


Return of Rising River Land & Livestock Company Parcel. The Board approved the return of a right of way parcel purchased from the Rising River Land & Livestock Company for Project ST-1721(504), Parcel No. 2, State Highway 39, for a return of the exact moneys involved in the purchase price of said parcel and deeding back to the owner said parcel.

Expense Vouchers. The Board approved the following expense vouchers for November:

R. C. Rich, \$75.56; W. C. Burns, \$114.50; Ernest Gaffney, \$29.07.

Whereupon, the Board adjourned until its next regular meeting scheduled for January 15, 16 & 17, 1962.

Read and Approved
January 15, 1962
Boise, Idaho



R. C. RICH, Chairman

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

January 15, 1962

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, January 15, 1962, at 3211 West State Street, Boise, Idaho.

Present were:

R. C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Mr. R. Doyle Symms, of Caldwell, a Board member as of January 16, sat in as an observer at this day's proceedings.

Board Member Ernest Gaffney was absent at this month's regular meeting, he being ill and hospitalized in Spokane, Washington.

Minutes. The Board read and approved the Minutes of the December 11 and 12, 1961, meeting.

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

I-15-3(9)150 - The work consists of constructing the roadway, drainage structures, 212' concrete underpass, 3 concrete bridges and a plant mix bituminous surfacing on 12.698 miles of Interstate Highway No. 15, Hamer-Dubois, in Jefferson and Clark Counties - Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Company, Idaho Falls, Idaho, the low bidder, on December 28, 1961, in the amount of \$1,119,015.90.

I-15-3(5)117 - The work consists of constructing an aggregate base and a plant mix bituminous surfacing on 9.164 miles of Interstate Highway No. 15, Idaho Falls - Bassett, in Bonneville County - Federal Aid Interstate and State financed. Contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on December 28, 1961, in the amount of \$744,271.50.

I-80N-2(3)62 - The work consists of constructing a 4-lane divided roadway, an asphalt treated base, a plantmix bituminous surfacing and a concrete interchange on 10.224 miles of Interstate Highway No. 80N, Isaacs Canyon - Regina, commencing approximately 9 miles southeast of Boise and continuing in a southeasterly direction, in Ada County - Federal Aid Interstate and State financed. Contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on December 28, 1961, in the amount of \$1,982,244.40.

F-1024(15) - The work consists of constructing the roadway, drainage structures, a plantmix bituminous surface, traffic control devices, lighting and overhead sign structures on 0.581 miles of U.S. 30-N, Maple St. - Gould St. in Pocatello, in Bannock County - Federal Aid Primary and State financed. All bids were rejected as they were too high over the Engineer's Estimate. The project will be readvertised.

I-IG-15-2(9)88 - (Section "A") - The work consists of constructing a 4-lane divided roadway, 1 double concrete bridge, 1 concrete underpass, 1 concrete overpass, drainage structures and a plantmix bituminous surfacing on 3.051 miles of Interstate Hwy. No. 15, So. Blackfoot I.C. - Porter Bridge G. S., in Bingham County - Federal Aid Interstate and State financed. Contract was awarded to S. S. Mullen, Inc., the low bidder, of Seattle, Washington, on December 29, 1961, in the amount of \$1,107,415.80.

I-IG-15-2(9)88 (Section "B") - The work consists of constructing a 4-lane divided roadway, concrete overpass, 2 concrete underpasses, 27', 35' & 90' concrete bridges, drainage structures and a plantmix bituminous surfacing on 3.823 miles of Interstate Hwy. No. 15, So. Blackfoot I.C. - Porter Bridge G.S., in Bingham County - Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Company, Idaho Falls, Idaho, the low bidder, on December 29, 1961, in the amount of \$1,657,076.65.

F-3281(5) - The work consists of constructing the roadway, irrigation features and a plantmix bituminous surfacing on 5.581 miles of U.S. Highway 30, Cole School - Meridian, in Ada County - Federal Aid Primary and State financed. Contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on December 28, 1961, in the amount of \$1,232,883.45.

S-3806(8) (Section "A") - The work consists of constructing the roadway, drainage structures, and a bituminous surface treatment on 6.875 miles of State Highway 51, Little Valley-South, commencing approximately 17.5 miles south of Bruneau and extending south, in Owyhee County - Federal Aid Secondary and State financed. Contract was awarded to Duffy Reed Construction Company, Twin Falls, Idaho, the low bidder, on January 15, 1962, in the amount of \$310,699.00.

S-6715(5) - The work consists of constructing the roadway, drainage structures, 2 - concrete culverts and a bituminous surface treatment on 5.495 miles of the Lewisville Road (SH-49), Lewisville-South, in Jefferson County - Federal Aid Secondary and State financed. Contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on January 15, 1962, in the amount of \$258,320.75.

F-2353(2) - The work consists of constructing the roadway, drainage structures, including 4 concrete bridges and a type "C" bituminous surface treatment on 7.968 miles of U.S. Highway 93-A, between Arco and Moore, in Butte County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Holmes Construction Co., Inc., the low bidder, of Heyburn, Idaho, on January 16, 1962, in the amount of \$569,330.75.)

F-1032(20), Section "B" - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 0.473 mile of the Highline Road, Yellowstone Ave.-Highline Road, in Bannock County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Jack B. Parson Construction Co., Smithfield, Utah, the low bidder, on January 16, 1962, in the amount of \$294,607.30.)

S-4769(7) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 2.082 miles of State Highway 42, Juliaetta-Kendrick, in Latah County - Federal Aid Secondary and State financed. The contract was awarded to Goodfellow Brothers, Inc., Wenatchee, Washington, the low bidder, on January 15, 1962, in the amount of \$254,063.10.

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Orders of Condemnation. The Board concurred in the following Orders of Condemnation:

I-80N-4(1)220, Parcel Nos. 6, 6-E-1, and 6-E-2, Floyd M. Morris
 " Parcel Nos. 7 and 7-E-1, John L. Anderson
 I-90-1(11)48, Parcel No. 16, Earl Siler and William Sexton
 " Parcel No. 20, Joseph Flegel
 " Parcel No. 31½, John Sciuchetti
 " Parcel No. 31 3/4, Sylvia V. Segacini and Bunker Hill Co.
 " Parcel No. 35, Ralph Wayne Bushnell
 " Parcel No. 64, Michael Rossi
 F-4113(14), (U.S. 95), Parcel No. 13, George Steadman and Mildred Butler
 " (U.S. 95), Parcel No. 32 and 32-E-1, Millie M. Andrews and Cornelius Dixon
 " (U.S. 95), Parcel No. 33, L. C. Bowles and Harvey Head
 FHP 2-1(1), (U.S. 2), Parcel No. 3, Harvey E. Holderman

Approval of Right of Way Settlement in Excess of \$20,000 was given by the Board for:

I-IG-15W-4(4)71, Parcel No. 3, Noel K. Breneman, in the amount of \$30,200.
 I-IG-15W-4(4)71, Parcel Nos. 12 and 12-E-1, Earl A. Thomson, in the amount of \$41,775.
 I-90-1(11)48, Parcel No. 46, Tony Faraca, in the amount of \$30,000.

Approval of Deeds. The Board approved and executed the following deeds:

I-15-2(7)96, Parcel No. 16A, Special Warranty Deed for Wendell W. Gardner
 I-90-1(10)62, Parcel No. 67 3/4A, Special Quitclaim Deed for American Smelting and Refining Company

Exchange of Access Deeds. The Board approved an Exchange of Access Deed on Project FHP 35A (SH 96), Parcel 6A, Charles G. Day, et al.

Authority to Purchase Right of Way (Control of Access) The Board approved the following purchases of Right of Way as pertaining to control of access:

F-2392(9) U.S. 93 - Greenwood Street in - Standard Approach
 Shoshone Policy

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- F-6033(8) U.S. 191 - I.C. North of Shelley - Partial Control from
(Excl.)-U.S. 191 I.C. the I.C. North of
(Incl.) Shelley (Excl.I.C.)
to U.S. 191 I.C. (Excl.
I.C.) Full Control in
191 I.C. Area
- F-6033(23) U.S. 191- Shelley Connection to - Standard Approach Policy
U.S. 191-S.C.L. Idaho to S.C.L. Idaho Falls
Falls


Relocation of Utilities Determinations. Upon reviewing the projects plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

I-IG-15W-4(6)88, Igo Overpass, Power County - Mt. States Tel. & Tel. Company and Idaho Power Company
S-6739(1) and S-6746(1), Deer Park Road and Menan-North Road, Jefferson County - Mt. States Tel. & Tel. Company and Utah Power & Light Company

Board Chairman Resigns. Board Chairman R. C. Rich resigned effective this date for personal reasons, after having served on the Board since July 1, 1951.

In line with Mr. Rich's resignation, Governor Robert E. Smylie, on January 4, 1962, appointed Mr. R. Doyle Symms, of Caldwell, a member of the Idaho Board of Highway Directors to fill the vacancy of Mr. Rich from January 16, 1962 until January 31, 1963.

WHEREUPON, the Board adjourned until its next meeting, to be held January 16 and 17, 1962.



R. C. RICH, Chairman

Read and Approved
February 8, 1962
Boise, Idaho

January 15, 1962

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

January 16 & 17, 1962

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Tuesday, January 16, at 3211 West State Street, Boise.

Present were:

W. C. Burns, Vice-chairman, Director, District 1
R. Doyle Symms, Member, Director, District 2
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Reorganization of Board. The Board reorganized, electing W. C. Burns as Chairman; Ernest F. Gaffney, Vice-chairman; and R. Doyle Symms, Member.

Boise Delegation. Mayor E. W. Shellworth, together with City Councilmen Henry F. Koch; Vernon E. Morris; Harold T. Jones; A. J. Wahl; and Edward Emerine, appeared before the Board.

The delegation urged early improvement of West State Street from 23rd to 36th because of the current drainage problem and deficient lane widths between 23rd and 27th.

Councilman Jones indicated his impression that this project was to have been programmed during the past six years. He was informed that it has been on the long-range planning program only and has never reached the construction program stage.

Chairman Burns and Mr. Bennett indicated that West State Street from Collister to 23rd is in the present long-range planning program for approximately a \$750,000 job, but no commitments could be made at this time as to when it could be put into the construction program.

Mr. Burns stated that when the 1963 construction program is considered, this project will be considered along with other projects in the State based on need as in relation to available construction moneys.

Mr. Burns asked if the delegation thought the State Street project should have priority over the Grove - Front Street one-way couplet, currently in the construction program. They answered "No."

It was pointed out that two such projects could not be fitted into the program for the same year's construction.

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A discussion of the currently proposed one-way couplet was then entered into, with Mayor Shellworth asking that full consideration be given to minimizing the disturbance to businesses on the couplet during the construction period. The Department's policy of preconstruction conferences with the contractors was explained. The timing of certain areas of construction are entered into during such conferences with the contractors with this thought in mind.

Mr. Mathes pointed out that regardless of the fine cooperation of a contractor with scheduling his work to this end, the Council should not expect the project to be free of complaints from adversely affecting traffic to affected businesses.

Murphy Brothers Delegation. Next appearing before the Board were Murphy Brothers, Inc., of Spokane, Washington, represented by W. A. Murphy, Vice-president; C. W. Gray, Engineer; Dan J. Materne; J. Orville Humphries; and Bob Materne.

A claim was presented regarding failure of material sources, involving the settlement of moneys already expended to a tentative amount of \$86,000, which was indicated as a possible compromise figure, brought about because of changed conditions in the material pits. (Project I-90-1(9)34, Fourth of July Canyon - Dudley.)

The project is currently under contract and because time is of the essence, an appointment with the Board for their February 9 meeting was set up. This will give the Department and the Bureau of Public Roads time to evaluate the figures submitted by Murphy Brothers as to the justness of costs entailed by the materials source failures.

Present also were J. F. Pearring, District 5 Engineer; Bureau of Public Roads Engineers R. F. Clements, Harold Tilzey, and Clifford R. Salmen.

T. Matt Hally. Next appearing before the Board were Matt Hally and his attorney, Fred Cromwell, urging the Board to reconsider a claim partially outstanding on Project ST-3112(502), Cambridge Bridge.

This claim had been denied because of advice of Legal Counsel, and the Board took no action but asked Attorney Cromwell to consult with Department Legal Counsels Padgett and Harrington as to what means, if any, the claim can be legally paid.

Attorney Cromwell indicated that they were appearing with the claim again on the basis of equity rather than points of law. He also pointed out that considerable legal research was still necessary on his part regarding the claim.

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Art Shrank, Twin Falls Construction Company. Next appearing before the Board was Art Shrank, of Twin Falls Construction Company, regarding a claim growing out of Interstate Project I-15-2(8)104, Great Western Canal to Bonneville County Line, involving Item 208, Select Borrow.

The claim entailed additional work Mr. Shrank thought was eligible for compensation because of having to screen surfacing material; but, as was brought out in the discussion, the 1957 Specifications did not permit payment. The Board, therefore, denied the claim.

Idaho Concrete Products Company. The Board next heard from Idaho Concrete Products (formerly Clark Concrete Pipe Company) represented by Charles E. Ward, President; Thomas McLain, Vice-president; Robert H. Paul, Manager; and Marion A. Ward, Sales Manager, all of Idaho Falls.

A discussion of their concrete pipe operation together with their soliciting business with the State Highway Department was had.

Mr. Ward indicated the visit was mainly to get acquainted, as they are a new business firm in the industry in Idaho.

WEDNESDAY, JANUARY 17, 1962

The Board reconvened at 8 a.m., Wednesday, January 17, at 3211 State Street, with Mr. Burns, Mr. Symms, Mr. Bennett, and Mr. Summers present.

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

STOCKPILE PROJECTS 4416 & 4415 - The work consists of furnishing aggregate base and surfacing, and cover coat material in stockpiles adjacent to S.H. 62, and U.S. 95, in the vicinity of Winona and the top of Lewiston Hill, in Idaho and Nez Perce Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer and the contract was awarded this date to the low bidder, J. F. Konen Construction Co., Inc., Lewiston, Idaho, in the amount of \$48,604.00.

S-6739(1) & S-6746(1) - The work consists of constructing the roadway, drainage structures, a roadmix bituminous surface and seal coat on 3.044 miles of Deer Park Road and 1.510 miles Menan-North Road in Jefferson County - Federal Aid Secondary and County financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to checking the figures of the bid. (The contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on January 18, 1962, in the amount of \$139,032.00.)

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F-5116(20) - The work consists of seal coating 11.916 miles of U.S. Highway 95, Kootenai County Line - Westmond, in Bonner County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, Standard Asphalt Paving Co., Inc., of Spokane, Washington, in the amount of \$17,071.50, subject to the approval of the Bureau of Public Roads.

Speed Control Zones in District One (US 91, I-15)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

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

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 91, I-15	----	----	Chubbuck Road to Fort Hall Interchange	70
2	US 91, I-15	----	----	Fort Hall Interchange to South Blackfoot Interchange	70

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

Caldwell Interstate Court Action Dropped. Mayor Ed Simmerman further advised the Board that on a five-to-one vote by the Council, the pending District Court action enjoining the Board from proceeding

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with Caldwell Interstate Project I-80N-1(19)25 had been dropped in the District Court permitting the Department to proceed as planned.

AASHO Dues Approved. The Board approved the Department's 1962 regular annual dues in the amount of \$844.50 to the American Association of State Highway Officials.

Laboratory Testing for Other Public Agencies - Legal Opinion. The Department's Legal Counsel confirmed the Department's position in performing testing of road materials for federal agencies or county road departments by the Idaho Department of Highways' Materials Laboratory. In so doing, "neither Article VII, Section 10, nor Article VIII, Section 2 of the Idaho Constitution would be violated." (December 20, 1961, Opinion.)

This matter was a subject of the August 22, 1961, Board meeting.

Court Action Instituted on Payment of County Recording Fees. Action was filed by the Department's Legal Counsel in the Supreme Court seeking a Writ of Mandate which would enable the various county recorders to record right of way deeds, etc., for the Idaho Department of Highways on a no-fee basis.

A.E.C. Gasoline Tax Avoidance Status. Senator Dworshak's letter regarding A.E.C. gasoline tax problems was read, and Chairman Burns indicated the desire to make it a subject of next month's meeting with the Governor.

St. Charles - Camp Lifton, Bear Lake FAS County Road Denied. A Bureau of Public Roads' denial to Bear Lake County of an application to place the St. Charles - Camp Lifton Road on the County Secondary System was disclosed to the Board. This was the second attempt the Department has made in trying to justify the road on the County Secondary Federal aid System at the request of Bear Lake County.

Out-of-State Travel approved by the Board:

Don Anderson and Rudy Subia, Appraiser, from Coeur d'Alene to Portland for the Real Estate Appraisal I School, February 5 - 17, via one State car.

Two people to Bureau of Public Roads Hydraulic Seminar "Special Treatment of Banks and Beds of Stream Channel Changes," Portland, Oregon, February 12 - 13.

E. L. Mathes, Assistant State Highway Engineer, to Corvallis, Oregon, February 6 - 8 to attend Conference on Uniform Traffic Control and Northwest Roads and Streets Conference.

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Personnel Director George Neumayer and Planning and Traffic Engineer Lew Ross to recruit Engineer-in-Training College Seniors: Logan, Utah, February 15; Laramie, Wyoming, March 6; Boulder, Colorado, March 8; Pullman, Washington, March 19.

Travel to Washington, D. C. Denied to State Highway Engineer. State Highway Engineer G. Bryce Bennett's out-of-State travel to Washington, D. C. to attend a special Highway Research Board conference on "Planning in Highway Administration" March 26-27, was denied by the Board after Mr. Bennett indicated that although the meeting was very worthwhile, he questioned the advisability of his attending due to the heavy out-of-State travel requests required of the State Highway Engineer and the distance involved in this instance.

Contracting Heavy Maintenance Work. The matter of contracting heavy maintenance work during 1962 was discussed and will be continued as a subject of the February Board meeting.

The District Engineers Appeared Before the Board, outlining the work in their districts, discussing their 1962 construction and maintenance programing and operational characteristics of their respective districts. The Board indicated particular interest in the amount of heavy maintenance work planned for contracting for 1963.

Control of Access - F-2441(8), Heyburn-Rupert. (The following Minute Entry supersedes entirely that of August 22, 1961, concerning access control on this project.)

Access control on this project between Station 100/00 and Station 144/00 within the Village of Heyburn shall be by Standard Approach Policy.

Between Station 144/00 and the project terminus at Station 355/00, access shall be by partial control. Such partial control on the southeasterly side of the project is to be restricted to access connection between a future frontage road to be developed along this section of highway and the highway itself; and through the existing public thoroughfares. Access to and from abutting property and the future frontage road shall be by Standard Approach Policy. Until such time as a frontage road is constructed, direct access to and from abutting property on the southeasterly side of the project between Station 144/00 and Station 355/00 shall be through the right of way area reserved for the future frontage road, and the designated frontage road connections. On the northwesterly side of the project, such partial control of access will be exercised through public thoroughfares and access points designated at the time of construction.

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All access connections on the portion of the project having partial control are to be as shown on the official plans on file with the Idaho Department of Highways. Crossing of the median area in the highway will not be permitted except as crossing points designated on such official plans.


Parcels in Excess of \$20,000. The Board requested the Chief Right of Way Agent to submit to the Board all right of way parcels over \$20,000 in evaluation for their consideration before the parcels are negotiated with the owner.

Expense Vouchers. The Board approved the following expense vouchers:

R. C. Rich, for December - \$63.91; for January - \$62.06

W. C. Burns, for December - \$95.00

WHEREUPON, the Board adjourned until its next meeting, scheduled for February 8 and 9, 1962.


W. C. BURNS, Chairman

Read and Approved
February 8, 1962
Boise, Idaho

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

February 8 & 9, 1962

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Thursday, February 8, at 3211 West State Street, Boise, Idaho.

Present were:

W. C. Burns, Chairman, Director, District 1
Ernest Gaffney, Vice-chairman, Director, District 3
R. Doyle Symms, Member, Director, District 2
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the minutes of the regular January 15 and January 16 & 17 Board meetings.

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

STM-5041(534) & STM-5115(520) - The work consists of constructing a plantmix bituminous surfacing (Seal Coat) on 6.15 miles of U. S. Highway No. 10, and on 0.8 mile of U.S. Highway 95, Coeur d'Alene West and Blackwell Br. - N.W. Blvd., in Kootenai County - State financed. Contract was awarded to Inland Paving Company, Spokane, Washington, the low and only bidder, on January 24, 1962, in the amount of \$25,000.50.

STOCKPILE NO. 4424 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles at the Weippe Maintenance Yard, in Clearwater County - State financed. The bids were rejected as they were in excess of 10 per cent over the Engineer's Estimate, and the project will be readvertised.

STOCKPILE NOS. 2421, 2422, 2423 - The work consists of furnishing aggregate surfacing and cover coat material in various stockpiles in the vicinity of Shoshone, NW of Buhl & Magic Reservoir, in Lincoln, Twin Falls and Blaine Counties - State financed. The contract was awarded to Nelson - Deppe, Inc., Boise, Idaho, the low bidder, on February 2, 1962, in the amount of \$31,792.00.

Relocation of Utilities Determinations. Upon reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

F-5121(9), Priest River Bridge, Bonner County - General Telephone Company of the Northwest, and Pacific Power and Light Company.

Orchard Street Hearing Determination - Project US-3788(1), US-G-3788(2) - Regarding the public hearing held under Federal statutes at the Ada County Courthouse, Boise, Idaho, at 10 a.m., Thursday, February 1, 1962, the Board finds and determines that the proposed improvement is beneficial, and, after having considered and weighed the economic effects of the improvement, herewith makes its decision of the proposal in the affirmative.

Spokane A.G.C. - Request for Withholding Bid Letting. State Highway Engineer Bennett presented a letter of request from the Spokane Chapter of the A.G.C. which urged the Board to withhold bid letting until requested labor demands were settled in the North Idaho area.

Mr. Bennett recommended, and the Board agreed, that in the interest of keeping Idaho's highway construction on schedule, bid openings should proceed in a normal manner as plans and engineering are completed to the bid letting status.

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Possible Maintenance Shed Site Locations - Idaho Falls. The Board discussed possible maintenance shed site locations to serve the Idaho Falls Interstate and Primary system, and it was determined to delay the matter until right of way purchases were had on future U.S. 191 northwest bypass and acquire lands north of the city at that time.

Retention of William R. Padgett as Special Legal Counsel. The Board discussed the offer of William R. Padgett, former Department Legal Counsel, to be retained on a fee basis for the conclusion of two matters before the Supreme Court, which he anticipated will be heard by the Supreme Court sometime after June.

The Board determined to not enter into negotiations in the matter at this time because of the political implications that might accrue to Mr. Padgett, the Department, and the Highway Board, Mr. Padgett having indicated his intention to file for the office for Attorney General. Possible interpretations of the Hatch Act in the matter were discussed.

No promises were made to Mr. Padgett as to any later commitments in the matter.

Nampa North Side Boulevard Interstate Connection Approved for Hearing. The Board reviewed the Traffic Division's recommended connection to the Nampa Interstate from U.S. 30 via North Side Boulevard and approved the bringing the matter to public hearing by the next Board meeting. This connection is one of the phases that has been under study with the Nampa Metropolitan group and endorsed by the Committee and the City.

Extension of SH 72 Discussed. Board Member Symms indicated his interest in the extension of State Highway 72 beyond US 30 to the Nampa Sugar factory with a connection to the Interstate at the North-side Boulevard interchange. State Highway 72 traffic, thus, would not be caused to go into Nampa and out of direction when leaving or entering Interstate 80N.

Mr. Bennett indicated State Highway 72 could be extended as urged by Mr. Symms by putting the 1½-mile section of county road on the State Highway System and signing the highway without providing improvements. Mr. Gaffney pointed out that since it would be several years before the Interstate would be completed in the Nampa area the problem of extending State Highway 72 could be delayed until that time.

Archeological Sites in Highway Construction. The matter of the degree to which the Department should cooperate with the request of Dr. Earl J. Swanson, Director of the Idaho State College Historical Museum, regarding archeological and paleontological sites in highway construction areas was discussed by the Board.

Mr. Bennett indicated that Dr. Swanson wanted the Department to hire an archeologist in each of the districts. The Board indicated the Department should cooperate in preserving any of the sites that are found in highway construction when the sites become apparent. W. R. Platts, Department Geologist, with seven other Department employees attended a three-day short archeological course with Dr. Swanson where they learned how to recognize possible archeological sites in a construction area and what procedure to take to best preserve the findings when exposed by highway construction.

Suggested Conflicts of Interests Resolution. The matter of a suggested conflicts of interests resolution, which was directed to the Board's attention by the U.S. Bureau of Public Roads on a nation-wide level, was viewed by the Board.

The Board, having no objections to the resolution as such, determined it would be more appropriate to draft a policy statement for the consideration of the Board at their next meeting along the lines of that provided for Highway District Commissioners under Idaho Code 40-1619.

The suggested resolution from Federal Highway Administrator Rex M. Whitton dated December 29, 1961, arose from abuses disclosed in highway construction practices in the State of Mexico, stemming from Highway Commission or Board Members who used their office in private interests with contractors doing business with that Highway Department.

The Board re-organized, as provided by statute, and the following officers were unanimously elected:

W. C. Burns, Chairman
Ernest F. Gaffney, Vice-chairman
R. Doyle Symms, Member

FRIDAY, FEBRUARY 9, 1962

The Board reconvened Friday, February 9, at 8 a.m., at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Orders of Condemnation. The Board concurred in the following Orders of Condemnation:

F-1481(9), (U.S. 30N), Parcel Nos. 1 & 1-E-1, Margaret
Hargreaves Bateman
F-3311(1), (U.S. 20-26), Parcel Nos. 9, 9-E-1 and 9-E-2,
Blossom Buffington
" (U.S. 20-26), Parcel Nos. 10, 10-E-1, 10-E-2, and
10-E-3, Herbert W. Morford

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F-4113(14), (U.S. 95), Parcel Nos. 22 & 22-E-1, M. B. Rogers
and Ellen Rogers

" (U.S. 95), Parcel No. 30, C. J. Foss and Alta V.
Foss

F-4201(10), (S.H. 9), Parcel No. 7, Veterans of Foreign Wars
Lyons-Dahl Post No. 5407

Declaration of Property as Surplus. F-FG-1024(10), (U.S. 30N) -
The Board declared as surplus the tract of land being all of Lots 14,
15, 16 and 17, a portion of Lots 8, 9, 10, 11, 12, and 13, all in
Hewlett Industrial Subdivision, according to the recorded plat thereof,
and a portion of Cedar Street in the City of Pocatello, Bannock County,
Idaho, excepting therefrom the highway right of way, to be sold for
not less than \$6000.00. No access to the highway right of way is to
be allowed. (See Revision - June 25, 1962)

Request for Additional Approach. The application made by Lester
L. Dunkley of Preston, Idaho, for permission to construct a 20.0 foot
wide private approach left of Station 129/75 on U.S. 91, Project No.
F-1491(1), between Preston and Whitney, in Franklin County, was dis-
cussed and the application as written was rejected.

Authority to Purchase Right of Way (Control of Access). The
Board approved the following purchases of right of way as pertaining
to control of access:

District 2

FH-51-2(2) & (3) Trail Creek Highway Standard Approach Policy
(S.H. 75)

District 4

FH 18-2(1) & Elk City Highway Standard Approach Policy
FH 18-3(1)(S.H. 14)

Control of Access - F-3112(13), 16th Street and 3rd Avenue Spur,
Payette - The Board approved for this project:

16th Street - Partial control on new right of way, Standard
Approach Policy on existing right of way

3rd Avenue - Partial control between 15th and 16th, with
Standard Approach Policy elsewhere.

Idaho Chapter of A.G.C. The following members of the Idaho Chap-
ter of the A.G.C. met in a get-acquainted session with the Highway
Board:

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Martin W. Rust, II	Sterling Vaughn
Stanley Quigly	Don Holmes
John P. Molitor	A. D. Stanley
A. W. Shrank	Earl Chandler
B. R. Goodwin	H. R. Watkins

Art Shrank, speaking for the delegation, complimented the Department on the increased amount of heavy maintenance work that was let for contract during the past season. Mr. Bennett indicated considerable work would be let in the same manner this year, although not as much dollar-wise.

The delegation requested relief in the maintenance of detour or haul roads in the construction contracts. The Department indicated it would have a representative go over the road during the pre-construction conferences with the county representative and contractor. The Department indicated also they would act as referee for any final determination regarding the extent of maintenance repair that might be necessary to return the haul - detour road to its original condition.

Mr. Bennett indicated the sign release from the county would not be necessary.

Payment of final estimates was discussed and it was determined to resolve as much as possible points at issue between the Department and the contractor in the field.

The 1960 Specifications regarding weight requirements of rubber tire rollers was discussed. Mr. Bennett indicated it was not the intention of the Department to disqualify present rubber tire roller equipment and that the Department would look into the matter.

The delegation urged the Department to revise the Engineer's Estimates in anticipation of more realistic bidding that will prevail in view of the labor negotiations contemplated.

The Department has instructed the engineers in the field, when there is any indication of possible irregularities in the labor provisions of the Davis-Bacon Act involving contractors people, to bring the matter to the attention of the Boise Office and not try to take independent action in the field.

Mr. Bennett indicated the desire of the Department to work with the A.G.C. by requesting the A.G.C. to feed the Department the new labor provisions as they become apparent for more accurate estimates in guiding the Department's appraisal of labor costs as pertaining to the Engineer's Estimates on projects.

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The delegation also urged the removal of items in the proposal shown "without pay" and asked that wherever possible the cost-free items be classified with a pay schedule, thus affording more uniform and clearer bidding by contractors.

Mr. Molitor asked the Department to, if possible, set up a meeting with its construction people in South Idaho at Burley when the A.G.C. meets on March 23.

Leo Marsters - Request to Delay Payette 16th Street Project. Next appearing before the Board was Leo Marsters urging the Board to delay the Payette 16th Street project and direct its efforts and money towards an improvement of U.S. 95 from Palisades north towards Payette. Mr. Marsters stated he had a petition in his car with signatures of several hundred people of Payette endorsing his proposal.

After hearing from Mr. Marsters, the Board indicated that the City of Payette, with whom the State formally deals in such matters, had not indicated any desire to alter the 16th Street project, which is scheduled for the second quarter of this year; and that the Department would proceed according to plan with the project -- F-3112(13). The Board was unanimous in their agreement of the Department's proceeding with the project as planned.

U.S. 95 Association. Next appearing before the Board was the U.S. 95 Association urging the improvement of U.S. 95 and bringing the Board up to date on the progress of Washington County's efforts on the Olds Ferry Road.

Ellis Mathes outlined the \$7 million program that is scheduled for U.S. 95 from North to South Idaho, to which the delegation indicated its appreciation.

Senator Arlie Parkins, of Owyhee County, particularly paid tribute to the fine performance of the Highway Board in the allocation of construction moneys and the continued efforts to improve the north and south sections of U.S. 95 in the manner they are.

The U. S. 95 Association was represented by:

Leo Marsters
Arlie L. Parkins
John Lloyd

Jim McClure
Alvin Benson

Laurence Monroe
Bill Baker

Northside Homesteaders Association. The Northside Homesteaders Association met with the Board, represented by:

Lee E. Stewart
Bruce Neibaur
Roger Dean

W. R. Paul
Philip R. Bare
Ralph W. Smith

Richard Westendorf
Norman Raisch

The group urged the Board to program an oil surface treatment for State Highway 24 from Minidoka to Dietrich. They recited the need for the local improvement in the way of the increased amount of traffic that is on the road.

As a traffic count of the road was 70 in 1960, Mr. Bennett indicated that there are several miles of State Highways that have a much greater traffic count and do not have an oiled surface.

The delegation then urged that some material be added in the way of a binder, if possible, to cause the road to be easier on equipment, there being predominantly too much large gravel and not enough fine.

The Board stated that when the road was put on the State Highway System last fall, no further improvement was visualized in the foreseeable future for this section of State Highway 24, but that the State would maintain it to the best of its ability considering the materials that are available. No commitment as to an oiled surface was made.

Murphy Brothers Claim Resolved - Project I-90-1(9)34, Fourth of July Canyon - Dudley. Murphy Brothers met with the Board represented by J. Orville Humphries, Dan J. Materne, Lafey Materne, R. E. Materne, W. O. Murphy, and Gil Gray.

The group met regarding their pending claim on the above captioned project and explained their position. The Board concurred in the Department's suggested settlement of the claim as follows:

As sources numbered KT-155 and KT-164 failed completely with no material being acceptable, the Board recognized the changed condition involved and suggested a settlement of 6 cents per ton mile for the extra haul from source number SH-41, which was accepted by the contractor.

This settlement does not preclude the contractor from acquiring materials from any approved source he may obtain under the provisions of the contract.

Herzog Service Station Case - Pocatello - Project F-1024(7). Legal Counsel Harrington briefed the Board on the Herzog Service Station case in Pocatello, which has been under negotiation since 1957. The Board requested that he meet with Mr. Peterson to settle the matter with new negotiation and/or reconstruction of approaches to satisfy the grade problem caused by the highway construction.

Federal Lands Funds Denied. The Board was informed that the request for Federal Lands Funds for the improvement of Highway 51 last fall was recently denied by the Secretary of Commerce.

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Gas Pumps on Right of Way - Project F-1481(10). Legal Counsel Harrington was requested to formally inform Mr. Burdick that his pumps currently still encroach on the State highway right of way on U.S. 30N in Bennington.

Out-of-State Travel authorized by the Board:

Chief Geologist W. R. Platts to attend the 15th Annual Highway Geologists Symposium, March 15-17, Phoenix, Arizona

State Highway Engineer G. Bryce Bennett to San Francisco, March 4-7, to attend the American Road Builders Association Annual Conference

Materials Engineer Harry L. Day to Logan, Utah, to attend the Utah State University Concrete Conference, March 9.

Board Members, Secretary, and ten Department employees to attend the WASHO Conference, Seattle, June 10-14.

Out-of-State Travel denied by the Board:

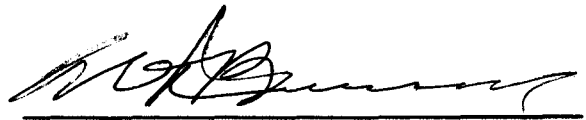
L. I. Passmore, Chief Appraiser, to attend American Institute of Real Estate Appraisal Condemnation Appraising Conference, March 10-17. The Board withheld the request awaiting a school of this type to be held in the West at a later date.

Expense Vouchers. The Board approved expense vouchers for:

January - W. C. Burns, \$102.70; R. Doyle Symms, \$53.39.

December - Ernest Gaffney, \$32.87.

WHEREUPON, the Board adjourned until its next meeting, scheduled for March 19, 20, & 21, 1962.



W. C. BURNS, Chairman

Read and Approved
March 19, 1962
Boise, Idaho

February 9, 1962

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

March 19, 20, 21 & 22, 1962

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, March 19, at 3211 West State Street, Boise.

Present were:

W. C. Burns, Chairman, Director, District 1
Ernest Gaffney, Vice-chairman, Director, District 3
R. Doyle Symms, Member, Director, District 2
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the minutes of the regular February 8 & 9, 1962, Board meeting.

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

F-5121(9) - The work consists of constructing a 352' concrete bridge over the Priest River on U.S. Highway No. 2, near the City of Priest River, in Bonner County - Federal Aid Primary and State financed. Contract was awarded to Dunham Contracting Company, Moscow, Idaho, the low bidder, on February 21, 1962, in the amount of \$151,989.00.

I-IG-15W-4(6)88 - The work consists of constructing a 112' concrete overpass, a 256' concrete RR overpass, 4 lane divided approaches and a bituminous surface treatment on 1.403 miles of Interstate Highway No. 15W, in Power County - Federal Aid Interstate and State financed. The contract was awarded to Aslett Construction Company, the low bidder, of Twin Falls, Idaho, on February 16, 1962, in the amount of \$719,981.75.

I-80N-1(32)0, F-3111(7), S-3856(4), F-3261(2), S-3862(3), F-3321(3) & F-3021(19) - The work consists of seal coating the shoulders and ramps on 13.607 miles of Interstate 80N from Snake River-East, seal coating 0.18 mile of U.S. 95 Conn. to Int. South of Fruitland, 0.524 mile of U.S. 30 Conn. to I.C. #3 on 80N, 4.221 miles of U.S. 30 from New Plymouth-West, 1.174 miles of 6th St. in Payette, 6.334 miles of S.H. 44 from Middleton-Star and 6.539 miles of U.S. 20-26, Joplin Cemetery-West, in Ada, Canyon and Payette Counties - Federal Aid Interstate, Primary, Secondary, and State financed. Contract was awarded to Winn & Company, Inc., Buhl, Idaho, the low bidder, on February 26, 1962, in the amount of \$78,565.13.

STOCKPILE NOS. 1409, 1410 & 1416 - The work consists of furnishing aggregate surfacing material in stockpiles on U.S. 30N in the vicinity of Bancroft, Pebble and Soda Springs, in Caribou County -

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State financed. Although the low bid was in excess of 10 per cent over the Engineer's Estimate, the Board concurred in the State Highway Engineer's recommendation that the contract be awarded to the low bidder due to the urgency of needing the material for patching of spring breakup. The contract was awarded, therefore, to Jack B. Parson Construction Co., Smithfield, Utah, the low bidder, on March 19, 1962, in the amount of \$46,100.00.

I-15-2(11)96, Section "A" - The work consists of reconditioning the existing roadbed, placing a crushed aggregate base, plant mix surfacing and seal coat on 7.841 miles of Interstate Highway 15 from Porterville Bridge to the Great Western Canal, in Bingham County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Hoops Construction Company, Twin Falls, Idaho, the low bidder, on March 20, 1962, in the amount of \$498,198.10.)

I-15-2(11)96, Section "B" - The work consists of reconditioning the existing roadbed, placing a crushed aggregate base, plant mix surfacing and seal coat on 7.771 miles of Interstate Highway No. 15 from Great Western Canal to the Bonneville County Line, in Bingham County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on March 20, 1962, in the amount of \$473,063.10.)

ST-1481(518) - The work consists of constructing a 43' concrete bridge and approaches over the Portneuf River on the Lava Connection to U. S. 30N, in Bannock County - State financed. Contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on March 16, 1962, in the amount of \$28,914.50.

Relocation of Utilities Determinations. Upon reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-4114(8), Lewiston Hill Truck Bays, Nez Perce County, Clearwater Power Company

F-1024(15), U.S. Highway 30N, Maple Street-Gould Street, Pocatello, Bannock County - Mt. States Telephone & Telegraph Company, Idaho Power Company.

Highway Engineer Authorized to Meet Flood Emergency. The Board requested that the Minutes reflect that on Sunday, February 11, 1962, the Board authorized the State Highway Engineer to act in the best

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interests of the State in whatever action he deemed advisable in meeting the flood emergency in Bannock, Bonneville, Jefferson, Oneida, Power and Madison Counties.

Pocatello Employee Beck's Salary vs. Red Cross Service. The Board concurred in the Department's paying Pocatello Highway Department employee Beck's salary while, in addition to his highway duties as clerk, he also served as Bannock County Red Cross Chairman during the recent flood emergency.

Morrison-Knudsen Claim Reconsidered. The Highway Board, after reviewing court rulings regarding the previously denied type of claim involving the Weiser Underpass Project F-FG-3112(8), Morrison-Knudsen Co., Inc., determined that the remaining portion of the claim at issue originally presented to the Board March 1, 1961, should be allowed and requested the Department to effect a settlement.

Authorization for Bids -- Wallace-Mullan (I-90-1(22)62). The State Highway Engineer was authorized to proceed with the advertising for bids, when ready, for the Wallace-Mullan second stage construction contract.

A.E.C. - Motor Fuels Taxes. The Board concurred in a request in writing to the Governor to lend what assistance he may deem appropriate toward collecting the Atomic Energy Commission's vehicle over-the-road gasoline taxes due since 1959 in the amount of \$215,843.17; and also to urge Congress to appropriate and allocate current and future annual repayment to the State Highway Fund in the amount of \$80,937.00 in lieu of Motor Fuel Taxes to compensate the Department to that extent in the annual maintenance and reconstruction of its highways. These supporting figures were submitted as a matter of tax equity by the State Tax Collector.

The Board further encouraged the Governor to cause Idaho to enter into bilateral state legislative compacts with adjoining states in refusing to issue motor fuel tax exempt bills of lading destined for Idaho and the other respective states.

Nampa Hearing Decision. Project F-3281(9), West Interstate Connection to Nampa -- Regarding the public hearing held under Federal statutes at the Nampa City Hall, Nampa, Idaho, at 2 p.m., Thursday, March 15, 1962, the Board finds and determines:

1. That a section of North Side Boulevard be extended to provide a 4-lane, divided curb and gutter facility from U.S. Highway 30 in the vicinity of Yale Street to the interchange with U.S. Highway 80N; that a railway grade separation structure span the Union Pacific Railroad on this alignment.

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The length of the proposed project is approximately 1 mile.

2. The proposed route from U.S. Highway 30 in the vicinity of Yale Street intersection northerly to the Interstate Highway 80N-North Side Boulevard interchange would be added to the State Highway System.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Nampa from the said proposed changes. (Transcript of the Hearing and Board Decision are on file with the Board Secretary.)

Permits for Use of Right of Way for Signs, Political Posters, Etc.,
Policy adopted by the Board:

1. The matter of illegal signs was discussed. The Board unanimously adopted the policy of giving no permits for the use of a state highway right of way, and ordered the State Highway Engineer to issue a bulletin to the effect that rights of way should be kept clear of unauthorized signs, billboards and structures. (8/9/51)

2. Since by the enactment of Idaho Code 18-7029 the placing or painting of "election posters or literature or other promotional or sales material upon public or private property, real or personal" is unlawful without permission of the owner, such matter found with the highway right of way shall be immediately removed. However, the foregoing shall not apply where such matter is affixed to a utility pole within the highway right of way where written permission from the owner of such utility pole has been secured in accordance with Idaho Code 18-7029 by the party posting such matter.

3. Signs outside of urban areas shall be removed to the nearest Department shed for storage and the principal involved notified, via regular mail, by the maintenance supervisor stating where the material or sign may be picked up within thirty days. If, after thirty days of the written notice, the material or sign is not picked up by the principal, the maintenance section should discard the material.

4. Handling of advertising signs except posters on right of way in urban areas will conform to policy in maintenance agreements with cities.

(This Minute Entry amends that of August 9, 1951, and supersedes and cancels that of April 21, 1954, regarding political posters.)

Ada County Request for Exchange of Funds. The Board authorized the request of Ada County be granted by allowing "a sufficient amount, approximately \$85,000 of Federal Aid Urban Funds, be programed and

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that an equal portion of Ada County's allotment of Federal Aid Secondary Funds be exchanged to replace these Urban Funds." This request was made for the Orchard Avenue improvement from Franklin Road to Overland Road - Project US-3788(1).

Soil Conservation District Boundary Signs Request. Vice-chairman Gaffney presented the request of the Latah and Benewah County Soil Conservation Districts asking for permission to place signs on the highway right of way indicating the boundaries of the respective highway districts in that area.

After discussing the matter, it was found to be in conflict with the Board's policy regarding the use of highway right of way for signs.

TUESDAY, MARCH 20, 1962

The Board reconvened at 8 a.m., Tuesday, March 20, 1962, at 3211 State Street, with all Board members, the State Highway Engineer, and the Board Secretary present.

Caldwell Chamber of Commerce Delegation. The delegation, composed of Enoch Ogstad, Robert B. Purcell, Paul G. Arnstey, and Norman C. Lodge, requested an early improvement of the proposed Blaine - Cleveland one-way couplet.

They were informed that the project is tentatively scheduled for 1963. The Board indicated that funds are not available at this time for continuing the project north past the City Hall to connect with State Highway 19. The group indicated considerable urgency for the extension of this route and the Department encouraged them to have the City explore the possibility of accomplishing it as a City project.

The delegation requested that Caldwell be added to the three-name destination sign at the junction of State Highway 95 and State Highway 72 west of Marsing. They were informed of the State's policy permitting only three names on a destination sign, and that Marsing, Nampa, and Boise, presently on the sign, should remain.

Delegation from Burley. Next appearing before the Board was G. M. McClintock and W. J. Toser, representing the Standard Oil Company, with attorney Lloyd J. Walker, requesting that access be granted directly from State Highway 27 to a proposed service station site located on the corner of State Highway 27 and the first connecting road to the west, south of the North Burley Interstate Interchange.

The request was denied.

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Minidoka County, Rupert-Heyburn Area Delegation. Next appearing before the Board was a delegation from Minidoka County and the Rupert-Heyburn area composed of:

W. N. Hobson	Jones Leonard	Emery E. Carson
Walter Kraus	Lee W. Merrill	Geo. A. Sullivan
Calvin C. Hawk	Vaud Peart	Dale B. Garner
E. J. Olson	LaMar K. Olson	

The delegation asked for a determination as to who would build and/or maintain the proposed frontage road in the 3½-mile rural section on the southeast side of SH 24 between Rupert and Heyburn, contemplated by the Department to be a part of Project F-2441(8). The Board determined the Minidoka Highway District should acquire the right of way for the frontage road. The State will construct the frontage road sections needed, providing the Minidoka Highway District would assume maintenance of each section when completed. The fence will remain on the southeast boundary of the present right of way and it will be optional with the Highway District whether or not a fence should be established at their cost between the frontage road and private property. In any event, the delegation, except one, indicated they were in favor of a frontage road.

(See revised Minute Entry of this date regarding access and this frontage road matter.)

Delegation from Ririe-Rexburg Area. The Board next heard from a delegation from Ririe and Rexburg composed of:

Farrell Rock	C. M. Bright	Carl M. Shaner
Darwin Mickelsen	Lalovi Rigby	Roy Summers
Dick Smith	J. Elmer Moss	

The group urged the Board's decision in the matter of building a connecting road and bridge across the South Fork of the Snake River between Ririe and the current Lyman Secondary Road, Madison County, and placing it on the State Highway System.

The Board determined that inasmuch as the road has characteristics of a county farm-to-market road, rather than a State Highway, that Madison and Jefferson Counties should be offered \$100,000 of unapportioned and unused County Federal Aid moneys which, when matched with local matching moneys, would be sufficient to make the project feasible for the two counties to build with their matching funds as a County Secondary Road project. It then would become a part of their county road systems.

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In this manner, only \$72,000 would be necessary in local funds to bring the project to reality.

Madison County indicated they had approximately \$40,000 of that amount ready to be put into the project. Mr. Bennett was requested to notify the delegation of the Board's proposal in the matter.

Paul Herzog - Pocatello - Project F-1024(7) -- Next appearing before the Board was Mr. Paul Herzog, with attorney Ben Peterson, of Pocatello, regarding a claim for damages, due to change of grade to approaches growing out of construction, to the Herzog Service Station, outstanding since 1957. The Board authorized Legal Counsel Harrington to settle for \$5,000 cash. Mr. Peterson asked for \$15,000 for settlement.

Right of Way Settlement - Parma-Wilder. The matter of right of way settlement of three parcels of land on the Wilder-Parma S.H. 95 project was considered, and, after approving a revised appraisal of the property, it was determined that this was as far as the Department could go in meeting the owners' asking price.

This revised appraisal figure was arrived at by Board Member Symms, Canyon County Commissioners, Realtor Don Lackland, and our Right of Way Division in reviewing the three parcels on the ground.

Request for Livestock Underpass - U.S. 30N. The Board considered a request from the Bear Lake County Commissioners and an attached petition from the Caribou Cattlemen's Association and Idaho Cattlemen's Association that a livestock underpass be incorporated in contemplated Project F-1481(9), on U.S. 30N at the Wardboro County Road crossing. County Commissioner Lindsay indicated approximately 3500 range cattle cross the highway going to the summer range in the spring and returning in the fall.

The Board determined that the economics and cost of the requested structure do not permit anything but a crossing at grade at the crossing of the county road and denied the cattle underpass. The cattle have used the at-grade crossing on U.S. 30N at the same point for years.

The Board directed, however, that cattle guard striping be applied to the State highway pavement at the county road crossing and that a barrier fence be built up to the edge of the pavement where the cattle guard striping is placed. The Board Secretary was requested to so advise the County Commissioners.

Type of Control of Access -- Heyburn-Rupert -- F-2441(8). (The following Minute Entry supersedes entirely those of August 22, 1961, and January 17, 1962, concerning access control on this project.)

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Access control on this project between Station 100/00 and Station 144/00 within the Village of Heyburn shall be by Standard Approach Policy.

Between Station 144/00 and Station 184/00 access shall be by partial control. Such partial control on the southeasterly side of the project is to be restricted to access connections between the frontage road to be developed along this section of highway and the highway itself; through existing public thoroughfares; and through a connection on the southeasterly side at Station 184/00. On the northwesterly side of the project, from Station 144/00 to Station 184/00, such partial control of access will be exercised through public thoroughfares and access points existing at the time of construction.

Between Station 184/00 and Station 225/50, within the Interstate Interchange area, full control of access will prevail on each side of the highway.

Between Station 225/50 and Station 357/25 of Project F-2441(7), access on the southeasterly side of the project shall be through approaches currently existing. Additional approaches may be granted on the southeasterly side between Station 225/50 and Station 357/25 of Project F-2441(7) on a permit basis using Standard Approach Policy procedure, providing, however, that any permit for an additional approach shall contain a statement as follows:

"Such approach is granted only until such time as frontage road or other road system serving the property is developed, at which time the direct approach to the highway is to be closed."

On the northwesterly side of the project between Station 225/50 and Station 357/25 of Project F-2441(7), access shall be by partial control, limited to public thoroughfares and access points existing at the time of construction.

All access connections between Station 144/00 and Station 357/25 of Project F-2441(7), are to be as shown on the official plans on file with the Idaho Department of Highways, subject to revision only as provided above on the southeasterly side between Station 225/50 and Station 357/25 of Project F-2441(7). Crossing of the median area in the highway will not be permitted except at crossing points designated on such official plans.

This access control procedure is taken with the understanding that Minidoka County and/or the Minidoka Highway District are to acquire adequate rights of way on the southeasterly side of the project between Station 225/50 and Station 357/25 of Project F-2441(7) for the construction of a frontage road. At the time of such right of way procurement,

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all direct access rights from abutting property are to be acquired with access control then to be limited to designated connections between such frontage road and the highway itself; and through existing public thoroughfares. Construction of the frontage road on this right of way would be done by the Department of Highways with its full maintenance obligation to be assumed by Minidoka County and/or the Minidoka Highway District.

WEDNESDAY, MARCH 21, 1962

The Board reconvened at 8 a.m., Wednesday, March 21, at 3211 West State Street, with all Board members, the State Highway Engineer, and the Board Secretary present.

J. F. Konen Claim. The Board considered a claim submitted and recommended by the Assistant State Highway Engineer (Operations) and the State Construction Engineer for J. F. Konen Construction Company in the amount of \$454.41, growing out of Project S-4717(4), Green-creek - S.H. 7.

The Board determined the claimant was entitled to the down time under Item No. 1 of the claim, and Item No. 3, leveling quarry based on actual cost to him. Item No. 2 was denied for the reason that cost of operation for feeding the crusher with a shovel and truck approximates the same as the feeding with the shovel and dozer.

Osburn - Public Hearing Authorized. A public hearing was authorized, to be held when ready, at Osburn, Shoshone County, regarding the bypass of the Village of Osburn by Interstate Route 90.

Ririe - Public Hearing Authorized. A public hearing was authorized, to be held when ready, at Ririe, concerning the bypass contemplated by U.S. 20-26. A business loop to serve Ririe was approved by the Board to be retained on the State Highway System.

Planning Brochures - Types of Control of Access. The Board approved the following:

Second Avenue Southwest and West Five Points, Twin Falls - Standard Approach Policy -- F-2361(16)

Salmon River Bridge in Salmon, Standard Approach Policy - F-6354(2)

T.B. Hospital in Gooding, 5.4 miles west of Shoshone - Jct. U.S. 93 in Shoshone - Partial control of access in rural sections, Standard Approach policy in Gooding urban sections (US 20-26, new location) -- F-2351(3), F-2351(6)

Interstate Desert Junction in Caldwell (S.H. 24 Interchange to West Caldwell Interchange, (Incl.) - Full control of access with

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partial control at U.S. 20-26 connection and S.H. 44 connection -- I-80N-1(19)25

U.S. 30N (Revised from Minute Entry 8/1/60), Montpelier City Limits - 6.4 mi. east of Montpelier, Partial control; Standard Approach Policy for 1500 foot section easterly from Montpelier City limits -- F-1481(9)

U.S. 30N, 17.4 miles westerly from Wyoming State Line, partial control -- F-1481(19) and F-1481(22)

Ririe - Clark Hill -- partial control of access limited to present types of use -- F-6501(5), F-6501(7)

Halverson Right of Way Matter to Supreme Court (FHP 4A) The Board authorized Legal Counsel to appeal to the Supreme Court the Halverson right of way matter at the junction of S.H. 1 and U.S. 95, Boundary County.

Request for Parking on Boise One-Way Couplet Denied. The Board denied a request of Messrs. E. M. Chamberlain and C. A. Creamer, Boise, that parking be permitted on the Boise one-way couplet from the junction of 17th and Main, westerly. After viewing the area involved on the ground several times, the Board determined to follow the recommendation of the Traffic Division. The contemplated volumes of merging traffic at this point, will, of necessity, require considerable distance for weaving between lanes from this point westerly to 23rd Street.

MacGregor Triangle Company - Claim - Project I-15-1(7)46 -- The following is a summary of the Board's findings after duly considering the claim of four parts.

The claim based on alleged changed conditions in Borrow Source No. 1, as well as compaction required beyond specifications, was denied.

The claim for additional compensation stemming from change in plans for Pier No. 1 of the Merrill Road Interchange was favorably considered by the Board and the Department has been instructed to effect an additional payment to the claimant in the amount of \$641.87.

State Highway Engineer G. Bryce Bennett, by letter of March 5, 1962, authorized a time extension of 11 working days, which constitutes the balance of time claimed for delays involved in extending Borrow Source No. 1. The claim for 34 days associated with the alleged changed conditions in Borrow Source No. 1 and compaction required beyond contract requirements was denied.

March 21, 1962

As a result of the claimant's presentation and the development of additional information brought out during the appeal presentation, the Board has instructed the Department to investigate the measurement and payment of embankment material consisting of excavation taken from below subgrade elevation and to effect a fair payment for any of this material not paid for under the contract. The Board recognized that the State benefited from this material and that it has not been paid for.

Orders of Condemnation. The Board approved the following Orders of Condemnation:

I-90-1(11)48, Parcel No. 32, Cliff Moore, et al
 F-4113(14), (U.S. 95), Parcel Nos. 15, 26 and 26-E-1, Tully M. Sampson and Burrell T. Sampson
 " " Parcel No. 17, Lewis C. Watson and Margaret J. Watson
 " " Parcel No. 37, Chester H. Oswald and Rose L. Oswald
 F-6471(13), (U.S. 191), Parcel Nos. 6 and 6½, Arlo Dee Blanchard and Donna Williams Blanchard

Approval of Right of Way Settlement in Excess of \$20,000. The Board approved the following:

I-90-1(11)48, Parcel No. 31, Bunker Hill Co., in the amount of \$92,250.

Declaration of Property as Surplus. The Board declared the following parcels of land as surplus and set minimum values for public sale:
 I-90-1(7)11, Coeur d'Alene (Glenmore Addition)

Lots 5 and 6 of Block 25 - \$900 each
 Portion of Lots 6 (\$1000), 8 (\$1000), and 10 (\$3000) of Block 17
 Portion of Lot 7 (\$500) of Block 20

(See Revision June 25, 1962)

Discussion of Appeal to Supreme Court. F-3311(1), Wilder-North, Canyon County (U.S. 95) - The Board agreed to withdraw the Supreme Court appeal in the case of State vs. Newell.

Approval of Additional Approach right (Southeasterly side) of Station 325+60, on Project S-1721(4), (S.H. 39), Parcel No. 18, was given by the Board to Arch Morris.

TUESDAY, MARCH 22, 1962

The Board reconvened at 8 a.m., Thursday, March 22, at 3211 West State Street, with all Board members, the State Highway Engineer, and the Board Secretary present.

March 22, 1962

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

F-6462(8) & STOCKPILES 6389 & 6392 - The work consists of seal coating 14.858 miles of SH 88, A.E.C. Jct. - Sage Jct., and furnishing aggregate surfacing and cover coat material in stockpiles at the Jct. of SH-28 & 88 and at Dubois, in Jefferson and Clark Counties - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (Contract was awarded to Duffy Reed Construction Co., Twin Falls, Idaho, the low bidder, on March 28, 1962, in the amount of \$57,844.50.)

F-6471(24) & STM-6033(514), STM-6471(527) & STOCKPILES 6388 & 6394 - The work consists of constructing a plantmix seal coat on 0.4 mile of U.S. 91 and on 7.785 miles of various sections of U.S. 191, Idaho Falls north, and furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Ucon and Teton, in Fremont, Bonneville, and Jefferson Counties - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, Gardner-Stone Company, of Blackfoot, Idaho, in the amount of \$82,718.30, subject to the approval of the Bureau of Public Roads.

ST-4808(506) - The work consists of constructing an aggregate base on 7.280 miles of SH-7, Deary North, in Latah County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Max J. Kuney Co., Spokane, Washington, the low bidder, on March 26, 1962, in the amount of \$63,495.00.)

F-1024(15) - The work consists of constructing the roadway, drainage structures, a plantmix bituminous surface, traffic control devices, lighting and overhead sign structures on 0.581 mile of U.S. 30-N, Maple St.-Gould St. in Pocatello, in Bannock County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Bannock Paving Company, of Pocatello, Idaho, the low bidder, on March 28, 1962, in the amount of \$215,777.75.)

Out-of-State Travel. The Board approved the following:

One person to Santa Fe, New Mexico, September 16-22, AASHO - National Highway Users Conference, Highway Management Seminar.

Four Right of Way people to BPR - State Right of Way Seminar in Portland, April 9 - 11.

March 22, 1962

Chief Administrative Officers' AASHO Conference, Washington, D. C.
April 15-19, G. Bryce Bennett.

State Highway Engineer Bennett to Santa Monica, California, for
AASHO Executive Meeting, June 19 -- from Seattle WASHO meeting to
Santa Monica

Fred Weber, Special Assignment Technician (Avalanches) to Cheyenne
April 16-18, to Western Snow-Avalanche Conference

Two people including Mr. Bennett, otherwise only one, to Highway
Research Board, St. Louis, Missouri, May 16-18, relating to results of
AASHO Illinois Road Test.

Welcoming Signs at Border Entrances. The Board discussed the cost
of Idaho welcoming signs at State Highway border entrances and deter-
mined to continue the current type of rustic log type signs at the en-
trances to the State on Primary and Secondary State highways. The Inter-
state border signs costing approximately \$2000 would be restricted to
the Interstate only.

Personnel Policies and Employee Appeal Procedure. Personnel
Director George Neumayer presented the Personnel Policies and Employees'
Appeal Procedure (Revised). The Board approved the same with minor
revisions.

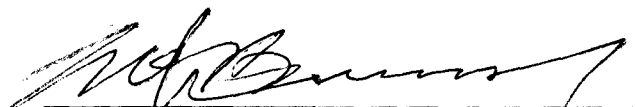
Expense Vouchers, approved by the Board for February:

W. C. Burns, \$114.95; Ernest Gaffney, \$26.87; R. Doyle Symms, \$30.52.

Declaration of Conflict of Interests Policy, approved by the Board:

WHEREAS, the Idaho Board of Highway Directors recognizes the im-
portance of public employees not becoming involved in a conflict of
interests arising out of the performance of their duties as employees
of the Idaho Department of Highways,

NOW THEREFORE, we, the Idaho Board of Highway Directors, as a matter
of policy, declare that no Highway Director shall in any manner be in-
terested, directly or indirectly, in any contract awarded or to be
awarded by the Board, or in the benefits to be derived therefrom.


W. C. BURNS, Chairman

Read and Approved
April 9, 1962
Boise, Idaho

March 22, 1962

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

April 9, 10, & 11, 1962

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, April 9, at 3211 West State Street, Boise.

Present were:

W. C. Burns, Chairman, Director, District 1
Ernest Gaffney, Vice-chairman, Director, District 3
R. Doyle Symms, Member, Director, District 2
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the regular March 19, 20, 21, 22, 1962, meeting.

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

F-4114(8) - The work consists of constructing truck bays with road-mix bituminous surfacing on 1.526 miles of U.S. Highway 95, Lewiston Hill, in Nez Perce County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads, even though the low bid was in excess of 10 per cent over the Engineer's Estimate, because of the increased labor costs presently being negotiated by North Idaho contractors and labor unions. (The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on April 10, 1962, in the amount of \$107,201.55.)

Out-of-State Travel. The Board approved the following:

George Neumayer, Personnel Director, to attend WASHO Personnel Directors' Conference in Seattle, June 6, 7 & 8.

A. J. Sternling, Radio Engineer, to WASHO Communications Conference, Sacramento, May 14 - 18.

Funds for Flood Emergency Authorized. The Board authorized State Highway Funds in the amount of \$300,000 be allocated to match \$300,000 of E. R. (Flood Emergency) Federal Aid moneys. These Federal Aid moneys are separate and apart from the regular Idaho allocated Federal Aid Highway moneys.

Approximately \$600,000 is anticipated in projects in Southeast Idaho that are eligible for Flood Emergency Funds.

April 9, 1962

Frontage Road - Highway Improvement, Heyburn-Rupert Area. The Board read letters from the Minidoka Highway District dated April 5 and from ten property owners concerning the proposed frontage road and highway improvements between Heyburn and Rupert on S. H. 24.

After due consideration, the Board determined that before the project can progress further, more negotiations will be necessary to clarify the understanding regarding the status of the proposed frontage road on this project -- F-2441(8) & (7). The Secretary of the Board was instructed to reply to the Minidoka Highway District and the property owners regarding the matter.

Report on Lookout Pass. Survey & Plans Engineer Roy Jump submitted a preliminary report on the Lookout Pass location. The Board withheld decision pending the development and submission to the Board of the consolidated report including the Montana portion of the route.

Shortage of Federal Aid Primary and Secondary Funds. The present shortage of Federal Aid Primary and Secondary Funds was pointed out to the Board as the State has been gradually, in the last several years, using up the backlog of Federal Aid moneys that had accumulated, and, that between now and the next year's allocation, this coming August, matching moneys on those two systems will be very tight.

Extension of Over-age Employees. The following over-age employees due for retirement July 1, 1962, have been extended upon the recommendation of the District Engineers and the State Highway Engineer:

Extended to December 31, 1962:

Leo S. Gray, 70, Dist. Locating Chief, District 1
C. F. VanSise, 67, Maintenance Aide II, District 4

Extended to June 30, 1963:

Glenn Thompson, 66, Resident Engineer, District 3
Kenneth Hodge, 66, Traffic Supervisor, District 9

Relocation of Utilities Determinations. Upon reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-1721(6), Aberdeen-South, State Highway 39, Bingham County - Mt. States Telephone & Telegraph Company, Idaho Power Company, and Aberdeen Telephone Company.

FHP 2-1(1), U.S. Highway 2, Moyie Springs, Boundary County - Village of Bonners Ferry, Northern Lights, Inc., and General Telephone Company of the Northwest

April 9, 1962

Planning Brochures - Type of Control of Access. The following were approved by the Board:

1. S-4802(1), 6.7 Mi. North of Kendrick-Troy; S-4802(2), Kendrick-6.7 Mi. North -- Standard Approach Policy.
2. S-2809(12), Corral-Fairfield -- Standard Approach Policy
3. S-4739(1), S.H. 7 from Jct. S.H. 62 to Nezperce -- Standard Approach Policy
4. F-FG-5116(8), Bonners Ferry Overpass and Approaches -- Partial control of access limited to dedicated public street connections on the bypass and Standard Approach Policy from Washington Street South.
5. S-2848(3), SH 77, Albion to Malta -- Standard Approach Policy.

Rural Speed Control Zones in District Five (S.H. 54)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated July 30, 1958, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 1 through 3 pertaining to State Highway No. 54 of the Minute Entry of the Board of Highway Directors dated July 30, 1958, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	SH 54	0.00	7.05	Jct.with SH 41 to Athol	60-55
2.	SH 54	7.05	7.90	Athol Urban Extension	---
3.	SH 54	7.90	11.80	East of Jct.with US 95	60-55
4.	SH 54	11.80	15.15	To Bayview	50
5.	SH 54	15.15	15.50	Through Bayview	25

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

Speed Limits in Boise. (US 20,26, & 30, SH 44, 15 & 21)

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code, the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Boise; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated January 10, 1961, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Boise, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Boise; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 20,26 & 30	Federal Way	East City Limits (MP 61.50) to a point 300 ft. south of Kootenai Street	45
2.	US 20,26 & 30	Federal Way	From 300 South of Kootenai Street to Capitol Blvd.	35
3.	US 20,26 & 30	Capitol Blvd.	Federal Way to Front St.	35
4.	US 20,26 & 30	Front Street	Capitol Blvd. to Fairview Avenue	35
5.	US 20,26 & 30	Fairview Ave.	Front Street to West City Limits	35

April 9, 1962

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
6.	SH 44, 15	23rd Street	Fairview Ave. to State St.	25
7.	SH 44, 15	State Street	23rd Street to West City Limits	35
8.	SH 21	Warm Springs Avenue	East City Limits to Mobley Drive	25
9.	SH 21	Warm Springs Avenue	Mobley Drive to Bruce St.	35
10.	SH 21	Warm Springs Avenue	Bruce Street to Broadway Avenue	25
11.	SH 21	Idaho Street	Broadway Ave. to 6th St.	30
12.	SH 21	6th Street	Idaho Street to Front Street	30
13.	SH 21	Front Street	6th Street to Capitol Blvd.	30
14.	SH 21	Main Street	Broadway Ave. to Capitol Blvd.	30
15.	SH 21	Capitol Blvd.	Main Street to Front St.	30

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated January 10, 1961, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Boise, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Boise shall be henceforth be effective at all times during hours of daylight or darkness:

Speed Control Zones in District Three (US 20,26,30)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated November 9, 1960, are in order; and,

April 9, 1962

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

NOW THEREFORE, it is hereby ordered that Items 1 through 9 pertaining to U.S. Highway No. 20,26,30 of the Minute Entry of the Board of Highway Directors dated November 9, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

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

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

Report of Claim Settlements. Assistant State Highway Engineer McCrea and Construction Engineer Christensen reported to the Board on the status of the three contractor claims considered by the Board during their March meeting.

April 9, 1962

1. The MacGregor Triangle Company, contractor for Project I-15-1(7)46, was advised of the Board's decision denying their claims based on alleged changed conditions in Borrow Source Number One and compaction requirements beyond those specified.

The District has been advised to effect payment in the amount of \$641.87 for extra work involved in a change of plan of Pier No. 1, Merrill Road Interchange.

Consideration of time extension requests has resulted in the Department's granting an additional twenty-four working days bringing the total working days remaining to forty-one which is considered adequate for completing the project.

The matter of effecting fair payment for embankment material consisting of rock excavation taken from below subgrade and not paid for under contract items is still being evaluated by the District and a report covering the disposition of this issue is to be presented to the Board during their May, 1962, meeting.

2. J. F. Konen Co., contractor for Project S-4717(4), has been advised of the Board's decision to allow payment of actual costs involved in down time and leveling the quarry site.

The District has been instructed to effect payment of these costs as supported by project records.

3. Morrison-Knudsen, Inc., contractor for Project F-FG-3112(8), has been advised of the Board's decision to allow the balance of their claim for additional costs involved in the item of Class "A" concrete.

This claim has been reviewed and summarized by the Construction Division and the District has been instructed to make payment in the amount of \$3,815.10.

TUESDAY, APRIL 10, 1962

The Board reconvened at 8 a.m., Tuesday, April 10, at 3211 West State Street, with all Board members, the State Highway Engineer, and the Board Secretary present.

Parking - 17th and Main, Boise. Planning and Traffic Engineer L. J. Ross reported on the Boise City Council's discussion Monday night, April 9, regarding the no-parking provisions of the 17th and Main section of the one-way couplet. The Board urged the Department to process the construction agreement for the project with the city as soon as is practical.

April 10, 1962

Orchard Hearing Determination. Project US-3788(1) South, Orchard Street, Overland Street to Franklin Road - The Board made its decision regarding the Orchard Street hearing, held April 6, in the affirmative.

Foreign Materials in Construction. The Board read a letter of March 16 from U. S. Senator Harding inquiring as to the policy of the Department regarding the use of foreign materials.

The Board authorized the Department to continue on the present basis of not distinguishing foreign materials from domestic materials as long as specifications of the contract are adhered to by the contractor. The Bureau of Public Roads and the Federal government do not differentiate between these two types of materials in administrative policy.

Church and Non-Profit Organizations Signing, approved by the Board:

WHEREAS, certain informational type signing that is not covered in the Manual on Uniform Traffic Control Devices for Streets and Highways would be in the general interest of the traveling public,

IT IS THEREFORE RESOLVED, that a sign assembly structure will be permitted on each U.S. or State highway entering a community. The sign will be allowed by permit only. This permit is to be negotiated with the community and shall be restricted to Church and Service Club signs which represent non-profit organizations. The community will be responsible for the construction, erection, maintenance and administration of the signs. Parking provision outside the travelway of the highway will be required for proper observation of the sign installations.

Orders of Condemnation. The Board approved the following:

I-IG-15W-4(4)71, Parcel Nos. 5 & 5-E-1, Robert B. Johnson
 " Parcel Nos. 15 & 15-E-1, H. B. Markham, et al
 I-90-1(11)48, Parcel No. 9, J. N. Mattmiller
 FH 4-1(2), Parcel Nos. 5 & 6, Byron Baker & Esther Baker
 I-15-2(3)71, Parcel No. 13, H. B. Markham, et al

Approval of Right of Way Settlement in Excess of \$20,000 - Project
 I-IG-15W-4(4)71, Parcel Nos. 7 & 7-E-1, LuVern T. Clark - \$31,000 for take and damages, and \$35,000 for take and damages plus that portion of the owner's remaining property lying north of the proposed right of way line and west of relocated Burnside Road.

Approval of Exchange of Access Deed, was given by the Board for Project F-1481(4), (U.S. 30N), Parcel No. 65, C. E. Jewell, et ux, and J. William Jewell, et ux.

April 10, 1962

Counter Offer - Project F-6471(13), Parcel Nos. 5, 6 and 6½-- The Board accepted the counter compromise offer for settlement made by Arlo Dee Blanchard in the amount of \$87,000 for take and damages less \$200 for salvage of improvements. Possession of the property by the grantor is to be at the discretion of the State with 30 days notice to be allowed the grantor to vacate.

Railroad Agreement Form. The Board discussed a proposed form agreement by the Union Pacific Railroad and approved the form as proposed by the railroad.

Pending Condemnation Cases - F-3311(5). The Board again discussed three pending condemnation cases on Parcels 9, 10 & 14 in connection with Project F-3311(5). It was decided to present a final compromise offer in the amount of \$2100 in settlement for Parcel No. 10. It was determined to remain at the State's last compromise offer in the amount of \$1284 for Parcel No. 9, but an additional approach to be constructed by the State in the event of settlement was agreed upon. The Board considered and refused to adjust its last offer of \$1100 for Parcel No. 14.

Fish Creek Cut-off - U.S. 30N. A letter from the Pocatello Chamber of Commerce President, J. Wayne Hall, was read requesting 1962 construction of the Fish Creek cut-off east of Lava Hot Springs on U.S. 30N.

This project is not on the five-year construction program and, although there has been some engineering done on it, the Board indicated they could see no possibility of meeting the request this year and very little chance in 1963, but agreed that the project should be given consideration this fall when programing the future long-range construction program.

Fees Approved for Jess Hawley. Legal Counsel Harrington submitted a bill in the amount of \$1255, including \$5 Court costs, for services rendered by Attorney Jess H. Hawley, Jr., for defending the Highway Board in a suit brought by Attorney General Frank Benson for rejecting a bid submitted by the Holland Construction Company of Montana, on Interstate Project I-15-2(7)96. The bid proposal was signed in lettering instead of longhand and was ruled by the Department to be irregular and not considered as a bona fide bid. The contract was awarded to Earl L. McNutt and Company, on February 28, 1961.

Mr. Hawley's firm was successful in winning the case before the Court in favor of the Highway Board of Directors, who were a party to the suit in the amount of \$30,000 individually.

Delegation from Idaho Falls. A delegation from Idaho Falls represented by Mayor O'Bryant and the City Council appeared before the Board offering the City's assistance in advancing the negotiations with the Union Pacific Railroad concerning the acquisition of the needed property from the railroad for the improvement of Yellowstone Avenue.

The Department urged the Mayor or an appointee to sit in on future negotiations with the railroad as right of way negotiations progress. The Mayor agreed to the suggestion, as the City is committed to pay for the right of way needed for the relocation of the railroad facility south of Idaho Falls.

At present the right of way negotiations are awaiting a detailed explanation of breakdown costs promised the Department by the railroad two weeks ago.

Stan Lobdell, Oldtown - Access. Legal Counsel Harrington presented a letter from Steven Bistline, attorney for Mr. Stan Lobdell, of Oldtown, regarding access and encroachment problems of long standing at the service station located on the north side of U.S. 2. The Board urged the Department to grant additional curb cut approach to the service station within the Standard Approach Policy.

WEDNESDAY, APRIL 11, 1962

The Board reconvened at 8 a.m., Wednesday, April 11, at 3211 West State Street, Boise, with Board Chairman Burns, Vice-chairman Gaffney, the State Highway Engineer, and the Board Secretary present.

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

STM-6033(515), STM-6501(509), STM-6521(505), STM-6729(502), and Stockpiles 6390 & 6395 - The work consists of seal coating 4.4 miles of U.S. 91, 10.09 miles of U.S. 26, 3.06 miles of S.H. 33 and 21.1 miles of S.H. 31, in the vicinity of Roberts, Swan Valley and Teton, and furnishing aggregate surfacing and cover coat materials in stockpiles in the vicinity of Rigby, in Jefferson, Bonneville, Madison and Teton Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on April 13, 1962, in the amount of \$81,343.00.)

ST-4113(525), STM-4113(526), & Stockpile 4414 - The work consists of seal coating 28.6 miles of U.S. Highway 95, Winchester-North and Whitebird-Grangeville, and furnishing aggregate surfacing and cover coat material in stockpiles near Whitebird, in Lewis and Idaho Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on April 12, 1962, in the amount of \$55,076.20.)

S-6873(5) & S-6873(7) - The work consists of constructing a plant-mix bituminous surfacing on 12.595 miles and seal coating on 8.806 miles

April 11, 1962

of S.H. 28, Baker-High Bridge and Salmon-Baker, in Lemhi County - Federal Aid Secondary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Holmes Construction Co., Inc., the low bidder, of Heyburn, Idaho, on April 12, 1962, in the amount of \$314,124.00.)

STOCKPILE 3399 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles, located approximately one mile west and 0.5 mile south of Wilder, in Canyon County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Quinn Brothers & Robbins, Inc., Boise, Idaho, the low bidder, on April 12, 1962, in the amount of \$16,340.00.)

Madison and Jefferson County Commissioners. County Commissioners from Madison and Jefferson Counties met with the Board to confirm details of the State's contribution toward their requested Ririe-Rexburg Road as outlined by the Board at its March 22 meeting.

The Board reassured them that \$100,000 to \$108,000 County Federal Aid would be set aside jointly for the two counties, which would supply the required Federal Aid moneys anticipated for the project.

The officials of both Counties left indicating that they would work out the problem with one another as a County Secondary Road project between the two counties and that when completed the road will be a part of their County Secondary systems.

The Ada County Commissioners met with the Board asking for additional Urban Funds with which they proposed to trade County Secondary Federal Aid Funds to complete the Orchard Street project on the basis of acquiring and paying for right of way on a participating Federal Aid basis.

Mr. L. J. Ross was requested to look into the amount of unused and remaining Federal Aid moneys that have accrued to Ada County and which would indicate the feasibility of meeting this requested additional transfer of funds over and above the \$85,000 transfer requested that was approved by the Board at the March 1962 meeting.

Mr. Ross was to notify the Ada County Commissioners as to the status of available Ada County Federal Aid moneys.

The County Commissioners asked for the assistance of Department negotiators should Ada County elect to pay for right of way for this project, to which Mr. Bennett indicated the Department was unable to spare any of its negotiators for the requested assignment.

April 11, 1962

Expense Vouchers. The Board approved the following expense vouchers.

W. C. Burns, for March, \$110.30
 Ernest Gaffney, for March and April, \$86.37
 R. Doyle Symms, for March, \$50.06

WHEREUPON, the Board adjourned until its next meeting scheduled for May 21 and 22, with a tour of North Idaho through May 25, 1962.


 W. C. BURNS, Chairman

Read and Approved
 May 21, 1962
 Boise, Idaho

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

May 21 & 22, 1962

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, May 21, at 3211 West State Street, Boise.

Present were:

W. C. Burns, Chairman - Director, District 1
 Ernest Gaffney, Vice-chairman - Director, District 3
 R. Doyle Symms, Member - Director, District 2
 G. Bryce Bennett, State Highway Engineer
 Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the April 9, 10, & 11, 1962, meeting.

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

S-2739(1) - The work contemplated under this project consists of constructing the roadway, drainage structures and a Type "B"

May 21, 1962

Bituminous Surface Treatment on 4.356 miles of the Rock Creek Road from approximately 12 miles south of Hansen up Rock Creek, in Twin Falls and Cassia Counties, commencing approximately 12 miles south of Hansen and extending in a southerly direction - Federal Aid Secondary and County financed. The contract was awarded to C. B. Eaton & Sons, Inc., Wendell, Idaho, the low bidder, on April 24, 1962, in the amount of \$186,478.25.

ST-4780(506) & STOCKPILES 4418 & 4424 - The work consists of seal coating 10.75 miles of S.H. 11, Greer East, and furnishing aggregate surfacing and cover coat material in stockpiles at Greer Hill and Weippe, in Clearwater County - State financed. The contract was awarded to Carl Carbon, Inc., Spokane, Washington, the only bidder, on April 27, 1962, in the amount of \$70,809.50.

I-15-3(15)111 (Signing) - The work consists of furnishing and installing delineators, traffic signs, ramp signalization and highway illumination on 16.059 miles of Interstate Highway No. 15, Bingham County Line north to Bassett, in Bonneville County - Federal Aid Interstate and State project. The contract was awarded to Electrical Products Corporation, Portland, Oregon, the low bidder, on April 27, 1962, in the amount of \$137,882.01.

STOCKPILE 4425 - The work consists of furnishing aggregate surfacing material and cover coat material in stockpiles in the vicinity of M.P. 379.5 (US 95), Potlatch Jct., in Latah County - State financed. Contract award was recommended even though the low bid was 29.1 per cent over the Engineer's Estimate, because not enough was allowed for labor contingencies growing out of the unsettled labor strikes that have occurred since the Engineer's Estimate was made. The contract was awarded to Carl Carbon, Inc., Spokane, Washington, the low bidder, on April 27, 1962, in the amount of \$30,705.00.

S-1721(6) & STOCKPILE 1415 - The work consists of constructing the roadway, 2-31' concrete bridges and a plantmix bituminous surface on 7.436 miles of SH-39, Aberdeen South, and furnishing aggregate surfacing and cover coat material in stockpiles, in Bingham and Power Counties - Federal Aid Secondary and State financed. The contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on May 4, 1962, in the amount of \$947,573.15.

S-2862(4) - The work consists of constructing the roadway, drainage structures, a 36' concrete bridge, a plantmix bituminous surfacing on 2.013 miles of S.H. 27 and constructing a detour on 3.09 miles of county roads, 2 mi. So. Paul - Paul, in Minidoka County - Federal

May 21, 1962

Aid Secondary and State financed. The contract was awarded to Holmes Construction Co., Heyburn, Idaho, the low bidder, on May 11, 1962, in the amount of \$237,977.00.

PW-103(2) - The work consists of regarding existing driveways, constructing a plantmix bituminous surfacing and seal coating on the campus of Idaho State College, in Bannock County - State financed. The only bid was rejected as it was 31.8 per cent over the Engineer's Estimate. The job will be advertised for bids again soon.

S-5785(1) - The work consists of constructing the roadway, drainage structures and a type "C" bituminous surface treatment on 3.459 miles of the Bald Mountain Road, Sandpoint Westerly, commencing approximately 0.5 mile north of Sandpoint and extending in a westerly direction, in Bonner County - Federal Aid Secondary and County financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the concurrence of the Bonner County Commissioners and to the County's providing the additional money. The percentage of the bid over the Engineer's Estimate is accounted for by the fact that the clearing provided in the Specifications was not included in the Engineer's Estimate. (The contract was awarded to Grant Construction Company & Grant Company, Hayden Lake, Idaho, the low bidder, on May 22, 1962, in the amount of \$88,886.05.)

ST-5152(510), STM-5732(504) & STM-5738(502) - The work consists of constructing a roadmix bituminous surface on 4.3 miles and seal coating 10 miles of SH-3, seal coating 8 miles of SH-41, and 7 miles of SH-54, in the vicinity of Rose Lake Jct., Rathdrum and Spirit Lake, in Kootenai County - State financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, on May 17, 1962, in the amount of \$54,941.00.

Designation of One-Way Couplet (US 30)

WHEREAS, Traffic volumes on State Highway No. US 30 within the City of Boise have increased to a point beyond the practical capacity of the existing facilities, and

WHEREAS, studies have revealed that required additional capacity can be provided most feasibly through routing traffic via one-way streets,

NOW THEREFORE BE IT RESOLVED, that State Highway No. US 30 within the City of Boise be and hereby is designated via a one-way couplet to begin at the junction of State Highway No. US 30 and State Highway No. US 20 west of Boise and extend easterly via Fairview Avenue and

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Main Streets to a point near Seventeenth Street and thence continuing easterly via Front Street and Grove Street to a junction with Capitol Boulevard, all as shown on the sketch map on File with the Department of Highways, Central Files.

BE IT FURTHER RESOLVED, that on those sections added to said State Highway No. US 30 by this action, the State Department of Highways shall assume responsibility only at such time as said sections shall be improved to State standards and placed in operation as a part of the State Highway facility.

Planning Brochures - Type of Control of Access. After reviewing the Planning Brochures, the Board approved the following:

I-80N-1(12)37, Nampa-Meridian - Full control of access

S-SG-5732(5), Newport-Old Town - Partial control in rural areas, Standard Approach Policy in urban areas

I-15-1(10)40, Arimo-Merrill Rd. - Full control of access

I-80N-1(24)28, Caldwell-Nampa - Full control of access

F-4113(20), Whitebird Summit North - Partial control to be limited to present use and kind. Future approaches to be granted at the discretion of the Highway Board.

Orders of Condemnation. The Board approved the following:

I-IG-15-1(2)54, Parcels 14, 14-E-1, 15, & 15-E-1, Edward F. Richardson and Arlene H. Richardson, his wife; Heirs and Devisees of Jessie M. Edgington, deceased, and Heirs and Devisees of T. I. Richardson and Hattie Richardson, his wife, et al

I-IG-15W-4(4)71, Parcels 7, 7-E-1, & 10, LuVern T. Clark

I-90-1(11)48, Parcel No. 49, Mable Brainard and J. P. Atwood

F-1481(9), Parcels 2, 2-E-1, 2-E-2, 2½-QC-1, 2½-E-1, 2½-E-2
Douglas Perkins

F-1481(9), Parcel No. 2½, Gertrude Perkins

F-1481(9), Parcel No. 13½, Golden B. Keetch

Exchange Deeds (Highway Right of Way). The Board approved the following:

F.H.P. 6H, (S.H. 57), Parcel No. 1, Elsie H. Buchanan

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F.H.P. 6H, (S.H. 57),	Parcel No. 2,	Owen L. Raine and Corrine M. Raine
" "	"	Parcel No. 3, C. L. Craun and Beulah W. Craun
" "	"	Parcel No. 4, Casper J. Kittelson and Doris E. Kittelson

Exchange Deeds (Access). The Board approved the following:

F-1481(9) (U.S. 30N),	Parcel No. 14-A,	Orval N. Dimick and Helen Jean Dimick
" "	"	Parcel No. 18-A, Mary C. Peterson and Milford Peterson
F-4113(12), (U.S.95),	Parcel No. 1-A,	Jack Rogers and Flora M. Rogers
" "	"	Parcel No. 2-A, William M. Reed and Hatty Louise Reed
" "	"	Parcel No. 7-A, Edwin E. Newkirk and Vinibel M. Newkirk
" "	"	Parcel No. 11-A, Firmin Gotzinger, et al

Special Warranty Deed. The Board approved the Special Warranty Deed to the City of Rupert in the exchange of properties for the Rupert Maintenance Shed Site.

Abandonment of Right of Way. The Board approved the abandonment of a right of way for a public stock driveway in the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 7, Township 3 North, Range 18 East, Boise Meridian, in the vicinity of Ketchum.

Report on Progress of Railroad Negotiations - F-6033(5) & F-6471(11), Yellowstone Avenue, Idaho Falls. The Right of Way Division reported that they have a memo of understanding signed by the Union Pacific Railroad Company, the Department of Highways, and the City of Idaho Falls. Additional information has been forwarded to the Bureau of Public Roads concerning "lump sum" payment and credit for extended service life for the new depot.

Soil Conservation Request to Rent Radio Equipment. Mr. Bennett presented a request of the U.S. Soil Conservation Service to rent three or four mobile radio units from the Department for their snow survey equipment.

The Board concurred in the recommendation to grant the request.

Use of Highway as Stock Driveway. Mr. Bennett indicated the Forest Service's plan to discontinue the stock driveway between Ketchum and Stanley along the route of U.S. 93. He also indicated

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concern as to the possible damage to the road shoulder slopes of the State highway should the stockmen request the use of the highway for such a stock drive, except during the winter when the road shoulder slopes are frozen.

Should the Forest Service decide to close the sheep trail stock driveway and the livestock people begin to drive their animals over the highway, the Board indicated they would protest such a decision of the Forest Service.

Homedale - U.S. 95 Drainage Problem. The Board reviewed the drainage problem of the City of Homedale that was discussed by the Board on October 18, 1961, and approved the \$11,000 estimate to carry the drainage water south to the drainage canal, rather than the \$31,000 estimated project of carrying the water east along U.S. 95 to the river.

The Board stated it would favor the City of Homedale's agreeing to participate in the easterly drainage route in the pro rata share of city area drained in relation to the U.S. 95 area drained.

Wilder - U.S. 95 - Water Line Relocation. After reviewing the problem of the water line relocation of the Village of Wilder on the present U.S. 95 improvement, the Board agreed that the stated policy of municipal league and such water main relocation should be adhered to by expecting the Village to defray the costs of water line relocation.

Improvement of U.S. 95 in Moscow. The Board determined that since comparative costs were very close regarding the City of Moscow's request of the U.S. 95 improvement, the improvement be on the alignment of the city street rather than offset, and that the Department go along with the City's proposal to construct the project on the tangent providing the City fulfill their commitment to acquire the right of way.

TUESDAY, MAY 22, 1962

The Board reconvened at 8 a.m., Tuesday, May 22, at 3211 West State Street, Boise, with all Board Members, the State Highway Engineer, and the Board Secretary present.

Relocation of Utilities Determinations. Upon reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

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ST-3271(528), Weigh Station, Near Horseshoe Bend, Boise County-Bend Telephone Company

ST-3291(510), Weigh Station, Near Barber, Ada County - Idaho Power Company

Upon reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-3854(1), Payette River Bridge, New Plymouth, Payette County - Mt. States Telephone & Telegraph Company

S-5785(1), Bald Mountain Road, Bonner County - Pacific Power & Light Company

S-2862(4), State Highway 27, 2 Mi. S. of Paul - Paul, Minidoka County - Paul Electric Company, U. S. Bureau of Reclamation, Project Mutual Tel. Coop. Association, Rural Electric Company, Mt. States Telephone & Telegraph Company

F-4211(2), State Highway 13, Grangeville City Streets, Idaho County - Washington Water Power Company, Pacific Northwest Bell Telephone Company

Ririe Hearing Determination. Project F-6501(5) & (7), Ririe-Clark Hill - The Board made its decision regarding the hearing held in Ririe, Monday, May 14, 1962, in the affirmative, with the exception that the line should follow the section line $\frac{1}{2}$ mile north of the proposed location.

Out-of-State Travel. The Board approved the following:

Assistant State Highway Engineer McCrea to Denver, June 19-20, for Western Conference of Over-weight and Over-size Special Vehicle Permits.

Walt Albrethsen, Bridge Engineer, to Santa Monica, California, for AASHO Committees on Bridges and Structures, June 19-20.

Two people to Olympia, Washington, September 27-29, AASHO Design Committee

Two people to San Francisco, July 12-13, to WASHO Planning Conference

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Fred Harris, Electrical Superintendent, to Northwestern Section of the International Municipal Signal Association, Seattle, Washington, June 17-20.

Two people to Institute of Traffic Engineers, Denver, August 13-16.

Andrew Harrington, Chief Legal Counsel, to Madison, Wisconsin, July 16 - 20, Highway Law Summer Workshop

Paul Volkman, Staff Appraiser, to Logan, Utah, "How to Appraise Grazing Lands and Cattle Ranges," Utah State University, July 16-21

Whitebird Request to Widen U.S. 95. A request of the Village of Whitebird for the widening of U.S. 95 was presented. The Board approved the recommendation of a one-shot oil treatment of the road shoulders through the Village by our maintenance forces.

Proposed 5 per cent salary increases. The Board agreed to submit for the Governor's consideration at the next Board meeting the matter of the proposed 5 per cent salary increases.

U.S. Citizenship for Engineer-In-Training. The Board heard Personnel Director George Neumayer's request for a Chinese E.I.T. in the Bridge Division to obtain U.S. Citizenship.

On the information regarding the request for Chor Him Yu that was submitted, the Board made no decision in the matter as presented by Mr. Neumayer.

Review of Political Posters Law. The Board asked the Department to have the Legal Division review the political posters law passed by the last legislature in the light of Federal Aid Regulation 1.23(b), Rights of Way Use for Highway Purposes.

Counties' and Highway Districts' Disposition of Road Moneys. The Board asked for a report on the disposition of road moneys of the counties and highway districts, and the types of expenditures of those funds, for the next Board meeting.

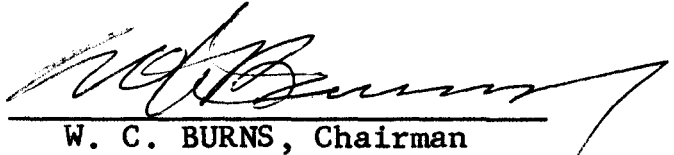
Request for Resident Approach. The Board viewed a request made by District Engineer Phil Marsh for a resident approach on the Pinehurst-Pollock Project, F-3112(17), for William Reed, of New Meadows, at Station 498/70.

The Board determined that the application be denied so as to not reduce the safety factors built into the design of the current project.

Expense Vouchers. The Board approved the following expenses for April:

W. C. Burns - \$97.60
Ernest Gaffney - \$86.65
R. Doyle Symms - \$23.68

WHEREUPON, the Board adjourned until its next meeting scheduled for June 25 through 28, 1962, in Boise.


W. C. BURNS, Chairman

Read and Approved
June 27, 1962
Boise, Idaho

BOARD OF HIGHWAY DIRECTORS TOUR OF NORTH IDAHO

Noon, Tuesday, May 22, through Friday, May 25, 1962

Present were:

W. C. Burns, Chairman - Director, District 1
Ernest Gaffney, Vice-chairman - Director, District 3
R. Doyle Symms, Member - Director, District 2
G. Bryce Bennett, State Highway Engineer
N. L. McCrea, Asst. State Highway Engineer - Operations
Wayne Summers, Secretary of the Board
District Engineers of Districts 4 and 5 present in their respective districts

TUESDAY, MAY 22, 1962

Grangeville Meeting, 8:00 p.m., Tuesday

Wes Jenkins urged that the Whitebird Hill Project be extended easterly to the Grangeville City limits rather than stop in the vicinity of the Country Club Golf Course. He was told it was a matter of time and money and that the most needed section of the Whitebird Project will be built first.

The easing of a bad curve west of town that is now signed for 45 miles per hour is to be considered.

May 22, 1962

The request was made to build up the narrow section of State Highway 7, south of Grangeville and to see what could be done about adding gravel to the section south of the 62 milepost. Mr. Marsh indicated he would get together with them to see what is needed in the section they refer to.

The question of the present status of the Prairie Road study was made, to which Mr. Bennett replied no action has been taken on any of the study and particularly on abandonment of State Highway 7 from Green Creek Junction South.

The question of whether the Whitebird Hill Project, when designed, would have truck bays was raised, and the answer was that there would be occasional truck bays when the design is developed.

WEDNESDAY, MAY 23, 1962

Cottonwood Meeting, 7:30 a.m., Wednesday

Represented at the meeting were Craigmont and Nezperce. Also, Senator Don McLeod and State Representative Tony Wessels were present.

Nezperce community offered their assistance if right of way acquisitions became bogged down on the Lawyer's Canyon project. Mr. Lontieg of Craigmont:

1. Urged early construction of the Reubens to Craigmont Road, a county secondary job.
2. Inquired as to the location of U.S. 95 from Fenn to Winchester. It was explained that public hearings would be held in ample time to give all the local communities full information before the design and location would be affirmed.
3. Craigmont is interested in a new location to Orofino and Kamiah from the Prairie.

George Kopczynski urged the easing of a curve on State Highway 7 which turns on to State Highway 62 toward Kamiah. It was pointed out also that the Department should look to the safety factors of the intersection in construction of the next job towards Nezperce from this "T" connection to Kamiah from State Highway 7. The Board indicated that they would look at the intersection in question on their way to Nezperce after the meeting.

Mr. Lontieg invited the Highway Board to meet at Craigmont on their next North Idaho Board tour.

May 23, 1962

Orofino Meeting, 10:30 a.m., Wednesday

Dick Fite, Superintendent of Schools, Nezperce; Wilfred Waters, rancher north of Nezperce; Harry Larson, farmer above the Gilbert Grade on State Highway 7; Leo Holt and Ted Crabb, residents of the Prairie, were all opposed to the abandonment of State Highway 7 from Nezperce to Orofino should the State build a connection to the river on Six-mile Creek. Fears were unanimous that should the County inherit the present road, maintenance would suffer in the way of snow removal and the road would often be impassable for school buses, etc.

Frances Portfores, Orofino County Chairman, urged:

1. That the riverside section on State Highway 9 be considered a limited access area if and when any improvement is made in that area.
2. That the Board give considerable thought to their airport in any road construction that is done in the way of protecting it from flooding, suggesting a dike might be a solution for both the road and the airport.
3. That consideration be given to improving the "T" intersection at the junction of State Highway 9 and the Clearwater Bridge. He also urged the removal of the bridge railing to improve visibility as town traffic approaches the State Highway 9 intersection. Mr. Marsh indicated the railing at the west end of the bridge could be lowered. The Board indicated that a study is being made to improve the sight restriction of the bridge railing.

Mr. Portfores explained that the people of Orofino realize that the airport could never be made into a commercial airport site, but that it is absolutely necessary to continue preservation of the present airport site because of the fire fighting airborne equipment that, of necessity, will continue to use the present airport in the future.

A spokesman for the Civic Improvement League, the Lions Club, and the Kiwanis Club, indicated that those organizations concur in Mr. Portfores' remarks.

St. Maries Meeting, 3:30 p.m., Wednesday

Joe Matern, Chamber of Commerce Road Committee Chairman, stated that the dike road into Harrison Flats is a needed section to be maintained on the State Highway System and should be considered before a

new location is made directly from the St. Joe River Bridge north to the foot of the hill. Mr. Gaffney indicated that the road to the foot of the hill should be considered before putting very much money on the dike road. County Commissioners inquired about the possibility of crushed rock being put on the present Forest Highway project instead of the base that is now planned. The county indicated that they would be favorable in doing what they could in obtaining quartzite material from the Shake Creek area to be used as a crushed rock base.

Mr. Salmen reported that the St. Joe River plans for the next forest highway project are about complete. Mr. Pearing indicated the Plummer South Moccilleme Creek project is being planned for the State Highway System in the vicinity of St. Maries.

Shoshone County Commissioners Vinc Alexander and Ewing H. Little were present also and inquired as to how they might gauge their future County Secondary Roads funds planning in assisting towards the completion of the St. Joe River Road.

THURSDAY, MAY 24, 1962

Type of Control of Access Approved. Project F-2361(14), Twin Falls Cemetery - East, Red Cap Corner. (The following Minute Entry supersedes entirely that of 20 June 1961 concerning access control on this project.)

Access control on this project will be partial, with the following limitations:

1. Each property ownership not now having an approach to the highway will be permitted one approach or access point with or without restrictions as to use.
2. Approaches currently existing may be permitted to remain. Such approaches within one ownership and located at least 600 feet apart, may have unrestricted use. All other approaches will be limited to existing use. Provision may be made to close an existing approach or exchange it for one at a new location providing better access control is provided thereby.
3. Provision may be made to designate access points, without restrictions as to use and at 1/4 mile intervals to large property ownership where no approaches now exist.

May 24, 1962

Bonnors Ferry Meeting, Noon, Thursday

The discussion centered around inquiries as to the program of the current Forest Highway projects in the area and the anticipated timing of the second section of Porthill-Copeland Project. The group was very appreciative of the work that is going on in the area, in the highway work. The run-away truck bay location was discussed and no objections were voiced as to the location.

A truck and trailer loaded with logs just prior to the meeting dumped a load of logs in making a right-hand turn north of the bridge, which was caused by failure of the driver to connect his airline to the trailer before descending the hill.

Coeur d'Alene Meeting, 8 p.m., Thursday

Orrin Lee, motel operator on the west approach to Coeur d'Alene, urged that an early consideration be given to continuing the Interstate construction west from its present termini, particularly because of the elimination of the hazardous narrow bridge on the west-bound section of the four-lane divided old expressway.

Mr. Lee cited numerous accidents and a fatality that have occurred because of the transition characteristics from the present freeway to the old expressway on the west-bound lanes.

Mr. & Mrs. Elder urged the Board to reconsider the matter of locating U.S. 95 on the Ramsey Road instead of on the alignment proposed immediately west of the present location that was approved after a public hearing in July 1958.

The Board indicated they would view the two-lane bridge hazard mentioned by Mr. Lee the next morning before leaving town.

(The Board did view the bridge hazard and State Highway Engineer Bennett agreed that immediate steps should be taken by the District to safeguard the public, by having the Traffic Division immediately analyze just what should be done in this regard.)

Councilman Gil Turner, Chairman of the Streets Committee, urged early reconstruction of Lincoln Way connection with U.S. 95 south and Blackwell Bridge, with particular emphasis on the storm drainage and relieving the traffic load on 4th Street.

Mr. Bennett indicated this project is programmed for preliminary engineering and the department is working on location studies.

FRIDAY, MAY 25, 1962

Osburn Hearing Determination. Project I-90-1(29)50, E.C.L., Kellogg-Silverton - Regarding the hearing held in Osburn, Idaho, Thursday, May 17, 1962, the Board made its decision in the affirmative as outlined in the proposal.

Moscow Meeting, 9:30 a.m., Friday.

The president of the Moscow Chamber of Commerce urged the Board to reconsider the Department's installation of too large a sign on U.S. 95 which directs traffic at the junction of the Pullman Highway.

The Board indicated they had viewed the problem before the meeting and agreed with the City that the sign is too large and that the current signs are adequate.

The matter of relocation of U.S. 95 truck route at Eighth and Main was discussed and the route gone over by the Board before leaving town.

Sam Haddock urged the Board to consider a water grade route toward Boise from Moscow via the Troy-Kendrick Road for the savings of mileage of the Coyote Grade rather than the present route over the Lewiston Hill.

Kate Bell, Senator Harold Lough, Mrs. Boyd Martin, and others, urged that the Board reconsider its Whitebird Hill route and route U.S. 95 from Whitebird down the river to Cottonwood.

A discussion of the traffic desires as indicated by the origin-destination studies was pointed out and a review was made of the Whitebird Hill Study brochure.

Mr. Strom of Troy urged the improvement of the Troy-Kendrick Road and indicated it would be all right to miss Troy, should adequate alignment prevent entering Troy on the present location.

Mr. Cornelison urged the Moscow people to play down the Whitebird - Grangeville controversy, as the town should live and let live by cooperating with other towns on U.S.95, particularly Grangeville.

Lewiston Meeting, Noon, Friday

Mark Mace, President of the Lewiston Chamber of Commerce, inquired as to the status of the Lewiston bypass route and was told that the Department has the matter under study and anticipates the State of Washington coordinating the Clarkston connection in the study.

May 25, 1962

Concern was expressed that the Washington State Highway Department was dragging their feet in participating in this study. Mr. Bennett indicated that he had just recently contacted the Washington Highway Department and that they are planning on participating in the study.

Carl Moore urged consideration be given to additional guard rails at critical points along the Clearwater River on Route 9.

Tom Feeney, Bill Stellmon, and Wynne Blake, young Lewiston attorneys, cross-examined Chairman Burns regarding the previous Board's determination of Route U.S. 95 over the Whitebird Hill to Grangeville.

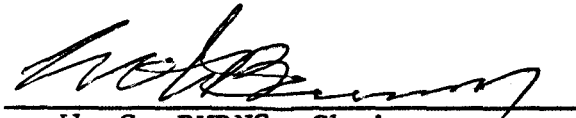
James Givens, local attorney, inquired whether the plans had gone too far to reconsider the route. Chairman Burns indicated the decision had been made.

The question of a bypass of Grangeville in the vicinity of Tolo Lake was put to the Board, and Mr. Gaffney indicated that in his opinion traffic would some day warrant the construction of such a bypass and that when that time comes, the bypass should be built.

Mark Mace, told the Board after the meeting that the opinions expressed by the four young men that spoke for the Whitebird - Cottonwood routing of U.S. 95 were not necessarily those of the Chamber of Commerce.

Approach at Potlatch Y - U.S. 95. The Board viewed a problem of filling an area between the travelway and Ireland's Inn at the northwest side of the Potlatch Y on Highway 95 in Latah County.

The Board requested that the State Traffic Division and the District study the situation to see if a common approach from the highway could be agreed upon between the two property owners and eliminate one extra approach. The Highway Department indicated they would install additional drainage pipe and fill the present ditch.


W. C. BURNS, Chairman

Read and Approved
June 27, 1962
Boise, Idaho

May 25, 1962

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

June 25, 26 & 27, 1962

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, June 25, at 3211 West State Street, Boise.

Present were:

W. C. Burns, Chairman - Director, District 1
Ernest Gaffney, Vice-chairman - Director, District 3
R. Doyle Symms, Member - Director, District 2
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

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

ST-2361(529) - The work consists of reconditioning shoulders, constructing a roadmix bituminous half-sole and seal coating on 9.8 miles of U.S. Highway No. 30, Hansen-Murtaugh, in Twin Falls County - State financed. Contract was awarded to Hoops Construction Company, the low bidder, on June 1, 1962, in the amount of \$95,190.00.

STM-2809(504), 2353(508), & 2441(523) - The work consists of seal coating 8.0 miles of SH-68, 13.0 miles of US-93 A and 6.15 miles of SH-77, east of Fairfield, south of Challis and Rupert east, in Camas, Custer, Cassia and Minidoka Counties - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on June 1, 1962, in the amount of \$25,517.59.

F-4211(2) - The work consists of constructing the roadway, drainage structures, base and a plantmix bituminous surfacing on 1.044 miles of SH-13, Grangeville Main Street, in Idaho County - Federal Aid Primary and State financed. The contract was awarded to United Paving Co., Inc., Spokane, Washington, the low bidder, on June 8, 1962, in the amount of \$261,881.25.

S-6809(2) & Stockpile 6391 - The work consists of reconditioning the existing roadbed and constructing the base and roadmix bituminous surfacing on 7.122 miles of the Squirrel Road, Jct. SH-32, and furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Ashton, in Fremont County - Federal Aid Secondary and County financed, and State financed. Contract was awarded to Twin Falls Construction Company, Twin Falls, Idaho, the low bidder, on June 13, 1962, in the amount of \$109,949.05.

ST-2391(514) - The work consists of reconditioning the shoulders and constructing a roadmix bituminous surfacing on 6.75 miles of

June 25, 1962

U.S. Highway No. 93, Jct. SH-25 - Newman Corner, commencing approximately 4 miles east of Jerome and extending in a northerly direction in Jerome County - State financed. Contract was awarded to Nelson - Deppe, Inc., Boise, Idaho, the low bidder, on June 7, 1962, in the amount of \$63,914.00.

S-5773(2) - The work consists of reconditioning 8.106 miles and constructing an aggregate base and a roadmix bituminous surfacing on 9.019 miles of the Dufort Road, US-95 West, commencing approximately 2 miles north of Westmond at the junction with US-95 and extending in a westerly direction, in Bonner County - Federal Aid Secondary and County financed. Contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, on June 18, 1962, in the amount of \$103,289.65.

ST-3291(510) & ST-3271(528) - The work consists of constructing weighing stations, southeast of Barber and north of Horse Shoe Bend on SH-21 and 15, in Ada and Boise Counties - State financed. The contract was awarded to Quinn-Robbins, Inc., Boise, Idaho, the low bidder, on June 18, 1962, in the amount of \$37,772.50.

S-5722(2) - The work consists of constructing the roadway, drainage structures, a 26' concrete bridge and a bituminous surface treatment on 3.466 miles of the Worley-Heyburn Road, in Kootenai County - Federal Aid Secondary and County financed. The low bid was rejected as it was 18.639 per cent over the Engineer's Estimate. The project is to be readvertised again in early August.

S-3806(10) & STM-3806(508), STM-3809(506) & Stockpile 3396 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Riddle and seal coating 11.732 miles of SH-51, Bruneau South and 16.3 miles of SH-68, Mountain Home-Dixie, in Owyhee & Elmore Counties - Federal Aid Secondary and State financed. Contract was awarded to A. D. Stanley, Boise, Idaho, the low bidder, on June 25, 1962, in the amount of \$111,919.90.

I-90-1(22)62 (Stage II) - The work consists of constructing the roadbed, drainage structures and concrete underpass, overpass and bridges for a 4-lane divided highway on 5.729 miles of Interstate Highway No. 90, in Shoshone County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Max J. Kuney Company, Spokane, Washington, on June 27, 1962, in the amount of \$2,625,379.00.)

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Designation of State Highway 25.

WHEREAS, the existing designation of State Highway No. 25 is not deemed adequate for proper guidance of the traveling public,

NOW THEREFORE BE IT RESOLVED, that said State Highway No. 25 be, and hereby is, designated as beginning at a junction with State Highway No. US 30 at Bliss and extending easterly via Jerome, Eden, Hazelton, Paul, and Rupert to a junction with State Highway No. US 30N at the Declo interchange, all as shown on the sketch map on file with the Department of Highways, Central Files.

Designation of State Highway 77.

WHEREAS, a portion of existing State Highway No. 77 has been redesignated as a part of State Highway No. 25,

NOW THEREFORE BE IT RESOLVED, that said State Highway No. 77 be, and hereby is, designated as beginning at a junction with State Highway No. US 30S at Malta and extending northerly via Albion, and Declo to a junction with State Highway No. US 30N at the Declo interchange, all as shown on the sketch map on file with the Department of Highways, Central Files.

Designation of State Highway 30.

WHEREAS, traffic volumes on State Highway No. US 30 within the City of Mountain Home have increased beyond the capacity of the previously existing facilities, and

WHEREAS, studies have revealed that required additional capacity can be provided most feasibly through routing traffic via one-way streets,

NOW THEREFORE BE IT RESOLVED, that State Highway No. US 30 within the City of Mountain Home be, and hereby is, designated via a one-way couplet beginning at a point on Main Street near Eighth Street and extending southeasterly via Main Street to Jackson Street and also via Second Avenue to Jackson Street and thence via Jackson Street to Main Street.

Planning Brochures Approved - Type of Control of Access.

I-IG-80N-1(23)35, I-80N, West Nampa Interchange (excl.) to U.S. 30 Interchange northeast of Nampa (excl.) -- Full control of access.

F-2441(9), S.H. 25, Jerome East 8.3 Miles -- Standard Approach Policy.

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F-3281(9), Urban connection from West Nampa Interchange of I-80N to U.S. Highway 30 in Nampa -- Full control from the Interstate Interchange to Sixth Street. Partial control, limited to existing approaches both in number and type of use and to existing and future public thoroughfare connections as shown on plans for this project, from Sixth Street to U.S. Highway 30.

Orders of Condemnation. The Board approved the following:

I-IG-15-1(2)54, Parcel Nos. 1 & 1-E-1, Martha Gathe
 F-2361(14), (U.S. 30), Parcel Nos. 81 & 81-E-1, J. P. Seabeck
 and Hubert Henderson
 F.H. 4-1(2), (S.H. 1), Parcel No. 7, Cecil L. Morris
 " " Parcel No. 8, Cecil L. Morris

Approval of Settlements in Excess of \$20,000 was given by the Board on the following:

Materials Source Cs-145, R. D. Moncur, in the amount of \$41,380
 Materials Source Bk-142, Peter G. Katsilometes, et al, in the amount of \$27,257.50.

Special Warranty Deed. The Board approved and signed a Special Warranty Deed for:

I-15-2(9)88, Parcel No. 31½a, Lamont Mathie

Exchange of Access Deed. The Board approved and signed an Exchange of Access Deed for:

F-2361(14), (U.S. 30), Parcel No. 70a, D. Blaine Vosburg

Declaration of Property as Surplus, approved as follows by the Board:

F-FG-1024(10), (U.S. 30N) - Tract of land being all of Lots 14, 15, 16 and 17, a portion of Lots 8, 9, 10, 11, 12 and 13, all in Hewlett Industrial Subdivision, according to the recorded plat thereof, and a portion of Cedar Street in the City of Pocatello, Bannock County, Idaho, excepting therefrom the highway right of way, to be readvertised at \$4000. (This was previously discussed at the February 8, 1962, Board Meeting.)

I-90-1(7)11 - Portion of Lots 6 & 8, of Block 17, and Lot 7 of Block 20, Glenmore Addition to the City of Coeur d'Alene, Kootenai County, Idaho, being the properties adjoining Phillips 66, Boat

June 25, 1962

Drive-in, Holland Motel, and Wargi Brothers. The Board approved the following minimum values for sale:

Portion of Lots 6 (\$600) 8 (\$600) of Block 17
Lot 7 (\$400) of Block 20

(This was previously discussed by the Board at the March 21, 1962, Board Meeting.)

Relocation of Access Control Line - F-4113(12), (U.S. 95),
Parcel No. 11. The Board approved granting a request from District 4 for relocation of access control line between Survey Stations 609/50 and 614/00 on right in order to provide a dozer road encroachment requested by Firmin Gotzinger.

Herzog Property, Pocatello - F-1024(7). The Board decided to make an offer of \$8000 to Attorney Ben Peterson as final settlement for damages to the Herzog Service Station in Pocatello.

Registration Fee for Farm Appraisal Course. The Department's paying the \$110 registration fee for Staff Appraiser Tom Skinner to attend the Farm Appraisal Course in Dallas, July 2 - 13, was approved by the Board.

Condemnation by Commission - F-5121(12)- Mr. Anselmo. The Board refused the offer of settlement and requested Legal Division to take condemnation by way of the Commissioner route.

Legal Opinion - Taylor Grazing Rights (Arimo Ranches, Inc.)
Legal Counsel Harrington reported on a legal opinion requested of the Bureau of Public Roads' General Counsel regarding the Arimo Ranches', Inc., position that since the word "defense" was contained in the National System of Interstate and Defense Highways, the Taylor grazing rights being held by the Arimo Ranches, Inc., entitled them to compensation for that portion taken from them in the construction of the Interstate location through their holdings in Bannock County.

David S. Black, General Counsel for the Bureau of Public Roads, held that such grazing rights are not compensable when withdrawn for the purpose of building the Interstate Highway System. His opinion was concurred in by a representative of the Solicitor's Office of the Department of Interior.

Research Correlation Service Subscription Renewed. The Board approved the Department's annual subscription to the Highway Research Board Correlation Service for 1962 in the amount of \$4,195.

Encroachment Permit Authorized. The Board authorized Encroachment Permit No. 5-62-35 regarding control of access for two 24-foot approaches at Station 124/00 and Station 127/00 on Project F-5116(14), Westmond-Sandpoint, to Leonard Haugse, for approaches to the Pastime Rest Area, subject to the approval of the Bureau of Public Roads.

Out-of-State Travel authorized by the Board:

One person to the International Paving Conference, at the University of Michigan, Ann Arbor, Michigan, August 20 - 24.

L. F. Erickson, Research Engineer, to Highway Research Board to attend the Frost Effect Committee Session, Haughton, Michigan, August 16 - 17

State Highway Engineer Bennett to Joint Cooperative AASHO - AGC Meeting, Chicago, November 12

Movement of Over-size Loads on Saturday Morning. The Board amended, effective July 10, 1962, Section 5-967, Time of Travel (b) of the "Idaho Motor Vehicle Special Permit Manual" to permit the movement of oversize loads from one-half hour before sunrise until 12 Noon on Saturdays, otherwise Section 5-967 remains in effect.

The Board also caused the regulation concerning the travel hours of 10-foot wide mobile homes to correspond with the above movement of other oversize loads.

TUESDAY, JUNE 26, 1962

The Board reconvened at 8 a.m., Tuesday, June 26, at 3211 West State Street, with Mr. Burns, Mr. Symms, Mr. Gaffney, State Highway Engineer, and the Board Secretary present.

Relocation of Utilities Determinations. Upon reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

I-80N-4(1)220, Jct. I-80N & I-15W, Cotterell IC, Cassia County - Raft River Electric Cooperative, Inc.

S-4809(4), State Highway 43, C.M. St. P. & P. Railroad Crossing - Elk River, Clearwater County - Potlatch Timber Protective Assoc., Washington Water Power Company, and General Telephone Company of the Northwest.

S-5722(2), Worley-Heyburn Park, Kootenai County - General Telephone Company of the Northwest and Kootenai Rural Electric Assoc.

June 26, 1962

Recording Control of Access. Legal Counsel Harrington indicated the need for the Department's consideration of recording control of access when a facility is determined a controlled access facility by the Highway Board when the route involves State or public lands.

The Board concurred that steps should be taken to make controlled access highways a matter of record.

Use of Highway Right of Way. The Board reaffirmed its position regarding the Department's enforcing legislation passed by the last Legislature which prohibits any person to place or paint election posters or literature or other promotional or sales material upon public and private property without the owner's permission.

The Board also made clear that this policy should apply to utility poles bearing such matter within the highway right of way.

Mr. Gaffney said the policy had been relaxed in the past as it had been assumed that utility companies were responsible for policing their own poles, but that this now clarifies the matter that such policing comes under the province of the State Highway Department.

Mr. Bennett commented on the excellent cooperation by the office seekers during the June primary election campaign, as the Department had to remove very few posters from the right of way.

Lookout Pass Study Report. Survey & Plans Engineer Roy Jump gave the Board a preliminary report on the status of studies under way regarding the crossing of the Lookout Pass of Interstate Route 90.

The Board considered favorably holding the grade on the Idaho side to as near 5 per cent, or possibly 6 per cent, as possible, and were impressed with the projected benefits of a tunnel to help attain a minimum grade. A surface route crossing, Mr. Jump pointed out, would require a very costly detour during construction and would necessitate a 7 per cent grade in the heavy snow country.

The Board indicated that, as negotiations with Montana progress, they would be willing to sit in with the Montana Commission if necessary to coordinate a crossing of the pass suitable to Idaho's desired grades.

Long-Range Rest Stop Program. The Board directed Assistant State Highway Engineer McCrea to prepare a long-range program for rest stops throughout the State Highway System. Such locations should contain luncheon tables and trash receptacles. The Board agreed that providing water and sanitary facilities would be too expensive an item at this time.

June 26, 1962

Urban Transportation Planning. Mr. Bennett pointed out a feature of the most recent proposed Federal legislation which would require that after July 1, 1965, any projects in urban areas of more than 50,000 population must be based on continuing comprehensive planning process carried on cooperatively by state and local communities.

Lewis & Clark Highway Dedication. The Board instructed the Secretary to invite previous Board members Rich, Floan and Jones to travel with them from Boise to take part in the dedication of the Lewis & Clark Highway, Sunday, August 19.

Temporary Re-allocation of Forest Highway Funds. The Board approved a recommendation by the Bureau of Public Roads in temporarily shifting \$225,000 allocation from the East Hope - Denton Curves project to other projects. This money is to be re-allocated to:

Elk City Highway, Route 18 -- \$30,000
 Bitterroot-Big Hole, Route 49 -- \$30,000
 Adjustments on Idaho City - Stanley project, Route 25--
 \$85,000
 Added to Surveys Funds -- \$75,000

Board's Responsibility for Highway User Funds. Replying to a request of Board Vice-chairman Gaffney to determine whether or not the Highway Board was satisfying State statutes regarding any responsibility it may have in the way of checks and balances pertaining to the proper expenditures of local level dedicated highway users revenue, Planning Survey Manager Ed Equals indicated the Highway Board is complying with the law regarding its fiscal responsibility relations with Highway Districts and Counties' expenditures of road moneys.

WEDNESDAY, JUNE 27, 1962

The Board reconvened at 8 a.m., Wednesday, June 27, at 3211 West State Street, with all Board members, the State Highway Engineer, and the Board Secretary present.

Minutes. The Board read and approved the Minutes of the May 21 & 22, 1962, Meeting.

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

S-4809(3) & S-4809(4) - The work consists of constructing the roadway, drainage structures and aggregate base course on 3.883 miles of SH-43, Neva Hill - C.M. St. P. & P. R. R., and 4.566 miles of SH-43,

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C. M. St. P. & P. R. R., Elk River, in Clearwater County - Federal Aid Secondary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, Sime Construction Company, Kennewick, Washington, in the amount of \$382,371.34.

STM-1381(506) - The work consists of seal coating on 47.67 miles of U.S. Highways 20-26, Butte City - Moreland Jct., in Butte & Bingham Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Nelson-Deppe, Inc., Boise, Idaho, the low bidder, on June 29, 1962, in the amount of \$61,970.00.)

STM-3111(509) STM-3311(510), 3271(529) & 3261(506) - The work consists of seal coating 27.8 miles of US-95, 9.9 miles of SH-52 and 16.3 miles of SH-15, Oregon Line North and in the vicinity of Wilder, Emmett and Horse Shoe Bend, in Boise, Canyon, Gem & Owyhee Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Nelson-Deppe, Inc., Boise, Idaho, the low bidder, on June 29, 1962, in the amount of \$53,448.00.)

Relocation of Utilities Determinations. Upon reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-1481(9), Montpelier S.C.L. - 6.4 miles east of Montpelier, Bear Lake County - Utah Power & Light Company, and Mt. States Telephone and Telegraph Company

Leo Marsters, of Marsters Motor Company of Payette, met with the Board urging further consideration towards the elimination of a limited portion of the raised median in front of his Motor Company garage so that 30-foot buses might enter his garage.

The Board suggested that L. J. Ross go to Payette and by actual maneuvering of a 30-foot bus see what, if any, revisions would be necessary to effect the entrance of such a vehicle to Mr. Marster's garage.

The Department was instructed to do what it could in this regard without adversely effecting the safety of the highway user at that point of the highway, and still retain as much of raised median as practical. (S-SG-3862(2))

June 27, 1962

Grangeville Chamber of Commerce. Next appearing before the Board were Miles Flanigan, Wes Jenkins, and Orrin Webb, of the Grangeville Chamber of Commerce.

Their principle concern was the attitude of the Highway Board regarding the Whitebird Hill route decision. The Board replied that no change has been made in the Board's decision regarding the location of U.S. 95 over Whitebird Hill.

Chairman Burns pointed out that it might be advisable to check their public relations with other towns in their area who are making requests for a river route location.

Mr. Symms pointed out the ultimate need for a cutoff route to Cottonwood via Tolo Lake when traffic desires warranted the construction.

Mr. Webb indicated Grangeville's satisfaction with the city street project and stated that with very few exceptions the City is cooperative and happy that the project is underway.

John Sanborn, of Hagerman, together with a neighbor, was in urging a lowering of the grade of the proposed improvement of U.S. 30 in front of his ranch in order to save the row of trees adjacent to the present highway.

The Board asked the Department to evaluate what could be done to meet his request and still not jeopardize the functional needs of the new improvement.

Applying Use of Concrete Pipe Within 25-Mile Radius. To implement the Board policy stated in 1-18-57 the Board was of the opinion that culvert pipe on projects within a radius of twenty-five miles of concrete pipe plants be specified concrete. Due to the minimum amount of haul, a savings would be offered.

This is not to be interpreted as changing the 50-50 relationship now being enjoyed by the concrete and metal pipe companies, but would only at times cause a greater imbalance.

The Department was asked to review their specification relative to carrying capacity of concrete vs. corrugated metal pipe. The present specification relative to grade of concrete pipe to size of fill; and the present practice of studying ground or bedding conditions when determining the grade to concrete pipe required.

It is the wish of the Board that specifications may be adopted whereby both metal pipe and concrete pipe companies could bid on a

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competitive basis with the end result being the same as we are now going to a lot of trouble to attain. It is believed that a substantial savings would be effected.

Forest Highways and South Idaho Board Tours. The Board indicated that if a Forest Highway tour is to be scheduled with the Forest Service it should be in late September. The Board also approved the South Idaho Board tour for middle or late October.

Resolution from Mountain Home Chamber of Commerce. The Board read a resolution from the Mountain Home Chamber of Commerce urging consideration that the Interstate be located north and east of the City. Planning & Traffic Engineer, L. J. Ross, said there are conflicting opinions among Mountain Home residents as to the routing of the Interstate in the vicinity of Mountain Home, and that about eight alternates are being studied. He indicated that the Department is able to predict a broad band on which the Interstate could be located if it was deemed advisable in the area proposed by the Chamber, thus allowing the community to go ahead with subdividing certain areas of land.

Designation of Lewis & Clark Highway - U.S. 12. Mr. Bennett reported to the Board that the Executive Committee of AASHO on Highway Route Numbering approved the designation of the Lewis & Clark Highway as U.S. 12, terminating at the junction with U.S. 410 in Lewiston.

Preliminary 1963 Construction Program. The Board was presented with a preliminary view of tentative proposals for a 1963 Construction Program.


Boise - One-way Couplet. The Department reported to the Board the present status of the Boise one-way couplet and indicated that to date the Department has expended approximately \$83,500 in engineering on the present location approved by the City and the County Commissioners at the 1959 public hearing, of which \$12,000 was for the previous Fairview proposed improvement from Front to the bridge.

Expense Vouchers. The Board approved the following expense vouchers for May:

W. C. Burns, \$131.50
Ernest Gaffney, \$107.50
R. Doyle Symms, \$265.85

WHEREUPON, the Board adjourned until its next meeting, to be held July 23, 24 & 25, 1962. The Board also scheduled the August 15, 16 & 17, 1962.

Read and Approved
July 23, 1962
Boise, Idaho


W. C. BURNS, Chairman

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

July 23, 24, 25, & 26, 1962

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, July 23, 1962, at 3211 West State Street, Boise.

Present were:

W. C. Burns, Chairman - Director, District 1
Ernest Gaffney, Vice-chairman - Director, District 3
R. Doyle Symms, Member - Director, District 2
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the June 26, 26, 27, & 28, 1962, Meeting.

Boise City Council. The Boise City Council with Mayor Shellworth met with the Board urging the Department to consider two crossings between Fairview Avenue and Main Street on the one-way couplet, a few hundred feet west of that proposed by the Department which utilized most of present 17th Street, with a minimum of right of way acquisition.

The Council's reason was that their 1 or 1A line proposed would permit construction at some future date of an overpass crossing Fairview Avenue with no additional right of way requirements.

The Council's second choice was a line between 17th and the 1 or 1A alignment, and their third choice was that proposed by the Department utilizing 17th Street between Fairview Avenue and Main Street.

The Board indicated they would take this request under consideration.

Mr. Jay Hill, Boise. Next meeting with the Board were Mr. Jay Hill and his legal counsel Al Kiser. Mr. Hill indicated Boise City's proposed Route 1 or 1A would damage him in excess of \$1/2 million. However, should Route 2 submitted by the City be compromised, he would be interested in acquiring certain parts of property acquired for the project and not needed, which would be adjacent to the Hill property.

Mr. Hill indicated that in his opinion the Highway Department was correct in its proposal to the City of utilizing 17th Street as a crossing location.

July 23, 1962

Blue Star Memorial Request. Next appearing before the Board was Mrs. A. L. Lyons, Chairman, Idaho Federated Garden Clubs urging the Board to approve Blue Star highway markers. The Board concurred in the following:

Mrs. A. L. Lyons, Chairman, Idaho Federated Garden Clubs, Lewiston, presented the matter of the Federated Garden Clubs' sponsoring Blue Star highway markers in Idaho on U.S. Routes 12, 30, 91, 93 and 95.

Mrs. Lyons indicated that such markers would be supplied and installed by the clubs and their sponsors at no expense to the State Highway Department.

The Board indicated its willingness to allow the erection of the markers at road side rest area locations suggested by the Garden Club on the above routes, subject to the approval of the Department.

The location and scope of the markers should conform to the Department's road side rest area policy with a minimum maintenance cost factor.

Final decisions involving the interpretation of the road side rest area policy and approval of spotting the location and number of the markers to be that of the Highway Department.

Hagerman Right of Way Delegation, F-2361(18). Meeting before the Board were Kenneth Hulme and I. L. Dunham, realtor, Hagerman. Mr. Hulme complained of the lack of sufficient payment for damages in a current right of way negotiation on his property on the current Hagerman, U.S. 30 project.

Mr. Dunham asked that the contemplated construction remove from his property some high ground, that his place might be made more sightly.

The Board advised that the Department not spend such moneys off the State right of way.

Mr. Hulme's request was taken under consideration by the Board and the Chief Right of Way Agent was instructed to make another appraisal of Mr. Hulme's damages.

July 23, 1962

TUESDAY, JULY 24, 1962

The Board reconvened at 8 a.m., Tuesday, July 24, 1962, at 3211 West State Street, with all Board members, the State Highway Engineer, and the Board Secretary present.

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

STM-1721(509) & ST-1721(510) - The work consists of seal coating 19.213 miles of S.H. 39, Springfield - Riverside, in Bingham County - State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on July 6, 1962, in the amount of \$40,656.00.

ST-1024(521) & STM-1031(514) - The work consists of seal coating approximately 1.641 miles of US-30N, Main & Arthur Streets (Pocatello) and plantmix bituminous surface seal on 5.34 miles of US-91 & 191, Pocatello South City Limits - North, in Bannock County - State financed. The contract was awarded to Bannock Paving Co., Pocatello, Idaho, the low bidder, on July 6, 1962, in the amount of \$41,232.50.

F-6422(4) - The work consists of widening a 271' concrete bridge and constructing the roadway and a plantmix bituminous surfacing on 0.109 mile of U.S. Highway No. 20, Broadway Bridge (Idaho Falls), in Bonneville County - Federal Aid Primary and State financed. The bids were rejected, the low bid being 44.568% over the Engineer's Estimate. The project is to be readvertised.

S-3789(1) & FS-144.2 - The work consists of constructing a cement treated base, bituminous surface treatment, delineation, striping and signing on 8.012 miles (County) and 7.212 miles (Forest) of Bogus Basin Road, in Ada and Boise Counties - Federal Aid Secondary and County and Forest Service financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on July 16, 1962, in the amount of: S-3789(1), \$171,286.50; and FS-144.2, \$151,710.75.

F-6033(25) - The work consists of constructing a 775 foot concrete and steel bridge over the Snake River and canals on U. S. 191, Shelley connection, in Bonneville County - Federal Aid Primary and State financed. The contract was awarded to MacGregor Triangle Company, Boise, Idaho, the low bidder, on July 13, 1962, in the amount of \$283,627.50.

Maintenance Shop and Engineering Office for the State of Idaho at Grangeville, Idaho, Idaho County - Project No. 4373 -- The work consists of constructing a Concrete, Concrete Block Masonry and Wood Frame Structure, one story, with partially finished attic space at

July 24, 1962

Grangeville, Idaho - State financed. The contract was awarded to Hollibaugh Construction Company, the low bidder, on July 19, 1962, in the amount of \$59,800.

Approval of Deeds. The Board approved and signed deeds for the following:

F-3112(11), (U.S. 95), Parcel No. 15-A, Phyllis W. Fairchild
F-4113(12), (U.S. 95), Parcel No. 3½-A, K. V. Sowell

Exchange of Access Deeds. The Board approved and signed Exchange of Access Deeds for the following:

F-2353(2), (U.S. 93A), George R. Tappan, Parcel No. 8-A
" " Anton Luther Winger, Parcel No. 9-A
" " Clifford S. Bowden, Parcel No. 23-A

Settlement in Excess of \$20,000, Project F-1024(6), (U.S. 91-191), Parcel No. 8 - The Right of Way Division's recommended price is \$54,000. Since the construction project is not in the immediate future, the Board determined to defer the matter until the project approaches the programing stage.

Declaration of Property as Surplus approved by the Board:

I-15W-4(1)88, (I-15W), Remainder of SE¼SW¼ and SW¼SE¼ of Section 12, Township 7 South, Range 31 East, Boise Meridian, on the northwesterly side of the 300.0' Interstate right of way. \$80.00 an acre is the starting price set by the Highway Board at which the Land Board should start the parcel at public auction.

Condemnation by Commissioners' Proceedings, F-4113(14), U.S. 95, Lapwai-Coyote Gulch. The Board decided to use Commissioners' Proceedings as far as possible on all parcels to be condemned on this project.

Whitebird Hill Study. The Board approved the second edition of the Whitebird Hill Study and Determination Brochure.

Review of Lookout Pass, Route 90. Roy Jump, Survey & Plans Engineer, presented the progress report on the crossing of Lookout Pass and was urged by Mr. Bennett to pursue the matter of the tunnel route with a 5 per cent plus grade on the Idaho side, with the Montana Highway Department as to the feasibility of their connecting with same.

July 24, 1962

Review of Concrete and Metal Pipe. Roy Jump and Frank Leonard presented a slide illustrated review of cost factors and flow capacity of concrete and metal pipe.

Report on Urban Projects (Wilder - F-3311(4)). Urban Engineer, Mr. Crossley, reporting on urban projects, indicated that the Village of Wilder still has been unable to supply the \$1000 necessary for replacement of their water main. This is the only remaining obstacle in advertising the Wilder - U.S. 95 project. If the State paid the city's obligation, agreements with cities in this regard would be jeopardized and the agreement with the Municipal League would be violated.

Moscow, University of Idaho Signing. L. J. Ross's letter of July 18, to President Theophilus, summarizing the disposition of the use of Idaho signing on U.S. 95 in Moscow was read by the Board.

Out-of-State Travel authorized by the Board:

State Highway Engineer Bennett to National Cooperative Highway Research Program Committee, Translation of AASHO Road Test to Local Conditions, Washington, D. C., July 28-August 3. (Out-of-State travel authorization only.)

Board Secretary Summers to attend the Western Committee on Highway Policy Problems Council of State Governments Meeting, Seattle, Washington, August 30-31, and September 1.

Personnel Matters. The Board approved an ingrade raise for Personnel Director George Neumayer, \$700 to \$725.

Request to Oil Bannock Pass. A request from the Village of Leadore to oil Bannock Pass, S.H. 29, was laid before the Board. After discussing the traffic count and condition of road on the Montana side, no action was taken.

WEDNESDAY, JULY 25, 1962

The Board reconvened at 8 a.m., Wednesday, July 25, at 3211 West State Street, with all Board Members, the State Highway Engineer, and the Board Secretary present.

Relocation of Utilities Determinations. Upon the reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

I-80N-2(3)62, Isaac's Canyon-Regina, Ada County - Idaho Power Company

July 25, 1962

S-3807(1), U.S. Highway 30, Glenns Ferry Business Route, Elmore County - Intermountain Gas Company, Mountain States Telephone & Telegraph Company, Idaho Power Company

I-90-1(11)47, I-90-1(11)48 R/W, Smelterville-Kellogg, Shoshone County - Washington Water Power Company, General Telephone Company of the Northwest, and Pacific Northwest Bell Telephone Company

S-4771(3), State Highway 7, Southwick-Kendrick, Nez Perce County - Hyland Telephone Company, Potlatch Telephone Company, Clearwater Power Company, General Telephone Company of the Northwest

Fencing Highway Right of Way Through Public Lands. The Board approved the following policy:

The Department of Highways may cooperate with other public agencies in the cost of fencing the highway right of way extending through public lands under the following conditions:

- A. The proposed fence shall tie into other fences or barriers at each end. (Not be left open-ended to trap stock on the right of way.)
- B. If the fence is requested by the public agency for its benefit, the Department may participate in the cost of the fence on a 50-50 basis.
- C. If the fence is a request of a lessee of the lands involved, the Department may share in one-third of the costs.
- D. The public agency requesting the fence shall maintain it.

The request shall include a sketch of the proposed fencing showing gates, cattleguards, and terminals. An estimate of the costs shall accompany the request.

The Department is generally opposed to the placement of cattleguards on the State Highway System. Extreme hazards are created due to snow plowing operation and the attendant rough road. On heavily traveled main highways the right of way should be fenced if at all feasible rather than the placing of a cattleguard. However, on

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lightly traveled secondary type highways, cattleguards may be placed if it is not economical to fence the right of way. In such cases, the Department may participate in the cost of a cattleguard on a 50-50 basis with the public agency.

All proposed fencing projects in which the Department's share of the costs would exceed \$5000 will require budgeting at least one year in advance of any actual work.

Mayor Starr of Nampa with City Engineer Sumner Johnson met before the Board, asking for transfer of County Secondary (Highway District) Funds to Urban Funds that the City will match for a Federal Aid project connecting the central Interstate interchange to U.S. 30, including structures, in the amount of \$100,000.

The request was granted by the Board.

Meridian Chamber of Commerce. Next appearing before the Board was a delegation from the Meridian Chamber of Commerce, composed of Mayor Don Storey, Jack Creason, Herald J. Cox, Bud Jerread, and W. G. McCurry.

The delegation urged an improvement of U.S. 30 from the western terminus of the present Cole School - Meridian project to the Meridian Interstate interchange, a distance of approximately one mile.

The Department indicated funds might be available for a surface reconditioning sooner than for a major reconstruction project. Mayor Storey stated that, in his opinion, inadequate base plus drainage problems would cause a surface reconstruction only to be money wasted. He indicated willingness to sacrifice parking in order to get a curb and gutter section improvement through town.

The Board then indicated they would go to Meridian and look over the needs of the one-mile section. No promises were made as to when, how, or what would be done.

Grant Construction Company. Next meeting with the Board were Willard Jay Grant, James I. Green, and Melvin A. Johnson, from Grant Construction Company, regarding their Priest River Project, F-5121(5), claim.

Contractor Grant described the effect on the Priest River project of delays in the adjustment of power poles. A claim dated April 23, 1962, in the amount of \$158,405.65, set forth the contractor's alleged costs plus profits.

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After hearing Mr. Grant, the Board denied any additional compensation other than the \$38,263.04 that was previously allowed and paid to the contractor.

Mr. & Mrs. Don Crabtree, of Twin Falls, next appeared before the Board regarding control of access on Project F-2361(14).

After hearing the request, the Board granted a restricted approach to their present house, one other restricted approach for farm use, and one unrestricted approach to be placed where desired by the Crabtrees on their 600-foot parcel.

Payette Chamber of Commerce. The next group to meet with the Board was the Payette Chamber of Commerce composed of Senator Jim McClure, A. R. Megardin, and Henry Diener.

The group stressed the importance to the economy of Payette of relocating U.S. 95 from Fruitland to Payette before any improvement of the Interstate bridge to Ontario is entered into.

A request was made for parking on the Third Street improvement.

The Department was urged to look at the design of the project in relation to the abutting property owners' needs and through traffic, and to re-evaluate the request.

Mr. Burns indicated the possibility that the curb and gutter section between 11th and 16th Streets should come at a later date rather than in the current project.

Delegation from Stanley Basin and Ketchum urged that winter travel restrictions be eliminated or reduced over Galena Summit.

Mr. McCrea indicated that the problem of restricting travel at night during the winter was brought about by lack of budget funds for a third maintenance patrol over the summit. The only solution for the safety of the traveling public has been to barricade entrances each night when there is no maintenance patrol.

Mr. McPheters and Mr. Bevins, who operate motorists accommodations on either side of the summit said they could not continue to operate if the motorists are restricted as they have been.

The Board suggested that signs located at a point approaching McPheters' and Bevins' places refer the motorists to them for current road conditions over the summit. Mr. McCrea suggested changing the wording of the advisory signs at Shoshone and Challis to read: Galena Summit Road open between certain hours, instead of closed between certain hours as the signs have been worded.

The Board concurred in Mr. McCrea's suggestion that two maintenance crews be stationed to keep the summit clear during the winter months, permitting the road to be closed and so signed during the night hours when crews were not in operation.

The delegation was composed of Leo Handy, Holger Albrethsen, Virgil G. McPheters, and Maurice Bevins, and Senator Hal L. Wallington.

Garden City - Collister. Next appearing before the Board was a delegation from Garden City and Collister composed of Jim Bordurant, Chas. Higgs, Dortha Bills, Paul W. Edwards, and Harold A. Cann.

The group requested, as they did last year, a highway to connect the bench above Garden City to S. H. 44, crossing the valley between 41st and 42nd Street.

The Board indicated that this matter was in the hands of the Boise Metropolitan Planning Committee, and would have to be evaluated in the light of the over-all planning needs of integrated system of roads now under study.

The Board pointed out also that there was nothing at this time, if the Committee came up with a recommendation for the road, which division of government the recommendation would fall to -- that is, the County or the State.

THURSDAY, JULY 26, 1962

The Board reconvened at 8 a.m., Thursday, July 26, at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

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

I-80N-4(1)220 - The work consists of constructing a 2-lane roadway, drainage structures, 26' concrete overpass, 220' concrete underpass, a plantmix bituminous surfacing and traffic control signs on 7.486 miles of Interstate Highway No. 80N, Jct. 15W & 80N - Cotterell I. C., commencing approximately 6 miles east of the Interstate Twin Bridges and extending southeasterly, in Cassia County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Peter Kiewit Sons' Co., the low bidder, of Idaho Falls, Idaho, on July 27, 1962, in the amount of \$1,402,020.00.)

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S-3807(1) - The work consists of constructing the roadway, drainage structures, curb and gutter, a 30' concrete bridge and a plant-mix bituminous surfacing on 1.102 miles of (old) U.S. 30, Glenns Ferry Business Route, in Elmore County - Federal Aid Secondary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Quinn Brothers & Robbins, Inc., Boise, Idaho, the low bidder, on July 27, 1962, in the amount of \$141,174.25)

Operating Budget. The Board heard a report of the Department's Operating Budget preparatory to submitting it to the State Budget Director for the next biennium. The report was made by the Fiscal Officer, Marion Whaley.

Designation of U.S. Route 12.

WHEREAS, the American Association of State Highway Officials has approved a joint request of the States of Idaho and Montana for the extension of U.S. Route No. 12,

THEREFORE BE IT RESOLVED, that there be, and hereby is, designated a State Highway to be known as State Highway No. US 12, described as beginning at the Idaho-Washington State Line at Lewiston and extending easterly via Lewiston, Kamiah, and Kooskia to the Idaho-Montana State Line at Lolo Pass, all as shown on the sketch map on file with the Department of Highways.

BE IT FURTHER RESOLVED, that said designation supersedes the previous designation of State Highway No. 9.

Designation of State Highway No. 64.

WHEREAS, designation of State Highway No. US 12 has created a duplication of route numbers with existing State Highway No. 12, and

WHEREAS, said duplication would create serious administrative problems and cause confusion to the traveling public,

THEREFORE BE IT RESOLVED, that former State Highway No. 12, be and hereby is re-designated as State Highway No. 64, described as beginning at a junction with State Highway No. US 95 at Craigmont and extending easterly via Nezperce to a junction with State Highway No. US 12 at Kamiah, all as shown on the sketch map on file with the Department of Highways.

Removal from State Highway System (S.H. 80)

WHEREAS, in consideration of construction of State Highway No. 88,

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officials of Jefferson County have agreed to assume responsibility for existing State Highway No. 80, and

WHEREAS, said construction on said State Highway No. 88, is now completed,

THEREFORE BE IT RESOLVED, that said State Highway No. 80, described as beginning at a junction with State Highway No. 48 at Menan and extending easterly to a junction with State Highway No. US 191-20 at Lorenzo, all as shown on the sketch map on file with the Department of Highways, be, and hereby is, removed from the State Highway System, effective this date.

Traffic Control Signals in Athol.

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

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

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

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

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

1. US Highway 95 and Watkins Ave. (SH 54); 4-way flashing beacon to flash red East and West on Watkins Ave.; and amber North and South on US Highway 95.

Speed Limits in Parma (US 95, 20, 26)

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

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WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Parma; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the City of Parma; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 95	Hunt Street	South City Limits (MP 48.80) to Grove St.	35
2.	US 95,20, 26	Grove Street	North City Limits (MP 49.30) to 0.2 mile North of Hunt Street	50
3.	US 95,20, 26	Grove Street	0.2 mile North of Hunt Street to Hunt Street	35
4.	US 20,26	Grove Street	Hunt Street to 4th Street	25
5.	US 20,26	Grove Street	4th Street to 10th Street	35
6.	US 20,26	Grove Street	10th Street to East City Limits (MP 8.55)	60-55

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

Speed Control Zones in District Five (US 95 & 10A)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

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WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated July 30, 1959, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 14 through 22 pertaining to U.S. Highway No. 95 & 10A of the Minute Entry of the Board of Highway Directors dated July 30, 1959, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 95 & 10A	447.30	451.20	Coeur d'Alene Urban Extension	--
2.	US 95 & 10A	451.20	454.25	Coeur d'Alene to Hayden Village	50
3.	US 95 & 10A	454.25	455.25	Hayden Village Urban Extension	--
4.	US 95 & 10A	455.25	458.95	Hayden Village to Jct. with SH 53	60-55
5.	US 95 & 10A	458.95	468.50	Jct. with SH 53 to Athol	60-55
6.	US 95 & 10A	468.50	468.75	Athol Urban Extension	--
7.	US 95 & 10A	468.75	491.55	North of Athol	60-55
8.	US 95 & 10A	491.55	493.95	To Sandpoint	50
9.	US 95 & 10A	493.95	494.45	Sandpoint Urban Ext.	--

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

Speed Control Zones in District Six (US 26, 191, 20, 91, SH 32, 47, 33, 31 & 84)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated March 30, 1956, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 114 through 134 and 145 through 152 inclusive, pertaining to U.S. Highway No. 20, 191, of the Minute Entry of the Board of Highway Directors dated March 30, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness.

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	US 20,191	132.10	135.50	North of Jct. with US Highway 26	60-55
2.	"	135.50	135.55	To Ucon	35
3.	"	135.55	136.10	Ucon Urban Extension	--
4.	"	136.10	136.20	North of Ucon	35
5.	"	136.20	141.20	" " "	60-55
6.	"	141.20	141.60	To Rigby	35
7.	"	141.60	142.40	Rigby Urban Ext.	--
8.	"	142.40	142.60	North of Rigby	35
9.	"	142.60	146.00	Rigby to Lorenzo	60-55
10.	"	146.00	146.75	Through Lorenzo	45
11.	"	146.75	148.10	Lorenzo to Thornton	60-55

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
12.	US 20,191	148.10	149.20	Through Thornton	45
13.	"	149.20	153.30	Thornton to Rexburg	60-55
14.	"	153.30	155.65	Rexburg Urban Ext.	--
15.	"	155.65	158.40	Rexburg to Sugar City	60-55
16.	"	158.40	159.60	Sugar City Urban Ext.	--
17.	"	159.60	160.05	Sugar City to Jct. with SH 33	60-55
18.	"	160.05	165.65	North of Jct. with SH 33	60-55
19.	"	165.65	165.80	To St. Anthony	45
20.	"	165.80	166.90	St. Anthony Urban Ext.	--
21.	"	166.90	180.65	St. Anthony to Ashton	60-55
22.	"	180.65	181.40	Ashton Urban Ext.	--
23.	"	181.40	216.05	Ashton to Ponds	60-55
24.	"	216.05	216.35	Through Ponds	35
25.	"	216.35	221.50	North of Ponds	60-55
26.	"	221.50	221.70	To Jct. with SH 84	35
27.	"	221.70	222.10	North of Jct. with SH 84	35
28.	"	222.10	231.45	To Jct. with SH 287	60-55
29.	"	231.45	235.55	Jct. with SH 287 to Montana State Line	60-55

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated March 30, 1956, are in order; and,

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

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NOW THEREFORE, it is hereby ordered that Items 87 through 89 pertaining to US Highway No. 26, 91, 191, of the Minute Entry of the Board of Highway Directors dated March 30, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	US 91, 191, 26	120.65	124.95	North of Bonneville County Line	60-55
2.	"	124.95	125.70	To Idaho Falls	45
3.	"	125.70	127.00	Idaho Falls Urban Extension	--

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated March 30, 1956, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 110 through 113 pertaining to US Highway 20, 26, 191 of the Minute Entry of the Board of Highway Directors dated March 30, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural

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portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	US 191, 20, 26	127.00	128.90	Idaho Falls Urban Ext.	--
2.	"	128.90	129.70	North of Idaho Falls	50
3.	"	129.70	132.10	To Jct. with US Highway 26	60-55

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated March 30, 1956, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 7 through 19 pertaining to US Highway No. 26 of the Minute Entry of the Board of Highway Directors dated March 30, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	US 26	335.05	346.55	North of Jct. with US 20-191	60-55
2.	"	346.55	346.75	To Ririe	35
3.	"	346.75	346.90	Through Ririe	--
4.	"	346.90	347.15	East of Ririe	35
5.	"	347.15	355.50	East of Ririe	50
6.	"	355.50	366.80	East of Ririe	60-55
7.	"	366.80	374.00	To Swan Valley	50
8.	"	374.00	378.20	Swan Valley Urban Ext.	--
9.	"	378.20	379.40	To Irwin	60-55
10.	"	379.40	380.10	Irwin Urban Ext.	--
11.	"	380.10	382.70	East of Irwin	60-55
12.	"	382.70	385.25	East of Irwin	50
13.	"	385.25	401.15	To Wyoming State Line	60-55

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated March 30, 1956, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 135 through 136 pertaining to US Highway No. 20 & 191 of the Minute Entry of the Board of Highway Directors dated March 30, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 32 & 47	28.40	28.60	Jct. with SH 47 to Ashton	50
2.	SH 32 & 47	28.60	29.35	Ashton Urban Extension	--

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated March 30, 1956, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 46 through 59 pertaining to State Highway No. 33 of the Minute Entry of the Board of Highway Directors dated March 30, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 33	160.05	163.10	Jct. with US 20, 191 to Teton	60-55

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
2.	SH 33	163.10	164.10	Teton Urban Extension	--
3.	"	164.10	166.50	Teton to Newdale	60-55
4.	"	166.50	167.10	Newdale Urban Ext.	--
5.	"	167.10	167.20	East of Newdale	45
6.	"	167.20	191.20	To Jct. with SH 32	60-55
7.	"	191.20	192.40	Jct. with SH 32 to Tetonia NCL	60-55
8.	"	192.40	193.55	Tetonia Urban Ext.	--
9.	"	193.55	200.55	Tetonia SCL to Driggs NCL	60-55
10.	"	200.55	201.80	Driggs Urban Ext.	--
11.	"	201.80	209.30	Driggs SCL to Victor NCL	60-55
12.	"	209.30	210.00	Victor Urban Extension	--
13.	"	210.00	215.20	Victor SCL to Wyoming State Line	60-55

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

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated March 30, 1956, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 40 through 45 pertaining to State Highway No. 32 of the Minute Entry of the Board of Highway Directors dated March 30, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 32	0.00	18.80	Jct. with SH 33 to Drummond	60-55
2.	"	18.80	19.00	Through Drummond	60-55
3.	"	19.00	28.40	Drummond to Jct. with SH 47	60-55

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated March 30, 1956, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 137 through 144 pertaining to US Highway 20 & 191 of the Minute Entry of the Board of Highway Directors dated March 30, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness :

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 47	0.00	1.10	East of Jct. with SH 32	50

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
2.	SH 47	1.10	6.20	East of Jct. with SH 32	60-55
3.	SH 47	6.20	7.60	To Warm River	50
4.	SH 47	7.60	8.50	Warm River Urban Ext.	--
5.	SH 47	8.50	11.55	East of Warm River	50

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

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated March 30, 1956, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 34 through 39 pertaining to State Highway No. 31 of the Minute Entry of the Board of Highway Directors dated March 30, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 31	0.00	0.70	Swan Valley Urban Ext.	--
2.	SH 31	0.70	11.40	North of Swan Valley	50
3.	SH 31	11.40	15.65	North of Swan Valley	40
4.	SH 31	15.65	20.60	To Victor	60-55
5.	SH 31	20.60	21.05	Victor Urban Ext.	--

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

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

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 84	0.00	0.30	East of Jct. with US 20,191	35
2.	SH 84	0.30	4.70	East of Jct. with US 20,191	50
3.	SH 84	4.70	5.00	To Big Springs	25

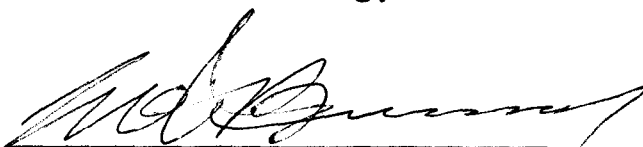
IT IS FURTHER ORDERED THAT the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Expense Vouchers. The Board approved the following expense vouchers for June:

W.C. Burns, \$399.65; Ernest Gaffney, \$63.72; R.Doyle Symms, \$35.52.

WHEREUPON, the Board adjourned until its next meeting, scheduled for August 16, 17 and 18, 1962.

Read and Approved
August 16, 1962
Boise, Idaho


W. C. BURNS, Chairman

July 26, 1962

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

August 16, 17 & 18, 1962

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Thursday, August 16, at 3211 West State Street, Boise.

Present were:

W. C. Burns, Chairman - Director, District 1
Ernest Gaffney, Vice-chairman - Director, District 3
R. Doyle Symms, Member - Director, District 2
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the July 23, 24, 25, & 26, 1962, Board meeting.

Biennial Operating Budget. The Board reviewed the Department's Biennial Operating Budget. It was pointed out to the Board that the Department's budget contemplated an increase of \$200,000 in the Law Enforcement budget over the present biennium. The Department was alarmed by the fact that last minute information pointed to the Department of Law Enforcement's intention to request a budget increase in excess of \$1 million.

If such a figure became final, the Highway Department would find itself in a position where additional revenues would have to be recommended to the forthcoming legislature in order to maintain the State's construction program.

Chairman Burns indicated the Board would discuss the problem with the Governor at the next meeting.

Relocation of Utilities Determinations. Upon reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-6804(3), State Highway 32, Fall River Bridge & Approaches, Fremont County - Mt. States Telephone & Telegraph Company

I-90-1(11)47, I-90-1(11)48 R/W, Smelterville-Kellogg, Shoshone County - Idaho Water Company

F-6471(13), Chester-Ashton, Fremont County - Mt. States Telephone & Telegraph Company, Utah Power & Light Company, and Fall River Rural Electric Corporation.

August 16, 1962

Supplemental Agreement with Washington, S-SG-5732(5), improvement of Idaho S.H. 41 and Washington S.H. 6 in Oldtown, Idaho, and Newport Washington. The Board of Highway Directors has this day executed the original and two copies of a Supplemental Agreement, which is to be made a part of an Agreement dated January 17, 1962, between the State of Idaho, Department of Highways, and the State of Washington, which provides for the elimination of the conditions listed under Paragraph 2 of Page 5 of the original agreement by the elimination of the provision for the closure of Union Avenue in Newport, Washington.

Hess Claim, S-1706(1), Elkhorn Dam Road, Oneida County. In the matter of the above claim, which had been turned down because of a technicality involving the presentation of the claim after the expired time allowed under claim procedure, the Board indicated that the Department should waive the technicality and afford Marion J. Hess the opportunity of presenting it and having the Department analyze the claim on its merits before presenting the claim before the Board.

Approval of Salary Adjustment for Highway Employees. The Board requested the Secretary to read into the Minutes the following letter from Governor Smylie, dated July 31, 1962:

Mr. W. C. Burns, Chairman
Idaho Board of Highway Directors
Department of Highways
P. O. Box 879
Boise, Idaho

Dear Mr. Burns:

The information contained in your letter of June 25, 1962, and the supporting data relative to the Board's request for approval of a salary adjustment for employees of the State of Idaho Department of Highways have been thoroughly studied.

It is a pleasure to advise that a modified salary schedule, subsequently worked out with State Highway Engineer G. Bryce Bennett and his staff, has been approved to become effective October 1, 1962. It provides for a 3% increase for Clerical, Administrative, and Fiscal (CAF) Groups A, A-u, B and B-u and a 5% increase for all other salary groups. It also provides for the use of pay groups numbers in place of CAF and Engineering designations.

With warm personal regards, I am,

Sincerely yours,

/s/ Robert E. Smylie
Governor

August 16, 1962

Department's 11th Annual Report. The Board reviewed in preliminary form the 11th Annual Report of the Department as will be submitted to the forthcoming Legislature.

Out-of-State Travel was authorized by the Board for State Highway Engineer Bennett to attend AASHO Construction Subcommittee Meeting, of which he is Chairman, at Chicago, October 8 and 9; and the AASHO Annual Conference at Miami, Florida, December 4 - 8.

Disposition of Present Roads Serving Smelterville. The Board determined to relinquish to Shoshone County the Smelterville Business Loop upon completion of the nearby Interstate project, since a new connection to the Interstate will be provided to Smelterville.

Request from Village of Hope - U.S. 10A. The Board read a request from Mr. Colwell, Village of Hope Board Chairman, urging the Department to use maintenance forces to widen with fill material a 707-foot section of U.S. 10A through Hope in the vicinity of the Hope General Store and the Jeannette Hotel building.

The Board requested the Department to analyze the matter from the standpoint of costs and available personnel and report back to the Board. It was pointed out that the Department will continue to use whatever excess materials develop from slides, etc., in the area as they have in the past to eventually make a wider roadway and parking area.

FRIDAY, AUGUST 17, 1962

The Board reconvened at 8 a.m., Friday, August 17, at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

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

I-15-2(15)88 (Signing) - The work consists of furnishing and installing traffic control signs and highway illumination of 22.486 miles of Interstate Highway No. 15, So. Blackfoot I.C. - Bonneville County Line, in Bingham County - Federal Aid Interstate and State financed. The contract was awarded to Louis W. Brooks, Caldwell, Idaho, the low bidder, on August 6, 1962, in the amount of \$67,672.32.

F-1481(9) - The work consists of constructing the roadway, drainage structures, cement treated base and a concrete pavement on 6.361 miles on Highway U.S. 30N, in Bear Lake County, Federal Aid Primary and State financed. The contract was awarded to Jack B. Parson Construction Co., Smithfield, Utah, the low bidder, on August 6, 1962, in the amount of \$1,272,027.50.

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F-2441(15) - The work consists of reconditioning the existing roadway, placing an aggregate base and a plantmix bituminous surface course on 8.419 miles of State Highway No. 25, 5 miles east of the Junction of US-93 to State Highway No. 50, commencing approximately 8 miles East of Jerome, in Jerome County - Federal Aid Primary and State financed. The contract was awarded to Quinn Brothers & Robbins, Inc., Boise, Idaho, the low bidder, on August 6, 1962, in the amount of \$182,775.55.

F-6422(4) - The work consists of widening a 271' concrete bridge and constructing the roadway and a plantmix bituminous surfacing on 0.109 mile of U.S. Highway No. 20, Broadway Bridge (Idaho Falls), in Bonneville County - Federal Aid Primary and State financed. The contract was awarded to Max A. Boesiger, the low bidder, of Mt. Home, Idaho, on August 16, 1962, in the amount of \$112,990.00.

STOCKPILE NO. 3398 - The work contemplated under this project consists of furnishing aggregate surfacing material and cover coat material in stockpiles in the vicinity of Council, in Adams County - State financed. The contract was awarded to Bryan C. Rambo Crushing Co., Nampa, Idaho, the low bidder, on August 16, 1962, in the amount of \$29,760.00.

PW-103(2) - The work consists of regrading existing driveways, constructing a bituminous surface treatment and seal coating on the campus of Idaho State College, in Bannock County - State financed. The low bid on this project was 26.8% over the Engineer's Estimate. However, since this project had been advertised for bids twice and the only alternative would be to hire rental equipment and to the work by State forces, the Board agreed by phone on August 6 to award the contract to the low bidder. The contract was awarded to V. E. Lemmon Paving & Construction Co., Pocatello, Idaho, the low bidder, on August 6, 1962, in the amount of \$25,630.00.

Orders of Condemnation. The Board approved Orders of Condemnation for the following:

F-2361(18), (U.S. 30)	Parcel No. 1, Fred & Nettie M. Leach
"	" Parcel No. 2, Paul & Rose Fleming,
	O. S. & Ethel C. Smith
"	" Parcel No. 4, Paul & Rose Fleming
	Allan & Annabelle Erwin
"	" Parcel No. 6, I. L. & Joyce Dunham
"	" Parcel No. 10, J. L. & Lola Pope
"	" Parcel No. 14, Bergie & Dorothy Crisp
"	" Parcel No. 17, Faye Bonning Beckstead
	Coates and Daniel P. Coates
"	" Parcel No. 18, J. H. & Inez Moore

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F-2361(18), (U.S. 30),	Parcel No. 21, Logan & Martha Pope
" "	Parcel No. 32, John H. & Harriett
	Mavencamp
" "	Parcel No. 33, Vernon J. & Shirley
	Mavencamp
F-3112(11), (U.S. 95),	Parcel No. 6, George D. and Nellie
" "	Tarter
	Parcel No. 7, Henry L. & Lorraine Doak

Settlement in Excess of \$20,000 was approved by the Board for Project F-6471(13), U.S. 191, Parcel No. 18, Howard Perry, in the amount of \$23,000.

Chief Legal Counsel Hired. State Highway Engineer Bennett recounted the various applicants for Chief Legal Counsel, and the Board concurred in his recommendation to hire Faber Tway of Idaho Falls.

It was pointed out that both Chief Legal Counsel and the two assistants would, in the future, desist from doing any private practice.

Mr. Tway indicated his desire to regard his employment as that of a career, and intends to report for work the first of October, 1962, as he has previous judicial commitments. Mr. Tway stated his desire to bring his private law library with him, to which Mr. Bennett and the Board agreed.

Boise City Council - One-way Couplet. Councilmen Jones, Koch, and Emerine met with the Highway Board and concurred with the Board and Department that the connection between Fairview and Main Street, Line 2 as suggested by the City, be adopted.

This line is immediately west of the 17th Street line previously requested by the Department. The Board indicated they could justify approving location Line 2 because of the better alignment afforded the traffic pattern and because it would make feasible an overpass on Fairview Avenue at some future date if it should be found advisable.

The City Council reversed their position regarding the immediate necessity of an overpass at Fairview Avenue.

The City Council agreed to furnish a waiver of the necessity for a public hearing under State statute and agreed to acquire the same waiver from the Ada County Board of Commissioners.

The Department indicated there was no definite timing as to when any one section of the one-way couplet might be put under contract first, to which the Councilman agreed.

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Norman Crossley, Urban Engineer, was instructed to draw up a Memorandum of Understanding preparatory to revising the customary City Agreement before the acquisition of right of way and engineering proceed further.

The Council indicated that favorable action can be expected on the Memorandum of Understanding and subsequent agreement at the August 20 meeting of the City Council.

Improvement of 27th Street. Councilman Jones pressed the Board for a commitment regarding the improvement of the 27th Street north from Fairview Avenue and was told by Chairman Burns that this is entirely a separate matter and no decisions are being made at this time regarding the disposition of Councilman Jones' request.

Road Closures, Removal, Abandonment or Relinquishment. The Board adopted the following policy regarding public road closures, removal, abandonment, or relinquishment of sections of the State Highway System:

The Department may secure appropriate agreements with local political subdivisions, before construction is undertaken, for public road closures, future public road connections, minor adjustment of public road facilities and the maintenance provisions attendant with such changes. Such agreements shall reflect the Board's designated control of access policy for any given highway project or parts thereof, to regulate, restrict, or prohibit access to such highways as to best serve the traffic for which such facility is intended.

It is the policy of the Board of Highway Directors that sections of State Highways replaced in whole or part by construction on new alignment be removed from the State Highway System.

1. Abandonment

The Board of Highway Directors may retain or summarily vacate and abandon any portion of a State highway which portion has been superseded by relocation, except in case such abandonment would cut off all access to the property of any person which, prior to such relocation, adjoined the highway. The Board shall either retain such highway or relinquish it to the County, City, or other public agencies having jurisdiction.

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The Board may act to abandon any easement, or to vacate any highway, by resolution. A certified copy of such resolution may be recorded without acquiescence, or further proof, in the office of the County Recorder of each County wherein any portion of the easement to be abandoned, or the highway to be vacated, lies. When such record has been made, the abandonment or vacation is complete.

On abandonment of an easement, title thereto reverts to the owner of the underlying fee. Where the State owns the property on which vacated highways were located in fee, the Department shall dispose of the property not needed for highway purposes as prescribed by law.

2. Relinquishment

The Board of Highway Directors may relinquish to any County or City, or other public agency having jurisdiction, any portion of the State Highway within such County or City, which has been deleted from the State Highway System, and such relinquishment shall become effective upon the first day of the next calendar or fiscal year, whichever first occurs after relinquishment. Whenever the Department and the County, City, or public agency having jurisdiction have entered into an agreement providing therefor, the Board may relinquish to any such County, City, or other public agency having jurisdiction, any frontage or service road or outer highway, within the territorial limits of such County or City, which has been constructed as a part of a State Highway or freeway project, but does not constitute a part of the main traveled roadway.

All relinquishments shall be by resolution. A certified copy of such resolution shall be filed with the County Commissioners, Commissioners of Highway or Good Roads Districts, City Clerk, or public agency having jurisdiction, as the case may be; and upon such filing, all jurisdiction, control, and interest of the State in and to such portion of any State Highway shall vest in the County, City, or public agency having jurisdiction, as the case may be, and such highway or portion thereof shall constitute a public road or street, as the case may be.

Prior to relinquishing any portion of a State highway, the Department shall give 90 days notice, in writing, of

intention to relinquish to the Commissioners, City Council, or responsible public agency officer, as the case may be. Where the resolution of relinquishment contains a recital as to giving of said notice, adoption of the resolution of relinquishment shall be conclusive evidence that said notice has been given.

October Board and Forest Highway Meetings. The Board scheduled the October Board Meeting and the Forest Highway Fund Allocation meeting for the week of October 15.

Request for Payment of Hally Claim. The Board read a request of attorney J. F. Cromwell that a sufficient sum be allowed in the submittal of the Highway Department's Operating Budget to pay a claim of T. Matt Hally dated June 28, 1958, on Project ST-3112(502), Cambridge Bridge.

The Board instructed the Secretary to inform the writer that, unless there are additional facts that have not been brought to light in the numerous appearances before the Board in the matter, the Board and the Department must consider the matter closed.

Relinquishment of the Atomic City Spur, Bingham County. Chairman Burns indicated that the Bingham County Commissioners, when he met with them on August 13 at Blackfoot, expressed their desire to enter into an agreement with the Department to relinquish the 1.232 miles starting at the East City Limits of Atomic City to U.S. 20-26 in Bingham County to be placed on their road system, if the Department would keep the road clear of snow. The Department has reconditioned this road.

As it has been the practice of the Department to remove the snow because of the great distance necessary for the county's equipment to dead-head over our system, the Highway Board concurred in the relinquishment of the Atomic City Spur to Bingham County.

Mr. Charles Herndon, of Salmon, appeared before the Board urging that the Board, at the proper time, consider supporting a movement to connect the present termini of roads along the Salmon River east of Riggins and west of Salmon.

Mr. Herndon indicated, that from the economic point of view, a tremendous development of produce and manufactured goods to eastern Idaho and Wyoming would be support for consideration of eventually building the road down the Salmon River.

Mr. Herndon stated that it is too large a project for the State to consider with its current funds, and asked if the Board would approve

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the people of the area affected forming an association to promote other or additional Federal funds with the ultimate view of constructing a road on the said route. He agreed that should a Wilderness Bill be passed by Congress it would have an adverse affect on any plans for such a road. In reality the road could not affect the wilderness area along this route, as it would be physically impossible to go more than one-quarter mile off the road because of the rugged terrain.

The Board indicated it would offer no opposition to the formation of such an association.

Mr. Herndon expressed his desire to be notified when a date has been set for the 1963 allocation of Forest Highway moneys this fall by the Tri-Agency. The Secretary indicated he would so notify Mr. Herndon.

Request for Construction Money for Challis. A request was made for the allocation of \$10,000 of construction moneys to improve the Main Street of Challis from the junction of U.S. 93 to the Courthouse, which is now maintained by the State Highway Department. The Board concurred in the proposed improvement as recommended by the Department.

City of Homedale. The City of Homedale appeared before the Board represented by Robert Kniefel, Frank Matteson, Paul Zattice, and City Street Superintendent Warren Stimmel. The group requested a clarification on the Board's position regarding the expenditure of funds to correct the drainage problem of U.S. 95 in the city.

The Board indicated that in their opinion all efforts have not been exhausted in discussions with the Drainage Ditch Company, to which the water was proposed to be drained southerly at the approximate cost of \$11,000. It is proposed that representatives of the Department and the City jointly meet with the Drainage Ditch Company with the hope of agreeing to acceptable requirements of the Drainage Ditch Company that would economically permit the Department to proceed on the southerly drainage route instead of the longer route to the east which cost was estimated at \$31,000 and was not acceptable to the Board.

The Board indicated they would await a report of such joint meeting and that they are mutually interested, with the City of Homedale, in correcting this drainage problem.

Project Brochures - Type of Control of Access. The following were approved by the Board:

I-80N-4(2)232, Cotterell I.C. (excl.) to Sublett I.C.
(incl.) - Full control of access

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I-80N-3(14)185, Junction S.H. 50 - Eden, Hazelton I.C. - Full control of access

I-80N-3(11)164, West Jerome - U.S. 95 - Full control of access

I-90-1(29)50, E.C.L. Kellogg - E.C.L. Osburn - Full control of access

Control of Access (Revision) F-3112(13), 16th Street and 3rd Avenue Spur, Payette. The following supersedes Minute Entry on this project dated February 9, 1962:

Partial control of access limited to present use and to dedicated roads will apply to the 16th Street alignment from the south end of the project to 6th Avenue South and from Center Avenue to the north end of the project and on the 3rd Avenue Spur from 11th Street to 16th Street. The remainder of the project will be subject to access control by Standard Approach Policy.

1963 Preliminary Construction Program Considered. The Board reviewed District and Department recommendations regarding the 1963 Interstate, Primary and Secondary Preliminary Highway Construction Program.

SATURDAY, AUGUST 18, 1962

The Board reconvened at 8 a.m., Saturday, August 18, at 3211 West State Street, Boise, with all Board Members, the State Highway Engineer, and the Board Secretary present.

Speed Limits in Rexburg (US 20-191, SH 88)

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code, the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Rexburg; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated April 22, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Rexburg, should be revised and,

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WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Rexburg; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M. P. H.)
1.	US 20-191	None	West City Limits (MP 153.30) to South Fifth West Street	35
2.	US 20-191	West Fourth South Street	South 5th West Street to South 2nd West Street	35
3.	US 20-191	South Second West Street	West 4th South Street to West Main Street	25
4.	US 20-191	West Main Street	South 2nd West Street to Center Street	25
5.	US 20-191	Main Street East	Center Street to 2nd East Street North	25
6.	US 20-191	2nd East Street North	Main Street East to 2nd North Street East	25
7.	US 20-191	2nd East Street North	2nd North Street East to North City Limits (MP 155.65)	35
8.	SH 88	West Main Street	West City Limits (MP 348.60) to Second West Street	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated April 22, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Rexburg, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Rexburg shall henceforth be effective at all times during hours of daylight or darkness.

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Speed Control Zones in District Three (S.H. 21)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated November 9, 1960, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 1 through 14 pertaining to State Highway No. 21 of the Minute Entry of the Board of Highway Directors dated November 9, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 21	0.00	2.10	Boise Urban Extension	--
2.	SH 21	2.10	4.35	East of Boise	35
3.	SH 21	4.35	9.95	East of Boise	60/55
4.	SH 21	9.95	10.50	East of Boise	35
5.	SH 21	10.50	11.70	East of Boise	50
6.	SH 21	11.70	16.65	East of Boise	60/55
7.	SH 21	16.65	19.15	East of Boise	50
8.	SH 21	19.15	21.30	East of Boise	60/55
9.	SH 21	21.30	35.40	East of Boise	50
10.	SH 21	35.40	38.60	To Idaho City	60/55
11.	SH 21	38.60	39.00	Adjacent to Idaho City	35
12.	SH 21	39.00	49.10	East of Idaho City	50
13.	SH 21	49.10	56.70	East of Idaho City	35
14.	SH 21	56.70	61.30	East of Idaho City	50
15.	SH 21	61.30	72.20	To Lowman	35
16.	SH 21	72.20	91.50	East of Lowman	35

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

Speed Control Zones in District Six (SH 22,88)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated August 1, 1960, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 1 pertaining to State Highway No. 22, 88 of the Minute Entry of the Board of Highway Directors dated August 1, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 22,88	286.00	286.10	Through Howe	35
2.	SH 22,88	286.10	286.40	East of Howe	50
3.	SH 22,88	286.40	294.55	To Jct. with SH 88	60-55

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investi-

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gation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated August 1, 1960, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Item 1 pertaining to State Highway No. 88 of the Minute Entry of the Board of Highway Directors dated August 1, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 88	294.55	313.30	Jct. with SH 22 to Jct. with SH 28	60-55
2.	SH 88	313.30	329.00	(Entered as SH 28,88)	--
3.	SH 88	329.00	347.65	East of Interchange with I-15, US 91	60-55
4.	SH 88	347.65	348.60	To Rexburg	50
5.	SH 88	348.60	349.10	Rexburg Urban Ext.	--

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

Reimbursable Business Expense. The Board approved the Personnel Policy "Reimbursable Business Expense" which appears in Section 18-020 of the Department's Personnel Policies and Procedures Manual, effective September 1, 1962. This supersedes the policy approved by the Board May 1, 1959.

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Regulation for Overweight and/or Oversize Vehicle Permit Fees.

The following schedule of permit fees for overweight and/or oversize vehicles is approved by the Idaho Board of Highway Directors:

Overweight to 25% overlegal and/or oversize, single trip	\$ 3.00
Overweight to 25% overlegal and/or oversize, 30 days	25.00
Overweight in excess of 25% overlegal, single trip	25.00
Legal width house trailer combination, overlength, single trip	3.00
Overwidth mobile home combination, single trip	5.00

Overlegal loads hauled by tax-supported agencies
require Special Permits, but no fees are to
be charged.

Request to Change Type of Approach. The Board approves the change
of access from a farm approach to a public service approach for high-
way operation, and to widen said approach from 24 feet to 40 feet, at
Station 169/55, Project F-1481(4), State Maintenance Yard No. 1290,
Montpelier.

Expense Vouchers. The Board approved the following expense vouchers
for July:

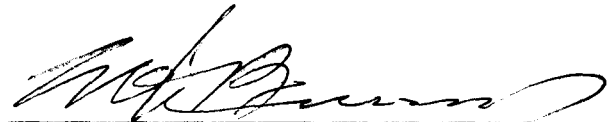
W. C. Burns, \$109.85; Ernest Gaffney, \$83.22; R. Doyle Symms,
\$33.68.

Board Policy regarding Outside Engineering Services. The Board
reviewed the policy regarding use of consulting and engineering ser-
vices by outside private firms. They reaffirmed the basic policy of
September 6, 1956. There was discussion of recent Bureau of Public
Roads' regulations concerning this type of work where Federal Aid is
requested. Federal Aid is to be obtained on all such contracts.

In general the procedure provides for the selection of three or
four engineering firms to submit qualification proposals for each
proposed project. Consideration for firms shall give preference to
local firms, firms located within the State and finally other firms
within the United States. The Department's Engineering Selection
Board will then determine the priority of qualification of firms con-
sidered. Fee negotiations will then be entered into with the best
qualified firm first. If suitable fee can be negotiated, this firm
will be recommended to the State Highway Engineer. When suitable fee
cannot be negotiated with the first priority firm, the other firms
will be contacted in order of priority established.

Lewis-Clark Highway Dedication. The present Board Members, past Board Members R. C. Rich, L. K. Floan, and D. P. Jones, the State Highway Engineer, and the Board Secretary left for Lewiston to attend the Lewis-Clark Highway Dedication Services at Packers Meadow, Sunday, August 19.

WHEREUPON, the Board adjourned until its next meeting, scheduled for September 19, 20 & 21, 1962.


W. C. BURNS, Chairman

Read and Approved
September 20, 1962
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS
September 19, 20, & 21, 1962

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Wednesday, September 19, at 3211 West State Street, Boise.

Present were:

W. C. Burns, Chairman - Director, District 1
Ernest Gaffney, Vice-chairman - Director, District 3
R. Doyle Symms, Member - Director, District 2
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

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

S-4771(3) - The work consists of constructing the roadway, drainage structures and a roadmix bituminous surfacing on 6.559 miles and seal coating 6.896 miles of S.H. 7, Southwick-Kendrick, in Nez Perce and Latah Counties - Federal Aid Secondary and State financed. The contract was awarded to Murphy Brothers, Inc., Spokane, Washington, the low bidder, on August 29, 1962, in the amount of \$624,688.00.

STM-6501(506) - The work consists of reconstructing the roadway to subgrade on 0.030 mile of U.S. Highway 26, Palisade Slide Area,

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located approximately 4.5 miles northwest of the Idaho-Wyoming State Line, in Bonneville County - State financed. The contract was awarded to Kimberly Construction Co., Inc., Kimberly, Idaho, the low bidder, on August 29, 1962, in the amount of \$13,235.35.

S-5722(2) - The work consists of constructing the roadway, drainage structures, a 26' concrete bridge and a bituminous surface treatment on 3.466 miles of the Worley-Heyburn Road, in Kootenai County - Federal Aid Secondary and County financed. The contract was awarded to Max J. Kuney Company, Spokane, Washington, the low bidder, on August 30, 1962, in the amount of \$157,328.50.

F-2351(5) - The work consists of reconditioning the existing roadway, constructing an aggregate base, leveling course, and a plantmix bituminous surfacing on 6.633 miles of U.S. Highway 26 & Temp. 20, Bliss - 6.7 miles East, in Gooding County - Federal Aid Primary and State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, on August 31, 1962, in the amount of \$136,323.00.

S-4769(8) - The work consists of constructing a 141' pedestrian walk on the Big Bear Creek Bridge at Kendrick on S.H. 42, in Latah County - Federal Aid Secondary and State financed. The contract was awarded to Hansen Construction Co., Spokane, Washington, the low and only bidder, on August 31, 1962, in the amount of \$13,835.00.

Maintenance Shop and Engineering Office for State of Idaho at New Meadows, Idaho, in Adams County - State financed. The contract was awarded to August Michaelis Builders, Nampa, Idaho, the low bidder, on September 11, 1962, in the amount of \$59,885.00.

S-4792(5) - The work consists of reconditioning, constructing a base course and a bituminous surface on 3.116 miles of the Genesee-Lenville Road, Genesee-Lenville, in Latah County, commencing approximately 5 miles east of Genesee and extending in northeasterly direction - Federal Aid Secondary and County financed. The contract was awarded to J. F. Konen Construction Co., Inc., of Lewiston, Idaho, the low bidder, on September 10, 1962, in the amount of \$57,464.40.

S-6718(1) - The work consists of constructing an aggregate base, roadmix bituminous surfacing and a bituminous surface treatment on 7.706 miles of the East River Road, Idaho Falls North, in Bonneville County - Federal Aid Secondary and County financed. The contract was awarded to Duffy Reed Construction Co., Twin Falls, Idaho, the low bidder, on September 10, 1962, in the amount of \$157,950.80.

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STOCKPILE 3400 - The work consists of furnishing aggregate surfacing material in stockpile adjacent to U.S. 95, North of Weiser, in Washington County - State financed. The contract was awarded to Bryan C. Rambo Crushing Co., Nampa, Idaho, the low bidder, on September 19, 1962, in the amount of \$21,250.00.

I-IG-15-1(2)54 - The work consists of constructing a 4-lane divided roadway, drainage structures, 151' concrete twin bridges, 2-114', 124', and 399' twin overpasses and a bituminous surface treatment on 3.366 miles of Interstate Highway No. 15, Portneuf River - No. Inkorn I.C., in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to S.S. Mullen, Inc., Seattle, Washington, the low bidder, on September 18, 1962, in the amount of \$2,165,598.00.

S-6804(3) - The work consists of constructing a 220 foot concrete bridge and 0.78 mile of approaches at Fall River, located approximately 4.5 miles south of Ashton, in Fremont County - Federal Aid Secondary and State financed. As the low bid was 17.345% over the Engineer's Estimate, the bids were rejected and the project will be readvertised in the spring.

ER-46(1) & ST-6471(534) - The work consists of furnishing and installing pipe culverts and constructing concrete headwalls on US-20, at various locations west of Idaho Falls, and on US-191, south of Rexburg, in Bonneville and Bingham Counties - Federal Aid Emergency and State financed. The Board concurred in the recommendation to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The low bidder was Robert V. Burggraf Co., of Idaho Falls, Idaho, in the amount of \$28,593.10)

Extensions of Over-age Employees. The Board approved the following extensions of over-age employees:

Extended to December 31, 1963:

District 3 -

G. A. Cornforth, 65, District Locating Engineer

District 4 -

O. E. Brown, 67, Watchman

C. F. VanSise (Hrly.), 67, Maintenance Aide

Henry Juran (Hrly.), 74, Maintenance Aide

Headquarters Office -

James Reid, 67, Administrative Officer

C. W. Short, 66, Secondary Roads Engineer

Lewis L. Hamblin, 65, R/W Property Manager

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Extended to June 30, 1963:

District 3:

Lewis Roberts, 68, Resident Engineer (No Renewal)

Headquarters Office -

A. F. Rath, 69, Asst. Const. Engineer (No Renewal)

Walmar Dehlin, 66, Chief Photographer

Tom Pethick, 67, Asst. Equipment Supr. (No Renewal)

Memorandum of Understanding between Fish and Game Department and the Highway Department was reviewed by the Board and, upon the recommendation of the State Highway Engineer, concurred in the memorandum.

The subject matter dealt with cooperative measures in highway construction as related to conservation of fish in the water sheds.

Chor Him Yu (Citizenship). In the matter of the Department's making further efforts to assist Chor Him Yu, a Department employee, in obtaining U.S. Citizenship, the Board agreed that the Department should take no further action in the matter.

Relocation of Utilities Determinations. Upon reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-FG-1481(20), U.S. Highway 30N, Merrill Road Connection, Bannock County - El Paso Natural Gas Company, Mt. States Telephone & Telegraph Company, and Utah Power & Light Company

F-6033(8), Shelley IC-Jct. US 191, Bonneville County - Utah Power & Light Company, and Mt. States Telephone & Telegraph Company

I-90-1(11)48, Smelterville-Kellogg, Shoshone County - Kellogg T.V. System, Inc.

I-IG-15-1(2)54, Portneuf River-North Inkom IC, Bannock County-Mt. States Telephone & Telegraph Company, Intermountain Gas Company, and Idaho Power Company

Speed Control Zones in District One (US 30N Bus., SH 37, 39)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

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

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NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 30N Bus. SH 37	270.90	272.50	East of Interchange with I-15W	60-55
2.	US 30N Bus. SH 37	272.50	273.00	To American Falls	50
3.	US 30N Bus. SH 37	273.00	273.85	American Falls Urban Extension	--
* * * * *					
1.	US 30N Bus. SH 39	273.85	274.40	American Falls Urban Extension	--
2.	US 30N Bus. SH 39	274.40	275.45	American Falls to Interchange with I-15W	50

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

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated May 25, 1956, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the

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hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 83 through 96 pertaining to State Highway No. 37 of the Minute Entry of the Board of Highway Directors dated May 25, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 37	0.00	0.60	Malad Urban Extension	--
2.	SH 37	0.60	0.70	West of Malad	35
3.	SH 37	0.70	5.50	To Pleasantview	60-55
4.	SH 37	5.50	5.70	Through Pleasantview	35
5.	SH 37	5.70	9.90	West of Pleasantview	60-55
6.	SH 37	9.90	14.30	West of Pleasantview	50
7.	SH 37	14.30	26.60	West of Pleasantview	60-55
8.	SH 37	26.60	28.80	West of Pleasantview	50
9.	SH 37	28.80	31.50	West of Pleasantview	40
10.	SH 37	31.50	39.00	To Roy	50
11.	SH 37	39.00	54.60	North of Roy	60-55
12.	SH 37	54.60	54.70	To Rockland	35
13.	SH 37	54.70	55.10	Rockland Urban Ext.	--
14.	SH 37	55.10	55.30	North of Rockland	35
15.	SH 37	55.30	67.90	To Interchange with I-15W	60-55

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

Removals from State Highway System.

WHEREAS, State Highway No. 49 is not deemed to have the characteristics of a State Highway as set forth by Section 40-120, Idaho Code, and,

WHEREAS, Jefferson County agreed on May 2, 1958, to assume responsibility for said road on completion of improvements now accomplished,

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THEREFORE BE IT RESOLVED, that said highway, 5.495 miles in length and described as beginning at a point 1.0 mile north of the Bonneville County Line and extending to the Menan-Lorenzo Road 1.426 miles north of the North Village Limits of Lewisville, all as shown on the sketch map on file with the Department of Highways, be, and hereby is, removed from the State Highway System, effective January 1, 1963.

BE IT FURTHER RESOLVED, that, coincident with said removal from the State Highway System, all jurisdiction, control, and interest of the State in and to said highway shall vest in Jefferson County and said highway shall continue to constitute a public road.

* * * * *

WHEREAS, construction of Project No. F-2353(2), on new alignment north of Arco has made continuance of the original road as a part of the State Highway System no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the old road, 8.963 miles in length, and described as beginning at a point 0.1 mile north of the junction with State Highway No. US 20-26 in Arco and extending to a point in Moore, all as shown on the sketch map on file with the Department of Highways, be, and hereby is, removed from the State Highway System, effective January 1, 1963.

BE IT FURTHER RESOLVED, that, coincident with said removal from the State Highway System, all jurisdiction, control, and interest of the State to and in said portion of former State Highway No. US 93A shall vest in Butte County and said portion shall continue to constitute a public road.

* * * * *

WHEREAS, construction of 4.093 miles of State Highway No. US 10 (I-90) on new alignment beginning at the Coeur d'Alene West Corporate Limits and ending 0.429 mile south of the Coeur d'Alene South Corporate limits has made continuance of a section of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map on file with the Department of Highways.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.140 mile in length, is hereby removed from the State Highway System, effective this date.

* * * * *

WHEREAS, that portion of State Highway No. 7 beginning at the Village of Ahsahka and extending to a junction with State Highway No. 42

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near the Village of Kendrick is not deemed to have the characteristics of a State Highway as set forth by Section 40-120, Idaho Code, and,

WHEREAS, Clearwater, Nez Perce, and Latah Counties have executed agreements dated August 26, September 9, and September 11, 1957, respectively, to assume responsibility for said section of State Highway No. 7 as it is reconstructed, and

WHEREAS, specified reconstruction has now been completed on a portion of said State Highway No.7,

THEREFORE BE IT RESOLVED, that said section, 17.658 miles in length and described as beginning at the Village of Ahsahka and extending to a point 3.390 miles west of the Clearwater - Nez Perce County Line, all as shown on the sketch map on file with the Department of Highways, be and hereby is, removed from the State Highway System, effective January 1, 1963.

BE IT FURTHER RESOLVED, that, coincident with said removal from the State Highway System, all jurisdiction, control, and interest of the State in and to said portion of State Highway No. 7 shall vest in Clearwater and Nez Perce Counties as their interests shall appear and said section shall continue to constitute a public road.

THURSDAY, SEPTEMBER 20, 1962

The Board reconvened at 8 a.m., Thursday, September 20, at 3211 West State Street, Boise, with all Board Members, the State Highway Engineer, and the Board Secretary present.

Minutes. The Board read and approved the Minutes of the August 16, 17 & 18, 1962, Board meeting.

Out-of-State Travel. The Board authorized the following:

Engineering personnel, from time to time, to Bureau of Public Roads Vancouver, Wash., Office when necessary to help expedite Idaho's delayed Forest Highway projects.

State Highway Engineer Bennett to Chicago, September 24-25, for Special AASHO Meeting of the Highway Transport Committee.

One person from Planning Section to attend meetings in Oregon and Washington when those states hold periodic meetings covering the handling of metropolitan transportation studies. It is contemplated the meetings will meet not more than once a month and for no longer than a two-day duration.

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Three possible relocation routes of the Freezeout Hill section of State Highway 16 were reviewed by the Board. The Board indicated its preference for a route proceeding northerly from the present summit crossing rather than utilizing the other two possible routes in the vicinity of the present road on the north slope, because a 5 per cent maximum grade may be realized on the northerly route.

The Department indicated it was planning an informational type of meeting on this subject in Emmett in the near future.

Interstate, Mountain Home to Bliss Alternates. The Board was shown the three possible alternate Interstate routes between Mountain Home and Bliss.

The Board indicated its preference that the route should stay east of the present highway and railroad, favoring the route serving Glenns Ferry with an alternate east of Glenns Ferry following the present road, crossing at Glenns Ferry directly to Bliss.

The Board suggested that the Department meet with the Elmore County Commissioners and inquire as to the route of their preference. Public hearings will be scheduled, after which the Board will make a final determination as to the route it approves.

Control of Access from Planning Brochures. The Board approved the following:

S-SG-3712(1), State Highway 19, Wilder to Greenleaf -- Standard Approach Policy in urban section of Greenleaf, Partial Control elsewhere

I-15-3(13)127, Bassett to present Interstate at Roberts (The Board indicated this project should connect with the present southern terminus of the Interstate in the vicinity of Roberts) Full control of access

Authority to Purchase Right of Way, Control of Access, approved by the Board:

FHP 5-1(1) & (2), Denton Curves to Hope -- Partial Control limited to present use and connecting public thoroughfares.

FHP 47-1(2), Cat Creek Summit West -- Standard Approach Policy

Chief Joseph Pass Naming Request. In reply to a request of the Montana Highway Department to name the Idaho-Montana Pass on Forest

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Highway Route 49 as Chief Joseph Pass, the Board offered no objection. However, they requested that the matter be referred to the Idaho Historical Society for their concurrence.

Highway Users Conference Awarding Plaque. The Board and administrative people met with the Highway Users Conference to receive from Conference Chairman Butler, through Governor Smylie, the award of distinction to the Idaho Department of Highways as an expression of the Conference's appreciation for meritorious effort to inform the public of highway development.

The award was based on the Department's progress report publication covering the period of July 1, 1959, to June 30, 1960.

Mr. Ross's request to Accept Sewer District Position. L. J. Ross, Planning & Traffic Engineer, asked permission of the Board to serve as a director of the Boise Northwest Sewer District. He assured the Board that should there be any conflict of interest arise, he would immediately resign his office as Director.

Mr. Ross has been an active representative of the Highlands Home Owner Association in public matters involving the Highlands, where he resides and which is included in the Northwest Sewer District.

The Board approved his acceptance of the Sewer District Post, should it be offered him.

Mr. & Mrs. Frank A. King, of Boise, and their attorney, Dwight Bickle, appeared before the Board indicating the Kings' wish to retain their building when the Department draws up plans for the Boise one-way couplet crossing from Fairview to Main Street in the vicinity of 17th Street.

Mrs. King said they did not care to move and hoped that the line will miss their building.

Mr. Burns indicated that they do not know at this time exactly where the line is going and that they are glad to have the Kings' thinking in the matter.

Orders of Condemnation. The Board approved orders of condemnation for the following:

F-2361(14), (U.S. 30), Parcel Nos. 82 & 82-E-1, Grant E. &
Lena G. Kunkle

F-2361(18), (U.S. 30), Parcel Nos. 19, 19-E-1, 19-E-2, and
19-E-3, Kenneth W. & Florence E.
Hulme

F-2361(18), (U.S. 30), Parcel Nos. 20 & 20-E-1, J.W. Jones,
 Jr. & Deloris D. Jones
 U-2727(2), (S.H. 74), Parcel No. 8, Estate of Dan Morris
 F-3112(11), (U.S. 95), Parcel Nos. 16 and 16-E-1 to 16-E-6,
 Incl., Milton W. & Ellen Branch
 " " Parcel Nos. 17 & 17-E-1, Estate of
 William E. Davis and Milton W. and
 Ellen Branch

Property Damage - FHP 35A, Raynolds Pass, S.H. 95, Parcel 17,
 Faber Tway -- The Board considered the owner's claim for damages, due
 to construction of the highway and instructed the Chief Right of Way
 Agent to negotiate with the owner for settlement.

Channelization - F-2441(8), Heyburn-Rupert. Regarding the raised
 channelization in the Village of Heyburn, it was determined that the
 channelization should be designed into the project in that area in
 the vicinity of 9th Street, serving the Simplot Warehouse.

Forest Highway Projects. The Board reviewed the Department's
 proposals for Forest Highway Construction Projects for 1963 and con-
 curred in the program as submitted.

FRIDAY, SEPTEMBER 21, 1962

The Board reconvened at 8 a.m., Friday, September 21, at 3211
 West State Street, Boise, with Mr. Burns, Mr. Gaffney, Mr. Symms
 (10:30 a.m.), Mr. Bennett, and Mr. Summers present.

Dates Set for October - November Board Activities. The Board
 set the dates of October 16, 17 & 19 for the October Board meeting,
 and the Forest Highway Public hearing and Executive Session for
 October 18; October 29-31 for a tour of South Idaho, and November 1-4
 for a tour of the North Idaho Forest Highways with Region 4 of the
 Forest Service.

Claim of R. B. Haley, subcontractor on the Mashburn Bridge
 Project, F-FG-5152(5), for standby time amounting to \$8,800. After
 hearing the attorney Tom Felton and Mr. Haley, and going over the
 related correspondence and presentations, the Board unanimously deter-
 mined to deny the claim.

Boise Chamber of Commerce. Coming before the Board was the
 Boise Chamber of Commerce represented by Gordon MacGregor, H. Ferd
 Koch, Allan Shepard, Roger B. McGinnis, Chas. Donaldson.

The delegation urged the Department to proceed as fast as possi-
 ble to determine and purchase what right of way will be necessary for

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the construction on the Interstate in the vicinity of the Boise industrial area.

Mr. MacGregor indicated the industrial foundation would look with favor on a possible exchange of land taken and replaced by State land that lies immediately to the west of the industrial tract.

The Department indicated that it is proceeding as fast as is possible and hopes to get the interchange location determinations resolved with the Bureau of Public Roads some time in October, which must be accomplished before the right of way requirements are known in that vicinity.

Mr. Burns stated that the Board and the Department are interested in expediting the design and purchase of needed right of way.

Washington County Delegation. Next coming before the Board was a group from Washington County composed of:

Grover Feldtman	Barton Sasaki	Dennis Shuby
Gerald Dick	John B. Lloyd	Steve Edwards
E. G. Lindgren	B. R. Westberg	Art Wilson
Frank Ingebretsen	James Smart	

urging that the Department use their request for an Olds Ferry Bridge as trading stock for any request that may be forthcoming from the State of Oregon for an additional bridge in the vicinity of Ontario.

The Board indicated they would do their best to present the Olds Ferry request should the request be made for a bridge at Ontario.

Delegation from the Aberdeen Chamber of Commerce, composed of the following, appeared before the Board urging improvement of State Highway 39 beginning at Aberdeen northerly.

Clifford Wride	Dee Monsen
Ten Wren	T.S. Vanderford
Ernest Lamdvotter	Alvin Funk

The Mayor indicated his concern that the present drainage project contractor might leave some of the city's main street without paving with which to go through the winter. Mr. Bennett assured them that this was in the contract and that he believes the contractor will complete the oiling in question on schedule.

Mayor Wride stated also that in his opinion the highway should be relocated north of Aberdeen alongside the present railroad right of way. Mr. Bennett indicated that the matter of relocation was under

consideration but no determination has been made as to what route the next major improvement would take north of Aberdeen.

The group, with Mr. T. S. Vanderford in particular, urged a commitment from the Board regarding the timing of the next improvement north of Aberdeen to which the Board indicated that no commitments are made as to future projects, only on a year-to-year basis and pointed out that this requested project is not in the long range five-year construction program.

A delegation from Homedale, composed of the following, appeared before the Board urging a new bridge over the Snake River and indicated that their preference of location is approximately at the same location, only on a little different angle than that of the present bridge site.

A. E. Spud Murphy	Homer Anderson	Norman Tolmie
Everett A. Colly	Merle S. Hamilton	Charles Bibber
Robert Huff		

Highway 51 Association, composed of:

Vyonda Riddle	Carl Agenbroad
M. A. Kidder	Mrs. Carl Agenbroad
G. M. Brown	Orsen Alzola
R. M. Wetherell	Arlo Benson

asked the Board to go ahead and repeat its efforts in applying for Federal Lands Funds when it comes up in the next session of Congress, as it did in the past session.

The Department indicated there was a possibility of the Department's moneys allowing future oiling of a seven-mile section in the vicinity of Grasmere as it did a ten-mile section north of Grasmere this year.

Mr. Alzola suggested that, should the Three Creek Highway District fail to utilize Federal Aid matching moneys reserved for a project in their district, the Federal Aid be utilized on State Highway 51 rather than have a lapse of time cause it to revert to redistribution through the counties.

The department indicated there was no possibility of getting a major project from the foot of the hill south of Grasmere to the Owyhee Indian Reservation line until late in 1963, if moneys were then available, as there has been no engineering done on this 18-mile section.

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The delegation concurred with the Department's thinking that the next major reconstruction project should begin at the reservation line and extend northerly.

It was pointed out to the delegation that a contract is tentatively planned for applying a seal coat mat on the Rattlesnake Hill.

Ada County Commissioners Leon Fairbanks, Marvin Wright, and Roy Murphy, urged early pin-point location determination by the Board on the location of the Interstate connection from Maple Grove interchange to Fairview Avenue.

It was explained to the Commissioners by Mr. Bennett that the Department hopes to get a confirmation from the Bureau of Public Roads sometime in October as to the location of the proposed interchanges and county road structures.

It was also pointed out that it will take at least two years to design the bypass and the spur before construction contracting can be entered into.

The Commissioners were particularly anxious that as much area as possible be left between the present Fairview Avenue and the Interstate right of way between Curtis and Orchard for parking and access to the County agents building.

The Commissioners indicated they plan to vacate the County Hospital and build a new one on Emerald Street west of Curtis Road.

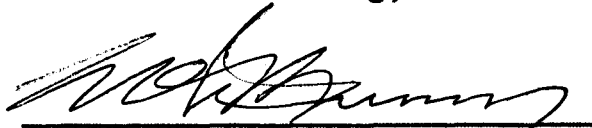
It was pointed out by L. J. Ross that a revision of the location of the connector is contemplated by relocating the line west of the Zellerbach Paper Company's building to reduce property damages anticipated in the previous line east of the Zellerbach property.

Expense Vouchers. The Board approved the following expense vouchers for August:

W. C. Burns - \$152.70
Ernest Gaffney - \$112.38
R. Doyle Symms - \$113.76

WHEREUPON, the Board adjourned until its next meeting, scheduled for October 16, 17 and 19, 1962.

Read and Approved
October 16, 1962
Boise, Idaho


W. C. BURNS, Chairman

September 21, 1962

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

October 16, 17, 18 & 19, 1962

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Tuesday, October 16, at 3211 West State Street, Boise.

Present were:

W. C. Burns, Chairman - Director, District 1
Ernest Gaffney, Vice-chairman - Director, District 3
R. Doyle Symms, Member - Director, District 2
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the September 19, 20 & 21, 1962, Meeting.

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

PW-106(1) - The work consists of grading, placing a crushed gravel base, a bituminous surface treatment and seal coating on streets and parking areas of State Hospital South in Blackfoot, in Bingham County - State financed. The contract was awarded to Gardner-Stone Company, Blackfoot, Idaho, the low bidder, on September 26, 1962, in the amount of \$20,970.00.

F-6033(8) - The work consists of constructing the roadway, drainage structures, a plant mix bituminous surface and seal coat on 2.192 miles of U.S. 91-191 spur from the interchange north of Shelley to U.S. 91 & 191, located approximately 4 miles southwest of Idaho Falls on U.S. 191 westerly, in Bonneville County - Federal Aid Primary and State financed. The contract was awarded to Robert V. Burggraf Company, Idaho Falls, Idaho, the low bidder, on October 9, 1962, in the amount of \$263,304.75.

I-90-1(11)47 - The work consists of constructing a 4-lane divided roadway, 2 concrete underpasses, 2 concrete overpasses, 2 concrete bridges, drainage structures and a plant mix bituminous surfacing on 3.834 miles of Interstate Highway No. 90, Smelterville-Kellogg, in Shoshone County - Federal Aid Interstate and State financed. The contract was awarded to Goodfellow Brothers, Inc., Wenatchee, Washington, the low bidder, on October 12, 1962, in the amount of \$2,440,122.25.

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I-15-1(11)47 & F-FG-1481(20) - The work consists of constructing a base course and plant mix bituminous surface and seal coat on 7.576 miles of Interstate No. 15 from North McCammon I.C. to Portneuf River and constructing the roadway, drainage structures, a plant mix bituminous surface, a 207 foot concrete bridge and a 186 foot concrete R.R. overpass on 0.909 miles of US 30N, Merrill Road Connection to Interstate, near McCammon, in Bannock County - Federal Aid Interstate, Primary and State financed. Contract was awarded to Rogers Construction Company, Portland, Oregon, the low bidder, on October 10, 1962, in the amount of \$828,108.85.

1963 Construction Program and 1964 Planning Program were reviewed by the Board. A final review will be made at the November meeting.

Public Lands Funds to be Requested. The Board recommended that the Department seek a \$500,000 allocation of Public Lands Funds when allocation is made in January. That amount is proposed to be used on State Highway 51. This is the second year a request has been made for Public Lands Funds for this route.

Out-of-State Travel has been authorized for:

Reg T. Good, twice a month to Vancouver, Washington, to confer with the Bureau of Public Roads on the progress of plans development on Idaho Forest Highway projects. Direct contact has been deemed necessary to expedite utility agreements and adequate plans with which to acquire right of way and construct highways to Idaho's design criteria. The authorization is made for a 6-month period.

Until the Hope-Denton Curves Project, FH-5(1), is completed, Assistant Chief Right of Way Agent Gordon Hawkes is authorized to travel to Vancouver and work with the Bureau of Public Roads in like manner.

Filer - Buhl U.S. 30 Location. The Board was advised that informational meetings would be held in Filer and Buhl regarding the new location of U.S. 30 following a line south of the railroad from Filer to Deadman's Corner.

Various Urban Projects Discussed. Various Urban projects were discussed by Norman Crossley, Urban Engineer, as follows:

Emmett - regarding the favorable acceptance of a relocation line of State Highway 16 north from Freezeout Hill (S-3832(3))

Homedale - regarding an impasse with the canal company on discharge of drainage water from U.S. 95. The Board indicated that they were still willing to participate in any manner to the extent of \$11,000

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in any feasible plan that the City of Homedale might participate in and which might be a solution to the City's drainage problem.

Chilco - regarding subdivision problems and access to U.S. 95 involving County Commissioners and subdivision plats and planning in the vicinity of Chilco.

Wilder - to the effect that the City will not have its \$1000 available until January to finance the relocation of their water lines on the current U.S. 95 project through Wilder - F-3311(4)

Heyburn - to obtain final information regarding the location of raised medians in the vicinity of 9th Street and the Simplot Dehydrating Plant - F-2441(8)

Payette - to return to check with the City and determine if they still request no parking from 11th to 16th Streets on 3rd Avenue, which was initially requested by the City for the current project - F-3112(13)

WEDNESDAY, OCTOBER 17, 1962

The Board reconvened at 8 a.m., Wednesday, October 17, 1962, at 3211 West State Street, Boise, with all Board Members, the State Highway Engineer, and the Board Secretary present.

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

ER-41(1) - The work consists of furnishing and installing 3 additional arch pipe culverts and replacing the surfacing on 0.01 mile of SH-39, approximately 2 miles west of Riverside, in Bingham County - Federal Aid Emergency Relief and State financed. The contract was awarded to Kimberly Construction Co., Kimberly, Idaho, the low bidder on October 19, 1962, in the amount of \$5,623.60.

F-6471(13) - The work consists of constructing the roadway, drainage structures, 114' concrete bridge, 60' steel detour bridge and a bituminous surface treatment on 7.411 miles of U.S. Highway No. 191, Chester-Ashton, in Fremont County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract, the low bidder being Rogers Construction Co., of Portland, Oregon, subject to the approval of the Bureau of Public Roads.

BUILDING NO. 9903 - The work consists of constructing a Headquarters Warehouse, District No. 9, Yard No. 9900, in Ada County -

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State financed. The contract was awarded to K. H. Matthews, Boise, Idaho, the low bidder, on October 18, 1962, in the amount of \$43,900.00.

Orders of Condemnation. The Board approved Orders of Condemnation for the following:

F-2361(14), (U.S. 30), Parcel Nos. 86 & 86-E-1, I.M. & Alice E. Jackson

F-2361(18), (U.S. 30), Parcel Nos. 5, 5-E-1, and 5-E-2, J. A. & Neva Krueger and J. Leo Spatziani & William Parsons

U(S)-2727(2), (S.H. 74), Parcel No. 3, L. M. & Edith Eslinger
" " Parcel No. 9, Kenneth & Stella L. Webb

Approval of Settlement in Excess of \$20,000 was given by the Board on Project S-1739(6), (S.H. 86), Parcel Nos. 10 and 10½, George I & Ruth Aston, in the amount of \$21,500.

Approval of Purchase of Lands. The Board approved purchase of lands for relocation of Union Pacific Railroad Depot and facilities in Idaho Falls in connection with U.S. Highway 91, Project Nos. F-6033(5), and F-6471(11), in the amount of \$32,000.

Approval of Resolutions. The Board approved resolutions of approval of access provisions as shown on the final plans on the following projects:

I-IG-15-2(5)87, I-15, South Blackfoot I.C.

I-15-2(8)104, I-15, Great Western Canal - Bonneville County Line

I-80N-2(2)71, I-80N, Regina - Cleft

Speed Limits in American Falls (US 30N Bus., SH 37, 39)

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limits upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of American Falls; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated April 29, 1959, with respect to prima facie speed limits upon

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urban extensions of the State Highway System in the City of American Falls, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of American Falls; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M. P. H.)
1.	US 30N Bus. SH 37	Lincoln Street	South City Limits (MP 273.00) to Hillcrest Avenue	50
2.	US 30N Bus. SH 37	Lincoln Street	Hillcrest Avenue to Ft. Hall Avenue	25
3.	US 30N Bus. SH 37	Ft. Hall Avenue	Lincoln St. to Idaho St.	25
4.	US 30N Bus. SH 39	Ft. Hall Avenue	Idaho St. to Harrison St.	25
5.	US 30N Bus. SH 39	Harrison Street	Ft. Hall Ave. to Pocatello Ave.	25
6.	US 30N Bus. SH 39	Pocatello Ave.	Harrison St. to Calder Avenue	25
7.	US 30N Bus. SH 39	Pocatello Ave.	Calder Ave. to East City Limits (MP 274.40)	35
8.	SH 39	Idaho Street	Ft. Hall Ave. to Oregon Trail	25
9.	SH 39	Idaho Street	Oregon Trail to West City Limits (MP 0.30)	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated April 29, 1959, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of American Falls, is herewith rescinded. It is further determined and declared that the hereinabove designated

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prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of American Falls shall henceforth be effective at all times during hours of daylight or darkness.

Speed Control Zones in District 2 (I-15W, US 30N, I-80N, SH 46,27)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated December 7, 1960, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 1 pertaining to US Highway No. 30N, I-15W of the Minute Entry of the Board of Highway Directors dated December 7, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	I-15W US 30N	234.70	249.60	Interchange with I-80N to Raft River Interchange	70
2.	I-15W US 30N	249.60	250.00	East of Raft River Interchange	70

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated December 7, 1960, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Item 1 pertaining to US Highway No. 30N, I-80N of the Minute Entry of the Board of Highway Directors dated December 7, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	I-80N US 30N	223.50	229.25	Interchange with US 30N to Interchange with SH 77	70
2.	I-80N US 30N	229.25	234.70	Interchange with SH 77 to Interchange with I-15W	70

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

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

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	I-80N	221.10	223.50	Jct. with SH 27 to Interchange with US 30N	70

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated September 20, 1960, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 1 through 9 and Item 11 pertaining to U.S. Highway 30N of the Minute Entry of the Board of Highway Directors dated September 20, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and

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hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	US 30N	239.15	239.70	Burley Urban Ext.	--
2.	US 30N	239.70	239.95	Burley to Heyburn	45
3.	US 30N	239.95	241.40	Heyburn Urban Ext.	--
4.	US 30N	241.40	242.10	Heyburn to Interchange 60-55 with I-80N	
(Milepost 242.10 - 223.50)					
5.	US 30N	223.50	234.70	(Entered as I-80N, US 30N)	--
6.	US 30N	234.70	250.00	" " I-15W "	--
7.	US 30N	250.00	252.30	To Power County Line	60-55

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated December 15, 1955, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 98 through 102 pertaining to State Highway No. 46 of the Minute Entry of the Board of Highway Directors dated December 15, 1955, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the

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reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 46	0.00	0.15	Jct. SH 25 to Wendell	35
2.	SH 46	0.15	1.15	Wendell Urban Ext.	--
3.	SH 46	1.15	1.25	North of Wendell	35
4.	SH 46	1.25	11.10	North of Wendell	60-55
5.	SH 46	11.10	11.30	To Gooding	35
6.	SH 46	11.30	13.05	Gooding Urban Ext.	--
7.	SH 46	13.05	43.40	Gooding Jct. with SH 68	60-55

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated December 15, 1955, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 41 through 48 pertaining to State Highway No. 27 of the Minute Entry of the Board of Highway Directors dated December 15, 1955, is herewith rescinded. It is further determined and declared that the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 27	0.00	1.00	Oakley Urban Ext.	--
2.	SH 27	1.00	19.85	North of Oakley	60-55
3.	SH 27	19.85	20.40	To Burley	50
4.	SH 27	20.40	23.60	Burley Urban Ext.	--
5.	SH 27	23.60	24.10	Burley to Jct. with I-80N	50
6.	SH 27	24.10	24.20	North of Jct. with I-80N	50
7.	SH 27	24.20	26.15	North of Jct. with I-80N	60-55
8.	SH 27	26.15	26.50	To Paul	50
9.	SH 27	26.50	26.65	Paul Urban Ext.	--

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

Speed Control Zones in District 4 (US 12, SH 7, 62)

WHEREAS, by virtue of Section 49-702, Idaho, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated February 13, 1958, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 1 through 18 pertaining to State Highway No. 9 of the Minute Entry of the Board of Highway Directors dated February 13, 1958, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	US 12	330.30	320.20	(Entered as US 95)	--
2.	US 12	12.35	12.70	East of Jct. with US 95	35
3.	US 12	12.70	39.85	East of Jct. with US 95	60-55
4.	US 12	39.85	40.55	East of Jct. with US 95	50
5.	US 12	40.55	41.50	East of Jct. with US 95	50
6.	US 12	41.50	42.70	East of Jct. with US 95	50
7.	US 12	42.70	44.15	East of Jct. with US 95	50
8.	US 12	44.15	44.30	To Jct. with SH 7	35
9.	US 12	44.30	44.45	East of Jct. with SH 7	35
	& SH 7				
10.	US 12	44.45	44.70	To Jct. with SH 7	50
	& SH 7				
11.	US 12	44.70	51.85	Jct. with SH 7 to Jct. with SH 11	60-55
12.	US 12	51.85	65.80	East of Jct. with SH 11	60-55
13.	US 12	65.80	66.20	To Kamiah	35
14.	US 12	66.20	67.15	Kamiah Urban Extension	--
15.	US 12	67.15	74.10	South of Kamiah	60-55
16.	US 12	74.10	74.35	To Kooskia	25
17.	US 12	74.35	75.10	Kooskia Urban Ext.	--
18.	US 12	75.10	75.25	East of Kooskia	25
19.	US 12	75.25	176.00	Kooskia to Montana State Line	60-55

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated October 31, 1959, are in order; and,

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

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NOW THEREFORE, it is hereby ordered that Items 1 through 3 pertaining to State Highway No. 62 of the Minute Entry of the Board of Highway Directors dated October 31, 1959, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 62	66.90	67.65	Kamiah Urban Ext.	--
2.	SH 62	67.65	76.00	West of Kamiah	60-55
3.	SH 62	76.00	81.00	West of Kamiah	50
4.	SH 62	81.00	81.85	To Jct. with SH 7	60-55

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

A Board Tour Itinerary of South Idaho October 29 - 31 was approved with meetings to be held at Twin Falls, Pocatello, Preston, Montpelier, Idaho Falls, and the dedication of Interstate Route 15 in the vicinity of Idaho Falls.

North Idaho Forest Highway Tour. Arvil Anderson presented an itinerary which the Board approved for touring Forest Highways in North Idaho November 1 - 3. The route will be Forest Highways 6, 45, 2, 4, 9 and 50.

Relocation of Utilities Determinations. Upon reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

U-4114(7), 21st & "G" Street in Lewiston, Nez Perce County - Pacific Northwest Bell Telephone Company, Washington Water Power Co.

Mountain Home - Bliss Interstate Location. The Board reviewed further the Interstate alternate locations between Bliss and Mountain Home.

State Highway 16, Freezeout Hill Relocation. After receiving the report on the public informational meeting with the people of

Emmett and reading a letter from the Gem County Commissioners who do not disapprove of the location, the Board authorized the Department to proceed on a line running north from Freezeout Hill to connect with a County road running east and west that will align with the last improved section of State Highway 16 immediately south of the Emmett City limits.

College of Idaho Access to Proposed One-Way Couplet in Caldwell.

L. J. Ross reported on a meeting he had with the College of Idaho officials who were concerned with the location of their proposed stadium involving desired access to the Blaine-Cleveland one-way couplet in Caldwell. He indicated the exchange of information between the College and Department was satisfactory to both.

Public Hearings Authorized, under State statutes - Meridian, regarding relocation of S.H. 68; and a Federal Aid hearing at Moscow regarding improvement of U.S. 95 in the northern section of town.

Oregon Highway Commission Request Meeting with Board. The Board approved inviting the Oregon Highway Commission to meet with them at their forthcoming November meeting to discuss points of interest regarding mutual highway problems at Ontario, Olds Ferry, and the Brownlee-Oxbow area.

Blackfoot Connection. The Board approved the expenditure of \$8000 as recommended by the Department for a temporary connection into Blackfoot from the Interstate over an existing County - City road.

THURSDAY, OCTOBER 18, 1962

Forest Highway Public Hearing. The public hearing for the programming of 1963 Forest Highway construction moneys convened at Boise in the Highway Department Auditorium at 9 a.m., October 18.

Hearing the delegations were:

W. C. Burns, Chairman, Board of Highway Directors
 Ernest Gaffney, Vice-chairman, Board of Highway Directors
 R. Doyle Symms, Member, Board of Highway Directors
 G. Bryce Bennett, State Highway Engineer
 Wayne Summers, Board Secretary
 James Usher, Regional Engineer, U.S. Forest Service,
 Region 4, Ogden, Utah
 Arvil Anderson, Regional Engineer, U. S. Forest Service,
 Region 1, Missoula, Montana
 Boyd Rasmussen, Regional Forester, U.S. Forest Service,
 Region 1, Missoula, Montana

Floyd Iverson, Regional Forester, U.S. Forest Service,
Region 4, Ogden, Utah

Emmett Barton, Federal Projects Engineer, U. S. Forest
Service, Ogden, Utah

Bernie Glans, Road and Trail Supervisor, Division of
Engineering, U. S. Forest Service, Ogden, Utah

C. R. Salmen, Idaho Division Engineer, Bureau of Public
Roads, Boise

Norman Wood, Federal Projects Engineer, Bureau of Public
Roads, Portland, Oregon

Clifford Hallvik, Asst. Idaho Division Engineer, Bureau
of Public Roads, Boise

Harry Nessley, Engineering Coordinator, Bureau of Public
Roads, Boise

Presenting requests for allocation of 1963 Construction moneys
were:

Kyle Walker, Coeur d'Alene Chamber of Commerce Secretary, urging
funds for Enaville-Murray, Route 9.

Don McClarey, Shoshone County Commissioner, also making the
above request, and for further improvements of St. Maries - Avery,
Route 50.

Senator Evan Kackley, Soda Springs, urged completion of the
Wayan - Freedom, Route 40.

Mrs. Glen Rhoades and Marvin Harris urged improvement of the
north loop of the Big Springs Loop, which is not on the Forest Highway
System.

Lemhi County Commissioner Charles Kane requested funds for the
Leadore - Armstead section of Forest Route 31 and Forest Route 30,
Gibbonsville Pass.

Jack Weigand, store owner, Leadore, representative for Leadore
Chamber of Commerce, also supported improvement of Leadore - Armstead
Route 31.

Charles Herndon supported Route 31 and Gibbonsville Pass, but
more particularly urged moneys for a preliminary survey of a road
down the Salmon River from Salmon to Riggins.

Senator Watt Prather, Bonners Ferry, urged completion of Route
4, Copeland to Porthill, and Route 1, Copeland to Eastport.

October 18, 1962

William McMurray, Burley Chamber of Commerce, urged funds for a road from Albion to the Howe Canyon area for skiing and summer recreation. Howe Canyon is south and east of Albion.

Miles Flanigan, Grangeville Chamber of Commerce, requested funds for additional work on Elk City, Route 18.

Sam Alm, Grangeville Highway District Commissioner, urged funds to improve the Mount Idaho Road for a distance of one mile after leaving the Clearwater River. He indicated that if they could get help on the first mile, the Highway District could handle the rest of the Mount Idaho Route very nicely.

Senator Ted Hoff, Horseshoe Bend, spoke for the Boise County Action Committee requesting funds for a $4\frac{1}{2}$ mile section in the narrow overhanging road in the South Fork of the Payette River canyon between Banks and Lowman. He indicated the Boise County Commissioners would buy whatever right of way was necessary to improve this section.

Bob Loughery, member of the Bogus Basin Ski Area, indicated appreciation of the people to all agencies who participated in the recent completion of the oiling of the Bogus Basin Road.

Senator Harry Nock, Cascade, stating that one more project would complete the Cascade-Knox section on Route 22, urged its early completion.

Warren Brown, urged a project on the Warren Wagon Road, Route 21. Additional requests for this route were made by W. C. Langdon, of the Lewiston Line Company and Pacific Silica Company, stating that 20 to 30 employees could be employed if adequate road was made available to the Bergdorf area as such a road improvement would permit them to ship annually 100,000 tons of silica between June and October of each year.

Speaking for additional projects on Silver City to Mountain Home Route 47 was Wayne Clark of Gannett, Idaho, with Senator Lloyd Barron and Senator Fred Walton, both of Fairfield.

Clark County Clerk, B. H. Thomas, urged that the road from Dubois east to U.S. 191 through Kilgore be placed on the Forest Highway System in order to receive future allocation consideration.

Blaine County Senator Hal Wallington, Ketchum, requested funds for another project on the Trail Creek Road, Route 51, and requested it to be applied on the section west from U.S. 93 Alternate.

Benewah County Commissioners Gordon Leuty and Ed Steel urged continuing allocation of funds on the St. Joe River Road, Route 50.

October 18, 1962

Truman Joiner, Boise-Stanley Highway Association, thanked the tri-agency for the progress being made on the Stanley-Lowman Road and urged a continuing allocation toward its completion.

Arthur Brown, of the Boise Chamber of Commerce, also supported Mr. Joiner's request.

EXECUTIVE SESSION

Meeting in an Executive Session in the afternoon, the three agencies, in addition to the uncomplete 1962 allocated projects, apportioned the following:

Enaville-Murray, Route 9, grading, base and BST, 5.4 miles	\$500,000
Copeland-Porthill, Route 4, entire section, plantmix, 11.2 miles	230,000
St. Joe River Road, Route 50, be- ginning of F.H. 50A, west, grade, base, and BST, 5 miles	500,000
Idaho City to Stanley, Route 25, Clear Creek Bridge East, grading, base, and BST, 3.5 miles	500,000
Sawtooth Park Highway, Gibbonsville North, Route 30, grading, base, BST, 5 miles	600,000
Wayan-Freedom, Route 40 (7.8 miles west of Wyoming Line-west) grading, base, BST, 4 miles	400,000
Mountain Home - Hill City additional funds for 1962 project, Route 47	200,000
(Federal Aid Secondary project, Mountain Home-Hill City, Route 47 (end of Cat Creek Summit section - Conn. with NFD Route) grading, select borrow, 6.9 miles ---	\$450,000)

Summary

Region 1	\$1,230,000
Region 4	1,700,000

The Board denied the request to put the Dubois to U.S. 191 road through Kilgore on the Forest Highway System.

October 18, 1962

FRIDAY, OCTOBER 19, 1962

The Board reconvened at 8 a.m., Friday, October 19, with all Board Members, the State Highway Engineer, and the Board Secretary present.

Max A. Boesiger Claim, Project I-15-3(4)117, Idaho Falls to Bassett.

The Board heard N. A. Griffith, Max A. Boesiger Co., Mt. Home; Jack Friesz, Ready to Pour Concrete Co., subcontractor, of Idaho Falls; and Gilbert O. St. Clair, attorney for Max A. Boesiger, Idaho Falls, regarding the above claim in the amount of \$1,074.66.

After analyzing the letters from Bridge Engineer Walt Albrethsen dated October 4 and 24, 1961, the Board determined to allow the claim as presented due to the ambiguity of these letters.

John Molitor, Executive Secretary, Idaho Chapter of the Associated General Contractors, visited with the Board on related Department and A. G. C. matters.

City of Rupert met with the Board to discuss the possibility of utilizing part of the capacity of the recently completed storm drains on the State highway section of the Rupert streets project. Included in the delegation were:

Bob Hamilton, Engineer
Bill Goodman, Attorney
Wendell Johnson, Councilman

Rhonald Klieke, Engineer
G. L. Acock, Mayor

Mr. Bennett requested that they submit in detail a proposed layout of the area to be drained that the Department and the Bureau of Public Roads might be adequately evaluating the request.

Twin Falls, Filer, Buhl, and Hagerman Delegation next met with the Board, composed of:

Emerson Pugmire
Ray J. Holmes
John E. Hahn

Robert S. Blastock, Jr.
Kenneth Curtis
Bill Grange

Mr. Blastock of Filer urged the Department to make an evaluation of what correction is advisable in improving the traffic safety problems at Jordan's Corner in Filer, and S.H. 93 Jct. with US 30 west of Twin Falls.

October 19, 1962

Several suggestions were made, but it was determined that the Department Traffic Engineer would, within a couple of weeks, go to these points and see what can be done along the lines suggested by the delegation. He will contact Mr. Blastock while in the area regarding the suggested means of improving the safety at these two points.

Ray Holmes inquired regarding the progress of the Twin Falls to Kimberly project and was advised that the project will cut short approximately 2600 feet from the east end of the project, and immediate preparations will be entered into towards advertising the project for bids.

In reply to the status of the Rock Creek project on State Highway 74, the Department indicated it hopes to soon have the right of way parcels involved resolved, one by changing the design to eliminate a three foot strip that is necessary. The other parcel is under condemnation and negotiations are expected to be resolved in a few weeks.

Kenneth Curtis of Buhl inquired regarding the location of the Filer to Buhl U.S. 30 location and was told that an informational type meeting is scheduled this winter to be held at Buhl and Filer to bring the people up to date on the plans of the Department regarding that section of U.S. 30.

Jerome. The following delegation from Jerome met with the Board urging the programing of the reconstruction of S.H. 25 from Jerome to Perrine Siding:

W. B. Churchman
Ralph B. Peters

L. H. VanRiper
M. O'Rourke

The Board indicated that they were aware of the deficiencies of this section but that time and money are the deterring elements which have been aggravated by the necessity of connecting towns with the Interstate System as those sections of the Interstate are completed, in order to give the local areas the maximum use afforded by the Interstate.

The delegation also inquired as to the progress, status, and design of connections of the Interstate section from Jerome to U.S. 93. They were informed that the design has not been completed regarding the type of connection to Jerome South and West, but that the Department is working on it and that tentative plans indicated a diamond interchange would be in order. The width of access road from the

south is undetermined, as no decision has been made as to whether a four lane facility is required to handle the contemplated traffic or whether a two lane will suffice.

Mr. Churchman reminded the Board that he notes most connections to cities from the Interstate in Idaho have four lane facilities.

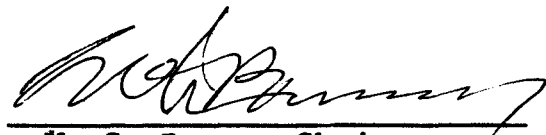
The Board was requested to stop at Jerome on its contemplated South Idaho tour, but indicated time did not permit a meeting on its schedule this year, but planned on driving over to Jerome on State Highway 79 and going east on 25.

The Department was urged to evaluate from a traffic hazard standpoint the County road intersecting with State Highway 79 three miles south of Jerome. The Department stated that the Traffic Engineer would be in the area within a couple of weeks and would look the situation over on the ground to see what can be done in the way of reducing the fatalities at this corner.

Expense Vouchers. The Board approved the following expense vouchers for September:

W. C. Burns, \$123.00
Ernest Gaffney, \$64.96
R. Doyle Symms, \$35.52

WHEREUPON, the Board adjourned until its next meeting scheduled for November 13 and 14, 1962.


W. C. Burns, Chairman

Read and Approved
November 14, 1962
Boise, Idaho

SOUTH IDAHO BOARD TOUR AND
NORTH IDAHO FOREST HIGHWAY TOUR

October 29 - November 3, 1962

The Board convened in Boise Monday morning, October 29, for a tour of South Idaho and the North Idaho forest highways.

Present were:

W. C. Burns, Chairman - Director, District 1
Ernest Gaffney, Vice-chairman - Director, District 3
R. Doyle Symms, Member - Director, District 2
G. Bryce Bennett, State Highway Engineer
E. L. Mathes, Asst. State Highway Engineer-Engineering
Wayne Summers, Secretary of the Board
C. R. Salmen, Division Engineer, Bureau of Public Roads
District Engineers in their respective Districts.

Twin Falls Meeting, Noon, October 29

Mr. Burns indicated that the Department is going to make progress with the Magic Valley Interstate now that the rough spots have been generally ironed out.

Mr. Bennett stated that the Department plans to have the new Hansen Bridge completed the same time that the Magic Valley Interstate is open to traffic.

The group was told that:

The Twin Falls East - Kimberly road project is being shortened 2600 feet because of three right of way parcels under condemnation, and that the Department plans to advertise the shortened section before the end of the year.

The Rock Creek job on State Highway 74 is being held up by two right of way parcels under condemnation which the Department is trying to iron out through stipulation.

The Gridley Bridge to Hagerman project is being indefinitely held up because of right of way condemnations.

The proposed new location of U.S. 30 between Filer and Buhl was recounted, explaining that it would eliminate two railroad crossings and the bad turning movements at Jordan's Corner.

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It was indicated that the Department is studying the feasibility of improving the safety factors at the junction of U.S. 30 & 93, and that they looked at the connection on the ground prior to the meeting.

Senator George Blick asked if the Hansen Bridge project would have to wait for the District's turn to be allocated highway construction moneys. It was pointed out by Mr. Bennett that construction moneys are allocated by the Board once a year on the basis of need on a comparative State-wide basis, and not on a District basis.

Mrs. V. N. Petrick, of the Twin Falls Motel Association, asked if the rumor were true that the Department plans to locate U.S. 93 other than on Addison Avenue. Mr. Bennett indicated there were no grounds for such a rumor as no such change is planned.

Pocatello Meeting, 5 p.m., October 29

Messrs. E. C. Desault and Paul Gregwire, distributors for Plymouth Motors, requested that they be granted a year's notice by the Department before the Benton Street overpass right of way acquisitions are contemplated. Mr. Burns indicated that the 1963 Program has not been firmed as yet, and that before any notice can be given regarding right of way acquisition the project must first be put on the program.

Earl Coffery, Manager of the Pocatello Chamber of Commerce, asked if the East Center Street Interstate interchange is still contemplated. District Engineer Richardson indicated that the location of the interchange has been firmed and will be constructed.

Mr. Bennett informed the meeting that the Chubbuck section of the Interstate is planned for letting this year and that the bypass east of Pocatello to U.S. 30 to the south part of town will follow as rapidly as possible.

Mr. P. K. Rankin, of Ashton, was represented by his daughter, Mrs. Grover, regarding \$730 additional compensation for right of way taken on the Ashton bypass in 1954. Mr. Burns said he would stop in to see Mr. Rankin regarding his problem.

City Commission Member Fred Burton urged the Board to consider the Benton Street overpass for the 1963 Construction Program, and urged the cooperation of the Department with the City in drawing up the plans for the Fourth and Fifth Streets one-way couplet that the storm sewer drainage may be coordinated with the City and Department as it affects the project at Oak and Cottage Streets and in the college area.

October 29, 1962

George Hansen, of the City Commission, indicated that a storm sewer bond issue is in progress by the City and stressed the importance of coordinating the storm drainage problems with the Department on the one-way couplet. Mr. Bennett indicated the Department would be happy to work with the City as it may effect highway planning.

Representative Tommy Terrall inquired if the amount of construction work for 1963 would approximate that of 1962 in the Pocatello area. Mr. Burns stated it would be approximately the same next year as was had this year.

Norman Moss, of Rockland, presented a petition from the Idaho Farm Bureau Federation of Rockland, requesting the Department to eliminate the S curves on State Highway 37 at Milepost 63. The resolution pointed out that the curves are the scene of several fatal accidents and, in their opinion, the terrain is such that the curves could easily be eliminated. Mr. Burns indicated that the Department would look into the matter.

District Engineer Richardson pointed out that there is a bad section between Holbrook and Roy, and that the Department hopes to get an improvement on it in the not-too-distant future.

Glen Fairchild, of American Falls, inquired as to what planning is being done to replace the Snake River Bridge at American Falls on State Highway 49. Mr. Bennett pointed out the Department is planning to begin a reconnaissance as soon as the people are available to do it.

Ernest Palmer, of American Falls, indicated the City of American Falls and the Chamber of Commerce would be pleased to help in any way they can toward getting a modern roadway across the Snake River.

Del Crane inquired as to when the Department would start buying right of way for the Interstate beyond Portneuf Siding as he has property that is affected. Mr. Richardson stated that the appraising is about ready to begin, but the Department cannot begin to purchase right of way until the appraising has been completed.

Meeting with Franklin and Bannock Counties

The Board met with the Bannock and Franklin County Commissioners, at their request, at the Bannock County Commissioners' office. After considerable discussion the Board agreed to the Commissioners' request that the State take over the Strawberry-Sharon Road (Federal Aid Secondary #1803) from its junction with State Highway 34 to the junction of U.S. 89, that the Swan Lake Highway District, Bannock County,

and Franklin County would take on to their respective road systems all of State Highway 35. When the Dayton-Bear River improvement of State Highway 86 has been completed, that route, too, will be removed from the State Highway System and absorbed by Franklin County and the City of Preston.

The Board authorized the Department to proceed with drawing up the necessary agreements with an effective date on State Highway 35 and the Strawberry-Sharon Road to be November 15; State Highway 86 to be effective sometime next year when the contemplated Federal Aid reconstruction project from Dayton to Bear River has been completed.

TUESDAY, OCTOBER 30, 1962

Preston Meeting, 11 a.m., October 30

William Dunn, Preston Chamber of Commerce Road Chairman, inquired as to the contemplated improvement of State Highway 34 in the Riverdale to Thatcher section, Wayan-Freedom.

The allocation of forest highway moneys made recently to the Wayan-Freedom section was recounted and explained that the Department could see a possibility of the Cleveland-Thatcher section falling into the 1963 construction program when it is to be considered next month.

Senator Tom Heath indicated the dam on the Bear River might make it advisable to move the contemplated 1963 construction moneys for the Cleveland-Thatcher section toward Preston, as the Bureau of Reclamation's proposed dam might cause the Board to reconsider the Cleveland-Thatcher job for next year.

Several people made representation to the Board for an early improvement of State Highway 34 from Preston south towards Fairview. Mr. Burns indicated that the Board had looked at it and it needed early construction consideration; that the Board would consider it in the light of available moneys when consideration is given to the 1963 construction program, and at least a betterment job may be expected next summer. All agreed that major reconstruction would involve considerable cost because of the deficient base causing wrinkling of the paved surface.

Mayor Webb carried a complaint to the Board from a businessman operating an ice cream confectionary on the northeast corner of the intersection of U.S. 86 and 89 in Preston. The complaint was that

October 30, 1962

the destination signing by the Department at that corner was too large, making proper business advertising impossible. Mr. Burns indicated the Board would look at it as they left town after the meeting.

Montpelier Meeting, 3 p.m., October 30

Frank Sorgatz urged early completion of U.S. 30N to Border, the construction of the overpass and improvement of Washington Street, the improvement of U.S. 89 south of Montpelier and the elimination of the bottleneck at Georgetown on U.S. 30N.

He was told there is no programing of the Main Street project or the overpass, nor any programing of reconstruction of U.S. 89 contemplated next year, but that the Department is going to continue to proceed with the present program of reconstruction of U.S. 30N to the Wyoming border as time and moneys allow.

County Commissioners complained of the cattleguard at the Nownan County Road junction with U.S. 30N and the Board said that they would look at the problem after the meeting on the way north.

WEDNESDAY, OCTOBER 31, 1962

Idaho Falls Meeting, Noon, October 31

The Board was requested to consider putting the Grays Lake to Idaho Falls road for a length of 55 miles on the State Highway System.

The request was made because a large share of the area involved is on State and Federal government owned land and that the requested improvement would save 40 miles of travel from Idaho Falls to the southeast extremity of the State on U.S. 30N.

The presentation made by Luther Squires pointed out also the recreational features of hunting and fishing in the Grays Lake area.

The request was also made for the improvement of U.S. 191 to Ashton. It was pointed out that U S. 20 road surface to the Atomic Energy Reactor site road was deteriorating and that the Department should consider improving it.

At the conclusion of the meeting a dedication was held north of the Broadway Interstate Interchange, and Interstate Route 15 was opened to traffic after the dedication at 2:30 p.m.

The dedication was arranged and sponsored by the various Chambers of Commerce of the Valley from Pocatello to Idaho Falls.

October 31, 1962

THURSDAY, NOVEMBER 1 - SUNDAY, NOVEMBER 4, 1962

The U.S. Forest Service, Region 1, Missoula, Montana, headed by Arvil Anderson, supplied the air and ground transportation from Idaho Falls to North Idaho for a tour of the following forest highways:

Routes 6 and 45 - Nordman to Priest River

Route 2 - U.S. 95 to Moyie Springs Canyon Bridge

Route 1 - Copeland to Eastport

Route 4 - Porthill to Copeland

The west side County Road from Copeland to Bonners Ferry

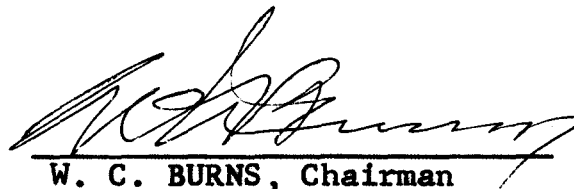
Route 7 - Coeur d'Alene to Kingston

Route 9 - Kingston to Thompson Pass

County Road - Murray to Wallace and Wallace to Avery

Route 50 - Avery to St. Maries

Returning to Boise Sunday morning by chartered Forest Service plane flying from Spokane.


W. C. BURNS, Chairman

Read and Approved
November 14, 1962
Boise, Idaho

November 1 - 4, 1962

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

November 12, 13, & 14, 1962

The Highway Board convened at 1 p.m., November 12, at 3211 West State Street, Boise, to tour Highway 95 from Marsing to Payette.

Present were:

W. C. Burns, Chairman - Director, District 1
Ernest Gaffney, Vice-chairman, Director, District 3
R. Doyle Symms, Member - Director, District 2
G. Bryce Bennett, State Highway Engineer
E. L. Mathes, Asst. State Highway Engineer-Engineering
Gus Anderson, District Engineer, District 3
Wayne Summers, Secretary of the Board

A meeting with the Homedale Chamber of Commerce was held at Homedale regarding the Snake River Bridge. The Board indicated that although the bridge was not now on the 5-year program, consideration would be given to placing it in the next preliminary engineering and right of way program.

The people of the area were pretty well in agreement that the location of the bridge should remain approximately the same.

Mr. Bennett pointed out that one problem he anticipated was that the flight angle of the local airport might have a bearing on where the bridge location should be. Other factors also should be studied. The Department will make a location study through this area.

The Board met Senator Jim McClure and Representative Grant Gardner, both of Payette County, and went over possible relocation alignments of U.S. 95 from a point south of Fruitland to the Payette River Bridge.

Senator McClure again emphasized the importance of this section of U.S. 95 being modernized before the Department constructs a new bridge connecting Ontario with the Gay-Way Junction.

TUESDAY, NOVEMBER 13, 1962

The Board reconvened at 8 a.m., Tuesday, November 13, at 3211 West State Street, Boise, with all Board Members, the State Highway Engineer, and the Board Secretary present.

McCall Delegation. The following delegation headed by Art Roberts, Board Chairman of the Village of McCall, urged the Board to

determine a bypass route for McCall in the near future and to consider a penetrator route through town along the present route of State Highway 15.

G. L. Elliott, Chairman
Dale C. Fortin, Councilman
Al Blair, Councilman

Bob H. Fogg, Councilman
Bob Remaklus, Village Attorney
Bob Paul

Mr. Bennett indicated that the Department has not been recently active in the route study but should be getting something settled as to a bypass location because of building that is going on and making it progressively difficult to acquire right of way.

Mr. Bennett also said that, although Interstate projects and connections are taking a great deal of our planning division's time, he would get someone on the planning of the improvement of the existing street as soon as possible. He further stated that the State hopes to work closely with the Village of McCall on right of way acquisition problems.

Mr. Bennett could not tell the delegation what will be done until the Department has made a study. He assured them that the Department is interested in a planning study for both the improvement through town and the bypass.

Mr. Roberts urged the improvement of State Highway 15 from Donnelly to McCall and asked what the Department's thinking is regarding the Goose Creek Hill section. Mr. Bennett indicated the Department does not have any plans made to date and no project is contemplated on either section within the next 5 years.

Mr. Roberts then voiced the need of the Warren Wagon Road having an oiled surface from the end of the present oiled section north to the connection with the oiled road on the east side of the lake.

The delegation asked the Board if they could solve the problem they and Adams County have of improving the access road to the Brundage Ski Lift. Valley County has the most interest in the development of the ski area, but 4.2 miles are in Adams County. In answering the question of the Department's putting the road on the State System, Mr. Burns indicated the Board has been resisting such requests to date and could throw no more light on solving the problem regarding this road.

Mr. Roberts complimented the Board and the Department on Idaho's fine highways in general, stating that the improvement compared with other states in recent years is amazing.

Meeting with Oregon Highway Commission. The Board next met with the Oregon Highway Commission Chairman Glenn L. Jackson, Medford, Oregon; Member Kenneth N. Fridley, Wasco, Oregon; and State Highway Engineer Forrest Cooper.

After discussing border problems of mutual interest, it was determined by the Idaho Board of Highway Directors and the visiting Commission from Oregon that a 2-lane bridge should be constructed downstream from the present Ontario bridge on a 50-50 cost basis, with Oregon providing the design work and contract letting when Idaho can see fit to program its share.

It was also firmed that each State would finance its own approaches to the structure and that the present bridge would be used as an east-bound 2-lane facility and the contemplated structure would be a west-bound 2-lane facility.

A discussion then followed regarding the request of Washington County and Payette County to build an Interstate bridge at Olds Ferry. Chairman Jackson stated that since Idaho showed its willingness to cooperate with the proposed Ontario Bridge "---you can expect the cooperation of the Oregon Commission when Idaho gets ready to program the Olds Ferry Bridge."

The Board requested the Oregon Highway Commission to place the present road between Brownlee and Oxbow Dams on the Oregon Highway System in order to connect Idaho State Highway 71 to Oregon State Highway 86. The Oregon Commission stated they would take the request under advisement.

Yellowstone-Sun Valley Highway Association. The next delegation appearing before the Board was the Yellowstone-Sun Valley Highway Association headed by Wayne Clark and composed of:

R. M. Wetherell	Hal L. Wallington
L. F. Barron	John H. Bahr
John A. Rasmussen	Fred Reich
D. E. Adamson	Fred Walton
Jim Thornton	Mac Wagoner

An inquiry was made as to what is programed for 1963 on State Highways 68 and 22.

Mr. Mathes pointed out the current programing of a section of State Highway 68 with Forest Highway Funds and a Federal Aid project of \$450,000 which is to be let as soon as right of way has been acquired. A 13.2 mile section of State Highway 22 is tentatively

scheduled for an oiled surface between the Pole Line Road junction with State Highway 88 and Reno Point on State Highway 28.

Extensions of Over-age Employees were approved by the Board as follows, extended to June 30, 1963:

L. W. Nelson, 65, Maintenance Man, District 1
 E. M. Bixel, 65, Maintenance Man, District 5
 Leo Gray, 70, District Locating Chief, District 1

Decision on Personnel Hearing. State Highway Engineer Bennett reported his findings to the Highway Board on the personnel hearing he granted regarding the dismissal of Oral Kraus, maintenance man from Caldwell, as provided in Personnel Proceedings on hearing provisions for terminated highway personnel.

Mr. Bennett's decision was to affirm the termination which had been made by the District on August 31, 1962.

WEDNESDAY, NOVEMBER 14, 1962

The Board reconvened at 8 a.m., Wednesday, November 14, at 3211 West State Street, Boise, with all Board Members, the State Highway Engineer, and the Board Secretary present.

Minutes. The Board read and approved the Minutes of the October 16, 17, 18 & 19, 1962, Board Meeting.

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

I-80N-3(28)206 & I-15W-5(9)118 - The work consists of seeding, fertilizing and mulching approximately 158 acres on Interstate Highway No. 80N, SH-27 - Snake River, and approximately 36 acres on Interstate Highway No. 15W, in the vicinity of the Raft River I.C., in Minidoka and Cassia Counties - Federal Aid Interstate and State financed. The contract was awarded to Nelson Landscape Service, Spokane, Washington, the low bidder, on November 14, 1962, in the amount of \$29,327.50.

U-4114(7) - The work consists of revising the intersection at 21st and G Streets, installing signalization, lighting on the intersection and the Clearwater River Bridge at Lewiston, on 0.148 mile on U.S. 410, in Nez Perce County - Federal Aid Urban and State financed. Contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on October 26, 1962, in the amount of \$40,843.05.

November 14, 1962

STM-2391(515) - The work consists of pruning and removing trees along approximately 0.777 mile of U.S. Highway 93, north city limits of Twin Falls to Perrine Memorial Bridge, in Twin Falls County - State financed. Contract was awarded to Kimberly Construction Co., Inc., Kimberly, Idaho, the low bidder, on October 25, 1962, in the amount of \$1,738.00.

STOCKPILE NO. 1414 - The work consists of furnishing aggregate surfacing material and cover coat material in stockpiles adjacent to MP-87.2 (SH-34), West of Wayan, in Caribou County - State financed. The contract was awarded to Peter Kiewit Sons' Co., the low bidder, of Idaho Falls, Idaho, on November 7, 1962, in the amount of \$40,100.00.

STOCKPILE NO. 5431 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles located on the northwest side of the County Road, approximately 0.4 mile southwest of M.P. 530 (US-95) in the vicinity of Bonners Ferry - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Zanetti Brothers, Osburn, Idaho, the low bidder, on November 15, 1962, in the amount of \$25,710.00.

STOCKPILE NO. 5380 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of MP-391.6 (US-95), approximately 9 miles southeast of Tensed, in Benewah County - State financed. The contract was awarded to Henry J. Holien, Sandpoint, Idaho, the low bidder, on November 7, 1962, in the amount of \$32,175.00.

SHOP AND OFFICE BUILDING - The work consists of constructing a shop and office structure at Rupert, Idaho, in Minidoka County - State financed. The contract was awarded to Brennan Construction Co., Inc., Pocatello, Idaho, the low bidder, on November 14, 1962, in the amount of \$34,300.00.

Agreement - Strawberry-Sharon Road, SH 35 and 86. The Board authorized State Highway Engineer Bennett to sign an agreement involving the Strawberry-Sharon Road (County Federal Aid Secondary Road No. 1803) which the State will maintain and take on its System, and in turn relinquishing the responsibility and maintenance of State Highways 35 and 86 to the effected county and local jurisdictions, as outlined in the agreement dated November 5, 1962.

Planning Brochures - Control of Access. The Board approved the following:

F-4113(24), Craigmont-Reubens Road, U.S. 95 -- Partial control of access, limited to present use and type of access as shown on the plans

November 14, 1962

I-80N-3(18)191, Eden-Hazelton I.C. (excl.), Greenwood
I.C. (incl.) -- Full control of access

Removal from State Highway System (SH 68)

WHEREAS, construction of 2.745 miles of State Highway No. 68 beginning at a point 1.560 miles north of Cat Creek Summit and extending to a point 1.185 miles east of Cat Creek Summit has made continuance of the old road as a State Highway no longer essential.

THEREFORE BE IT RESOLVED, that said section of former State Highway No. 68, 2.800 miles in length and described as beginning at a point 1.560 miles north of Cat Creek Summit and extending easterly to a junction with NFD Route No. 166, all as shown on the sketch map on file with the Department of Highways be, and hereby is, removed from the State Highway System, effective January 1, 1963.

BE IT FURTHER RESOLVED, that in order to provide route integration, there be, and hereby is, added to the designation of said State Highway No. 68 a section 1.200 miles in length and described as beginning at the end of construction on FH-47-1(1) and extending southerly to a junction with old State Highway No. 68.

BE IT FURTHER RESOLVED, that, coincident with said removal from the State Highway System, all jurisdiction, control, and interest of the State in and to said section of former State Highway No. 68 shall vest in Elmore County and said highway shall continue to constitute a public road.

Speed Control Zones in District Three. (SH 51)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated August 1, 1960, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 1 through 6 pertaining to State Highway No. 51 of the Minute Entry of the Board of

Highway Directors dated August 1, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 51	0	11.60	North of Nevada State Line	60-55
2.	SH 51	11.60	48.00	North of Nevada State Line	50
3.	SH 51	48.00	72.40	To Bruneau	60-55
4.	SH 51	72.40	72.85	Through Bruneau	35
5.	SH 51	72.85	91.90	Bruneau to Jct. with SH 67	60-55
6.	SH 51	91.90	92.60	Jct. with SH 67 to Mt. Home	50
7.	SH 51	92.60	93.00	Mt. Home Urban Ext.	--

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

Orders of Condemnations. The Board approved the following:

F-1381(10), (U.S. 26), Parcel No. 16 - Grant & Pearl E. Oldham
 F-2361(18), (U.S. 30), Parcel Nos. 30, 30-E-1 to 30-E-10 - Anna L. Burgy, Noy Elbert & Ruby J. Brackett
 F-6471(17), (U.S. 191), Parcel No. 4 - Fred W. Keefer
 S-1739(6), (S.H. 86), Parcel Nos. 24, 24-E-1, 24½ - Carl & Golda Frew
 S-2862(3), (S.H. 27), Parcel No. 8, William & Jessie L. Barton
 " " Parcel No. 8 1/8 - G. M. & Lucile H. McClintock
 " " Parcel Nos. 8½, 8½-E-1, 8½-E-2 - G. M. & Lucile H. McClintock

Approval of Deeds. The Board approved deeds for the following:

F-FG-1481(20), (U.S. 30N), Parcel No. 4½A, Clegg Raymond
F-3111(2), (S.H. 72), Parcel No. 4A, George F. Jeffers

Purchase of entire McColl property - F-5116(10) was authorized by the Board. The purchase is to be made for the sum of \$4200.

Petition from Hope, East Hope citizens was read urging that the present Denton Curves - Hope project be put through the town instead of along the lake front.

The Board asked that a joint meeting be set up during the next regular Board meeting with representatives from Hope and East Hope, Bureau of Public Roads, and Northern Pacific Railroad Company, and Highway Department to resolve problems which continue to delay this project.

A resolution from the Village Board of Mudlake was read requesting that 3 feet of right of way on the north side of State Highway 28 within the Village Limits be relinquished to the Village for the purpose of permitting the village to install a curb, gutter, and sidewalk section along the north end.

Chairman Burns had contacted the Village Board Trustee John Carlson and Attorney E. W. Pike regarding this problem. After a discussion, the Board took no action in the matter.

1963 Construction Program. The Board reviewed the 1963 tentative construction program and will conclude its review at the December meeting, with an anticipated release date of December 20.

Out-of-State Travel

The Board authorized Assistant State Highway Engineer Mathes and Research Engineer Erickson to Washington, D. C., to attend the Annual Highway Research Board Meeting, January 7 - 11.

The Board denied a request from the County Commissioners Association to participate in travel expenses of sending a county engineer to Washington, D. C., to National Joint Committee meeting on Uniform Traffic Control Devices, November 19 & 20.

Quinnell's Suggestion about Brinkley's TV Journal Report.
The Board discouraged a suggestion of Montana State Highway Engineer Fred Quinnell wherein all State highway employees of the United States contribute \$1 as a counter-measure film to David Brinkley's recent critical TV Highway Report.

Participation in Clearwater River Bridge. A question of the Army Engineers as to the State's desire to participate in a new bridge across the Clearwater River below the mouth of the north fork of the Clearwater was read. The Department was urged to meet with the Army Engineers to get further information regarding the best location, and without committing the Department to any participation.

The proposed plan of the Army Engineers is to build the bridge for the use of the Bruce's Eddy Dam's contractor only and remove it after the dam is completed in 1971. Chairman Burns indicated Idaho's congressional delegation might have some influence for the structure's being left as a permanent bridge if it is built in the right location to serve the needs of the area after the Bruce's Eddy Dam is completed.

Lowman Shed Proposal. The Board approved the Lowman maintenance shed site proposal, placing a ceiling on the land price at \$4,000 and urging Assistant State Highway Engineer McCrea to obtain the best figure below that.

Primary - Secondary Funds, Projects: Assistant State Highway Engineer Mathes advised the Board of the tight situation of primary and secondary funds, after which the Board authorized the Department to proceed with putting under contract the following projects as soon as they are ready:

F-3112(11), Mann Creek Hill - Midvale
 F-5121(9), Priest River - Thama
 F-FG-3311(2), U.S. 20-26, & U.S. 95 Interchange and Railroad Separation Structure

Expense Vouchers. The Board approved the following expense vouchers for October:

W. C. Burns - \$204.38
 Ernest Gaffney - \$154.03
 R. Doyle Symms - \$141.40

WHEREUPON, the Board adjourned until December 10, 11 & 12, 1962.


 W. C. BURNS, Chairman

Read and Approved
 December 11, 1962
 Boise, Idaho

November 14, 1962

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

December 10, 11 & 12, 1962

The Board convened at 8 a.m., Monday, December 10, at 3211 West State Street, Boise.

Present were:

W. C. Burns, Chairman - Director, District 1
Ernest Gaffney, Vice-chairman - Director, District 3
R. Doyle Symms, Member - Director, District 2
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Utility Relocation Determinations. After reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

F-5121(10), U.S. Highway 2, Priest River Bridge - 0.9 Mi.
West of Thama, Bonner County - Pacific Power & Light
Company, General Telephone Company of the Northwest

After reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-3112(11), U.S. Highway 95, Manns Creek - Midvale, Washington County - Midvale Telephone Company, Mountain States Telephone & Telegraph Company, Idaho Power Company

F-2361(14), U.S. Highway 30, Twin Falls Cemetery East, Twin Falls County - Idaho Power Company, Mountain States Telephone & Telegraph Company

I-IG-15W-4(4)71, Jct. I-15 - Chubbuck I.C., Bannock County - Mountain States Telephone & Telegraph Company, Fort Hall Agency, Idaho Power Company

1963 Construction Program. The Board approved the 1963 Construction Program, to be released Thursday, December 20. Because present statutes governing right of way acquisition cause uncertainty as to what jobs were being made ready in 1963, approximately a 2-year program was contained and approved in the 1963 Construction Program.

December 10, 1962

TUESDAY, DECEMBER 11, 1962

The Board reconvened at 8 a.m., Tuesday, December 11, at 3211 West State Street, Boise, with the Board Chairman, Member, State Highway Engineer, and the Board Secretary present.

Minutes. The Board read and approved the Minutes of the November 12, 13 & 14, 1962, Meeting.

Addition of Strawberry-Sharon Road, Deletion of S.H. 35. The Board has for several years recognized that State Highways 34 and 35, and U.S. 191 are all paralleling on the State Highway System and are only a few miles apart, and State Highways 35 and 86 no longer have the characteristics of State Highways. The Board also recognizes the suggestion of the Franklin County Commissioners that the Strawberry-Sharon Road, Montpelier to Preston, has developed characteristics of a State Highway, that of connecting two areas of population, and took the following action:

WHEREAS, the Strawberry-Sharon Road extending from a junction with State Highway No. 34 north of Preston to a junction with State Highway No. U.S. 89 at Ovid is deemed to have the characteristics of a State Highway as set forth by Section 40-120, Subsection 3, Idaho Code.

THEREFORE BE IT RESOLVED, that there be, and hereby is, designated a highway to be known as State Highway No. 36, described as beginning at a junction with State Highway No. 34 north of Preston and extending easterly to a junction with State Highway No. U.S. 89 at Ovid, all as shown on the sketch map on file with the Department of Highways.

* * * * *

WHEREAS, State Highway No. 35 is not deemed to have the characteristics of a State Highway as set forth by Subsection 3, Section 40-120, Idaho Code, and,

WHEREAS, Franklin County, Bannock County, and Downey-Swan Lake Highway District have, on November 5, 1962, agreed to assume jurisdiction over said State Highway No. 35,

THEREFORE BE IT RESOLVED, that said State Highway No. 35, described as beginning at the Utah State Line southeast of Weston and extending northerly via Weston

December 11, 1962

and Dayton to a junction with State Highway No. U.S. 91 at Redrock, all as shown on the sketch map on file with the Department of Highways, be, and hereby is, removed from the State Highway System, effective this date.

BE IT FURTHER RESOLVED THAT, coincident with said removal from the State Highway System, all jurisdiction, control, and interest of the State in and to said State Highway No. 35 shall vest in Franklin County, Bannock County, and Downey-Swan Lake Highway District as their interests may appear, and such highway shall constitute a public road.

Removals from State Highway System (US 91, 30, SH 52)

WHEREAS, construction of 9.613 miles of Interstate Highway No. I-15 under Project I-15-3(3)117, on new location beginning at a point in Sec. 24, T. 2 N., R. 37 E., on 0.176 miles south of Idaho Falls South Corporate Limits, and ending at a point on Section Line 34 and 35, T. 4 N., R. 37 E., 0.274 miles north of the Bonneville - Jefferson County Line, has made continuance of the original road as a part of the State Highway System no longer essential, as shown on the sketch map on file with the Department of Highways, and

WHEREAS, removal of said section of former State Highway No. US 91 from the State Highway System is in accordance with a public hearing held March 12, 1957, at Idaho Falls, Idaho,

THEREFORE BE IT RESOLVED, that the portion of the old road, 9.358 miles in length and described as beginning at a junction with State Highway No. US 20, 0.9 miles west of Idaho Falls and extending to a point 0.274 mile north of the Bonneville County Line, be and hereby is, removed from the State Highway System effective January 1, 1963. Coincident with said removal, all jurisdiction, control, and interest of the State in and to said portion of former State Highway No. US 91 shall vest in Bonneville and Jefferson Counties as their interests may appear and such highway shall constitute a public road.

* * * * *

WHEREAS, construction of 6.740 miles of Interstate Highway No. I-80N, under Project I-80N-1(13)18, on new location beginning at a point in Sec. 6, T. 5 N., R. 3 W., 0.342 mile southeast of the Payette - Canyon County Line, and ending at a point in Sec. 4, T. 4 N., R. 3 W., 0.500 mile northwest of State Highway No. 44, 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 on file with the Department of Highways, and,

WHEREAS, Canyon County by letter dated September 20, 1957, agreed to assume responsibility for this section of former State Highway No. US 30 upon completion of Project I-80N-1(13)18.

THEREFORE BE IT RESOLVED, that this portion of the old road, 7.235 miles in length be, and hereby is, removed from the State Highway System effective January 1, 1963.

BE IT FURTHER RESOLVED THAT, coincident with said removal from the State Highway System, all jurisdiction, control, and interest of the State in and to said portion of former State Highway No. US 30 shall vest in Canyon County and it shall continue to constitute a public road.

* * * * *

WHEREAS, construction of 0.775 miles of State Highway No. 52 under Project S-SG-3862(2), on new location beginning at a point in Sec. 33, T. 9 N., R. 5 W., at the intersection of Third Avenue South and Sixth Street in Payette, and ending at a point in Sec. 33, T. 9 N., R. 5 W., at a junction with US 95 near the Payette South Corporate Limits, has made continuance of a portion of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map on file with the Department of Highways, and,

WHEREAS, removal of said section of former State Highway No. 52 from the State Highway System is in accordance with a public hearing held April 22, 1959, at Payette, Idaho.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.159 miles in length and extending from Sixth Street to Eighth Street via Third Avenue in Payette, is hereby removed from the State Highway System effective January 1, 1963.

BE IT FURTHER RESOLVED, that, coincident with said removal from the State Highway System, all jurisdiction, control, and interest in and to said portion of former State Highway No. 52 shall vest in the City of Payette.

Speed Limits in Rockland. (S.H. 37)

WHEREAS, by virtue of Section 49-702 and 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

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WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Rockland; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the Village of Rockland; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M. P. H.)
1.	SH 37	Main Street	South City Limits(MP 54.70) to North City Limits(MP 55.10)	25

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

Speed Control Zones in District 3 (US 30, SH 69)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated September 20, 1960, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 1 through 2 pertaining to U.S. Highway No. 30 & S.H. 69 of the Minute Entry of the Board of Highway Directors dated September 20, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and

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hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	US 30, SH 69	52.60	53.85	Meridian Urban Ext.	--
2.	US 30, SH 69	53.85	53.90	East of Meridian	35
3.	US 30, SH 69	53.90	55.55	To Jct. with SH 69	60-55

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

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated November 14, 1961, are in order; and,

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

NOW THEREFORE, it is hereby ordered that Items 1 through 26 pertaining to U.S. Highway 30 of the Minute Entry of the Board of Highway Directors dated November 14, 1961, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	US 30	0.00	0.15	East of Oregon St. Line	25
2.	US 30	0.15	0.60	To Jct. with US 95	50
3.	US 30	0.60	4.55	(Entered as US 30 & US 95)	--
4.	US 30	4.55	8.90	Jct. with US 95 to New Plymouth	60-55
5.	US 30	8.90	9.90	New Plymouth Urban Ext.	--
6.	US 30	9.90	10.10	East of New Plymouth	50
7.	US 30	10.10	12.90	To Jct. with SH 52	60-55
8.	US 30	12.90	19.20	Jct. with SH 52 to Jct. with I-80N	60-55
9.	US 30	19.20	23.10	(Entered as US 30 & I-80N)	--
10.	US 30	23.10	31.20	Jct. with I-80N to Jct. with SH 44	60-55
11.	US 30	31.20	32.05	East of Jct. with SH 44	60-55
12.	US 30	32.05	32.40	To Jct. with US 20-26	50
13.	US 30	32.40	33.90	(Entered as US 20-26-30)	--
14.	US 30	33.90	37.55	Caldwell Urban Extension	--
15.	US 30	37.55	40.50	Caldwell to Jct. with SH 72	50
16.	US 30	40.50	41.15	Jct. with SH 72 to Nampa	50
17.	US 30	41.15	44.70	Nampa Urban Extension	--
18.	US 30	44.70	46.50	East of Nampa	50
19.	US 30	46.50	52.15	East of Nampa	60-55
20.	US 30	52.15	52.40	East of Nampa	50
21.	US 30	52.40	52.60	To Meridian	35
22.	US 30	52.60	55.55	(Entered as US 30, SH 69)	--
23.	US 30	55.55	58.50	East of Jct. with SH 69	60-55
24.	US 30	58.50	59.40	East of Jct. with SH 69	50
25.	US 30	59.40	61.60	To Jct. with US 20-26	35
26.	US 30	57.30	102.40	(Entered as US 20-26-30)	--
27.	US 30	102.40	143.05	(Entered as US 20T-26-30)	--

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

Moscow Hearing Transcript. The Board read the hearing transcript of the proposed improvement of U.S. 95 in Moscow, from "C" Street to the North City Limits and approved the proposed plans, which did not include a retaining wall in front of the three properties on the east side of the hill section (F-4114(17)).

Planning City Meetings Held. The Planning Division reviewed the various meetings held at the towns north of Idaho Falls - Rigby, Rexburg, Sugar City, and St. Anthony - regarding the various relocation proposals submitted to the cities regarding State Highway 191.

Report on Mountain Home Meeting. Urban Engineer Norman Crossley reported on the meeting at Mountain Home regarding the various relocation proposals of the Interstate between Mountain Home and Bliss.

Out-of-State Travel. The Board approved the following:

Three right of way people to the American Institute of Real Estate Appraisers, Portland State College, February 3 - 16.

Meeting with Governor - Budget and Legislation. The Board met with Governor Smylie and discussed the Highway Budget and tentative proposals of legislation the Department is considering submitting to the forthcoming session.

Orders of Condemnations, approved by the Board:

F-2361(18), (U.S. 30),	Parcel Nos. 7, 7-E-1, 7-E-2, 7-E-3 and 7-E-4,	John C. Sanborn
F-5116(10), (U.S. 95),	Parcel Nos. 22, 22-E-1, 22-E-2,	Wayne Goding & Lola Goding, also known as Lulu Goding
" "	Parcel Nos. 23 & 23-E-1,	Bert & Avalon Peterson, Clarence A. & Selma H. Peterson, Mable J. & Melfor Nelson, Arthur H. & Mildred Peterson, Harry P. & Harriet Peterson, Max W. & Phyllis Taft
" "	Parcel Nos. 25 & 25-E-1,	Lewis & Helen Kulczyk
" "	Parcel No. 27,	Lewis & Helen Kulczyk

Approval of Right of Way Settlements in Excess of \$20,000 was given by the Board as follows:

F-6471(17), (U.S. 191),	Parcel No. 1,	Hugh W. Benfer & Bessie Allen, in the amount of \$21,400
F-6471(17), (U.S. 191),	Parcel No. 2,	Clarence J. Taylor & Vera P. Taylor

Exchange of Access Deeds. The Board approved the following:

S-2862(4), (S.H. 27),	Parcel No. 20A,	Adolph Koch
S-2862(3), (S.H. 27),	Parcel Nos. 9A & 9½A,	John Levi & Carrie Anderson; Lavern & Dorothy H. Anderson

Order of Condemnation to be Resubmitted to the Board. The Board requested that the condemnation on the following be submitted again after the cost of lost parking has been re-evaluated:

F-2361(18), (U.S. 30), Parcel No. 24, Hagerman Lodge No. 78,
A.F. & A.M.

Declaration of Property as Surplus. Deer Point Radio Yard & Building - The Board approved relinquishment of Special Use Permit with the Boise National Forest and the disposal of the building, to be sold for not less than \$1100.

Maintenance Shed at Grangeville - The Board approved selling the shed for not less than \$3000.

WEDNESDAY, DECEMBER 12, 1962

The Board reconvened at 8 a.m., Wednesday, December 12, at 3211 West State Street, with the Board Chairman, Member, State Highway Engineer, and the Board Secretary present.

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

STOCKPILE NO. 5432 - The work consists of furnishing cover coat material in stockpiles approximately 0.5 mile north of MP-11.3 (US 10), 40 acres (Coeur d'Alene), in Kootenai County - State financed. The contract was awarded to Grant Construction Company, Hayden Lake, Idaho, the low bidder, on December 6, 1962, in the amount of \$19,380.00.

F-2361(14) - The work consists of constructing the roadway, drainage structures, a plant mix bituminous surface and seal coat on 2.803 miles of US-30 from Twin Falls Cemetery to Red Cap Corner, in Twin Falls County - Federal Aid Primary and State financed. The Board waived a technicality pertaining to bid for haul item, and concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, Kimberly Construction Company, Inc., of Kimberly, Idaho, in the amount of \$438,470.77, subject to the approval of the Bureau of Public Roads.

Ingrade Raises, approved by the Board as follows:

Howard J. Johnson, Dist. 1, Asst. Dist. Engr., \$761 to \$788
Max N. Jensen, Dist. 2, Asst. Dist. Engr., \$735 to \$761
Orion L. Grunerud, Dist. 3, Asst. Dist. Engr., \$761 to \$788
Charles A. McDonald, Dist. 5, Asst. Dist. Engr., \$735 to \$761
Eugene A. Burbidge, Dist. 6, Asst. Dist. Engr., \$735 to \$761

James L. Pline, Dist. 9, Asst. Traffic Engr., \$735 to \$761
 Howard L. Pilkington, Dist. 9, Asst. Planning Engr., \$735 to \$761
 Lawrence P. Sheesley, Dist. 9, Asst. H.P.S. Manager, \$735 to \$761

Planning Brochure - Control of Access. The Board approved the following:

S-3832(3) - Ada County Line to Emmett -- Partial Control of access limited to type and number of approaches as shown on the plans and limited to present use.

Idaho Municipal League. Appearing before the Board representing the Idaho Municipal League were:

Ed Simmerman, Secretary
 Orville Soper, Director
 Bart Westberg, Director

Emile Shorb, Director
 Ferd Koch, Director
 Ernest Star, Director

The delegation outlined a tentative legislative program of the League to present to the forthcoming legislature containing a proposal to allocate to the cities 50 per cent of the present 30 per cent of Highway Funds that by law are allocated to the counties and cities.

The delegation very pointedly stated that they had no idea of tapping the 70 per cent allocation of highway revenues now going to the State Highway Fund.

Cole School P.T.A. delegation appeared before the Board, headed by Attorney Bill Padgett, urging the Department and the Board to consider building a pedestrian overpass at the Cole School crossing on Fairview Avenue. P.T.A. members also present were:

Charles D. Paul
 Herm Stiger

Jack Shaw
 Earle M. Bryers

Jack Pearring, Planning & Traffic Engineer, stated that the Department's experience, where a pedestrian underpass was incorporated into the highway, had been that as long as surface crossings were optional the underpass was not accorded the proper use. Furthermore, unless the surface crossing was entirely fenced off and eliminated, only then, in Mr. Pearring's opinion, would an overpass be used by the pedestrians.

The Department pointed out several falacies in the presentation made for the safety that would be derived from a pedestrian overpass.

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However, the Department and the Board indicated they would take the matter under advisement by further evaluating the request.

Mrs. D. L. Evans, Malad, met with the Board and urged that they re-open a right of way settlement made by the Federal Court in a right of way acquisition from her and Mr. Evans.

The request was made for a farm vehicle underpass to be installed on the present Interstate project under construction north of Malad.

The Board viewed that since the matter had been decided in Court procedure, the Board was not justified in revising the project or the award by the Court. The Board suggested to Mrs. Evans that she contact the Federal Attorney to satisfy herself as to what, if any, other recourse was open to her regarding this demand that was not presented in Court.

Dayton - Franklin County Delegation. Next appearing before the Board was a delegation from Dayton and Franklin County headed by Dave Smart and composed of:

Lee Schwanweldt	J. H. Hormen
Evan O. Koller	Thedford Roper
L. Bryan Bergeson	D. C. Ralphs, Mayor, Clifton

The delegation appealed to the Board to reconsider the removal of State Highway 35 from the State Highway System. The Board pointed out that the deletion of State Highway 35 and the addition of State Highway 36 was negotiated in good faith with the legally constituted officers or County Commissioners of the County, and that for some time the Board had recognized the need of removing some of the paralleling roads in that section from the State Highway System.

Mr. Smart asked if it would do any good for the new commissioners-elect and the delegation to return in January and repeat the request.

The Board made no promises but stated that they are always open to visit with delegations on State Highway matters and that the Secretary would notify Mr. Smart as to the date of the January Board Meeting.

Pocatello Chamber of Commerce, next appeared before the Board, composed of:

Norman Stedtfeld	A. J. Winlin
Evan M. Kackley	Karl S. Cayford
F. W. Sorgatz	

The delegation urged the Board to find a place in the construction planning program for Fish Creek Summit to eventually fall into the project category.

Fish Creek Summit is a proposed relocation of U.S. 30N between Lava Hot Springs and Alexander Curves in Bannock and Caribou Counties.

The Board stated that because of the approximately \$4 million cost, it is presently on the planning program and would be some time before the proposal could be entered into the construction project status.

Assuming the first section to be put under construction would be the hill section, it was pointed out that the relocation could be open to traffic sooner if the county could be prevailed upon to improve the county road east of the hill as a temporary connection to U.S. 30N.

Senator Kackley indicated that he would contact the county regarding this suggestion.

The delegation made it clear that the proposal should take its turn and in no way jeopardize the present proposed improvement projects of U.S. 30N from Wyoming to Montpelier, as well as the Benton Street overpass and the 4th and 5th one-way couplet in Pocatello.

Norman Stedtfeld, of Garrett Freight Lines and the Pocatello Chamber of Commerce, stressed the importance and savings effected in reducing the mileage on present U.S. 30N by constructing the Fish Creek Cut off.

Hope - East Hope Meeting. Meeting with the Board was a delegation composed of Art Pederson, Chairman, Village of East Hope, and William C. Colwell, Chairman, Village of Hope, concerning the right of way difficulties being encountered with the Northern Pacific Railroad regarding the villages' request to retain public beach lake frontage in the proposed relocation of U.S. 10A in that vicinity.

After looking at the plans submitted by the Bureau of Public Roads explained by Norman Wood and George Forest, as well as Cliff Hallvik, Art Pederson indicated the proposed plans were satisfactory to the Village of East Hope as far as the replacement of public lake frontage is concerned.

After reading a telegram from the Northern Pacific Railroad Engineer at Portland disapproving of the boat basin access as well as the proposed use of railroad right of way for public beach purposes as shown on the plans, Mr. Colwell stated he would, on returning

home, contact the Railroad and try to persuade them to change their mind regarding disapproval of the boat basin access and permit a road along the tracks west of the proposed overpass location at East Hope. If this could be accomplished, Mr. Colwell thought such beach lake frontage would compensate for that taken in the proposed project.

The Board recently received a petition from the villages concerning this same problem, which requested the present approved relocation be discarded and that the present road be rebuilt. The Village Board Chairman said neither of them approved of the thinking reflected in the petition.

Burley Delegation. Next meeting with the Board was Herman Bedke representing the City of Burley and in particular Mr. G. McClintock, of Burley.

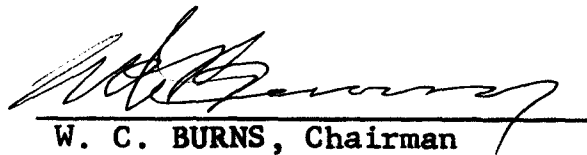
Mr. Bedke urged the Board to grant an additional access point to a parcel owned by Mr. McClintock, which is conditional upon an oil company's accepting a lease from Mr. McClintock.

The Board stated that the present plans are adequate to serve the abutting property owners and could not justify any further changes in accesses than already shown on the current proposed plans for the project from the Snake River Bridge north to the Interstate interchange.

Expense Vouchers. The Board approved the following expenses for November:

W. C. Burns, \$103.40; R. Doyle Symms, \$36.06.

WHEREUPON, the Board adjourned until its next meeting to be held January 21, 22, 23 and 24, 1963.


W. C. BURNS, Chairman

Read and Approved
January 21, 1963
Boise, Idaho

END. Mrs. J. M. W.

December 12, 1962