April 9 and letter from Senator Vard Meadows regarding proposed location of U.S. 30 N. (Interstate) through American Falls. The Board decided to view this situation in the field in June and instructed the State Highway Engineer to advise Senator Meadows to that effect.

A delegation from Camas County appeared to protest the location of State Highway 46, crossing Camas valley one mile west of the present road, referred to as the "Four mile location." The delegation included Senator John H. Bahr, J. E. Painter and Henry Bauscher of Fairfield vicinity, and Mrs. Erma Lewis Cueva of Burley. The delegation thought that the existing "Five mile location" served the local people better. Senator Bahr favored postponing the improvement for a year or two. The condition of the present road was reported as unexpectedly good on account of the mild winter and absence of deep freezing. The Board agreed to inspect this road during the early summer.

April 22, 1954

The Board approved resolutions permitting signals or establishing speed limits and angle parking in the following cities:

St. Charles	- Speed limits
Ashton	- Speed limits and Angle Parking
Bellevue	- Speed limits and Angle Parking
Ketchum	- Speed limits, traffic signals and Angle Parking
Hailey	- Speed limits and Traffic Signals
Clarks Fork	- Speed limits
St. Maries	- Speed limits
New Meadows	- Speed limits and Angle Parking
St. Anthony	- Speed limits and Traffic Signals
Kamiah	- Speed limits and Traffic Signals
Rexburg	- Speed limits, Traffic Signals and Angle Parking
Moscow	- Speed limits
Payette	- Speed limits

The resolutions signed by all members of the Board under date of April 22, 1954, were as follows:

A request was received by the Board from the City of St. Charles requesting approval of the Department of Highways of alterations by the Mayor and City Council of St. Charles of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of St. Charles. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 89	No Name	One Mile South from North City Limits	45
2	U.S. 89	No Name	From end of 45 mile zone for one mile South	35
3	U.S. 89	No Name	From end of 35 mile zone to South City Limits	45

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of St. Charles be and hereby are approved.

A request was received by the Board from the City of Ashton requesting approval of the Department of Highways of alterations by the Mayor and City Council of Ashton of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Ashton. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 20-191	Main Street	East City Limits to 8th Street	35
2	U.S. 20-191	Main Street	8th Street to County Road	25
3	U.S. 20-191	County Road	Main Street to West City Limits	25

April 22, 1954

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Ashton be and hereby are approved.

A request was received by the Board from the City of Ashton for permission of the Department of Highways to permit angle parking on certain urban extensions of the State Highway System within the corporate limits of the City of Ashton. The said angle parking to be permitted as follows:

Item No.	Highway No.	Street Name	Angle Parking Zone Limits
1	U.S. 20 & 191	Main Street	4th Street to 8th Street

Upon the recommendation of the State Highway Engineer, and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY DETERMINED AND ORDERED that the above enumerated portions of urban extensions of the State Highway System within the corporate limits of the City of Ashton are of sufficient width to permit angle parking without interfering with the free movement of traffic and that angle parking thereon be and hereby is approved.

A request was received by the Board from the City of Bellevue requesting approval of the Department of Highways of alterations by the Mayor and City Council of Bellevue of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Bellevue. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 93	Main Street	North City Limits (Spruce Street) to Birch Street	35
2	U.S. 93	Main Street	Birch Street to Poplar Street	25
3	U.S. 93	Main Street	Poplar Street to South City Limits (Chestnut Street)	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Bellevue be and hereby are approved.

A request was received by the Board from the City of Bellevue for permission of the Department of Highways to permit angle parking on certain urban extensions of the State Highway System within the corporate limits of the City of Bellevue. The said angle parking to be permitted as follows:

Item No.	Highway No.	Street Name	Angle Parking Zone Limits
1	U.S. 93	Main Street	Cedar Street to Pine Street

Upon the recommendation of the State Highway Engineer, and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY DETERMINED AND ORDERED that the above enumerated portions of urban extensions of the State Highway System within the corporate limits of the City of Bellevue are of sufficient width to permit angle parking without interfering with the free movement of traffic and that angle parking thereon be and hereby is approved.

A request was received by the Board from the City of Ketchum requesting approval of the Department of Highways of alterations by the Mayor and City Council of Ketchum of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Ketchum. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	U.S. 93	Main Street	North City Limits to 8th Street	35
2	U.S. 93	Main Street	8th Street to South City Limits	20
3	Sun Valley Spur	3rd Street	East City Limits to Main Street	20

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Ketchum be and hereby are approved.

A request was received by the Board from the City of Ketchum for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Ketchum. The said traffic control signal devices to be located at the following locations:

1. Intersection of Main Street and 3rd Street.
(Four-Way Flasher)
2. Intersection of Main Street and River Street.
(Four-Way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Ketchum be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Ketchum for permission of the Department of Highways to permit angle parking on certain urban extensions of the State Highway System within the corporate limits of the City of Ketchum. The said angle parking to be permitted as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Angle Parking Zone Limits</u>
1	U.S. 93	Main Street	River Street to 5th Street

Upon the recommendation of the State Highway Engineer, and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY DETERMINED AND ORDERED that the above enumerated portions of urban extensions of the State Highway System within the corporate limits of the City of Ketchum are of sufficient width to permit angle parking without interfering with the free movement of traffic and that angle parking thereon be and hereby is approved.

A request was received by the Board from the City of Hailey requesting approval of the Department of Highways of alterations by the Mayor and City Council of Hailey of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Hailey. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	U.S. 93	Main Avenue	North-West City Limits to Silver Street	35
2	U.S. 93	Main Avenue	Silver Street to Pine Street	25
3	U.S. 93	Main Avenue	Pine Street to South-East City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Hailey be and hereby are approved.

A request was received by the Board from the City of Hailey for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Hailey. The said traffic control signal devices to be located at the following locations:

1. Intersection of Main Avenue and Silver Street.
(One-Way Flasher)
2. Intersection of Main Avenue and Pine Street.
(One-Way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the city of Hailey be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Clarks Fork requesting approval of the Department of Highways of alterations by the Mayor and the Village Council of Clarks Fork of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Clarks Fork. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 10A	4th Avenue	North Village Limits for 1000 feet	50
2	U.S. 10A	4th Avenue	From 50 mile zone to Cedar Street	35
3	U.S. 10A	4th Avenue	Cedar Street to Stephen Street	25
4	U.S. 10A	4th Avenue	Stephen Street to 500 ft. East of Calahan	35
5	U.S. 10A	4th Avenue	500 ft. East of Calahan to E. Village Limits	60-55

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Clarks Fork be and hereby are approved.

A request was received by the Board from the City of St. Maries requesting approval of the Department of Highways of alterations by the Mayor and City Council of St. Maries of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of St. Maries. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	S.H. 5	None	West City Limits to 20th Street	35
2	S.H. 5	Main Avenue	20th Street to 17th Street	35
3	S.H. 5	Main Avenue	17th Street to 6th Street	25
4	S.H. 5	Front Avenue	6th Street to 4th Street	25
5	S.H. 5	4th Street	Front Avenue to College Avenue	25
6	S.H. 5	College Avenue	4th Street to 3rd Street	25
7	U.S. 95A	College Avenue	East City Limits to 3rd Street	25
8	U.S. 95A	3rd Street	College Avenue to North City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of St. Maries be and hereby are approved.

A request was received by the Board from the Village of New Meadows requesting approval of the Department of Highways of alterations by the Mayor and Village Council of New Meadows of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of New Meadows. The said alterations are as follows:

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<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	S.H. 15	Virginia Avenue	East Village Limits to Norris Avenue	25
2	U.S. 95	Norris Avenue	North Village Limits to Colt Street	35
3	U.S. 95	Norris Avenue	Colt Street to Virginia Avenue	25
4	U.S. 95	Virginia Avenue	Norris Street to Commercial Avenue	25
5	U.S. 95	Virginia Avenue	Commercial Avenue to West Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of New Meadows be and hereby are approved.

A request was received by the Board from the Village of New Meadows for permission of the Department of Highways to permit angle parking on certain urban extensions of the State Highway System within the corporate limits of the Village of New Meadows. The said angle parking to be permitted as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Angle Parking Zone Limits</u>
1	U.S. 95	Virginia Avenue	Commercial Avenue to Norris Street On North side of street only

Upon the recommendation of the State Highway Engineer, and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY DETERMINED AND ORDERED that the above enumerated portions of urban extensions of the State Highway System within the corporate limits of the Village of New Meadows are of sufficient width to permit angle parking without interfering with the free movement of traffic and that angle parking thereon be and hereby is approved.

A request was received by the Board from the City of St. Anthony requesting approval of the Department of Highways of alterations by the Mayor and City Council of St. Anthony of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of St. Anthony. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	U.S. 20-191	No Name	South City Limits to West 6th Street South	40
2	U.S. 20-191	Bridge Street	West 6th Street South to North City Limits	30

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

April 22, 1954

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of St. Anthony be and hereby are approved.

A request was received by the Board from the City of St. Anthony for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of St. Anthony. The said traffic control signal devices to be located at the following locations.

1. Intersection of Bridge Street and Main Street.
(Stop & Go) *
2. Intersection of Bridge Street and West 6th South Street.
(Four-Way Flasher)
3. Intersection of Bridge Street and 4th North Street.
(Four-Way Flasher)

* Signal operation to be standardized by eliminating the amber indication from overlapping the green indication.

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of St. Anthony be and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Kamiah requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Kamiah of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Kamiah. The said alterations are as follows:

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

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Kamiah be and hereby are approved.

A request was received by the Board from the City of Kamiah for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Kamiah. The said traffic control signal devices to be located at the following locations.

1. Intersection of Third Street and Main Street.
(Four-Way Flasher)
2. Intersection of 5th Street and Main Street.
(Four-Way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Kamiah be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Rexburg requesting approval of the Department of Highways of alterations by the Mayor and City Council of Rexburg of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Rexburg. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	U.S. 20-191	No Street	West City Limits to South 5th West Street	35
2	U.S. 20-191	West 4th South Street	South 5th West Street to South 2nd West Street	35
3	U.S. 20-191	South 2nd West Street	West 4th South Street to West Main Street	25
4	U.S. 20-191	West Main Street	South 2nd West Street to Center Street	25
5	U.S. 20-191	Main Street East	Center Street to 2nd East Street North	25
6	U.S. 20-191	2nd East Street North	Main Street East to 2nd North Street East	25
7	U.S. 20-191	2nd East Street North	2nd North Street East to North City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Rexburg be and hereby are approved.

A request was received by the Board from the City of Rexburg for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Rexburg. The said traffic control signal devices to be located at the following locations:

1. Intersection of East 1st North Street & North 2nd East Street.
(Stop & Go type for School Crossing) *
2. Intersection of 2nd East Street & East Main Street.
(Four-Way Flasher) **
3. Intersection of 1st East Street and Main Street.
(Stop & Go)
4. Intersection of Center Street & Main Street.
(Stop & Go)

5. Intersection of 1st West Street & West Main Street.
(Stop & Go type for School Crossing) *
6. Intersection of 2nd West Street & West Main Street.
(Four-Way Flasher)

- * 1. Signal to be operated Stop & Go on school days only during hours as follows:
 8:00 A.M. to 9:15 A.M.
 11:30 A.M. to 1:30 P.M.
 3:30 P.M. to 5:00 P.M.
2. Signal to be operated as standard flashing beacon with amber on U.S. Highways 20-191 and red on the cross street at all other times.
3. Signal at East 1st North & North 2nd East to be converted to the proper sequence of red on top, amber in center, and green on the bottom.

- ** 1. The flasher at this location to be put into continuous operation to be legally permitted.

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Rexburg be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Rexburg for permission of the Department of Highways to permit angle parking on certain urban extensions of the State Highway System within the corporate limits of the City of Rexburg. The said angle parking to be permitted as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Angle Parking Zone Limits</u>
1	U.S. 20 & 191	Main Street	2nd West Street to 2nd East Street

Upon the recommendation of the State Highway Engineer, and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY DETERMINED AND ORDERED that the above enumerated portions of urban extensions of the State Highway System within the corporate limits of the City of Rexburg are of sufficient width to permit angle parking without interfering with the free movement of traffic and that angle parking thereon be and hereby is approved.

A request was received by the Board from the City of Moscow requesting approval of the Department of Highways of alterations by the Mayor and City Council of Moscow of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Moscow. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	U.S. 95	Main Street	South City Limits to 800' South Lauder St.	45

2	U.S. 95	Main Street	800' South Lauder Street to Sweet Avenue	35
3	U.S. 95	Main Street	Sweet Avenue to Troy Road	25
4	U.S. 95 & S.H. 8	Main Street	Troy Road to 3rd Street	25
5	U.S. 95	Main Street	3rd Street to "E" Street	25
6	U.S. 95	Main Street	"E" Street to North City Limits	35
7	S.H. 8	None	West City Limits to 500' West of Line Street	45
8	S.H. 8	None	500' W. of Line Street to 3rd Street	35
9	S.H. 8	Third Street	3rd Street to Main Street	25
10	S.H. 8	Troy Road	Main Street to South Adams Street	25
11	S.H. 8	Troy Road	South Adams Street to East City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Moscow be and hereby are approved.

A request was received by the Board from the City of Payette requesting approval of the Department of Highways of alterations by the Mayor and City Council of Payette of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Payette. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 30N-95	8th Street	South City Limits to 4th Avenue South	35
2	U.S. 30N-95	8th Street	4th Avenue South to 3rd Avenue North	25
3	U.S. 30N-95	3rd Avenue North	8th Street to 9th Street	25
4	U.S. 30N-95	9th Street	3rd Avenue North to 7th Avenue North	25
5	U.S. 30N-95	7th Avenue North	9th Street to East City Limits	35
6	S.H. 52	18th Street	Southeast City Limits to 2nd Avenue South	35
7	S.H. 52	2nd Avenue South	18th Street to 8th Street	35
8	S.H. 52	3rd Avenue North	8th Street to 6th Street	25
9	S.H. 52	6th Street	3rd Avenue North to 5th Avenue North	25
10	S.H. 52	6th Street	5th Avenue North to North City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Payette be and hereby are approved.

The Board approved in principle the State Highway Engineer's and Traffic Engineer's recommendation that the following procedure be observed in purchasing, installing, maintaining and financing automatic signal equipment:

1. Department of Highways purchase signals, at State expense.
2. City authorities install equipment, at City expense.
3. City authorities maintain equipment, at City expense.

The Board approved signs to be placed where State highways enter Idaho; the signs to be of cedar plank 2" or 2-1/2" X 12" rough unpainted, with letters scored and painted; the sign to be cut to the shape of the State of Idaho, approximately 4' X 6'. The State Highway Engineer was instructed to proceed with this fabrication and erection, investigating the possibilities of using prison labor.

The Board deliberated at some length over the policies to be observed in angle parking, particularly where Cities want to continue angle parking under less than the minimum conditions desired by the Department. Final decision was deferred, as was the matter of a standard policy to govern driveway approaches to State highways.

The Board met with Mr. Cantril Nielsen, Chairman of the Bannock County Commission, to discuss allegation that an out-of-state contractor was paying less than the prevailing scale in Pocatello. The State specifications and laws were explained to him. No action towards changing the specifications was entertained.

The Board met with Mr. Merland Clark and Mr. Ward of the Clark Concrete Construction Corporation. Mr. Clark requested that either concrete pipe and siphons be specified without alternate, or that the concrete pipe be given a size preference, reflecting its alleged higher water carrying capacity. The Board wants to discuss this item more thoroughly, in particular the effect of alternate bids as compared with optional types, as well as the possibility of providing some single type projects using concrete pipe and concrete siphons.

A delegation from Twin Falls appeared to discuss further details in respect to the construction of Addison Avenue, and distribution of costs between Department of Highways and City (or Highway District) authorities. City Manager Latimore and Messrs. Nelson and Detweiler appeared. It was agreed that the State would perform and pay for the grading and the surfacing, including plantmix top; the City would provide curbs, gutters and sidewalks and perform utility changes. The 60 ft. existing right-of-way was accepted, with a 44 ft. width between curbs. No Federal-aid is proposed. The City agreed to do the preliminary engineering and would hire a consultant to prepare plans immediately. The State would advertise construction contract immediately upon receipt of acceptable plans. Award of contract prior to June 1 was desired.

A delegation, including Lt. Governor Deal and citizens of Adams, Idaho and Valley Counties appeared to protest certain signs warning traffic of construction under way on U.S. 95, North of Riggins.

The delegation included the following:

Lt. Governor Edson Deal	(Acting Governor)
Senator Frank Freeman	McCall
Senator Jack Morgan	New Meadows
Kenneth Johnson	New Meadows
Kenneth A. Johnson	McCall
Ernie True	Cascade
Jack Rowe	Riggins
J. Summerville	Riggins

Senator Freeman was the principal spokesman. He and others in the delegation claimed that the signs on the main highways tended to divert North-South traffic through Oregon. The small scatter sheets distributed to Service Stations seemed acceptable, with minor corrections. The State Highway Engineer agreed to remove the large signs on

State Highway 15, North of Boise and North of Horseshoe Bend, and on U.S. 95, North of Payette and New Meadows and East of Lewiston, and to make the requested minor changes in the scatter sheets.

THEREUPON, the Board adjourned until their next regular meeting, to be convened at 9:00 A.M. on Saturday, May 29, 1954.



R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
29 May 1954

April 22, 1954

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS
May 29 - 31, 1954

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 9:00 A.M. on Saturday, May 29, 1954.

Present were David P. Jones, 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, Planning Officer-Acting Secretary of the Board.

The Minutes of the meeting held April 20 - 22 were read and approved.

The Board reviewed the results of the bid openings held April 27, May 4, May 11, May 18 and May 25, 1954, and the following action was taken:

The first bids to be considered were for Project ST-4717(501) and Stockpile Project No. 105, consisting of constructing a roadmix bituminous surface on 9.180 miles of State Highway No. 10, between Winona and Kamiah, in Idaho and Lewis Counties. This is a State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Stone & Thaut Construction of Spokane, Washington, the low bidder, on April 28, 1954, in the amount of \$117,352.30; the Engineer's Estimate being \$119,439.00.

The next bids to be considered were for Stockpile Project No. 98, consisting of furnishing crushed gravel in various stockpiles from Horseshoe Bend to Banks on State Highway No. 15 in Boise County. This is a State financed project. Acting on the authority given him by the board, the State Highway Engineer had awarded the contract to A. D. Stanley of Boise, Idaho, the low bidder, on April 28, 1954, in the amount of \$20,400.00; the Engineer's Estimate being \$24,000.00.

The next bids to be considered were for Project S-3707(1), consisting of constructing the roadway and a roadmix bituminous surface on 8.239 miles of the Marsing-Walters Ferry Road, between Givens Springs and Walters Ferry, in Owyhee County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Karl Woodall of Boise, Idaho, the low bidder, on April 28, 1954, in the amount of \$146,920.50; the Engineer's Estimate being \$162,192.25.

Bids for the above three projects were received on April 27, 1954.

Bids for the next four projects were received on May 4, 1954.

The first bids in this group to be considered were for Projects HAA-6(2) & HAA-7(1), consisting of constructing a plant mix surface on 19.295 miles of U.S. 20 from Midway Junction easterly and a bituminous surface treatment on 20.505 miles of U.S. 26 from Midway Junction southeasterly, in Bingham and Butte Counties. These are A.E.C. financed projects. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to LeGrand Johnson of Logan, Utah, the low bidder, on May 5, 1954, in the amount of \$736,830.70; the Engineer's Estimate being \$819,764.95.

The next bids to be considered were for Project HAA-5, consisting of constructing a 120 foot and a 38 foot concrete bridge and approaches on 0.473 mile of the Lemhi Highway, east and west of Terretton, in Jefferson County. This is an A.E.C. financed

project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Pickett & Nelson of Idaho Falls, the low bidder, on May 5, 1954, in the amount of \$65,129.25; the Engineer's Estimate being \$70,055.20.

The next bids to be considered were for Project S-3705(4), consisting of constructing the roadway and a roadmix bituminous surface on 12.086 miles of the Murphy-Bruneau Road, from Castle Creek to Grandview, in Owyhee County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Nelson & Deppe of Boise, Idaho, the low bidder, on May 7, 1954, in the amount of \$207,333.70; the Engineer's Estimate being \$236,071.25.

The last bids in this group to be considered were for Project S-3705(3), consisting of constructing the roadway, a 62.0' concrete bridge and a roadmix bituminous surface on 11.732 miles of the Murphy-Bruneau Road, between Sinker Creek and Castle Creek, in Owyhee County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Germer, Abbott & Waldron of Tremonton, Utah, the low bidder, on May 10, 1954, in the amount of \$212,985.25; the Engineer's Estimate being \$241,127.50.

Bids for the next three projects were received on May 11, 1954.

The first bids to be considered were for Project M-6521(501), consisting of reconstructing a roadmix bituminous surface on 7.885 miles of Highway U.S. 20 Alternate, from Driggs to Clawson, in Teton County. This is a State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Mountain States Construction Company of Pocatello, Idaho, the low bidder, on May 12, 1954, in the amount of \$39,770.50; the Engineer's Estimate being \$40,762.50.

The next bids to be considered were for Stockpile Project No. 107, consisting of furnishing crushed rock in stockpiles in the vicinity of Potlatch, in Latah County. This is a State financed project. No action had been taken on this project as the low bid received was 10.5% over the Engineer's Estimate. The State Highway Engineer discussed this matter with the Board in Lewiston, while they were on their inspection trip in Northern Idaho, and due to the need of this stockpile material, the State Highway Engineer recommended that this contract be awarded to Grant Construction Company of Coeur d'Alene, Idaho, the low bidder, in the amount of \$22,375.00; the Engineer's Estimate being \$20,250.00. There being no dissenting opinion, the Board adopted the recommendation of the State Highway Engineer and unanimously awarded the contract to Grant Construction Company. Award was made on May 24, 1954.

Bids were then considered for Project F-5116(3), consisting of constructing the roadway on 1.110 miles of U.S. 95, from Sandpoint South, in Bonner County. This is a Federal-aid Primary and State financed project. The awarding of this contract was also discussed with the Board at Lewiston. The State Highway Engineer recommended that the contract be awarded to H. G. Palmberg of Astoria, Oregon, on his low bid of \$664,255.00; the Engineer's Estimate being \$930,530.00. The award not to become effective, however, until the Contractor had obtained a Class I Public Works Contractors' License from the State Contractors' License Board. The Board was informed that the Contractor's application for a license had been approved and that a license would be issued, effective May 27, 1954. There being no questions or objections, the Board unanimously adopted the recommendation of the State Highway Engineer, and award of the contract was made to H. G. Palmberg on May 27, 1954.

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Bids for the next three projects were received on May 18, 1954.

The first bids in this group to be considered were for Project ST-2441(502), consisting of constructing the roadway and a bituminous surface treatment on 8.419 miles of State Highway 25, between Eden and Barrymore Junction, Jerome County. This is a State financed project. 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 May 20, 1954, in the amount of \$254,384.30; the Engineer's Estimate being \$322,633.00.

The next bids to be considered were for Project S-6871(1), consisting of constructing the roadway and a bituminous surface treatment on 10.577 miles of the Leadore West Road, from Leadore-West, in Lemhi County. This is a Federal-aid Secondary and County financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Western Construction Company of Pocatello, Idaho, the low bidder, on May 20, 1954, in the amount of \$173,335.60; the Engineer's Estimate being \$173,908.00.

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

The next bids to be considered were for Project S-1775(2), consisting of constructing a 304.3 foot bridge and approaches on 0.453 mile of the Grace-Turner Road, one mile west of Grace, in Caribou County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer recommended that the contract be awarded to F. R. Knowlton & Son of Layton, Utah, the low bidder, on their low bid of \$136,354.00; the Engineer's Estimate being \$132,285.00; the award to be subject to approval of the Bureau of Public Roads, concurrence of the County on the additional finances, and with the concurrence of the License Board in granting a license to the Contractor. The State Highway Engineer further recommended that in the event F. R. Knowlton & Son were not granted a license that the second low bid be considered. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously ordered the award of the contract when, and if, the above provisions were complied with.

Bids for the next five projects were received on May 25, 1954.

The first bids in this group to be considered were for Project ST-5041(506) & Stockpile Project No. 89, consisting of constructing a plant mix bituminous surface on 3.977 miles of Highway U.S. 10, between Willow Creek and Lookout Pass, and crushed gravel and cover coat material in stockpile near Mullan. This is a State financed project. Only one bid was received on this project, and the State Highway Engineer recommended that the bid be rejected, as it was considerably more than ten per cent above the Engineer's Estimate, which was \$155,990.00. He further recommended that the Stockpile part of the project be readvertised for bids at a later date. The Board unanimously concurred in these recommendations, and the bid was rejected.

The next bids to be considered were for Projects F-2441(2) & ST-2864(501), consisting of constructing a 960' concrete bridge and approaches across the Snake River on Highway U.S. 30 N., east of Rupert, and constructing a 959' timber bridge and approaches across the Snake River on the Rupert-Albion-Conner Creek Road, north of Declo, in Minidoka and Cassia Counties. These are Federal-aid Primary and State financed projects. The State Highway Engineer recommended that the contract be awarded to W. R. Cahoon Construction Company of Pocatello, Idaho, on their low

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bid of \$288,037.00; the Engineer's Estimate being \$344,532.90. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the Contract to W. R. Cahoon Construction Company.

Consideration was then given to the bids received for Project S-6804(2), consisting of reconstructing the roadway and constructing a roadmix bituminous surface on 8.125 miles of the Teton Highway from Drummond to Lamont, in Fremont County. This is a Federal-aid Secondary and State financed project. The State Highway Engineer recommended that the contract be awarded to L. T. Johnson Construction Company of Ogden, Utah, on their low bid of \$146,458.25; the Engineer's Estimate being \$206,783.05. There being no questions or objections, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to L. T. Johnson Construction Company.

The next bids considered were for Projects F-6521(1) and ST-6804(502), consisting of constructing a 150' concrete bridge over the Teton River on U.S. Highway 20-A., and a 39' concrete bridge over Badger Creek on State Highway 32, in Teton County. These are Federal-aid Primary and State financed projects. The State Highway Engineer recommended that the contract be awarded to W. R. Cahoon Construction Company, on their low bid of \$46,908.10; the Engineer's Estimate being \$47,379.00. 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 W. R. Cahoon Construction Company.

The last bids to be considered were for Project S-3900(1), consisting of constructing the roadway and crushed gravel surfacing on 6.753 miles of the Roseberry North Road (North Section), in Valley County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer recommended that the contract be awarded to L. T. Johnson Construction Company of Ogden, Utah, on their low bid of \$105,550.50; the Engineer's Estimate being \$120,909.00. There being no questions or objections, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to L. T. Johnson Construction Company.

The Board approved expense claim for the State Highway Engineer. Approval was also given to the expense accounts of Mr. Jones for the month of April in the amount of \$52.40, for Mr. Rich for the months of March and April in the amount of \$127.72, and for Mr. Floan for the months of March and April in the amount of \$171.94.

The Board signed quitclaim deed for the excess property on the Grays Lake Highway in Soda Springs, granting ownership to Mr. Diggs Lewis. This action was pursuant to Attorney General Smylie's opinion as given previously to Highway Directors Rich and Jones and completed the procedure directed by the Board's decision of March 17, 1954.

The following condemnation Orders were signed by all members of the Board and approved by the State Highway Engineer:

The Board, having considered the report and recommendations, submitted on Project F-6501(1) in Bonneville County, find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Roosevelt Highway between Beeches Corner and Ririe, is 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 lands should be condemned as follows:

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Parcel No. 1, Marie Lindholm White, a divorced woman, now known as Marie Lindholm, across a portion of the $SE\frac{1}{4}SE\frac{1}{4}$ of Section 34, Township 3 North, Range 38 East, Boise Meridian.

Parcel No. 34, George E. Marler and Edith Elliott Marler, husband and wife; Claude C. Tremelling and Madje Tremelling, husband and wife; Mike Murphy and Ruth Murphy, husband and wife, contract purchasers; The Federal Land Bank of Spokane and the Land Bank Commissioner, across the $SE\frac{1}{4}SW\frac{1}{4}$ of Section 10 and the $NW\frac{1}{4}NW\frac{1}{4}$ of Section 15, Township 3 North, Range 39 East, Boise Meridian.

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

The Board, having considered the report and recommendations, submitted on Project FI-3022(4) in Elmore County, find 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, Glenns Ferry-East, is necessary for such use, and further, that it is determined 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 No. 5 and $5\frac{1}{2}$, Roma Q. Laible, also known as Roma Laible, John Shrum and Ann Shrum, husband and Wife, across Tax No. 3 in a portion of the $SW\frac{1}{4}SE\frac{1}{4}$ of Section 30, Township 5 South, Range 10 East, Boise Meridian.

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

The Board reviewed with the Assistant Attorney General the Munsey right-of-way condemnation matter involved in the easterly approaches to the Marsing Bridge. Chairman Rich signed the affidavit of value.

The Board reviewed with the Assistant Attorney General the matter of amending traffic regulations to permit the use of trailers attached to semi-trailers. The matter was taken under advisement; to be considered in detail during the forthcoming trip and to be signed if satisfactory. The regulation was signed on June 3 and turned over to the Assistant Attorney General for promulgation.

The Board met with Messrs. Wm. Hall and S. A. Mendenhall who represented the Veterans of Foreign Wars and Disabled Veterans' posts at Caldwell. They protested alleged "promiscuous discharge of veterans" in the Caldwell Highway Department's office. Four men were involved in the discharges. They had been involved in accidents or alleged violation of instructions regarding flagging practices. The Board directed that an investigation be made and an adequate report submitted to the Board.

The Board met with a delegation of seventeen officials and citizens of Camas County, including (among others) Senator John Bahr, Representative H. Max Hanson and County Commissioner S. E. Frostenson. Senator Bahr preferred present location rather than the proposed 4-mile location of State Highway 46, but urged that funds be spent on the Hill City-Corral-Fairfield section in preference to either. Other members of the delegation urged that the Board proceed with the construction of the 4-mile location, as the State Highway Engineer informed them that a contract could not be awarded on any other location in 1954. The Board agreed to view this

situation on the forthcoming field trip. Senator Bahr agreed to the departments' plans to contract the 4-mile improvement of State Highway 46 in 1954, but urged that a study and survey of the road west of Fairfield be accomplished this fall.

Mr. Eckert of Elmore County accompanied the delegation and asked for improvement of the Mountain Home-Fairfield road, West of the Camas-Elmore County line.

Mr. W. L. Robison, Commissioner of the Department of Labor, said that some complaints had been made of contractors failing to pay the prevailing wage on State highway projects. He did not want to accept responsibility of making findings as to prevailing rate of pay but asked that the Board agree to add a clause in the proposal calling attention to the provisions of the State law - Code 44-1001. The Board agreed to add the requested clause as soon as the text and place of insertion is cleared with the Assistant Attorney General. It was apparently intended by Mr. Robison that the words "subject to the provisions of Chapter 10, Article 44-1001 of the Idaho Code" be included in the "Notice of Letting" (which is part of the proposal), as an addition to the paragraph stipulating minimum wages to be paid unskilled labor, intermediate grade labor and skilled labor as required by Federal Regulations.

A group from the Mountain Home Chamber of Commerce and the "51 Highway Committee," including M. J. Vaught, Dick Benham, C. Agenbroad, E. P. Riddle, C. C. Campbell W. J. Evans, urged improvement to bituminous surface standard of all of S. H. 51. The Board reviewed the Traffic Reports and Sufficiency Ratings. They agreed to investigate the needs of this road, particularly the 5-mile section extending northerly from the Owyhee County line (Snake River).

The Board considered the matter of the Dunclick, Inc. right-of-way award. It appeared that Dunclick still had the option of appealing the case. In the meantime, they had indicated a wish to acquire the surplus property owned by the Department.

The Board indicated willingness to recommend that the property be sold at the cost to the State - approximately \$5275, but decided that the sale must be handled by the Land Board, which operates on an auction basis. It was also suggested that Dunclick, Inc. could perhaps negotiate a settlement with the Land Board by giving up their right to appeal the recent award. As an alternate scheme, the Board suggested a lease on the basis of \$300 to \$500 per annum; the lower figure representing 6% of the State costs. The State Highway Engineer was instructed to negotiate on any of the above schemes.

The Board reviewed a petition dated March 15, 1954, transmitted by Morris L. Haderlie, Chairman of the Highway Commission, and signed by seventy-one citizens of Caribou County and Lincoln County (Wyoming), asking for improvement of a four mile section of State Highway 34 - the "Tincup Road" - west of the State line near Freedom. A report dated May 12 by Maintenance Engineer McGree was also considered. The State Highway Engineer recommended that the 1955 Budget include provision for a surfacing contract and stockpile on the Freedom-West section; also, for the section from Wayan south. The Maintenance Engineer was instructed to get details as to length, cross-section and cost from District Engineer Kelly.

The Board approved the State Highway Engineer's recommendation that Flagpoles be erected at each of the five Ports of Entries. This was pursuant to Commissioner Wayne Summers' recommendation. The cost was estimated at \$120 each, totaling \$600.

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The State Highway Engineer was authorized to approve a Cooperative Agreement between the State of Idaho, Department of Highways, and the U.S. Forest Service, covering the removal of snow from Forest Service road in the vicinity of Macks Inn.

The Board signed traffic ordinances for twenty incorporated cities and villages, as follows:

Arco	- Speed Limits and Angle Parking
Caldwell	- Speed Limits and Traffic Control Signals
Eden	- Speed Limits
Filer	- Speed Limits and Traffic Control Signals
Fruitland	- Speed Limits and Traffic Control Signals
Garden City	- Speed Limits and Traffic Control Signals
Grangeville	- Speed Limits
Hagerman	- Speed Limits and Angle Parking
Hazelton	- Speed Limits
Heyburn	- Speed Limits
Homedale	- Speed Limits and Angle Parking
New Plymouth	- Speed Limits and Traffic Control Signals
Notus	- Speed Limits
Paul	- Speed Limits and Traffic Control Signals
Pocatello	- Speed Limits and Traffic Control Signals
Richfield	- Speed Limits and Traffic Control Signals
Riggins	- Speed Limits
Rupert	- Speed Limits
Shoshone	- Speed Limits and Angle Parking
Wilder	- Speed Limits

The ordinances, as signed, are as follows:

A request was received by the Board from the City of Arco requesting approval of the Department of Highways of alterations by the Mayor and City Council of Arco of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Arco. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	US 20-26	None	South City Limits to Railroad Crossing	35
2	US 20-26	Front St.	Railroad Crossing to Grand Avenue	25
3	US 20-26-93A	Grand Ave.	Front Street to Eva Avenue	25
4	US 20-26-93A	None	Eva Avenue to S.W. City Limits	45
5	US 93A	Front St.	Grand Avenue to Challis Avenue	25
6	US 93A	Front St.	Challis Avenue to N. City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway

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System within the corporate limits of the City of Arco be and hereby are approved.

A request was received by the Board from the City of Arco for permission of the Department of Highways to permit angle parking on certain urban extensions of the State Highway System within the corporate limits of the City of Arco. The said angle parking to be permitted as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Angle Parking Zone Limits</u>
1	US 20-26-93A	Grand Avenue	Front Street to Bingham Street
2	US 20-26	Front Street	Grant Avenue to Salmon Avenue on West side of street only
3	US 93A	Front Street	Grand Avenue to Lost River Avenue on West side of street only

Upon the recommendation of the State Highway Engineer, and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY DETERMINED AND ORDERED that the above enumerated portions of urban extensions of the State Highway System within the corporate limits of the City of Arco are of sufficient width to permit angle parking without interfering with the free movement of traffic and that angle parking thereon be and hereby is approved.

A request was received by the Board from the City of Caldwell requesting approval of the Department of Highways of alterations by the Mayor and City Council of Caldwell of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Caldwell. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	US 20-26-30	Hannibal	West City Limits to 4th Avenue North	50
2	US 20-26-30	Hannibal	4th Avenue North to Kimball Avenue	40
3	US 20-26-30	Kimball	Hannibal Street to Chicago Street	35
4	US 30	Kimball	Chicago Street to Cleveland	25
5	US 30	Cleveland Boulevard	Boulevard Kimball Avenue to 12th Avenue South	25
6	US 30	Cleveland Boulevard	12th Avenue South to Oak Street	35
7	US 30	Cleveland Boulevard	Oak Street to City Limits	50
8	US 20-26	Chicago	Kimball Avenue to East City Limits	35
9	S.H. 19	Cleveland Boulevard	West City Limits to 5th Avenue South	35
10	S.H. 19	Cleveland Boulevard	5th Avenue South to Kimball Avenue	25

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Caldwell be and hereby are approved.

A request was received by the Board from the City of Caldwell for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Caldwell. The said traffic control signal devices to be located at the following locations:

1. Intersection of Kimball Avenue and Main Street
(Stop and Go)
2. Intersection of Kimball Avenue and Arthur Street
(Stop and Go)
3. Intersection of Kimball Avenue and Blaine Street
(Stop and Go)
4. Intersection of Kimball Avenue and Cleveland Boulevard
(Stop and Go)
5. Intersection of Cleveland Boulevard and 9th Avenue South
(Stop and Go)
6. Intersection of Cleveland Boulevard and 12th Avenue South
(Stop and Go)*
7. Intersection of Cleveland Boulevard and 5th Avenue South
(Stop and Go)*
8. Intersection of Kimball Avenue and Chicago Street
(Stop and Go)*

- * 1. The Stop and Go traffic signals to be altered to include a third section which will be amber to indicate a clearance interval.
- 2. Approval of these signals is tentative dependent upon traffic studies to be conducted at these locations after relocation of U.S. 20.

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Caldwell be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Eden, requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Eden of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Eden. The said alterations are as follows:

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<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	S.H. 25	Wilson Avenue	West Village Limits to East Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Eden be and hereby are approved.

A request was received by the Board from the City of Filer for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Filer. The said traffic control signal devices to be located at the following locations:

1. Intersection of Yakima Avenue and U.S. 30
(Pair of One-Way Flashers)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Filer be, and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Filer requesting approval of the Department of Highways of alterations by the Mayor and City Council of Filer of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Filer. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 30	None	East City Limits to Stevens Avenue	35
2	U.S. 30	Stevens Avenue	Clover Road to North City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Filer be and hereby are approved.

A request was received by the Board from the Village of Fruitland, requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Fruitland of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Fruitland. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 30-95	Whitley Drive	North Village Limits to Third Street	35
2	U.S. 30-95	Third Street	Whitley Drive to Pennsylvania Avenue	25
3	U.S. 30-95	Pennsylvania Avenue	Third Street to South Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Fruitland be and hereby are approved.

A request was received by the Board from the Village of Fruitland for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the Village of Fruitland. The said traffic control signal devices to be located at the following locations:

1. At a school crossing on Third Street between Kansas Avenue and Colorado Avenue.
(Two-Way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED THAT the Village of Fruitland be and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Garden City requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Garden City of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Garden City. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 20-26	Chinden Boulevard	South Village Limits to 43rd Street	35
2	U.S. 20-26	Chinden Boulevard	43rd Street to North Village Limits	45

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Garden City be and hereby are approved.

A request was received by the Board from the Village of Garden City for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the Village of Garden City. The said traffic control signal devices to be located at the following locations:

1. Intersection of 32nd Street and Chinden Boulevard
(Four-Way Flasher)*
2. Intersection of 38th Street and Chinden Boulevard
(Four-Way Flasher)*

*The four-way flashers to be operated complete with flashing red indication for across street traffic in addition to the present flashing amber for the high-way traffic.

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Garden City be and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Grangeville requesting approval of the Department of Highways of alterations by the Mayor and City Council of Grangeville of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Grangeville. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limit (M.P.H.)</u>
1	U.S. 95	None	W. City Limits to W. No. 5th Street	35
2	U.S. 95	None	W. No. 5th Street to W. No. 2nd Street	25
3	U.S. 95	C Street	W. No. 2nd Street to W. so. 1st Street	25
4	U.S. 95	W. So. 1st Street	W. So. 1st Street to West City Limits	35
5	S.H. 13	Main Street	C Street to Boulevard Street	25
6	S.H. 13	Main Street	Boulevard Street to East City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

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IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Grangeville be and hereby are approved.

A request was received by the Board from the Village of Hagerman requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Hagerman of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Hagerman. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 30	State Street	South Village Limits to North Village Limits	25

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Hagerman be and hereby are approved.

A request was received by the Board from the Village of Hagerman for permission of the Department of Highways to permit angle parking on certain urban extensions of the State Highway System within the corporate limits of the Village of Hagerman. The said angle parking to be permitted as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Angle Parking Zone Limits</u>
1	U.S. 30	State Street	South Avenue and Valley Road

Upon the recommendation of the State Highway Engineer, and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY DETERMINED AND ORDERED that the above enumerated portions of the urban extensions of the State Highway System within the corporate limits of the village of Hagerman are of sufficient width to permit angle parking without interfering with the free movement of traffic and that angle parking thereon be and hereby is approved.

A request was received by the Board from the Village of Hazelton requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Hazelton of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Hazelton. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	S.H. 25	Main Street	West Village Limits to East Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Hazelton be and hereby are approved.

A request was received by the Board from the Village of Heyburn requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Heyburn of the Prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Heyburn. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 30 N	None	North Village Limits to Opp. 15th Street	50
2	U.S. 30 N	None	Opp. 15th Street to South Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Heyburn be and hereby are approved.

A request was received by the Board from the City of Homedale requesting approval of the Department of Highways of alterations by the Mayor and City Council of Homedale of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Homedale. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 95	None	South City Limits to Colorado Avenue	35
2	U.S. 95	Main Street	Colorado Avenue to Idaho Street	25
3	U.S. 95 & S.H. 19	Idaho Ave.	Main Street to East City Limits	25
4	S.H. 19	Idaho Ave.	West City Limits for 1/4 Mile East	45
5	S.H. 19	Idaho Ave.	From the 45 m.p.h. Zone to the Railroad Crossing	35
6	S.H. 19	Idaho Ave.	From the Railroad Crossing to Main Street	25

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Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Homedale be and hereby are approved.

A request was received by the Board from the City of Homedale for permission of the Department of Highways to permit angle parking on certain urban extensions of the State Highway System within the corporate limits of the City of Homedale. The said angle parking to be permitted as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Angle Parking Zone Limits</u>
1	S.H. 19	Idaho Avenue	Main Street to 3rd Street, West
2	S.H. 19 & U.S. 95	Idaho Avenue	Main Street to 3rd Street, East

Upon the recommendation of the State Highway Engineer, and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY DETERMINED AND ORDERED that the above enumerated portions of urban extensions of the State Highway System within the corporate limits of the City of Homedale are of sufficient width to permit angle parking without interfering with the free movement of traffic and that angle parking thereon be and hereby is approved.

A request was received by the Board from the Village of New Plymouth requesting approval of the Department of Highways of alterations by the Mayor and Village Council of New Plymouth of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of New Plymouth. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 30	Idaho Street	West Village Limits to Plymouth Avenue	35
2	U.S. 30	Plymouth Ave.	Idaho Street to Ash Street	35
3	U.S. 30	Plymouth Ave.	Ash Street to Elm Street	25
4	U.S. 30	South East Avenue	Elm Street to East Park Avenue	25
5	U.S. 30	South East Avenue	East Park Avenue to Southeast Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of New Plymouth be and hereby are approved.

A request was received by the Board from the Village of New Plymouth for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the Village of New Plymouth. The said traffic control signal devices to be located at the following locations:

1. Intersection of Plymouth Avenue, South West Avenue,
Elm Street and South East Avenue
(Four-Way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of New Plymouth be and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Notus, requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Notus of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Notus. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 20-26	None	East Village Limits to West Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Notus be and hereby are approved.

A request was received by the Board from the Village of Paul requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Paul of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Paul. The said alterations are as follows.

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	S.H. 25	None	West Village Limits to East Village Limits	35
2	S.H. 27	5th St.	South Village Limits to Jct. S.H. 25	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Paul be and hereby are approved.

A request was received by the Board from the Village of Paul for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the Village of Paul. The said traffic control signal devices to be located at the following locations:

1. Intersection of S.H. 25 and 5th Street
(Four-Way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Paul be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Pocatello requesting approval of the Department of Highways of alterations by the Mayor and City Council of Pocatello of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Pocatello. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 91-191	Yellowstone Avenue	North City Limits to 5th Avenue	35
2	U.S. 91-191	5th Avenue	Yellowstone Avenue to East Sutter Street	25
3	U.S. 91-191	5th Avenue	East Sutter Street to South City Limits	35
4	U.S. 30 N.	Main Street	West City Limits to Center Street	25
5	U.S. 30 N.	Center Street	Main Street to 5th Avenue	25
6	S.H. 38	Main Street	Center Street to Halliday Street	25
7	S.H. 38	Main Street	Halliday Street to South City Limits	35
8	U.S. 30 N. conn.	E. Gould St.	Main Street to Yellowstone Avenue	25

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

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IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Pocatello be and hereby are approved.

A request was received by the Board from the City of Pocatello for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Pocatello. The said traffic control signal devices to be located at the following locations:

1. Intersection of Gould Street and Main Street
(Stop and Go)
2. Intersection of Fremont Street and Main Street
(Stop and Go)
3. Intersection of Clark Street and Main Street
(Stop and Go)
4. Intersection of Center Street and Main Street
(Stop and Go)
5. Intersection of Lewis Street and Main Street
(Stop and Go)
6. Intersection of Halliday Street and Main Street
(Stop and Go)
7. Intersection of Center Street and 2nd Avenue
(Stop and Go)
8. Intersection of Center Street and 1st Avenue
(Stop and Go)
9. Intersection of Gould Street and 3rd Avenue
(Stop and Go)
10. Intersection of Yellowstone Avenue and Oak Street
(Stop and Go)
11. Intersection of Clark Street and 5th Avenue
(Stop and Go)
12. Intersection of Center Street and 5th Avenue
(Stop and Go)
13. Intersection of Lewis Street and 5th Avenue
(Stop and Go)
14. Intersection of Halliday Street and 5th Avenue
(Stop and Go)
15. Intersection of Putnam Street and 5th Avenue
(School Crossing Pedestrian Actuated Signal)*

*Existing two section indicator to be modified by adding a third section to provide uniform amber clearance indication necessary for standard operation.

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Pocatello be and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

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A request was received by the Board from the Village of Richfield requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Richfield of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Richfield. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 26-93A	Nez Perce St.	West Village Limits to Third Street	35
2	U.S. 26-93A	Nez Perce St.	Third Street to Second Street	25
3	U.S. 26-93A	Nez Perce St.	Second Street to East Village Limits	35
4	S.H. 76	Main Street	Nez Perce Street to North Village Limits	25

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Richfield be and hereby are approved.

A request was received by the Board from the Village of Richfield for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the Village of Richfield. The said traffic control signal devices to be located at the following locations:

1. Intersection of Main Street and Nez Perce Street
(Four-Way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Richfield be, and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Riggins requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Riggins of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Riggins. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 95	Marx Street	North Village Limits for 1000 feet	35
2	U.S. 95	Marx Street	End of 35 m.p.h. zone for one-half mile	25
3	U.S. 95	Marx Street	End of 25 m.p.h. zone to South Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Riggins be and hereby are approved.

A request was received by the Board from the City of Rupert requesting approval of the Department of Highways of alterations by the Mayor and City Council of Rupert of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Rupert. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 30 N	Oneida	East City Limits to Jct. S.H. 24	35
2	S.H. 24	8th Street	Oneida to A Street	35
3	S.H. 24	Read Avenue	8th Street to North City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Rupert be and hereby are approved.

A request was received by the Board from the City of Shoshone requesting approval of the Department of Highways of alterations by the Mayor and City Council of Shoshone of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Shoshone. The said alterations are as follows:

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<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 20T-26	South Rail St.	West City Limits to Carlo Street	35
2	U.S. 20T-26	South Rail St.	Carlo Street to Greenwood Street	25
3	U.S. 93	Greenwood St.	South City Limits to Boise Street	35
4	U.S. 93	Greenwood St.	Boise Street to South Rail Street	25
5	U.S. 20T-26-93	Greenwood St.	South Rail Street to North Rail Street	25
6	U.S. 93	Greenwood St.	North Rail Street to Ridgeway Street	25
7	U.S. 93	Greenwood St.	Ridgeway Street to North City Limits	35
8	U.S. 20T-26-93A	N. Rail Street	Greenwood Street to East City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Shoshone be and hereby are approved.

A request was received by the Board from the City of Shoshone for permission of the Department of Highways to permit angle parking on certain urban extensions of the State Highway System within the corporate limits of the City of Shoshone. The said angle parking to be permitted as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Angle Parking Zone Limits</u>
1	U.S. 20T-26	South Rail Street	Oregon Street to Greenwood Street

Upon the recommendation of the State Highway Engineer, and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY DETERMINED AND ORDERED that the above enumerated portions of urban extensions of the State Highway System within the corporate limits of the City of Shoshone are of sufficient width to permit angle parking without interfering with the free movement of traffic and that angle parking thereon be and hereby is approved.

A request was received by the Board from the Village of Wilder requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Wilder of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Wilder. The said alterations are as follows:

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<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	U.S. 95	5th Street	South Village Limits to North Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Wilder be and hereby are approved.

THEREUPON, the Board adjourned until 9:00 A.M. on Monday, May 31, 1954.

MONDAY - May 31, 1954

The Board reconvened at 9:00 A.M. on Monday, May 31, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board reviewed correspondence with the U. S. Bureau of Public Roads and Mayor Fanning regarding the progress of plans for the construction of the railroad underpass on Yellowstone Avenue, U.S. 191, in Idaho Falls. It was agreed that the matter will be reviewed again during the forthcoming trip of the Board.

The report of the State Auditor was noted and filed and placed on the agenda for the July meeting. The State Highway Engineer was instructed to refer this report to the Chief Accountant for review and recommendation.

The Assistant Attorney General presented the question of disposal of the Michaud warehouse on U.S. 30 in Power County. This structure encroaches on the highway right-of-way and the owners are resisting its removal, claiming error in the Title and implying misrepresentation on the part of State Right-of-Way Agent Peterson. The Assistant Attorney General was instructed to write the Attorneys for the owner, reasserting the State's ownership of the right-of-way and its right to control the design, type and location of access.

The Board reviewed requests of Fae Price of Whitebird that permission of Whitebird citizens to dump trash and garbage on the highway right-of-way south of Whitebird be reinstated, or alternate location of dump grounds suggested. The Board directed that the matter be turned over to the Department of Public Health for investigation and disposal.

The Board reviewed the request from Alfred C. Cordon, Attorney for the Malad Valley Irrigating Company for information as to status of plans for removal of existing U.S. 191 from the Company's proposed reservoir site in Devils Canyon, North of Malad and South of the Downey-Malad divide (Malad summit). The Board accepted the State Highway Engineer's recommendation that the Company be advised that the project was still in the planning stage and no immediate plans for reconstruction of this road had been matured.

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The Board reviewed a resolution from the Clarkston (Washington) Chamber of Commerce requesting that U.S. Highway 195, now terminating at a junction with U.S. 95 about eleven miles north of Lewiston, be extended southerly to include the section of U.S. 95 in Idaho, south to Lewiston and thence via Clarkston and Washington State Highway No. 3, Oregon Highway No. 3 and Oregon Highway No. 82, to a junction with U.S. 30 near LaGrande, Oregon. The Board favored this change and instructed the State Highway Engineer to discuss the proposal with the State Highway Departments of Oregon and Washington..

The Board instructed the State Highway Engineer to submit at the next Board meeting a statement showing month by month cash balances to the credit of the Department. The Board requested the State Highway Engineer to develop a large program of right-of-way purchases, to be accomplished during the calendar year 1954.

The Board reviewed with the State Highway Engineer a resolution dated April 10, sent to Mr. Floan on April 12, from the Banner Grange requesting that yellow lines instead of white lines be used for center stripe. It was agreed that the white lines as now used should be retained.

The Board reviewed a request from the Idaho State Federation of Garden Clubs, by Mrs. Bert Ralsten, President, and directed the State Highway Engineer to reply to Mrs. Ralsten, indicating the Board's general endorsement of Garden Club objectives and their place in the Department's program.

THEREUPON, the Board adjourned until their next regular meeting, to be convened at 9:00 A.M. on Saturday, June 19, 1954.



R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
19 June 1954

May 31, 1954

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

June 19, 1954

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 8:30 A.M. on Saturday, June 19, 1954.

Present were David P. Jones, 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, Planning Officer-Acting Secretary of the Board.

The Minutes of the meeting held May 29 and 31 were read and approved.

The Board reviewed the results of the bid openings held June 8 and June 15, 1954, and the following action was taken:

The first bids to be considered were for Project F-3111(1) and Stockpile Project No. 100, consisting of constructing a 774.5 foot steel bridge and approaches on 1.364 miles of the Owyhee Highway east of Marsing, and for constructing a maintenance stockpile, in Canyon and Owyhee Counties. This is a Federal-aid Primary and State financed project. The State Highway Engineer recommended that the contract be awarded to Bair-Crick Companies and Henry Hagman of Spokane, Washington, on their low bid of \$407,137.20; the Engineer's Estimate being \$466,536.20. The award not to become effective, however, until the Contractor had obtained a Class I Public Works Contractors' License. There being no dissenting opinion, the Board unanimously adopted the recommendation of the State Highway Engineer and authorized the award of the contract when the necessary license had been obtained and concurrence had been received from the Bureau of Public Roads. The contract was awarded on June 24, 1954.

The next bids to be considered were for Project ST-4771(501), consisting of constructing or reconditioning the roadway and constructing a crushed rock surface on 26.33 miles of State Highway 7, between Ahsahka and Kendrick, in Nez Perce and Clearwater Counties. This is a State financed project. The bids received on this project were high and the State Highway Engineer recommended that all bids be rejected and that the plans be revised and the project be re-advertised at an early date. There being no questions or objections, the Board unanimously adopted the recommendation of the State Highway Engineer and all bids were rejected.

Bids were then considered for Project ST-5774(501), consisting of constructing a road mix bituminous surface on 9.0 miles of State Highway 56, in Bonner County. This is a State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Grant Construction Company of Coeur d'Alene, Idaho, the low and only bidder, on June 10, 1954, in the amount \$117,196.00; the Engineer's Estimate being \$113,830.00.

The last bids to be considered were for Project FI-1031(1) (2nd Contract), consisting of constructing the roadway on 3.298 miles and a plant mix bituminous surface on 10.052 miles of U.S. 191, from the Utah State Line-North, in Oneida County. This is a Federal-aid Interstate and State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Olof Nelson Construction Company of Logan, Utah, the low bidder, on June 16, 1954, in the amount of \$305,525.90; the Engineer's Estimate being \$428,288.00.

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

June 19, 1954

The Board reviewed with the State Highway Engineer and Location Engineer Johnson the location of U.S. 30 N. in and adjacent to American Falls. The characteristics of a line about 300 ft. up hill (southerly) from the proposed location opposite the business district were discussed, as were the possibilities of other lines. The Board instructed the State Highway Engineer to make a further reconnaissance, showing costs and other data of the best alternate location through the residential area and arrange for a further conference with municipal authorities, State Highway Directors, and State Highway Engineer in the latter part of June, with the idea of reaching a final conclusion at the July or August Board meeting.

Mr. Rich requested further study and recommendation from the State Highway Engineer regarding the addition to the State Highway System of the road between the Mountain Home Air Base gate and a connection with State Highway 51, West of Mountain Home, and the addition of a route through Lava Hot Springs, supplementing present U.S. 30 N. on the North edge of the City.

The Board accepted the State Highway Engineer's recommendation that the request of Ada County for use of a part of the laboratory as a Polling Booth be denied. However, the State was willing that they use the old District III office building if suitable and within the precinct.

Director Jones reported letter and conversation from Clark Concrete Pipe Company protesting Department of Highways' refusal to advertise Idaho Falls-Ririe project on basis of single type concrete pipe, including Arch type pipe. The State Highway Engineer reported that the Ririe project permitted both round and arch type concrete pipe on same alternate basis as metal pipe and that Clark's company was not "ruled out" by the specifications for the Idaho Falls-Ririe job.

The Board signed Order of condemnation for property belonging to Minnie Hahn on the Jerome North Project No. ST-2751(501). The Order is as follows:

The Board, having considered the report and recommendations, submitted on Project ST-2751(501) in Jerome County, find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Jerome Branch, Sawtooth Park Highway, from Jerome-Northerly, is 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 lands should be condemned as follows:

Parcel No. 30, Minnie Hahn, a widow, across the E $\frac{1}{2}$ NE $\frac{1}{4}$ of Section 36, Township 7 South, Range 16 East, Boise Meridian.

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

The Board received Highway Commissioner Reynolds of Oregon and discussed matters of mutual interest.

Commissioner Jones reported complaint from Franklin County that the Federal-aid secondary project no. 1803 from Liberty, four miles northeasterly toward the pass en route Mink Creek will not go to contract this year. Secondary Roads Engineer Short reported lack of Federal-aid secondary funds, but would place the project high on the priority list for 1955 construction.

June 19, 1954

Complaint of Soda Springs residents regarding stop sign and removal of stop-go sign were referred to Traffic Engineer Mathes. His solution of the stop sign at U.S. 30 - S.H. 34 intersection was accepted. The proposal by the City to place a traffic actuated sign instead of eliminating the stop-go signal was referred to Mr. Mathes for further study, as there seemed to be doubts as to warrants for either a timed stop-go signal or a traffic actuated signal.

The Board approved and signed traffic ordinances in nine Cities, as follows:

Blackfoot	- Speed Limits and Traffic Control Signals
Cambridge	- Speed Limits and Traffic Control Signals
Council	- Speed Limits
Franklin	- Speed Limits and Traffic Control Signals
Hollister	- Speed Limits
Meridian	- Speed Limits
Preston	- Speed Limits
Soda Springs	- Speed Limits and Traffic Control Signals
Wallace	- Speed Limits and Traffic Control Signals

The ordinances, as signed, are as follows:

A request was received by the Board from the City of Blackfoot requesting approval of the Department of Highways of alterations by the Mayor and City Council of Black foot of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Blackfoot. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	U.S. 26-91-191	No. Main Street	North City Limits to Park Street	35
2	U.S. 26-91-191	No. Main Street	Park Street to Bridge Street	25
3	U.S. 91-191	So. Main Street	Bridge Street to Sexton Street	25
4	U.S. 91-191	No. Sexton Street	South Main Street to South Broadway Street	25
5	U.S. 91-191	So. Broadway Street	Sexton Street to Kirk Street	25
6	U.S. 91-191	So. Broadway Street	Kirk Street to South City Limits	35
7	U.S. 26	W. Bridge Street	Main Street to Cedar Street	25
8	U.S. 26	W. Bridge Street	Cedar Street to West City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Blackfoot be and hereby are approved.

A request was received by the Board from the City of Blackfoot for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Blackfoot. The said traffic control signal devices are to be located at the following locations:

1. Intersection of North Main Street & Gifford Street *
(Four-way Flasher)
2. Intersection of North Main Street & Alice Street **
(Stop and Go)
3. Intersection of Main Street & Bridge Street **
(Stop and Go)

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4. Intersection of South Broadway Street & North Sexton Street **
(Stop and Go)
5. Intersection of Broadway Street & West Bridge Street **
(Stop and Go)
6. Intersection of Meridian Street & West Bridge Street
(Four-way Flasher)

* Flasher to be provided with red indication for the cross road in place of the existing amber lens.

** Traffic signal operation to be altered whereby the green amber overlap shall be eliminated. For uniform operation the amber indication is separate from the green and is to be on only when the red and the green are off.

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Blackfoot be and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Cambridge requesting approval of the Department of Highways of alterations by the Mayor and City Council of Cambridge of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Cambridge. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 95	Central Boulevard	East City Limits to Superior Street	35
2	U.S. 95	Superior Street	Central Boulevard to Washington Street	25
3	U.S. 95	Superior Street	Washington Street to South City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Cambridge be and hereby are approved.

A request was received by the Board from the Village of Cambridge for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the Village of Cambridge. The said traffic control signal devices to be located at the following locations:

1. Intersection of Central Boulevard and Superior Street
(Four-way Flasher)

June 19, 1954

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Cambridge be, and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Council requesting approval of the Department of Highways of alterations by the Mayor and City Council of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Council. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 95	Dartmouth Street	North City Limits to Illinois Avenue	35
2	U.S. 95	Illinois Avenue	Dartmouth Street to Fairfield Street	35
3	U.S. 95	Illinois Avenue	Fairfield Street to Michigan Street	25
4	U.S. 95	Michigan Street	Illinois Avenue to 500' South of Bleeker	25
5	U.S. 95	Highway	500' South of Bleeker Avenue to South City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Council be and hereby are approved.

A request was received by the Board from the Village of Franklin requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Franklin of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Franklin. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 91	1st West Street	North Village Limits for 1000 feet	60-55
2	U.S. 91	1st West Street	From 60-55 mile zone to 2nd South Street	35
3	U.S. 91	1st West Street	2nd South Street to South Village Limits	60-55

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Franklin be and hereby are approved.

June 19, 1954

A request was received by the Board from the Village of Franklin for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the Village of Franklin. The said traffic control signal devices to be located at the following locations:

1. Intersection of 1st West Street and Main Street
(Four-way Flasher)

Upon recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Franklin be, and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Hollister requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Hollister of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Hollister. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 93	Eastern Avenue	South Village Limits to "C" Street	50
2	U.S. 93	Eastern Avenue	"C" Street to Third Street	35
3	U.S. 93	Eastern Avenue	3rd Street to North Village Limits	60-55

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Hollister be and hereby are approved.

A request was received by the Board from the City of Meridian requesting approval of the Department of Highways of alterations by the Mayor and City Council of Meridian of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Meridian. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 30 & S.H. 69	None	East of City Limits to one block north of School Grounds	35
2	U.S. 30 & S.H. 69	East 1st Street	One block north of school grounds to Bower Street	25
3	U.S. 30 & S.H. 69	None	Bower Street to West City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

June 19, 1954

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Meridian be and hereby are approved.

A request was received by the Board from the City of Preston requesting approval of the Department of Highways of alterations by the Mayor and City Council of Preston of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Preston. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 91	None	West City Limits for 0.75 mile	60-55
2	U.S. 91	None	From 60-55 mile zone to State Street	50
3	U.S. 91 & S.H. 34	State Street	Jct. U.S. 91 and S.H. 34 to 2nd North Street	35
4	U.S. 91 & S.H. 34	State Street	2nd North Street to Jct. S.H. 34	25
5	U.S. 91	None	Jct. S.H. 34 to 2nd East Street	35
6	U.S. 91	None	2nd East Street to South City Limits	60-55
7	S.H. 34	None	North City Limits to State Street	50
8	S.H. 34	State Street	Jct. U.S. 91 to 8th South Street	35
9	S.H. 34	State Street	8th South Street to South City Limits	50
10	S.H. 86	Oneida Street	State Street to 1st West Street	25
11	S.H. 86	Oneida Street	1st West Street to 5th West Street	35
12	S.H. 86	Oneida Street	5th West Street to West City Limits	50

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Preston be and hereby are approved.

A request was received by the Board from the City of Soda Springs requesting approval of the Department of Highways of alterations by the Mayor and City Council of Soda Springs of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Soda Springs. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 30 N. & S.H. 34	2nd South Street	West City Limits to South Main Street	35
2	U.S. 30 N.	2nd South Street	South Main Street to 4th East Street	35
3	U.S. 30 N.	2nd South Street	4th East Street to East City Limits	60-55
4	S.H. 34	Main Street	2nd South Street to Hooper Avenue	25
5	S.H. 34	Hooper Avenue	Main Street to 3rd East Street	25
6	S.H. 34	Hooper Avenue	3rd East Street to North City Limits	35

June 19, 1954

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Soda Springs be and hereby are approved.

A request was received by the Board from the City of Soda Springs for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Soda Springs. The said traffic control signal devices to be located at the following locations:

1. Intersection of 2nd South Street and 3rd West Street
(Four-way Flasher)
 2. Intersection of 2nd South Street and 2nd East Street
(Four-way Flasher)
 3. Intersection of 2nd South Street and South Main Street *
- * Approved tentatively dependent upon the results of a traffic study to determine whether a warrant exists for the installation of a traffic signal at this location.

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Soda Springs be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated types at the hereinabove enumerated locations.

A request was received by the Board from the City of Wallace requesting approval of the Department of Highways of alterations by the Mayor and City Council of Wallace of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Wallace. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1	U.S. 10	Front Street	West City Limits to River Street	35
2	U.S. 10	5th Street	River Street to Bank Street	25
3	U.S. 10	Bank Street	5th Street to 9th Street	25
4	U.S. 10	Bank Street	9th Street to Coeur d'Alene River Bridge	35
5	U.S. 10	Bank Street	Coeur d'Alene River Bridge to East City Limits	25
6	S.H. 4	Burke Road	Bank Street to Mullan Avenue	20
7	S.H. 4	Burke Road	Mullan Avenue to North City Limits	25

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Wallace be and hereby are approved.

June 19, 1954

A request was received by the Board from the City of Wallace for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Wallace. The said traffic control signal devices are to be located at the following locations:

1. Intersection of U.S. 10 & 3rd Street
(Four-way Flasher)
2. Intersection of 5th Street & Pine Street *
- (Fixed Time)
3. Intersection of 5th & Cedar Street *
- (Fixed Time)
4. Intersection of 5th & Bank Street
(Three-way Flasher)
5. Intersection of Bank Street & 6th Street *
- (Fixed Time)
6. Intersection of Bank Street & 7th Street *
- (Fixed Time)
7. Intersection of Bank Street & 9th Street (Burke Road also)
(Four-way Flasher)

* Traffic signal operation to be altered whereby the green amber overlap shall be eliminated. For uniform operation the amber indication is separate from the green and is to be on only when the red and the green are off.

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Wallace be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

The Board instructed the Traffic Engineer to discuss with the City authorities of Payette and Gooding the desirability of permitting angle parking in their town for a period of one year, but to provide for parallel parking thereafter.

The Board reviewed with Chief Accountant Whaley his prediction of the anticipated Incomes, Expenditures and Cash Balances to be expected for the Department of Highways for each month from June 1, 1954 to January 1, 1955. Since the Cash Balance (excluding County Trust Funds) was about \$4,109,000 on June 1, 1954 (plus about \$449,000 Accounts Receivable) the Board wished to explore the probable cash balances up to January 1, 1955. Mr. Whaley's report indicated that the cash balance might be exhausted by November 1, on the basis of estimates of construction progress, normal maintenance disbursements, normal revenues from user funds, and anticipated collections of Federal-aid.

The Board considered the possible desirability of accelerating right-of-way purchases. Such acceleration would require a considerable increase in the Right-of-Way Engineer's staff. The Board also explored the possible desirability of increased provisions for betterment work such as widening and bituminizing shoulders, in the amount of \$500,000.00. The final conclusion was to obtain additional personnel in the right-of-way department as rapidly as feasible, and that the Personnel Officer increase his efforts to that end.

The Board approved exchange of property near Project F-2392(1), Blaine County Line-South, surrendering about 80 $\frac{1}{2}$ acres of cultivable land in exchange for 25 acres carrying a large quantity of good gravel, on the basis of favorable recommendation by Assistant Attorney General Shepard, District Engineer Cairns, Right-of-Way Engineer Brunner and State Highway Engineer Miller.

Consideration of request of Commissioner Wayne Summers of the Department of Law Enforcement for resident buildings at the Port of Entry Station at McCammon was deferred to the next meeting of the Board.

The Board approved the State Highway Engineer's request for authority to attend the meeting of the Hoover Task Force Committee at Portland, June 28; subject to approval by the Governor of the Out-of-State travel authority.

THEREUPON, the Board adjourned until their next regular meeting, to be convened at 1:30 P.M. on Wednesday, July 14, 1954.



R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
14 July 1954

June 19, 1954



MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS
July 14 - 16, 1954

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on Wednesday, July 14, 1954.

Present were David P. Jones, 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, Planning Officer-Acting Secretary of the Board.

The Minutes of the meeting held June 19, 1954 were read and approved.

The Board reviewed the results of the bid openings held June 22, June 29, July 6 and July 13, and the following actions were taken:

The first bids to be considered were for Projects F-1381(6), HAA-7(2) and ST-1830(501), consisting of constructing the roadway on 4.952 miles of U.S. 26 from Peoples Canal to the Snake River Bridge and 1.241 miles of the Moreland Connection and a bituminous surface treatment on 14.283 miles of U.S. 26 from Reverse to Snake River Bridge and 1.241 miles of the Moreland Connection, in Bingham County. These are Federal-aid Primary, A.E.C. and State financed projects. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Jack B. Parson Construction Company of Smithfield, Utah, the low bidder, on June 23, 1954, in the amount of \$431,881.45; the Engineer's Estimate being \$569,978.25.

The next bids to be considered were for Project ST-6801(501), consisting of constructing the roadway and a roadmix bituminous surface on 5.854 miles of U.S. Highway No. 191-20, from Ashton to Cave Falls Junction, Fremont County. This is a State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Peter Kiewit Sons' Company of Idaho Falls, Idaho, the low bidder, on June 23, 1954, in the amount of \$196,085.75; the Engineer's Estimate being \$206,521.05.

The next bids to be considered were for Project S-6854(1), consisting of constructing the roadway and a bituminous surface treatment on 4.927 miles of the New Sweden South Road from New Sweden South in Bonneville County. This is a Federal-aid Secondary and County financed project. 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 June 24, 1954, in the amount of \$38,715.40; the Engineer's Estimate being \$41,519.75.

Bids were then considered for Project S-3703(2), consisting of constructing the roadway and a roadmix bituminous surface on 11.977 miles of the Indian Cove Road from the Bruneau Bridge to the Indian Cove Bridge in Owyhee County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Richard Beshey of Parma, Idaho, the low bidder, on June 24, 1954, in the amount of \$226,050.85; the Engineer's Estimate being \$249,936.05.

Bids for the above four projects were received on June 22, 1954.

July 14-16, 1954

The next bids to be considered were for Project S-1833(1), consisting of constructing the roadway and a roadmix bituminous surface on 7.244 miles of the West River Road, between Gardner and Firth in Bingham County. This is a Federal-aid Secondary and County financed project. 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 July 1, 1954, in the amount of \$133,967.60; the Engineer's Estimate being \$154,809.30.

Bids were then considered for Project F-6501(1), consisting of constructing the roadway and plant mix bituminous surface, and a 26.3 foot concrete bridge on 9.611 miles of the Roosevelt Highway between Beeches Corner and Ririe, in Bonneville County. This is a Federal-aid Primary and State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Pickett & Nelson of Idaho Falls, Idaho, the low bidder, on July 1, 1954, in the amount of \$468,772.90; the Engineer's Estimate being \$588,574.50.

Bids for the above two projects were received on June 29, 1954.

Bids for the next eight projects were received on July 6, 1954.

The first bids in this group to be considered were for Project S-1718(1), consisting of constructing the roadway and a bituminous surface treatment on 5.638 miles of the Bannock Creek Road, between Pauline and Michaud, in Power County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Fife Construction Company of Brigham City, Utah, the low bidder, on July 9, 1954, in the amount of \$91,737.00; the Engineer's Estimate being \$108,389.00.

The next bids to be considered were for Project M-3022(504), consisting of seal coating 23.85 miles of Highway U.S. 30, between Boise and Oasis, Mountain Home and Reverse and from Cold Springs Creek to Glenns Ferry, in Ada and Elmore Counties. This is a State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Morrison-Knudsen Company, Inc. of Boise, Idaho, the low bidder, on July 7, 1954, in the amount of \$33,242.50; the Engineer's Estimate being \$36,621.50.

Bids were then considered for Project ST-4771(501), consisting of constructing or reconditioning the roadway and constructing a crushed rock surface on 26.33 miles of State Highway No. 7, between Ahsahka and Kendrick, in Nez Perce and Clearwater Counties. This is a State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Kenaston & Huntley of Lewiston, Idaho, the low bidder, on July 7, 1954, in the amount of \$247,651.50; the Engineer's Estimate being \$247,079.00.

The next bids to be considered were for Project M-3112(504), consisting of seal coating 11.8 miles of Highway U.S. 95 from Cambridge-North, in Washington and Adams Counties. This is a State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Nelson Gravel Company of Boise, Idaho, the low bidder, on July 7, 1954, in the amount of \$13,460.00; the Engineer's Estimate being \$14,980.00.

The next bids to be considered were for Projects M-1381(503), 1024(506) and 1786(501), consisting of painting various bridges in District No. 1, in Bannock, Power and Caribou Counties. These are State financed projects. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Intermountain Builders, Inc. of Caldwell, Idaho, the low bidder, on July 7, 1954, in the amount of \$3,363.00; the Engineer's Estimate being \$3,250.00.

The next bids to be considered were for Project S-1826(1), consisting of constructing the roadway and a roadmix bituminous surface on 3.942 miles of the Sterling-West Road, from Sterling-West, in Bingham County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer, acting on the authority given him by the Board, had awarded the contract to Twin Falls Construction Company of Twin Falls, Idaho, the low bidder, on July 7, 1954, in the amount of \$69,707.00; the Engineer's Estimate being \$69,437.75.

Bids were then considered for Stockpile Project No. 89, consisting of furnishing crushed gravel and cover coat material in stockpiles adjacent to Highway U.S. 10, near Mullan, in Shoshone County. This is a State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to J. Arlie Bryant of Spokane, Washington, the low bidder, on July 7, 1954, in the amount of \$54,000.00; the Engineer's Estimate being \$83,000.00.

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

The last bids in this group to be considered were for Projects M-3754(503) and M-3856(501), consisting of seal coating 14.5 miles of State Highway 45, from Melba Junction to Murphy, and 3.3 miles of State Highway 52, from Gottschalk Corner North, in Canyon, Owyhee and Payette Counties. These are State financed projects. No action had been taken in the award of this contract as the low bid received was 24.96% over the engineer's estimate. The State Highway Engineer had requested a report from the District Engineer as to why the bids received were so high. In a letter dated 9 July 1954 from the District Engineer, the following explanation was given:

"The District wishes to call attention to our Preliminary Estimate of cost dated 23 February 1954 for the above captioned project.

'Our preliminary estimate for Item 408-B Covercoat Material Class SP-1 was \$1.50 per ton based on the assumption that the over-size of approximately 2% consisting of gravel up to 2-1/2" in diameter could be removed by the simple installation of a tilted 1/4" screen mounted over the dump trucks or other similar devices. However, the contractors were hesitant in the feasibility of this method and believed a portable screening plant would be required to produce the quality of material specified and bid accordingly. Thus considering the cost of moving in a plant for the small quantity of material involved, the low bid of \$3.00 per ton is not excessive.

'The District does not believe any savings could be realized by re-advertising this project inasmuch as our preliminary estimate is too low based on the aforementioned facts.

'We recommend the contract be awarded to the low bidder as determined by the bid opening dated 6 July 1954."

The State Highway Engineer felt that the explanation made by the District Engineer was sufficient and justified the high bid received; therefore, he recommended that the contract be awarded to Nelson Gravel Company of Boise, Idaho, on their low bid of \$16,954.00; the Engineer's Estimate being \$13,568.00. There being no questions or objections, the Board unanimously adopted the recommendation of the State Highway Engineer and the special justification by District Engineer Varian, and authorized the award of the contract to the Nelson Gravel Company. The contract was awarded on July 15, 1954.

Bids for the next seven projects were received on July 13, 1954.

July 14-16, 1954

The first bids in this group to be considered were for Project F-2441(3), consisting of constructing the roadway, a roadmix bituminous surface and a 1310' concrete bridge on 1.094 miles of U.S. Highway 30 North, from Burley to Heyburn, in Cassia and Minidoka Counties. This is a Federal-aid Primary and State financed project. The State Highway Engineer recommended that the contract be awarded to Hansen & Parr Construction Company of Spokane, Washington, on their low bid of \$325,732.46; the Engineer's Estimate being \$369,629.00.

The next bids to be considered were for Project S-2755(1), consisting of constructing the roadway and a roadmix bituminous surface on 1.848 miles of the Eden South Road, from Eden-South, in Jerome County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer recommended that the contract be awarded to Carl E. Nelson Construction Company, Inc. of Logan, Utah, on their low bid of \$24,830.40; the Engineer's Estimate being \$27,156.80.

There being no questions or objections, the Board acquiesced in the recommendation of the State Highway Engineer on the above two projects, and the Board unanimously awarded the contracts to the low bidders on July 15, 1954.

Bids were then considered for Project S-2792(1), consisting of constructing the roadway and a roadmix bituminous surface on 2.986 miles of State Highway No. 76, North of Richfield, in Lincoln County. This is a Federal-aid Secondary and State financed project. The State Highway Engineer recommended that the contract be awarded to Aslett Construction Company of Twin Falls, Idaho, on their low bid of \$67,276.60; the Engineer's Estimate being \$81,318.80. The award contingent, however, upon the Highway District Commissioners taking over the maintenance and accepting the elimination of the route from the State Highway System after the job is completed. There being no questions or objections, the Board unanimously adopted the recommendation of the State Highway Engineer, and authorized the award of the contract when the above conditions had been complied with. The contract was awarded on July 19, 1954.

The next bids to be considered were for Project S-2809(1), consisting of constructing the roadway on 8.123 miles of State Highway No. 68, from the Blaine County Line-West, in Camas County. This is a Federal-aid Secondary and State financed project. The State Highway Engineer recommended that the contract be awarded to Gem Construction Company of Wendell, Idaho, on their low bid of \$226,432.00; the Engineer's Estimate being \$273,725.50.

Bids were then considered for Project ST-3271(504), consisting of constructing a cement stabilized base and a plant mix bituminous surface on 6.637 miles of State Highway 15 from Smiths Ferry South, in Valley County. This is a State financed project. The State Highway Engineer recommended that the contract be awarded to Morrison-Knudsen Company, Inc. of Boise, Idaho, on their low bid of \$280,031.50; the Engineer's Estimate being \$312,051.20.

The next bids to be considered were for Projects I-FI-1031(3) and ST-1705(501), consisting of constructing the roadway and a plant mix bituminous surface on 7.245 miles of Highway U.S. 191 north and south from Malad and on 0.330 mile of approach road into Malad, in Oneida County. These are Federal-aid Primary and State financed projects. The State Highway Engineer recommended that the contract be awarded to Marion J. Hess of Malad City, Idaho, on his low bid of \$611,719.60; the Engineer's Estimate being \$761,977.90.

July 14-16, 1954

The last bids to be considered were for Projects S-4710(1), S-4711(1) and S-4717(1), consisting of constructing a bituminous surface treatment on 2.079 miles of the Graves Creek Road, on 2.728 miles of the Cottonwood-Keuterville Road from Cottonwood West, and on 2.041 miles of the Cottonwood-Winona Road between Cottonwood and Green Creek in Idaho County. These projects are financed with Federal-aid Secondary and County funds. The State Highway Engineer recommended that the contract be awarded to Carbon Brothers of Spokane, Washington, on their low bid of \$104,735.50; the Engineer's Estimate being \$98,394.50.

There being no questions or objections, the Board unanimously adopted the recommendations of the State Highway Engineer on the above four projects, and awarded the contracts to the low bidders. Award of contracts was made on July 15, 1954.

Expense claims for the members of the Board were approved in the following amounts: Mr. Rich - \$184.66 for the month of May and \$33.80 for the month of June; Mr. Jones - \$135.47 for the month of May and \$50.40 for the month of June; Mr. Floan - \$195.07 for the month of May and \$22.05 for the month of June.

The Board reviewed the claim by Peter Kiewitt Sons' Company, dated July 3, 1954, reasserting its right to receive additional compensation for extra plant set ups for constructing the Twin Buttes highway. The Board accepted the State Highway Engineer's recommendation that this claim be denied, and instructed the State Highway Engineer to inform the Contractor to that effect.

The State Highway Engineer called the attention of the Board to communication of June 21 from Commissioner du Pont to all State Highway Departments, forwarding certificates of apportionment for funds authorized for Fiscal Year 1956 for Federal-aid Primary, Secondary, Urban and Interstate Highways. Such funds became available on July 1, 1954 for programming and subsequent contracting. The State Highway Engineer analyzed the effect of this action on the Department's construction program, pointing out that Federal-aid projects in our proposed 1955 Construction Budget could be programmed and contracted now as Federal-aid would be available. The funds could also be allocated to unconstructed projects in our 1954 budget.

District Engineer Salmen and Highway Engineer Hallvik of the Bureau of Public Roads called to discuss the Forest Highway apportionment and arranged for an appointment July 26 and 27 with Division Engineer Andrews and Programming Officer Sargent to discuss the Forest Highway Program and the Highway Needs Study, required of Public Roads by the 1954 Federal-aid Highway Act.

Mr. Salmen discussed the legal and administrative background of Public Roads' requirements in respect to encroachments on highway rights-of-way, citing situation at Arco (potato cellar) and Garden City, where cars were stored (rather than only parked).

The Board authorized, subject to Governor's approval, attendance of Safety Director Crofford at annual meeting of the National Safety Congress at Chicago, and of Traffic Engineer Mathes for meeting of the Institute of Traffic Engineers at Kansas City, Missouri.

THEREUPON, the Board adjourned until 9:00 A.M. on Thursday, July 15, 1954.

THURSDAY - July 15, 1954

The Board reconvened at 9:00 A.M. on Thursday, July 15, with all members of the Board, the State Highway Engineer and Acting Secretary present.

July 15, 1954

The Board considered a two-year - \$40,800,000 construction program presented by the State Highway Engineer and the Planning Officer, and instructed the State Highway Engineer to prepare and submit to the next Board meeting a one-year budget, for the calendar year 1955. The State Highway Engineer emphasized the desirability of having this budget approved soon in order that contracting of some Federal-aid projects, for which Federal funds were not available, could be effected during this calendar year. Also, the desirability of assigning available Federal-aid to some projects now budgeted for State funds was discussed.

The State Highway Engineer read a telegram dated July 15 from Senator Dworshak, quoting from E. Sams, Secretary, Pocatello Building Trades Council, to Chairman Rich, alleging bad labor practices on the part of LeGrand Johnson, Contractor on Projects HAA-6(2) and HAA-7(1), Midway Junction South and East in Bingham and Butte Counties. A conference with Labor Commissioner Robison and the labor delegation from Pocatello was arranged for Friday afternoon.

The Board instructed the Assistant Attorney General and Acting Secretary to send the pamphlet "Idaho Highway Laws - 1953" to the Boards of County Commissioners and Highway Districts.

Senator John Bahr called and commended the Board and the Department of Highways on awarding the contract for the Fairfield Junction-East Section of State Highway 68 (old Number 22).

The Board considered with favor a proposal that a "Loyalty Oath" be required of Department employees and instructed the Assistant Attorney General to prepare a suitable text for such an oath.

The Board signed condemnation orders for property belonging to Mrs. Margaret M. McCune et al, on Project FI-3022(4) near Glenns Ferry and property belonging to Charles F. and Leatha H. Hancock on Project ST-2751(501), near Jerome. The McCune property involved joint ownership by minor heirs, the condemnation being a "friendly" or unopposed action. The Orders, as signed, are as follows:

The Board, having considered the report and recommendations, submitted on Project FI-3022(4), find 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, Glenns Ferry-East, is necessary for such use, and further, that it is determined that the Highway Department on account of the involvement of title with the heirs and children of the heirs and because the estate has not been probated in Idaho, it will be necessary to file a friendly condemnation suit to obtain proper title to said lands as follows:

Parcel No. 21, Margaret M. McCune et al, across the NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 29, Lot 8 of Section 28 and the SW $\frac{1}{4}$ SW $\frac{1}{4}$ and Lot 4 of Section 21, Township 5 South, Range 10 East, Boise Meridian.

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

The Board, having considered the report and recommendations, submitted on Project ST-2751(501), find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Sawtooth Park Highway from Jerome Northerly, is necessary for such use, and further, that it is determined that the Highway Department is unable to locate or determine the legal owners of the following property, and it will be necessary to condemn to get possession:

Parcel No. 27, Claimant and user of property is Charles F. Hancock and Leatha M. Hancock, his wife, in a portion of Lot 1 of Section 1, Township 8 South, Range 16 East, Boise Meridian.

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

The State Highway Engineer read letter of July 9, 1954 from State Highway Engineer Baldock, indicating that extending the U.S. 195 numbering to the road extending from a connection with U.S. 95 at the State line North of Lewiston, southerly through Lewiston, Anatone, Washington and Enterprise, Oregon to a connection with U.S. 30 at La Grande, Oregon would not be in accord with AASHO policy at this time. The Board accepted the State Highway Engineer's recommendation that no request for this extension would be submitted to the A.A.S.H.O. at this time.

The State Highway Engineer read letters, July 8, 1954, from Commissioner du Pont and July 7, 1954 from A. E. Johnson, President, A.A.S.H.O., advising that Public Roads was preparing a report, pursuant to Section 13 of the Federal Aid Highway Act of 1954, "..... to make a comprehensive study of all phases of highway financing etc.", and was requesting the State Highway Departments to cooperate and assist in the accumulation and compilation of data. The Board agreed that the Department of Highways should comply with this request.

THEREUPON, the Board adjourned until 8:30 A.M. on Friday, July 16, 1954.

FRIDAY - July 16, 1954

The Board reconvened at 9:00 A.M. on Friday, July 16, 1954, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board considered the need for repairing the bridge over Indian Creek in Kuna. The Board accepted the State Highway Engineer's recommendations (1) that the Department of Highways repair or replace the bridge (2) that negotiations be instituted with Ada County to eliminate the Meridian-Kuna Highway, State Highway No. 69, from the State Highway System and that decision as to whether this bridge be replaced or repaired be a part of such negotiations.

The Board authorized the State Highway Engineer to grant request of June 4 from the Union Pacific Railroad Company for permission to establish a second crossing of State Highway No. 24 near Minidoka. The existing crossing is of a spur track which the railroad company wishes to extend to complete as a switch track. The Railroad Company will submit a crossing agreement for execution by the State Highway Engineer.

The Board considered the petition of May 29 from Mr. Frank H. Arnzen and other citizens of Greencreek, Cottonwood and Kamiah requesting oiling of the entire Kamiah-Greencreek-Cottonwood Highway. The State Highway Engineer was instructed to investigate the possibility of oiling the portion on the State Highway System from Winona Westerly to a junction with State Highway No. 7, East of Greencreek.

The Board authorized the State Highway Engineer to grant the request of the A.G.C. Highway Committee for an appointment during the August meeting.

The Board met briefly with Messrs. Paul Kohout and J. C. Tovey of the Continental Insurance Company. This company plans to submit a proposal to the Department of Highways to handle group insurance for department employees. The State Highway Engineer informed the visitors that their proposal and proposals from other companies would be studied and referred to the Board for action as soon as his studies were completed and recommendations could be formulated.

The Board authorized the Department of Highways to subscribe to the Highway Research Correlation Service in the amount of \$1,578 for Fiscal Year July 1, 1954 to June 30, 1955, as proposed by letter of June 30, 1954 from Director Fred Burggraf of the Highway Research Board to the State Highway Engineer.

On recommendation of the State Highway Engineer, the Board accepted the Maintenance Engineer's June 29 report regarding the Department of Law Enforcement's request for personal housing at McCammon. It was agreed that no further action would be taken on the request, unless the matter is reopened by the Department of Law Enforcement.

The Board authorized the State Highway Engineer to sign agreement with the Association of Good Roads and Highway Districts Commissioners to provide funds for reimbursement of expenses for President Parker and Engineer J. Sinema while attending meeting of Highway Needs Consultant Committee appointed by the State Highway Engineer.

The Board instructed the State Highway Engineer to inform District Engineer Salmen of the Bureau of Public Roads that the Department of Highways was requesting that the \$218,000 contract savings on the A.E.C. projects in the Blackfoot-Midway Junction-Idaho Falls area be made available for a plant mix surface on the Blackfoot-Midway Junction road.

The Board reviewed letter from District Engineer Salmen of the Bureau of Public Roads, requesting further review of the location of U.S. 191, North of Ashton. The Board instructed the State Highway Engineer to retain the department's proposed location along the County road, along the West edge of town, but to obtain the right-of-way for the widening on a controlled access basis, stipulating that access would be permitted subject to the type of land use being retained as at present. He was instructed to advise the Bureau of Public Roads to that effect.

The State Highway Engineer reported that a conference in the Portland office of the Bureau of Public Roads with Division Engineer's representatives had resulted in their approving the layout of the Idaho Falls underpass on Yellowstone Avenue as originally proposed, retaining the present underpass for Southwest bound traffic.

The Board approved and signed traffic ordinances in three cities, as follows:

Kellogg	- Speed Limits and Traffic Control Signals
Sandpoint	- Speed Limits
Smelterville	- Speed Limits and Traffic Control Signals

Ordinances for Hope and East Hope were held without action pending further consideration of the 25 mile speed limit proposed.

The ordinances, as signed, are as follows:

A request was received by the Board from the City of Kellogg requesting approval of the Department of Highways of alterations by the Mayor and City Council of Kellogg of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Kellogg. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	U.S. 10	Cameron Avenue East	East City Limits to Division Street	25
2	U.S. 10	Cameron Avenue West	Division Street to Chestnut St. North	25
3	U.S. 10	Cameron Avenue West	Chestnut Street North to West City Limits	35

July 16, 1954

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Kellogg be and hereby are approved.

A request was received by the Board from the City of Kellogg for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Kellogg. The said traffic control signal devices are to be located at the following locations:

1. East City Limits of Kellogg
(Flasher One-way)
2. Intersection of Cameron Avenue & Division Street *
(Fixed time Four-way)
3. Intersection of Cameron Avenue West & Hill Street North*
(Flasher Four-way)

* Approval is subject to continuous operation of the signal equipment. At such times as the signal is not in operation or during seasonal shut downs, the signal head must either be removed or hooded.

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Kellogg be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the City of Sandpoint requesting approval of the Department of Highways of alterations by the Mayor and City Council of Sandpoint of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Sandpoint. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	US 95-10A	First Avenue	South City Limits to Pine Street	25
2	US 95-10A	Pine Street	First Avenue to 5th Avenue	25
3	US 2	5th Avenue	Pine Street to Cedar Street	25
4	US 95-2-10A	5th Avenue	Cedar Street to North City Limits	35
5	US 2	Pine Street	5th Avenue to Lake Street	25
6	US 2	None	Lake Street to West City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

July 16, 1954

IT IS HEREBY ORDERED that the above alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Sandpoint be and hereby are approved.

A request was received by the Board from the Village of Smelterville requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Smelterville of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Smelterville. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	US 10	Main Street	West City Limits to East City Limits	25

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above alterations of the prima facie speed limits on the hereinabove portion of the urban extensions of the State Highway System within the corporate limits of the Village of Smelterville be and hereby are approved.

A request was received by the Board from the Village of Smelterville for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the Village of Smelterville. The said traffic control signal devices are to be located at the following locations:

1. Intersection of Main Street & "I" Street *
(Flasher One-way)
2. Intersection of Main Street & "B" Street
(Flasher One-way)

*Approval is subject to continuous operation of the signal equipment. At such times as the signal is not in operation, the signal head must either be removed or hooded.

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Smelterville be and hereby is, granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

The Board approved the State Highway Engineer's recommendation that provision be made for fencing the high rock cut on Project AS-4769(1) near Kendrick, requested by District Engineer Phelps' July 2 and July 13 letters.

The State Highway Engineer read to the Board a copy of a letter to District Engineer Sternberg from C. Blaine Waring, Noble Grand, Beaver Creek Lodge IDOF, Dubois, requesting reinstatement of Wendell L. Hoopes. No action was considered necessary.

July 16, 1954

The State Highway Engineer read a Resolution relating to "Federal Highway Aid to States", passed at the 25th Annual Meeting of the National Council of State Garden Clubs, April 8, 1954, directed against "dangerous and ugly commercial intrusions and marginal usages" ".....destroying (the highways) usefulness as traffic arteries." No action was considered necessary.

The State Highway Engineer read letter of June 29, 1954 from Senator Dworshak, explaining status of Federal appropriations for Forest Highways. No action was considered necessary.

The State Highway Engineer read letter from Hal Hale, Executive Secretary of the A.A.S.H.O., with copy of Bill H.R. 9695 introduced by Representative Oakman of Michigan. It proposes to withhold Federal-aid from any State levying a ton-mile, weight-distance, axle-mile, or other third structure tax against trucks. No action was considered necessary.

The Board received a delegation from the City of Caldwell, including Mayor Jason C. Smith, J. M. Bettis, President of the Chamber of Commerce, B. C. Morse and eight other citizens who presented their views regarding the proposed 10th Street Overpass. Morse, who owns an equipment business at 10th and Arthur Street believes that either an overpass or an underpass would hurt his business and favored two railroad separations, N.W. and S.E. of the City. The Mayor and Mr. Bettis confirmed the stand previously taken by the Chamber of Commerce and City authorities: i.e., that a railroad separation should be provided at 10th Street, to permit movement at all times of school busses, ambulances and fire trucks, as well as private automobiles. The decision as to whether the structure be an overpass or an underpass was to be left to the Department of Highways; the delegation indicating no preference as to type of structure. The issue seemed to be whether any structure should be built on 10th Street, or whether separation structures should be built N.W. and S.E. of town. One citizen proposed that the railroad tracks be elevated through Caldwell. No final decision was rendered. The State Highway Engineer stated that a study of comparative costs and merits of the underpass and overpass design was being made.

Mr. Ward of the Clark Concrete Pipe Company, Idaho Falls, and Mr. Pendrey of the Idaho Concrete Pipe Company of Nampa, appeared to plead that concrete pipe be given a better opportunity to provide culverts for State highway projects. They wanted concrete pipe, round, arch, or siphons to be specified without alternate on a substantial number of jobs, citing that it was produced from Idaho materials by Idaho labor and provided more contribution to the States's economy than did metal pipe, produced and to a large extent fabricated outside of the State. If bid on a competitive basis, the visitors wanted a size preference given to concrete pipe on account of alleged greater carrying capacity. No assurance was given them that the request would be granted, though the State Highway Engineer was instructed to investigate further the merits of their contentions.

Mr. Fred Kiefer of Bingham County urged that the location of State Highway 39 between Springfield and Rockford be on the West side of the Union Pacific Branch Railroad rather than on the East side as now proposed. He was informed carefully of the advantage of the East side location, that right-of-way on the East side was being purchased and that the Board did not plan to alter its previous decision to construct on the East Side.

Mr. W. L. Robison, State Labor Commissioner, Ellsworth Sams of the Pocatello Building and Trades Council and a delegation of six labor officials, and Clarence Beck of Salt Lake City, their Attorney, appeared to protest the labor practices of LeGrand Johnson, Contractor for the construction of pavement on the A.E.C. financed highway East and Southeast of Midway Junction - Projects HAA-6(2) and HAA-7(1). They claim that the contractor is required to hire 95% Idaho labor and pay the prevailing wage in

Idaho Falls, and that he is observing neither of these requirements. Since this is a Federal financed project, there is some doubt as to whether the contractor is required to employ 95% Idaho labor, though the delegation asserted that Attorney General Smylie had informed them that the 95% requirement did apply. No definite statement was made as to what type of labor was not receiving the prevailing wage or what the prevailing rates of pay were. No action was taken, other than the Board agreed to get opinions regarding the matter from the Attorney General. The Board would also ascertain to what extent the Department of Highways was required to "police" the project and to enforce compliance with State labor laws. Attorney Beck asserted that the Board could cancel a contract if the contractor failed to comply with the State laws regarding labor and employment.

A number of statements were made to the effect that a bad unemployment situation existed in Pocatello and that it was important to give local people preference in employment on State highway contracts.

The Board authorized the State Highway Engineer to approve the transfer of the old steel bridge over the Little Salmon River, one half mile West of New Meadows, to the City of Weiser if he considered it satisfactory and desirable. The State Highway Engineer proposed to grant the structure if the following conditions were met:

- (1) Adams County must consent to the transfer. The structure is in use now but such would not be necessary if a short road connection to present highway U.S. 95 were built. Apparently, Weiser should pay for the road connection.
- (2) The City of Weiser to bear all costs of dismantling, transporting, and reerecting the structure in its new location in Weiser.
- (3) No costs will be charged against the Department of Highways in connection with this transfer.

THEREUPON, the Board adjourned until their next regular meeting to be convened on Monday, August 16, at 1:30 P.M.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho
16 August 1954

July 16, 1954

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

August 16 - 19, 1954

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on Monday, August 16, 1954.

Present were David P. Jones, 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, Planning Officer-Acting Secretary of the Board.

The Minutes of the meeting held July 14 - 16, 1954 were read and approved.

The Board reviewed the results of eleven bid openings for bids which were received July 20, July 27, August 3 and August 10, 1954. No bids were received for Project S-5782(1), the East Branch Road in Bonner County. On the other ten projects, the Board confirmed the awards to the low bidders as made by the State Highway Engineer, as follows:

The first bids to be considered were for Project S-1704(2), consisting of constructing the roadway and a bituminous surface treatment on 8.240 miles of the Samaria Lane Road between Pleasantview and Pocatello Valley, in Oneida County. This is a Federal-aid Secondary and County financed project. 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 July 21, 1954, in the amount of \$67,941.30; the Engineer's Estimate being \$80,990.90.

The next bids to be considered were for Project ST-2741(501), consisting of constructing a plant mix bituminous surface on 1.005 miles of State Highway No. 50 from U.S. 93 East in Twin Falls, in Twin Falls County. This is a State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Rex Johnson Excavation Company of Twin Falls, Idaho, the low bidder, on July 26, 1954, in the amount of \$107,047.70; the Engineer's Estimate being \$116,605.00.

Bids for the above two projects were received on July 20, 1954.

The next bids to be considered were for Project S-4810(1), consisting of constructing the roadway and a 34 foot concrete bridge on 7.737 miles of the Elk River Highway from Bovill North, in Latah County. This is a Federal-aid Secondary and State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Murphy Bros. of Spokane, Washington, the low bidder, on July 28, 1954, in the amount of \$467,338.55; the Engineer's Estimate being \$536,568.70.

Bids were then considered for Project S-5810(1), consisting of constructing a 105 foot concrete bridge and approaches on 0.582 miles of State Highway No. 43, North of Clarkia, in Shoshone County. This is a Federal-aid Secondary and State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Commercial Builders, Inc. of Moscow, Idaho, the low bidder, on July 28, 1954, in the amount of \$92,180.50; the Engineer's Estimate being \$86,450.20.

Bids for the above two projects were received on July 27, 1954.

Bids for the next three projects were received on August 3, 1954.

The first bids in this group to be considered were for Project ST-3291(502), consisting of constructing a hand rail addition on the Mores Creek Bridge, east of Boise, in Ada County. This is a State financed project. Acting on the authority given him by

August 16-19, 1954

the Board, the State Highway Engineer had awarded the contract to Prokesh & Howry of Boise, Idaho, the low bidder, on August 5, 1954, in the amount of \$5,218.00; the Engineer's Estimate being \$6,400.00

The next bids to be considered were for Project S-5784(2), consisting of constructing a road mix bituminous surface on 5.626 miles of the Selle Road from U.S. 95 east, in Bonner County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Standard Asphalt Paving Company of Spokane, Washington, the low bidder, on August 5, 1954, in the amount of \$53,616.95; the Engineer's Estimate being \$51,563.65.

The last bids in this group to be considered were for Project S-6708(1), consisting of constructing the roadway and a road mix bituminous surface on 3.011 miles of the East Ammon Road, South Section, in Bonneville County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Barnhart & Wheeler Contractors, Inc. of Pocatello, Idaho, the low bidder, on August 6, 1954, in the amount of \$50,052.24; the Engineer's Estimate being \$57,311.10. This is a Federal-aid Secondary and County financed project.

Bids for the next three projects were received on August 10, 1954.

The first bids to be considered were for Project M-6471(505), consisting of seal coating 19.453 miles of U.S. Highway 191, from St. Anthony to Ashton and from the Sugar City Overhead to St. Anthony, in Fremont and Madison Counties. This is a State financed project. 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 11, 1954, in the amount of \$17,309.75; the Engineer's Estimate being \$17,528.00.

The next bids to be considered were for Project S-3835(1), consisting of constructing the roadway on 2.830 miles of the Pole Line Road, from the Letha Bridge easterly, in Gem County. This is a Federal-aid Secondary and County financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Karl Woodall of Boise, Idaho, the low bidder, on August 11, 1954, in the amount of \$47,567.50; the Engineer's Estimate being \$56,111.00.

The last bids to be considered were for Project S-6800(1), consisting of constructing a 155 foot concrete bridge across the Teton River on the Newdale North Road, in Fremont County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Goodwin Construction Company of Blackfoot, Idaho, the low bidder, on August 12, 1954, in the amount of \$28,584.50; the Engineer's Estimate being \$26,544.50.

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

Expense claims for the members of the Board were approved in the following amounts: Mr. Rich - \$55.70 for month of July; Mr. Jones - \$30.80 for the month of July; Mr. Floan - \$43.40 for the month of July.

The Board accepted the recommendation of the State Highway Engineer that the Department of Highways participate in the A.A.S.H.O. Road Test Project in Illinois, and contribute the sum of \$5,609.00.

August 16-19, 1954

The Board reviewed with the State Highway Engineer proposals from the Planning Officer and Urban Engineer for a policy in respect to requiring or accepting contribution from Cities or Villages for financing State highway construction through them, and deferred action to permit further consideration of this problem.

THEREUPON, the Board adjourned until 9:00 A.M. on Tuesday, August 17, 1954.

TUESDAY - August 17, 1954

The Board reconvened at 9:00 A.M. on Tuesday, August 17, 1954, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board approved recommendation from the State Highway Engineer for the use of Urban Federal-aid funds on the Broadway Bridge over the Boise River. This bridge is outside of the Corporate limits of Boise, but within the Urban Area to be designated as eligible for Urban Federal Aid Funds. Both City and County will provide matching funds. The project is not on the State Highway System.

The Board accepted the State Highway Engineer's recommendation that the Northwest Greyhound Lines be permitted to operate 40-foot three axle busses on U.S. 10 and that the Overland Greyhound Lines be permitted to operate them on a number of routes in Southern and Eastern Idaho. The routes approved for the Overland Greyhound Lines include State Highway 52, Gottschalk Corner-Payette; State Highway 44, Boise to Junction U.S. 30, North of Caldwell; U.S. 20-26-30 and 30 N., West of Bliss; S.H. 24, Bliss to Gooding; S.H. 46, Gooding-Wendell; S.H. 25, Bliss to Rupert; S.H. 79, Jerome South; U.S. 93, Jerome Junction to Twin Falls; U.S. 30 and U.S. 30 S., Twin Falls-Burley-Strevell-Utah Line; U.S. 30 N., Burley-Pocatello-Montpelier-Wyoming Line; and S.H. 27, Burley to Paul.

Approval of 40-foot busses was denied on the following routes:

U.S. 30, Bliss^X-Twin Falls; U.S. 191, Pocatello-Targhee Pass; U.S. 91, McCammon South to the Utah Line, South of Preston, and U.S. 191, Downey via Malad to the Utah Line, South of Malad; S.H. 35 and S.H. 86, Swan Lake Junction-Dayton-Preston.

The Board and the State Highway Engineer discussed President Eisenhower's Highway plan and the two Resolutions adopted by the Governors' conference.

The Board approved the State Highway Engineer's letter of August 6, 1954 to all Counties, informing them that 50% of the Federal-aid Secondary funds for the Fiscal Years 1956 and 1957 were available for their use and that each County would have until January 1, 1956 to perfect an agreement with the Department of Highways by which its share would be allocated to specific projects after the County had provided its share of the matching funds. The basis of apportionment was the same as the basis in which the 30% Highway User Revenues raised under State laws are apportioned to the Counties by State law.

The Board accepted the State Highway Engineer's recommendation that the existing bridge over the South Fork of the Payette River at Banks be transferred to Boise County as soon as the new bridge now being constructed by the Bureau of Public Roads is completed and opened to traffic, with the understanding that the County will bear all costs of transporting the old bridge from its present location and reerecting it on crossing of the South Fork of the Payette River, South of Garden Valley, and with the further understanding that FAS funds will be requested if the route is added to the Federal-aid Secondary System.

August 17, 1954

The matter of providing for oiling a portion of State Highway 9 from Kooskia East and of improving a portion of State Highway 33 from Victor East to the Wyoming line was considered, and it was agreed that favorable consideration would be given the inclusion of both improvements in the 1955 Construction Budget.

Complaints regarding the condition of the Priest River Road, State Highway No. 57, North of Priest River, were considered by the Board. The State Highway Engineer was instructed to discuss with the Bureau of Public Roads the seriousness of this situation and to arrange for an early feasible solution, involving the possible assignment of Forest Highway funds to other routes and subsequent administration, construction and maintenance of this route by the Department of Highways without further active participation by the Bureau of Public Roads with Forest Highway Funds.

The State Highway Engineer was instructed to explore with the Bureau of Public Roads the possibility of obtaining special Forest Service Funds for the improvement of Forest Highway No. 24, State Highway No. 17, from Banks to Crouch.

The Board read a Resolution dated 2 August, 1954 from the City of Caldwell approving the 10th Street location of U.S. 30 for a railroad grade separation structure, using either an overpass or an underpass as the Department of Highways may elect.

The Board approved the State Highway Engineer's proposal that the current budget include a new item for producing, placing and/or stockpiling surfacing material for State Highway 34 between the Blackfoot River and the Wyoming Line near Freedom at an estimated cost of \$127,000, to be done by contract.

The Board approved condemnation orders involving three projects, as follows:

The Board, having considered the report and recommendations, submitted on Project S-2361(2), find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Springdale Curves is 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 lands should be condemned as follows:

Parcel No. 3 from P. D. Pace et ux across the NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 32, Township 10 South, Range 24 East, Boise Meridian.

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

The Board, having considered the report and recommendations, submitted on Project F-3271(1), find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Payette Highway, Round Valley-Cascade, is 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 lands should be condemned as follows:

Parcel No. 11, James H. Bingman and Gertrude M. Kerby, Administratrix of the Mary A. Kerby Estate, Claude Finch and Kate Finch, his wife, in Lot 1 of Section 5 and Lot 4 of Section 4, Township 12 North, Range 4 East, and the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 32 and SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 33, Township 13 North, Range 4 East, Boise Meridian.

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

August 17, 1954

The Board, having considered the report and recommendations, submitted on Project S-1721(2), find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Roosevelt Highway, Pingree-Riverside, is 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 lands should be condemned as follows:

Parcel No. 3, Robert G. Sasser and James Hall, in the $NE\frac{1}{4}SE\frac{1}{4}$ and $SE\frac{1}{4}NE\frac{1}{4}$ of Section 8, Township 4 South, Range 33 East, Boise Meridian.

Parcel No. 7, Hans F. Hennebold in the $NE\frac{1}{4}SW\frac{1}{4}$, $SE\frac{1}{4}NW\frac{1}{4}$ and $SW\frac{1}{4}NE\frac{1}{4}$ of Section 4, Township 4 South, Range 33 East, Boise Meridian.

Parcel No. 26, W. H. Scott in the $W\frac{1}{2}NW\frac{1}{4}$ of Section 23, Township 3 South, Range 33 East, Boise Meridian.

Parcel No. 37, O. W. Sova, contract purchaser, Frank Martinson, in the $S\frac{1}{2}SE\frac{1}{4}$ of Section 1, Township 3 South, Range 33 East, Boise Meridian.

Parcel No. 41, Homer R. Evans and Ruby L. Evans, his wife, in Lot 2 of Section 31, and Lot 4 of Section 32, Township 2 South, Range 34 East, Boise Meridian.

Parcel No. 42, Erwin B. Evans and Gladys M. Evans, his wife, in Lots 1 and 2, Section 31, and Lot 4, Section 32, Township 2 South, Range 34 East, Boise Meridian.

Parcel No. 43, H. DeVoe Evans and Myrtle Evans, his wife, in Lot 1 of Section 31, Township 2 South, Range 34 East, Boise Meridian.

Parcel No. 51, Irvin J. Spraker and Federal Land Bank of Spokane, in Lots 2 and 3 of Section 34, Township 2 South, Range 34 East, Boise Meridian.

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

On recommendation of the State Highway Engineer, the Board approved a proposed agreement regarding the disposition of property in Lot 4 of Section 29, Township 50 N., Range 3 West, Boise Meridian, providing for relinquishment of a strip of right-of-way to the drilling property owner, James L. Rhodes, subject to certain conditions regarding access and landscaping. The State Highway Engineer was authorized to sign this agreement.

At the suggestion of Mr. Floan, the Board instructed the State Highway Engineer to direct the District Engineers to guard all roadsides against encroachment. He referred particularly to unauthorized use of roadsides by fruit sellers, and urged that all such installations be carefully inspected in order to insure safe traffic operative conditions.

THEREUPON, the Board adjourned until 8:30 A.M. on Wednesday, August 18, 1954.

WEDNESDAY - August 18, 1954

The Board reconvened at 8:30 A.M. on Wednesday, August 18, 1954, with all members of the Board, the State Highway Engineer and Acting Secretary present.

August 18, 1954

The Board approved a tentative 1955 Construction Budget for new projects on the State Highway System, involving a total estimated cost of \$15,112,000 for projects on the Primary System; \$6,034,000 on the Secondary System; total - \$21,146,000. The State Highway Engineer was instructed to supply staff officers and District Engineers with copies for their administrative use, but not to release it for publication otherwise.

The Board reviewed the matter of the labor dispute involving Contractor LeGrand Johnson on Projects HAA-6(2) and HAA-7(1). The contractor was fined \$300.00 for employing more than 5 per cent out-of-state labor. The Board did not consider that further action by it or the Department of Highways was necessary now.

The Board passed ordinances regulating traffic speeds in Hope, East Hope, Glenns Ferry, and Mullan, and ordinances permitting diagonal parking on certain streets in Soda Springs and Gooding.

The ordinances, as signed, are as follows:

A request was received by the Board from the Village of Hope requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Hope of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Hope. The said alterations are as follows:

Item Highway		Street Name	Zone Limits	Prima Facie Speed Limits
No.	No.			(M.P.H.)
1	U.S. 10 A	None	West City Limits for 1000 feet	35
2	U.S. 10 A	None	From 35 mile zone for 2000 feet	25
3	U.S. 10 A	None	From 25 mile zone to East City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Hope be and hereby are approved.

A request was received by the Board from the Village of East Hope, requesting approval of the Department of Highways of alterations by the Mayor and Village Council of East Hope of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of East Hope. The said alterations are as follows:

Item Highway		Street Name	Zone Limits	Prima Facie Speed Limits
No.	No.			(M.P.H.)
1	U.S. 10	None	West City Limits for 1500 feet	25
2	U.S. 10	None	From 25 mile zone to East City Limits	50

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of East Hope be and hereby are approved.

August 18, 1954

A request was received by the Board from the City of Glenns Ferry, requesting approval of the Department of Highways of alterations by the Mayor and City Council of Glenns Ferry of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Glenns Ferry. The said alterations are as follows:

Item Highway		Street Name	Zone Limits	Prima Facie
No.	No.			Speed Limits (M.P.H.)
1	US 20-26-30	First Avenue	West City Limits to Kansas Avenue	35
2	US 20-26-30	First Avenue	Kansas Avenue to Cassia Avenue	25
3	US 20-26-30	First Avenue	Cassia Avenue to East City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Glenns Ferry be and hereby are approved.

A request was received by the Board from the City of Mullan requesting approval of the Department of Highways of alterations by the Mayor and City Council of Mullan of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Mullan. The said alterations are as follows:

Item Highway		Street Name	Zone Limits	Prima Facie
No.	No.			Speed Limits (M.P.H.)
1	U.S. 10	None	S. W. City Limits for 1500 feet	50
2	U.S. 10	None	From end of 50 mile zone to 3rd Street	35
3	U.S. 10	River Street	3rd Street to 6th Street	25
4	U.S. 10	River Street	6th Street to East City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie/limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Mullan be and hereby are approved.

A request was received by the Board from the City of Soda Springs for permission of the Department of Highways to permit angle parking on certain urban extensions of the State Highway System within the corporate limits of the City of Soda Springs.

The said angle parking to be permitted as follows:

Item Highway		Street Name	Angle Parking Zone Limits
No.	No.		
1	US30 N & S.H. 34	2nd South Street	1st West to Main Street
2	US 30 N	2nd South Street	Main Street to 2nd East Street
3	S.H. 34	Main Street	2nd South Street to Hooper Street
4	S.H. 34	Hooper Street	1st Street East to 3rd Street East

Upon the recommendation of the State Highway Engineer, and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY DETERMINED AND ORDERED that the above enumerated portions of urban extensions of the State Highway System within the corporate limits of the City of Soda Springs are of sufficient width to permit angle parking without interfering with the free movement of traffic and that angle parking thereon be and hereby is approved.

A request was received by the Board from the City of Gooding for permission of the Department of Highways to permit angle parking on certain urban extensions of the State Highway System within the corporate limits of the City of Gooding. The said angle parking to be permitted as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Angle Parking Zone Limits</u>
1	US 20 T & SH 46	Main Street	Ninth Avenue to Fourth Avenue
2	SH 46	Main Street	Fourth Avenue to Railroad Crossing

With due consideration to the street widths and recorded average daily volumes of traffic moving upon the above enumerated portion of the State Highway System, it is the considered opinion of the State Highway Engineer, the Traffic Engineer, and the Board that minimum interference with the free flow of traffic would be assured on the cited portions of the State Highway System by the provision of parallel parking only. Not-with-standing, however, upon the recommendation of the State Highway Engineer, and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved for a period of one (1) year from the date of this order during which period the City of Gooding will study its parking problem with the express purpose of converting to parallel parking on the above enumerated portion of the State Highway System. There being no dissenting vote,

IT IS HEREBY DETERMINED AND ORDERED that angle parking on the above enumerated portions of the State Highway System for a period of one (1) year be and hereby is approved.

The Board authorized attendance (subject to Governor's approval) of L. F. Erickson to attend A.A.S.H.O. Materials meeting at Chicago on September 7 and 8, and of E. V. Miller to attend Highway Interstate Committee meeting at Gearhart, Oregon, October 1 and 2.

No action was taken in respect to authorization for attending the A.A.S.H.O. meeting, November 7 - 12, at Seattle, Washington.

The Board met with the Highway Committee of the Idaho Chapter of the A.G.C., including the following:

T. Matt Hally, Chairman - Spokesman
 Duffy Reed
 Mark Burggraf
 H. Knippel
 W. D. Hale
 Harold Quinn
 John P. Molitor

Messrs. Reid and Oxley of the Department of Highways also attended. A number of items of mutual interest were discussed.

The Board discussed with Wendell McNeal of the Peter Kiewit Sons' Company, and James Henry, Bonding Company's representative, the matter of the \$40,000 claim for extras on account of material pit change on the Idaho Falls-Midway Junction road, which has laid dormant for about four years. The Board agreed to review the matter carefully and to discuss it with the Bureau of Public Roads and Atomic Energy Commission, and to review the pits in the field while enroute to proposed opening celebration at Gibbonsville the latter part of September.

The Board mentioned statement of Mr. Yost, Secretary of the Idaho Taxpayers League, indicating his organization will support increased Fuel Tax and License Fees if other States are doing the same thing, if adequate information as to equity of truck fees is submitted, and reliable information is submitted as to where funds would be spent. The State Highway Engineer said that such a report would be presented by the Highway Planning Survey.

THEREUPON, the Board adjourned until 9:00 A.M. on Thursday, August 19, 1954.

THURSDAY - August 19, 1954

The Board reconvened at 9:00 A.M. on Thursday, August 19, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board met with the Board of County Commissioners of Franklin County, Chairman Condie, Members Crane and Nash and Clerk Swenson, and Secondary Roads Engineer Short, to discuss road matters of mutual interest. The County Board discussed the need for bridge over the Bear River on Fairview Weston Road, County Secondary, FAS 1735. They estimated the cost at \$100,000, which would absorb more than Franklin County's share of the FAS authorizations for 1956 and 1957 - \$42,100. Secondary Engineer Short had estimated the cost at less than \$100,000, but would recheck it. The matter of using FAS funds allotted but not used by other Counties after January 1, 1956 was also discussed. The County Board seemed quite happy with the Department of Highways' 1955 program for Franklin County. The matter of the East vs. the West routing of State Highway 34, between Preston and Thatcher, was discussed.

The Board met with Contractor W. E. Arrington and Subcontractor Claude Detweiler to discuss the matter of a proposed \$2,000 deduction for time overrun on the Rigby Shop. Maintenance Engineer McCrea and Assistant Attorney General Shepard were present. Mr. Arrington had requested extension for the alleged reason that time overrun was due to strike conditions in the East, delaying receipt of certain plumbing and electrical supplies. No decision was rendered; the Board referring the matter to the State Highway Engineer and Assistant Attorney General for further review and recommendation. The Department of Highways will report to the Board on August 28.

The Board met with a delegation of eleven citizens and officials of Boise County to consider provision for a wider, safer facility on State Highway 17, between Banks and Crouch. The urgency was emphasized by recent death of motorist allegedly crowded off the highway by a logging truck. The possibility of utilizing special Federal funds, other than Forest Highway Funds, was discussed and the Department of Highways was instructed to canvass that situation. In the meantime, the plan now being implemented by the State to place warning signs and signs limiting speed to 35 m.p.h. for passenger cars and 25 m.p.h. for trucks was accepted. The group included the following:

NAME

REPRESENTING

L. E. Haight
Clayton Almquist
Harry Penrod
(County Commissioner)

Caldwell Lumber Company
Caldwell Lumber Company
Idaho City, Idaho

August 19, 1954

NAMEREPRESENTING

Walter L. Crawford	Crouch, Idaho
W. O. Bedal	Crouch, Idaho
John L. Aram	Southern Idaho Forestry Association
Theo. Hoff, Jr. (State Senator)	Boise County
George Emerson (Sheriff)	Boise County
Harry T. Youren	Crouch, Idaho
Ira Rodemack	Crouch, Idaho
Chas. Biggers (County Commissioner)	Horseshoe Bend, Idaho

Senator Hoff filed a report dated August 18, 1954, entitled "Report Submitted to State Highway Board on Banks-Garden Valley Road."

The Board met with Mr. Darling, owner of the Darling Motel at the Southwest intersection of Hannibal Street and Kimball Avenue in Caldwell, and his attorneys, Messrs. Johnston and Elliott. Mr. Darling wanted access to the new location of U.S. 20-26-30 on Hannibal Street, which was not provided by the new highway plans. The Board rendered no decision but agreed to view the situation on August 27.

The Board met with a delegation representing the "Northside Communities", including W. McKnight, R. Thorpe, (Secretary) W. B. Churchman, and Clark Heiss, all of Jerome. They asked the Board to reconsider the designation of State Highway 25 as U.S. 30 N. from Rupert to Bliss, and the Board agreed to restudy the matter. They asked as to the progress of proposed construction from Jerome North. Some items considered for the 1955 Construction Budget were discussed. The delegation objected to proposal to budget for construction on the Interstate location Southwesterly from Jerome to a connection with U.S. 93, about 2 plus miles North of the Rim-to-Rim Bridge.

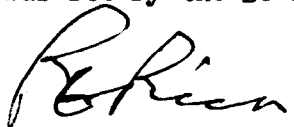
The Board signed a condemnation order for property belonging to Winnefred M. Uhlenkott; the property involved joint ownership by minor heirs; the condemnation being a "friendly" or unopposed action. The Order, as signed, is as follows:

The Board, having considered the report and recommendations, submitted on Project F-4113(4), find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the North and South Highway, Cottonwood-Fenn, is necessary for such use, and further, that an agreement as to the price has been reached with the owner; however, on account of the ownership being vested in a widow and a number of minor children, it will be necessary to file a friendly condemnation suit to acquire the right-of-way as follows:

Parcel No. 15, Winnefred M. Uhlenkott, across the E $\frac{1}{2}$ NE $\frac{1}{4}$ of Section 28, Township 31 North, Range 1 East, Boise Meridian.

Therefore, it is ordered that the Legal Department shall file a condemnation suit in the proper court against the owner of said property, to acquire the title thereto.

THEREUPON, the Board adjourned. A special meeting was set by the Board for August 27 and 28, 1954.


 R. C. RICH
 Chairman, Board of Highway Directors

Done at Boise, Idaho
 September 20, 1954
 August 19 1954

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

August 27, 1954

Pursuant to an order of the Board at the regular meeting, a special meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on August 27, 1954.

Present were David P. Jones, 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, Planning Officer-Acting Secretary of the Board.

The Minutes of the meeting held August 16 - 19, 1954 were not read.

The Board reviewed the results of the bid opening on two projects; bids for which were received on August 24, 1954. The following action was taken:

The first bids to be considered were for Project F-4113(4), consisting of constructing the roadway and a bituminous surface treatment on 4.957 miles of U.S. Highway 95, between Fenn and Cottonwood, in Idaho County. This is a Federal-aid Primary and State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Frank J. Baulne of Yardley, Washington, the low bidder, on August 25, 1954, in the amount of \$485,416.00; the Engineer's Estimate being \$550,420.00.

The second and last bids to be considered were for Project S-6716(1), consisting of surfacing and constructing a bituminous surface treatment on 5.468 miles of the St. Leon Road from U.S. 20-26-191 North, known as Idaho Federal Aid Project No. S-6716(1) in Bonneville County. This is a Federal-aid Secondary and County financed project. 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 August 26, 1954, in the amount of \$35,399.60; the Engineer's Estimate being \$45,772.80.

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

The Board considered the matter of appropriate time for receiving bids and awarding a contract for the Lucille-North Section, Project F-4113(), 5.0 miles, and requested that this be discussed again at the October meeting.

The Board received a delegation from the State Board of Health, Messrs. L. J. Peterson, Director, and H. C. Clare, Engineer, who discussed protests regarding the dust nuisance on the Lewis and Clark Highway, State Highway 9, between Kooskia and Lowell. While the delegation were inclined to doubt the seriousness of the health problem, they asked regarding the intentions of the Board of Highway Directors. They were informed that oiling of this section of road was being favorably considered for inclusion in the 1955 Budget.


The Board met with Judge Baum and Thos. V. Tibor, Councilman of American Falls, to discuss the route of U.S. 30 N. through that City, as proposed by the Department of Highways. A new location about 650 feet south of the location originally selected was displayed on a map and received the approval of the delegation. The State Highway Engineer agreed to expedite the survey and preparation of right-of-way map, etc. for the new location.

August 27, 1954

The Board authorized the State Highway Engineer to construct a new bridge over Indian Creek in Kuna, of reinforced concrete slab type at an estimated cost of \$12,000, and accepted his suggestion that the City sign an agreement, evidencing that the bridge in question is not on the State Highway System.

Mr. Rich read a letter from Mr. Henry L. Day of Wallace urging that the State Department of Highways proceed to acquire right-of-way for the Wallace-Mullan road and suggested possible advantage of purchasing it on a secret basis through a local agent. The Board thought this proposal had merits and agreed that \$300,000 should be set aside for this right-of-way purchase.

THEREUPON, the Board adjourned at 3:30 P.M., until their next regular meeting; the exact date to be announced later.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho
20 September 1954

August 27, 1954

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

September 20, 1954

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 9:00 A.M. on Monday, September 20, 1954.

Present were David P. Jones, 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, Planning Officer-Acting Secretary of the Board.

The Minutes of the two meetings held August 16 to 19, and August 27 were read and approved.

The Board reviewed the results of five bid openings for bids which were received August 31, September 7, and September 14, 1954. The following action was taken:

The first bids to be considered were for Project FI-3022(4), consisting of constructing the roadway, bituminous surface treatment, 37' concrete overpass and a 120' concrete bridge on 2.815 miles of U.S. Highway 30, from Glenns Ferry east, in Elmore County. This is a Federal-aid Interstate and State financed project. The State Highway Engineer recommended that, subject to concurrence of the Bureau of Public Roads after all necessary right-of-way had been obtained, the contract be awarded to Eagle Construction Company of Boise, Idaho, on their low bid of \$374,224.00; the Engineer's Estimate being \$541,548.00. The Board accepted the State Highway Engineer's recommendation that the contract be awarded to the Eagle Construction Company as soon as concurrence by the Bureau of Public Roads is obtained, which must in turn await our furnishing the Bureau of Public Roads a right-of-way certificate.

The next bids to be considered were for Stockpile Project No. 103, consisting of furnishing crushed gravel and cover coat material in stockpiles in the vicinity of Preston, in Franklin County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Mountain States Construction Company of Pocatello, Idaho, the low bidder, on September 2, 1954, in the amount of \$27,850.00; the Engineer's Estimate being \$47,500.00. This is a State financed project.

Bids for the above two projects were received on August 31, 1954.

Bids were then considered for Project ST-1786(502), consisting of constructing a crushed scoria and/or cinder and gravel surfacing on 28.037 miles of State Highway No. 34, between the Blackfoot River and the Wyoming Line, and for furnishing a crushed scoria and/or cinder and gravel in stockpiles, in Caribou County. This is a State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Emmett D. Ford, Contractors, of Blackfoot, Idaho, the low bidder, on September 8, 1954, in the amount of \$96,352.00; the Engineer's Estimate being \$115,315.00.

The next bids to be considered were for Maintenance Project No. 98, consisting of furnishing crushed gravel in stockpile and seal coating 10.508 miles of Highway U.S. 95-30-N., between Payette and Weiser, in Washington and Payette Counties. This is a State financed project. The State Highway Engineer had exercised the authority given him by the Board, and had awarded the contract to A. D. Stanley of Boise, Idaho, the low bidder, on September 8, 1954, in the amount of \$21,060.00; the Engineer's Estimate being \$26,255.00.

Bids for the above two projects were received on September 7, 1954.

September 20, 1954

The last bids to be considered were for Project U-3281(3), consisting of constructing the roadway and a plant mix bituminous surface on 1.187 miles of Highway U.S. 30, in Nampa, from the Underpass to the East City Limits, in Canyon County. This is a Federal-aid Urban and State financed project, and bids were received on September 14, 1954. 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, Idaho, the low bidder, on September 16, 1954, in the amount of \$232,493.75; the Engineer's Estimate being \$273,830.40.

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

The Board reviewed the status of the Department's requests of the Bureau of Public Roads for allocation of Federal Lands Funds to the Cobalt-Salmon Road and some other roads, and agreed that efforts to obtain such an allocation should be continued, particularly for the Cobalt-Salmon Road.

The Board read resolution from the North Side Communities, Inc., accompanying Secretary Thorpe's letter of September 2, and agreed to receive a delegation from this group at the October Board meeting.

The Board approved the State Highway Engineer's recommendation that \$75,000 be authorized for Force Account betterment and widening work on the Kooskia-Smith Creek, Project F-4201, and that such work be prosecuted during the coming Fall and winter, preparatory to contracting the surfacing and asphalt top during the 1955 construction season. The Board granted a similar authority for the Pierce-Headquarters section, Project S-4780, and instructed the State Highway Engineer to investigate and accept, if feasible and desirable, proposals from local residents to rent tractors to the Department of Highways at a reduced rate, with operators, if he considered that method preferable.

The Board accepted the State Highway Engineer's recommendation that the offer by Thompson, owner, to sell ten (10) acres east of Moscow to the Department of Highways for \$10,000 be held without immediate action. The State Highway Engineer was instructed to direct Maintenance Engineer McCrea and District Engineer Phelps to investigate other suitable sites near Moscow, possibly on the south edge of the City, along U.S. 95.

The State Highway Engineer read letter from L. L. Nelson, Acting Area Director, Bureau of Indian Affairs, Phoenix, Arizona, offering to construct the section of SH 51 (about 12 miles) through the Western Shoshone (Duck Valley) Indian Reservation to standards to be set by the Bureau of Public Roads, if the State Department of Highways would agree to maintain it. The State Highway Engineer suggested the desirability of abandoning all of SH 51, South of Bruneau. Accordingly, further action was postponed for a subsequent Board meeting, after further investigation and recommendation by the State Highway Engineer.

The Board reviewed letter of September 14 from the Village of Victor, requesting curb to curb oiling of Main Street for two blocks, (State Highway 33). The Board accepted the State Highway Engineer's recommendation that the oiling and necessary base and other items (not including curb, which the City proposes to do) be included in the 1955 Construction Budget, and that an item for bettering and resurfacing State Highway 33 from Victor northerly to Driggs be added to the budget, also.

The Board read letter from Mr. Donald Klopfenstein of Stanley, Idaho, requesting that State Highway 21 for 3.7 miles West of Stanley be kept open during the winter. The Board instructed the State Highway Engineer to investigate the need, costs and feasibility of performing such maintenance, and to ascertain from the Assistant Attorney

General the general liability of the Department of Highways in respect to the maintenance and removal of snow on isolated State highways such as this one.

The Board reviewed request from Mr. Harold E. Thomas, Chairman, Village of Lava Hot Springs, for signs and an alternate business route for U.S. 30 through town. The matter was taken under advisement; the Board indicating that needs of such alternate routes through Cities and Villages should be favorably considered.

The Board discussed with the State Highway Engineer and Locating Engineer Johnson the matter of the location and survey of U.S. 191 between Mack's Inn and Targhee Pass. It appeared that the Highway Departments of Montana and Idaho, the Forest Service and the District Engineers of Bureau of Public Roads for both States had accepted Targhee Pass. The State Highway Engineer proposed to have the Department of Highways, rather than the Bureau of Public Roads, survey this road and instructed the Locating Engineer to start this survey as soon as practicable. The Bureau of Public Roads has asked for some additional information, and the Locating Engineer was instructed to handle this request appropriately.

The matter of fencing on public lands was brought up for further consideration, on account of recent request by Mr. Roy W. Bean, Acting District Range Manager, U.S. Bureau of Land Management, Shoshone, Idaho, for extensive fencing, gates and underpasses on Project F-2392(1), Blaine County Line, North and South on U.S. 93. The project traverses public lands but the right-of-way has already been granted. The Board rejected the request.

The Board approved the State Highway Engineer's recommendation that \$100,000 previously in the approved 1954 budget for purchase of right-of-way for Project ST-1032(503), Pocatello-Shelley, be transferred to Project ST-5116(506) in Sandpoint.

The State Highway Engineer read letter from Sandor S. Klein to him and from K. D. Nichols, General Manager of the Atomic Energy Commission, denying their support for certification of A.E.C. funds for plant mix on 33.4 miles of U.S. 26, Blackfoot to Midway Jct., and for relocation and grading of 4.6 miles of U.S. 26 from Blackfoot Northwesterly. The Board instructed the State Highway Engineer to continue his efforts for obtaining additional A. E. C. funds for these projects.

The State Highway Engineer discussed with the Board the desirability of early contracting of architect's services for the proposed new highway building. The Board decided to award such a contract in March or April, 1955, with a view of advertising for construction about October, 1955, and completing October, 1956. Financing by borrowing from other State funds was considered. Mr. Floan requested the State Highway Engineer to prepare a complete balance sheet showing costs, maintenance, etc. of proposed new building, and of rents, maintenance, etc. of present space with such additions as may be accessory.

The Board discussed briefly the Mountain Home Air Base Dispersal Road Program being studied by the U. S. Air Force. They suggested that the highway transport situation serving the Air Base be studied and the possible obligations of the State of Idaho in respect to Air Force needs be analyzed and appraised.

The Board signed ordinances setting speed limits on State highways in the Cities of Coeur d'Alene, Spirit Lake, Ponderay, Priest River and Middleton. The ordinances, as signed, are as follows:

A request was received by the Board from the City of Coeur d'Alene requesting approval of the Department of Highways of alterations by the Mayor and City Council of Coeur d'Alene of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Coeur d'Alene. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	U.S. 95	Govt..Way	No. City Limits to Locust Avenue	50
2.	U.S. 95	Govt. Way	Locust Avenue to Garden Avenue	35
3.	U.S. 95	Govt. Way	Garden Avenue to Northwest Blvd.	25
4.	U.S. 95	Mullan Road	Northwest Blvd. to Park Drive	25
5.	U.S. 95	Park Drive	Mullan Road to Garden Avenue	25
6.	U.S. 95	Lincoln Way	Garden Avenue to River Avenue	25
7.	U.S. 95	River Avenue	Lincoln Way to West City Limits	25
8.	U.S. 10-A	Best Avenue	West City Limits to Govt. Way	35
9.	U.S. 10	None	S.E. City Limits to Sherman Avenue	35
10.	U.S. 10	Sherman Avenue	21st Street to Twelfth	35
11.	U.S. 10	Sherman Avenue	Twelfth to Mullan Road	25
12.	U.S. 10	Northwest Blvd.	Mullan Road to West City Limits	50

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that Said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Coeur d'Alene be and hereby are approved.

A request has been received by the Board from the Village of Spirit Lake requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Spirit Lake of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Spirit Lake. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	S.H. 41	5th Avenue	North Village Limits to Jackson Street	60-55
2.	S.H. 41	5th Avenue	Jackson Street to South Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Spirit Lake be and hereby are approved.

A request was received by the Board from the Village of Ponderay, requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Ponderay of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Ponderay. The said alterations are as follows:

September 20, 1954

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	U.S. 10-A	None	West Village Limits to Northeast Village Limits	60-55

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limit on the hereinabove portion of the urban extension of the State Highway System within the corporate limits of the Village of Ponderay be and hereby are approved.

A request was received by the Board from the City of Priest River requesting approval of the Department of Highways of alterations by the Mayor and City Council of Priest River of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Priest River. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	U.S. 2	Albany Road	West City Limits to 9th Street	35
2.	U.S. 2	Albany Road	9th Street to Cedar Street	25
3.	U.S. 2	Albany Road	Cedar Street for 800 Feet	35
4.	U.S. 2	Albany Road	From 35 mile zone to East City Limits	60-55
5.	S.H. 57	9th Street	Albany Road to Beardmore Avenue	25
6.	S.H. 57	9th Street	Beardmore Avenue for 1000 Feet	35
7.	S.H. 57	9th Street	From 35 mile zone to North City Limits	60-55

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Priest River be and hereby are approved.

A request was received by the Board from the Village of Middleton, requesting approval of the Department of Highways of alterations by the Mayor and City Council of Middleton of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Middleton. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	S.H. 44	Main Street	West Village Limits to 3rd Avenue West	35
2.	S.H. 44	Main Street	3rd Avenue West to Dewey Avenue	25
3.	S.H. 44	None	Dewey Avenue to East Village Limits	35

September 20, 1954

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Middleton be and hereby are approved.

The Board authorized the State Highway Engineer to attend the AASHO meeting at Seattle, November 7 - 12, and to designate five other Department of Highways employees. Director Floan was designated to attend, also. Mr. Floan suggested that employees, insofar as practicable, travel in a group, using a minimum number of vehicles to reduce costs.

The Board rejected invitations for Department of Highways' attendance at the Roadside Development meeting at Columbus, Ohio, October 5-8, and at the Public Personnel Administration meeting at Miami Beach, Florida, November 7-11.

The State Highway Engineer read letters from Grangeville Chamber of Commerce, Senator Freeman of Valley County, Weiser Chamber of Commerce, Idaho State Automobile Association and Senator Hoff, Boise County, regarding the Departments handling of traffic during the construction of the Riggins-Lucile project. The consensus was that a minimum of interference to traffic had been caused, but that widespread advertising of construction delays, other than usual summary report of road conditions, should not ordinarily be done by the department.

The Board reviewed briefly the desirability of establishing a general policy in respect to requiring or accepting contributions from cities toward the cost of State highway construction within incorporate limits. It was decided to discuss the matter during the November Board meeting at a scheduled meeting with officers and representatives of the Municipal League. The State Highway Engineer was instructed to arrange this appointment with the President of the Municipal League.

The Board approved the State Highway Engineer's decision to deduct \$2,000 from the estimate of the Arrington Construction Company for failure to complete the Rigby Shop Building within the time limit provided in the contract.

The Board accepted the State Highway Engineer's recommendation that entrance to the Darling Motel property in Caldwell be denied, both at the corner and on the U.S. 30 (Hannibal Street) side.

Mr. Amos Eckert and his son appeared to discuss the need for graveling certain portions of S.H. 68, between Hill City and Mountain Home. The State Highway Engineer was instructed to review the needs of this section of highway with District Engineer Varian and Maintenance Engineer McCrea. Mr. Eckert indicated that application of moderate amounts of local pit run material would suffice.

The Board set the date of the October meeting as starting at 1:30 P.M., Monday, October 18, to continue, if necessary, until noon, Friday, October 22. Tuesday, October 19, was to be devoted to an informal discussion of Forest Highway programs and projects with officials of the Bureau of Public Roads and the U.S. Forest Service. Other delegations were to be scheduled for Thursday, October 21.

The Board set the November meeting to start at 9:00 A.M., Thursday, November 18, to continue to Saturday noon, November 20, if necessary.

THEREUPON, the Board adjourned at 5:00 P.M.



R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
18 October 1954

September 20, 1954



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

October 18 - 21, 1954

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 2:00 P.M. on Monday October 18, 1954.

Present were David P. Jones, 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, Planning Officer-Acting Secretary of the Board.

The Minutes of the meeting held September 20, 1954 were read and approved.

During the afternoon session, the Board considered pending matters of a miscellaneous nature.

The Board adjourned at 4:30 P.M.

TUESDAY - October 19, 1954

The Board reconvened at 8:30 A.M. on Tuesday, October 19, with all members of the Board, the State Highway Engineer and Acting Secretary present.

Representative Westfall of Bingham County called to obtain information regarding Department of Highways' plans to award the Pingree-Northeast job, Project No. S-1721(2) on State Highway 39. He was informed of the delays due to right-of-way negotiations and consummation of agreements with the Railroad authorities. He was referred to the Plans Engineer for further details.

At 9:30 A.M., the Board proceeded to the House Assembly Room to hold with authorities of the U. S. Bureau of Public Roads and the U. S. Forest Service an open public meeting, at which meeting persons or officials interested in obtaining improvements of projects on the Forest Highway System could make their wants known.

Chairman Rich presided. Acting Division Engineer F. E. Andrews of the Bureau of Public Roads and Regional Engineers Jones and Anderson of the Forest Service were on the panel. The meeting was informed of the provisions of the Federal Highway Act of 1954 in respect to Forest Highway Funds, and invited to submit their requests.

Requests were submitted or discussed for the improvement of:

- (1) the Elk City Road, State Highway 14, Forest Highway No. 18
- (2) the Lewis & Clark Highway, State Highway No. 9, Forest Highway No. 16
- (3) the Mountain Home-Hill City Highway, State Highway No. 68, Forest Highway No. 47
- (4) the Cascade-Knox Road, Forest Highway No. 22, not on the State Highway System
- (5) the Victor-Irwin Highway, State Highway No. 31, Forest Highway No. 37

Regional Engineer Orval Anderson discussed the U. S. Forest Service's policies in respect to the use of Forest Development Access Funds to the effect that such funds were eligible for a project only if there was no other available practicable access to the National Forest timber. He cited that the Forest Service could reasonable make a finding that the present Crouch-Lowman road did not provide reasonable access, but could not make such a finding on the Crouch-Banks section.

September 20, 1954
Oct. 19

In the afternoon of October 19, the formal program conference to allot 1956 Forest Highway Funds was held. It was attended by the following:

R. C. Rich, Chairman, Board of Highway Directors - presiding
 F. E. Andrews, Acting Division Engineer, U. S. Bureau of Public Roads, Portland, Oregon
 Arval Anderson, Regional Engineer, U. S. Forest Service, Ogden, Utah
 H. R. Jones, Regional Engineer, U. S. Forest Service, Missoula, Montana
 C. R. Salmen, District Engineer, U. S. Bureau of Public Roads, Boise
 V. H. Despain, Assistant Regional Forester, U.S.F.S., Missoula, Montana
 R. F. Clements, Highway Engineer, U. S. Bureau of Public Roads
 L. J. Smyth, Highway Engineer, U. S. Bureau of Public Roads
 L. K. Floan, Member, Board of Highway Directors
 D. P. Jones, Member, Board of Highway Directors
 E. V. Miller, State Highway Engineer
 N. F. McCoy, Planning Officer-Acting Secretary of the Board
 A. Sherwood, Public Information Officer

The conference discussed desirability of programming Forest Highway funds on a tentative basis for several years and agreed that such would be desirable if not considered as binding beyond the usual one year. The conference agreed to hold a meeting in January or February of 1955 to consider possible desirable additions to or deletions from the Forest Highway System and to make careful engineering and traffic analysis as a basis for action.

The conference then proceeded with the consideration of the 1956 Forest Highway Program, after being advised by the Bureau of Public Roads that \$2,500,000 could be programmed at this time to construction and surveys. The following projects were agreed upon as the program, listed in priority order:

Priority Order	Project No.	Route	Description	Length	Cost	Type of Work
1.	7-A-9	US 10	North Pacific Highway	0.8	\$ 225,000	4-lane, Bridge & Approach
2.	30-E-5	US 93	North Fork-Montana Line	---	60,000	2-80' Bridges Over North Fork
3.	6-A,B Unit 3	SH 57	Priest River Road	8.7	190,000	Surface-Correct Slides
4.	26-J,K,L,M,N	US 93	Stanley-North	30.4	350,000	Surface-B.S.T.
5.	37-D3,E3	SH 31	Victor-Irwin	9.0	215,000	Widen 4.7 mi. Surface-Roadmix 9.0 mi.
6.	26-IGH	US 93	Point 7.7 miles South of Stanley to foot of Galena Hill	21.1	415,000	Widen, Raise Grade -B.S.T.
7.	9-D5,E3,G	County Road	Enaville-Murray	5.4	285,000	Grade only
8.	23-A-13	SH 15	North Fork Payette Big Eddy-South	2.5	400,000	Grade-B.S.T.
9.	16-J	SH 9	Lewis & Clark - West end	4.0	300,000	Grade only
Lump Sum - Surveys					60,000	
Total					\$2,500,000	

Oct. 19
~~September 20, 1954~~

Acting Division Engineer Andrews requested that priorities be assigned since the failure of Congress to appropriate \$15,900,000 of the '54 F.Y. funds has necessitated the use of '55 funds (available under the '54 contract authorization clause in the '54 Act) on some of the '54 and '55 programmed projects. Accordingly, actual contracts of the '56 programmed projects beyond the amount of \$900,000 (\$2,500,000 less \$1,600,000, Idaho's share of the \$15,900,000 shortage) must await the availability of funds. Mr. Andrews advised that the matter can be clarified finally only by the appropriation of the remainder of the \$15,900,000 or by the cancellation of that amount of the '54 F.Y. funds authorized under the '52 Federal Highway Act.

The Forest Service officials reported tentative plans for improving a 12 mile section of the Lowman-Grandjean Road (now F.H. 25 - State Highway 21) to a 16 ft. section, using Forest Development funds. They suggested use of such funds in combination with Forest Highway funds in order to permit construction to higher standards. The State Highway Engineer opposed use of Forest Highway funds and the Forest Service later suggested they could construct to 19 ft. section with Forest Development funds. The estimate for a 16 ft. road was \$240,000; for a 24 ft. roadway - \$320,000. Possible desirability of routing this road from Lowman via Clear Creek and Bear Valley to Stanley was discussed.

Mr. Andrews proposed a project on the East end of the gap on the Lewis and Clark Highway, F.H. No. 16, as the current contract on the West end could not be completed until late in 1955. However, this proposal was not acceptable to the Board.

A proposal from Miss Helen McPhee of Murray to have F.H. No. 9, Enaville-Murray, extended easterly from Murray via Thompson Pass to a connection with Alt. U.S. 10 near Thompson Falls, Montana, was discussed and rejected, and the State Highway Engineer was instructed to inform Miss McPhee that the proposal was not acceptable to the Idaho Board of Highway Directors, the U.S. Bureau of Public Roads or the U.S. Forest Service.

THEREUPON, the Board adjourned until 9:00 A.M. on Wednesday, October 20, 1954.

WEDNESDAY - October 20, 1954

The Board reconvened at 9:00 A.M. on Wednesday, October 20, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The State Highway Engineer read correspondence regarding denial by A.E.C. of Department of Highways' request that \$218,000 contract savings on projects on U.S. 20 and 26, now finished by A.E.C. appropriated funds, be assigned to plant mix of U.S. 26, Snake River to Midway Junction or other State highways serving the National Reactor Station. The State Highway Engineer was instructed to continue his efforts to obtain these surplus funds.

The Board approved and signed resolutions removing a superseded section of road, 5.979 miles in length, from State Highway No. 52, a superseded section, 7.668 miles in length, from State Highway No. 25. Copies of the resolutions as signed are included in these Minutes, and are as follows:

WHEREAS, construction of 5.837 miles of State Highway No. 52 on new location beginning at a point in Sec. 9, T. 6 N., R. 2 W., 4.674 miles west of Emmett and ending at a junction with State Highway No. 16, 0.238 miles south of Emmett, all as shown on the sketch map on file in the Department of Highways, has made continuance of the original road as a part of the State Highway system no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the original road, 5.978 miles in length, is hereby removed from the State Highway system, effective this date.

WHEREAS, construction of 6.200 miles of State Route No. 25 on new location beginning at a point in Sec. 2, T. 8 S., R. 15 E., 3.055 miles southeast of Wendell and ending at a point in Sec. 14, T. 8 S., R. 16 E., 0.687 miles west of the west city limits of Jerome, all as shown on the sketch map on file in the Department of Highways, has made continuance of the original road as a portion of the State Highway System no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the original road, 7.668 miles in length, is hereby removed from the State Highway System, effective this date.

The matter of handling payment for hauling permits to guarantee payment to the State and at the same time not inconvenience operators unduly was considered carefully. Three methods of handling the matter were considered: Surety Bond, Cash Bond, or Cash deposit. A method that would make unnecessary the keeping of possible hundreds of ledger accounts was considered desirable. A Cash Bond, to be cashed only if customer is far behind in meeting his dues, was indicated by the Board to be most promising. The State Highway Engineer was instructed to review the matter again and decide this question in accordance with his own judgment. His decision to consider checks on Idaho banks as acceptable "cash" was affirmed.

The Board reviewed the matter of damage done by State Highway operations to spring near Kendrick owned by Mr. Braemer. Director Floan had reviewed the situation in the field, agreed with District Engineer Phelps that the owner should be compensated, and recommended that the Department of Highways purchase the area affected by the slide and enough in addition to provide a new spring and compensate for damages heretofore caused. The State Highway Engineer was instructed to turn this matter over to Messrs. McCrea, Shepard and Brunner for investigation and recommendation in respect to appropriate compensation.

The Board reviewed request of Mr. Klopfenstein for removal of snow on State Highway 21, West of Stanley, and accepted the State Highway Engineer's recommendation that the request be denied.

The Board considered the September 23 request of the North Side Communities, Inc. for improvement of State Highway No. 24, between Dietrich and Klamath, and accepted the State Highway Engineer's recommendation that the request be held without action for the present.

The Board approved claim of Ray Barnes for moving household furnishings.

The Board reviewed action of the State Board of Examiners in regard to pending salary adjustments and instructed the State Highway Engineer to continue to hold pending salary increases for Group V and above without action, pending further review and instructions.

The Board considered statements by the Western Interstate Committee on Highway Policy Problems, and read the three resolutions adopted at the Gearhart meeting. It discussed the proposed meeting at Las Vegas, Nevada, December 6, 1954, and instructed the State Highway Engineer to investigate and supply his recommendations as to the desirability of representation by the Idaho Department of Highways.

The State Highway Engineer read resolution dated September 11, 1954 from the Idaho Society of Professional Engineers endorsing the administration of the State Highway System by the Idaho Board of Highway Directors and placing the Society on record as endorsing the continuance of the Board.

The Board reviewed recent Bureau of Public Roads' policy pronouncements regarding the Interstate System, the proposed new Federal-aid Secondary Road Plan, the Advance Fund Procedure and the proposal for six (6) per cent lump sum allowance for Construction Engineering in lieu of actual costs up to ten (10) per cent. The Board approved the State Highway Engineer's rejection of the six (6) per cent construction engineering proposal, on account of the probable loss to Counties on County F.A.S. projects.

The matter of obtaining Federal Lands Funds for the Williams Creek Road, from a point on U.S. 93 South of Salmon, thence westerly and southerly to Cobalt, was considered. The State Highway Engineer was instructed to push this item, working through Senator Dworshak, with the idea of obtaining Federal Lands Funds. The State Highway Engineer was instructed also to ascertain the possibility of obtaining funds from other Federal sources.

The Board, with the State Highway Engineer, reviewed a proposed layout for the Coeur d'Alene Freeway, prepared by the Traffic Engineer and his assistants. The general provisions for street closures, types of traffic operation, widths of right-of-way and provision for depressing or elevating the freeway were noted, and the general objectives and type of design for the project were considered satisfactory. The State Highway Engineer expressed general approval, but desired to make field inspection with his staff officers before submitting the layout to the City authorities for final approval.

The Board approved the State Highway Engineer's recommendation that Federal-aid funds be requested for the following projects in the 1955 construction budget; length and costs to be based on latest engineering data:

<u>Project No.</u>	<u>Location</u>	<u>Route</u>	<u>County</u>
F-1381	Arco East	US-20-26	Butte
S-1739	Dayton-Oxford	SH-35	Franklin
F-1531	Bloomington-St. Charles	US-89	Bear Lake
FI-1024	Massacre Rock-Eagle Rock	US-30 N.	Power
F-2361	Junc. SH-25 SE of Bliss to Malad River	US-30	Gooding
F-2361	Banbury Hill	US-30	Twin Falls
F-2441	Jerome W. to Junc. I.S. System	SH-25	Jerome
F-2391	High Line Canal Br.	US-93	Twin Falls
S-2727	Low Line Canal Br.	SH-74	Twin Falls
F-3281	Cole School-Meridian	US-30	Ada
F-4114	Lewiston Dam-East	US-95	Nez Perce
F-4113	Lucile-North	US-95	Idaho
F-4201	Kooskia-Syringa Creek	SH-9	Idaho
FI-5041	4th of July Summit E & W	US-10	Kootenai
F-5121	Washington Line-East	US-2	Bonner
S-6751	Sage Junc.-AEC Junc. W. of Terreton	SH-28	Jefferson
F-6471	Ashton N. to Forest Boundary	US-191	Fremont

THEREUPON, the Board adjourned until 8:30 A.M. on Thursday, October 21, 1954.

October 20, 1954

THURSDAY - October 21, 1954

The Board reconvened at 8:30 A.M. on Thursday, October 21, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board met with a group from Bonner County to discuss the matter of replacing the existing bridge over the Pend Oreille River near the town of Priest River. The group included the following:

Glenn Reed, Chairman, Board of County Commissioners
Robert Doolittle, Priest River Lumber Company, Representative Legislature
George Connolly, Priest River Chamber of Commerce
Calvin Huff, County Commissioner

The proposed bridge will be about 1100 feet long and is estimated at \$300,000. The present inquiry had to do with getting Federal-aid to the full 62% - \$190,000, by getting an advance allowance, by some other County postponing its share. The two-year allotment of FAS funds to Bonner County is \$66,400. The Board was convinced that the new bridge was thoroughly justified and will make every effort to make FAS (county) funds available. However, it could not promise funds in excess of \$66,400 until and unless more FAS funds are made available by Congress. The Board requested Commissioner Reed to file a written statement of County funds that can be made available.

The Board met with Leonard R. Bright, Ground Safety Engineer, Mountain Home Air Base, introduced by Clifford Salmen, District Engineer of the Bureau of Public Roads. Mr. Bright presented the urgent need of the Air Force for dependable maintenance and patrolling of the road between the Air Base and Mountain Home. The average daily traffic is reported in our records as 1985, but Mr. Bright claimed as many as 4,000 some days; many of them young soldiers inclined to reckless driving. The accident record was bad.

Mr. Bright dictated a statement for the Board records, as follows:

"1. Our first problem is the highway between Mountain Home Air Base and the City of Mountain Home. It consists of highway conditions - primarily maintenance. There is a lack of center line stripes and curve lines, curve warning signs, railroad crossing signs, 4" x 8" guard rail posts on curves, maintenance of the road surface and adequate repair equipment available.

2. Our second problem concerns the cooperation that the Mountain Home Air Force Base has received from the Mountain Home Highway District Board in complying with our request for the above mentioned items.

3. Our third problem is the problem of police patrolling, pertaining not only to the ten mile strip of highway between the Mountain Home Air Force Base and City of Mountain Home, but including the State highway between the City of Boise and Glenns Ferry. We find the police patrolling to be very inadequate and a large contributor to our poor standing in the 15th Air Force's accident rating.

Therefore, on behalf of the Commanding Officer, I request that the ten mile strip of highway between the City of Mountain Home and the Mountain Home Air Force Base Junction be taken over by the State Department of Highways so that we may receive the proper maintenance and warning signs, which we feel are necessary at this time. Also, I request that we receive police patrolling by the Department of Law Enforcement."

Signed - Leonard R. Bright

October 21, 1954

The Board informed Mr. Bright that the question of patrolling was up to the Department of Law Enforcement. However, the Board recognized the statewide interest of the Mountain Home - Mountain Home Air Base road and informed Mr. Bright that the road would be created a State highway, effective immediately, and maintenance would be an obligation of the Department of Highways. The resolution establishing the highway as a State highway is as follows:

WHEREAS, a need exists for an adequate highway connection to Mt. Home Air Base situated near Mt. Home, and

WHEREAS, adequate traffic services and maintenance operations under prevailing traffic conditions on the existing road are beyond the capacity of local authorities, and

WHEREAS, the importance of this facility to national defense makes this a road of State-wide rather than local interest.

NOW THEREFORE BE IT RESOLVED, that this road, 9.1 miles in length is hereby designated as a State highway, effective this date, and described as follows:

State Highway No. 67. Beginning at a junction with State Highway No. 51 approximately 1.0 mile west of Mt. Home and extending southwesterly to the north entrance gate of Mt. Home Airbase.
Route Length 9.1 miles.

The above resolution was signed by Chairman R. C. Rich and Member L. F. Floan, and attested to by N. F. McCoy, Acting Secretary, under date of October 21, 1954.

A delegation representing the North Side Communities, Inc. appeared to discuss the Board's attitude toward their previous requests to designate S.H. 25 as U.S. 30 N. The group included the following:

Fred Schwartz, President, North Side Communities, Inc., Shoshone
John Hosman, Jerome
W. B. Churchman, Jerome
W. Pyle, Chamber of Commerce, Gooding
Robert Thorpe, Secretary, North Side Communities, Inc., Jerome
Clyde Foetsch, Jerome

The Board explained that recent developments, indicating possible rapid application of Federal Funds with stricter Federal controls, might change the pattern of the Interstate System, and that with the Interstate System in such a state of uncertainty, changes in or additions to numbered routes affected by the Interstate System were impracticable. The State Highway Engineer explained the new standards, particularly the requirements in respect to right-of-way widths and access control on the Interstate System.

The visitors denied that such consideration had anything to do with their request for transfer of the present US 30 N. - US 30 S. road junction sign at Burley to Bliss, but the Board declined to act on the matter at this time. They informed the group that for the present, they were refusing all requests for additions to or revisions in the U.S. numbered system.

Mr. Pyle mentioned need for widening of the right-of-way on S.H. 24-46 in Gooding near the hospital.

October 21, 1954

Mr. Schwartz requested information regarding the State's plans with respect to the Dietrich-Kimama road, S.H. 24, and was informed that the Department of Highways did not contemplate the improvement of this road now.

The Board reviewed the results of the bid openings held September 21, September 28, October 5, October 12 and October 19, 1954, and the following action was taken:

The first bids to be considered were for Project ST-2751(501), consisting of constructing the roadway, a road mix bituminous surface and three concrete bridges on 3.527 miles of the Jerome Branch, Sawtooth Park Highway, from Jerome South, in Jerome County. This is a State financed project; bids for which were received September 21. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Carl E. Nelson Construction Company, Inc. of Logan, Utah, the low bidder, on September 24, 1954, in the amount of \$237,075.50; the Engineer's Estimate being \$229,600.70.

The next bids to be considered were received on September 28, 1954, and were for Project No. S-2831(1), consisting of constructing the roadway and a road mix bituminous surface on 2.794 miles of the Antelope Creek Road from U.S. 93 Alt.-West, in Butte County. This is a Federal-aid Secondary and County financed project. 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, Idaho, the low bidder, on September 29, 1954, in the amount of \$46,052.50; the Engineer's Estimate being \$52,140.50.

Bids were then considered for Project F-2392(1), consisting of constructing the roadway on 12.365 miles of U.S. Highway 93, from the Blaine County Line South, in Lincoln and Blaine Counties. This is a Federal-aid Primary and State financed project. 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, Idaho, the low bidder, on October 7, 1954, in the amount of \$561,884.50; the Engineer's Estimate being \$711,667.50.

The next bids to be considered were for Project S-6873(1), consisting of constructing the roadway and four concrete bridges on 18.301 miles of State Highway No. 28, from Lemhi to Leadore, in Lemhi County. This is a Federal-aid Secondary and State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Fife Construction Company of Brigham City, Utah, the low bidder, on October 7, 1954, in the amount of \$535,973.60; the Engineer's Estimate being \$641,951.60.

Bids for the above two projects were received on October 5, 1954.

Bids for the next two projects were received on October 12, 1954.

The first bids in this group to be considered were for Project S-2780(1), consisting of constructing the roadway and a road mix bituminous surface on 7.048 miles of the Gooding Northwest Road from Gooding Northwest, in Gooding County. This is a Federal-aid Secondary and County financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Tiny & Sons Construction of Eden, Idaho, the low bidder, on October 14, 1954, in the amount of \$114,932.00; the Engineer's Estimate being \$110,698.00.

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

October 21, 1954

The next bids to be considered were for Project S-5729(1), consisting of constructing a 302' steel truss bridge and approaches on 0.129 mile of the Springston Road at Springston, in Kootenai County. This is a Federal-aid Secondary and County financed project.

The State Highway Engineer recommended that the contract be awarded to Hansen & Parr Construction Company of Spokane, Washington, on their low bid of \$52,978.41; the Engineer's Estimate being \$55,781.50. The award to be subject, however, to concurrence by the Bureau of Public Roads and execution of the railroad agreement. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board authorized the State Highway Engineer to award the contract when the above conditions had been complied with.

Bids for the next four projects were received on October 19, 1954.

The first bids to be considered in this group were for Project F-2361(2), consisting of constructing the roadway and a road mix bituminous surface on 2.093 miles of U.S. Highway No. 30 South, Springdale Curves Section, in Cassia County. This is a Federal-aid Primary and State financed project. The State Highway Engineer recommended that the contract be awarded to Holmes Construction Company of Heyburn, Idaho, on their low bid of \$93,206.70; the Engineer's Estimate being \$112,142.80. The award to be subject to concurrence by the Bureau of Public Roads, and obtaining adequate right-of-way. There being no questions or objections, the recommendation of the State Highway Engineer was adopted, and the Board ordered the award of the contract after the above conditions had been complied with.

The next bids to be considered were for Project S-6744(1), consisting of constructing the roadway and a road mix bituminous surface on 4.486 miles of the Lewisville-East road, in Jefferson County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer recommended that the contract be awarded to Jack Olson Construction Company of Rigby, Idaho, on their low bid of \$74,674.85; the Engineer's Estimate being \$88,086.40. The award to be subject to concurrence by the Bureau of Public Roads.

Bids were then considered for Project S-1778(2), consisting of constructing the roadway and a plant mix bituminous surface on 5.854 miles of State Highway No. 34, Grace-Niter Section, in Caribou County. This is a Federal-aid Secondary and State financed project. The State Highway Engineer recommended that the contract be awarded to Aslett Construction Company of Twin Falls, Idaho, on their low bid of \$296,124.04; the Engineer's Estimate being \$330,615.50; the award to be subject to concurrence by the Bureau of Public Roads.

There being no questions or objections, the recommendations of the State Highway Engineer on the above two projects were adopted, and the Board authorized the State Highway Engineer to award the contracts after concurrence by the Bureau of Public Roads had been received.

The last bids to be considered were for Project ST-3762(501), consisting of constructing a 90' concrete bridge on the Kuna-Nampa Road, West of Kuna, in Ada County. This is a State financed project. The State Highway Engineer recommended that the contract be awarded to C. B. Lauch Construction Company of Boise, Idaho, on their low bid of \$12,307.60; the Engineer's Estimate being \$12,899.00. The award subject, however, to further discussions with Kuna authorities regarding proposed agreement with Kuna and Department of Highways regarding maintenance. There being no dissenting opinion, the Board adopted the recommendation of the State Highway Engineer and authorized him to award the contract.

October 21, 1954

The Board approved expense accounts of Mr. Rich in the amounts of \$110.20 for the month of August and \$109.00 for the month of September; Mr. Floan in the amount of \$270.37 for the months of August and September; Mr. Jones in the amount of \$144.80 for the month of August and \$45.30 for the month of September.

The Board approved ordinance establishing speed limits through the City of Alameda, as follows:

A request was received by the Board from the City of Alameda requesting approval of the Department of Highways of alterations by the Mayor and City Council of Alameda of the prima facie speed limit on the urban extension of the State Highway System within the corporate limits of the City of Alameda. The said alterations are as follows:

Item Highway		Street Name	Zone Limits	Prima Facie
No.	No.			Speed Limits (M.P.H.)
1.	U.S. 91, 191	Yellowstone Avenue	North City Limits of Alameda to South City Limits of Alameda	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alteration of the prima facie speed limit on the hereinabove portion of the urban extension of the State Highway System within the corporate limits of the City of Alameda be and hereby are approved.

The Board designated November 17, 18, and 19 as dates for the next meeting; meeting to start at 1:30 P.M., Wednesday, November 17. Thursday, 1:30 P.M., November 18 was selected for a meeting with officials of the Municipal League.

THEREUPON, the Board adjourned.


 R. C. RICH
 Chairman, Board of Highway Directors

Done at Boise, Idaho
 17 November 1954

October 21, 1954

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

November 17 - 19, 1954

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on Wednesday, November 17, 1954.

Present were David P. Jones, Director from District No. 1; Roscoe E. 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-Acting Secretary of the Board.

The Minutes of the meeting held October 18 - 21, 1954 were read and approved.

The Board reviewed the result of the bid opening held November 9, 1954, and the following action was taken:

The bids considered were for Project FG-2391(6), consisting of constructing a steel and concrete underpass on 0.065 mile of Highway U.S. 93, South of Rogerson, in Twin Falls County. This is a Federal-aid Primary and State financed project. The State Highway Engineer recommended that the contract be awarded to Neilsen & Smith Construction Company of Twin Falls, Idaho, on their low bid of \$61,870.60; the Engineer's Estimate being \$68,142.00. The award to be subject, however, to concurrence by the Bureau of Public Roads and execution of the railroad agreement. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board authorized the State Highway Engineer to award the contract when the above conditions had been complied with.

The Board approved the expense account of Mr. Jones, in the amount of \$42.55, for the month of October, and for Mr. Floan, in the amount of \$52.30, for the month of October.

The Board signed Minutes removing section of road from the State Highway System. The Minutes signed are as follows:

WHEREAS, construction of 1.379 miles of State Route No. US 10 on new location beginning at a point in Sec. 20, T. 48 N., R. 4 E., 1.990 miles west of Wallace and ending at a point in Sec. 27, T. 48 N., R. 4 E., 0.611 miles west of Wallace, all as shown on the sketch map on file in the Department of Highways, has made continuance of the original road as a part of the State highway system no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the original road, 1.551 miles in length, is hereby removed from the State highway system, effective this date.

WHEREAS, construction of 2.717 miles of State Route No. US 10 on new location beginning at a point in Sec. 32, T. 49 N., R. 2 E., 4.655 miles west of Kellogg and ending at a point in Sec. 35, T. 49 N., R. 2 E., 1.938 miles west of Kellogg, all as shown on the sketch map on file in the Department of Highways, has made continuance of the original road as a part of the State highway system no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the original road, 1.957 miles in length, is hereby removed from the State highway system, effective this date.

WHEREAS, construction of 9.03 miles of State Highway U.S. 2 on new location beginning at a point in Section 11, T. 62 N., R. 2 E., approximately 3.5 miles east of Moyie Springs, and ending at a point in Section 22, T. 61 N., R. 3 E., at the

November 17-19, 1954

Montana State Line, all as shown on the sketch map on file in the Department of Highways, has made continuance of the original road no longer essential.

NOW THEREFORE BE IT RESOLVED, that this portion of the original road, 10.74 miles in length, is hereby removed from the State Highway system, effective this date.

The above Minutes were signed by all members of the Board under date of November 17, 1954, and were attested to by N. F. McCoy, Acting Secretary.

The Board approved the abandonment of a railroad grade crossing on a County road near Osburn, Shoshone County, and designation of a new grade crossing nearby. The Official Minute as signed by all members of the Board and attested to by N. F. McCoy, Acting Secretary under date of November 17, 1954, is as follows:

WHEREAS, the Board of County Commissioners of Shoshone County did, by official action dated March 8, 1954, abandon a county highway grade crossing over the tracks of the Union Pacific Railroad in the town of Osburn, Shoshone County, at Milepost 76 + 2936, Station 3509 + 52, and

WHEREAS, said Board of County Commissioners of Shoshone County on the same date did designate a new county grade crossing of the tracks of the Union Pacific Railroad at Milepost 76 + 2161, Station 3501 + 77, and

WHEREAS, it appears that these actions are justified on the basis of data submitted to this Board by the Board of County Commissioners of Shoshone County.

NOW THEREFORE BE IT RESOLVED, that in accordance with the provisions of Section 62-307, I.C.A., the Idaho Board of Highway Directors does hereby concur in the above-described actions of the Board of County Commissioners of Shoshone County in the opening of the railroad grade crossing as described above.

The Chairman approved Form DA-8, covering reimbursement for transfer of household goods belonging to L. C. Lamberson from Idaho Falls to Boise.

The Board signed condemnation orders providing for condemnation of rights-of-way for Project F-4113(3), Grangeville-Fenn, in Idaho County, Parcels Nos. 12, 15, 16, 17, 18 and 25, and for Project F-3271(1), Round Valley-Cascade, in Valley County, Parcel No. 11, as follows:

The Board having considered the report and recommendations, submitted on Project F-4113(3), find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of U.S. Highway 95, Grangeville-Fenn, 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 lands should be condemned as follows:

Parcel No. 12, John P. Hoene, a bachelor, and Edward J. Hoene and Philomena Hoene, his wife, mortgaged to Roy Green, Sr., James Green and Roy Green, Jr., in Lot 4 and SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 18, Township 30 North, Range 3 East, Boise Meridian.

Parcel No. 15, C. H. Ketcham and Virginia A. Ketcham, his wife, and Harold O. Pell and Maxine A. Pell, his wife, in the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 13, Township 30 North, Range 2 East, Boise Meridian.

Parcel No. 16, The Prairie Lumber Company, a corporation, mortgaged to the Reconstruction Finance Corporation and Wabash Screen Door Company in the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of

November 17-19, 1954

Section 13, Township 30 North, Range 2 East, Boise Meridian.

Parcel No. 17, Harold O. Pell and Maxine A. Pell, his wife, in the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 13, Township 30 North, Range 2 East, Boise Meridian.

Parcel No. 18, Kenneth Milan Meyer and Dorothy Amelia Meyer, his wife, in the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 13, Township 30 North, Range 2 East, Boise Meridian.

Parcel No. 25, Estate of Lee Yates in the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 13, Township 30 North, Range 2 East, Boise Meridian.

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

The Board, having considered the report and recommendations, submitted on the above date, on Project F-3271(1), find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Payette Highway, Round Valley-Cascade, is 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 lands should be condemned as follows:

Parcel No. 11, James H. Bingman and Jennie M. Bingman, his wife; Gertrude M. Kerby, Administratrix of the Mary A. Kerby Estate; Lyle C. McDermott; and Claude Finch and Kate Finch, his wife, in Lot 1 of Section 5 and Lot 4 of Section 4, Township 12 North, Range 4 East, and the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 32 and SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 33, Township 13 North, Range 4 East, Boise Meridian.

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

The Board reviewed proposed agreement between the Department of Highways and the City of Boise, covering snow removal operations on the road between the City of Boise and the Bogus Basin Recreational Area and authorized the State Highway Engineer to approve and sign the agreement.

The Board authorized the attendance of the State Highway Engineer at the meeting of the National Committee on Urban Transportation to be held at Philadelphia, November 29-30, 1954, and at the meeting of the Council of State Governments to be held in Las Vegas, Nevada, December 6 and 7, 1954. The Board also approved the attendance of Materials Engineer, Lief Erickson, at the Annual Meeting of the Highway Research Board, Washington, D. C., January 11-14, 1955. The Board declined the invitation to be represented at the ARBA Convention, New Orleans, January 10-13, and the University of California Highway Conference at Berkeley, California, February 2-4, 1955.

The State Highway Engineer read letter of November 12 from Mr. D. A. L'Herisson of the Committee on Roads, Mountain Home Chamber of Commerce, inviting the Board to inspect the road from Mountain Home to Mountain City and return. The Board declined to set a date but instructed the State Highway Engineer to arrange a trip at some future time and to inform Mr. L'Herisson to that effect.

THEREUPON, the Board adjourned at 5:00 P.M.

THURSDAY - November 18, 1954

The Board reconvened at 9:00 A.M. on Thursday, November 18, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board reviewed proposed policies in respect to sources of funds for costs of construction of State highway projects in cities and villages. This statement was prepared as a basis for the afternoon discussion with officials of the Municipal League and was approved subject to the results of anticipated meeting with the League.

Mr. Weir of the Indian Service appeared to discuss the matter of improving State Highway 51 through the Duck Valley Indian Reservation. The Board agreed to accept the obligation to maintain the road on the condition that the Indian Service reconstructs it in accordance with plans to be prepared by the Bureau of Public Roads, to standards to be agreed upon by the Bureau of Public Roads and the Idaho Department of Highways, and furnishes the State a right-of-way at least 100 ft. in width. The State Highway Engineer was instructed to inform Superintendent Barton A. Ladd of the Nevada Indian Agency to that effect.

The State Highway Engineer and the Locating Engineer presented to the Board a protest, dated November 8, 1954, from Mr. Eugene Ross and twenty residents of the Victor area, requesting that a hearing be held at Victor before reconstruction of State Highway 33, from Victor to the Wyoming line, is undertaken. The Board instructed Director Floan to discuss this question with Senator Buxton and decided to hold the matter open pending further investigation.

The Chief Accountant reported on the 1956-1957 estimated budget figures and submitted charts and explained their significance. The report is to be submitted to the Governor by December 1, 1954.

The Assistant Attorney General advised that the Board should affirm the State Highway Engineer's approval of maintenance agreements with Cities, as the agreements are in effect contractual obligations. The Board affirmed the State Highway Engineer's approval of agreements for Nampa, Caldwell, Buhl and Gooding.

The State Highway Engineer read letter from the City of Kuna advising him of financial inability of the City to finance maintenance of the Meridian-Kuna West road in the City.

The Board approved request of the Twin Falls Highway District for salvaging and using abandoned surfacing materials on an abandoned section of U.S. 93 near Rogerson.

The Urban Engineer reported that the results of one-way street operation in Pocatello - Main Street and Arthur Street - were satisfactory. This conclusion was confirmed in person by Mr. Ray Hunter, Chairman of the Pocatello City Commission.

The State Highway Engineer read letter from Colonel W. W. Wisman of the Mountain Home Air Force Base, expressing appreciation for the Board's designation of the Mountain Home-Mountain Home Air Base road as part of the State Highway System.

The State Highway Engineer was instructed to have the Locating Engineer check and report on the status and feasibility of obtaining a satisfactory widening for S.H. 46, South of Gooding.

November 18, 1954

In the afternoon, the Board met with representatives of the Municipal League, as follows:

Jason Smith, Mayor of Caldwell, President
 Ray S. Hunter, Chairman, City Commission, Pocatello
 R. E. Brown, President, Chamber of Commerce, Ririe
 Melvin G. Lewis, City Engineer, Burley
 Carl M. Shaner, Chairman, Village Board, Ririe
 Don M. Storey, Mayor, Meridian

The State was represented by R. C. Rich, L. K. Floan, D. P. Jones, Members of the Board; E. V. Miller, N. F. McCoy, A. Shepard, E. W. Equals, S. E. Johnson, W. P. Hughes of the Department of Highways.

The principal items of discussion were the legislative program of the League, particularly in respect to obtaining more funds from State sources for municipal purposes, including streets and the recently developed policies of the Idaho Board of Highway Directors in respect to financing construction of State highways in municipalities.

In respect to proposed legislation, providing additional municipal funds from State sources, the President, Jason Smith, stated that the League did not intend to urge diversion of funds from the Department of Highways' seventy per cent portion; they hoped to have additional allocations from the liquor and cigarette taxes - now paid into the State General Fund. The League officials did not indicate any opposition to increases in gasoline tax, licenses or truck fees. The League officials also accepted the nine policy items, adopted at the time by the Board, as appropriate to govern the financing of State Highway projects in Urban Areas regardless of the population. The nine policy items are as follows:

1. State highway funds shall be used to pay for all construction, including curbs and gutters, grading, paving, structures and right-of-way.
2. Sidewalks shall not be charged to the State, except where the design requires removal of the existing sidewalk in which event State highway funds would be used to finance replacement in kind.
3. Storm sewers shall be considered on their individual merits; if such facilities serve both city streets and State highway, the costs shall be apportioned in an equitable way, as agreed.
4. Reconstruction of utilities (sewers, water lines, conduits, etc.) shall be subject to special agreement. All necessary rehabilitation shall be at the owner's expense and shall be done prior to the new street construction. If grade changes force reconstruction of sewers or water lines, or supplemental parts or fittings, costs shall be apportioned in an equitable way with due regard to condition of existing pipes and fittings, need for larger pipes, etc.
5. Signs. Pavement Markings, Traffic Signals and Street Lighting shall be handled as follows:

Signs: The State shall furnish and install all guide signs and speed limit signs on urban projects. The municipality shall furnish and erect all other signs.

Pavement Markings: The State shall paint all center line, lane line and school markings. The municipality shall be responsible for all other pavement markings.

Traffic Signals: When warranted signals are included in an urban construction project, the State will ordinarily finance, supply and install the signals as a part of the construction contract, after an agreement has been executed by Municipality and State providing that the municipality will be responsible for the maintenance and operation of the signals. Such agreement shall set forth specifically the conditions and arrangements necessary to operate and maintain the signal operation to the mutual satisfaction of both parties and in accordance with Department of Highways' policies. Where circumstances indicate a potential warrant for traffic signals in the near future, the construction contract shall include supplying and installing underground services.

When a warranted signal is to be provided as a separate operation, the State shall supply the necessary signal equipment at no cost to the municipality, such equipment to include the controller or dispatcher consisting of cabinet, signal heads and detectors (in case of traffic-actuated equipment). The Municipality will furnish supporting poles, mast arms (if required), conduit, conductor cable, messenger cable and all associated accessories and will install the equipment at municipal expense, and in conformity with plans and specifications prepared by the Department of Highways.

In all cases, a written agreement between the municipality and the State will be required, which will include all conditions set forth above, and any other special arrangements necessary to accomplish construction installation, operation and maintenance of signal facilities to the satisfaction of both parties. In all cases, the State will retain ownership of the signals and supply equipment replacement parts.

Street Lighting: The State will consider provisions for street lighting on urban construction projects. If warranted, the State will negotiate a street lighting agreement with the municipality. Ordinarily, equipment and installation will be included in the construction contract at State expense but subsequent costs will be borne by the municipality. The written agreement must be executed by both parties before construction proceeds, and shall set forth all pertinent conditions relative to construction, ownership, maintenance, replacement and operation of the street lighting.

6. Where the municipal authorities request street widths or right-of-way widths or other improvements in excess of those currently contemplated by Department of Highways policies, the added costs of such additional facilities shall be borne by the municipality.

7. Nothing in the above policies shall be construed to deny to the Department of Highways the right to accept participation by municipal authorities if the record is clear that such participation is voluntary and initiated by the municipality to obtain priority treatment.

8. State highway funds shall not be available for projects off the State Highway System, even if a part of the Federal-aid Urban System.

9. Preliminary Engineering shall be performed by the Department of Highways unless other arrangements are made by agreement between the municipal authorities and the Department of Highways.

The Municipal League officials agreed to affirm their acceptance of the above nine points by letter after a final draft of the nine policy items was sent to them. The State Highway Engineer was instructed to send President Smith twelve copies as soon as practicable.

The Board considered the matter of improving U.S. 91 through Preston and decided that it should be considered for construction in 1956.

Settlement of right-of-way purchase across the Buck property on the South approach to the Sandpoint Bridge, U.S. 95, was considered. The conclusion of the Board was that further investigation should be made of the right-of-way situation, utilizing other competent appraisers, if necessary, and that settlement in the approximate amount of \$5,000 as demanded by owner should not be consummated at this time.

THEREUPON, the Board adjourned until 8:30 A.M. on Friday, November 19, 1954.

FRIDAY - November 19, 1954

The Board reconvened at 8:30 A.M. on Friday, November 19, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board approved Speed Limit Resolutions and Traffic Control Signal Devices for five incorporated cities and villages, as follows:

Athol	- Speed Limits
Pocatello	- Speed Limits
Post Falls	- Speed Limits and Traffic Control Signals
Tensed	- Speed Limits
Worley	- Speed Limits and Traffic Control Signals

The ordinances, as signed, are as follows:

A request was received by the Board from the Village of Athol requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Athol of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Athol. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	SH 54	Watkins Avenue	West Village Limits for 800 ft.	60-55
2.	SH 54	Watkins Avenue	From 60-55 zone to Jct. US 95	35
3.	US 95	None	South Village Limits to North Village Limits	60-55

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Athol be and hereby are approved.

A request was received by the Board from the City of Pocatello requesting approval of the Department of Highways of alterations by the Mayor and City Council of Pocatello of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Pocatello.

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This Board by regulation and minute entry dated May 29th, 1954 designated prima facie speed limits on urban extensions of the State Highway System in Pocatello.

The Prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Pocatello set by regulation of May 29th, 1954 are herein revised to comply with the conversion to one-way traffic operation for U.S. 30 N. on Main Street and Arthur Street between the Streets of Gould and Halliday. The zone limits listed below are to supersede those established by minute entry of the Idaho Board of Highway Directors dated the 29th day of May 1954:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	US 91, 191 & 30N	5th Avenue	South City Limits to East Sutter Street	35
2.	US 91, 191 & 30N	5th Avenue	East Sutter Street to Halliday Street	25
3.	US 91, 191 U 30N WB	5th Avenue	Halliday Street to Center Street	25
4.	US 30N WB	Center Street	5th Avenue to Main Street	25
5.	US 30N WB	Main Street	Center Street to Gould Street	25
6.	US 30N	Main Street	Gould Street to West City Limits (King Street)	25
7.	US 30N EB	Gould Street	Main Street to Arthur Street	25
8.	US 30N EB	Arthur Street	Gould Street to Halliday Street	25
9.	US 30N EB	Halliday Street	Arthur Street to 5th Avenue	25
10.	US 30N Conn	Gould Street	Main Street to Oak Street	25
11.	US 30N Conn	Oak Street	Gould Street to Pocatello Street	25
12.	US 91, 191	Quinn Road	North City Limits to Monroe Avenue	35
13.	US 91, 191	Monroe Avenue	Quinn Road to North Pocatello City Limits	35
14.	US 91, 191	Pocatello Avenue	Oak Street to 5th Avenue	35
15.	US 91, 191	5th Avenue	Pocatello Street to Center Street	25
16.	SH 38	Main Street	South City Limits to Halliday Street	35
17.	SH 38	Main Street	Halliday Street to Center Street	25

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said revisions be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named revisions of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Pocatello be and hereby are approved.

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A request was received by the Board from the City of Post Falls requesting approval of the Department of Highways of alterations by the Mayor and City Council of Post Falls of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Post Falls. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	US 10	None	East City Limits to Idaho Street	60-55
2.	US 10	None	Idaho Street to William Street	45
3.	US 10	8th Street	William Street to Intersection 400' West of Catherine Street	35
4.	US 10	8th Street	35 mile zone to West City Limits	60-55

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Post Falls be and hereby are approved.

A request was received by the Board from the City of Post Falls for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the City of Post Falls. The said traffic control signal devices to be located at the following locations:

1. Intersection of 8th Street & Spokane Street
(Flasher Four-way)
2. Intersection of 8th Street & Intersection Old Highway U.S. 10
(Flasher Four-way)
3. Intersection of U.S. 10 & Idaho Street
(Flasher Four-way)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Post Falls be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Tensed requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Tensed of the prima facie speed limit on the urban extension of the State Highway System within the corporate limits of the Village of Tensed. The said alteration is as follows:

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<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	US 95	Kootenai	Northwest Village Limits to East Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alteration of the prima facie speed limit on the hereinabove portion of the urban extension of the State Highway System within the corporate limits of the Village of Tensed be and hereby are approved.

A request was received by the Board from the Village of Worley requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Worley of the prima facie speed limit on urban extension of the State Highway System within the corporate limits of the Village of Worley. The said alteration is as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	US 95	F Street	West Village Limits to East Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limit on the hereinabove portion of the urban extension of the State Highway System within the corporate limits of the Village of Worley be and hereby are approved.

A request was received by the Board from the Village of Worley for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the Village of Worley. The said traffic control signal device to be located at the following location:

1. Intersection of "F" Street & 2nd Street
(Flasher Four-way)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal device be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Worley be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated location.

The Board received requests from Clark County; the City of Georgetown; the Owyhee County Planning Board; Attorney Bistline of Pocatello, representing the owners of the Michaud Warehouse; from Frank Church, representing Gates Bros., lessees of certain right-of-way on S.H. 25 near Wendell; and from representatives of Glens Ferry.

The Clark County delegation included the following:

C. F. Leonardson of Dubois, Clark County Chamber of Commerce
 Alfred Vadnais, County Commissioner, Kilgore
 Senator Earl Wright, Dubois
 Arthur Edie, County Commissioner, Dubois
 B. H. Thomas, County Clerk, Dubois

They requested early improvement, including an oiled surfacing to "reasonable standards", of State Highway 22 between Howe and Dubois, assigning first priority to the section from a junction to S.H. 28 Northeasterly to Winsper vicinity. Chairman Rich indicated that the Board would consider favorably the survey of this route in 1955, and construction of the oiling, or at least the section from the Junction with S.H. 28 Northeasterly to Winsper, in 1956. Such action was conditioned upon the availability of State highway funds; construction might not be possible in 1956 unless additional revenue is made available for State highways. The Board was hopeful that a reasonably satisfactory project could be built for \$25,000 per mile.

The Georgetown delegation included the following:

Mervin E. Clark, Property Owner, Georgetown
 E. L. Solum, Village Board Member, Georgetown
 Floyd Dunn, Georgetown
 Don Rex, Dairyman, Farm Bureau, Georgetown

The main concern of this delegation was the possibility that a proposed new location of U.S. 30 N., South of Georgetown, would obstruct the drainage and interfere with subirrigation in the area south of the proposed highway. There are one or two large tracts and several small 5 - 10 acre tracts providing feed for two to four head of dairy stock each. Don Rex was the principal spokesman. He operates a large dairy business East and South of Georgetown. The delegation accepted Location Engineer Johnson's finding that an adequate location and grade could not be provided on the present route through town without destroying about twenty houses. The group did not otherwise seem apprehensive about moving the location away from the present road. They emphasized that the small tracts provided a minimum living for small operators and that the taking of their property would destroy their livelihood. They seemed fairly content with assurance from the State Highway Engineer and Board that drainage and irrigation, including subirrigation, would be preserved, and adequate underpasses provided for their stock and farm equipment.

The Owyhee County Planning Board included the following:

Earl Garrity, Chairman
 Victor C. Ford, Secretary
 J. M. Graham

Mr. Garrity stated that many warning, speed and directional signs were needed on the Elmore-Owyhee County, Hammett to Marsing, and did not think the County authorities would be able to handle the situation. Chairman Rich advised that law prohibited expenditure of State highway funds on County Roads, but the Department of Highways can study signing needs, provide consulting service and the County can use Department of Highways purchasing facilities, if such procedure affects any economy.

Attorney Bistline of Pocatello appeared to represent the owner of the Michaud Warehouse, a 42' X 200' structure, of which a strip 16' X 200' is on our highway right-of-way. Mr. Bistline explained that the 16' X 200' strip had not been intended

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to be sold to the State Highway Department, which Assistant Attorney General Shepard denied. Mr. Bistline offered the property for \$5,000, less perhaps \$500 for salvage, and indicated suit if the State would not pay for moving the warehouse. Mr. Rich refused to agree to that or any other payment, suggesting that the issue was perhaps one for the Courts to decide.

Attorney Frank Church, representing Gates Brothers, lessees of certain property belonging to the Sullivan Estate, situated on S.H. 25 near Wendell, presented a statement of the desires of his clients in respect to access to the new highway, and included information as to income accruable to Gates Brothers, if they can consummate certain agreements pending with potential lessees of the property. Mr. Church indicated his belief that the property, with access rights, was worth \$30,000. No decision or opinion was rendered by the Board. Mr. Church later presented a written statement of the matter for subsequent consideration by the Board and the Department of Highways. The Board instructed the State Highway Engineer to refer the statement to the Assistant Attorney General for study and recommendation.

A delegation appeared from Glenns Ferry to request certain concessions from the State in connection with Project FI-3022(4), now under construction. The delegation included the following:

Tom Feeney, Mayor
L. L. Clark, Councilman
R. D. Clark, Councilman
John Rosecrans, President, Chamber of Commerce

Their presentation included the following:

(1) Request that access be permitted from abutting property to the new highway, where right-of-way had been purchased on a controlled access basis. This request was denied by the Board.

(2) Statement regarding legal effect of closing certain streets. The Assistant Attorney General advised them to request an opinion from the Attorney General. The Assistant Attorney General declined to comment on statement that City Attorney James had informed them that the Mayor and Council could be sued if they approved the closure.

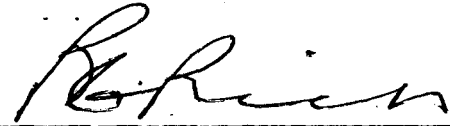
(3) The State Highway Engineer agreed to handle the provision for replacing, substituting or encasing the City water main in a manner satisfactory to the City authorities, if they would make known what their wants were and were prepared to accept a reasonable solution.

The State Highway Engineer advised the delegation that right-of-way through the Wolfe property, on the Westerly edge of Glenns Ferry, would be obtained on a controlled access basis.

The delegation requested distance signs on U.S. 30 showing mileage to Glenns Ferry. The State Highway Engineer agreed to refer this request to the Traffic Engineer for favorable consideration.

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THEREUPON, the Board adjourned until their next regular meeting, to be convened at 1:30 P.M. on Wednesday, December 15, 1954.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho
15 December 1954

November 19, 1954

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS
December 15 - 18, 1954

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on Wednesday, December 15, 1954.

Present were David P. Jones, 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, Planning Officer-Acting Secretary of the Board.

The Minutes of the meeting held November 17 - 19, 1954 were read and approved.

The Board discussed access right-of-way matters. The applications of C. P. Nash and Idaho Livestock Exchange, Inc. for permit to use right-of-way for commercial approaches to their properties on U.S. 30 N., West of Pocatello, were reviewed. Mr. Nash in his application requested an approach to a motel and the Idaho Livestock Exchange, Inc. requested an approach to their livestock business.

The Board withheld action for further investigation, though agreed that access must be provided in each case. It appeared that the Nash motel could be handled temporarily by a frontage road. A scheme for handling the livestock was drawn up tentatively and a drawing prepared for Mr. Rich to review in the field.

Letters from Mr. Aelard B. Meistad and Mr. W. L. McBride were read. Messrs. Meistad and McBride requested information regarding the granting of access along the new highway just outside of Wendell, and protested the giving of access rights requested by the Gates Brothers of Wendell, Idaho.

The Board discussed further the access situation for the Gates Brothers' leasehold (Sullivan Estate) on State Highway 25, Interstate System, near Wendell. The Board directed the Assistant Attorney General to ask the Gates Brothers to postpone action until the February Board meeting, pending further study and establishment of policy in respect to limitation of access to the Interstate System, and procedures and policies in respect to acquisition of right-of-way on projects already constructed on the planned alignment of the Interstate System.

The Board set the January meeting to begin at 1:30 P.M., January 18, to extend to January 21, and the February meeting to begin at 1:30 P.M., February 15, to extend to February 18.

THEREUPON, the Board adjourned until 9:00 A.M. on Thursday, December 16.

THURSDAY - December 16, 1954

The Board reconvened at 9:00 A.M. on Thursday, December 16, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board signed Minutes removing two sections of Highway from the State Highway System. The Minutes signed are as follows:

WHEREAS, State Highway No. 76 does not have the characteristics of a State highway, and

WHEREAS, Richfield Highway District, Lincoln County, has agreed to assume responsibility for said highway,

NOW THEREFORE BE IT RESOLVED, that said highway, extending from Richfield north for a distance of 6.35 miles, as shown on the sketch map on file in the Department of High-

December 16, 1954

ways, is hereby removed from the State Highway system, effective this date.

WHEREAS, construction of 2.055 miles of State Highway No. 25 on new location beginning at a point in Sec. 7, T. 9 S., R. 19 E., approximately 13.4 miles east of Jerome and ending at a point in Sec. 20, T. 9 S., R. 19 E., approximately 4.0 miles west of Eden, all as shown on the sketch map on file in the Department of Highways, has made continuance of this original road as a part of the State Highway system no longer essential.

NOW THEREFORE BE IT RESOLVED, that this portion of the old highway, 2.099 miles in length, is hereby removed from the State Highway system, effective this date.

The Board authorized the State Highway Engineer to approve request of Rex O'Laughlin, Draftsman, for permission to accept part time and occasional employment, with the definite understanding that such employment would be occasional only.

The State Highway Engineer read correspondence regarding replacement of the Nyssa Bridge, U.S. 20-26, over the Snake River, and the sharing of the cost with the Oregon Highway Department. It was agreed that the bridge itself would be financed jointly with the Oregon Highway Department, with Federal Aid, and that approaches would be constructed by the respective States. A new alignment proceeding directly east from the proposed bridge was accepted. The Board approved the item for inclusion in the 1955 Construction Budget; it being understood that the structure would cost approximately \$500,000, to be shared equally between the two States, and the Idaho approaches \$100,000 (to be financed by Idaho) - a grand total of \$350,000 to be budgeted.

The Board signed the 1956 Forest Highway Program letter as prepared and submitted by the U. S. Bureau of Public Roads, and instructed the State Highway Engineer to return it to the Bureau of Public Roads.

The Board was informed that in the course of negotiations for the acquisition of right of way for Project F-3271(1) in Valley County, that it became necessary to enter into an agreement with Baumhoff-Marshall, Inc., a corporation, which said corporation holds and exercises certain mining leases on lands throughout Valley County; that in the course of said negotiations Baumhoff-Marshall, Inc., for the release of their leases over certain lands necessary for right of way in connection with Project F-3271(1) Baumhoff-Marshall, Inc., requested that in consideration for the release of said mining rights over certain needed right of way that it be permitted to cross the completed Project F-3271(1) with their dredging equipment, and the Board being advised that such operation was feasible, and being further advised that Baumhoff-Marshall, Inc. would provide adequate detours constructed and maintained under the supervision of the Department, and would fully restore the portion of Project F-3271(1) destroyed by its dredging crossings under the supervision of, and to the satisfaction of the Department.

The State Highway Engineer was, and hereby is, authorized to enter into an agreement with Baumhoff-Marshall, Inc., a corporation, granting said corporation the right to cross Project F-3271(1) at a location to be designated by the Department, with provision in said agreement that Baumhoff-Marshall, Inc. will provide adequate detours during said crossings under the supervision and to the satisfaction of the Department, and that Baumhoff-Marshall, Inc. restore that portion of Project F-3271(1) under the supervision of, and to the satisfaction of, the Department, and such other indemnifications and guarantees as the Department may deem necessary to protect the Department and the traveling public.

The Board signed condemnation orders for Parcels 2, 3, 14, 25, 25½ and 32 for Project F-6471(2), Ashton North, and for Parcels 6, 7 and 10 for Project ST-4114(504), Lewiston-Spalding. The condemnation orders as signed are as follows:

The Board, having considered the report and recommendations, submitted on Project F-6471(2), find that certain lands hereinafter described, sought to be acquired for right-

of-way purposes in connection with the reconstruction of U.S. Highway 20 and 191, Ashton-North, 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 lands should be condemned as follows:

Parcel No. 2, David K. Rankin and Eva Rankin, his wife, mortgaged to Pacific Coast Joint Land Bank of Salt Lake City and the Federal Land Bank of Spokane, in the E $\frac{1}{2}$ NE $\frac{1}{4}$ of Section 35, Township 9 North, Range 42 East, Boise Meridian, and portions of Lots 8 and 9 of Block 50, Townsite of Ashton.

Parcel No. 3, Ada E. Whitmore, a widow, in a portion of Lot 6 of Block 70, Townsite of Ashton.

Parcel No. 14, Eli Kirkham et ux in a portion of the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 26, Township 9 North, Range 42 East, Boise Meridian. This is a friendly condemnation suit.

Parcels No. 25 and 25 $\frac{1}{2}$, C. L. Ashley and Veta Ashley, his wife, mortgaged to The Travelers Insurance Company and Yellowstone Banking Company in the SE $\frac{1}{4}$ NE $\frac{1}{4}$, the NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 26; the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 23 and the SW $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 25, Township 9 North, Range 42 East, Boise Meridian.

Parcel No. 32, E. L. Hargis et ux in the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 1, Township 9 North, RANGE 42 East, Boise Meridian. This is a friendly condemnation suit.

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

The Board, having considered the report and recommendations, submitted on Project ST-4114(504), find that certain lands hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of U. S. Highway 95, Lewiston-Spalding, 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 lands should be condemned as follows:

Parcel No. 6, Rita Ellis as her sole and separate property, mortgaged to the Federal Land Bank of Spokane and also the United States of America acting through the Farm Home Administration, in a portion of Lot 3 of Section 25, Township 36 North, Range 5 West, Boise Meridian.

Parcel No. 7, W. H. Rugg et ux; Everett Triplett and Helen M. Triplett, his wife, mortgaged to the United States of America, Prairie Flour Mill Company and The Federal Land Bank of Spokane, in portions of Lots 13 and 14 of Section 25, Township 36 North, Range 5 West, Boise Meridian.

Parcel No. 10, H. T. Smith and Rosetta Smith, his wife, and Elmer Stalnaker, in Lot 10 of Section 25, Township 36 North, Range 5 West, Boise Meridian, and Lot 9 of Section 30, Township 36 North, Range 4 West, Boise Meridian.

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

The Board authorized the State Highway Engineer to arrange for the fencing of the portion of U.S. 30 N. on the Fort Hall Indian Reservation between the Bannock County Line and the Igo Overhead, with such cattle guards on intersecting County roads as he may consider necessary.

December 16, 1954

The Board reviewed the results of the bid openings held November 23, December 7 and December 14, 1954, and the following action was taken:

The first bids to be considered were for Project S-2779(2) and Stockpile Project No. 109, consisting of constructing the roadway and a bituminous surface treatment, and eight concrete bridges on 5.131 miles of State Highway 46, from the junction of State 68 South, and furnishing crushed gravel and cover coat material in stockpiles, in Camas County. This is a Federal-aid Secondary and State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Gem Construction Company of Wendell, Idaho, the low bidder, on November 26, 1954, in the amount of \$476,568.10; the Engineer's Estimate being \$570,961.40.

The next bids to be considered were for Project S-SG-1756(1), consisting of constructing the roadway, a roadmix bituminous surface and a railroad underpass on 1.250 miles of the Price Road from U.S. 91 & 191 to U.S. 30 N. in Bannock County. This is a Federal-aid Secondary and County financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Carl E. Nelson Construction Co., Inc. of Logan, Utah, the low bidder, on November 29, 1954, in the amount of \$155,526.90; the Engineer's Estimate being \$147,405.60.

Bids for the above two projects were received on November 23, 1954.

The next bids to be considered were received on December 7, 1954, and were for Project No. ST-1731(501), consisting of constructing a corrugated plate pipe culvert at Weston Creek on State Highway 35 South of Weston, in Franklin County. This is a State financed project. The State Highway Engineer had exercised the authority given him by the Board, and had awarded the contract to Jack B. Parson Construction Company of Smithfield, Utah, the low bidder, on December 10, 1954, in the amount of \$9,167.00; the Engineer's Estimate being \$10,458.75.

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

Bids for the last projects to be considered were received on December 14, 1954. The work consists of constructing the roadway, and a roadmix bituminous surface on 2.365 miles of State Highway No. 51, from Bruneau West, known as Idaho Project No. S-3806(2), and a roadmix bituminous surface on 14.236 miles of the Murphy-Bruneau Road from Grandview-Bruneau, known as Project No. S-3705(5) in Owyhee County. These are Federal-aid Secondary and State and County financed projects. The Aslett Construction Company of Twin Falls, Idaho was the low bidder on this project; however, due to an error in their proposal, they requested that their bid be withdrawn. The State Highway Engineer recommended that this request be granted and the contract be awarded to the Twin Falls Construction Company of Twin Falls, Idaho, the second bidder, on their bid of \$239,668.90; the Engineer's Estimate being \$283,119.25; the award to be subject, however, to concurrence by the Bureau of Public Roads. There being no dissenting opinion, the recommendations of the State Highway Engineer were adopted, and the Board authorized the State Highway Engineer to permit the Aslett Construction Company to withdraw its bid without penalty on account of obvious error in preparation of proposal, and to award the contract for Projects S-3806(2) and S-3705(5) to the Twin Falls Construction Company, conditional upon his obtaining the prior concurrence of the Bureau of Public Roads.

The Board considered the matter of determination of policy in respect to guard rail constructions - the matter having been brought up by proposals to provide guard rail on State Highway 52 and 15. The Board instructed the State Highway Engineer to investigate the State highway needs for guard rail and guide posts and to formulate a program for next spring, after considering carefully the merits and economy of both guard rail and guide posts with Scotchlight.

December 16, 1954

The Board reviewed request of December 13 from Commissioner Summers of the Department of Law Enforcement for certain weighing stations and port of entry facilities, and authorized the State Highway Engineer to evaluate the needs, and include such facilities as he considers justified in the 1955 Budget.

The Board refused to approve a proposal to provide for snow removal on State Highway 21 between Stanley and Stanley Lake.

The Board approved the expenditure of \$466.75, in addition to the \$5,000 previously authorized, for paving State Highway U.S. 93 in the City of Salmon.

The Board refused to approve a proposal to provide for seal coating abandoned portions of State Highway 25, West of Jerome.

The Board considered recommendations from Assistant Regional Forester H. R. Jones of Missoula and District Engineer Phelps regarding improvement of the Elk City Highway, State Highway No. 14. The Board accepted the State Highway Engineer's recommendation that no large scale widening operations be scheduled on this highway in 1955, but that supplemental surfacing and minor betterments with such widening of selected short sections as can be accomplished with maintenance forces should be considered. It appeared that any substantial betterment or widening would be unduly costly in relation to the small volume of traffic to be served.

The Board approved the expenditure voucher for moving household goods for Eugene Burbidge from Moscow to Boise, in the amount of \$256.25, and for R. B. Christensen from Preston to Boise, in the amount of \$195.83.

Expense accounts for the Board members were approved in the following amounts: Mr. Rich - \$123.82 for the months of October and November, 1954, and \$49.83 for the month of July, 1953; Mr. Jones - \$65.55 for the month of November, 1954; Mr. Floan - \$44.65 for the month of November, 1954.

The Board read letter from Governor Jordan regarding proposed merit salary increases for Grades V and above employees.

The Board read Resolution from the Village of Reubens, but deferred action pending scheduled appearance on December 17 of a delegation from Nez Perce County.

THEREUPON, the Board adjourned until 9:00 A.M. on Friday, December 17, 1954.

FRIDAY - December 17, 1954

The Board reconvened at 9:00 A.M. on Friday, December 17, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board approved and signed ordinances regarding speed limits and traffic signals in the following municipalities:

Cottonwood	Speed Limits and Traffic Signals
Craigmont	Speed Limits and Traffic Signals
Deary	Speed Limits and Traffic Signals
Emmett	Speed Limits and Traffic Signals
Ferdinand	Speed Limits
Julietta	Speed Limits
Kendrick	Speed Limits and Traffic Signals
Kooskia	Speed Limits
Nezperce	Speed Limits and Traffic Signals
Oldtown	Speed Limits and Traffic Signals

Pierce	Speed Limits
Rupert	Speed Limits
Troy	Speed Limits and Traffic Signals
Winchester	Speed Limits and Traffic Signals

The ordinances, as signed, are as follows:

A request was received by the Board from the Village of Cottonwood requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Cottonwood of the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the Village of Cottonwood. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	U.S. 95	None	North Village Limits to King Street	35
2.	U.S. 95	King Street	Hogan Street to Front Street	35
3.	U.S. 95	King Street	Front Street to Main Street	25
4.	U.S. 95	Main Street	King Street to Goldstone Street	25
5.	U.S. 95	Main Street	Goldstone Street to East Village Limits	50

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Cottonwood be and hereby are approved.

A request was received by the Board from the Village of Cottonwood for permission of the Department of Highways to place and maintain a traffic control signal device upon a certain urban extension of the State Highway System within the corporate limits of the Village of Cottonwood. The said traffic control signal device is to be located at the following location:

1. Intersection of King Street & Main Street
(Three-way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal device be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Cottonwood be and hereby is, granted permission to place and maintain a traffic control signal device of the hereinabove enumerated type at the hereinabove enumerated location.

A request was received by the Board from the Village of Craigmont requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Craigmont of the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the Village of Craigmont. The said alterations are as follows:

December 17, 1954

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	U.S. 95	Main Street	West Village Limits to Fifth Street	60-55
2.	U.S. 95	Main Street	Fifth Street to 3rd Avenue	35
3.	U.S. 95	Main Street	3rd Avenue to 4th Street	25
4.	U.S. 95	Main Street	4th Street to 7th Street	35
5.	U.S. 95	None	7th Street to South Village Limits	50
6.	S.H. 12	Boulevard Avenue	East Village Limits to Main Street	35
7.	S.H. 12	Main Street	Boulevard Avenue to Jct. U.S. 95	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Craigmont be and hereby are approved.

A request was received by the Board from the Village of Craigmont for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the Village of Craigmont. The said traffic control signal devices to be located at the following locations:

1. Intersection Main & Third Avenue
(Four-way Flasher)
2. Intersection Main & Unnamed Street one block east of First Avenue
(Four-way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Craigmont be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Deary requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Deary of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Deary. The said alterations are as follows:

December 17, 1954

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	S.H. 7	None	South Village Limits to Jct. S.H. 8	35
2.	S.H. 8	None	East Village Limits to Jct. S.H. 7	35
3.	S.H. 7 & 8	None	Junction of S.H. 7 & 8 to 2nd Avenue	35
4.	S.H. 7 & 8	2nd Avenue	End of 35 mph zone to Line Street	25
5.	S.H. 7 & 8	2nd Avenue	Line Street to West Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Deary be and hereby are approved.

A request was received by the Board from the Village of Deary for permission of the Department of Highways to place and maintain a traffic control signal device upon a certain urban extension of the State Highway System within the corporate limits of the Village of Deary. The said traffic control signal device is to be located at the following location:

1. Intersection Main Street & Second Avenue
(Four-way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal device be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Deary be and hereby is granted permission to place and maintain a traffic control signal device of the hereinabove enumerated type at the hereinabove enumerated location.

A request was received by the Board from the City of Emmett requesting approval of the Department of Highways of alterations by the Mayor and City Council of Emmett of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Emmett. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	S.H. 52	Washington Avenue	North City Limits to 4th Street	25
2.	S.H. 52	Washington Avenue	4th Street to South City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Emmett be and hereby are approved.

A request was received by the Board from the City of Emmett for permission of the Department of Highways to place and maintain a traffic control signal device upon a certain urban extension of the State Highway System within the corporate limits of the City of Emmett. The said traffic control signal device is to be located at the following location:

1. Intersection of Main Street & Washington Avenue
(Stop & Go)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal device be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the City of Emmett be and hereby is granted permission to place and maintain a traffic control signal device of the hereinabove enumerated type at the hereinabove enumerated location.

A request was received by the Board from the Village of Ferdinand requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Ferdinand of the prima facie speed limit on the urban extension of the State Highway System within the corporate limits of the Village of Ferdinand. The said alteration is as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	U.S. 95	Main Street	West Village Limits to South Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alteration of the prima facie speed limit on the hereinabove portion of the urban extension of the State Highway System within the corporate limits of the Village of Ferdinand be and hereby are approved.

A request was received by the Board from the Village of Juliaetta requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Juliaetta of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Juliaetta. The said alterations are as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	S.H. 42	None	South Village Limits to Washington Water Power Sub Station	50
2.	S.H. 42	Main Street	Washington Water Power Sub Station to North Village Limits	35

December 17, 1954

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Juliaetta be and hereby are approved.

A request was received by the Board from the Village of Kendrick requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Kendrick of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Kendrick. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	S.H. 42	None	East Village Limits to Pike Street	35
2.	S.H. 42	Main Street	Pike Street to Mill Street	25
3.	S.H. 42	Main Street	Mill Street to South Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Kendrick be and hereby are approved.

A request was received by the Board from the Village of Kendrick for permission of the Department of Highways to place and maintain a traffic control signal device upon a certain urban extension of the State Highway System within the corporate limits of the Village of Kendrick. The said traffic control signal device is to be located at the following location:

1. Intersection of Ninth Street & Main Street
(Four-way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal device be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Kendrick be and hereby is granted permission to place and maintain a traffic control signal device of the hereinabove enumerated type at the hereinabove enumerated location.

A request was received by the Board from the Village of Kooskia requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Kooskia of the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the Village of Kooskia. The said alterations are as follows:

December 17, 1954

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	S.H. 13	None	South Village Limits to 2nd Street	35
2.	S.H. 13	None	2nd Street to Broadway Avenue (Junction SH 9)	25
3.	S.H. 9	Main Street	North Village Limits to Broadway (Junction SH 13)	25
4.	S.H. 9	Broadway	Main Street to East Village Limits	25

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Kooskia be and hereby are approved.

A request was received by the Board from the Village of Nezperce requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Nezperce of the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the Village of Nez Perce. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	S.H. 7	Walnut Street	South Village Limits to 8th Street	25
2.	S.H. 7	8th Street	Walnut Street to Oak Street	25
3.	S.H. 7	Oak Street	8th Street to 4th Avenue	25
4.	S.H. 7 - 12	4th Avenue	Oak Street to Pine Street	25
5.	S.H. 7 - 12	Pine Street	4th Avenue to 1st Avenue	25
6.	S.H. 12	4th Avenue	Oak Street to Beech Street	25
7.	S.H. 12	Beech Street	4th Avenue to 1st Street	25

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Nezperce be and hereby are approved.

A request was received by the Board from the Village of Nezperce for permission of the Department of Highways to place and maintain a traffic control signal device upon a certain urban extension of the State Highway System within the corporate limits of the Village of Nezperce. The said traffic control signal device is to be located at the following location:

1. Intersection Oak Street & Fourth Avenue
(Four-way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal device be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Nezperce be and hereby is granted permission to place and maintain a traffic control signal device of the hereinabove enumerated type at the hereinabove enumerated location.

A request was received by the Board from the Village of Old Town requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Old Town of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Old Town. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	S.H. 41	None	East Village Limits to 4th Street	35
2.	U.S. 2	Walnut Street	Idaho-Washington State Line to Idaho Avenue	25

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Old Town be and hereby are approved.

A request was received by the Board from the Village of Old Town for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the Village of Old Town. The said traffic control signal devices to be located at the following locations:

1. Intersection Fourth Street & State Avenue
(Four-way Flasher)
2. Intersection Walnut Street & Idaho Avenue
(Four-way Flasher)
3. Intersection Walnut Street & Washington-Idaho State Line
(Two-way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Old Town be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Pierce requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Pierce of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Pierce. The said alterations are as follows:

December 17, 1954

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	S.H. 11	None	West Village Limits to Water Street	25
2.	S.H. 11	None	Water Street to South Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Pierce be and hereby are approved.

A request was received by the Board from the City of Rupert requesting approval of the Department of Highways of alterations by the Mayor and City Council of Rupert of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Rupert. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	US 30 N	Oneida	East City Limits to Junction S.H. 24	35
2.	US 30 N	Oneida	Junction S.H. 24 to West City Limits	35
3.	SH 24	8th Street	Oneida to "A" Street	35
4.	SH 24	Read Avenue	8th Street to North City Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the City of Rupert be and hereby are approved. The Minute Entry dated 29th day of May, 1954, is hereby rescinded.

A request was received by the Board from the Village of Troy requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Troy of the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the Village of Troy. The said alterations are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	SH 8	Main Street	East Village Limits to Front Street	25
2.	SH 8	None	Front Street to West Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alterations of the prima facie speed limits on the hereinabove portions of the urban extensions of the State Highway System within the corporate limits of the Village of Troy be and hereby are approved.

A request was received by the Board from the Village of Troy for permission of the Department of Highways to place and maintain traffic control signal devices upon certain urban extensions of the State Highway System within the corporate limits of the Village of Troy. The said traffic control signal devices to be located at the following locations:

1. Intersection 7th Street & Main Street
(Three-way Flasher)
2. Intersection State Street & First Street
(Three-way Flasher)

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that permission for placing and maintaining said traffic control signal devices be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Troy be and hereby is granted permission to place and maintain traffic control signal devices of the hereinabove enumerated type at the hereinabove enumerated locations.

A request was received by the Board from the Village of Winchester requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Winchester of the prima facie speed limit on the urban extension of the State Highway System within the corporate limits of the Village of Winchester. The said alteration is as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1.	U.S. 95	Joseph Avenue	North Village Limits to South Village Limits	35

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that said request be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named alteration of the prima facie speed limit on the hereinabove portion of the urban extension of the State Highway System within the corporate limits of the Village of Winchester be and hereby are approved.

A request was received by the Board from the Village of Winchester for permission of the Department of Highways to place and maintain a traffic control signal device upon a certain urban extension of the State Highway System within the corporate limits of the Village of Winchester. The said traffic control signal device is to be located at the following location:

1. Intersection Algoma Street & Joseph Avenue
(Four-way Flasher)

December 17, 1954

Upon the recommendation of the State Highway Engineer and the Traffic Engineer, it was moved by Mr. Rich, seconded by Mr. Floan, that the permission for placing and maintaining said traffic control signal device be granted. There being no dissenting vote,

IT IS HEREBY ORDERED that the Village of Winchester be and hereby is granted permission to place and maintain a traffic control signal device of the hereinabove enumerated type at the hereinabove enumerated location.

The Board reviewed and approved sections of the proposed 1955 Budget, including Betterment and Minor Construction Projects, Special Maintenance Sealing, Stockpiles, Building and Yard Construction and Land Acquisition.

The State Highway Engineer discussed briefly the desirability of adopting regulations to effect a prequalification procedure to be applied to all State highway construction contracts. The Board instructed the State Highway Engineer to prepare such regulations and policy for consideration at the next Board meeting.

The Board confirmed the State Highway Engineer's execution of Maintenance Agreements with the Cities of St. Maries and Weiser.

The Board reviewed a proposal to purchase a 19 acre tract of gravel-bearing land near Meridian at an offered price of \$9,000. At usual prices for gravel on a royalty basis, the cost had been extended at \$40,000. The Board authorized the State Highway Engineer to proceed with the purchase, if his further investigations as to price and quality confirms the desirability of completing the purchase.

The Board received a delegation from Nez Perce County, including the following:

Otto Brammer, Craigmont - Chairman, Myrtle Highway Association
Bernard Stellyer, Craigmont - Vice-Chairman, Myrtle Highway Association
Frank West, Craigmont, Treasurer, Myrtle Highway Association
Earl Darrah, Craigmont, Member, Myrtle Highway Association
Bert Schroeder, Nez Perce County Commissioner

This delegation submitted a statement, under the caption "The Reubens - Gifford Area", which is included in the Department of Highways' files. The statement was submitted to support a request that the road from Craigmont via Reubens - Lookout - Gifford to Myrtle be included in the State Highway System. The road is about 24 miles in length and a reasonable improvement was estimated to cost \$1,250,000. The Board concluded that the road did not have sufficient statewide significance to be appropriately a part of the State Highway System, but suggested that favorable consideration could be given to adding it to the Federal Aid Secondary System. The road is in Nez Perce and Lewis Counties; the part in Lewis County being in the Reubens and Central Highway Districts. The delegation agreed to pursue that suggestion.

In the afternoon, the Board met with Contractor Clifton of the firm of Clifton & Applegate, and their attorneys, Mr. Cheadle of Spokane, and Mr. Fix of Twin Falls, to discuss claims totaling about \$93,000 alleged to be due on account of extra costs for placing riprap and extra costs incurred through delay in negotiating a basis for paying for increased quantities necessitated by slope change order on Project AFI-FGI-64(5), Argentine-Wallace project in Shoshone County.

Participating in this conference were: Messrs. Rich, Jones, Floan, Miller, McCoy, Oxley, Reid and Rath of the Department of Highways; Mr. Salmen of the Bureau of Public Roads; Messrs. Clifton, Cheadle and Fix for the contractors. The contractors had previously filed a complete statement of their claims, which was filed with the Department of Highways.

After thorough discussion of the merits of the claims, it was agreed by the Board and the Contractors that a settlement of all claims in the amount of \$47,613.68 was reasonable and proper and the State Highway Engineer was instructed to complete the settlement on that basis. District Engineer Salmen of the Bureau of Public Roads agreed to recommend Federal participation on that basis.

A scheduled appointment with Senator Buxton and Mr. Gillette of Teton County, and representatives of the Village Board and County Commissioners was cancelled in response to a telegram dated December 16 from Mr. Gillette advising that a meeting in late December with the Chief Locating Engineer and District Engineer Sternberg had been arranged, making the scheduled meeting with the Board unnecessary at this time.

THEREUPON, the Board adjourned until 9:00 A.M. on Saturday, December 18, 1954.

SATURDAY - December 18, 1954

The Board reconvened at 9:00 A.M. on Saturday, December 18, with Mr. Rich, Mr. Jones, Mr. Miller and Mr. McCoy present. Mr. Floan was absent.

The Board met with Mr. L. A. Boyd of Burley, Idaho, who presented for consideration certain claims regarding damage to his property adjacent to U.S. 30, West of Twin Falls. The Board instructed the State Highway Engineer and the Assistant Attorney General to review this claim with Mr. Boyd at the site, and make appropriate recommendations at a later Board meeting.

THEREUPON, the Board adjourned until their next regular meeting, to be convened at 1:30 P.M. on Tuesday, January 18, 1955.


R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
18 January 1955

December 18, 1954