

HISTORICAL RECORDS

Dated January 19, 1955 to June 11, 1956

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

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

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

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

MICROFILM ROLL NO. 11

SEAMAN S. MILLS

General Services Supervisor

Date Filmed _____

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FRONT

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

January 19 - 21, 1955

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on Wednesday, January 19, 1955.

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 15 - 18, 1954 were read and approved.

The Board reviewed the result of the bid opening held January 11, 1955, and the following action was taken:

The bids considered were for Project F-3271(1), consisting of constructing the roadway, a plant mix bituminous surface and widening a 34.0' and a 52.8' concrete bridge on 13.721 miles of State Highway 15 from Round Valley through Cascade, in Valley County. This is a Federal-aid Primary and State financed project. The State Highway Engineer recommended that the contract be awarded to Duffy Reed Construction Company of Twin Falls, Idaho, on their low bid of \$979,907.10; the Engineer's Estimate being \$1,105,105.95. There being no dissenting opinion, the Board adopted the recommendation of the State Highway Engineer and authorized him to award the contract for Project F-3271(1) to Duffy Reed Construction Company; the award subject to obtaining the prior concurrence of the Bureau of Public Roads.

The Board approved the abandonment of the old location of U.S. 26 from Midway Junction to the Snake River, 30.236 miles. The Minute, as approved, is as follows:

WHEREAS, construction of 32.525 miles of State Highway US 26 on new location beginning at a point in Sec. 15, T. 2 N., R. 30 E., approximately 25.0 miles southeast of Arco and ending at a point in Sec. 33, T. 2 S., R. 35 E., at Blackfoot Bridge over Snake River, 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.

NOW THEREFORE BE IT RESOLVED, that this portion of the old highway, 30.236 miles in length, is hereby removed from the State highway system, effective this date.

Expense accounts for the Board members were approved in the following amounts: Mr. Rich - \$47.16 for the month of December; Mr. Jones - \$44.80 for the month of December; Mr. Floan - \$35.80 for the month of December, 1954.

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

THURSDAY - January 20, 1955

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

January 20, 1955

The Board met with a delegation from Franklin County and Caribou County to discuss the Department of Highways' plans regarding the location of S.H. 34 from Preston North to the Cleveland Bridge. The delegation included the following:

<u>NAME</u>	<u>REPRESENTING</u>
Senator Fred M. Cooper	Grace Lion's Club and Caribou County
Joe Clegg	Grace, Idaho
Representative Ralph Harrison	Central, Idaho - Caribou County
Harry D. Sorensen	Soda Springs, Idaho
Wesley W. Hubbard	Grace, Idaho
William Poole	Preston, Idaho
D. Ariel Nash	Franklin County
Roy C. Andreasen	Franklin County
Ben Johnson	Preston Chamber of Commerce
Senator Thomas Heath	Preston, Idaho - Franklin County

Senator Heath advocated construction along the present road, mentioning dangerous fluctuations in water level and possibilities of another power dam, as objections to a new location along Bear River. Senator Cooper preferred the location along the Bear River and minimized the dangerous conditions cited by Senator Heath, as did most of the other delegates. Nearly all of the delegation indicated their willingness to leave the decision in the hands of the Board of Highway Directors, after they have obtained complete information. However, several delegates requested minor betterments of the present road, including easing of the sharp curves North of Riverdale pending construction on final location. The County Commissioners were reluctant to assume the burden of the old road, but were nevertheless willing to accept the Board's decision after careful review of all the facts, including possibility of another power dam.

The Board and the State Highway Engineer met in closed session with members of the Associated General Contractors. The delegation included the following:

<u>NAME</u>	<u>REPRESENTING</u>
T. Matt Hally	Idaho Constructors, Inc.
J. L. Johnston	Tony Marrazzo Company
Glenn Pickett	Pickett & Nelson
Hank Knippel	Western Construction Company
W. D. Hale	Mt. States Construction Company
G. S. Nelson	Nelson & Deppe
William R. Hoops	Hoops Construction Company
John P. Molitor	A.G.C., Manager
Charles E. Babbitt	Babbitt Construction Company
P. H. Prewitt	Morrison-Knudsen Company, Inc.
Lonnie Smith	Neilsen-Smith Construction
J. A. Quinn	Quinn Bros. & Robbins
Harold Quinn	Quinn Bros. & Robbins

THEREUPON, the Board recessed for lunch.

The Board reconvened at 3:00 P.M., with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board approved moving expenses for Charles W. Glasby from Moscow to Pocatello and for Arbie Campbell for moving expenses from Coeur d'Alene to St. Maries.

The Board approved (1) attendance of Messrs. Crofford and Sherwood at the University of Utah Highway Conference, March 7 - 9, 1955; (2) attendance of L. J. Ross, R. Brimhall and Eugene Burbidge to Portland, Bureau of Public Roads Urban Design School, February 28 - March 4; (3) attendance of E. V. Miller to the Pacific Northwest Conference of the American Society of Civil Engineers, April 22-23, Tacoma, Washington; and for Keith Englund to visit the various engineering colleges and Universities in Utah and California, during the last of February and first or second week in March.

The Board instructed the State Highway Engineer to work out with the Maintenance Engineer the design, details and financial arrangement for fencing U.S. 93 from Rogerson to the Nevada line by cooperative agreement with the adjacent property owner and to submit appropriate recommendations at the March meeting of the Board.

The Board reviewed a proposal from the U. S. Corps of Engineers for the Department of Highways to participate in cleaning, widening, straightening and diking Deep Creek, West of the crossing of U.S. 95, West of Potlatch in Latah County. The Board accepted the State Highway Engineer's recommendation that the Department decline to participate in this project.

The Board approved the recommendation of the State Highway Engineer that the Department of Highways contribute funds estimated at \$65,000 for paving the Palisades Project, U.S. 26, Wyoming line West, to an additional width of six feet, thus providing a width of 28 feet rather than the 22 feet previously proposed.

The Board approved the State Highway Engineer's recommendation that \$50,000 additional funds be allocated for the force account widening and betterment operation on S.H. 9, Kooskia-Syringa Creek.

The Board heard report by Assistant Right-of-Way Engineer Hawkes regarding estimated cost of acquiring limited access and additional right-of-way on S.H. 25, East of Bliss. It appeared that the costs, not including structures, would be approximately \$450,000 from Bliss to Jerome, approximately 24 miles.

The Board approved and signed ordinances regarding speed limits, traffic signals and parking in the following communities:

Cascade	Speed Limits and Traffic Signals
Donnelly	Speed Limits
Harrison	Speed Limits
Lewiston	Speed Limits and Traffic Signals
Pierce	Parking
Potlatch	Speed Limits

The ordinances, as signed, are as follows:

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

January 20, 1955

<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. 15	****	North Village Limits to R.R. Underpass	50
2.	S.H. 15	----	R.R. Underpass to Patterson Street	35
3.	S.H. 15	Main St.	Patterson Street to Kerby Street	25
4.	S.H. 15	Main St.	Kerby 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 Cascade be and hereby are approved.

A request was received by the Board from the Village of Cascade 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 Cascade. The said traffic control signal devices are to be located at the following locations:

1. Intersection of Mill Street and Main Street
(Two-way Flasher)
2. Intersection of Patterson and Main Street
(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 Cascade 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 Donnelly requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Donnelly of the prima facie speed limit on an urban extension of the State Highway System within the corporate limits of the Village of Donnelly. 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 Limit (M.P.H.)</u>
1.	S.H. 15	-----	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 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 Donnelly be and hereby are approved.

A request was received by the Board from the Village of Harrison requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Harrison of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Harrison. 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 A	Coeur d'Alene Avenue	North Village Limits to Cedar Street	40
2.	U.S. 95 A	Coeur d'Alene Avenue	Cedar Street to Woodlawn Drive	25
3.	U.S. 95 A	Coeur d'Alene Avenue	Woodlawn Drive to East 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 Harrison be and hereby are approved.

A request was received by the Board from the City of Lewiston requesting approval of the Department of Highways of alterations by the Mayor and City Council of Lewiston of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Lewiston. 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	East City Limits to Jct. U.S. 410	50
2.	U.S. 95	None	Jct. U.S. 410 to North City Limits	35
3.	U.S. 410	None	Jct. U.S. 95 to South End Clearwater Bridge	50
4.	U.S. 410	None	South End Clearwater Bridge to 19th Street	35
5.	U.S. 410	Main Street	19th Street to 11th Street	25
6.	U.S. 410	Main Street	11th Street to West 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 Lewiston be and hereby are approved.

A request was received by the Board from the City of Lewiston 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 Lewiston. The said traffic control signal devices are to be located at the following locations:

1. Intersection of Main Street & Snake River Avenue
(Three phase-Traffic actuated)
2. Intersection of Main Street & 5th Street
(Fixed time-Stop & Go)
3. Intersection of Old Sixth & Main Street
(Fixed time-Stop & Go)
4. Intersection of Seventh Street and Main Street
(Fixed time-Stop & Go)
5. Intersection of New Sixth & Main Street
(Fixed time-Stop & Go)
6. Intersection of Main Street & 9th Street
(Fixed time-Stop & Go)
7. Intersection of Main Street & 11th Street
(Fixed time-Stop & Go)
8. Intersection of Main Street & 18th Street
(Flasher-four-way)
9. Intersection of U.S. 95 & 5th Avenue North
(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 Lewiston 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 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 Pierce. The said angle parking to be permitted as follows:

Item No.	Highway No.	Street Name	Angle Parking Zone Limits
1.	S.H. 11	Main Street	Carle Street to Water 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 Village of Pierce 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 Potlatch requesting approval of the Department of Highways of alterations by the Mayor and City Council of Potlatch of the prima facie speed limit on an urban extension of the State Highway System within the corporate limits of the City of Potlatch. 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.	U.S. 95 A	Main Street	East City Limits to West 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 alteration of the prima facie speed limit on the hereinabove portion of the urban extensions of the State Highway System within the corporate limits of the City of Potlatch be and hereby are approved.

THEREUPON, the Board adjourned until 9:00 A.M. on Friday, January 21, 1955.

FRIDAY - January 21, 1955

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

The Board met with Mr. Webb of the Farm Bureau, Pocatello, and Messrs. Wesley Hubbard and Joe Clegg, ranchers of Grace in Caribou County, to discuss the matter of special permits for wide trailers. No decisions were given, though it appeared that more use of the 30-day \$25.00 permits might meet the situation without changing present laws or regulations.

The Board discussed briefly S.B. 25, which would involve changes in the right-of-way condemnation law approved by the '53 legislature.

The Board discussed with the State Highway Engineer and Maintenance Engineer the matter of striping such roads as the Buhl-Castleford road, which had been removed from the State Highway System after being improved and paved by the Department of Highways. There was some question as to whether such striping should be performed in all cases, as the local units were usually not prepared to maintain or renew the stripe. The Maintenance Engineer was authorized to stripe the Buhl-Castleford road, not as a precedent, but only as an overlooked part of the State highway construction project previously completed.

Messrs. Caldwell and Summers, Texaco Distributors of Boise and Rexburg, called to ascertain status of right of way at East side of Station 15/25 - 16 / 75, West and South of Ashton on Project F-6471(2), U.S. 191, for which plans are now being completed and right-of-way being acquired. The State Highway Engineer was instructed to carry out acquisition of right-of-way on this project in accordance with the usual policy.

The Board met with a delegation from Boise and Gem Counties to discuss the need for Guard Rail on State Highway 52, adjacent to the Black Canyon Reservoir east of Emmett. The following appeared:

<u>NAME</u>	<u>REPRESENTING</u>
Kenneth Carberry	Gem County Schools
John S. Curtis	Sweet Grange
Carroll Hill	Dist. No. 2, Boise County
Cecil Sutton	Gem County Commissioner
Geo. W. Knowles	Lion's Club, Emmett
A. W. Loveless	Emmett Kiwanis Club
E. L. Newell	Emmett Farm Bureau
Ivan S. Pearce	Letha Farm Bureau

NAMEREPRESENTING

William L. Cox
 Don Rekow
 Senator Ted Hoff (Boise County)
 John Martin
 Nora L. Davis (Representative)
 Senator Frank Goodwin (Gem County)

Montour, School Dist. 221
 Emmett Lion's Club
 Horseshoe Bend, Idaho
 Emmett Index
 Gem County
 Sweet, Idaho

The delegation stressed the dangerous situation presented by the narrow, winding road, the great depth of water and the prevalence of snow, ice and fog along this section of highway. The Board cited a recent report by the Maintenance Engineer that provision for guard rail at all dangerous places on the Idaho State Highway System would involve a cost of over \$6,000,000. However, the Board regarded the situation along the Black Canyon Reservoir as especially hazardous, particularly on account of large school bus usage. After the delegation had departed, the Board authorized the State Highway Engineer to provide on the '55 Budget for 2- 1/2 to 3 miles of guard rail construction at about \$16,000 per mile at this location.

The Board reviewed with the State Highway Engineer, the Right-of-Way Engineer and the Assistant Attorney General, the matter of access to the Gates Brothers proposed leasehold on S.R. 25 near Wendell. The Board decided that establishment of a service station at this point should not be permitted. The State Highway Engineer was instructed to appraise the value of this property, ascertain the addition all right-of-way needed for the State highway layout, with ramps and outer connections, to make an appropriate offer to the owners and potential lessees and to condemn the property if agreement as to value cannot be reached by negotiation. The Assistant Attorney General was authorized to inform Gates Brothers and their Attorney, Mr. Frank Church, that the Department of Highways proposed to acquire access rights and probably some property in addition to that already acquired, but that this in no way implied acceptance of the settlement suggested by Mr. Church at a previous Board meeting.

The Board signed condemnation orders for Parcel No. 19, Project F-6471(2), Ashton North, owned by Mr. Thomas R. Egbert, and for Parcels Nos. 42, 56, and 58 on Project S-3748(3), Star-Middleton. The condemnation orders 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. 19, Thomas R. Egbert and Margaret Egbert, his wife, across Lots 6 and 7, Block 95, Townsite of Ashton.

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 S-3748(2), find that certain lands hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of State Highway 44, Star-Middleton, 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. 42, V. R. Dyas and Goldie M. Dyas, his wife, mortgaged to the Provident Federal Savings and Loan Association and the Veterans Administration, across a portion of the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 11, Township 4 North, Range 2 West, Boise Meridian.

Parcel No. 56, Sidney Siler and Pansy H. Siler, his wife, across a portion of the NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 18, Township 4 North, Range 1 West, Boise Meridian.

Parcel No. 58, Fred L. Miller and Agnes Miller, his wife, across a portion of the NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 18, Township 4 North, Range 1 West, Boise Meridian.

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

The Board read report from District Engineer Parsons stating that the Boundary County Commissioners were prepared and willing to take over maintenance and snow removal of old U.S. 2, East of Moyie.

The Board authorized the State Highway Engineer to approve request of Mr. Zester W. Tindle of Bruneau to construct a small ditch on the right-of-way of State Highway No. 51, in a location and according to dimensions approved by the Department of Highways.

The Board considered request of the City Engineer of Burley for improvement of U.S. 30 (Main Street) and S.H. 27 (Overland Avenue) in Burley and approved the State Highway Engineer's recommendation that the needs of these streets be surveyed and studied in 1955, and that construction be considered in 1956.

The Board reviewed the 1955 Budget for the Department of Highways totalling \$36,138,000 and including Construction, Surveys and Plans, Sealing, Betterments, Stockpiles, Buildings, Yards and Land Acquisition. The Board approved the Budget as submitted and recommended by the State Highway Engineer.

Senator J. Howard Sims of Lemhi County called to discuss the need for improving the road from U.S. 93 south of Salmon, westerly to Cobalt. It is not on the State Highway System. Chairman Rich explained the situation with respect to funds, the efforts made to obtain Federal Lands Funds and the denial of approval by the U. S. Bureau of Public Roads.

The Board considered request of Henry L. Day that a portion of State highway right-of-way along U.S. 10 in the vicinity of Wallace be declared surplus. The Board approved the request in principle and instructed the State Highway Engineer to submit a further request with legal description for formal approval at a later Board meeting.

The Board reviewed the annual building program, including the calendar year 1958, as proposed by the Maintenance Engineer. No action was taken other than approval of the 1955 program.

The Board authorized the State Highway Engineer to purchase a 400 ton stockpile from the Twin Falls Construction Company at a price of \$0.65 per ton, and a 1699 ton stockpile of 3/4" surfacing and 194 tons of cover coat material at unit prices of \$0.90 and \$2.325, respectively, from Peter Kiewit Sons' Company.

The Board read letter of December 28 from the Attorney General's office regarding Section 49-601, Subsection (c) of the Idaho Code regarding permissible weights on tandem axles for certain logging trucks.

The Board read the "Notice of Public Hearings" regarding the Upper Snake River Basin above Weiser, to be conducted by the U. S. Corps of Engineers, February 15 in Idaho Falls, and February 18 in Boise.

A previous (October 28, 1954) denial by the State Highway Engineer of request of August 15, 1954 by C. I. Williams of Blackfoot for syphon construction on Project HAA-7(2), serving his adjacent property, was reviewed by the Board. The October 28 denial of State highway funds for this purpose was affirmed.

THEREUPON, the Board adjourned until their next regular meeting, to be convened at 1:30 P.M. on Tuesday, February 15, 1955.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho
15 February 1955

January 21, 1955

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

11

February 15 - 19, 1955

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on Tuesday, February 15, 1955.

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 January 19 - 21, 1955 were read and approved.

The Board reviewed the results of the bid openings held February 1 and February 8, 1955, and the following action was taken:

The first bids considered were for Project S-3705(2), consisting of constructing the roadway and a road mix bituminous surface on 8.510 miles of the Murphy-Bruneau Road from Murphy to Sinker 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 MacGregor-Triangle Company of Boise, Idaho, the low bidder, on February 4, 1955, in the amount of \$250,708.75; the Engineer's Estimate being \$274,107.50.

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 S-1721(2), consisting of construction of the roadway, a bituminous surface treatment and a 30.5 foot concrete bridge on 14.028 miles of State Highway 39, between Springfield and Riverside, in Bingham County. This is a Federal-aid Secondary and State financed project. The State Highway Engineer recommended that the contract be awarded to Jack B. Parson Construction Company of Smithfield, Utah, the low bidder, on their bid of \$507,279.00; the Engineer's Estimate being \$615,209.90. There being no questions or objections, the Board adopted the recommendation of the State Highway Engineer and authorized him to award the contract for this project to Jack B. Parson Construction Company; the award subject to obtaining the prior concurrence of the Bureau of Public Roads.

The Board authorized the Chairman to approve Form DA-8 providing for reimbursement of transportation expense incurred by R. B. Christensen for moving household goods from Preston to Boise, in the amount of \$209.57.

The Board reviewed again the request of Mr. Henry L. Day for declaring surplus certain property along U.S. 10 in the vicinity of Silverton, near Wallace. The Board directed the Assistant Attorney General to prepare a resolution to that effect for submission to the Board at the next meeting; provided, he finds that the Board will not retain any residual responsibility for the wall on the opposite side of the river or for flooding of or damage to property in case the wall fails.

The Board accepted the State Highway Engineer's recommendation in respect to payment for damages and purchase of a parcel of land from Werner Brammer and Joyce S. Brammer for their property, including spring and water system, near Juliaetta. The State Highway Engineer was authorized to sign agreement providing for payment of \$3,500 in payment for damages caused, and \$2,000 for the purchase of 6.91 acres of land as described.

February 15, 1955

Chapter 25, Section 1 of the 1950 1st Extraordinary Session of the legislature included a provision that certain parks under the control of the Department of Highways be turned over to the Land Department for maintenance. The Board authorized the State Highway Engineer to turn over to the Land Department the deeds covering the following Parks and Camp Sites:-

<u>Purpose</u>	<u>Grantor</u>	<u>County</u>	<u>Recorded Book</u>	<u>Page</u>
Camp Site Diversion Dam	Leston M. Brooks et ux	Ada	211 of Deeds	46
Camp Site Boise Basin Hwy.	W. W. White et us	Boise	47 of Deeds	550
Camp Site Boise Basin Hwy.	State of Idaho	Boise	5 of Rel. of Mtg's.	141
Camp Site Boise Basin Hwy.	G. N. Wood, a widower	Boise	47 of Deeds	547
Heyburn Park	U. S. A.	Benewah	2 of Deeds	13 Records of State of Idaho
Heyburn Park	Minnie Mitchell, a widow	Benewah	"R" of Deeds	60
Heyburn Park	I.W.A. Palmer and Ella Palmer to Mrs. Minnie Mitchell	Benewah	2 of Bill. of Sale	30
Heyburn Park	William R. Shoufler a widower	Kootenai	110 of Deeds	326
Lawyers Canyon	Mary B. Warnacut a widow	Lewis	31 of Deeds	488
Lawyers Canyon	Mary B. Warnacut a widow	Lewis & Idaho	67 of Deeds 31 of Deeds	167 Idaho County 490 Lewis County
Lawyers Canyon	Viola Jane Jewett an unmarried woman	Lewis & Idaho	67 of Deeds 31 of Deeds	168 Idaho County 492 Lewis County
Lawyers Canyon	Oressa E. Van De Vanter, et al	Lewis & Idaho	67 of Deeds 31 of Deeds	170 Idaho County 494 Lewis County
Lawyers Canyon	Richard A. Dennis & Elizabeth M. Dennis, his wife	Lewis & Idaho	67 of Deeds 31 of Deeds	171 Idaho County 498 Lewis County

<u>Purpose</u>	<u>Grantor</u>	<u>County</u>	<u>Recorded Book</u>	<u>Page</u>
Lawyers Canyon	W. E. Marckel	Lewis & Idaho	15 Sat. of Mortgages 10 of Releases	423 Idaho County 527 Lewis County
Lawyers Canyon	Richard A. Dennis & Elizabeth M. Dennis, his wife	Lewis & Idaho	67 of Deeds 32 of Deeds	457 Idaho County 145 Lewis County
Lawyers Canyon	W. E. Marckel	Lewis	10 of Releases of Mortgages	608 Lewis County
Lawyers Canyon	Joe Kinzer, a single man	Lewis & Idaho	67 of Deeds	173 Idaho County
Lawyers Canyon	Washington Trust Company	Lewis & Idaho	15 Sat. of Mortgages 10 of Releases	424 Idaho County 529 Lewis County
Lawyers Canyon	Mike Kinzer and Catherine Kinzer, his wife	Lewis & Idaho	33 of Deeds 70 of Deeds	396 Lewis County 55 Idaho County

On recommendation of the State Highway Engineer, the Board authorized the attendance of two men at the University of Washington Real Estate Appraisal Course, March 7 - 19, 1955, at Seattle; subject to the Governor's approval of the out-of-state travel involved.

A proposed agreement with Mr. Albert L. Black, under which he would construct and maintain 8 miles of fence on both sides of a 4-mile section of S.H. 51 near Bruneau, was considered. The Board held this proposal without action, pending receipt of further information.

A proposal to provide fencing of right-of-way on both sides of U.S. 93, South of Rogerson, was also held without action, pending receipt of further information.

The Board authorized the State Highway Engineer to grant Gordon A. MacGregor (MacGregor Logging Company), an easement across the Department of Highways' gravel pit No. A-69; such easement to be subject to termination if the land is sold.

The Board authorized Arthur Sherwood to conduct a party of four "Travel Editors" about Idaho during the period June 20 to July 1, and directed him to supply the Board with a report of the trip. It is expected that the Travel Editors will prepare for the newspapers they represent a series of features and articles about Idaho.

THEREUPON, the Board adjourned until 9:00 A.M. on Wednesday, February 16, 1955.

WEDNESDAY - February 16, 1955

The Board reconvened at 9:00 A.M. on Wednesday, February 16, with all members of the Board, the State Highway Engineer and Acting Secretary present.

Representative J. Burns Beal of Butte County called to discuss the location of U.S. Alt. 93 between Arco and Moore vicinity. The State Highway Engineer explained to him the highway situation in this area in respect to soil conditions and volumes and needs.

The State Highway Engineer read a letter from Secretary A. E. Johnson of A.A.S.H.O. discussing Senate Bill 1048, introduced by Senator Gore (D.-Tennessee), and requesting immediate reply to questionnaire asking that each State restate its position in respect to federal legislation, etc. The State Highway Engineer read his proposed telegram, which was considered by the Board, and discussed in some detail.

A delegation from Lewiston and Lewis County called to present the case for House Bill 237, the Toll Road Authority general enabling act. In particular, the desirability of utilizing such a law to effect more rapid improvement of the Lewis and Clark Highway, State Highway No. 9, between Kooskia and Lolo Pass en route Missoula, was discussed. The Board stated that they had had no opportunity to review the Bill, but commended the delegates for their interest and enthusiasm. The following persons appeared:

Mr. Younger, County Commissioner, Lewis County
Howard Engle, Lewiston Chamber of Commerce
S. C. Spengler, Lewiston Chamber of Commerce
Carl Malmgren, Lewiston Chamber of Commerce
M. Meacham, Culdesac

The Board considered further the matter of requesting amendment of the description of U.S. 195, now terminating at a junction with U.S. 95 North of Lewiston, to extend via Lewiston, Anatone, Washington and Enterprise, Oregon to a junction with U.S. 30 at La Grande, Oregon. No action was taken in the matter. The proposal had been advanced in May, 1954, by the Clarkston, Washington Chamber of Commerce, and rejected by the Board in July, 1954. No action was before the Board now; the occasion for discussion at this meeting being receipt of carbon copy of Mr. Baldock's letter of January 26 to Mr. Bugge, requesting his reaction to a proposal to request favorable action from the A.A.S.H.O. Executive Committee. Mr. Floan announced that he was opposed to the proposed extension of U.S. 195.

In this connection, Mr. Floan advocated adding U.S. 95 to the Interstate System extending presumably from Winnemucca, Nevada via McDermott and Marsing vicinity to a connection with the Canadian road system north of Bonners Ferry. Mr. Floan suggested that this addition be considered in connection with the Wyoming proposal that U.S. 30 N. from McCammon east to a connection with U.S. 30 S. near Granger be added to the Interstate System.

The Board instructed the State Highway Engineer to supply a report at the next Board meeting analyzing Idaho's requirements in respect to all Interstate routes and connections outside the State. The Board instructed the State Highway Engineer to acknowledge the Wyoming letter regarding the addition of U.S. 30 N., but to make no other commitment at this time.

The State Highway Engineer read request from Senator Heath of Franklin County citing and endorsing request of Franklin County for change in State highway signs at the junction of U.S. 91 and 191. The State Highway Engineer explained that signs effectuating these requests had been ordered and were probably in place now.

THEREUPON, the Board recessed for lunch.

Upon their return from lunch, Senator A. M. Derr of Bonner County appeared to present the need for improving a 2-mile portion of U.S. 10 A., East of Hope, and was informed that it was anticipated for early construction with Forest Highway funds. Senator Derr was informed of the unappropriated \$15,900,000 Forest Highway money and he offered to introduce a resolution memorializing Congress to appropriate these funds. He also requested information regarding the Turnpike Bill, H.B. 237. He was informed that the Board had just received the Bill and was not conversant with the details but had no reason to oppose its general objectives.

The Board discussed thoroughly the matter of locating the Interstate system extending East and West through Tipperary Corner and Junction with U.S. 30 N., North of Burley. Present at the conference were the Board members, Messrs. Miller, McCoy, Johnson and District Engineer Salmen of the Bureau of Public Roads. The reason for immediate consideration was the proposal of the U. S. Bureau of Reclamation to award contracts for ditches and other facilities based on the "section line" location (on South line sections 1 - 6, inclusive). The Bureau of Reclamation wanted the line confirmed before they committed themselves by contract to any location. They requested decision by March 1. The matter was held over until the next day, to be further discussed with the representative of the Bureau of Public Roads.

In the evening, the Board and the State Highway Engineer, with the Chief Accountant, accepted the invitation by the Joint Finance Committee of the House and Senate to attend their special session to discuss the finances and budget of the Department of Highways. The Directors and the State Highway Engineer answered questions directed to them and supplied information as requested by the Legislators.

THEREUPON, the Board adjourned until 9:00 A.M. on Thursday, February 17, 1955.

THURSDAY - February 17, 1955

The Board reconvened at 9:00 A.M. on Thursday, February 17, with all members of the Board, the State Highway Engineer and Acting Secretary present.

Senator Dworshak met with the Board to discuss national legislation. District Engineer Salmen of the Bureau of Public Roads was present.

The Gore Bill, S.B. 1048, was discussed. Senator Dworshak requested that copies of the State Highway Engineer's reply to A.A.S.H.O. questionnaire be sent to him.

The Board discussed with Senator Dworshak the need for appropriating the \$15,900,000 unappropriated but authorized Forest Highway Funds, and the need for increasing future Forest Highway Authorizations.

February 17, 1955

Senator Dworshak agreed to support such legislation but indicated that much opposition could be expected from Senate members from States not including National Forests.

Senator Dworshak, accompanied by Chairman Rich, left about 10:00 A.M., and the Vice-Chairman of the Board, and the third member, with State Highway Engineer and District Engineer Salmen continued their deliberations regarding the location of the Interstate system between Tipperary Junction and Junction with U.S. 30, North of Burley.

THEREUPON, the Board recessed for lunch.

The Board reconvened at 1:30 P.M., with all members of the Board, the State Highway Engineer, the Acting Secretary and Chief Locating Engineer present. Discussion of the Interstate system was resumed.

The decision of the Board was that the section line location, adopted by the Board in 1952, should be retained on account of commitment made to many people to that effect, and that the State Highway Engineer should request that the highway right-of-way through the Minidoka Project, for which the Bureau of Reclamation had allocated a 200 ft. strip, should be widened to 300 ft. to permit 4-lanes, a 2-lane side service road on each side and ample median strip, margins and separation strip between the through lanes and the service roads.

The Board approved traffic ordinances applying to five cities, as follows:

Caldwell	- Speed Limits
Cottonwood	- Permitting Diagonal Parking
Post Falls	- Speed Limits
Priest River	- Traffic Signals
Shelley	- Speed Limits

The ordinances, as signed, are as follows:

It is necessary due to the relocation of U.S. Highway 20 that a revision be made to the prima facie speed limits on the urban extension of the State Highway System within the corporate limits of the City of Caldwell. Therefore, the minute entry of the Board of Highway Directors dated the 29th day of May, 1954, establishing prima facie speed limits on those sections of the State Highway System within the corporate limits of the City of Caldwell is hereby rescinded. A revised minute entry is as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limit (M.P.H.)
1.	U.S. 20,26	Hannibal	West City Limits to 4th Avenue No.	50
2.	U.S. 20,26	Hannibal	4th Avenue North to Kimball Avenue	40
3.	U.S. 30	Kimball	Hannibal Street to Chicago Street	35
4.	U.S. 30	Kimball	Chicago Street to Cleveland Boulevard	25
5.	U.S. 30	Cleveland	Kimball Avenue to 12th Avenue South	25
6.	U.S. 30	Cleveland	12th Avenue South to Oak Street	35

Speed Limits
City of Caldwell - Continued

<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>
7.	U.S. 30	Cleveland	Oak Street to City Limits	50
8.	U.S. 20,26	Hannibal	Kimball Avenue to 11th Avenue	40
9.	U.S. 20,26	Hannibal	11th Avenue to East City Limits	50
10.	S.H. 19	Cleveland	West City Limits to 5th Avenue South	35
11.	S.H. 19	Cleveland	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 minute entry be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named 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 Village of Cottonwood 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 Cottonwood. 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	Main Street	King Street to Idaho 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 Village of Cottonwood 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 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 Board by regulation and minute entry dated November 22, 1954 designated prima facie speed limits on urban extensions of the State Highway System in Post Falls.

The prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Post Falls set by regulation of November 22, 1954, are herein revised to comply with the above request. The zone limits listed below are to supersede those established by minute entry of the Idaho Board of Highway Directors dated the 22nd day of November, 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	None	East City Limits to Idaho Street	60-55
2.	U.S. 10	None	Idaho Street to William Street	45
3.	U.S. 10	8th Street	William Street to Intersection 400' West of Catherine Street	35
4.	U.S. 10	8th Street	From 35 mile zone to a point 1/2 mile West of Spokane Street	45
5.	U.S. 10	8th Street	From 45 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 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 Post Falls be and hereby are approved.

A request was received by the Board from the Village of Priest River 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 Priest River. The said traffic control signal device is to be located at the following location:

1. Intersection of Albany Road and Ninth Street
(Four-Way Flasher) (Operating at Three-Way Intersection)

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 Priest River 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 Shelley requesting approval of the Department of Highways of alterations by the Mayor and City Council of Shelley of the prima facie speed limit on the urban extension of the State Highway System within the corporate limits of the City of Shelley. 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. 26,91, 191	State Street	North City Limits to Maple Street	35
2.	U.S. 26,91, 191	State Street	Maple Street to Locust Street	25
3.	U.S. 26,91, 191	State Street	Locust 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 alteration 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 Shelley be and hereby are approved.

A delegation representing the Road Committee of the Idaho Motel Association appeared to discuss plans of the Department of Highways in respect to routings of U.S. 30, or the Interstate system, through Boise.

The delegation included the following:

David G. Grant	Grant's Truck & Car Stop
Floyd Sechrest	Seek-Rest Motel
Fred L. Latham	San Juanita Inn
Mrs. W. Wendell	Boise Courtel
O. E. Husky	Grandview Motel

The delegates presented a list of ten questions which were discussed by the Board and State Highway Engineer. The list of questions, which is filed with the Department of Highways, was apparently framed by the delegation as applicable to a study layout of a route through Boise, not on the present route of U.S. 30. The general questions were answered appropriately but little definite information could be given regarding the probable location, other than that the problem was being studied and several routes were being considered.

The State Highway Engineer reported that requests had been made for automatic signals at two crossings of the Spokane-International Railway; one on U.S. 2, immediately East of Moyie Springs, and one on U.S. 95, 6-1/2 miles South of Bonners Ferry, both in Boundary County. The hazard ratings were 165.5 and 248.5, respectively - well above the 128 considered normal justification.

The Board approved the budgeting of these projects for 1955 construction. The Board also approved the State Highway Engineer's recommendation that the Department of Highways perform snow removal on the old road east of Moyie without reimbursement, as part of the arrangements for abandoning the old section of the State Highway System. X

Senator Drevlow and Land Commissioner Arthur Wilson met with the Board to discuss a proposed bill to transfer to the Department of Highways certain park areas now under the jurisdiction of the State Department of Public Lands. The consensus was that such a transfer of jurisdiction was satisfactory if it applied strictly to roadside areas such as picnic areas, springs and viewpoints and did not include large parks or similar areas affected with the administrative, policing and operational problems inherent in such areas.

THEREUPON, the Board adjourned until 9:00 A.M. on Friday, February 18, 1955.

FRIDAY - February 18, 1955

The Board reconvened at 9:00 A.M. on Friday, February 18, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board voted unanimously to continue the present organization of its officers, electing officers for the next year as follows:

Chairman - Roscoe C. Rich, of Burley
 Vice-Chairman - Leonard K. Floan, of Orofino

Expense accounts for the Board members for the month of January, 1955, were approved in the following amounts: Mr. Rich - \$90.16; Mr. Jones - \$55.50; Mr. Floan - \$45.25.

The Board approved the State Highway Engineer's proposed telegram to Secretary Johnson of A.A.S.H.O., stating Idaho's policy in respect to proposed national legislation and regulations regarding the Interstate system.

A delegation from Bonner County appeared to discuss the financing of the bridge over the Pend Oreille River, south of the town of Priest River. The delegation included Glenn Reed, Chairman of the County Board, and James Mickelson, Member, and Representative Robert Doolittle of Priest River. Mr. Reed reported that plans for the bridge had been prepared by Smith and Milhollin, Consultants, and had been approved by the Bureau of Public Roads and Army Engineers and sent to the District Office of the Department of Highways. The cost, including ten per cent engineering, was estimated at \$325,000 for prefabricated reinforced concrete, and \$332,000 for a poured in place structure.

Bonner County has matching funds available but Federal-aid Secondary funds are available in the amount of only \$66,400. The bridge is in urgent need of replacement and the County board wanted to pledge their future secondary allocations or borrow from the other Counties or explore with the Department of Highways other means for financing. Mr. Rich suggested that the Board may set up some procedures with the County Commissioners' Association to make possible accumulation of funds for Counties with too small apportionment to finance feasible contracts, but that the Board was reluctant to set up such priority orders on account of possible charges of favoritism. Mr. Reed stated that District Engineer Salmen of the Bureau of Public Roads had indicated that the Bureau of Public Roads could use future Federal-aid funds to make payments on bonds. The final conclusion was that the bonding plan represented a feasible solution to the problem. It was agreed that Mr. Reed would explore the bond procedures further with the Bureau of Public Roads and the Attorney General and with his constituents, and take the question up again with the Department of Highways.

A delegation from Glens Ferry appeared to discuss problems in connection with the current construction project no. FI-3022(4). The Mayor was most reluctant to take action in respect to closing cross streets conflicting with the proposed project, stating that likelihood of legal repercussions, indicated by their City Attorney as possible, was confirmed by the Attorney General. The Mayor, however, said that he had no objections to the closure. It was agreed that the Department of Highways would proceed without formal closure. During the meeting, the State Highway Engineer delivered to the Mayor a check for \$1,743.08, as reimbursement for making corrections in water pipe installation necessitated by the new construction. It was agreed that the city authorities would clear the design of the intersections, including lighting and signs, with the Traffic Engineer and the Urban Engineer.

The Board approved a statement to be presented to the U.S. Army Engineers as representing the policy of the Board of Highway Directors in respect to projects affecting water resource developments. The statement of policy is as follows:

"This statement made this 18th day of February, 1955, by the Idaho Board of Highway Directors is for the purpose of presenting its position relative to development of water resources of the Upper Snake River and its tributaries. It is the opinion of the Board of Highway Directors that it is not their prerogative to attempt to sway or formulate opinions on matters other than those pertaining to the operation and policies of the Department of Highways.

'Construction of dams, pumping projects, or other hydraulic developments can affect state highways in several ways. First, the flood control provided by a dam may operate to reduce maintenance costs. In the Upper Snake River Valley this appears, however, to be a minor feature. Second, the construction of dams, pumping projects, or other hydraulic developments may in some cases affect existing state highways. In this case, the authorities executing such hydraulic development have ordinarily accepted as part of dam cost the reconstruction of any damaged highways. Agreements consummating such reconstruction have ordinarily been effected between the highway department and federal authorities without any particular difficulty. Third, in some cases construction of large reservoirs has created a special maintenance difficulty in that receding waters from the reservoir created the phenomenon of "draw-down" sometimes causing the subsidence of highway embankments. This problem, however, is ordinarily taken care of by proper construction or by the dam authorities assuming the responsibility for a stipulated period in respect to such subsidence.

'The actual construction of any large structure such as storage dams may create some immediate highway problems because of the increased highway usage due to transportation of equipment, materials, and labor. This may necessitate increased provisions for highways immediately prior to or during construction.

'It is the desire of the Board of Highway Directors to cooperate fully with each and every community and area of the State and with Federal authorities, taking into consideration the various aspects of roads, such as construction, locations and the general economics involved."

THEREUPON, the Board adjourned until 9:30 A.M. on Saturday, February 19, 1955.

SATURDAY - February 19, 1955

The Board reconvened at 9:30 A.M. on Saturday, February 19, with Members Rich and Jones, the State Highway Engineer, and Acting Secretary present. Mr. Floan was absent.

The Board postponed for the next meeting decision on the matter of right-of-way fencing of U.S. 93, South of Rogerson, and of S.H. 51, South of Bruneau; consideration and general action to be taken in respect to the Williams Creek-Cobalt road; and consideration of the report of the Forest Highway Meeting held January 26 by the Department of Highways, with representatives of the U. S. Bureau of Public Roads and the U. S. Forest Service.

The Board reviewed briefly the matter of proposed purchase of two parcels of land on Monroe Street in Montpelier owned by the Continental Oil Company and Mr. Kelsey. The Board decided to take no action on the matter until their relocation of U.S. 89 had been further considered, as there was likelihood that the present route may be preferred. The holding of a public hearing in Montpelier was considered.

The following condemnation order was signed by the Board and approved by the State Highway Engineer:

The Board, having considered the report and recommendations, submitted on Project F-1381(8), 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 26, Arco-East, 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, Hilda C. Barr, Lot 3 and the E $\frac{1}{2}$ SW $\frac{1}{4}$ of Section 31, Township 4 North, Range 27 East, Boise Meridian.

Parcel No. 4, C. Norby Andreason, Portion of SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 31, Township 4 North, Range 27 East, Boise Meridian.

Parcel No. 5, George E. Walker, NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 6, SE $\frac{1}{4}$ SW $\frac{1}{4}$ and S $\frac{1}{2}$ SE $\frac{1}{4}$ of Section 4; S $\frac{1}{2}$ SW $\frac{1}{4}$ of Section 3, Township 3 North, Range 27 East, Boise Meridian.

Parcel No. 16-1/2, Jack Greenwood, Lot 4, Block 1, Uffen and Havis Subdivision in Butte City, in the NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 9, Township 3 North, Range 27 East, Boise Meridian.

Parcel No. 22, T. T. Brower and B. Sharpe, Lot 5 of Block 1, Valley Subdivision No. 1 in Butte City.

Parcel No. 23, T. T. Brower and F. Norton, Lot 6 of Block 1, Valley Subdivision No. 1 in Butte City.


Parcel No. 24, T. T. Brower and F. Harris, Lot 7 of Block 1, Valley Subdivision No. 1 in Butte City.

Parcel No. 24-3/4, Owner Unknown, Lot 8 of Block 1, Valley Subdivision No. 1 in Butte City.

Parcel No. 32, H. R. Bradbury, Portion of the NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 10, Township 3 North, Range 27 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.

THEREUPON, the Board adjourned until their next regular meeting; the date for which was tentatively set for Tuesday, March 22, at 1:30 P.M.


R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
23 March, 1955

February 19, 1955

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

March 22 - 26, 1955

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on Tuesday, March 22, 1955.

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 discussed informally pending personnel matters, in particular, action to be taken in respect to reemploying E. W. Jacobsen, Maintenance Superintendent previously stationed at Dubois. The State Highway Engineer was authorized to reemploy Mr. Jacobsen, if he considered such action desirable, but to transfer him to another location, which could be outside of District No. VI, if he considered such a move desirable.

The Board considered with the Assistant Attorney General the import of Senate Bill 152 requiring hearings by the Board of relocation, abandonments or replacement of State highways affecting cities or villages. Desirable policies and procedures were explored. No definite policies were established at this meeting.

THEREUPON, the Board adjourned until 9:00 A.M. on Wednesday, March 23, 1955.

WEDNESDAY - March 23, 1955

The Board reconvened at 9:00 A.M. on Wednesday, March 23, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board considered further the matter of procedures under S.B. 152.

The Board discussed the matter of the location of the Interstate System along the general line of State Highway 25, between Tipperary Corner and Raft River vicinity. The previous decision to retain the section line location was affirmed.

THEREUPON, the Board recessed for lunch.

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

The Minutes of the meeting held February 15 - 19, 1955 were read and approved.

The Board reviewed the result of the Bid Opening held March 15, 1955, and the following action was taken:

The bids considered were for Projects S-6740(1) and S-6741(1), consisting of constructing the roadway and a roadmix bituminous surface on 2.013 miles of the Grant Road from Garfield West, known as Idaho Federal Aid Project No. S-6740(1), and constructing the roadway, a roadmix bituminous surface and a 56 foot concrete bridge on 3.001 miles of the Garfield Road from Garfield North, in Jefferson County. These are Federal-aid Secondary and County financed projects. 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 March 21, 1955, in the amount of \$91,188.60; the Engineer's Estimate being \$97,357.60.

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

The Board approved the Bond for Mr. Rich, and Form DA-8, covering reimbursement for transportation expense for Charles W. Glasby from Moscow to Pocatello, in the amount of \$592.19.

The Board directed as a policy that employees, moving household goods to be reimbursed by the Department of Highways, be required to obtain bids from at least two certified bonded house movers to insure adequate competition and reasonable prices.

The State Highway Engineer discussed the Federal Highway Legislation situation and read the results of balloting by Members of the A.A.S.H.O. on sixteen questions bearing on proposed national legislation.

The Board declined to approve a proposed condemnation order affecting property on U.S. 89, Project F-1531(1), near St. Charles, pending disposition of protested relocation through the Village. The Board directed the Acting Secretary to invite the Village Board to present their wishes to the Board of Highway Directors at the next meeting.

The Board approved a condemnation order for property required for Project S-1739(4) Dayton-Oxford; the condemnation order being as follows:

The Board, having considered the report and recommendations, submitted on Project S-1739(4), find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of State Highway No. 35, Dayton-Oxford, 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. 1, Margy L. Perkins et vir, portion of the SE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 15, Township 15 South, Range 38 East, Boise Meridian.

Parcel No. 37, Ivan Henderson, Clive Henderson, Lila Jensen, Mildred Lawrence, Irva Randall, Amy Corbridge, Usa Henderson, portion of the NE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 22, Township 14 South, Range 38 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.

THEREUPON, the Board adjourned until 8:30 A.M. on Thursday, March 24, 1955.

THURSDAY - March 24, 1955

The Board reconvened at 8:30 A.M. on Thursday, March 24, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board signed a resolution providing for release of certain surplus right-of-way near Wallace on U.S. 10, as requested by Mr. Henry L. Day. The resolution is as follows:

The Board having received the recommendations of the State Highway Engineer, the District Engineer of District No. 5, and the Right-of-Way Engineer, and having duly considered the matter,

March 24, 1955

IT IS HEREBY RESOLVED that the hereinafter described property located in the vicinity of Silverton, Idaho, in Shoshone County, to-wit:

Commencing at a point on the North and South Center line of Section 21, Township 48 North, Range 4 East, Boise Meridian, which point bears North $0^{\circ}31'30''$ East - 1640.7 feet from the South Quarter corner of said Section 21; thence South $89^{\circ}49'$ West - 945.0 feet to a point, which point is the real point of beginning; thence South $89^{\circ}49'$ West - 373.03 feet to a point on the West line of the $NE\frac{1}{4}SW\frac{1}{4}$ of said Section 21; thence South $0^{\circ}31'30''$ West along said West line 67.56 feet; thence North $83^{\circ}54'04''$ East 375.50 feet; thence North $0^{\circ}31'30''$ East - 28.90 feet to the point of beginning and containing 0.412 acres in the $NE\frac{1}{4}SW\frac{1}{4}$ of Section 21, Township 48 North, Range 4 East, Boise Meridian,

which said property was acquired for the purpose of facilitating the channel change of the Coeur d'Alene River in connection with Project FI-64(5) and to construct dike banks for the said river, is hereby declared surplus real property, and the Idaho State Land Board is hereby requested to assume control and jurisdiction of the aforesaid property and dispose of the same as is provided by law;

IT IS FURTHER RESOLVED that the State Land Board be, and is hereby, requested to incorporate in any conveyance of said property a provision that the vendee, in purchasing and acquiring title to the aforesaid real property, waive for himself and his heirs and assigns any claim, right or cause of action against the Idaho State Department of Highways by reason of the maintenance or failure to maintain that certain dike enclosing the Coeur d'Alene River adjacent to the aforesaid real property.

Mr. T. Matt Hally, President of the Idaho Constructors, Inc., appeared to press his request for the allowance of certain disapproved claims totaling \$5,817, arising in connection with his contract for the construction of the Cambridge Bridge, Project ST-3112(502), in Washington County. The Board hear Mr. Hally's statements and after his departure accepted the State Highway Engineer's decision that the claims be disallowed, with one minor exception that the State Highway Engineer had already proposed to grant. Mr. Hally was informed that the Board would authorize him to sue if he desired to do so.

A delegation from Payette appeared to urge the early construction of the railroad separation of the main line of the Union Pacific Railroad in the vicinity of 6th Street and 7th Street in Payette. The delegation included:

Mayor Ursus Dalton
Milford Dragoo, President, Payette Chamber of Commerce
Herman Evans, Chairman of the Highway Committee,
Payette Chamber of Commerce

The delegation was informed that recent highway department studies indicated an overpass would be less costly than an underpass, that all railroad grade crossing eliminations were being expedited, and that this overpass was high up in the department's priority list. However, the delegation was informed that procedures with the railroad company and the Bureau of Public Roads on crossing projects were complicated and slow and actual construction much before 1957 could not be expected.

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A delegation including citizens of Blaine County and Camas County appeared to discuss the Department of Highways' plans in respect to State Highway 68 from Fairfield to a connection with U.S. 93, South of Bellevue. The delegation included the following:

Bud Purdy, Kilpatrick Bros. Company
 D. E. Adamson, Carey Merc. Company
 Holger Albrethsen, Blaine County, State Senator
 Kenneth Eldredge, Blaine County, Commissioner
 Pete T. Cenarrusa, Blaine County, State Representative
 Wayne Clerk, Blaine County, Commissioner
 John H. Bahr, Camas County, Fairfield
 Mannie Shaw, Camas County, Corral

The delegation was informed that the grading of the 13 mile section from the Blaine-Camas County Line east to a junction with U.S. Highway 93 was in the '55 budget and that a contract would be awarded as soon as funds became available.

A delegation of nineteen farmers from the Eden-Hazelton vicinity along S.H. 25 appeared to discuss the proposed location of the Interstate System through that area. They were fearful that the proposed location south of Eden and Hazelton would result in substantial inconvenience and severances, and urged that a location north of the U.P. Branch in the vicinity of Hazelton be adopted. The State Highway Engineer explained that a study made in 1947 indicated that the proposed location south of Hazelton served the entire Magic Valley area and was selected at that time as doing the most good to the most people. The exact location was still in process of study. The following persons appeared:

Roy S. Gordon, Eden, Idaho
 T. C. Gambel, Eden, Idaho
 E. C. Montgomery, Hazelton, Idaho
 Milford Jones, Eden, Idaho
 Don McDonald, Eden, Idaho
 Henry Hohnherst, Hazelton, Idaho
 G. E. Gordon, Eden, Idaho
 R. McClain, Eden, Idaho
 Fran E. Barr, Eden, Idaho
 Oscar Porter, Eden, Idaho
 H. A. Painter, Eden, Idaho
 Arthur G. Baisch, Hazelton, Idaho
 Earl L. Baum, Hazelton, Idaho
 C. D. Schmidgal, Eden, Idaho
 Frank Bodenhamer, Hazelton, Idaho
 Irving McDonald, Eden, Idaho
 Jack Matheney, Eden, Idaho
 Henry Case, Eden, Idaho
 Ralph McClain, Eden, Idaho

Mr. Clair Smith and Mr. I. M. Harris, associated with the Harris Bros. Lumber Company of Boise vicinity, appeared to urge the improvement of the sharp curves and narrow roadway on State Highway 21 southeasterly from the penitentiary. The State Highway Engineer explained the long range program involving a new crossing of the Boise River east of this location, eliminating the curves. However, it was urged that betterments of the present location be considered in the meantime. The delegation was informed that the feasibility of making minor betterments along the present road would be investigated further.

Mr. Glenn Reed, Chairman of the Bonner County Board of County Commissioners, and Mr. Ralph Clintman of the Priest River Chamber of Commerce, with Consulting Engineers A. B. Milhollin and Robert Smith, appeared to discuss the financing of the proposed new bridge over the Pend Oreille River opposite the town of Priest River. A previous proposal to pledge future F.A.S. allocations to retire bonds was found to be inadmissible under Federal law. The bridge was estimated to cost about \$325,000, including contingencies and engineering. It was finally suggested that Bonner County would make available for this project \$130,000 on July 1, 1955, plus \$50,000 to be available July 1, 1956; that the Department of Highways would allocate \$66,400 from F.A.S.-County 1956-'57 current apportionments and would advance the remainder from available F.A.S.-State funds, with the understanding that the County would forego that remaining amount from anticipated future F.A.S.-County allocations. The Board recognized that this failing bridge constituted an emergency since the water supply of the town of Priest River was located on it and important part of the County economy was dependent on keeping this bridge in service. Mr. Reed agreed to present this suggestion to the County Board and to write a careful letter to the Department of Highways setting forth in detail a proposal along the lines discussed above, and stressing the emergency situation. This proposal would then be considered formally by the Board of Highway Directors at an early subsequent meeting.

THEREUPON, the Board adjourned until 9:00 A.M. on Friday, March 25, 1955.

FRIDAY - March 25, 1955

The Board reconvened at 9:00 A.M. on Friday, March 25, with Board Members Floan and Jones, the State Highway Engineer and Acting Secretary present. Chairman Rich was absent.

The Board deferred action on proposed merit increases.

The Board authorized the State Highway Engineer to grant leave-of-absence requested by Radio Engineer R. B. Sutton.

Chairman Rich arrived at 9:50 A.M.

The Board fixed the April meeting date as starting 1:30 P.M., April 11.

Subject to the Governor's approval, the Board authorized attendance at out-of-state meetings, as follows:

State Highway Engineer E. V. Miller, WASHO Test Review Committee at San Francisco, Week of May 2.

Materials Engineer L. F. Erickson, Materials Conference sponsored by Bureau of Public Roads, Denver, Colorado, April 4 - 8.

Traffic Engineer E. L. Mathes, Western Section of Institute of Traffic Engineers, San Diego, June 22-23-24.

Personnel Director K. E. Englund to attend Civil Service Association Regional Conference at Springfield, Illinois, May 12-13-14.

The Board authorized the State Highway Engineer to attend the meeting of the Idaho Municipal League at McCall, June 10.

March 25, 1955

Expense accounts for Board Members Floan and Jones for the month of February, 1955, were approved in the following amounts: Mr. Floan - \$62.45; Mr. Jones - \$62.10.

The Board approved the revised condemnation order for property on Project F-1531(1) on U.S. 89, excluding from the previous order the portion involved in a proposed line change in and adjacent to the Village of St. Charles. The condemnation order is as follows:

The Board, having considered the report and recommendations, submitted on Project F-1531(1), find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of U.S. Highway No. 89, Paris-St. Charles, 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. 92, Ivy Krogue, a widow, in a portion of the SE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 35, Township 14 South, Range 43 East, Boise Meridian.

Parcel No. 96, Patience Clark Stewart and Donald M. Stewart, her husband, in a portion of the SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 35, Township 14 South, Range 43 East, Boise Meridian, and a portion of Lot 3 of Section 2, Township 15 South, Range 43 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 discussed the matter of acquiring the Wester property for right-of-way for the Coeur d'Alene Belt Road in the Northeast portion of the City. The owner demands \$70,000 for the block which is appraised by the Department of Highways at \$48,500. The Department proposes the purchase of the entire block. The Board offered no objection, regarding it to be a matter for Department handling. However, the Board urged that the matter of a hearing at Coeur d'Alene be handled before further right-of-way commitments are made.

The matter of access to the Interstate System on the frontage roads established to serve it in and near Malad was discussed. The Board declared as a matter of policy that the Department should defend any access rights it has purchased, such as the rights purchased from the Williams' property on the frontage road. To provide against creation of an additional competitive business area, the Board directed that the Department explore the feasibility and cost of acquiring business access rights of the "Wagon Inn" to direct entrance to the main road or frontage road. The Board did not object to purchasing such rights at a reasonable cost.

The Assistant Attorney General discussed briefly the status of the Pace-Western States Refining Company's claim for right-of-way along Project F-2361(1), Twin Falls West. Apparently, all rights of the Western States Refining Company had not been adjudicated by the settlement made with Mr. Pace by the Right-of-Way Department. The Assistant Attorney General was instructed to review the matter and present his recommendations at the next Board meeting.

Mr. Floan reported a request from Mr. Tom Madden, Attorney for the Craigmont Highway District, that the Department of Highways remove snow from the local roads serving the Craigmont area, now snowed in. The District had no funds now but hoped

to pay later. The State Highway Engineer was authorized to perform this snow removal without reimbursement, as an emergency operation, if he finds that the situation warrants such action.

The State Highway Engineer was authorized to plow snow and ~~stripe~~ the stretch of road from S.H. 68 into the City of Fairfield, as the Board considered this stretch as logically a part of a State highway serving a County seat.

The matter of a private sign on the State highway near Bliss to advertise the A. H. Butler stock ranch was discussed briefly. The Board was inclined to accept the Maintenance Engineer's recommendation that the general policy of the Department against such signs be observed, but instructed the State Highway Engineer to have Mr. McCrea discuss the matter further with Mr. Butler.

The Maintenance Engineer's recommendation of March 4 that movement of barracks buildings from the Mountain Home Air Base along State highways be permitted under four conditions was accepted. The State Highway Engineer was instructed to advise Air Base officials to that effect. The four conditions were:

1. The 20' wide moves be permitted to reduce the number of moves.
2. Only experienced, bonded house movers be allowed to do the moving.
3. The movements on the highway be made between peak and traffic hours.
4. That no moves be allowed on the State highways when other roads are available.

The Board affirmed the State Highway Engineer's Cooperative Maintenance Agreements of March 19 with the Cities of Twin Falls and Meridian.

The Board authorized the State Highway Engineer to enter into a proposed Cooperative Agreement with Albert L. Black, covering fencing on both sides of the highway, Project S-97(1), State Highway 51 in Owyhee County. Under this agreement, fence would be placed from Station 2614+18 in Section 19, Township 6 South, Range 6 East, Boise Meridian to Station 2845+83 in Section 4, Township 6 South, Range 6 East, Boise Meridian; a distance of approximately 4.4 miles. Mr. Black would construct and maintain the fence; the Department of Highways will on completion contribute \$2,200 towards the cost.

The Board authorized the State Highway Engineer to enter into a Cooperative Agreement with Mr. Tom Callen, under which the Department of Highways will contribute half the cost of fencing about ten miles of U.S. 93, Project F-2391(4), South of Rogerson, or stipulate a unit cost. Details in respect to design and maintenance must be acceptable to the State Highway Engineer.

The Board authorized the State Highway Engineer to grant the Overland Greyhound Lines permission to operate 40-foot coaches over the following routes:

- U.S. 191, Idaho-Utah State Line, South of Malad to Idaho Falls
- U.S. 91, Downey to Idaho-Utah Line near Franklin
- S.H. 34, Preston-Idaho-Utah Line near Lewiston, Utah

These approvals cover routes not included in those for which 40-foot bus operations were authorized by the Board on August 17, 1954.

The Board authorized the State Highway Engineer to include an item in the budget for \$15,000, and to execute a Cooperative Agreement with the City of Coeur

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d'Alene, providing for bituminous plant mix resurfacing of Sherman Avenue, using specifications and design satisfactory to the State Highway Engineer. Under this proposed agreement, the State would contribute approximately \$14,887, and the City and Highway District approximately \$7,310.

The Board took under advisement a proposal of the City of Mountain Home to exchange a tract west of the City for the State owned gravel pit in the City.

The Board took under advisement a proposal of the Union Pacific Railroad Company that the Department of Highways assume liabilities for damages to stock using the proposed stock crossing of U.S. 30 N. just west of Pocatello.

The Board took under advisement a recommendation of the joint Legislative Highway Committee that the Board request the A.A.S.H.O. to designate State Highway 25 as U.S. 30 N.

The Board referred back to the State Highway Engineer for investigation with the Bridge Engineer, a request from Owyhee County for the bridge over the Bruneau River on State Highway 51, now to be replaced by a new structure.

The Board accepted the State Highway Engineer's recommendation that State Maintenance Forces oil the median strip on State Highway 44, between 27th Street and Collister Drive. Such action had been requested by citizens residing in that vicinity.

The Board took under advisement a request to oil State Highway 38 from the Power County line to Pauline Junction.

The Board reviewed briefly the State Highway Engineer's statement as to construction preferences applicable to the approved 1955 budget. The Board offered no objections to the preferences, indicating only that they expected all projects in the '55 budget to be constructed when funds became available.

The Board continued to hold under advisement the matters of applying for Interstate status for U.S. 95 and endorsing Wyoming's proposal that such status be granted U.S. 30 N., Granger, Wyoming to McCammon, Idaho. The State Highway Engineer was instructed to discuss the U.S. 30 N. situation with Highway Superintendent Bromley of Wyoming.

The Board approved ordinances establishing speed limits in the City of Idaho Falls, and the Villages of Driggs, Irwin, Stites, Swan Valley, Tetonia and Horse-shoe Bend. The ordinances as signed are as follows:

A request was received by the Board from the City of Idaho Falls requesting approval of the Department of Highways of alterations by the Mayor and City Council of Idaho Falls of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Idaho 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-20,26,191	Yellowstone Blvd.	East City Limits to Lomax Street	35
2.	US-20,26,191	Yellowstone Blvd.	Lomax Street to Cottage Avenue	25
3.	US-20,26,191	Cottage Avenue	Yellowstone Boulevard to Broadway	25
4.	US-26,91,191	Cottage Avenue	Broadway to Short Street	25
5.	US-26,91,191	Cottage Avenue	Short Street to South City Limits	35
6.	US-20,91	Broadway	Cottage Avenue to Utah Avenue	25
7.	US-20,91	Broadway	Utah Avenue 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 Idaho Falls be and hereby are approved.

A request was received by the Board from the Village of Driggs requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Driggs of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Driggs. 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. 33	Main Street	North City Limits to 400 ft. No. Ross Avenue	60-55
2.	S.H. 33	Main Street	400 ft. North Ross Avenue to Ashley Avenue	35
3.	S.H. 33	Main Street	Ashley Avenue to Short Street	25
4.	S.H. 33	Main Street	Short Street to 1000 ft. South Short Street	35
5.	S.H. 33	Main Street	1000 ft. South Short Street to South 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 Village of Driggs be and hereby are approved.

A request was received by the Board from the Village of Irwin requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Irwin of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Irwin. 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	None	North Village Limits to a point 1000 ft. North of main intersection	50
2.	U.S. 26	None	From 1000 ft. North of main intersection to 1000 ft. South of main intersection	35
3.	U.S. 26	None	From 1000 ft. South of main intersection to South 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 Irwin be and hereby are approved.

A request was received by the Board from the Village of Stites, requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Stites of the prima facie speed limits on an urban extension of the State Highway System within the corporate limits of the Village of Stites. 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. 13	Main 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 alteration of the prima facie speed limit on the hereinabove portions of the urban extension of the State Highway System within the corporate limits of the Village of Stites be and hereby is approved.

A request was received by the Board from the Village of Swan Valley, requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Swan Valley of the prima facie speed limits on urban extensions of the State Highway

System within the corporate limits of the Village of Swan Valley. 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. 31	None	North Village Limits to Jct. U.S. 26	50
2.	U.S. 26	None	N.W. Village Limits to 1500 ft. West Junction S.H. 31	50
3.	U.S. 26	None	1500 ft. West Jct. S.H. 31 to 1500 ft. East Junction S.H. 31	35
4.	U.S. 26	None	1500 ft. East Jct. S.H. 31 to East Village Limite	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 Swan Valley be and hereby are approved.

A request was received by the Board from the Village of Tetonia requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Tetonia of the prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the Village of Tetonia. 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. 33	Main Street	North City Limits to Jackson Street	60-55
2.	S.H. 33	Main Street	Jackson Street to Fifth Street	35
3.	S.H. 33	None	Fifth Street to East 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 Village of Tetonia be and hereby are approved.

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

March 25, 1955

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	S.H. 15	None	South Village Limits to North Village Limits	35
2.	S.H. 52	None	West Village Limits to Junction S.H. 15	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 limits on the hereinabove portions of the urban extension of the State Highway System within the corporate limits of the Village of Horseshoe Bend be and hereby are approved.

THEREUPON, the Board adjourned until 9:00 A.M. on Saturday, March 26, 1955.

SATURDAY - March 26, 1955

The Board reconvened at 9:30 A.M. on Saturday, March 26, with Members Rich and Jones, the State Highway Engineer, the Acting Secretary, Chief Locating Engineer Johnson, and Assistant Attorney General Shepard present. Mr. Floan was absent.

The matters of the Forest Highways Meeting held in Boise on January 26, Pre-qualification of Contractors, and Report on Buildings and Maintenance Installations were held under advisement.

The State Highway Engineer read letter from Senator Dworshak advising of denial by the Department of Defense of interest in the Williams Creek-Cobalt Road.

The Board considered a proposal from the Location Engineer that request of property owners on the Lemhi-Leadore road, Project S-6873(1), State Highway 28, to substitute 5400' channel change for two bridges over the Lemhi River be granted. Notwithstanding that the steel for the two skewed bridges designed had been purchased, it appeared that the change could be effected without increased cost to the State. The Board referred the item back to the State Highway Engineer for further study of the stream conditions, and probable nature of settlement to be anticipated with Contractor, and authorized him to decide the matter.

A proposal from Senator Vard Meadows that the location of U.S. 30 N. in the vicinity of American Falls be shifted again to lay entirely south of American Falls was discussed briefly. Apparently, some increased costs would be incurred by the change. The Locating Engineer was instructed to view the situation in the field with Senator Meadows.

The Board considered requests from E. J. Bragg of Jerome and E. L. Leeper of Gooding for permission to fence and use outer 140 ft. strip of 400 ft. right-of-way adjacent to their ranches, to be used for grazing. Permission was granted, subject to execution of agreement under which the permittees would surrender possession on the demand of the Department of Highways, and that they would provide and maintain the fences and remove them on demand of the Department of Highways.

March 26, 1955

Bingham County requested permission to use a State gravel pit near Moreland on condition it pay the royalties to the State, who in turn would pay the property owner. It was stated that there was ample material available. The State Highway Engineer was authorized to permit Bingham County to use the pit with the understanding that the County would pay the property owner direct.

The Board considered a proposal that the City of Burley purchase the G.E. signals it prefers to conform with its other signals, and the State reimburse in the amount the cost would likely be if State Purchasing Agent purchased and took the low bid. Chairman Rich questioned the legality of such a proceeding and requested the Assistant Attorney General to review the matter from that standpoint. In the meantime, the Burley request was held under advisement.

Bingham County has requested that the Department of Highways place the Moreland-Midway Junction, old location (38 miles), in acceptable condition before abandoning it from the State Highway system. Apparently, no formal agreement to that effect was signed. The County has agreed with the Department's conclusion that continuance of maintenance of the portion north of Tabor junction was not necessary. Mr. Rich did not think that the Department of Highways was justified in expending any large amount for permanent improvement of the remaining 19 miles south of Tabor. The State Highway Engineer was instructed to check the record in respect to outstanding agreements with the County and the cost of complying with the County demands and to resubmit the matter at a subsequent meeting.

In response to the State Highway and Maintenance Engineers' recommendation, the Board authorized establishment of a procedure by which the Resident Engineers could grant permits to overwidth loads. This was intended as a relief to farmers and was not to be extended to apply to overweight loads.

The Board authorized the State Highway Engineer to purchase property to be transferred to the Union Pacific Railroad Company to replace property to be granted by the railroad company in Blackfoot opposite the Fairgrounds, provided the procedure is cleared by the Assistant Attorney General.

THEREUPON, the Board adjourned until their next regular meeting; the date for which was set for Monday, April 11, at 1:30 P.M.



R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
14 April 1955

March 26, 1955

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

April 11 - 14, 1955

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on Monday, April 11, 1955.

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; N. F. McCoy, Planning Officer-Acting Secretary of the Board; and Allan Shepard, Assistant Attorney General.

Senator Henry Dworshak met with the Board to discuss the Federal highway legislative situation. In respect to the pending Bills, Senator Dworshak stated that he had no special information as he was not on the Senate Public Works Committee.

The State Highway Engineer explained the State's position in respect to ability to match the Federal-aid funds proposed by the several Bills.

Senator Dworshak assured the Board that he would urge larger Forest Highway authorizations. He asked about progress on the Lewis & Clark Highway and the significance of the new State Toll road law. The State Highway Engineer explained the status of these items. Senator Dworshak stated that he would attempt to interest the Federal Civil Defense authorities in contributing to the improvement of the Lewis and Clark road.

After Senator Dworshak's departure, Mr. Floan suggested that the Board inform Senator Dworshak by letter as to the impact of the various Bills on Idaho, the State's ability to match, the Board's preferences as to the pending Bills, and to develop a possible compromise Bill tailored to fit Idaho's situation. The letter was to provide basic information for the Idaho Congressional Delegation's use in considering pending legislation.

Attorney General Graydon Smith delivered his Opinion of April 11, regarding S.B. 152, approved March 16, dealing particularly with acts of the Board (previous to March 16) considered sufficient to establish a new street or highway location, and with the power of the Board to delegate to another the duty of holding the hearings.

The Assistant Attorney General then read a proposed Resolution, adopting a Regulation, reflecting this ruling, to govern the conduct of such hearings and establishing the position of "Hearing Officer". The Board considered the proposed regulation but deferred action to a subsequent day.

Since the new law required a determination that certain Board actions be "in the public interest", the Assistant Attorney General was instructed to review the phraseology applicable to actions requiring such determination, and to list the actions that under the above law should be recorded by resolutions in the Minutes.

The Attorney General suggested that it may be desirable, as a matter of public policy, to hold some hearings, even though not clearly required by the law.

He stated that he would withhold press release of his April 11 Opinion until the State Highway Engineer requests him to do so.

April 11, 1955

THEREUPON, the Board adjourned until 9:00 A.M. on Tuesday, April 12, 1955.

TUESDAY - April 12, 1955

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

During the morning session, the Board met with Governor Smylie at the Governor's office, and did not return until after lunch.

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

A delegation from Camas County appeared to discuss State Highway plans in respect to State Highway 68, both East and West of Fairfield. The delegation included the following:

Senator Max Hanson, Camas County
F. E. Frostenson, Camas County Commissioner
Representative Fred Walton, Camas County
M. W. Baker, Camas County Commissioner
E. Wilson, Chairman, Camas County Commissioners
O. N. Garrett, Camas County

Senator Hansen was the principal spokesman for the group; the main subject being the Department of Highways' plans for the completion of S.H. 68, Camas County line east to a junction with U.S. 93. Mr. Rich informed him that work would proceed as soon as funds became available, and that he need not fear that the job would be dropped from the budget. He was informed that plans would be completed by the fall of 1955. Senator Hansen was also informed that the Board had no definite plans for the improvement of S.H. 68, West of Fairfield.

The Board reviewed the result of the bid opening held March 29, 1955, and the following action was taken:

The bids under consideration were for Project F-4201(4), consisting of constructing a bituminous surface treatment on 15.265 miles of State Highway No. 9, between Kooskia Bridge and Syringa Creek in Idaho County. This is a Federal-aid Primary and State financed project. Acting on authority given him by the Board, the State Highway Engineer had rejected all bids received, as the low bidder was more than ten per cent above the Engineer's Estimate, which was \$184,825.00, and had readvertised the project; bids to be received April 15, 1955. There being no dissenting opinion, the Board concurred in the action of the State Highway Engineer, and approved his readvertisement of the project.

The State Highway Engineer announced hearing by the U. S. Senate Public Works Committee at Portland, May 9, 10 and 11, to discuss the pending Federal Highway Program. The State Highway Engineer was authorized, subject to the Governor's approval, to attend. The Board plans to arrange for attendance of one Board member; the Chairman suggesting Mr. Floan. The Board will be informed as soon as date is confirmed.

The Board, on the State Highway Engineer's recommendation, approved the proposed agreement involving Mr. Pace and the Western State's Refining Company for right-of-way purchase for Project F-2361(1), in the amount of \$1,750.

The Board accepted the State Highway Engineer's recommendation that request of H. T. Morrison for deeding back a strip of right-of-way on Project F-2361(1) be denied.

The proposal to exchange 20 acres of Department of Highways' exhausted gravel pit in Mountain Home for a ten acre tract West of the City, owned by the City, was continued under advisement for review in the field by the State Highway Engineer.

The Board accepted the State Highway Engineer's recommendation that 9.68 shares of water stock of the Northside Canal Company, Ltd., acquired at a cost of \$734.40 in connection with purchase of right-of-way for Project FI-2023(4), Wendell-Jerome, be disposed of in regular manner by public or private sale to the highest bidder, subject to submission to Board of proper resolution for signature.

The Board accepted the State Highway Engineer's recommendation that 14.4 shares of water stock in the Thurman Mill Ditch, acquired in connection with purchase of right-of-way for District No. 3 Headquarters, valued at \$40.00 per share or more, be disposed of in regular manner by public or private sale to the highest bidder, subject to submission of proper resolution to the Board for signature.

Pursuant to the State Highway Engineer's recommendation, the Board authorized him to transfer to Sylvia E. Gleason 4.87 shares of water rights attached to right-of-way for Project FI-2023(4), over which the Department of Highways possessed only an easement carrying no right to the water.

The Board accepted the State Highway Engineer's recommendation for exchange of property belonging to Anna Schnell on Project F-FG-2391(5), Rogerson-South, conditioned upon the Assistant Attorney General preparing acceptable papers providing for the transfer at no cost to the State, except to adjustment in fencing.

The Board reviewed further the proposed purchase of the Wester property on the proposed Coeur d'Alene Belt Line. Mr. Wester is impatient to conclude the deal. The Board instructed the State Highway Engineer to program the project with the Bureau of Public Roads for right-of-way. In the meantime, the Right-of-Way Department can assure the owner that the Department of Highways is pushing the matter.

The Board continued to hold without action the matter of insuring or indemnifying the Union Pacific Railroad Company against possible action for damages in case stock, property or persons are injured by the train when using the proposed crossing of U.S. 30 N., just West of Pocatello. The Assistant Attorney General was instructed to discuss the item further with the Union Pacific Railroad Company's attorney.

The Board considered further and approved the regulation proposed to govern the conduct of relocation hearings and establishing the position of hearing officer. The regulation is as follows:

"WHEREAS, the Thirty-third Session of the Idaho Legislature did enact Senate Bill 152, which bill was signed by the Governor on March 16, 1955, and said bill carried an emergency clause, and said bill by virtue of said emergency clause and the signature of the Governor did become law immediately on said signature; and

'WHEREAS, said law requires this Idaho Board of Highway Directors, before it can abandon, relocate or replace by a new road, any highway serving or traversing any city or village or the area in which such city or village is located, to find and determine that the benefits to the State of Idaho are greater than the economic loss and damage to the city or village affected, and further requires this board to hold a public

hearing in any city or village when the highway serving or traversing such city or village is to be abandoned, relocated or replaced by a new highway serving the area in which such city or village is located; and

'WHEREAS, said law requires this board to serve written notice upon the mayor of any city or the chairman of any village Board of Trustees of any city or village affected by such an aforesaid abandonment, relocation or replacement, in which written notice shall be set forth, the action proposed by the board to be taken regarding such abandonment, relocation or replacement and the time and place of such hearing, and which said notice is required to be published in a newspaper, or by posting in public places at least ten days prior to the date fixed for such hearing; and

'WHEREAS, the said law requires that at the time of the hearing as aforesaid the governing body of any city or village may appear and voice objections to the action proposed by the board regarding such abandonment, relocation or replacement of any highway serving or traversing such city or village, and which governing body may present evidence and call witnesses in support of such objections; and

'WHEREAS, the said law requires that this board give consideration to such protests and objections as may be voiced and make a written decision determining therein whether or not the proposed action in abandoning, relocating or replacing such highway would be of greater benefit to the State of Idaho than the economic loss and damage resulting to the city or village and which written decision is required to be served upon the governing body of the said city or village within ten days following the completion of said hearing; and

'WHEREAS, this Idaho Board of Highway Directors, by virtue of the restrictions set forth in Chapter 1, Title 40, Idaho Code, cannot be compensated for more than a limited number of days of service in every year, and said board, as required by law, holds monthly meetings and are not full time officers of the State of Idaho; and

'WHEREAS, the duties required of this board under Senate Bill 152 are impossible of performance personally by the members of this board within the service limitations imposed on this board by the provisions of Chapter 1, Title 40, Idaho Code; and

'WHEREAS, this board finds it necessary to delegate to a person employed by and responsible to this board, the power, duty and authority to hold the aforesaid hearings in various cities and villages; and

'WHEREAS, by virtue of Chapter 1, Title 40, Idaho Code, this board is vested with the power, duty and authority to adopt by-laws, rules and regulations it deems necessary;

'NOW, THEREFORE, BE IT RESOLVED THAT THE IDAHO BOARD OF HIGHWAY DIRECTORS IN REGULAR MEETING ASSEMBLED DO HEREBY ADOPT AND PROMULGATE THE FOLLOWING RESOLUTION AND REGULATION:

'1. There shall be appointed a "Hearing Officer" to whom shall be, and there hereby is, delegated the power, duty and authority to, in the name of the Idaho Board of Highway Directors, hold hearings pursuant to the requirements of said Senate Bill 152. The said hearing officer shall cause notice of such hearings to be served, published and/or posted in accordance with said law.

'2. The said hearing officer shall, at the time and place designated in said notice, convene a hearing in accordance with said law.

'3. The hearing officer shall act as chairman of the said hearing.

'4. The hearing officer shall make a statement at the outset of the hearing that the hearing is being held in conformance with Senate Bill 152 for the purpose of allowing the governing body of the particular city or village to appear and voice their objections, if any, to the proposal of the Idaho Board of Highway Directors to abandon, relocate or replace the highway in question.

'5. The hearing officer, as chairman of the hearing, shall restrict the testimony to members of the governing body of the city or village or to witnesses which are called by the governing body of the city or village.

'6. The hearing, insofar as is practicable and possible, shall be conducted and testimony taken in accordance with the rules of evidence. The hearing officer shall make every effort to insure that the governing body of the city or village has an opportunity to fully register their objections, if any, to the proposal of the Idaho Board of Highway Directors.

'7. The testimony by the governing body of the city or village or such witnesses as said body may call, shall be restricted to the subject of the economic loss and damage, if any, which will result to the city or village by reason of abandoning, relocating or replacing the highway. Any testimony not material to said question shall be ruled out of order by the hearing officer.

'8. The Idaho Board of Highway Directors and the city or village may be represented by counsel at said hearings and said counsel may question such witnesses as are called to testify.

'9. The hearing officer may adjourn such proceedings from day to day or for longer periods.

'10. It shall be the duty of the hearing officer to retain the services of a secretary to record all proceedings at said hearing either in short hand or by means of a recording device and who shall upon completion of said hearing make a transcript of all proceedings at said hearing.

'11. The hearing officer shall, as soon as practicable, return the completed transcript of the hearing to the Idaho Board of Highway Directors together with a report of said hearing."

The Board read letter from Mayor Weldon E. Grandy of Paris to the State Highway Engineer, and from Mr. Gilbert P. Arnell of St. Charles to Governor Smylie and the Governor's reply of March 31 relative to the proposed relocation through St. Charles. The matter was kept under advisement, pending meeting with delegation scheduled for Wednesday, April 13.

Action on request of Vale McMinn for approval of transportation expense for moving household goods from Moscow to Pocatello at an estimated cost of \$285.00 was held for further review by the State Highway Engineer

The Board authorized the State Highway Engineer to designate six employees, including himself, to attend the A.A.S.H.O. conference at New Orleans.

The Board directed that the proposal to change S.H. 25 to U.S. 30 N. be continued under advisement.

April 12, 1955

The Board authorized State Highway Engineer to approve a proposed maintenance agreement with the City of Idaho Falls.

The Board accepted the State Highway Engineer's recommendation that Mr. Max Cohn's request for materials for riprapping the highway shoulder above the new bath house and pool be denied.

The Board approved ordinance regulating speed limits in the City of Mountain Home, as follows:

A request was received by the Board that its minute entry dated 18 March 1954, establishing prima facie speed limits on urban extensions of the State Highway System within the City of Mountain Home, be rescinded. The City of Mountain Home and the Department of Highways agree that certain revisions are necessary. Accordingly, it is requested that prima facie speed limits on urban extensions of the State Highway System in Mountain Home be altered 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	North Main	North City Limits to 400' North of Seventh North Street	60-55
2.	US 20,26,30	North Main	End of 60-55 mile zone to Sixth North Street	35
3.	US 20,26,30	North Main & Third West	Sixth North Street to Sixth South Street	25
4.	US 20,26,30	Third West	Sixth South Street to South City Limits	35
5.	S.H. 51	Sixth South	West City Limits to Third West Street	35
6.	S.H. 68	Third North	North Main Street to Eighth East Street	25
7.	S.H. 68	Third North	Eighth East Street to Eleventh East Street	20
8.	S.H. 68	Third North	Eleventh 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 the minute entry dated March 16, 1954, be rescinded and 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 Mountain Home be and hereby are approved.

Expense accounts were approved for the Board members in the following amounts; Mr. Rich, \$74.66 for the month of February and \$73.33 for the month of March; Mr. Jones, \$99.10 for the month of March; Mr. Floan, \$36.20 for the month of March, 1955.

The Board set up a new Regulation, effective April 18, permitting renewals of special permits at the offices of Resident Engineers and Maintenance Superintendents as may be designated by the District Engineers, provided that the initial approvals are handled at the District Office or by the Transportation Officer at Boise.

April 12, 1955

It was moved by Mr. Rich, seconded by Mr. Jones, that the following Regulation be adopted and promulgated by the Idaho Board of Highway Directors. There being no dissent, the following Regulation was adopted:

"WHEREAS, the Idaho Board of Highway Directors, by virtue of Section 49-605, Idaho Code, may in their discretion issue special permits to the owners or operators of motor vehicles, which said special permits may allow transportation on State Highway System of heavier and/or wider loads permitted by law to be moved or carried over and on public highways and bridges,

'NOW, THEREFORE, BE IT RESOLVED, The Idaho Board of Highway Directors in regular meeting assembled do hereby adopt and promulgate the following Resolution and Regulation:

'Special Permits for the transportation of over legal width and/or weight vehicles may be granted by the Idaho Department of Highways on the following conditions:

'1. WHO IS AUTHORIZED TO ISSUE:

'These Special Permits may be secured from the Transportation Officer, Department of Highways, Boise, Idaho; District Engineers located at:

District #1- - - - 100 East Oak, Pocatello
 District #2- - - - Corner Grove & Logan, Shoshone
 District #3- - - - Strawberry Glenn, Boise
 District #4- - - - North Lewiston, Lewiston
 District #5- - - - Locust & Government Way, Coeur d'Alene
 District #6- - - - Rigby

and such other Department Agents as may be designated by the State Highway Engineer.

'2. WHEN PERMITS MAY BE ISSUED:

- A. The application shall be made on the form prescribed by the Department and signed by the registered owner or his authorized agent. In lieu thereof a telegram giving the necessary information may be accepted. Applications by telephone will not be considered unless confirmed by telegram.
- B. A permit may be issued only for "Daylight Hours" which shall be defined at one-half hour before sunrise to one-half hour after sunset.
- C. No permit will be issued for Saturdays, Sundays, or Holidays.
- D. No permit will be issued for movement during severe weather conditions, snow or icy conditions such that the movement may become a hazard to traffic or damage the highways. Should such conditions develop after the issuance of the permit or during the movement, the Permittee shall withhold movement of the load and secure authority to proceed when conditions have cleared.
- E. Waiver of limitations under paragraphs A, B, and C above, will be made by the Department only in cases of State or National emergency, or disaster relief, or as the State Highway Engineer may designate.

'3. NUMBER OF TRIPS:

- A. Each permit will be issued for a single trip over the route designated except that under special conditions a single permit may be issued for a specified number of trips over the same route with specified loads, and same equipment.

'4. SIZE AND WEIGHT:

- A. A permit will not be issued for a material or commodity haul which can be condensed within the size limits prescribed by Section 49-601 and 49-602, Idaho Code, and a permit will not be issued for a load which can be dis-assembled into smaller units which will meet the requirements of these rules.
- B. When a permitted load extends over more than one-half the roadway width, such permit shall require that the Permittee furnish a pilot car with flagman and a rear flagman for direction of traffic. The Permittee shall have due regard for traffic in both directions and shall make use of every possible turnout to prevent traffic congestion. In special cases the State Highway Engineer may require that the Permittee arrange for a police or patrol escort.
- C. The Permittee shall protect all overhead wires, all structures and roadside property and any damage to these or to the pavement, road-guards, or shoulders shall be restored at the sole expense of the Permittee.

- '5. A. No such special permits will be issued when the highway desired to be traveled by the Permittee has been posted and restricted by reason of climatic or other conditions pursuant to Section 49-606, Idaho Code.

'6. MAXIMUM LOADS ON HIGHWAYS:

- A. No overload permit will be issued for steel or solid rubber tired equipment.
- B. The maximum single axle allowable loads shall not exceed those specified in Sections 49-601, and 49-602, Idaho Code, by more than 25 per cent, provided, however, that the total gross weight allowable shall not exceed the gross allowable loads of Section 49-601, subdivisions (a) and (b) by more than 25 per cent.
- C. Permits for loads over 25 per cent increase as defined by this policy may be issued only in instances where it is determined that the roadways to be traveled is stable enough to carry the extra loading and if bridges are involved, they shall be detoured or protected to the satisfaction of the bridge engineer. No 30 day permits shall be issued for loads over 25 per cent.

'7. MAXIMUM PERMIT LOAD ON BRIDGES:

- A. A permit will not be granted for crossing posted bridges with a load in excess of the posted limit of such bridge. A Permittee desiring to use a route involving a posted bridge shall detour the bridge by the best available means or submit an alternate route for approval.

'8. VALIDITY OF PERMITS:

- A. A permit shall be valid only when issued and signed by the authorized agents set forth herein, or such other agents as may be designated by the State Highway Engineer.
- B. A Highway Department permit is valid only on the State Routes stated in the permit and the use of the County Highways or City Streets is neither granted nor implied.

'9. USE OF HIGHWAYS BY PERMITTEE:

- A. A Permittee holding a valid permit for moving an over-size and/or over-weight load shall be subject to all other legal motor vehicle requirements. A Permittee's vehicle shall be registered to the maximum weight limit allowed by law before an over-weight permit will be issued.
- B. The granting of a permit shall not be construed to relieve the Permittee of any responsibility for public liability or property damage to any part of the highway or structures.

The Permittee shall use due precautions for safety to the public and to the highway property and shall observe weather conditions and cease operation should the movement become a hazard or produce undue damage to the Highway.

The hereinabove Resolution and Regulation shall become effective April 16, 1955."

THEREUPON, the Board adjourned until 8:30 A.M. on Wednesday, April 13, 1955.

WEDNESDAY - April 13, 1955

The Board reconvened at 8:30 A.M. on Wednesday, April 13, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board met with Land Commissioner Arthur Wilson and his Recreation Supervisor August Storkman to discuss matters of mutual interest affecting maintenance and operation of parks, roadside parks and viewpoints. The new law provides for transfer of responsibility for roadside parks on State Highway System and two parks at Challis and Lawyer's Canyon to the Department of Highways. Mr. Wilson mentioned some possibility of obscurities in the law. Chairman Rich suggested that Commissioner Wilson and the State Highway Engineer work out the details of the arrangements explicit in the law, and should agree with each other if there are any uncertainties to clarify. The Board accepted that suggestion. The Board accepted the State Highway Engineer's suggestion that the Department of Highways provide signs, and suggested also that the Department of Highways provide small amounts of gravel without expecting reimbursement from the Land Department. In response to Commissioner Wilson's statement that a 50 ft. bridge was needed at Heyburn Park, he was advised that a special appropriation should be obtained. To receive State highway funds, the road would have to be placed on the State highway system. The Board approved a suggestion from the State Highway Engineer that the Department of Highways should confine its operations to the maintenance of roads in the parks, but should not maintain other park facilities.

April 13, 1955

A delegation from Nez Perce County representing the "Craigmont-Myrtle Highway Association" appeared to urge a new location of U.S. 95 North of Craigmont through the communities of Reubens, Lookout, Gifford, thence to connect with S.H. No. 9 at Myrtle. The delegation included Otto Brammer, Earl Darrah and Bernard Stellyes of Gifford, and Vincent Scott of Reubens. They requested that the Department's proposed relocation from Craigmont vicinity via Lapwai Canyon to a point near Culdesac be abandoned in favor of the route through Reubens to Myrtle, citing the service it renders to 300 families as compared with only two or three in Lapwai Canyon. Mr. Brammer acted as spokesman and invited the Board to visit this area and appraise the merits of his proposal. The Board agreed to visit this area in June or July. Mr. Brammer suggested that he would protest the Department of Highways' location, claiming that S.B. 152 gave him that right. Mr. Floan expressed some doubt on that point. Mr. Floan indicated that two roads were needed - the shorter high standard road serving U.S. 95 and a lower standard road connecting the Gifford-Reubens area with the Clearwater River. It was generally agreed that such a farm service road was needed. It has recently been placed on the FAS County system, but it was clear that financing with only FAS and County funds will mean a long time for completion.

A large delegation appeared from Bear Lake County to discuss the St. Charles relocation of U.S. 89, and some secondary road proposals.

The delegation included the following:

- T. J. Dunford, County Commissioner, Bloomington
- C. N. Carlson, County Commissioner, Ovid
- Thomas Jones, Nounan and Georgetown
- L. Skinner, Nounan and Georgetown
- A. Saching, Nounan and Georgetown
- G. P. Arnell, St. Charles (petitioner)
- L. R. Pugmire, Chairman of Village Board, St. Charles
- R. Booth, St. Charles
- H. Mecham, St. Charles
- C. Minor, St. Charles

Mr. Arnell represented the petitioners. He said that he did not want to block the road improvement, but did want the present location retained. He understood that the recent opinion by the Attorney General indicated that a hearing under S.B. 152 would not be required, so "didn't know where he stood now". Chairman of the Village Board, Mr. Pugmire, and most of the other delegates seemed to prefer the proposed relocation since it eliminated two bad curves. Chairman Rich stated that right-of-way had been purchased. The State Highway Engineer emphasized that the community would benefit most by completing the project in the proper permanent location, which would be provided by the proposed new location. In response to inquiry regarding snow removal on present road, if relocation is accomplished, the delegation was informed that the Department of Highways could do it if the Village would reimburse it for the actual cost. No decision was rendered by the Board.

The County Commissioners asked as to progress of the surfacing of the Ovid-Sharon road and were informed that it would be advertised soon for opening of bids on May 10. The County Commissioners discussed also the need for an improved road on the East side of Bear Lake and the need for asphalt surface on Project S-1817(1), Georgetown-Nounan. The new basis of allocating FAS funds to the Counties was explained to the County group, as was the reservation of sufficient "old funds" to finance projects the Board had previously agreed to do (e.g., Ovid-Sharon project).

Bear Lake County will receive only \$29,050 from 1956-'57 Federal apportionments, which is not sufficient to provide participation in the \$64,000 Georgetown job. Bear Lake County's record in previous matching was very good. Secondary Engineer Short stated that they had matched about \$300,000 in Federal-aid Secondary funds; whereas, their share on the formula basis would have been only \$145,000. The County Board had believed they had received less rather than more than their "fair share".

The Board approved a new description for U.S. 30 N., to include business connections in Lava Hot Springs and Pocatello. The resolution is as follows:

"OFFICIAL MINUTES

'WHEREAS, it is deemed necessary to designate certain business connections to U.S. Route 30N in order to provide adequate community service,

'NOW THEREFORE BE IT RESOLVED, that the description of U.S. Route No. 30N. be modified to read as follows, effective this date:

'Beginning at a junction with U.S. 30 and 30S east of Burley and extending easterly via Rupert, American Falls, Pocatello, Lava Hot Springs, Soda Springs, Georgetown and Montpelier to the Wyoming State Line near Border, Wyoming. U.S. 30N also includes a business spur to Main Street in Lava Hot Springs, a spur via Gould Street in Pocatello and business connections to U.S. 91-191 via Main, Arthur, Halliday and Center Streets in Pocatello

'This designation supersedes all previous designations of U.S. Route 30N.

/s/ R. C. Rich Chairman

/s/ D. P. Jones Member

/s/ L. K. Floan Member

Date April 13, 1955

Attest: /s/ N. F. McCoy "

The Board then reviewed the result of the bid opening held April 12, 1955, and the following action was taken:

The bids considered were for Project S-5727(1), consisting of constructing the roadway and roadmix bituminous surface on 4.324 miles of the Fighting Creek Road, between the Washington State Line and U.S. Highway 95, in Kootenai County. This is a Federal-aid Secondary and County financed project. The State Highway Engineer recommended that the contract be awarded to Grant Construction Company of Coeur d'Alene, Idaho, on their low bid of \$136,638.80; subject to concurrence by the Bureau of Public Roads and the County officials. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to Grant Construction Company. Award of contract was made on April 14, 1955.

April 13, 1955

The Board reviewed the request of Mr. Cochran for vacation of property on State Highway 21, West of the Olson Steel Plant. The Board accepted the State Highway and District Engineers' recommendation that the State ownership be continued but that a lease agreement be negotiated with Mr. Cochran if he desires one. There is some probability that line straightening may use the strip in question.

Senator Derr of Bonner County cited request of the Clarks Fork Womens' Club that the "Denton Curves" be corrected. He asked the Board to view the site as soon as practicable. The Board instructed the State Highway Engineer to ascertain from the Bureau of Public Roads the status of the plans and to explore the right-of-way situation, and ascertain when the Bureau of Public Roads may be in position to put the project in construction status.

The State Highway Engineer reported a meeting in his office on April 4 with the Commissioner of the Dietrich, Richfield and Shoshone Highway Districts and a Commissioner from Lincoln County. The group wanted favorable consideration given (1) to extending the secondary road from the Ice Caves west to meet the new location of U.S. 93; (2) to add the "Lone Star Road" to the FAS system; (3) to add the roads in the "10 year needs" in the Dietrich Highway District to the County FAS system; (4) to do some betterment work on the Dietrich-Kimama road, S.H. 24.

The Board agreed with the State Highway Engineer's recommendation that favorable consideration be given to the FAS-County additions mentioned in Items 1, 2 and 3 above. In respect to S.H. 24, the State Highway Engineer was instructed to inform the County Commissioners that the Board would view this situation in the field before making a decision.

The State Highway Engineer discussed informally with the Board the matter of a policy to govern acceptance by Department of Highway employees of elective offices in City or Village government, Water Districts, Conservation Districts, School Boards, etc. It was generally agreed the law forbade partisan - Republican vs. Democrat - political activity by employees, but did not ban acceptance of positions on School Boards, Water Committees, etc. The Board concluded that the matter should be handled administratively and the State Highway Engineer should decide specific questions on the basis of whether it interfered with the employee's effectiveness.

The Board authorized the State Highway Engineer to transfer the old Bruneau River bridge on S.H. No. 51 to Owyhee County.

The State Highway Engineer read letter of March 29 from E. D. Haddon, Chairman of the Williams Creek-Cobalt Road Committee, which referred to letter of February 9 from Senator Dworshak and letter of February 7 from Commissioner of Public Roads to Senator Dworshak reiterating denial of Federal Lands Funds and offering FAS funds. Mr. Haddon requested that the Department of Highways provide funds for betterment. The Board instructed the State Highway Engineer to make an appropriate reply to Mr. Haddon.

THEREUPON, the Board adjourned until 9:00 A.M. on Thursday, April 14, 1955.

THURSDAY - April 14, 1955

The Board reconvened at 9:00 A.M. on Thursday, April 14, with all members on the Board, the State Highway Engineer, the Acting Secretary, and the Assistant Attorney General present.

April 14, 1955

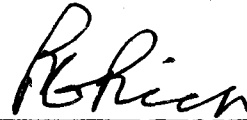
The Board read and approved the Minutes of the meeting held March 22 - 26, 1955.

The Board set the May meeting to start at 9:00 A.M., Tuesday, May 17. Two days, May 17 and 18, were set aside for trips in Southern Idaho, May 19 for executive meeting of the Board and May 20 for delegations.

The Board discussed informally the desirability of allotting a portion of the State's FAS funds to the Counties, in order to decrease the demand on the State's matching funds. It was agreed that such action was unnecessary until there appeared to be an imminent likelihood of loss of FAS funds through failure to match with State funds.

The Board authorized the Assistant Attorney General to work with the Right-of-Way Engineer in effecting a reasonable settlement of the Gates Bros. leasehold and access rights on property along S.H. 25 near Wendell.

THEREUPON, the Board adjourned until their next regular meeting; the date for which was set for Tuesday, May 17, at 9:00 A.M.



R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
19 May 1955

April 14, 1955

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

May 17 - 20, 1955

49

On Tuesday morning, May 17, 1955, at 8:30 a.m., the Board accompanied by State Highway Engineer Miller, acting Secretary McCoy, Mr. L. M. Huggins, representatives of the Boise Chamber of Commerce, and interested citizens, accepted the Chamber of Commerce's invitation to review five tentative plans for a freeway through Boise. A total of 45 persons made the trip by a chartered bus. The State Highway Engineer discussed the five plans, using a map on which the five plans, A, B, C, D and E, were shown.

The Board, accompanied by State Highway Engineer Miller and Acting Secretary McCoy, met for noon lunch with the Mayor of Caldwell, and members of the Highway Committee of the Caldwell Chamber of Commerce to discuss informally matters of mutual interest regarding state highways in and adjacent to Caldwell.

Tuesday afternoon, the Board motored from Caldwell via Marsing to a point 5 miles south of Murphy to review progress on County-FAS construction southeast of Murphy, and returned via Murphy and Nampa to Boise. A conference was held at the Murphy Court House; attended by the following:

Hubert Nettleton, Chairman, Board of Owyhee County Commissioners
Albert L. Harley, Member, Board of Owyhee County Commissioners
Frank Kushlan, Member, Board of Owyhee County Commissioners
State Senator Adam Blackstock
State Representative James C. Hayes
Probate Judge Wayne Grammar
A. E. Murphy, Homedale Chamber of Commerce
Delbert Greene, Homedale Chamber of Commerce
Norman Tolmie, Homedale Chamber of Commerce

The local officials asked regarding the relocation to eliminate the bad curves and provide a new bridge over Rabbit Creek on S.H. Route 45, just West of Murphy. The Board of Highway Directors said that nothing was budgeted there, but admitted that the reconstruction of this section was justified. The State Highway Engineer promised to supply the County Board with the data regarding handpushed striping machine and State costs of performing striping and supplying road signs on a reimbursable basis, and copies of the Department of Highways' sign manual. After the meeting, the Board reviewed the location southeast of Murphy, now under construction by contract with MacGregor-Triangle Construction Company, and agreed that no modification in curvature now provided was warranted.

The Board reviewed the location of State Highway 45, Murphy-Nampa, and agreed the reconstruction of the section from Murphy North to the Snake River bridge was warranted at an early date to provide standards consistent with the new County F.A.S. work now approaching completion.

The Board arrived at Boise at 5:00 P.M.

May 17, 1955

WEDNESDAY - May 18, 1955

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 9:00 A.M. on Wednesday, May 18, 1955.

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.

Chairman Rich read letter of May 13 from Mr. Darwin Lambert of Ely, Nevada, regarding progress of the International Five States Highway Association, in particular progress on U.S. 93 in Idaho, and instructed the Acting Secretary to make an appropriate reply.

The matters of right-of-way obtained from Mr. Boyd at Twin Falls, and Mr. Greer and Mr. Williams at Malad, were discussed briefly. The State Highway Engineer was instructed to review these problems in the field with the Right-of-Way Engineer and the Assistant Attorney General, and make appropriate recommendations in respect to desirable access conditions.

Chairman Rich mentioned parking lot problem at the Simplot plant west of Pocatello, involving encroachment on the State Highway right-of-way. He suggested that Mr. Simplot and Traffic Engineer Mathes discuss the matter in the field and submit a competent solution applicable to the present situation and to anticipated plant expansion.

Chairman Rich suggested that the State Highway Engineer review the right-of-way situation adjacent to the old municipal airport on U.S. 30 N., West of Pocatello. The State Highway Engineer stated that the City had reserved a 100 ft. strip of the airport property adjacent to U.S. 30 N.

The Board reviewed the results of the bid openings held April 15, April 26 and May 10 and 17, 1955, and the following action was taken:

The first bids to be considered were for Project F-4201(4), consisting of constructing a bituminous surface treatment on 15.265 miles of State Highway No. 9, between Kooskia Bridge and Syringa Creek, 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 L. W. Vail Company of Pasco, Washington, the low bidder, on April 15, 1955, in the amount of \$190,495.00; the Engineer's Estimate being \$184,825.00. Bids were received for this project on April 15, 1955.

The next bids to be considered were for Project S-1835(1), consisting of constructing the roadway and a roadmix bituminous surface on 5.567 miles of the Blackfoot East Road from Blackfoot-East, in Bingham 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 April 27, 1955, in the amount of \$92,221.85; the Engineer's Estimate being \$113,561.55.

The next bids to be considered were for Project S-3835(2), consisting of constructing the roadway on 3.496 miles and a roadmix bituminous surface on 6.326 miles of the Pole Line Road from the Letha Bridge East, in Gem 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 Winn & Company of Buhl, Idaho, the low bidder, on April 27, 1955, in the amount of \$97,791.05; the Engineer's Estimate being \$104,192.70.

Bids for the above two projects were received on April 26, 1955.

Bids were then considered for Project S-1803(1), consisting of constructing a roadmix bituminous surface on 5.520 miles and seal coating 8.323 miles of the Ovid-Riverdale Road, between Ovid and Sharon, in Bear Lake 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 Aslett Construction Company of Twin Falls, Idaho, the low bidder, on May 12, 1955, in the amount of \$92,921.20; the Engineer's Estimate being \$106,288.67. Bids for this project were received on May 10, 1955.

There being no questions or objections, 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 S-6809(1), consisting of constructing the roadway, drainage and crushed gravel surfacing on 8.807 miles of the Squirrel Road, from Squirrel East and West, in Fremont County. This is a Federal-aid Secondary and County financed project. Special consideration was given to the "zero" unit prices in the proposal of the Western Construction Company, the low bidder on this project. The State Highway Engineer recommended, however, that the contract be awarded to them on their low bid of \$129,991.40; the Engineer's Estimate being \$136,755.00. There being no objections, the Board adopted the recommendation of the State Highway Engineer, and authorized him to award the contract to Western Construction Company of Pocatello, Idaho; the award subject to obtaining the prior concurrence of the Bureau of Public Roads. Approval of the Bureau of Public Roads was given during this meeting, and the contract was awarded on May 18, 1955. Bids for this project were received on May 10, 1955.

Bids for the next two projects were received on May 17, 1955.

The bids next considered were for Project U-UG-1024(5), consisting of constructing the roadway, a plantmix bituminous surface and a concrete and steel underpass on 1.413 miles of Highway U.S. 30 N. from Hawthorne Road to Maple Street (Pocatello), in Bannock County. This is a Federal-aid Urban and State financed project. The State Highway Engineer recommended that the contract be awarded to Arrington Construction Company, Inc. of Idaho Falls, Idaho, the low bidder, on their bid of \$610,540.40; the Engineer's Estimate being \$684,160.27. There being no questions or objections, the Board unanimously adopted the recommendation of the State Highway Engineer and authorized him to award the contract to Arrington Construction Company; the award subject, however, to obtaining concurrence by the Bureau of Public Roads. The Bureau of Public

Roads concurred in the award of this project, and the contract was awarded on May 20, 1955.

The last bids to be considered were for Projects ST-6501(502) and ST-M-6742(502), consisting of resurfacing and a roadmix bituminous surface on 2.221 miles of Highway U. S. 26 from Ririe Southerly, known as Idaho Project No. ST-6501(502), and seal coating 14.154 miles of State Highway 48 from Roberts to Rigby, known as Idaho Project ST-M-6742(502), in Bonneville and Jefferson Counties. These are State financed projects. The State Highway Engineer recommended that the contract for these projects be awarded to Pickett & Nelson of Idaho Falls, Idaho, the low bidder, on their bid of \$53,964.00. There being no questions or objections, the Board unanimously adopted the recommendation of the State Highway Engineer, and authorized him to award the contract to Pickett & Nelson. Award of contract was made on May 18, 1955.

Mr. Rich suggested that the Department of Highways hold a meeting soon with officials of Pocatello and the Bannock County Board of Commissioners to discuss the problem of locating the Interstate System through Pocatello to provide full freeway standards for the traffic movements represented by U.S. 30 N. and U.S. 91 and 191.

Expense vouchers were approved for the Board members in the following amounts: Mr. Rich, \$54.66; Mr. Jones, \$45.60; Mr. Floan, \$46.85. These expense vouchers were for the month of April. The Board also approved the expense vouchers for the State Highway Engineer.

The Board read recent letter from Mr. A. E. Johnson, Executive-Secretary of the American Association of State Highway Officials, regarding pending Federal Highway Legislation, and agreed upon a statement presenting the policies of the Idaho Board of Highway Directors to be supplied the Idaho Congressional delegation for their use when considering the highway bills. Such policies are set forth in a letter dated May 20 to Senator Dworshak, Senator Welker, Representative Budge and Representative Pfost. A copy was sent to Secretary A. E. Johnson of A.A.S.H.O.

The State Highway Engineer reported approval by the State Board of Examiners of salary increases proposed for Department of Highway employees in Grades I to IV, inclusive.

The Board accepted the State Highway Engineer's recommendation that only one-half day annual or sick leave be charged to 44-hour employees absent on Saturday.

The State Highway Engineer suggested that at least one Board member attend the meeting of the Council of State governments to be held at Billings, Montana, June 27-28, 1955. The State Highway Engineer was authorized to attend or to designate a subordinate to represent him in case the above date conflicted with another commitment.

The Board set the date of the June meeting to start June 6 at 1:30 P.M., ending June 8. Wednesday, June 8, was designated as the date for receiving delegations - to be set for the morning only, if practicable.

May 18, 1955

THEREUPON, the Board adjourned until 8:30 A.M. on Thursday, May 19, 1955.

THURSDAY - May 19, 1955

The Board reconvened at 8:30 A.M. on Thursday, May 19, with all members of the Board and the Acting Secretary present. Due to illness, Mr. Miller, the State Highway Engineer, was absent.

The Board considered a Resolution, adopted April 28, 1955, by the Board of County Commissioners of Custer County, directing that approximately \$31,875 of Federal-aid Secondary Funds previously allocated to Custer County be made available to Lemhi County for use on the Pahsimeroi Valley Road, F.A.S. 6870, since it benefited Custer County also.

The Board saw no objection as a matter of policy to such a transfer; provided, it would be invoked only when an inter-county road or one of inter-county interest was involved, and was covered by an adequate inter-county agreement signed by both counties. It was not to be construed to apply to counties not adjacent to each other.

The Board considered letter of April 22 from the St. Maries Chamber of Commerce to State Highway Engineer Miller requesting that the St. Maries-Avery Road be put on the Forest Highway System. The Board agreed that the St. Maries people should be advised that it would not consider recommending such action until the County Boards of both Shoshone and Benewah Counties request that the route be placed on the Federal-aid Secondary County System in both counties.

A petition including 400 names was received from "residents and taxpayers of Shoshone County" requesting correction of "deplorable ... disgraceful" condition of U.S. 10 between Wallace and Mullan. The Board instructed the State Highway Engineer to inform the affected communities that the Board and the Department were familiar with the situation and expects to proceed with adequate improvements as soon as Federal requirements in respect to standards, access control, etc. have been established.

A petition, including about 190 signatures from residents of Headquarters, requested that the Pierce-Headquarters road "be made passable for passenger cars at all times, and that it be kept passable henceforth." Mr. Floan urged that the road be surfaced in 1955 to insure passability during the winter and spring of 1955 and 1956. The Board directed that surfacing be contracted in 1955, and Bituminous Surface Treatment in 1956, if possible, and that the State Highway Engineer advise the Headquarters officials to that effect.

The Board directed the State Highway Engineer to investigate the Telephone Company's building proposal thoroughly, and to present a summary and recommendation regarding leasing the building, with firm financial data as to rental cost, acceptable lease period and feasibility of renting for 3 years after October, 1956 and extending the lease for the present building to cover the same period.

May 19, 1955

The Board approved Regulation adopting the "Manual on Uniform Traffic Control Devices for Streets and Highways" for the Idaho Department of Highways, as follows:

It was moved by Mr. Rich, seconded by Mr. Floan, that the following Resolution and Regulation be adopted and promulgated by the Idaho Board of Highway Directors. There being no dissent, the hereinafter Resolution and Regulation shall be, and the same hereby is, adopted:

REGULATION

WHEREAS, Section 49-512.1, Idaho Code, does authorize and direct the Idaho Department of Highways to adopt a manual and specifications for a uniform system of traffic control devices, and

WHEREAS, such uniform system is required to correlate with and so far as possible conform to the system as approved by the American Association of State Highway Officials, and

WHEREAS, a Manual on Uniform Traffic Control Devices for Streets and Highways has been prepared and published by the American Association of State Highway officials together with the Institute of Traffic Engineers and the National Conference on Street and Highway Safety, dated 1948, and

WHEREAS, said manual has been added to and supplemented by a publication dated September, 1954,

NOW, THEREFORE, IT IS HEREBY RESOLVED that the "Manual on Uniform Traffic Control Devices for Streets and Highways" compiled and published by the American Association of State Highway Officials and the Institute of Traffic Engineers and the National Conference on Street and Highway Safety, dated 1948, together with the revisions and supplements to said Manual, dated September, 1954, be and the same hereby are adopted as the "Manual and Specifications for a Uniform System of Traffic Control Devices" for the Idaho Department of Highways.

The Board approved ordinances regulating speed limits in the City of Montpelier and the Villages of Bancroft, Chubbuck, Inkom, McCammon, North Pocatello, Plummer and Rathdrum, as follows:

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

May 19, 1955

<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 89	Washington	West City Limits to 200 ft. West of Railroad Crossing	35
2.	US 89	Washington	End of 35 mph zone to Eighth Street	25
3.	US 89, 30N.	Washington	Eighth Street to Fourth Street	25
4.	US 89	Fourth	Washington Street To Clay Street	25
5.	US 89	Clay	Fourth Street to Third Street	25
6.	US 89	Clay	Third Street to East City Limits	35
7.	US 30 N.	Fourth	South City Limits to Washington Street	35
8.	US 30 N.	Eighth	North City Limits to 500 ft. North of Garfield	50
9.	US 30 N.	Eighth	End of 50 mph zone to Clay Street	35
10.	US 30 N.	Eighth	Clay Street to Washington 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 Montpelier be and hereby are approved.

A request was received by the Board from the Village of Bancroft requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Bancroft of the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the Village of Bancroft. 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.	First	East City Limits to 500 feet East of Beason Avenue	60-55
2.	US 30 N.	First	End of 60-55 mph zone to 400 feet West of Holmes Avenue	35
3.	US 30 N.	First	End of 35 mph 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,

May 19, 1955

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 Bancroft be and hereby are approved.

A request was received by the Board from the Village of Chubbuck requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Chubbuck of the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the Village of Chubbuck. 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 91, 191		North City Limits to Highway Avenue	50
2.	US 91, 191		Highway Avenue to Parrish Lane	35
3.	US 91, 191		Parrish Lane to South 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 Chubbuck be and hereby are approved.

A request was received by the Board from the Village of Inkom requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Inkom of the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the Village of Inkom. 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 30,91,191		West Village Limits to 800 feet West of Holstein Street	50
2.	US 30,91,191		End of 50 mph zone 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 Inkom be and hereby are approved.

May 19, 1955

A request was received by the Board from the Village of McCammon requesting approval of the Department of Highways of alterations by the Mayor and Village Council of McCammon of the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the Village of McCammon. 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 91,191	Center	North City Limits to First Street	35
2.	US 91, 191	Center	First Street to Ninth Street	25
3.	US 91,191		Ninth Street to 200 ft. South of Lewis Street	35
4.	US 91,191		200 ft. South of Lewis Street to South 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 Village of McCammon be and hereby are approved.

A request was received by the Board from the Village of North Pocatello requesting approval of the Department of Highways of alterations by the Mayor and Village Council of North Pocatello of the prima facie speed limits on the urban extension of the State Highway System within the corporate limits of the Village of North Pocatello. 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 91,191	Yellowstone	North City Limits 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 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 North Pocatello be and hereby is approved.

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

58 Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 95	Tenth	North City Limits to "G" Street	35
2.	US 95	Tenth	"G" Street to South City Limits	60-55
3.	SH 5	"C" Street	Tenth Street to Sixth Street	35
4.	SH 5	"C" Street	Sixth Street 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 Plummer be and hereby are approved.

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

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	SH 41	Kootenai	South Village Limits for 1200 feet	60-55
2.	SH 41	None	From 60-55 Zone to Washington Avenue	35
3.	SH 41	None	Washington Avenue to East Village Limits	60-55
4.	SH 53	None	North Village Limits to Kootenai Avenue	60-55
5.	SH 53	None	Kootenai Avenue for one-half Mile	35
6.	SH 53	None	From 35 Mile Zone to West 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 Rathdrum be and hereby are approved.

The Board signed a condemnation order authorizing the Department of Highways to acquire by condemnation certain properties required for Project F-3281(5), U.S. 30 from Cole Schoel to Meridian. The condemnation order is as follows:

May 19, 1955

The Board, having considered the report and recommendations, submitted on Project F-3281(5), find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of U.S. Highway No. 30, Cole School-West, are necessary for such use, and further, that it is determined that the Department of Highways 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. 17, William E. Curtis et ux., portion of the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 6, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 28, Edna J. McCandless et vir. and Ted Snodgrass et ux., Contract purchasers, portion of Lot 7, Pleasant Valley Subdivision in the N $\frac{1}{2}$ NW $\frac{1}{4}$ of Section 8, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 29, Charlie B. Wright and Lilly O. Wright, his wife, portion of Lot 6, Pleasant Valley Subdivision in the NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 8, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 32, Joseph Whittle and Nellie Whittle, his wife, mortgaged to the U. S. Farmers Home Administration, portion of the SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 5, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 40, Ira E. Lane et ux., Contract purchasers Melvin N. Lane et ux., Crop and Chattel Mortgage to U.S.A., portion of the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 5, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 54, Harry Eaton and Helen L. Eaton, his wife, mortgaged to the Provident Federal Savings and Loan Association, portion of SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 3, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 62, W. H. Adams and Alice S. Adams, his wife, Contract purchasers Don L. Saxton and Ruby Saxton, his wife, mortgaged to the Continental State Bank, portion of SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 3, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 73, Emil Clover and Florence Clover, his wife, Contract purchasers James W. Broadie and Donna Broadie, his wife, mortgaged to the Equitable Life Assurance Society of the United States, portion of Lot 10 of L. P. Lamm Subdivision in NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 10, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 93, Walter Clark and Sylvia L. Clark, his wife, Contract purchaser Ernie Segi, portion of Lot 12 of 2nd Subdivision of Kepner Place in the SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 2, Township 3 North, Range 1 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 Minutes of the meeting held April 11 - 14, 1955 were read and approved.

Items regarding Use of Concrete Pipe on Highway Construction, Development of Picnic Areas and Turnouts, and the Audit Report on State Highway Finances were deferred for consideration at the June meeting of the Board.

Mr. Morrison and Mr. Watson who own property along U.S. 30, West of Twin Falls, and Mr. Bellamy of the Sinclair Oil Company, Boise, appeared to request that a narrow strip of land between the new roadway and the Morrison and Watson holdings be "transferred" to Mr. Morrison and Mr. Watson. The State Highway Engineer was instructed to view this situation and to turn the strips over to the State Land Board as surplus, if he found that it was not needed for State highway purposes.

The Board agreed tentatively to postpone the proposed June trip, pending passage of Federal Highway Legislation.

THEREUPON, the Board adjourned until 8:00 A.M. on Friday, May 20, 1955.

FRIDAY - May 20, 1955

The Board reconvened at 8:00 A.M. on Friday, May 20, with Mr. Rich, Mr. Jones, Mr. Miller and Mr. McCoy present. Mr. Floan was absent.

The State Highway Engineer discussed briefly his information regarding the telephone building. He quoted rates charged for office buildings of various types and locations in Boise. He reported that he had inspected the telephone building with Mr. Lewis Hamblin of the Right-of-Way Department and that the building might not be available for a year.

Mr. D. A. Nash of the Franklin County Board of County Commissioners appeared to discuss State highway plans in his county. He was informed that purchase of right-of-way on the Oxford-Dayton project was not yet complete and that even further delay of actual contract might be forced by shortage of funds. He was also informed that the Board would review during their summer trip the alternate locations being considered for the Preston-Cleveland section of State Highway 34, and would notify Mr. Nash as to the exact time.

A delegation from Mountain Home appeared to discuss the needs of State Highway 68, particularly from the end of the asphalt surfacing (Tollgate) easterly to Dixie. The delegation included the following:

Spencer Caldwell, Chairman of Highway Committee, Mountain Home Chamber of Commerce
 W. S. Lee, Stockman
 L. L. Clark, Wild Life Association
 W. M. Carrie, Mayor, Mountain Home
 Major Stewart Cameron, Mountain Home Air Force Base
 M. Stoddard, Lumberman and Logger
 W. M. Peterson, Secretary, Elmore County Wild Life Club
 R. A. Gregory, U.S.B.R. Anderson Ranch Dam

Mr. Stoddard reported that the section of road from Tollgate to Dixie was impassable during the winter. Snow removal would have helped, but reconstruction, particularly surfacing, was needed. Mr. Stoddard and Mr. Lee explained the importance of this road to lumber and stock interests. Major Cameron emphasized its importance to the Base from a recreational standpoint, and stressed the high incidence of accidents to Air Force personnel seeking recreation in this area. Mr. Clark and Mr. Peterson stressed the large volume of traffic needed to serve hunting and fishing, and the need for an adequate road to facilitate restocking of Little Camas reservoir. Mr. Gregory emphasized that Anderson Ranch Dam was a "main tourist attraction". Chairman Rich and the State Highway Engineer conceded the importance of the area and the need for developing a long range highway plan to serve it. The high cost of complete reconstruction may force "stop-gap" or temporary construction of some sections.

The members of the Board of County Commissioners of Adams County called to discuss secondary road matters in general and plans for handling several specific problems. The County Board members present were:

Sylvester Farrell, Chairman of the Board
 Lewis H. Daniels, Member
 William L. Boehm, Member

The State Highway Engineer explained the general policies of the Board and the U. S. Bureau of Public Roads in respect to standards, how to arrange for consulting engineering services and the general items.

The specific problems were discussed briefly and arrangements were made for the County Board to discuss them in detail with the Secondary Roads Engineer, and arrange with him for necessary discussions and review in the field. No action or commitment was taken at this meeting toward implementing any of the items discussed.

THEREUPON, the Board recessed for lunch.

After their return from lunch, Mr. Arval Anderson, Regional Engineer of the U. S. Forest Service (Ogden Regional Office) appeared with Mr. Cecil Stavell, Engineer for the Payette National Forest. Mr. Anderson discussed in particular the dangerous intersection at Banks. Where S.H. No. 17, Banks-Crouch road along the South Fork of the Payette River, intersects S.H. No. 15.

Mr. Anderson urged that adequate safety measures be devised and emphasized the State's responsibility in the matter. The special hazards were due to the sharp curve, short sight distance, and presence of a large number of logging trucks entering and intersecting the heavily traveled S.H. 15. The State Highway Engineer agreed to refer the problem to the Traffic Engineer, who will supply recommendations for signalization. Mr. Miller suggested that the feasibility of grade separation be investigated.

Mr. T. Matt Hally, President of the Idaho Constructors, Inc., and his Attorney, Mr. Tom Jones, Jr., appeared to discuss further

the negotiation of another settlement of Mr. Hally's claims in connection with the construction of the Cambridge Bridge, Project ST-3112(502). Mr. Shepard, Assistant Attorney General for the Department of Highways, was also present at this meeting. Attorney Jones asserted that their pleas and arguments had not been answered in sufficient detail and that the Board should supply Mr. Hally detailed findings of fact supporting its virtual denial of his claims. No further decision was rendered but the applicants were invited to arrange a further appointment with the Board at the June meeting.

The Board signed condemnation order for Parcel No. 42, Project F-3281(5), Cole-School-West on U.S. 30. The order is as follows:

The Board, having considered the report and recommendations, submitted on Project F-3281(5), find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of U.S. Highway No. 30, Cole School-West, are necessary for such use, and further, that it is determined that the Department of Highways and owner 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. 42, C. M. Kleiner, E $\frac{1}{2}$ SE $\frac{1}{4}$ of Section 5, SW $\frac{1}{4}$ and W $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 4, Township 3 North, Range 1 East, Boise Meridian.

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

Mr. Wanek Stein and Mr. John Driscoll, whose residences are along Houston Road above one of the alternate locations of the Boise freeway, appeared to ask information as to the location and width of the freeway and access control in the area at the foot of the slope below Houston Road. They were shown maps of the area and informed as to the status of the study and the area likely to be acquired if that location is adopted.

The Board reviewed the proposed settlement of the Gates Bros.-Sullivan estate property on S.H. 25, the Interstate system passing south of Wendell. The Board authorized the State Highway Engineer to sign the settlement agreement as proposed, which provided \$17,000 for Gates Bros., the lessees, \$4,000 for the Sullivan estate, and \$350 for the appraisers fee; a total of \$21,350.

The Board instructed the State Highway Engineer and Assistant Attorney General to submit recommendations as to what bypass hearings should be held soon, with approximate desirable dates. The Board suggested Caldwell and Winchester for early consideration.

The Board authorized the State Highway Engineer to approve estimated \$250 cost of moving Robert E. Morris' household goods from Boise to Rigby.

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 the Warren Dredging Corporation, which said corporation holds and exercises certain mining leases on lands throughout Valley County; that in the course of said negotiations the Warren Dredging Corporation, for the release of their leases over certain lands necessary for right-of-way in connection with Project F-3271(1), 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 the Warren Dredging Corporation 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 the Warren Dredging 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 the Warren Dredging Corporation will provide adequate detours during said crossings under the supervision and to the satisfaction of the Department, and that the Warren Dredging Corporation 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 authorized the State Highway Engineer to approve a permit granting Dan Skerscon access to the present through lane on U. S. 10, but said access to be limited to the side service road if and when such side service road is built.

Mr. Floan advised that the City of Orofino proposes to furnish the Highway Department's maintenance yards with City water at a price based on the cost of drilling wells. The State Highway Engineer prefers that the City quote a reasonable rate, regardless of what a well might cost. The City apparently wants substantial cooperation now in the cost of financing an extension to the City water system. It was agreed by the Board that the City should quote a reasonable rate and that further negotiations should be on that basis.

The Board authorized the State Highway Engineer to arrange for transferring Department of Highways' maintenance shed site in Council to Adams County in exchange for certain land to be

transferred by Adams County to the Department of Highways;
provided, the exchange met with his approval.

THEREUPON, the Board adjourned until their next regular
meeting, to be convened at 1:30 P.M. on Monday, June 6, 1955.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho,
June 8, 1955.

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

June 6 - 8, 1955

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 p.m. on Monday, June 6, 1955.

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 Wayne Summers, Secretary of the Board.

Informal Discussion. The Board discussed informally a number of administrative matters.

Minutes. The Minutes of the meeting held May 17 - 20, 1955, were read and approved.

Bids. The Board reviewed the result of the Bid Opening held May 24, 1955, and the following action was taken:

The first bids considered were for Stockpile Project No. 129, consisting of furnishing crushed gravel in stockpiles near New Meadows and McCall, in Adams and Valley 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 A. D. Stanley of Boise, Idaho, the low bidder, on May 25, 1955, in the amount of \$22,700.00, the Engineer's Estimate being \$31,250.00.

The next bids to be considered were for Project S-5782(1), consisting of constructing a roadmix bituminous surface on 3.809 miles of the East Branch Road from Priest River North, 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 McAtee & Heathe, Inc., the low bidder, on May 27, 1955, in the amount of \$20,955.20, the Engineer's Estimate being \$25,426.60.

The next bids to be considered were for Project S-6774(2), consisting of constructing a roadmix bituminous surface on 5.267 miles of the Moody Road & Extension, between Teton and St. Anthony, 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 Marion J. Hess of Malad City, Idaho, the low bidder, on May 26, 1955, in the amount of \$70,323.60, the Engineer's Estimate being \$77,895.40.

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

THEREUPON, the Board adjourned until 9:00 a.m., Tuesday, June 7, 1955.

June 6, 1955

TUESDAY - June 7, 1955

The Board reconvened at 9:00 a.m., Tuesday, June 7, 1955, with all members of the Board, the State Highway Engineer and the Secretary present.

Fourth Annual Report. The State Highway Engineer stated that by law a yearly report must be made to the Governor. The Board signed the letter of transmittal for the Fourth Annual Report to the Governor.

Certificate of Appointment. Certificate of Appointment of Wayne Summers as Secretary to the Board was presented to the Members and was signed by the Chairman. The Board decided not to classify the position for the present.

Council of State Governments Meeting. The State Highway Engineer read a letter from Elton K. McQuery, Western Representative of the Council of State Governments, regarding the Council of State Governments meeting to be held at Billings, Montana, June 27 and 28, wherein it was stated that the entire discussion of the opening session was to be devoted to the Malad Road Test. The Board approved the attendance of the State Highway Engineer and the Secretary of the Board at this meeting. The members felt that it is advisable for as many State legislators as possible to attend this meeting also, and Mr. Miller stated that A Department station wagon would be available for this purpose upon the approval by the Governor of attendance by such legislators.

Malad Road Test. Chairman Rich asked when a "layman's" report on the Malad Road Test would be available. The State Highway Engineer stated that such a report would be made up.

National Highway Legislation. The members discussed National Highway Legislation, and it was reported that there is no late information on the subject. The Board requested the Secretary to direct a letter to Representatives Hamer Budge and Gracie Pfost with copies to Senators Dworshak and Welker, emphasizing that Idaho believes it inadvisable to increase the Federal gas tax and that it would be most appropriate to gain revenue from excise taxes, leaving the field of gas taxes to the states. The Board also requested that the subject of utilities bearing the cost of moving service lines on relocations and the views of the Highway Department be included in the letter. During the course of the Board meeting, such a letter was composed and signed by the Chairman of the Board. The Chairman suggested that each of the members make long distance telephone calls to the Idaho Congressional delegates on the same subject.

Use of Concrete Pipe on Highway Construction. The State Highway Engineer presented a summary of the Eleven Western States on the subject of the use of concrete pipe on highway construction. After a discussion, the Board agreed to specify concrete within a fifty-mile radius of present plants and that in all projects on the interstate system, the preference would be to concrete pipe wherever practical. Engineer Miller will have actual percentages for the next Board meeting, July 18, as to the amount of concrete pipe vs. metal pipe used by the Department in the past, for further consideration.

June 7, 1955

Bids. The Board reviewed the results of the Bid Opening held June 7, 1955, and the following action was taken:

The first bids considered were for Project F-5041(6), consisting of constructing a plant mix bituminous surface on 4.977 miles of Highway U. S. 10 between Willow Creek and Lookout Pass in Shoshone County. This is a Federal-aid Primary and State financed project. The State Highway Engineer recommended that the contract be awarded to Inland Asphalt Company of Spokane, Washington, on their low bid of \$165,753.40, the Engineer's Estimate being \$195,077.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board authorized him to award the contract to Inland Asphalt Company of Spokane, Washington, subject to the concurrence of the Bureau of Public Roads. Award of contract was made on June 10, 1955.

The next bids to be considered were for Project S-4809(1), consisting of constructing the approaches and a 40' concrete bridge on 0.218 mile of State Highway No. 43, across the East Fork of the Potlatch River in Latah County. This is a Federal-aid Secondary and State financed project. Only one bid was received, and the State Highway Engineer recommended that the bid be rejected as it exceeded by more than ten percent the Engineer's Estimate, being \$29,543.25. The Board unanimously concurred in this recommendation, and the bid was rejected.

Roadside Parks. The Board discussed the matter of roadside parks, picnic areas, and turnouts. The State Highway Engineer presented letters from Mrs. Boyd Martin, State Conservation Chairman, Idaho Daughters of the American Revolution; and District Engineer J. A. Phelps regarding the possibilities of the purchasing of areas by service organizations, developing them, and then turning them over to the Highway Department. The Board agreed that such a program gradually developed would be a fine thing. Signing of the park areas was discussed as to soliciting cooperation of the public in keeping the places clean, and it was agreed by the members that the service organization should receive credit on an appropriate sign for establishing the park.

Requests for gravel use. A request from the Twin Falls Highway District was considered in which they requested the use of material from used, State-owned gravel pit to improve a school bus route. Their needs call for 1500 yards of material, and they offered to clean up the bottom of the pit. Upon the recommendation of Mr. McCrea, Head of the Maintenance Division, and Mr. Miller, the State Highway Engineer, the Board acquiesced to sell the requested amount to the Twin Falls Highway District at four cents per cubic yard under the provisions laid down by the State Highway Department.

A request from Oneida County was considered in which 8,000 tons of gravel were requested for county use from the State pit. The State Highway Engineer stated that the cost would be at three cents per ton. Upon the recommendation of the District Engineer, Maintenance Engineer McCrea, and State Highway Engineer Miller, the Board approved the request.

A request from Malad City was then considered in which they also requested the use of material from the same source as that in Oneida County. The Board approved this on the same basis as the Oneida County request.

June 7, 1955

Old Malad River Bridge. The Board considered a request from Gooding Highway District No. 1 for the old Malad River Bridge structure. Upon the recommendation of the State Highway Engineer, Mr. Albrethsen of the Bridge Department, and C. W. Short, Secondary Roads Engineer, the Board approved this request.

Protest of J. E. Farmer. The Chairman of the Board presented a letter from J. E. Farmer of Gooding, Idaho, protesting the cutting of his grazing land and requesting the construction of an under-highway stock tunnel and the construction of a fence on the east side of the road. The Board instructed the State Highway Engineer to make an investigation of this matter for the Board's consideration and instructed the Secretary to write Mr. Farmer to that effect.

Need for resurfacing at Deaf and Blind School. A telephone call came in from Dr. Driggs, Superintendent of Deaf and Blind Schools at Gooding, regarding the need for resurfacing on driveways and parking areas. The Board instructed the State Highway Engineer to work out a Cooperative Agreement with the Public Works Department and gave their approval providing it fits into the Board's policy on such matters.

Shoshone Shops. The proposed date for the calling of bids for the Shoshone Shops was discussed. The Board requested that this subject be included in the agenda for the July meeting to then study the plans and costs of this project.

Telephone Company Building. Upon appointment, the Board proceeded to make a tour of the Telephone Company Building next door to study the possibilities of its use for expanding the main office space.

Aerial surveys - Fairfield and Weiser. Upon their return, the Board considered the Department request to make aerial surveys of Fairfield and Weiser. In the case of Fairfield, the State Highway Engineer stated that the main interest at this time was one of a long range plan with future permanent roads in mind. The Board felt that for the present, stop-gap grading and graveling of the present Fairfield road should suffice to the extent of making the road passable and that at a later date, such a permanent type survey and study should be made.

Regarding the Weiser aerial survey, upon the recommendation of the State Highway Engineer that such a survey be made of the 46 miles from Weiser to Council, the Board gave its approval.

Condemnation Order. The following Condemnation Order was signed by all members of the Board and approved by the State Highway Engineer:

The Board, having considered the report and recommendations, submitted on the above date, find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of U. S. Highway No. 30, Banbury Hill, 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. 1, Dale E. Wilson and Violet B. Wilson, his wife, Charles Emdy by Contract of Sale, Doyle Sligar by Sale Contract from Charles Emdy, and Cole M. Reed, Boat Privilege Lease, in Lot 5 of Section 8, Township 8 South, Range 14 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.

Right-of-Way Problem - Mrs. Merrill of Blackfoot. The State Highway Engineer presented a complaint from Mrs. Uarda Merrill of Blackfoot, Idaho, that a right-of-way agreement had been misrepresented to her. Following a discussion on the matter, the Board instructed the Secretary to write Mrs. Merrill, expressing the Board's regrets on this misunderstanding, bringing out the fact that the Board does not feel justified in making a change in the Department's action, and informing her that a representative from the Department would be over to discuss the matter with her.

Williams Approach Problem. The Board reviewed the Williams case in Malad as to his dissatisfaction with the approach built to his place. The State Highway Engineer stated that it is his intention to travel to Malad sometime this month to personally discuss this case with Mr. Williams.

Highway Research Board Committee on Modernizing Highway Laws. A letter from Mr. Johnson of A.A.S.H.O. was read by Engineer Miller regarding a standing committee of the Highway Research Board on modernizing of highway laws. The committee is desirous at this time of extending its study on the modernization of highway laws on a nationwide basis. It has been recommended that A.A.S.H.O. participate, which would involve from each State approximately \$500 for the second and third years each of research and one complete set of the State Code. The Board agreed to the purchase of the State Code books for this purpose if it is first approved by the State Attorney General. The members preferred to reserve their decision regarding the \$500 contribution until a later date and requested that this matter be included in the October agenda.

Retained Percentages. The State Highway Engineer reported to the Board that in several instances contractors requested that they be allowed to accept all of the final payment of the retained percentage on a contract with the exception of \$1.00, which would hold the claim open. In all recent cases involving this request, the bondsman was the United Pacific Insurance Company. After a discussion, the Board gave Mr. Miller the authority to use his own judgment in like cases. Mr. Miller expressed his intention to include in the specifications the provision that all retained percentages would be held for the entire period of 90 days.

Weiser Hearing. A request for hearing by the City of Weiser in connection with the proposed underpass was discussed. This project is planned for engineering in the fall of this year and construction in 1956. The Board requested the State Highway Engineer to set the date for this hearing and strongly suggested that complete plans be submitted at the hearing in order that the public may be informed as to exactly what the Department proposes to do. The Board expressed the opinion that after the hearing and before contracts are let, it would be necessary for the Weiser City Council to pass a City Ordinance causing the planned one-way streets to become actual one-way streets upon the completion of the project.

Expense Vouchers. Expense Vouchers for the Board members were approved as follows: R. C. Rich, \$55.75; D. P. Jones, \$54.90; L. K. Floan, \$45.80.

T. Matt Hally Claims - Cambridge Bridge. At 3:30 p.m., the Board received Mr. T. Matt Hally and his attorney, Tom Jones, Jr., regarding the claims on Project ST-3112(502), Bridge over Weiser River east of Cambridge. This matter was continued wherein a further analysis of Mr. Hally's now clarified contentions would be made and reported upon at the July meeting.

Traffic Ordinances Approved. The Board approved ordinances regulating speed limits and traffic signal devices in the Village of Bovill and the City of Orofino as follows:

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

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	SH 43	Third Avenue	South City Limits to Spruce Street	25
2.	SH 43	Spruce	Third Avenue to First Avenue	25
3.	SH 43	First Avenue	Spruce Street to North City Limits	25
4.	SH 8	Spruce	West City Limits to First 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 Bovill be and hereby are approved.

A request was received by the Board from the City of Orofino requesting approval of the Department of Highways of alterations by the Mayor and City Council of Orofino of the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the City of Orofino. 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 7	Riverside	North City Limits to 300 ft. North of Cedar St.	40
2.	SH 7	Riverside	End of 40 MPH Zone to Michigan Avenue	25
3.	SH 7	Michigan	Riverside Avenue to West 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 Orofino be and hereby are approved.

A request was received by the Board from the City of Orofino 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 Orofino. The said traffic control signal device is to be located at the following location:

1. Intersection of Michigan Avenue and Riverside 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 City of Orofino 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.

THEREUPON, the Board adjourned until 9:00 a.m., Wednesday, June 8, 1955.

WEDNESDAY - June 8, 1955

The Board reconvened at 9:00 a.m., Wednesday, June 8, 1955, with all members of the Board, the State Highway Engineer, and the Secretary present.

Out-of-State Travel. The Board requested that a survey for the year of 1954 be made regarding out-of-state travel including such information as the name, division, purpose of trip, destination, and length of time absent; and they requested that a yearly report thereof be set up.

June 8, 1955

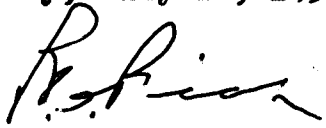
State Highway Department Building Financing. It was requested that the Secretary obtain information and statistics regarding the proposed financing of a new State Highway Department Administration Building to be built and financed on a cost amortization rental basis over a twenty to thirty-year period by firms participating in such programs.

Fixed Weigh Station. The Board approved a recommendation of Wayne Summers, Commissioner of Law Enforcement, dated May 31, that a fixed weigh station be established somewhere between Bliss and King Hill, which will function on a revenue and weighing program as conducted at the various fixed port of entry stations. Mr. Miller indicated that an immediate survey as to the best location would be made, looking forward to an early construction of the buildings, etc.

Deferred Subjects. The following subjects were deferred until the July meeting:

Audit report on Highway Department's Finances
 Report on History, cost, status of the Lochsa Section of
 the Lewis and Clark Highway
 WASHO Meeting at Jackson Lake Lodge, Wyoming
 Letter from Priest Lake Chamber of Commerce

THEREUPON, the Board adjourned until their next regular meeting, to be convened at 1:30 p.m., on Monday, July 18, 1955.



 R. C. RICH
 Chairman, Board of Highway Directors

Done at Boise, Idaho
 July 18, 1955.

June 8, 1955

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

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July 18 - 20, 1955

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 p.m. on Monday, July 18, 1955.

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 Wayne Summers, Secretary of the Board.

Informal Discussion. The Board discussed informally a number of administrative matters.

THEREUPON, the Board adjourned until 9:00 a.m., Tuesday, July 19, 1955.

TUESDAY, July 19, 1955

The Board reconvened at 9:00 a.m., Tuesday, July 19, 1955, with all members of the Board, the State Highway Engineer, and the Secretary present.

Minutes. The Minutes of the meeting held June 6 - 8, 1955, were read and approved.

Audit Report. Upon reviewing the State Auditor's suggestion pertaining to the Departmental Annual Audit regarding a more accurate field inventory, Engineer Miller assured the Board that the Department is busy taking the re-inventory at the present time. The Board commended Auditor Whaley on the efficiency of his department as reflected in the State's Annual 1954 Audit.

Lochsa Section - Lewis and Clark Highway. A report on the history, cost, and status of the Lochsa Section of the Lewis and Clark Highway was presented to the Board. It was reflected that a total of \$5,010,352.00 has been expended and obligated to May 1, 1955, on this section. Of this amount, \$316,000 was expended in 1954, and in 1955, \$383,545. The cost summary of completing the Idaho section was estimated at \$8,000,000 excluding the work now under contract. A breakdown of costs from Kooskia to the Montana line is as follows:

Total expended and obligated to May 1, 1955	\$5,010,352
Estimated cost of grading and draining remaining 27 mi.	2,600,000
Estimated cost of widening to standard width	1,800,000
Estimated cost of bridge replacement	1,000,000
Estimated cost of surfacing	2,600,000
	<u>\$13,010,352</u>

Meeting with Governor. The Board adjourned to meet with the Governor in the State House at 11:00 a.m. to discuss various matters.

July 18-19, 1955

Bids. Upon their return the Board reviewed the results of the Bid Opening held June 28, 1955, and the following action was taken:

The first bids considered were for Project F-6471(2), consisting of constructing the roadway, a bituminous surface treatment and a 383 foot concrete and steel bridge on 4.786 miles of U.S. Highway 191 and 20, from Ashton-North, in Fremont 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 Duffy Reed Construction Company of Twin Falls, Idaho, the low bidder, on July 1, 1955, in the amount of \$819,310.50, the Engineer's Estimate being \$932,033.00.

The next bids to be considered were for Projects F-4151(1) and F-5152(4), and Idaho Stockpile Projects Nos. 143 and 144, consisting of constructing the roadway, a bituminous surface treatment and a 30.3' concrete bridge on 20.280 miles of U.S. 95 Alt. from Potlatch Junction to the Benewah County Line, and the roadway and a bituminous surface treatment on 7.992 miles of U.S. 95 Alt. from the Benewah County Line to Emida, and Stockpile Projects Nos. 143 and 144, in Latah and Benewah Counties. These are Federal-Aid Primary and State financed projects. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Quinn Bros. & Robbins, of Boise, Idaho, the low bidder, on July 1, 1955, in the amount of \$597,240.35, the Engineer's Estimate being \$666,897.35.

The next bids to be considered were for Project S-1703(1), consisting of constructing the roadway, drainage structures and select base on 8.117 miles of the Stone-Holbrook Road, 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 1, 1955, in the amount of \$74,550.50, the Engineer's Estimate being \$69,814.00.

The Board concurred in the action of the State Highway Engineer in the award of the above projects.

The Board reviewed the results of the Bid Opening held July 5, 1955, and the following action was taken:

The only bids to be considered were for Project S-4809(1), consisting of constructing the approaches and a 40' concrete bridge on 0.218 miles of State Highway No. 43, across the East Fork Potlatch River, 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 Commercial Builders, Inc., of Moscow, Idaho, the low bidder, on July 6, 1955, in the amount of \$31,095.00, the Engineer's Estimate being \$29,543.25.

July 19, 1955

The Board concurred in the action of the State Highway Engineer in the award of the above project.

The Board reviewed the results of the Bid Opening held July 12, 1955, and the following action was taken:

The first bids considered were for Stockpile Project No. 111, consisting of furnishing crushed rock in stockpiles in Hells Gulch, Northwest of St. Maries, in Benewah 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 bidder, on July 13, 1955, in the amount of \$29,350.00, Engineer's Estimate being \$38,750.00.

The next bids to be considered were for Projects S-6762(2) and S-6768(1), consisting of constructing the roadway and a roadmix bituminous surface on 1.130 miles of the Rexburg Westerly Road, and constructing the roadway and a roadmix bituminous surface on 4.192 miles of the Lyman-Sunnydell Road, in Madison County. These are Federal Aid Secondary and County Financed Projects. 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 14, 1955, in the amount of \$117,891.00, the Engineer's Estimate being \$114,675.45.

The next bids to be considered were for Project S-6874(1), consisting of constructing the roadway and a bituminous surface treatment on 5.034 miles of the Carmen Creek Road, from Carmen Northeasterly, in Lemhi 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 15, 1955, in the amount of \$108,490.00, the Engineer's Estimate being \$99,070.50.

The last bids to be considered in this group were for Projects S-1770(1) and S-1771(1), consisting of constructing the roadway, drainage structures and surfacing on 5.741 miles of the Cedar Hollow Road, and constructing the roadway, drainage structures and surfacing on 1.200 miles of the Niter West Road in Caribou County. These are Federal Aid Secondary and County financed projects. The State Highway Engineer recommended that the bids be rejected as the lowest bid exceeded by more than ten percent the Engineer's Estimate, being \$73,067.25. The Board unanimously concurred in this recommendation, and the bid was rejected. The State Highway Engineer suggested that further exploratory drilling be made before renewing bids on these projects.

The Board concurred in the action of the State Highway Engineer in the award of the above projects.

July 19, 1955

Lochsa Section - Lewis and Clark Highway. In a further discussion of this subject, the Board reviewed a letter from Mr. C. D. Curtis, Federal Commissioner of Public Roads, to Henry Dworshak which revealed a "possibility that additional forest highway funds for 1957 may be applicable if applied for on this road by the Highway Departments of Idaho and Montana." Such funds would be predicated on the total Congressional appropriations, however.

Transfer of Federal-Aid Funds. The transfer of Federal-aid Funds from Custer County to Lemhi County for use on the May-Patterson Section of Road in Lemhi County was approved by the Board members and the Official Minute was signed showing as follows:

"I have today executed in quadruplicate, Agreement between Idaho Department of Highways, acting by and through its Idaho Board of Highway Directors, and Custer County and Lemhi County, covering the transfer of the appropriation of Federal-aid Funds for Custer County for the fiscal years ending June 30, 1956, and June 30, 1957, to Lemhi County for use on the May-Patterson section of road within said Lemhi County.

"The total amount of this transfer of funds is \$31,875.00."

THEREUPON, the Board adjourned until 9:00 a.m., Wednesday, July 20, 1955.

WEDNESDAY, July 20, 1955

The Board reconvened at 9:00 a.m., Wednesday, July 20, 1955, with all members of the Board, the State Highway Engineer, and the Secretary present.

Household Moving Costs. The Board authorized the State Highway Engineer to approve the costs of moving Robert E. Morris' household goods from Boise to Rigby in the amount of \$301.86 and the costs of moving William Pardew's household goods from Pocatello to Shoshone in the amount of \$225.50.

State Highway 22, Clark County. A letter from B. H. Thomas, County Clerk of Clark County, regarding the continuation of State Highway 22 from Lidy Hot Springs west to State Highway 28, was referred to Engineer Miller for reply as reflected by the Board's action of the meeting of November 19, 1954.

Redesignation of US 30 North, Weiser. A letter from John Lloyd, Chairman of the Highway Committee of the Weiser Chamber of Commerce, was presented, requesting redesignation of US 30 North to US 30 Alternate. This matter was tabled as redesignation is contrary to the 1955 established policies as set forth by the A.A.S.H.O. in Section 7. The Secretary was instructed to so advise Mr. Lloyd.

Financing - Department Administration Building. The subject of financing of the State Highway Department Administration Building was continued pending the developments of Federal Highway Legislation.

Right-of-Way - Mrs. Merrill, Blackfoot. The right-of-way complaint of Mrs. Uarda Merrill was again brought before the Board. The Board took the position that it has no objection to the placing of a fence on the forty-foot right-of-way line in front of Mrs. Merrill's house. They also held no objection to the placing of a fence fifty feet from the highway center line across the borrow area between highway stations 805 plus 65 and approximately 816 plus 80, which section of fence shall not be placed until the State has removed the required amount of borrow material.

Right-of-Way - Glenn Williams, Malad. The Board approved Mr. Williams' access over the right-of-way from his property to the main entrance street but denied him access from his property directly onto the main highway.

Right-of-Way - John Williams, Malad. State Highway Engineer Miller reported that he and Director Jones had gone over this site at Malad with Mr. Williams. This matter of crossing the highway directly from Mr. Williams' property on one side to his feed lot on the other side was referred to the Bureau of Public Roads, where the decision is now pending.

Wendell Williams - Purchase of Access Rights. A request from Wendell Williams (Wagon Wheel) was presented to the Board through the Right-of-Way Department, indicating Mr. Williams' desire to purchase the access rights and abandon a portion of the old Right-of-way adjacent to his place of business. The Board approved the purchase of access rights only and refused to abandon any portion of the old right-of-way as requested.

Bids. The Board reviewed the results of the Bid Opening held July 19, 1955, and the following action was taken:

The bids considered were for Project ST-3261(501), consisting of installing guard rail at various locations on State Highway 52 from Black Canyon Dam East, in Gem County. This is a State financed project. The State Highway Engineer recommended that the contract be awarded to McWaters & Bartlett of Boise, Idaho, on their low bid of \$52,630.00, the Engineer's Estimate being \$66,500.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board authorized him to award the contract to McWaters & Bartlett. The award of contract was made on July 21, 1955.

Maintenance Agreements - Shoshone and Montpelier. The Board authorized Engineer Miller to execute maintenance agreements with the cities of Shoshone and Montpelier.

Nezperce - Angle Parking. A request was received by the Board from the Village of Nezperce 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 Nezperce. 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.	SH 7	Oak Street	Fourth Street to Sixth 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 extension of the State Highway System within the corporate limits of the Village of Nezperce 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.

Water Stock. The Board having received the recommendation of the State Highway Engineer that 14.4 shares of water stock of the Thurman Mill Ditch Company, Ltd., acquired in connection with the purchase of land for District No. 3 Headquarters be disposed of as provided by law, and having duly considered the matter,

IT IS HEREBY RESOLVED that the water right represented by 14.4 shares of the capital stock of the Thurman Mill Ditch Company, Ltd., which right is appurtenant to the following described land located in Ada County, State of Idaho, to-wit:

That portion of Lots 5 and 6 lying northerly of the right-of-way of state highway as shown by deed recorded in Book 231 of Deeds, page 485, Records of Ada County, and Lots 7, 8, and 9, all of said lots being in the Strawberry Glen Subdivision in Section 25, Township 4 North, Range 1 East, Boise Meridian, as shown by the official plat thereof on file in the office of the County Recorder of Ada County,

be and the same is hereby declared to be no longer useful to or usable by the Department of Highways, and the State Board of Land Commissioners is hereby requested to assume custody and control of said water right to be disposed of as provided by law.

The above resolution was signed by each member of the Board.

The Board having received the recommendation of the State Highway Engineer that 9.18 shares of water stock of the North Side Canal Company, Limited, acquired in connection with purchase of right-of-way for Project FI-2023(4) be disposed of as provided by law, and having duly considered the matter,

July 20, 1955

IT IS HEREBY RESOLVED that the water right represented by 9.18 shares of the capital stock of the North Side Canal Company, Limited, which right is appurtenant to the following described land located in Jerome County, State of Idaho, to-wit:

An irregular strip of land, being all that portion of the $W\frac{1}{2}NE\frac{1}{4}$ and the $SE\frac{1}{4}NE\frac{1}{4}$ of Section 16, Township 8 South, Range 16 East, Boise Meridian, lying situate between the southwesterly right-of-way line of the North Side Branch of the Union Pacific Railroad and a line 100.0 feet distant Southwesterly from and parallel to the center line of highway as surveyed and shown on the official plat of the North Side FI-2023(4) Highway Survey on file in the office of the Department of Highways of the State of Idaho; more particularly described as follows:

Beginning at the point of intersection of the east boundary of the $SE\frac{1}{4}NE\frac{1}{4}$, Section 16, Township 8 South, Range 16 East, Boise Meridian, with the south boundary of the North Side Branch of the Union Pacific Railroad; thence N 79 degrees 20 minutes West along the south boundary of said railroad right-of-way to the east boundary of the $SW\frac{1}{2}NE\frac{1}{4}$, thence south about 20 feet; thence approximately North 79 degrees 20 minutes West to the north boundary of the $SW\frac{1}{2}NE\frac{1}{4}$, thence westerly along said north boundary 700 feet more or less to a point 400 feet east of the west line of the $NE\frac{1}{4}$, thence north 140 feet, more or less, to a point 65 feet from the center line of said railroad right-of-way; thence North 79 degrees 20 minutes West a distance of 407 feet, more or less, to the West line of the $NE\frac{1}{4}$, Section 16; thence southerly along said west line 178.1 feet to the south right-of-way boundary of said North Side FI-2023(4) Highway Survey; thence South 79 degrees 20 minutes East along said south right-of-way boundary of said highway approximately 2686.5 feet to the east boundary of the $NE\frac{1}{4}$, Section 16; thence northerly along said east boundary a distance of 178.1 feet, more or less, to the point of beginning, containing 9.18 acres more or less,

be and the same is hereby declared to be no longer useful to or usable by the Department of Highways, and the State Board of Land Commissioners is hereby requested to assume custody and control of said water right to be disposed of as provided by law.

The above resolution was signed by each member of the Board.

Dayton-Oxford Road. Senator Tom Heath called on the Board with reference to the status of plans pertaining to improving the Dayton-Oxford Road. No promise was made as to when construction would be started, and the Board's policy was set forth wherein that particular job being budgeted and not under contract for the year 1955 would automatically become a part of the construction program for the

following calendar year and as usual would be given preference over the new jobs programmed during that following year.

Expense Vouchers. Expense Vouchers for the Board members for the month of June were approved as follows: R. C. Rich, \$64.36; D. P. Jones, \$36.80; L. K. Floan, \$36.00.

Blackfoot River to Wayan. The twenty-three mile construction project from Blackfoot River to Wayan on State Route 34 was discussed and Mr. Miller assured the Board that since Emmett D. Ford Construction Company has completed the contract in surfacing cinders, bituminous treatment of these cinders will begin approximately July 25. Using a heavier than 7 oil, the cinders may respond favorably to this bituminous treatment; and should this fail to stand up, a new oil mat could be laid next year with no loss of investment on the temporary surface treatment as it would still be a part of the base for a new oil mat. Mr. Rich recommended that the Department continue in other parts of the State similar road improvement work done by the maintenance crews on the Blackfoot River-Wayan Road, such as widening the road and knocking out sharp curves with regular one or two-man maintenance crews.

Illinois Road Test. Approval was granted for the execution of agreement with the National Academy of Sciences for the pledging of \$5,609.00 as Idaho's allotted share of the Illinois A.A.S.H.O. Road Test. The Bureau of Public Roads, U. S. Department of Commerce, is to withhold said share from its funds and pay the amount so withheld to the academy.

Purchase of Gravel Pit Site. The Board granted approval for the purchase of a site for a gravel pit at the price of \$8,000 from the L.D.S. Church, located in the portion of NE $\frac{1}{4}$, SE $\frac{1}{4}$ of Section 35, Township 3 North, Range 37 East, Boise Meridian, known as Idaho Falls to Bassett Materials Pit, Bonneville County.

Shoshone Shops. A review of the Shoshone Shops Construction was discussed, and bids may be called for in October.

Weiser Hearing. Complying with a letter of request dated May 26 from Mayor Gwilliam of Weiser, the Board authorized the Weiser Hearing in connection with the proposed underpass, as well as the re-routing of Highway 95 in East Weiser, to be held August 15, 1955, 8 p.m., at the Weiser City Hall. A phone call to Mayor Gwilliam indicated that he was in agreement as to the date and location of this hearing.

Stone-Holbrook Road. Oneida County Commissioners Waldo J. Blaisdell and Weldon Jensen, accompanied by Marion Hess, job contractor, appeared before the Board regarding the elimination of the sand base on the Stone-Holbrook Road, Project S-1703(1), in Oneida County. They were referred to the Bureau of Public Roads

for approval on this change, and the Board agreed to go along with the wishes of the Bureau and the County if they come to an agreement.

Forest Road Funds. The Board requested that more detail be submitted in the next forest road division of funds, namely, location, miles, and costs.

Nampa. The Board approved the Engineer's position regarding the obligation of the City of Nampa in the amount of \$7,475.75 remaining unpaid to the Department on Project F-3281(2) as authorized by resolution passed in regular meeting of the Nampa City Council, January 1, 1953.

Use of concrete Pipe. The investigation was completed regarding the matter of the Department's use of concrete pipe vs. metal pipe during the past four years and the Board urged Mr. Miller to present an annual report on the use of these two types of pipe in the future that the best consideration may be given the problem from the job engineering standpoint, as well as that of supporting Idaho's industries as reflected in the letter to Governor Smylie, dated July 21, 1955.

Malad Shed. The disposal or sale of the present Malad Shed was discussed, and the Board will consider the disposal or sale of this property when making up the 1956 budget.

State Highway Officials Conferences. Out-of-State travel was recommended for fifteen staff members and three Board members to attend the September WASHO meeting at Jackson Lake, Wyoming.

Out-of-State travel was recommended for three staff members and two Board members to attend the December meeting of AASHO in New Orleans, Louisiana.

Pierce-Headquarters Road. Mr. Floan brought to Engineer Miller's attention the fact that time is getting short to comply with the May meeting Board request that Pierce-Headquarters Road be made passable for passenger cars at all times and that it be kept passable henceforth by grading and graveling in 1955 to insure passability during the spring and winter of 1955-1956. The Board directed that this be done and that bituminous surface treatment in 1956 be accomplished, if possible. The Secretary was instructed to forward this information to Senator Leonard Cardiff of Pierce, Idaho. Mr. Miller assured the Board that this matter would have the immediate attention necessary to accomplish this request.

Secretary Summers Appointed Hearing Officer. The Board duly appointed Board Secretary Wayne Summers as its Hearing Officer to conduct public hearings under Idaho Code 121 and as other needs arrive.

July 20, 1955

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at their next regular meeting, at 1:30 p.m., August 22, 1955.



R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
August 22, 1955.

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

August 22 - 24, 1955

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The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, Idaho, at 1:30 p.m. on Monday, August 22, 1955.

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 Wayne Summers, Secretary of the Board.

Minutes. The Minutes of the meeting held July 18 - 20, 1955, were read and approved.

Informal Discussion. The Board discussed informally a number of administrative matters.

THEREUPON, the Board adjourned until 9:00 a.m., Tuesday, August 23, 1955.

TUESDAY, August 23, 1955

The Board reconvened at 9:00 a.m., Tuesday, August 23, 1955, with all members of the Board, the State Highway Engineer, and the Secretary present.

Fourth Annual Report. A rough draft of the Department's Fourth Annual Report was presented for the Board's consideration. The Board approved the rough draft and referred it to State Highway Engineer Miller for his review.

Bids. The Board reviewed the results of the Bid Opening held July 26, 1955, and the following action was taken:

The first bids considered were for Project US-3787(1), consisting of constructing the roadway and a 447 foot concrete bridge on 0.363 miles of the Broadway Avenue and Boise Avenue Road, Broadway Bridge Section, in Ada County. This is a Federal Aid Urban and Secondary and County financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Eagle Construction Company, Inc., of Boise, Idaho, the low bidder, on July 28, 1955, in the amount of \$313,092.94, the Engineer's Estimate being \$302,468.75.

The next bids to be considered were for Project S-4717(2) consisting of constructing a bituminous surface treatment on 4.929 miles of the Cottonwood-Winona Road from Greencreek East and West in Idaho 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 Tony Marrazzo Company of Boise, Idaho, the low bidder, on July 27, 1955, in the amount of \$53,166.10, the Engineer's Estimate being \$52,748.70.

The Board concurred in the action of the State Highway Engineer in the award of the above projects.

The Board reviewed the results of the Bid Opening held August 9, 1955, and the following action was taken:

The first bids to be considered were for Project ST-2011(503), consisting of seal coating 20.950 miles of U. S. 30 South, from Malta North and South, in Cassia County. This is a State financed project. The State Highway Engineer recommended that the only bid be rejected as it exceeded by more than ten percent the Engineer's Estimate, being \$35,100.00. The Board unanimously concurred in this recommendation, and the bid was rejected. The Board approved of this work being done by State Maintenance equipment and personnel.

The last bids to be considered were for Project F-1531(1) and Stockpile Project No. 122, consisting of constructing the roadway, a plant mix bituminous surface and two 30 foot concrete bridges on 10.220 miles of Highway U. S. 89, St. Charles-Paris section in Bear Lake County. These are Federal Aid Primary and State financed projects. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to W. W. Clyde & Company of Springville, Utah, the low bidder, on August 11, 1955, in the amount of \$884,093.30, the Engineer's Estimate being \$934,211.20.

The Board concurred in the action of the State Highway Engineer in the award of the above projects.

The Board reviewed the results of the Bid Opening held August 16, 1955, and the following action was taken:

The Bids to be considered were for Project SG-4808(2), consisting of constructing a concrete and steel underpass under the Washington-Idaho and Montana Railway, one mile west of Yale on State Highway No. 7, in Latah County. This is a Federal Aid Secondary and State financed project. The State Highway Engineer recommended that the bids be rejected as the lowest bid exceeded by more than ten percent the Engineer's Estimate, being \$48,722.00. The Board unanimously concurred in this recommendation and all bids were rejected. The Board authorized the State Highway Engineer to readvertise this project.

The Board reviewed the results of the Bid Opening held August 23, 1955, and the following action was taken:

The bids considered were for Project S-1735(2), consisting of constructing the roadway, a roadmix bituminous surface and a 175' concrete bridge on 2.122 miles of the Weston-Fairview-Franklin Road in Franklin County. This is a Federal Aid Secondary and County financed project. The State Highway Engineer recommended that the contract be awarded to Wangsgaard Construction Company of Logan, Utah, on their low bid of \$71,733.80, the Engineer's Estimate being \$68,571.40. The Board adopted the recommendation of the State Highway

Engineer and authorized him to award the contract to Wangsgaard Construction Company, subject to the concurrence of Franklin County and the Bureau of Public Roads. Award of this contract was made on August 25, 1955.

Household Moving Costs. The Board authorized the State Highway Engineer to approve the costs of moving household goods as follows:

Howard L. E. Johnson, Burley to Pocatello, \$47.85
Donald L. Cox, Boise to Pocatello, \$138.84
John A. Phelps, Lewiston to Coeur d'Alene, \$184.06

Weiser Hearing. The Weiser Hearing Transcript was read by the Board members and their findings and determination were that the proposed changes in the State Highway System in the City of Weiser will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Weiser from said proposed changes. The objectional features cited in the testimony of witnesses were ordered referred to the respective departments for their consideration during the final planning stages.

Hearings at Winchester and Culdesac. The Board ordered the preparation and setting of hearings at Winchester and Culdesac regarding the proposed Culdesac grade relocation. All principals including the county commissioners are to be contacted by the engineering staff before press information on the subject is released.

Expense Vouchers. Expense Vouchers for the Board members for the month of July were approved as follows: R. C. Rich, \$55.20; D. P. Jones, \$45.30; L. K. Floan, \$44.45.

Redesignation of State Highway 25. Secretary Summers presented a letter from William MacKnight, Publisher of the Jerome North Side News, requesting reconsideration of the redesignation of State Highway 25 to that of U. S. 30 North. A request pertaining to this subject by several legislators was also reviewed. The Board disapproved such redesignation in that Section 7 of the established policies of the Executive Committee of the American Association of State Highway Officials reads as follows:

"7. No new divided numbers (such as U.S. 96-W and U. S. 96-E, etc.) shall be adopted. Existing divided U. S. numbers shall be eliminated as rapidly as the State Highway Department and the Executive Committee can reach agreement with reference thereto."

The Secretary was instructed to so inform the Legislative signators of the decision on this question.

August 23, 1955

"Tourist Facilities" Directional Signs on Bypass Highways. The Board established a policy whereby the Department shall place "Tourist Facilities" highway directional signs on highways where towns are bypassed, and such signs shall be placed at adequate approach distances to the access roads leading to the business area.

THEREUPON, the Board adjourned until 9:00 a.m., Wednesday, August 24, 1955.

WEDNESDAY, August 24, 1955

Right-of-Way - Lawrence Boyd, Twin Falls. By appointment, the Board received and heard Lawrence Boyd of Twin Falls regarding his desire to add to his property an area which is now highway right-of-way. His contention regarding access to irrigation water was also discussed. The Board requested Mr. Boyd to set forth in writing his detailed desires and purposes so that the Board may evaluate the request as to its possible effects on controlled access and highway traffic at the location involved.

Dixie Road Increased Traffic. By appointment, the Board received and heard Mr. Richard Cornell regarding the increase of heavy traffic on the Dixie Road and the request for improvement and widening of a culvert bridge west of Dixie, which at present is one-way width. The Board referred the matter to Engineer Miller, who stated that the Department would expedite the widening of the bridge.

Exchange with City of Burley - Right-of-Way Old Heyburn Bridge Road for New Bridge Road Right-of-Way. At the suggestion of the Right-of-Way Department, the Board ordered the exchange of that portion of the Old Heyburn Bridge Road from the South bank of the Snake River south to Station 10 plus 18.5, FAP 108B, by returning the right-of-way of same to the City of Burley.

Rural Speed Limits in District Three. The Board approved and signed the following resolution regarding rural speed limits in District Three:

WHEREAS, by virtue of Article 6, Chapter 273, Idaho Session Laws 1953, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place, or upon any part of the highway, and,

WHEREAS, upon the basis of an engineering and traffic investigation and the recommendation of the Traffic Engineer, it is deemed advisable that the prima facie speed limits on the hereinafter rural sections of the State Highway System be altered to the hereinafter described limits,

NOW, THEREFORE, it is hereby ordered and promulgated that the hereinafter designated speed limits, over and upon the hereinafter designated sections of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon.

<u>Item No.</u>	<u>Hwy.No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	US 95	0.0	9.9	From the Oregon State Line	60-55
2	US 95	9.9	18.9	From the Oregon State Line	50
3	US 95	18.9	26.3	To the Junction with SH 72	60-55
4	US 95	26.3	33.5	To Homedale	60-55
5	US 95	34.9	35.1	East of Homedale	35
	SH 19				
6	US 95	35.1	38.9	North of Homedale	50
7	US 95	38.9	39.4	South of Wilder	35
8	US 95	39.8	46.5	North of Wilder	50
9	US 95	46.5	48.9	To Parma	50
10	US 95	49.8	55.5	North of Parma	60-55
	20,26				
11	US 95	55.5	63.1	To Fruitland	60-55
12	US 95	67.0	70.1	To Payette	50
13	US 95	75.0	84.6	Payette to Weiser	60-55
14	US 95	86.3	86.9	North of Weiser	35
15	US 95	86.9	98.5	Weiser North	60-55
16	US 95	98.5	106.5	Weiser North	50
17	US 95	106.5	108.8	Weiser North	60-55
18	US 95	109.3	117.1	Midvale to Cambridge	60-55
19	US 95	117.7	129.4	North of Cambridge	60-55
20	US 95	129.4	131.8	North of Cambridge	50
21	US 95	131.8	132.2	Through Mesa	35
22	US 95	132.2	135.7	North of Mesa	50
23	US 95	135.7	139.7	North of Mesa	60-55
24	US 95	140.6	157.7	South of Tamarack	60-55
25	US 95	157.7	158.1	Through Tamarack	35
26	US 95	158.1	164.5	Tamarack-New Meadows	60-55
1	SH 72	26.3	27.8	Junction with US 95-Marsing	60-55
2	SH 72	29.0	42.6	Marsing-Junction with US 30	60-55
1	SH 19	0.0	3.9	Oregon State Line-Homedale	60-55
2	SH 19	9.3	13.5	To Greenleaf	60-55
3	SH 19	13.5	14.5	Through Greenleaf	35
4	SH 19	14.5	19.8	Greenleaf to Caldwell	60-55

Item NO.	Hwy.No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 44	31.2	34.6	Junction with US 30-Middleton	60-55
2	SH 44	35.4	41.4	Middleton-Star	60-55
3	SH 44	41.4	41.8	Through Star	35
4	SH 44	41.8	48.4	Star-Eagle	60-55
5	SH 44	48.4	48.9	Through Eagle	35
6	SH 44	48.9	55.8	Eagle to Boise	60-55
1	SH 16	30.1	32.0	Emmett South	50
2	SH 16	32.1	34.5	Freeze Out Hill	35
3	SH 16	34.5	44.8	To Junction with SH 44	60-55
1	SH 45	0.0	22.5	Murphy North	60-55
2	SH 45	22.5	25.8	South of Nampa	50
1	US 20,26	0.0	1.6	Oregon State Line to Junction of US 95	60-55
2	US 20,26	8.65	16.0	Parma to Notus	60-55
3	US 20,26	16.5	22.3	Notus East	60-55
4	US 20,26	34.1	50.3	Caldwell East	60-55
5	US 20,26	50.3	55.5	To Garden City	60-55
1	SH 52	0.0	0.2	Oregon State Line-Payette	35
2	SH 52	2.6	14.3	Payette East	60-55
3	SH 52	14.3	30.1	Payette East	60-55
4	SH 52	30.1	30.2	To Emmett	35
5	SH 52	30.6	31.3	North of Emmett	35
6	SH 52	31.3	33.6	North of Emmett	50
7	SH 52	33.6	52.9	To Horseshoe Bend	50
1	SH 52Alt.	0.0	6.5	West of Junction with SH 52	60-55
1	SH 51	0.0	82.8	Nevada State Line North	50
2	SH 51	82.8	91.9	Nevada State Line North	60-55
3	SH 51	91.9	93.0	To Mountain Home	50
1	SH 69	0.1	8.0	Kuna-Meridian	60-55
2	SH 69	9.3	11.0	Meridian East	50
3	SH 69	11.0	14.0	North from Junction US 30	50
4	SH 69	14.0	16.0	North to Eagle	50
5	SH 69	16.0	16.2	Through Eagle to Junction SH 44	35
1	SH 68	103.1	103.6	North of Mountain Home	35
2	SH 68	103.6	112.4	Towards Fairfield	60-55
3	SH 68	112.4	145.2	Towards Fairfield	40
4	SH 68	145.2	163.2	Towards Fairfield	50
5	SH 68	163.2	167.2	Fairfield to Junction of SH 46	50

Item No.	Hwy.No.	From To		Description	Prima Facie
		Milepost	Milepost		Speed Limits (M.P.H.)
1	SH 18	0.0	4.1	Oregon State Line-Roswell	50
2	SH 18	4.1	4.8	Through Roswell	35
1	SH 67	0.0	8.0	Mountain Home Air Force Base- Mountain Home	50
1	SH 21	2.2	4.5	East of Boise	35
2	SH 21	4.5	11.7	Boise-Idaho City	50
3	SH 21	11.7	21.4	Boise-Idaho City	60-55
4	SH 21	21.4	35.4	Boise-Idaho City	50
5	SH 21	35.4	38.9	Boise-Idaho City	60-55
6	SH 21	38.9	47.5	Idaho City-Lowman	50
7	SH 21	47.5	72.2	Idaho City-Lowman	40
8	SH 21	72.2	79.0	East of Lowman	40
1	SH 17	34.4	43.6	Junction of SH 15-Crouch	35
1	SH 15	0.0	6.1	Junction SH 44-North	60-55
2	SH 15	6.1	18.8	To Horseshoe Bend	50
3	SH 15	20.4	34.4	Horseshoe Bend North	60-55
4	SH 15	34.4	45.1	Horseshoe Bend North	50
5	SH 15	45.1	57.3	Horseshoe Bend North	50
6	SH 15	57.3	70.4	To Cascade	60-55
7	SH 15	72.7	86.7	Cascade to Donnelly	60-55
8	SH 15	86.7	87.4	Through Donnelly	35
9	SH 15	87.4	94.3	Donnelly North	60-55
10	SH 15	94.3	98.7	To McCall	50
11	SH 15	100.8	103.0	McCall North	60-55
12	SH 15	103.0	109.9	To Old Meadows	50
13	SH 15	109.9	110.2	Through Old Meadows	35
14	SH 15	110.2	111.6	Old Meadows to New Meadows	60-55
1	US 30	0.0	0.6	Oregon State Line East	50
2	US 30,95	0.6	1.5	To Fruitland	50
3	US 30,95	2.5	4.6	Fruitland East	60-55
4	US 30	4.6	8.8	To New Plymouth	60-55
5	US 30	9.8	13.0	New Plymouth East	60-55
6	US 30	13.0	31.2	New Plymouth East	60-55
7	US 30	31.2	32.3	New Plymouth East	60-55
8	US 30,20, 26	32.3	32.9	To Caldwell	60-55
9	US 30	37.6	40.5	Caldwell East	50
10	US 30	40.5	41.5	To Nampa	50
11	US 30	44.6	46.5	Nampa East	50
12	US 30	46.5	52.7	Nampa-Meridian	60-55
13	US 30	53.7	55.6	Meridian-East	50
14	US 30	55.6	56.4	Meridian-East	50

Item No.	Hwy.No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
15	US 30	56.4	59.2	Meridian East	50
16	US 30	59.2	61.7	To Junction with US 20,26	35
17	US 30,20	61.7	62.1	To Boise City Limits	35
	26				
NOTE: Equation for US 30 Boise South City Limits (65.6 Ahead = 61.5 back)					
18	US 30,20, 26	61.5	63.4	Boise South	50
19	US 30,20, 26	63.4	101.7	To Mountain Home	60-55
20	US 30,20, 26	103.2	120.5	Mountain Home-Hammett	60-55
21	US 30,20, 26	120.5	120.8	Through Hammett	35
22	US 30,20, 26	120.8	126.2	To Glenns Ferry	60-55
23	US 30,20, 26	126.6	135.2	Glenns Ferry-King Hill	60-55
24	US 30,20, 26	135.2	136.0	Through King Hill	50
25	US 30,20, 26	136.0	143.1	King Hill-Gooding County Line	60-55

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

Dated this 24th day of August, 1955.

/s/ R. C. RICH

Chairman

/s/ D. P. JONES

Member

/s/ L. K. FLOAN

Member

Traffic Regulations. The Board approved ordinances regulating speed limits in the City of Montpelier and the Villages of Hayden Lake, Kuna, Downey; and angle parking in the Village of Kuna, as follows:

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

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<u>Item No.</u>	<u>Highway No.</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	US 95 & 10A	South City Limits for 1500 feet	60-55
2	US 95 & 10A	End of 60-55 mph Zone for 2500 feet	35
3	US 95 & 10A	End of 35 mph 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 Village of Hayden Lake be and hereby are approved.

A request was received by the Board from the Village of Kuna requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Kuna of the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the Village of Kuna. 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 69	First	Railroad Crossing to Avenue "E"	25
2	SH 69	Avenue "F"	First Street to Avalon	35
3	SH 69	Avalon	Avenue "F" 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 Kuna be and hereby are approved.

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

<u>Item</u> <u>No.</u>	<u>Highway</u> <u>No.</u>	<u>Zone Limits</u>	<u>Prima Facie</u> <u>Speed Limits</u> <u>(MP.H.)</u>
1	US 91, 191	North City Limits to Second Street North	60-55
2	US 91, 191	Second Street North to M.P. 36.40	35
3	US 91	M.P. 36.40 to South City Limits	60-55
4	US 191	West City Limits to M.P. 32.90	60-55
5	US 191	M.P. 32.90 to Junction US 91	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 Downey be and hereby are approved.

A request was received by the Board that the minute entry dated May 19, 1955, establishing prima facie speed limits on urban extensions of the State Highway System within the City of Montpelier be rescinded. The City of Montpelier and the Department of Highways agree that certain revisions are necessary. Accordingly, it is requested that prima facie limits on urban extensions of the State Highway System in Montpelier be altered as follows:

<u>Item</u> <u>No.</u>	<u>Highway</u> <u>No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie</u> <u>Speed Limits</u> <u>(M.P.H.)</u>
1	US 89	Washington	West City Limits to 200 ft. West of Railroad Crossing	35
2	US 89	Washington	End of 35 mph Zone to Eighth Street	25
3	US 89, 30N	Washington	Eighth Street to Fourth Street	25
4	US 89	Fourth	Washington Street to Clay Street	25
5	US 89	Clay	Fourth Street to Third Street	25
6	US 89	Clay	Third Street to East City Limits	35
7	US 30 N	Fourth	South City Limits to Washington Street	35
8	US 30N	Eighth	North City Limits to Boise Street	50
9	US 30N	Eighth	Boise Street to Clay Street	35
10	US 30N	Eighth	Clay Street to Washington 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 the minute entry dated May 19, 1955, be rescinded and 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 Montpelier be and hereby are approved.

A request was received by the Board from the Village of Kuna 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 Kuna. The said angle parking to be permitted as follows:

<u>Item</u> <u>No.</u>	<u>Highway</u> <u>No.</u>	<u>Street Name</u>	<u>Angle Parking</u> <u>Zone Limits</u>
1	SH 69	First	Avenue "B" to Avenue "D"

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 Kuna 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.

Glenns Ferry. A letter from the Mayor of Glenns Ferry, Tom L. Feeny, written to the Highway Department, July 29, 1955, was presented to the Board by Engineer Miller, wherein it was requested that the State meet with the City Council and go over certain matters which the City felt should be corrected before completion of the highway construction Project No. FI-3022(4) in Glenns Ferry. In complying with their request, the State Highway Engineer met with the City Mayor and City Council on the morning of Friday, August 19, at Glenns Ferry and agreed to consider the following requests, which were not covered in the original agreement prior to the approval of the plans by the City of Glenns Ferry in 1954.

(1) A cattle guard on the city dump road to provide a continuity of fencing to prevent stock from entering the highway.

(2) A concrete wall in front of the property of D. E. Stringer that would be satisfactory to said property owner.

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(3) A pipe to carry street drainage under a driveway and a driveway on Elmore Street directly east of the Stringer property.

(4) Recommendation to be made to the Highway Board relative to the possibility of opening the street across certain state-owned property in the vicinity of the Bannock Street crossing of the new highway in order to eliminate a dead-end condition on Third Avenue.

(5) The signing and lighting as originally agreed upon to be expedited.

The Board approved the above with the exception that a further report shall be submitted on Item (4).

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at their next regular meeting sometime in the latter half of September, 1955.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho
September 20, 1955.

August 24, 1955

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

September 19 - 21, 1955

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The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, Idaho, at 1:30 p.m. on Monday, September 19, 1955.

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 Wayne Summers, Secretary of the Board.

Minutes. The Minutes of the meeting held August 22-24, 1955, were read and approved.

Bids. The Board reviewed the results of the Bid Opening held September 2, 1955, and the following action was taken:

The bids considered were for Project S-3823(1), consisting of constructing a 193.3' steel and concrete bridge and approaches on 0.355 mile of the Garden Valley Road across the South Fork of the Payette River, in Boise County. This is a Federal Aid Secondary and County financed project. The State Highway Engineer recommended that the bids be rejected as the only bid received exceeded by more than ten percent the Engineer's Estimate, being \$39,758.90. The Board unanimously concurred in this recommendation and the bid was rejected. The Board authorized the State Highway Engineer to readvertise this project.

The Board reviewed the results of the Bid Opening held September 13, 1955, and the following action was taken:

The first bids considered were for Projects F-2392(2), S-2792(3) and Stockpile No. 127, consisting of constructing a crushed gravel and bituminous surface treatment on 12.365 miles of Highway U.S. 93 from the Blaine County Line south, and on 0.938 mile of the Richfield-U.S. 93 Road from U.S. 93 - east, and for providing materials in Stockpile No. 127, in Lincoln and Blaine Counties. These are Federal Aid Primary, Secondary and State financed projects. 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 September 14, 1955, in the amount of \$241,114.15, the Engineer's Estimate being \$282,440.00.

The next bids considered were for Project S-1718(2), consisting of constructing the roadway and a bituminous surface treatment on 4.105 miles of the Bannock Creek Road, North of Pauline, in Power County. This is a Federal Aid Secondary and County financed project.

September 19, 1955

9 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 September 16, 1955, in the amount of \$59,841.80, The Engineer's Estimate being \$66,944.00.

The next bids considered were for Project SG-4808(2), consisting of constructing a concrete and steel underpass under the Washington-Idaho & Montana Railway, one mile west of Yale on State Highway No. 7, 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 Walter G. Meyers & Son of Spokane, Washington, the low bidder, on September 14, 1955, in the amount of \$56,672.50, the Engineer's Estimate being \$55,175.00.

The last bids considered were for Project S-4792(1), consisting of constructing a bituminous surface treatment on 4.152 miles of the Genesee-Lenville Road from Genesee Easterly, in Latah 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 F. H. DeAtley & Company of Lewiston, Idaho, the low bidder, on September 16, 1955, in the amount of \$44,200.00, the Engineer's Estimate being \$44,600.60.

The Board concurred in the action of the State Highway Engineer in the award of the above projects.

Household Moving Costs. The Board authorized the State Highway Engineer to approve the costs of moving household goods as follows:

F. L. Norman, Burley to Jerome, \$86.80,
J. F. Pearring, Burley to Shoshone, \$71.16,
E. H. Gray, Shoshone to Burley, \$75.92,
Robert Schuppenies, Shoshone to Rigby, \$284.00.

Travel Authorization. The Board authorized the following travel:

Attendance of the State Highway Engineer and the Secretary of the Board at the Council of State Governments Meeting, Committee on Highway Policy Problems, at Denver, Colorado, November 4 and 5, 1955.

Attendance of four staff personnel to the AASHO Design Seminar at Los Angeles, California, (by State car) September 26-28, 1955.

Attendance of Lew Ross at the Institute of Traffic Engineering at Pittsburgh, Pennsylvania, October 24-30, 1955.

Maintenance of Roadside Parks. After a discussion, the Board requested the Department to submit a suggested maintenance policy regarding roadside parks.

September 19, 1955

"Lewis and Clark" Highway Signs. The Board concurred with State Highway Engineer Miller regarding the "Lewis and Clark" Highway Signs proposed for State Route 9, suggesting that the wording "HIGHWAY" be deleted and other appropriate wording be placed thereupon which would in no way conflict with the approved procedure of uniform highway designation signing. The Board requested that this matter be resubmitted when the proposed sign is appropriately revised.

THEREUPON, the Board adjourned until 9:00 a.m., Tuesday, September 20, 1955.

TUESDAY, September 20, 1955

The Board reconvened at 9:00 a.m., Tuesday, September 20, 1955, with all members of the Board, the State Highway Engineer, and the Secretary present.

Right of Way Settlements. The Board authorized the State Highway Engineer to settle the Roma M. Quinn Liable, William A. Liable, John Schrumm and Ann Schrumm right of way case in the sum of \$1450.00.

Controlled-Access Highways. Orders changing and designating the following parts of the Highway System to be limited and controlled-access were approved:

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 American Falls, and specifically designated as that portion of Projects FI 1024(3), IN 1024(5) and future projects along U.S. 30 between American Falls and Igo Overhead, between Station 442 / 52.2 of Project FI 1024(2) and Station 929 / 30.3 of Project FI 30(5) extending Northeasterly from a point approximately 625 feet Northeast of Fall Creek approximately 21.973 miles to the Northeasterly end of the Igo Highway Overhead as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction 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. 95 in the general vicinity between Craigmont and Culdesac, Idaho, and specifically designated as that portion of Project No. F-FG 4113(6) between Stations -10 / 78.0 and 698 / 70, beginning at a point on center line on the Township Line between Township 33 North, Range 2 West, Boise Meridian, and Township 34 North, Range 2 West, Boise Meridian, which point is approximately 305.0 feet East from the Southwest corner

of Section 34, Township 34 North, Range 2 West, Boise Meridian, and extending Northwesterly 13.392 miles to a point on center line approximately 675.0 feet West from the West City limits of Culdesac as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction 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 and 191 in the general vicinity of Ashton and specifically designated as that portion of Project No. F-6471(2), between Stations 0 / 00 and 252 / 72, beginning at a point 1925.2 feet Southwesterly measured along the center line of said highway from its intersection with the West Village Limits of Ashton and extending Northerly and Northeasterly 4.786 miles toward Macks Inn as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction 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 State Route No. 25 in the general vicinity between the Junction of U.S. 20 and 26 with State Highway 25 East of Bliss and the Junction of State Highway No. 25 with the Wendell Hagerman road West of Wendell and specifically designated as that portion of Project No. F.A. Rt. 2023, between Stations 790 / 84.2 and 1565 / 85.8 on Project No. FAP 238(1), beginning at a point on the North line of Section 8, Township 6 South, Range 13 East, Boise Meridian, approximately 385.0 feet West from the Southeast corner of said Section 8 said point being the approximate P.I. of a curve and extending Southeasterly 14.787 miles to the point of intersection of the Wendell-Hagerman road, as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted or prohibited.

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

Bids. The Board reviewed the results of the Bid Opening held September 20, 1955, and the following action was taken:

September 20, 1955

The first bids considered were for Project S-5705(1), consisting of constructing the roadway and a crushed rock surface on 1.899 miles of the Benewah Creek Road from Traffery School to Benewah Creek in Benewah County. This is a Federal Aid Secondary and County financed project. The State Highway Engineer recommended that the one bid be rejected as it exceeded by more than ten percent the Engineer's Estimate, being \$94,461.60. After conferring with the County Commissioners, the Board unanimously concurred in this recommendation and the bid was rejected.

The last bids considered were for Projects S-4780(5) and Stockpile Project No. 140, consisting of constructing the roadway and a plant mix bituminous surface on 12.939 miles of State Highway No. 11 from Pierce to Headquarters, in Clearwater County. These are Federal Aid Secondary and County financed projects. The State Highway Engineer recommended that the contract be awarded to Wangsgaard Construction Company of Logan, Utah, on their low bid of \$551,816.00, the Engineer's Estimate being \$552,138.95. The Board adopted the recommendation of the State Highway Engineer and authorized him to award the contract to Wangsgaard Construction Company. Award of this contract was made on September 21, 1955.

Public Employees Blanket Bond. Approval was given by the Board for the purchase of an Honesty Blanket Bond (protects the Department from loss by employees' dishonest acts) covering all employees with coverage of \$2500.00 per employee for a three-year premium of \$861.45.

Board Field trip. A field trip to North Idaho was proposed and the week of October 10 was set forth in which to cover Lewiston, Moscow, Kellogg, Wallace, Coeur d'Alene, Sandpoint and Bonners Ferry areas. The State Highway Engineer and the Secretary of the Board were requested to make the necessary appointments and arrangements.

Expense Vouchers. Expense Vouchers for the Board members for the month of August were approved as follows: R. C. Rich, \$116.32; D. P. Jones, \$44.20; and L. K. Floan, \$32.25.

THEREUPON, the Board adjourned until 9:00 a.m., Wednesday, September 21, 1955.

WEDNESDAY, September 21, 1955

The Board reconvened at 9:00 a.m., Wednesday, September 21, 1955, with all members of the Board, the State Highway Engineer, and the Secretary present.

Tourist Facilities Signs. A letter from the Department Traffic Engineer regarding tourist information signs was presented to the Board by Engineer Miller, wherein the Traffic Engineer stated his belief that the Department should not furnish or install guide type signs to direct tourist traffic to offices located off the Highway System. However, it was felt that in the event of a full-time Chamber of Commerce Tourist Information center located on the highway, official directional signs thereto would be appropriate.

The Board established a policy in concurrence with the above recommendations regarding highway directional signs to Chamber of Commerce Information Centers.

Kendrick Petition. A petition from Kendrick requesting the oiling of State Route 7 between Ahsahka and Kendrick was read. The Board stated that this matter will be given consideration in the regular programming of future construction and maintenance budgets.

Improvement of Highway 25 - Jerome. A letter from Mayor Theron Ward of Jerome was presented wherein improvement of Highway 25 was requested from the City limits west to the railroad crossing, and the Board agreed to give consideration to this matter in future construction budgets.

Concrete vs. Metal Pipe. The Board received a delegation from the Concrete Pipe industry composed of the following:

L. A. Pendrey, Idaho Concrete Pipe Company, Nampa
Marion A. Ward, Sales Manager, Clark Concrete Construction Corporation, Idaho Falls

The delegation made it clear that if the Department would consider asphalt dip corrugated pipe or concrete pipe in their bids, they would be in a competitive position regarding concrete pipe vs. metal pipe. Engineer Miller agreed that on the State primary system construction, this thinking would prevail with very few exceptions in setting up the specifications for bids.

North Side Communities, Inc. A delegation appeared before the Board representing the North Side Communities, Inc., as follows:

Cal R. Braegger - Rupert
William MacKnight - Jerome
Frank Rettig - Jerome

This delegation presented a four-page petition dated September 15, 1955, signed in Dietrich, Idaho, by W. E. Bolton, President of the North Side Communities, Inc., (approved by the Executive Committee). The North Side Communities, Inc., include the following:

Gooding, Shoshone, Jerome, Dietrich, Hailey, Hazelton, Fairfield, Eden, Wendell, Richfield and Rupert.

The petition made request of the Board as follows:

1. To extend U.S. 30 North from Rupert, over State Highway 25 to Bliss, Idaho.
2. In the alternative to designate State Highway 25 as alternate U.S. 30.

3. In the event both of the above requests be denied, that State Highway 25 be designated as U.S. 30.

4. That a copy of this resolution, the letter from the joint highway committee of the legislature of the State of Idaho and of previous resolutions presented by North Side Communities be forwarded to the governor of the State of Idaho, to the Secretary of the American Association of Highway Officials, to the Idaho Congressional Delegation, and to all members of the Idaho Senate and House highway committees.

Chairman Rich stated in conclusion that this matter would be given very careful consideration by the Board.

Suit Against Encroachment on State Highway 44 - Star. The Board, having been advised that the Texaco and Shell service stations in Star, owned and operated by Winfred Asa McDonald and Rose Muriel, and W. D. and Sue J. Bailey, respectively, under lease agreements with the Texas Company and Shell Oil Company, obstruct State Highway 44 and that the existence of these encroachments prevent the construction of the improvement on State Highway 44 proposed under Project S-3748(3), authorized and directed the Legal Department to take necessary steps including court action, if necessary, to cause the removal of the encroachments.

Traffic Regulations. The Board approved ordinances regulating speed limits in the Villages of Kuna, Lewisville, Menan, Sugar City, and Teton as follows:

It is necessary due to an error in the original minute entry dated August 23, 1955, that a revision be made to the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the Village of Kuna. Therefore, the minute entry of the Board of Highway Directors dated the 23rd day of August, 1955, establishing prima facie speed limits on those sections of the State Highway System within the corporate limits of the Village of Kuna is hereby rescinded. A revised minute entry is as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits
				(M.P.H.)
1	SH 69	None	Railroad Crossing to Avenue "A"	25
2	SH 69	None	Avenue "A" 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 minute entry be approved. There being no dissenting vote,

IT IS HEREBY ORDERED that the above named 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 Kuna be and hereby are approved.

September 21, 1955

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

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	SH 48		North City Limits to South 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 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 Lewisville be and hereby is approved.

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

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	SH 48		West City Limits to South City Limits	50
2.	SH 80	Main	West City Limits to Jefferson Street	50
3	SH 80	Main	Jefferson Street to Green Street	35
4	SH 80	Main	Green Street 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 Menan be and hereby are approved.

A request was received by the Board from the Village of Sugar City requesting approval of the Department of Highways of alterations by the Mayor and Village Council of Sugar City of the prima facie speed limits on the urban extensions of the State Highway System within the

corporate limits of the Village of Sugar City. The said alterations are as follows: 103

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits
				(M.P.H.) -
1	US 20,191	East Front	South City Limits to First South	35
2	US 20,191	East Front	First South to Center Street	25
3	US 20,191	Center	East Front Street to Park Avenue	25
4	US 20,191	Center	Park Avenue to 1000' East	35
5	US 20,191	None	End of 35 mph Zone to 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 Village of Sugar City be and hereby are approved.

A request was received by the Board from the Village of Teton requesting approval of the Department of Highways of an alteration by the Mayor and Village Council of Teton of the prima facie speed limit on the urban extension of the State Highway System within the corporate limits of the Village of Teton. The said alteration is as follows:

Item No.	Highway No.	Street Name	Zone Limits	(M.P.H.) Prima Facie Speed Limits
1	SH 33	Main	West City Limits 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 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 Teton be and hereby is approved.

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at their next regular meeting October 17 - 19, 1955.


R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
October 17, 1955.

September 21, 1955

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

October 17-18, 1955

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, Idaho, at 8:30 a.m. on Monday, October 17, 1955, following a week's tour of North Idaho.

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 Wayne Summers, Secretary of the Board.

North Idaho Tour. The Board toured North Idaho October 10 through October 16, 1955, meeting with city officials, Chambers of Commerce, county commissioners, and highway district officials. Meetings were conducted in the following towns:

Grangeville
Orofino
Kamiah
Nezperce
Craigmont
Gifford
Lewiston
St. Maries

Wallace
Kellogg
Coeur d'Alene
Bonners Ferry
Sandpoint
Nordman
Priest River
Moscow

The Board was accompanied by E. V. Miller, State Highway Engineer, Wayne Summers, Secretary to the Board, Art Sherwood, Public Information Officer, and District Engineers Jack Phelps and R. M. Parsons.

The purpose of the tour was to obtain an on-the-ground picture of the respective local areas' highway needs while leaving with them a clear picture of the State's highway needs and available funds. Both the Board and local officials thus became better acquainted with the other's highway problems. The information gathered will be of great assistance in planning future highway construction budgets.

Minutes. The Minutes of the meeting held September 19 - 21, 1955, were read and approved.

Bids. The Board reviewed the results of the Bid Opening held October 4, 1955, and the following action was taken:

The bids considered were for Project F-2361(3), consisting of constructing the roadway, a bituminous surface treatment and a 373 foot concrete and steel bridge on 0.303 miles of Highway US 30 at the Malad River, in Gooding 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

October 17, 1955

contract to Neilsen and Smith of Twin Falls, Idaho, the low bidder, on October 7, 1955, in the amount of \$220,770.10, the Engineer's Estimate being \$229,331.80.

The next bids considered were for Projects F-2391(7), S-2727(1) and Stockpile No. 147, consisting of constructing the roadway and a 78.4 foot bridge on 0.464 miles of U.S. 93, between Hollister and U.S. 30, and the roadway and a 77.5 foot bridge on 0.341 miles of State Highway 74, South and West of Twin Falls, and crushed gravel and cover coat material in stockpiles in Twin Falls County. These are Federal Aid Primary, Secondary and State financed projects. 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 October 7, 1955, in the amount of \$128,277.20, the Engineer's Estimate being \$143,508.10.

The Board concurred in the action of the State Highway Engineer in the award of the above projects.

The Board reviewed the results of the Bid Opening held October 11, 1955, and the following action was taken:

The first bids considered were for Project S-5770(1), consisting of constructing the roadway and a 1,089.3 foot concrete bridge on 0.359 miles of the Priest River-Newport Junction Road from Priest River South, in Bonner County. This is a Federal Aid Secondary and County financed project. The State Highway Engineer recommended that the Contract be awarded to Peter Kiewit Sons' Company and LeBoeuf-Dougherty Contracting Company of Sandpoint, Idaho, on their low bid of \$323,783.90, the Engineer's Estimate being \$306,705.85. The Board adopted the recommendation of the State Highway Engineer and authorized him to award the contract to the above companies subject to the meeting of requirements by Bonner County and subject to the concurrence of the Bureau of Public Roads. Award of this contract was made on October 17, 1955.

The next bids considered were for Project S-5705(1), consisting of constructing the roadway and a crushed rock surface on 1.899 miles of the Benewah Creek Road, from Treffery School to Benewah Creek in Benewah County. This is a Federal Aid Secondary and County financed project. The State Highway Engineer recommended that the contract be awarded to the only bidder, Grant Construction Company of Coeur d'Alene, Idaho, on their bid of \$102,588.50, the Engineer's Estimate being \$94,461.50. The Board adopted the recommendation of the State Highway Engineer and authorized him to award the contract to the Grant Construction Company, subject to the fulfillment of Benewah County's obligation and the concurrence of the Bureau of Public Roads. Award of this contract was made on October 17, 1955.

Household Moving Costs. The Board authorized the State Highway Engineer to approve the costs of moving household goods as follows:

October 17, 1955

Dale Smith, Idaho Falls to Shoshone, \$211.65
Donald Cox, Pocatello to Montpelier, \$72.12
G. Bryce Bennett, Sacramento to Boise, \$517.00
Howard L. Johnson, Pocatello to Montpelier, \$105.00

Expense Vouchers. Expense Vouchers for the Board members for the month of September were approved as follows: R. C. Rich, \$56.20; D. P. Jones, \$37.40; and L. K. Floan, \$194.06.

Contribution to Highway Research Board Committee. The Board approved the \$500.00 contribution per year for this year and a like amount for each of the following two years to the Highway Research Board Committee on Modernizing Highway Laws.

T. Matt Hally Case. The Findings of Fact on the T. Matt Hally case were read and approved and were forwarded to the Idaho State Board of Examiners for their review.

Removal from State Highway System. The Board members approved and signed the following resolutions:

WHEREAS, State Highway No. 55 is not deemed to possess the characteristics of a State highway, and

WHEREAS, the Board of County Commissioners of Bonner County by official agreement dated May 10, 1954, did agree to assume the maintenance of said highway upon the completion of certain improvements to State Highway No. 56 to be undertaken by the Idaho Department of Highways, and

WHEREAS, said improvements have now been accomplished.

NOW, THEREFORE, BE IT RESOLVED, that the aforementioned State Highway No. 55, 10.77 miles in Length, as shown on the sketch map attached hereto, is hereby removed from the State Highway system effective this date.

WHEREAS, State Highway No. 56 is not deemed to possess the characteristics of a State Highway, and

WHEREAS, the Board of County Commissioners of Bonner County by official agreement dated May 10, 1954, did agree to assume the maintenance of said highway upon the completion of certain improvements to be undertaken by the Idaho Department of Highways, and

WHEREAS, said improvements have now been accomplished.

NOW, THEREFORE, BE IT RESOLVED, that the aforementioned State Highway No. 56, 8.70 miles in length, as shown on the sketch map attached hereto, is hereby removed from the State Highway system, effective this date.

WHEREAS, State Highway No. 38 is not deemed to possess the characteristics of a State Highway, and

WHEREAS, the Board of County Commissioners of Bannock County by official agreement dated December 16, 1953, did agree to assume the maintenance of said highway within Bannock County upon the completion of certain improvements to be undertaken by the Idaho Department of Highways, and

WHEREAS, said improvements have now been accomplished.

NOW, THEREFORE, BE IT RESOLVED, that the aforementioned section of said State Highway 38, 14.410 miles in length and extending from a junction with State Highway US 30N in Pocatello to the Bannock-Power County line, all as shown on the sketch map attached, is hereby removed from the State Highway System, effective this date.

Lot 2, Section 35, Township 28 North (On US 95 - 3 miles south of Whitebird.) - Liability Regarding Fencing. In the matter of liability of the Department regarding the fencing on Lot 2, Section 35, Township 28 North, Range 1 East, Boise-Meridian, concerning the California Agencies, Inc., it was determined that the Department should rely on the decision of the local office of the Board of Land Management and not attempt to compromise the dispute unless it becomes obvious that this Department has no use for the entire area of Lot 2, Section 35, either as right of way, stockpile site, maintenance site, or other use.

Rural Speed Limits in District One. The Board approved and signed the following resolution regarding rural speed limits in District One:

WHEREAS, by virtue of Article 6, Chapter 273, Idaho Session Laws 1953, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place, or upon any part of the highway, and,

WHEREAS, upon the basis of an engineering and traffic investigation and the recommendation of the Traffic Engineer, it is deemed advisable that the prima facie speed limits on the hereinafter rural sections of the State Highway System be altered to the hereinafter described limits,

NOW, THEREFORE, IT IS HEREBY ORDERED and promulgated that the hereinafter designated speed limits, over and upon the hereinafter designated sections of the State Highway System, be and hereby are the reasonable and safe prima facie speed limits thereon.

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	US 89	0.0	2.35	Utah Line to Fish Haven	60-55
2	US 89	2.35	3.05	Through Fish Haven	35
3	US 89	3.05	6.90	Fish Haven to St. Charles	60-55
4	US 89	9.25	12.95	St. Charles to Bloomington	60-55
5	US 89	14.05	15.00	Bloomington to Paris	60-55
6	US 89	17.00	19.90	Paris to Ovid	60-55
7	US 89	19.90	20.40	Through Ovid	35
8	US 89	20.40	24.90	Ovid to Montpelier	60-55
9	US 89	27.00	40.20	Montpelier to Geneva	50
10	US 89	40.20	40.85	Through Geneva	35
11	US 89	40.85	41.25	West of Jct. of SH 61	60-55
12	US 89	41.25	44.25	Jct. of SH 61 to Wyo. Line	60-55
1	SH 61	41.25	41.85	Jct. of US 89 to Wyo. Line	60-55
1	SH 34	0.0	0.90	Utah Line to Fairview	50
2	SH 34	0.90	1.45	Through Fairview	50
3	SH 34	1.45	3.95	Fairview North	50
4	SH 34	3.95	6.15	To Preston	50
5	SH 34	8.10	29.70	Preston to Cleveland	50
6	SH 34	29.70	30.00	Through Cleveland	50
7	SH 34	30.00	35.65	Cleveland to Thatcher	50
8	SH 34	35.65	36.00	Through Thatcher	35
9	SH 34	36.00	42.35	Thatcher to Niter	50
10	SH 34	42.35	42.85	Through Niter	35
11	SH 34	42.85	46.85	Niter to Grace	60-55
12	SH 34	48.35	52.95	Grace to Jct. of US 30N	60-55
13	SH 34	60.50	65.50	Soda Springs to Conda Jct.	60-55
14	SH 34	65.50	72.90	North of Conda Jct.	60-55
15	SH 34	72.90	79.00	To Henry	50
16	SH 34	79.00	96.05	Henry to Wayan	50
17	SH 34	96.05	116.30	Wayan to Wyoming Line	40
1	SH 38	0.0	30.80	Jct. of SH 37 to Pauline	50
2	SH 38	30.80	43.05	Pauline North	50
3	SH 38	43.05	55.35	To Pocatello	50
4	SH 38	55.35	56.65	South of Pocatello	50
1	SH 37	0.70	5.30	Malad to Pleasantview	60-55
2	SH 37	5.30	5.70	Through Pleasantview	35
3	SH 37	5.70	18.25	Pleasantview to Jct. of SH 38	50
4	SH 37	18.25	22.00	Jct. of SH 38 to Holbrook	50
5	SH 37	22.00	26.60	Holbrook North	50
6	SH 37	26.60	39.00	To Roy	40
7	SH 37	39.00	54.60	Roy to Rockland	60-55
8	SH 37	55.00	68.10	Rockland To Jct. of US 30N	60-55
1	US 30N	252.30	271.20	Cassia Co. Line to Jct. SH 37	60-55
2	US 30N	271.20	272.90	Jct. SH 37 to American Falls	60-55

						Prima Facie Speed Limits (M.P.H.)
Item No.	Highway No.	From Milepost	To Milepost	Description		
3	US 30N	274.35	296.25	American Falls East		60-55
4	US 30N	296.25	296.55	American Falls East		50
5	US 30N	296.55	297.00	American Falls East		35
6	US 30N	297.00	297.60	American Falls East		35
7	US 30N	321.60	321.80	Adjacent to Port of Entry		35
8	US 30N	321.80	332.40	Jct.with US 91,191 to Lava Hot Springs		60-55
9	US 30N	333.55	350.85	Lava Hot Springs to Bancroft		60-55
10	US 30N	352.05	360.35	Bancroft to Jct.with SH 34		60-55
11	US 30N	360.35	366.65	Jct.SH 34 to Soda Springs		60-55
12	US 30N	368.45	384.70	Soda Springs to Georgetown		60-55
13	US 30N	385.70	391.55	Georgetown to Bennington		60-55
14	US 30N	391.55	392.15	Through Bennington		35
15	US 30N	392.15	396.00	Bennington to Montpelier		60-55
16	US 30N	397.75	418.80	Montpelier to Wyoming Line		50
1	SH 86	9.15	15.00	Dayton to Preston		50
1	SH 35	0.0	3.00	Utah Line to Weston		50
2	SH 35	3.80	8.75	Weston to Dayton		50
3	SH 35	9.80	14.25	Dayton to Clifton		50
4	SH 35	14.75	19.65	Clifton to Oxford		50
5	SH 35	20.50	27.60	Oxford to Jct. of US 91		60-55
1	US 91	0.0	9.75	Utah Line to Franklin		60-55
2	US 91	1.65	7.60	Franklin to Preston		60-55
3	US 91	11.10	30.20	Preston to Jct. of SH 35		60-55
4	US 91	30.20	36.15	Jct. of SH 35 to Downey		60-55
5	US 91,191	37.55	46.50	Downey to Arimo		60-55
6	US 91,191	46.50	52.15	Arimo to McCammon		60-55
7	US 91,191	53.65	53.85	North of McCammon		35
8	US 91,191	53.85	54.00	North of Jct. US 30N		35
9	US 91,191	54.00	64.00	McCammon to Inkom		60-55
10	US 91,191	64.60	73.15	Inkom North		60-55
11	US 91,191	73.15	74.95	To Pocatello		50
12	US 91,191	79.75	80.20	Pocatello to Chubbuck		50
13	US 91,191	81.05	82.35	North of Chubbuck		50
14	US 91,191	82.35	82.75	North of Chubbuck		50
15	US 91,191	82.75	88.15	To Fort Hall		60-55
16	US 91,191	88.15	88.70	Through Fort Hall		35
17	US 91,191	88.70	99.80	Fort Hall North		60-55
18	US 91,191	99.80	100.35	To Blackfoot		35
19	US 91,191	101.55	112.00	Blackfoot to Firth		60-55
20	US 91,191	112.60	117.55	Firth to Shelley		60-55
21	US 91,191	118.80	120.65	Shelley to Bonneville Co.Line		60-55

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	US 20	305.05	286.00	West of Idaho Falls to Jct. US 26	60-55
1	US 20,26	286.00	270.05	Jct. of US 26 to Jct. of SH 22	60-55
2	US 20,26	270.05	263.80	Jct. of SH 22 West	60-55
3	US 20,26	263.80	263.10	To Arco	35
1	US 26	286.00	319.55	Jct. of US 20 East	60-55
2	US 26	319.55	320.00	Jct. of US 20 East	50
3	US 26	320.00	320.00	To Blackfoot	35
1	SH 22	270.05	285.80	Jct. of US 20,26 to Howe	60-55
2	SH 22	285.80	286.00	Through Howe	35
1	SH 39	0.30	1.45	American Falls North	35
2	SH 39	1.45	3.00	American Falls North	50
3	SH 39	3.00	14.90	To Aberdeen	50
4	SH 39	16.60	25.35	Aberdeen to Grandview	50
5	SH 39	25.35	25.65	Through Grandview	35
6	SH 39	25.65	30.25	Grandview North	50
7	SH 39	30.25	32.55	To Springfield	60-55
8	SH 39	32.55	32.95	Through Springfield	35
9	SH 39	32.95	49.30	Springfield to Riverside	60-55
10	SH 39	49.30	49.80	Through Riverside	35
11	SH 39	49.80	52.95	To Junction of US 26	50

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

THEREUPON, the Board adjourned until 8:30 a.m., Tuesday, October 18, 1955.

TUESDAY, October 18, 1955

The Board reconvened at 8:30 a.m., Tuesday, October 18, 1955, with all members of the Board, the State Highway Engineer, and the Secretary present.

Bond - G. Bryce Bennett. The Board authorized bond to be purchased for the Assistant State Highway Engineer, G. Bryce Bennett, in the amount of \$5,000.

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Transfer of Road Funds. By request of Mr. Johnson, Manager of the Atomic Energy Commission at Idaho Falls, the Board authorized the State Highway Engineer to transfer funds currently budgeted for construction from Sage Junction to Leadore, shown as Budget Item 93, 1955 Budget, to the section of US 91 from Roberts north to Sage Junction, said transfer to be considered for the 1956 Construction Budget.

Right of Way Funds - Coeur d'Alene. Additional right of way funds in the amount of \$100,000 were approved by the Board for the procurement of right of way for the Coeur d'Alene Belt Loop highway.

Forest Highway meeting. A joint meeting on forest highway planning with the Bureau of Public Roads and the Forest Service was set for November 17, 1955, at 9 a.m. in the House Caucus Room, and 2 p.m. at the State Highway Department.

Travel Authorization. The Board gave its approval for the Board Secretary, Wayne Summers, to travel to Salem, Oregon, to study the Oregon Highway Commission procedures and related secretarial duties at such time as Mr. Summers' schedule will permit.

Travel Expenses - Allan Shepard. The Board approved the inter-department billing from the Attorney General's office for travel expenses in the amount of \$399.24 for Allan G. Shepard, Assistant Attorney General, relative to his attendance at the Attorney General's Convention in Boston, Massachusetts.

T. T. McGhee Claim. The T. T. McGhee Claim regarding Oden-Pack River, Bonner County, Project F-5121(2), was presented to the Board by State Highway Engineer Miller, and the Board requested further information from the District Engineer as to the details of the source of water and additional factors regarding the pipe location from which the legal liability of the Department may be more fully determined. If, on final determination, State Engineer Miller finds that the Department was liable for the damages, payment of \$1,000 to T. T. McGhee is authorized.

Department Office Space - Lease Renewal. The Board urged State Highway Engineer Miller to immediately negotiate a lease renewal for the present main office space at 6th and Main Streets, Boise, Idaho, requesting a three-year renewal lease.

Winchester-Culdesac Hearing. Secretary Summers was authorized to set the Winchester and Culdesac Hearings on such a date that the transcript may be reviewed by the Board at the November or December Board meeting.

Greer Bridge Claim. The Board concurred with the recommendation of Attorney General Graydon Smith and Assistant Attorney General Allan Shepard that the Department accept a \$7,000 out-of-court

compromise settlement on the logging truck damage to the Greer Bridge by Harry Sanders, driver of the truck involved, and Mr. Joe Richardson, dba Riverside Lumber Company of Orofino.

A.G.C. Meeting. John Molitor, Secretary of the Associated General Contractors, Boise, and the following members of the A.G.C. met with the Board to present George C. Koss, A.G.C. National President, from Des Moines, Iowa:

C. H. Detweiler
Charles E. Babbitt
William R. Hoopes
Glenn Pickett

H. H. McNeal
Wallace B. Curtis
Duffy E. Reed

They invited the Department to use their new office facilities for bid opening purposes. The Board decision on the matter was deferred until the November meeting.

Mr. Molitor suggested that all project contracts end or begin on Parallel 46 rather than crossing this point between North and South Idaho due to predetermined wage rate differentials.

Purchase of Additional Land for District Five Shop. On the recommendation of the State Maintenance Engineer and the State Highway Engineer, the Board authorized the purchase of 6.98 acres lying to the north and adjoining the Coeur d'Alene District Office and Shop site, from Tom Lavin of Spokane, Washington, described as follows:

Land situated in Kootenai County.

An irregular parcel of land in Government Lots 1 and 2 of Section 11, Township 50 North, Range 4 West, Boise Meridian, described as follows, to wit:

Commencing at the East Quarter corner of Section 11, Township 50 North, Range 4 West, Boise Meridian; thence Northerly along the East line of said Section 11 for a distance of 97.3 feet to a point; thence North $89^{\circ} 16'$ West, for a distance of 610.0 feet to the Real Point of Beginning; thence continuing North $89^{\circ} 16'$ West, for a distance of 1368.0 feet to a point; thence North $0^{\circ} 08'$ East, a distance of 106.1 feet to a point on the Southerly right of way line of the Northern Pacific Railway Company; thence North $81^{\circ} 05'$ East along said Southerly right of way line of the Northern Pacific Railway Company, for a distance of 1387.6 feet to a point; thence South $0^{\circ} 31'$ West, a distance of 338.7 feet to the Real Point of Beginning, and containing 6.98 acres, more or less.

October 18, 1955

Also granting an easement for a road to Government Way, 25' x 610.0' through the CAA Radio Station property and east of the above described land.

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at their next regular meeting, November 16-18, 1955.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
November 18, 1955.

October 18, 1955

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

November 16-18, 1955

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, Idaho, at 1:30 p.m. on Wednesday, November 16, 1955.

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 Wayne Summers, Secretary of the Board.

Minutes. The minutes of the meeting held October 17-18, 1955, were read and approved.

Idaho Falls Delegation. A delegation from Idaho Falls appeared to discuss plans for roads in Eastern Idaho. The following were present:

Charles Stark, Secretary, Idaho Falls Chamber of Commerce
Ray Groth, Chairman, Highway Committee
Mayor Fanning, Idaho Falls
Fisher Ellsworth
Grant Bickmore, President, Pocatello Chamber of Commerce
Al Reading, Secretary, Pocatello Chamber of Commerce

The group was advised that a four-lane road has been proposed in the planning budget for the area between Idaho Falls and a proposed junction two miles south of Fort Hall along the present U.S. 91 location, and the groups indicated their approval of this plan.

THEREUPON, the Board adjourned until 9:00 a.m., Thursday, November 17, 1955.

THURSDAY, November 17, 1955

The Board reconvened at 9:00 a.m., Thursday, November 17, 1955, in the House Chambers of the State House to hold an open public meeting with authorities of the Bureau of Public Roads and the U. S. Forest Service, at which meeting persons or officials interested in obtaining improvements of projects on the Forest Highway System could make their desires known.

Forest Highway Meeting. Chairman Rich presided. R. N. Kellogg and C. R. Salmen, representing the Bureau of Public Roads; and Regional Foresters Jones and Anderson of the Forest Service were on the panel.

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Requests were submitted or discussed by and for the following:

1. Benewah County -- St. Maries-Avery Road
2. Fremont County -- Big Springs Loop and County Road between Macks Inn and Island Park
3. Lewiston and Clearwater Valley - Lolo Pass Road
4. Salmon -- Cobalt Road
5. Grangeville -- Elk City Road
6. Southern Idaho Forestry Association -- Warm Lake to Deadwood, Lowman, and Idaho City timber area; Warm Lake Summit to Landmark
7. Boise Payette Lumber Company --Banks to Garden Valley Road
8. Ketchum and the Five States Highway Association -- U.S. 93 in Stanley Basin
9. Brown's Tie and Lumber Company -- Warren Wagon Road from end of Payette Lake to Burgdorf
10. Idaho City Chamber of Commerce -- Lowman to Stanley
11. Adams County -- Council to Hells Canyon, and Extension of Cuprum Road down Windy River to future site of Oxbow Dam on the Snake River

A detailed report of the above meeting is on file with the Secretary of the Board of Highway Directors.

At 2 p.m. the three agencies met in the Highway Department at 6th and Main Streets, Boise, Idaho, at which time the 1957 fiscal year Forest Highway Program was agreed upon. The following were present:

R. C. Rich, Chairman, Board of Highway Directors
L. K. Floan, Member, Board of Highway Directors
D. P. Jones, Member, Board of Highway Directors
R. N. Kellogg, Regional BPR Office, Portland, Oregon
C. R. Salmen, Boise District BPR
Howard R. Jones, Asst. Regional Forester, Missoula, Montana
A. L. Anderson, Asst. Regional Forester, Ogden, Utah
E. V. Miller, State Highway Engineer
Wayne Summers, Secretary, Board of Highway Directors
N. F. McCoy, State Planning Engineer

November 17, 1955

The following projects were recommended for approval by the Commissioner of Public Roads and Chief of the Forest Service for the 1957 fiscal year Forest Highway Program:

Reinstated Projects from 1956 Program

16J	Lewis & Clark Hwy.	SH 9	3.8 mi. Gr	\$375,000
23A13	North Fork Payette	SH 15	2.0 mi. GrSfPmx	500,000
9D5E3G	Enaville-Murray		5.4 mi. Gr	370,000

New Projects

34A18	Yellowstone Park	US 191	8.5 mi. SfPmx	350,000
6C2D2F2	Priest River Road	SH 57	11.3 mi. SfPmx	350,000
24B	Banks-Lowman	Part on SH 17	6.5 mi. GrSfBr	300,000
Lump Sum Surveys				80,000
State Contingent				<u>83,000</u>

Total \$2,408,000

Division of Idaho Forest Highway Funds
by U. S. Forest Regions

Region 1, Missoula Office - \$1,095,000
Region 4, Ogden Office ---- 1,150,000

THEREUPON, the Board adjourned until 9:00 a.m., Friday, November 18, 1955.

FRIDAY, November 18, 1955

The Board reconvened at 9:00 a.m., Friday, November 18, 1955, with all members of the Board, the State Highway Engineer, and the Secretary present.

Delegation from Sandpoint. Glen Reed, County Commissioner from Sandpoint, appeared before the Board with a delegation from the Sandpoint area. The delegation was advised that the Priest Lake Road was budgeted for completion Summer 1956 and that the Clarks Fork Road on the Forest Highway Program was deferred -- also that something may be worked out between the County and the Forest Service by cooperative efforts regarding the graveling and oiling of the three-mile section between Nordman and the Lake.

Franklin County Delegation. Franklin County Commissioners D. Ariel Nash and Roy C. Andreassen appeared to discuss road matters. They requested that the State remove or assist in the removal of snow from the County Strawberry Road. Figures were submitted which indicated it would be cheaper and more satisfactory for the County to own their own equipment than to rent this service from the State.

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Engineer Miller was requested to report to the Board at the December meeting the cost of cutting out the curves this year, immediately north of Riverdale approximately one mile from town.

The County Commissioners also recommended that after the completion of Niter South, next in importance is the realignment and construction of S.H. 34 from Riverdale South to Preston, which Chairman Rich said would be reviewed on the ground and discussed on next spring's board tour.

Bear Lake County Delegation. Bear Lake County Commissioners T. J. Dunford and C. N. Carlson appeared before the Board to be brought up to date on their regional highway matters, particularly regarding the Nounan Road.

Twin Falls Highway 30 Association. The following representatives of the Twin Falls Highway 30 Association appeared before the Board:

- Emerson Pugmire, Hagerman
- Maurice A. Eckert, Buhl
- R. S. Tofflemire, Twin Falls
- Thomas Peavey, Twin Falls
- Ray J. Holmes, Twin Falls
- William Hoops, Twin Falls

This delegation discussed the Banbury Hill and Kimberly Road projects and stated that their main purpose in making this appointment with the Board was to show their pleasure and approval of the Board policies and administration of the highway program. In this regard Ray Holmes of Twin Falls stated "The Highway Board is to be highly complimented on its policies and its functioning. One needs to travel very little without seeing evidence of the fact that the administration has, since 1951, done an outstanding job in highway betterment as compared to years previous to the Highway Department reorganization in 1951."

Mr. Holmes mentioned that the redesignation of Highway 25 and their thinking on the matter should be withheld until the standards of the present U.S. 30 are brought up to a comparable basis.

Mr. Tofflemire keynoted the importance of a systematic program of public information in the way of a possible bi-weekly or monthly progress report.

Weiser Delegation. Harold Ryan and Keith Gentry of Weiser appeared on behalf of the Weiser Chamber of Commerce Highway Committee regarding the proposed Cambridge-Brownlee Dam County road and the importance that an adequate road here would encourage construction employees to reside in Idaho that the multi-million dollar payroll may remain in this State during the next several years of dam construction. Chairman Rich explained the operation of Secondary Federal Aid road funds and encouraged them to

collaborate with the County Commissioners in making application for said road for a Federal Aid Secondary Road project.

Bids. The Board reviewed the results of the Bid Opening held October 18, 1955, and the following action was taken:

The first bids considered were for Projects F-4113(5) and Stockpile No. 145, consisting of constructing the roadway and a bituminous surface treatment on 3.856 miles of U.S. Highway 95 from Lucile North, and Crushed gravel in Stockpile No. 145 in Idaho County. These are Federal Aid Primary and State financed projects. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Earl L. McNutt Company of Eugene, Oregon, the low bidder, on October 20, 1955, in the amount of \$498,694.50, the Engineer's Estimate being \$509,500.00.

The next bids considered were for Project IN-2023(7), consisting of widening a 52' concrete bridge over the Raft River, east of Rupert, on U.S. Highway 30 North, in Cassia 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 Arrington Construction Company of Idaho Falls, Idaho, the low bidder, on October 20, 1955, in the amount of \$12,996.00, the Engineer's Estimate being \$15,325.00.

The next bids considered were for Project ST-3022(510), consisting of constructing a concrete retaining wall and a cattle guard adjacent to Highway U.S. 30 in Glens Ferry in Elmore County. This is a State financed project. The State Highway Engineer had exercised the authority given him by the Board and had rejected the one bid submitted as it exceeded by more than ten percent the Engineer's Estimate, being \$3,887.50, and readvertised this project for bids to be received on November 8, 1955.

The Board concurred in the action taken on the above projects by the State Highway Engineer.

The Board reviewed the results of the Bid Opening held October 25, 1955, and the following action was taken:

The bids considered were for the Project of Constructing the Maintenance Shop Building for the Idaho Department of Highways, District Two, located at Shoshone, Idaho. 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 Reynolds & Walker, Inc., of Twin Falls, Idaho, the low bidder on October 26, 1955, in the amount of \$164,000.00, the Engineer's Estimate being \$177,710.00.

The Board concurred in the action of the State Highway Engineer in the award of the above project.

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The Board reviewed the results of the Bid Opening held November 1, 1955, and the following action was taken:

The first bids considered were for the Project of constructing the building and appurtenances for a Weigh Station adjacent to Highway U.S. 26 and 30 in King Hill, in Elmore County. This is a State financed project. The State Highway Engineer recommended that the bids be rejected as the lowest bidder, Wilbur E. Sellman of Glens Ferry, Idaho, did not have a Class I Contractor's License at the time of this bid opening. The Board unanimously concurred in this recommendation and all bids were rejected. The Board authorized the State Highway Engineer to readvertise this project.

The next bids considered were for Projects F-3021(6) and S-3856(1) consisting of constructing a 35.7 foot and a 32.0 foot concrete bridge and an 18.3 foot concrete culvert on Highway U.S. 30, and a 34.3 foot concrete bridge on State Highway No. 52 in Payette County. These are Federal Aid Primary, Secondary and State financed projects. 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 November 2, 1955, in the amount of \$47,231.50, the Engineer's Estimate being \$52,084.00.

The last bids considered were for Project F-2361(5) consisting of constructing the roadway, bituminous surface treatment and a 90 foot concrete bridge on 5.718 miles of U.S. Highway 30, 1000 Springs-Banbury Hill, in Twin Falls 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 LeGrand Johnson Construction Company, Inc., of Logan, Utah, the low bidder, on November 2, 1955, in the amount of \$439,400.90, the Engineer's Estimate being \$628,153.40.

The Board concurred in the action of the State Highway Engineer in the award of the above projects.

The Board reviewed the results of the Bid Opening held November 8, 1955, and the following action was taken:

The first bids considered were for Projects S-3726(1) and S-3733(1), consisting of constructing the two 52 foot concrete bridges on the Greenleaf South Road, South of Greenleaf, and a 78.1 foot concrete bridge on the Shelp South Road, North of Huston, in Canyon County. These are Federal Aid Secondary and County financed projects. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to J. O. Young & Sons of Nampa, Idaho, the low bidder, on November 9, 1955, in the amount of \$34,683.45, the Engineer's Estimate being \$36,161.30.

The last bids considered were for Project ST-3022(510) consisting of constructing a concrete retaining wall and a cattle guard adjacent to Highway U.S. 30 in Glens Ferry in Elmore 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 Wilbur E. Sellman of Glens Ferry, Idaho, the low bidder, on November 9, 1955, in the amount of \$3,151.50, the Engineer's Estimate being \$3,887.50.

The Board concurred in the action of the State Highway Engineer in the award of the above projects.

Household Moving Costs. The Board authorized the State Highway Engineer to approve the costs of moving household goods of H. R. Statham from Boise to Coeur d'Alene in the amount of \$295.03.

Expense Vouchers. Expense Vouchers for the Board members for the month of October were approved as follows: R. C. Rich, \$103.16; D. P. Jones, \$111.66; L. K. Floan, \$78.32.

Resolution - Idaho Association of County Commissioners. A resolution No. 6 was received by the Board from the Idaho Association of County Commissioners wherein the Association requested the Department to aid counties in engineering services when needed for farm-to-market Secondary highways. The matter was referred to the administrative office of State Highway Engineer Miller for recommendation.

Highway Research Board Annual Meeting - Travel Authority. The Board members approved out-of-state travel for one employee of the Department to cover the Highway Research Board Annual Meeting of the American Association of State Highway Officials in Washington, D. C., January 17-20, 1956.

Transfer of Don Hall, EIT. It was stated to the Board that Don Hall, EIT, is being transferred from Salmon to the Bridge Division, Boise, Idaho, after December 1, 1955, and the Board granted its approval of moving expenses.

Water Stock. The matter of 14.4 shares of water stock of the Thurman Mill Ditch Company, Ltd., was referred to the State Land Commissioner with the request that he advertise the shares for public sale as provided by statute.

Lease - Main Office Space. The lease for the 6th and Main Streets, Boise, Idaho, office space was approved and thereby renewed with Messrs. Walter Cranston and Walter Dufresne on the same basis as the previous lease with the exceptions of a three-year term and a two-year optional renewal clause.

Redesignation of U.S. 93 and U.S. 93 Alternate. Consideration regarding the redesignation of U.S. 93 and U.S. 93 Alternate to U.S. 93 East and U.S. 93 West was deferred until the Executive Committee of the AASHO overhauls the designating program of U.S. Highways.

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Right of Way - Price Valley Lumber Company. The Right of Way encroachment on U.S. 95 by the Price Valley Lumber Company at Tamarack was discussed and State Highway Engineer Miller was requested to consult with the State Attorney and proceed with adequate proper means to correct the situation.

Removal from State Highway System. The Board members approved and signed the following resolutions:

WHEREAS, construction of 0.644 miles of State Highway U.S. 10A on new location beginning in Sec. 3, T. 57 N., R. 1 W., 6.536 miles east of the junction with State Highway U.S. 95 and ending in Sec. 2, T. 57 N., R. 1 W., 1.520 miles west of Pack River has made continuance of the original road as a part of the State highway system no longer essential, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.929 miles in length, is hereby removed from the State highway system, effective this date.

WHEREAS, construction of 1.123 miles of State Highway No. U.S. 20 on new location beginning at Kimball Avenue in Caldwell and ending at a point in Sec. 23, T. 4 N., R. 3 W., 0.697 miles east of Caldwell has made continuance of the original road as a portion of the State Highway system no longer essential, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that this portion of the old road, 1.300 miles in length, is hereby removed from the State highway system, effective this date.

WHEREAS, construction of 1.326 miles of State Highway U. S. No. 26 on new location beginning in Sec. 20, T. 3 N., R. 39 E., 4.237 miles east of the junction with State Highway U.S. No. 191 and ending at a point in Sec. 16, T. 3 N., R. 39 E., 6.285 miles west of Ririe has made continuance of the original road as a part of the State highway system no longer essential, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that this portion of the old road 1.448 miles in length, is hereby removed from the State highway system, effective this date.

WHEREAS, construction of 12.112 miles of State Highway No. 39 on new location beginning at a point in Sec. 8, T. 4 S., R. 33 E., 19.020 miles northwest of Aberdeen and ending at a point in Sec. 33, T. 2 S., R. 34 E., 5.864 miles southwest of Blackfoot has made continuance of the original road as a portion of the State highway system no longer essential, all as shown on the sketch map attached hereto.

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*corrected 12-15-55 minutes,
"Northeast"*

1 THEREFORE BE IT RESOLVED, that this portion of the old road 15.792 miles in length, is hereby removed from the State Highway system, effective this date.

WHEREAS, construction of 5.131 miles of State Highway No. 46 on new location beginning at a point in Sec. 4, T. 2 S., R. 15 E., 3.9 miles east of Fairfield and ending at a point in Sec. 18, T. 1 S., R. 15 E., 9.0 miles southeast of Fairfield has made continuance of the original road as a portion of the State highway system no longer essential, all as shown on the sketch map attached hereto.

NOW THEREFORE BE IT RESOLVED, that this portion of the old road, 4.875 miles in length, is hereby removed from the State Highway system, effective this date.

WHEREAS, construction of 0.265 miles of State Highway U.S. No. 95 on new location beginning at Shearer Street and ending at Talkington Street in Fenn has made continuance of the original road as a part of the State highway system no longer essential, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.265 miles in length, is hereby removed from the State highway system effective this date.

WHEREAS, construction of 15.211 miles of State Highway U.S. No. 191 on new location beginning at a point in Sec. 23, T. 16 S., R. 36 E., 11.841 miles south of Malad and ending at a point in Sec. 3, T. 14 S., R. 36 E., 3.370 miles north of Malad has made continuance of the original road as a part of the State highway system no longer essential, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that this portion of the old road, 15.271 miles in length, is hereby removed from the State Highway system, effective this date.

Extensions of State Highway System. The Board members approved and signed the following resolutions:

WHEREAS, a portion of State Highway No. 38, 14.410 miles in length and extending from a junction with State Highway U.S. 30 N in Pocatello to the Bannock-Power County line was removed from the State Highway system by official minute dated October 17, 1955.

NOW THEREFORE BE IT RESOLVED, that State Highway No. 38 is hereby re-designated as follows, effective this date:

State Highway No. 38. Beginning at a junction with SH 37 east of Holbrook and extending northerly via Arbon, Pauline and Crystal to the Power-Bannock County line. Route Length - 43.24 miles.

November 18, 1955

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WHEREAS, a portion of former State Highway U.S. No. 191, including a section within the city of Malad, was removed from the State highway system by official minute dated November 18, 1955, and

WHEREAS, the action referred to above has eliminated the former junction of State Highway U. S. No. 191 and State Highway No. 37, and

WHEREAS, a State highway connection to the Malad city business district is deemed essential to provide adequate traffic service.

NOW THEREFORE BE IT RESOLVED, that the designation of State Highway No. 37 be extended from its present terminus at Bannock and First Streets in Malad, through the Malad business district, to a junction with the new location of State Highway U. S. No. 191, a distance of 0.6 mile, all as shown on the sketch map attached hereto, effective this date.

Traffic Regulations. The Board approved ordinances regulating speed limits in the Village of Leadore; permitting angle parking in the Village of McCall; and prohibiting certain parking adjacent to Jerome, Idaho, all as follows:

A request was received by the Board from the Village of Leadore requesting approval of the Department of Highways of alterations by the Board of Trustees of the prima facie speed limits on the urban extensions of the State Highway System within the corporate limits of the Village of Leadore. 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 28	Main	South Village Limits to West Village Limits	35
2	SH 29	Lemhi	From Main Street 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 Leadore be and hereby are approved.

A request was received by the Board from the Village of McCall 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 McCall. The said angle parking to be permitted as follows:

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<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Angle Parking Zone Limits</u>
1	SH 15	Lake	First Street to Third Street
2	SH 15	Third	Lake Street to Lenora Street

With due consideration to the street widths and recorded average daily volumes of traffic moving upon the above enumerated portions 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.

Notwithstanding, 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 Village of McCall will study its parking problem with the express purpose of converting to parallel parking on the above enumerated portions 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 approved.

It was moved by Mr. Rich, and seconded by Mr. Floan, that the following regulation be adopted:


WHEREAS, by virtue of Section 49-556.4(d) Idaho Code, the Department of Highways may place signs prohibiting parking of vehicles on any highway where such parking is dangerous to those using the highway or would unduly interfere with the free movement of traffic thereon, and,

WHEREAS, it has been determined by means of a traffic engineering survey that the parking of vehicles between Milepost 175.90 and Milepost 176.24 on State Highway 25, adjacent to an outdoor theater West of Jerome, Idaho, is dangerous and is interfering with the free movement of traffic,

NOW THEREFORE, it is resolved that parking be prohibited between Milepost 175.90 and Milepost 176.24 on State Highway 25.

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at their next regular meeting December 15-17, 1955.

Done at Boise, Idaho
December 15, 1955.



R. C. RICH, Chairman
Board of Highway Directors

November 18, 1955

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

December 15-17, 1955

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, Idaho, at 8:00 a.m. on Thursday, December 15, 1955.

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; G. Bryce Bennett, Assistant State Highway Engineer; and Wayne Summers, Secretary of the Board.

Minutes. The minutes of the meeting held November 16-18, 1955, were read and approved.

Bids. The Board reviewed the results of the Bid Opening held November 22, 1955, and the following action was taken:

The first bids considered were for the project of constructing the building and appurtenances for a Weigh Station adjacent to Highway U.S. 26 and 30 in King Hill, Idaho, in Elmore 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 Wilbur E. Sellman, the Low bidder, on November 23, 1955, in the amounts as follows: 0'-100' Well -- \$25,824.00; 100'-200' Well -- \$26,434.00; the Engineer's Estimate being as follows: 0'-100' Well -- \$25,990.00; 100'-200' Well -- \$27,090.00.

The Board concurred in the action taken on the above project by the State Highway Engineer.

The Board reviewed the results of the Bid Opening held November 29, 1955, and concurred in the action taken by the State Highway Engineer as follows:

The bids considered were for Project S-6870(1), consisting of constructing the roadway and a crushed gravel surface on 4.310 miles of the May-Patterson Road southeasterly of May in Lemhi County. This is a Federal Aid Secondary and County financed project. The State Highway Engineer had awarded the contract to Pickett & Nelson of Idaho Falls, Idaho, the low bidder, on December 1, 1955, in the amount of \$49,249.50, the Engineer's Estimate being \$54,374.00.

The Board reviewed the results of the Bid Opening held December 13, 1955, and the following action was taken:

The first bids considered were for Projects S-6873(2) and Stockpile No. 117, consisting of constructing a bituminous surface treatment on 18.302 miles of State Highway 28 between Lemhi and Leadore, in Lemhi County. These are Federal Aid Secondary and State

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financed projects. The Assistant State Highway Engineer, G. Bryce Bennett, recommended that the contract be awarded to Marion J. Hess of Malad City, Idaho, on his low bid of \$132,569.50, the Engineer's Estimate being \$176,702.00. The Board adopted the recommendation of the Assistant State Highway Engineer and authorized him to award the contract to Marion J. Hess, subject to concurrence by the Bureau of Public Roads. Award of this contract was made on December 16, 1955.

The next bids considered were for Project S-3748(3), consisting of constructing the roadbed, a plant mix bituminous surface and a 26.6 foot concrete bridge on 6.332 miles of State Highway 44 between Middleton and Star, in Canyon and Ada Counties. This is a Federal Aid Secondary and State financed project. The Assistant State Highway Engineer recommended that the contract be awarded to Marion J. Hess of Malad City, Idaho, on his low bid of \$501,512.30, the Engineer's Estimate being \$582,294.80. The Board adopted the recommendation of the Assistant State Highway Engineer and authorized him to award the contract to Marion J. Hess, subject to concurrence by the Bureau of Public Roads. Award of this contract was made on December 16, 1955.

The next bids considered were for Projects F-4151(1) and F-5152(4) and Idaho Stockpiles Nos. 143 and 144, (Second Contract), consisting of constructing the crushed base course and a bituminous surface treatment on 20.28 miles of Highway U.S. 95 Alternate, from Potlatch Junction to the Benewah County Line and on 7.992 miles of Highway U.S. 95 Alternate from the Benewah County Line to Emida, and Stockpile Projects 143 and 144, in Latah and Benewah Counties. These are Federal Aid Primary and State financed projects. The Assistant State Highway Engineer recommended that the contract be awarded to Frank G. Baulne, Inc., of Yardley, Washington, on their low bid of \$684,758.10, the Engineer's Estimate being \$945,306.25. The Board adopted the recommendation of the Assistant State Highway Engineer and authorized him to award the contract to Frank G. Baulne, Inc., subject to concurrence by the Bureau of Public Roads. Award of this contract was made on December 16, 1955.

The last bids considered were for Projects F-FG-2391(5), ST-2391(505), and Stockpile No. 126, consisting of constructing the roadway and a railroad underpass on 5.115 miles of U.S. 93, between Rogerson and the Point Ranch, and constructing curb and gutter at the Twin Springs Underpass, and Stockpile Project No. 126 in Twin Falls County. These are Federal Aid Primary and State financed projects. The Assistant State Highway Engineer recommended that the contract be awarded to Pickett and Nelson of Idaho Falls, Idaho, on their low bid of \$384,223.15, the Engineer's Estimate being \$419,905.75. The Board adopted the recommendation of the Assistant State Highway Engineer and authorized him to award the contract to Pickett and Nelson, subject to concurrence by the Bureau of Public Roads. Award of this contract was made on December 16, 1955.

Expense Vouchers. An expense voucher for L. K. Floan in the amount of \$32.80 for the month of November was approved.

Rural Speed Limits in District Two. The Board approved and signed the following resolution regarding rural speed limits in District Two:

WHEREAS, by virtue of Article 6, Chapter 273, Idaho Session Laws 1953, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place, or upon any part of the highways, and,

WHEREAS, upon the basis of an engineering and traffic investigation and the recommendation of the Traffic Engineer, it is deemed advisable that the prima facie speed limits on the hereinafter rural sections of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE: it is hereby ordered and promulgated that the hereinafter designated speed limits, over and upon the hereinafter designated sections of the State Highway System, be and hereby are the reasonable and safe prima facie speed limits thereon.

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 23	195.95	204.30	Jct. US 93 to Gannett	60-55
2	SH 23	204.30	204.90	Through Gannett	35
3	SH 23	204.90	218.00	East of Gannett	60-55
4	SH 23	218.00	218.25	To Jct. with US 93A, 20, 26	35
5	SH 24	0.00	8.00	Shoshone to Dietrich	60-55
6	SH 24	0.00	0.30	Rupert Urban Extension	--
7	SH 24	0.30	0.40	North of Rupert	35
8	SH 24	0.40	12.70	To Minidoka	60-55
9	SH 24	12.70	27.00	West of Minidoka	50
10	SH 24	27.00	29.00	West of Minidoka	40
11	SH 25	151.60	167.65	Bliss to Jct. with SH 46	60-55
12	SH 25	167.65	176.10	East of Wendell	60-55
13	SH 25	176.10	176.85	To Jerome	35
14	SH 25	176.85	178.10	Jerome Urban Extension	--
15	SH 25	178.10	181.20	Jerome to Jct. with US 93	60-55
16	SH 25	181.20	195.00	Jct. with US 93 to Jct. with SH 50	60-55
17	SH 25	195.00	197.80	Jct. with SH 50 to Eden	60-55
18	SH 25	197.80	198.50	Eden Urban Extension	--
19	SH 25	198.50	201.70	Eden to Hazelton	60-55
20	SH 25	201.70	202.50	Hazelton Urban Extension	--
21	SH 25	202.50	221.10	Hazelton to Paul	60-55
22	SH 25	221.10	221.70	Paul Urban Extension	--

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
23	SH 25	221.70	226.10	East of Paul	60-55
24	SH 25	226.10	226.50	To Jct. with US 30 N	35
25	US 26, 20-T	151.30	151.60	Bliss to Jct. with SH 25	60-55
26	US 26, 20-T	151.60	162.90	To Gooding	60-55
27	US 26, 20-T	162.90	164.20	Gooding Urban Extension	--
28	US 26, 20-T	164.20	164.35	East of Gooding	35
29	US 26, 20-T	164.35	179.20	To Shoshone	60-55
30	US 26, 20-T	179.20	179.65	Shoshone Urban Extension	--
31	US 26,20T US 93A	179.70	180.30	Shoshone Urban Extension	--
32	US 26, 20-T, US 93A	180.30	195.45	Shoshone to Richfield	60-55
33	US 26, 20-T, US 93A	195.45	196.05	Richfield Urban Extension	--
34	US 26, 20-T, US 93A	196.05	218.15	East of Richfield	60-55
35	US 26, 20-T, US 93A	218.15	218.50	To Carey	35
36	US 26,20 US 93A	218.50	219.00	In Carey	25
37	US 26,20 US 93A	219.00	219.30	In Carey	35
38	US 26,20 US 93A	219.30	261.45	East of Carey	60-55
39	US 26,20 US 93A	261.45	262.05	To Arco	45
40	US 26,20 US 93A	262.05	262.55	Arco Urban Extension	--
41	SH 27	0.00	1.00	Oakley Urban Extension	--
42	SH 27	1.00	20.60	North of Oakley	60-55
43	SH 27	20.60	21.00	To Burley	35
44	SH 27	21.00	22.50	Burley Urban Extension	--
45	SH 27	22.50	22.70	North of Burley	35
46	SH 27	22.70	26.30	North of Burley	60-55
47	SH 27	26.30	26.50	To Paul	35
48	SH 27	26.50	26.65	Paul Urban Extension	--

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits
					(M.P.H.)
49	US 30	150.85	151.90	South of Bliss	35
50	US 30	151.90	159.30	South of Bliss	50
51	US 30	159.30	159.70	To Hagerman	35
52	US 30	159.70	160.35	Hagerman Urban Extension	--
53	US 30	160.35	169.50	South of Hagerman	50
54	US 30	169.50	171.10	South of Hagerman	35
55	US 30	171.10	180.60	To Buhl	60-55
56	US 30	180.60	181.90	Buhl Urban Extension	--
57	US 30	181.90	190.30	Buhl to Filer	60-55
58	US 30	190.30	191.55	Filer Urban Extension	--
59	US 30	191.55	193.00	Filer to Jct. with US 93	60-55
60	US 30	193.00	197.90	(Entered as US 30 & US 93)	--
61	US 30	197.90	200.00	Twin Falls Urban Extension	--
62	US 30	200.00	200.50	East of Twin Falls City Limits	35
63	US 30	200.50	204.20	Twin Falls to Kimberly	60-55
64	US 30	204.20	204.60	West of Kimberly City Limits	45
65	US 30	204.60	205.10	Kimberly Urban Extension	--
66	US 30	205.10	205.50	East of Kimberly	45
67	US 30	205.50	207.80	Kimberly to Hansen	60-55
68	US 30	207.80	208.40	Hansen Urban Extension	--
69	US 30	208.40	217.45	Hansen to Murtaugh	60-55
70	US 30	217.45	217.80	Adjacent to Murtaugh	45
71	US 30	217.80	237.30	Murtaugh to Burley	60-55
72	US 30	237.30	237.60	West of Burley City Limits	35
73	US 30	237.60	238.85	Burley Urban Extension	--
74	US 30	238.85	239.35	East of Burley	45
75	US 30N	239.35	239.90	Burley Urban Extension	--
76	US 30N	239.90	240.15	North of Jct. with US 30S	45
77	US 30N	240.15	241.40	Heyburn Urban Extension	--
78	US 30N	241.40	245.50	East of Heyburn	60-55
79	US 30N	245.50	245.80	To Jct. with SH 25	35
80	US 30N	226.50	226.60	South of Rupert City Limits	35
81	US 30N	226.60	228.00	Rupert Urban Extension	--
82	US 30N	228.00	228.05	East of Rupert	35
83	US 30N	228.05	229.80	To Jct. with SH 77	60-55
84	US 30N	229.80	252.30	Rupert to Power County Line	60-55
85	US 30S	239.15	239.70	East of Burley	45
86	US 30S	239.70	246.80	Burley to Declo	60-55
87	US 30S	246.80	247.10	To Jct. with SH 77	35
88	US 30S	247.10	247.30	East of Jct. with SH 77	35
89	US 30S	247.30	272.90	Declo to Malta	60-55
90	US 30S	272.90	273.60	Through Malta	35
91	US 30S	273.60	295.70	Malta to Strevell	60-55
92	US 30S	295.70	296.60	Through Strevell	50
93	US 30S	296.60	297.40	Strevell to Utah Border	60-55

<u>Item No.</u>	<u>Highway No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
94	US 30,93	193.00	196.80	Jct. with US 93 to Twin Falls	60-55
95	US 30,93	196.80	197.90	Twin Falls Urban Extension	--
96	US 30,26 20-T	143.06	150.20	Elmore County Line to Bliss	60-55
97	US 30,26 20-T	150.20	150.85	Bliss Urban Extension	--
98	SH 46	0.0	0.15	South of Wendell City Limits	35
99	SH 46	0.15	1.10	Wendell Urban Extension	--
100	SH 46	1.10	11.30	Wendell to Gooding	60-55
101	SH 46	11.30	13.00	Gooding Urban Extension	--
102	SH 46	13.00	43.10	Gooding to Jct. with SH 68	60-55
103	SH 50	0.00	1.00	Twin Falls Urban Extension	--
104	SH 50	1.00	7.90	East of Twin Falls	60-55
105	SH 50	7.90	12.60	To Jct. with SH 25	50
106	SH 68	147.60	148.80	Elmore County Line to Hill City	50
107	SH 68	148.80	149.80	In Hill City	40
108	SH 68	149.80	163.20	Hill City to Fairfield	50
109	SH 68	163.20	167.20	Fairfield to Jct. with SH 46	50
110	SH 68	167.20	176.20	East of Jct. with SH 46	50
111	SH 74	38.20	43.35	North of Jct. with US 93	60-55
112	SH 74	43.35	45.05	To Twin Falls	50
113	SH 74	45.05	45.95	Twin Falls Urban Extension	--
114	SH 77	0.0	4.45	North of Albion	50
115	SH 77	4.45	8.30	North of Albion	60-55
116	SH 77	8.30	8.40	To Declo	35
117	SH 77	8.40	8.60	Declo Urban Extension	--
118	SH 77	8.60	15.60	Declo to Jct. with US 30N	50
119	SH 79	0.0	9.70	Jct. with US 93 to Jerome	50
120	SH 79	9.70	10.90	Jerome Urban Extension	--
121	SH 79	10.90	21.60	Jerome to Jct. with US 93	60-55
122	US 93	0.0	12.10	North of Nevada Line	60-55
123	US 93	12.10	17.40	To Rogerson	50
124	US 93	17.40	17.65	In Rogerson	35
125	US 93	17.65	26.10	North of Rogerson	60-55
126	US 93	26.10	26.75	To Hollister	50
127	US 93	26.75	27.75	Hollister Urban Extension	--
128	US 93	27.75	38.20	Hollister to Jct. with SH 74	60-55
129	US 93	38.20	41.80	Jct. SH 74 to Jct. US 30	60-55

<u>Item No.</u>	<u>Highway No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
130	US 93	41.80	46.70	(Entered as US 30 & US 93)	--
131	US 93	46.70	48.60	Twin Falls Urban Extension	--
132	US 93	48.60	50.55	North of Twin Falls	50
133	US 93	50.55	50.90	To Jct. with SH 79	50
134	US 93	50.90	58.90	Jct. SH 79 to Jct. SH 25	60-55
135	US 93	58.90	66.00	North of Jct. with SH 25	60-55
136	US 93	66.00	73.25	To Jct. with SH 24	60-55
137	US 93	73.25	73.40	Jct. SH 24 to Shoshone	35
138	US 93	73.40	74.20	Shoshone Urban Extension	--
139	US 93	74.20	111.75	Shoshone to Jct. SH 23	60-55
140	US 93	111.75	111.90	To Bellevue	35
141	US 93	111.90	112.70	Bellevue Urban Extension	--
142	US 93	112.70	116.10	North of Bellevue	60-55
143	US 93	116.10	116.50	To Hailey	45
144	US 93	116.50	117.60	Hailey Urban Extension	--
145	US 93	117.60	117.80	North of Hailey	35
146	US 93	117.80	127.40	North of Hailey	60-55
147	US 93	127.40	128.20	North of Hailey	50
148	US 93	128.20	128.70	To Ketchum	35
149	US 93	128.70	129.40	Ketchum Urban Extension	--
150	US 93	129.40	138.10	North of Ketchum	60-55
151	US 93	138.10	148.40	North of Ketchum	40
152	US 93	148.40	188.80	North of Ketchum	50
153	US 93	188.80	191.60	To Stanley	40
154	US 93	191.60	191.95	In Stanley	25
155	US 93	191.95	221.60	North of Stanley	40
156	US 93	221.60	223.60	To Clayton	50
157	US 93	223.60	224.00	In Clayton	35
158	US 93	224.00	245.30	Clayton to Jct. US 93Alt.	50
159	US 93	245.30	247.40	North of Jct. US 93 Alt.	60-55
160	US 93	247.40	247.95	Adjacent to Challis	50
161	US 93	247.95	264.20	North of Challis	60-55
162	US 93	264.20	275.10	North of Challis	50
163	US 93	275.10	277.00	North of Challis	60-55
164	US 93A	0.60	8.85	Arco to Moore	60-55
165	US 93A	9.60	27.75	Moore to Mackay	60-55
166	US 93A	28.25	79.50	Mackay to Jct. with US 93	60-55

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

Traffic Regulations. The Board approved an ordinance regulating speed limits in the City of Priest River as follows:

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 Board by regulation and minute entry dated September 20, 1954, designated prima facie speed limits on urban extensions of the State Highway System in Priest River.

The prima facie speed limits on urban extensions of the State Highway System within the corporate limits of the City of Priest River set by regulation of September 20, 1954, are herein revised to comply with the above request. The zone limits listed below are to supersede those established by minute entry of the Idaho Board of Highway Directors dated the 20th day of September, 1954.

				(M.P.H.) Prima Facie Speed Limits
Item No.	Highway No.	Street Name	Zone Limits	
1	US 2	Albany Road	West Village Limits for 1000 ft.	35
2	US 2	Albany Road	From 35 mile zone to First Street	25
3	US 2	Albany Road	First Street for 800 feet	35
4	US 2	Albany Road	From 35 mile zone to East Village Limits	60-55
5	SH 57	Ninth Street	Albany Road to Beardmore Avenue	25
6	SH 57	Ninth Street	Beardmore Avenue for 1000 feet	35
7	SH 57	Ninth Street	From 35 mile zone to North Village Limits	60-55

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 Priest River be and hereby are approved.

Traffic Control Signal - Adams School, Boise. Bud Martin, representing the Parent-Teachers Association regarding the Adams School on Warm Springs Avenue in Boise, stated the need for a traffic control signal light to be manually operated in front of the school, a necessity for the safety of the school children. Police Chief Brandon also appeared on behalf of the subject and assured the Board that this need was recommended by the City of Boise and that all equipment, installation, and maintenance would be undertaken by the City. The following resolution was then approved and signed and a warrant was ordered from the Traffic Department for the installation of the signal:

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WHEREAS, a request was received by the Board from the City of Boise for permission of the Department of Highways to place and maintain a traffic control signal device, upon the urban extension of State Highway 21, within the corporate limits of the City of Boise. The said traffic control signal device to be located on Warm Springs Avenue at Adams School on State Highway 21. The device to be a school crossing pedestrian actuated traffic control signal; and,

WHEREAS, by virtue of Section 49-512.2 Idaho Code, the Department of Highways may grant permission to local authorities to place and maintain a traffic control device upon an urban extension of the State Highway System.

NOW THEREFORE, it is hereby ordered that the City of Boise be and hereby is granted permission to place and maintain a school crossing pedestrian actuated traffic control signal device at the above location.

Curves North of Riverdale, Franklin County. Location Engineer Sam Johnson reported to the Board that the cost of cutting out the curves immediately north of Riverdale in Franklin County, approximately one mile from the town, would amount to \$75,000, as per the Board's information request of the November meeting.

Condemnation Orders. The Board signed condemnation orders as follows:

The Board, having considered the report and recommendations, submitted on the above date, find that certain land hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of a section of U.S. Highway 10, Coeur d'Alene Loop, is necessary for such use, and further, that it is determined that the Highway Department and owners of said land have been unable to agree on the purchase price, as a result of which, said land should be condemned as follows:

Parcel No. 9, Joseph L. Hansen and Thelma Hansen, his wife; Donald H. Wyckoff and Phyllis Wyckoff, his wife, mortgaged to the First Federal Savings and Loan Association of Coeur d'Alene in a portion of the NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 11, Township 50 North, Range 4 West, Boise Meridian.

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 the above date, find that certain land hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of a section of U.S. Highway 30, Cole School-Meridian, is necessary for such use, and further, that

1. it is determined that the Highway Department and owners of said land have been unable to agree on the purchase price, as a result of which, said Land should be condemned as follows:

Parcel No. 22, Ray C. Moorehead and Nellie A. Moorehead, his wife, mortgaged to the Grange Mutual Life Company of Nampa, Idaho, in a portion of the S $\frac{1}{2}$ SE $\frac{1}{4}$ of Section 6, Township 3 North, Range 1 East, Boise, Meridian.

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

Removal from State Highway System. The Board members approved and signed the following, which is a corrected resolution (having been signed November 18, 1955) substituting the word "northeast" for the former "northwest" in the first paragraph:

WHEREAS, construction of 12.112 miles of State Highway No. 39 on new location beginning at a point in Sec. 8, T. 4 S., R. 33 E., 19.020 miles northeast of Aberdeen and ending at a point in Sec. 33, T. 2 S., R. 34 E., 5.864 miles southwest of Blackfoot has made continuance of the original road as a portion of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that this portion of the old road 15.792 miles in length, is hereby removed from the State Highway system, effective this date.

Meeting with Governor. The Board met with the Governor on highway matters at 2:00 p.m. Thursday afternoon. This meeting included a discussion of the right of way problems delaying the Idaho Falls Underpass.

The Governor stressed the importance of an improved road from Cambridge to the Brownlee Damsite from the tax and business standpoint accruing to Idaho, a large portion of which may be lost because of an adequate road to Baker, Oregon.

Meeting with Attorney General. At the conclusion of the Governor's meeting, the Board visited the Attorney General for the purpose of discussing the location of natural gas lines on highway rights of way with particular emphasis on the same policy as affecting power line installations on rights of way, whereby the removal of same when and if there is a relocation or change in the highway, such relocating costs should be borne by the utility.

THEREUPON, the Board adjourned until 8:00 a.m., Friday, December 16, 1955.

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FRIDAY, December 16, 1955

The Board reconvened at 8:00 a.m., Friday, December 16, 1955, with all members of the Board, the Assistant State Highway Engineer, and the Secretary present.

Postal Meter Cancellation Slug. The Board approved the use of a postal cancellation slug for the Department postal meter, bearing the words, "The Place to go is Idaho".

Owyhee County Delegation. A delegation was heard from Owyhee County composed of the following:

Jim Hayes, State Representative
Hubert Nettleton, Chairman, County Commissioners
Frank Kushlan, County Commissioner
Earl Riddle, Bruneau.

This delegation asked that the old portion of the highway five miles north of Murphy be checked as regarding curves and supers where the accident frequency has been high in the last six months. It was explained that a survey of the Rabbit Creek Gulch was budgeted for 1956, and Mr. Bennett, Assistant State Highway Engineer, was asked to report back to the Board concerning the straightening out of the highway in the five mile area north of Murphy to eliminate the hazards prevailing on that part of the old road. The Sign Department was asked to check a curve that has a reverse-super on the old portion of the road and notify the committee as to what is planned in the way of a warning sign until construction can be effected.

Mr. Riddle inquired as to the possibility of oiling S.H. 51 in that area ten miles south of Bruneau to the Poison Creek Road junction. It was pointed out that this was not in the Planning Budget but consideration would be given the matter subject to available funds.

Washington County Delegation. The following delegation appeared:

William Hemenway, Chairman, Washington County Commissioners
Jim Cahill, Weiser, Washington County Commissioner
Frank Ingebretson, Cambridge, Washington County Commissioner
John B. Lloyd, Chairman, Highway Committee, Weiser Chamber of Commerce
Tom Chamberlin, President, Weiser Chamber of Commerce
Keith Gentry, Highway Committee, Weiser Chamber of Commerce
Kenneth Steck, Highway Committee, Weiser Chamber of Commerce
Robert G. Linville, President, Payette Chamber of Commerce

This group appeared on behalf of the construction of a road from Cambridge to the Brownlee Dam and recounted the economic gain and highway use tax benefits that Idaho may or may not share with Oregon from the \$85,000,000 which the Idaho Power Company will spend within the next three years at the Brownlee Dam and Oxbow Dam. Without an

December 16, 1955

1. adequate highway to the damsite to compete with the paved road to Baker, Oregon, Washington County and Southwestern Idaho will stand to lose its fair share of the above figure. The delegation was informed by the Board as to the amount of Secondary Federal Aid that would be available and that if the county could raise the funds sufficient to match the Federal Aid, the possibility of further assistance from the State would be enhanced by such a demonstration of local sincerity through self-help to that extent. The Board encouraged the Department to send an engineer promptly to that portion of new road construction that is being projected by the Morrison-Knudsen Company to the end that as near as possible grades and curvatures conform to standards that will be required to meet Federal Aid participation, that such expenditures will not be lost if the County's request for a Federal Aid Secondary road be granted by the Bureau of Public Roads.

The delegation then discussed the proposed interstate system and was assured that the Board has not firmed up the location of the bridge or Oregon connection and control points as only preliminary schematics have been studied by engineers of the states affected. An interstate bridge at Olds Ferry, 14 miles northwest of Weiser with the continuation of Highway 30 N from Weiser to Olds Ferry on the Idaho side was endorsed by both the Weiser Chamber of Commerce members and the Payette Chamber President, Robert G. Linville.

Malad Delegation. The following delegation from Malad appeared before the Board:

Claude Kent, Mayor, Malad
T. D. Jones, President, Chamber of Commerce
L. G. Tapper, City Councilman
Marion Hess, City Councilman
Weldon Jensen, County Commissioner

This delegation discussed the adequate signing of approaches into Malad from the new highway with particular emphasis on the need for business facility signs located at point of decision for the motoring tourist to effect left and right turning movements into town. The mayor complained of the north city approach by the Wagon Wheel Inn and suggested that possibly proper channelization would permit a wider turnoff approach than is now being utilized as a means of facilitating safer lefthand turning movements.

The Traffic Department was asked to present to the Board at the January or February meeting a report and recommendations on the subject.

County Commissioner Jensen requested that the Board consider paving Highway 38 east of Holbrook. The Board stated that the traffic count and other factors do not indicate that paving should be considered at this time in view of available funds, but that

they would look over the road this spring while on tour in that area.

Claim of Commercial Builders - Contract 1844.

Mr. Robert Sutherland of Commercial Builders, Inc., Moscow, and his attorney, Mr. Cope R. Gale, appeared and presented their case to object to a contract penalty in the amount of \$2,147.85, growing out of Contract No. 1844, a bridge on State Highway 43 north of Clarkia in Shoshone County. It was their opinion that the 60-day-beyond-completion-date penalty at \$40 per day should not apply. The Board requested Assistant State Highway Engineer Bennett to review the position of the Department after going into the matter thoroughly and report back to the Board at the January meeting.

State Park Road Maintenance and Construction. Art Wilson, State Land Commissioner, and Roger Guernsey, State Forester, next appeared before the Board regarding road construction and maintenance in State Parks not adjacent to park areas and not on the State Highway System. The Board asked them to present at the January Board meeting the location and scope of the total parks and roads affected and the matter would be evaluated at that time.

Idaho City-Lowman Road. The next delegation was composed of the following:

T. C. Clifton, Boise, Southern Idaho Timber Protective Assoc.
George M. Coombs, Boise Payette Lumber Company, Boise
Larry Mills, Boise Payette Lumber Company, Boise
Donald Nixon, Bull Pine Logging Company, Idaho City
Carl W. Fahnstrom, Harris Bros. Lumber Co., Boise
Don Runft, Porter Bros. Corporation, Lowman

This group appeared requesting that the Department reopen State Highway 21 from Idaho City to Lowman, which has been closed because of the lack of snow removal equipment and personnel. Mr. Tom Clifton read and presented a petition involving the above mentioned companies plus the MacGregor Logging Company, the Brock Lumber Company, and the Meridian Moulding Company, and stated that the dead and dying timber, which must be removed from that area within the near future, and the slide condition on the South Fork Banks Road are economic reasons sufficient for the State to keep that section of the highway open. The Board directed Assistant State Highway Engineer Bryce Bennett to have the Department again appraise the snow removal program on that section of the highway in the light of available rotary snow plow equipment, sand, and personnel sufficient to keep the road open during the winter versus the cost of reopening the road in the spring.

Leasing of Additional Space. The leasing of the second floor of 731 Main Street (White Hardware Building) at \$200.00 per month was approved upon recommendation of G. Bryce Bennett, Assistant State

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Highway Engineer, in which need the Secretary concurred. With this additional space all departments will be self-contained and may operate with greater efficiency. The Secretary was requested to work with the Department legal counsel and the Assistant Highway Engineer in drawing up the lease, which is to terminate on the same date as that of the main office building at 6th and Main Streets.

THEREUPON, the Board adjourned at 5:30 p.m. until Saturday morning, December 17, 1955.

SATURDAY, December 17, 1955

Board members R. C. Rich, and D. P. Jones, Board Secretary Wayne Summers and the Assistant State Highway Engineer, G. Bryce Bennett, Convened at 10:00 a.m., Saturday, December 17, 1955, to discuss administrative matters.

THEREUPON, the Board adjourned at 12:00 noon to reconvene at their next regular meeting January 11-13, 1956.



R. C. RICH, Chairman
Board of Highway Directors

Done at Boise, Idaho
January 12, 1956.

December 17, 1955

MINUTES OF THE SPECIAL EXTRAORDINARY SESSION OF THE IDAHO BOARD OF
HIGHWAY DIRECTORS

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December 30, 1955

A special extraordinary session of the Idaho Board of Highway Directors was called as of December 30, 1955.

The following order and declaration was enacted and proclaimed by the Board upon proper motion, second, and unanimous vote:

DECLARATION OF EMERGENCY

WHEREAS during the past several days devastating floods throughout certain portions of the State of Idaho have resulted in extreme and serious damage to certain portions of the State Highway System, and

WHEREAS the particular areas of the State Highway System, to-wit: the Blackwell Bridge spanning the outlet of Coeur d'Alene Lake in Kootenai County, State of Idaho; that portion of U.S. Highway 95 in the area known as the Little Salmon River Canyon in Adams and Idaho Counties, State of Idaho; and that portion of State Highway 17 between Banks and Crouch in Boise County, State of Idaho; have sustained extensive and serious damage, and

WHEREAS the said damaged portions of the said State Highway System present imminent dangers to life and the destruction of property, and

WHEREAS the immediate restoration and repair of said damaged portions of the said State Highway System are both desirable and necessary to the general welfare of the people of the State of Idaho,

NOW, THEREFORE, We, the Idaho Board of Highway Directors do hereby proclaim and declare an emergency to exist upon and within the hereinabove enumerated portions of the Idaho State Highway System as a result of flood conditions and consequent damage to and loss of bridges and highways and that the immediate repair, reconstruction, and restoration of such damaged and destroyed highways and bridges are vital to the security, health, and welfare of the citizens of the State of Idaho.

Done this 30th day of December, 1955.

ATTEST:

/s/ Wayne Summers
Secretary

/s/ R. C. Rich

Chairman

/s/ D. P. Jones

Member

/s/ L. K. Floan

Member

Done at Boise, Idaho
January 12th, 1956.

R. C. RICH, Chairman, Bd. of Hwy. Directors

