

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

January 5, 1970

The Idaho Board of Highway Directors met in a special session at 7 a.m., January 5, 1970, at a breakfast meeting with Governor Don Samuelson. Present were:

- C. Ed Flandro, Chairman - Director, District 1
- Howard B. Thomason, Vice-chairman - Director, District 3
- Lloyd F. Barron, Member - Director, District 2
- E. L. Mathes, State Highway Engineer
- R. B. Christensen, Deputy State Highway Engineer
- Wayne Summers, Executive Secretary of the Board

Meeting with Governor Samuelson. The Board at its invitation met with Governor Samuelson to discuss the way in which to approach the legislative matter of additional State policemen as it would affect the Department's budget for the next biennium.

The Governor stated that he would in his message to the Legislature make no recommendation as to additional numbers needed, but would only ask the Legislature to review the question and consider the question of more State highway patrolmen.

The matter of an indicated increasing growth factor to be used in legislative budget presentations of highway user revenues from the originally built in and planned for previous 3% factor now being projected into the present budget should be increased to a 7% growth factor was discussed.

State Highway Engineer Mathes pointed out the principal area of the additional 4% growth factor as reflected in increased highway user revenues during the past five months is due chiefly to revenue increases in the ton mile tax and diesel tax occasioned by an increase of truck and trailer operations in Idaho.

Governor Samuelson said that he would not include in his message to the Legislature a suggested assignment of the increased growth factor to any particular area but would support the Highway Board when it makes its decision as to the application of the increased expenditure and budgeting of State Highway Funds.

The Board then reconvened at 9:30 a.m. in Room 201 of the State Highway Building to meet with the Director of the Bureau of Public Roads, Ralph R. Bartelsmeyer.

Appeal of I-80N Location Between Glenns Ferry and Mountain Home. Those present at the meeting along with the Board and Mr. Bartelsmeyer were:

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E. L. Mathes, State Highway Engineer
 R. B. Christensen, Deputy State Highway Engineer
 Wayne Summers, Executive Secretary of the Board
 Dean Tisdale, Planning Engineer
 Howard Pilkington, Assistant Planning Engineer
 W. W. Sacht, District 3 Engineer

Ralph M. Phillips, Regional Engineer, U.S. Bureau of Public Roads, Portland
 Omar L. Homme, Division Engineer, U.S. Bureau of Public Roads, Boise
 C. C. Hallvik, Assistant Division Engineer, U.S. Bureau of Public Roads, Boise

The Board and the Department met with Mr. Bartelsmeyer in its appeal to the Washington office in the matter pertaining to the Board's decision to locate on "Line 1," a section of Interstate 80N between Glens Ferry and Mountain Home.

The appeal to Washington was made after the Idaho Division Engineer and the Regional Engineer at Portland disapproved the location known as "Line 1," a subject of public hearings in July, 1969, and their insistence of "Line 3."

Department personnel reviewed a complete history of studies, hearings and conferences with Idaho and Regional personnel of the U.S. Bureau of Public Roads covering the period from 1963 to the present with Mr. Bartelsmeyer.

Personnel of the Department accompanied by Mr. Bartelsmeyer, Board Member Barron, Mr. Phillips, Mr. Homme and Mr. Hallvik made an afternoon field tour of both Alternates 1 and 3.

Mr. Bartelsmeyer indicated he would give the matter careful consideration and render his decision on the subject at an early date.


 C. ED FLANDRO, Chairman

Read and Approved
 January 12, 1970
 Boise, Idaho

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

January 12 & 13, 1970

The Idaho Board of Highway Directors met in stated regular session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, January 12, 1970. Present were:

C. Ed Flandro, Chairman - Director, District 1
 Howard B. Thomason, Vice-chairman - Director, District 3
 Lloyd F. Barron, Member - Director, District 2
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the December Board Meeting and the Special January 5 Board Meeting.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

Stockpile No. 5570	Coeur d'Alene
Stockpile No. 3543	North of Weiser
Stockpile No. 3545	New Meadows
Stockpile Nos. 5569 & 5573	Mullan & Osburn
Stockpile No. 4571	Potlatch
Stockpile No. 5572	Santa
Stockpile No. 4573	North of Grangeville
I-IG-90-1(70)5	Coeur d'Alene - West
Stockpile No. 5571	Rose Lake Jct.
Stockpile No. 4569	South Fork
F-3311(11)	Homedale Bridge - Wilder Jct.
Stockpile No. 4572	Lewiston

Approval of Right of Way Plans. The Board approved the following right of way plans:

I-15W-4(12)81	Igo O.P. (excl.) - Bannock Cr. I.C. (incl.)
S-2745(1)	Murtaugh Loop
S-4800(11)	5.3 Mi. W. of Deary - West

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided *nunc pro tunc* in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

F-3311(11), U.S. Highway 95, Homedale Bridge - Wilder Junction, Owyhee and Canyon Counties - Idaho Power Company

Board Reaffirms Previous Board's Decision Regarding Spalding Bridge. The Board reviewed the offer from the Nez Perce County Commissioners to reimburse the Department in the amount of \$12,000 for match marking and acquiring the two 50-foot end spans of the above structure if and when the bridge is removed by the Department.

The Board noted that Nez Perce County estimated the complete removal of the bridge and piers with the said match marking to be \$40,000.

The Board then determined that this cost difference of \$28,000 to the Department in removing the bridge and in light of other needs on the State Highway System that this money should not be spent for this purpose. This Board concurred in the 1965 Board's decision in that the bridge should be relinquished to the local jurisdiction of government as determined after the public hearing in May, 1965.

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The Board directed the Secretary to so notify the Nez Perce County Commissioners and thank them for their response to the October questionnaire sent to all local divisions of government concerning the possible disposition of the Spalding Clearwater River Bridge.

U.S. 20-191 Location Through Rigby Reaffirmed. The Board read a letter from Carl G. Agren dated January 7 asking for a rehearing on the above matter. The Board reviewed the study report and hearing transcript taken in Rigby July 21, 1964, and determined to reaffirm that Board's position in the matter.

Board Member Barron Clarifies Lickley Access Matter on U.S. 93. Mr. Barron reported to the Board that he had contacted Ray Lickley on the ground and after reviewing the matter with Shoshone District Engineer Johnson, he told Mr. Lickley that the Board would continue with its previous decision to permit the nearest access to the Interstate 80N Twin Falls North Interchange to be at the section line.

Garner Access Matter, Stanley Basin, State Highway 21. The Board was advised that on reviewing the change in access request by Mr. and Mrs. Garner, at the request of the Board from its December Board Meeting, that the Department recommended that State Highway 21 through the Stanley Basin area should be subject to a relaxing of access provisions to accommodate adequate commercial development on the properties in the area.

The Board directed the Department to work out the matter in this light with the Bureau of Public Roads and subsequently notify all right of way property owners adjacent to the facility of the access policy change when concurred in by the Bureau.

Department Supplemental Appropriations Legislative Request Considered. After discussing the status of departmental appropriations, the Board directed the Department to proceed on the basis of drafting appropriations legislation on the basis of 70 per cent of the Highway Fund for the balance of this biennium.

Chief Right of Way Agent Approved. Upon the recommendation of a Department interviewing committee, State Highway Engineer Mathes stated that the committee after interviewing eight applicants from within the Department determined to recommend to the Board Bruce White, presently Assistant Chief Right of Way Agent, to succeed John Mix, recently retired Chief Right of Way Agent.

Upon the recommendation of Mr. Mathes and the selection committee, the Board also determined at this time to not immediately fill the position of Assistant Chief Right of Way Agent vacated by Mr. White.

Extension of Overage Employees Approved. The Board approved the extension of the following overage employees:

G. W. Delgene, Custodian II, Main Office, to June 1, 1971.

W. E. Hochrein, Watchman-Dispatcher, District 4, to December 1, 1970.

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Out-of-State Travel. The Board authorized the following out-of-state travel:

Locating Photogrammetric Engineer Gwin to two week B.P.R. Photogrammetric Short Course, Washington, D.C., January 25-February 7.

One man to Concrete Pavement Construction Workshop, Seattle, Washington, April 8-9.

Consulting Engineering Services Approved. The Board approved a consulting engineering services agreement with J-U-B Engineers, Boise, for the design of five bridges on State Highway 55, Karcher Jct. - West, for \$10,409.23.

Sandy Right of Way Suit at Bonners Ferry Reinstated. The Idaho Board of Highway Directors during the course of its regular monthly meeting this 12th day of January, 1970, has determined to rescind, and hereby does rescind its order of abandonment of the proceedings in the case of The State of Idaho, ex rel v. Vernon E. Sandy, Civil No. 3612, in the District Court of the First Judicial District of the State of Idaho, in and for the County of Boundary, for the acquisition of Parcel 28, Project No. F-FG-5116(8).

Board Approves Wording for Immediate News Release on Bonners Ferry Project. The Board approved the wording of an immediate news release on the Bonners Ferry project: "---The Board determined to proceed with condemnation proceedings to obtain necessary right of way and has ordered the Department Legal Counsel to withdraw its motion to dismiss the Sandy case and to request the court to set the matter for an early hearing."

Soda Springs Billboards Reimbursement Denied. The matter of a claim for \$2,516.99 for removal of three outdoor advertising structures owned by Markham Advertising Company from property formerly owned by Florence Chambers, West of Soda Springs, Idaho, was discussed by the Idaho Board of Highway Directors at its January meeting in accordance with the request submitted in a letter of January 7, 1970.

The Board was advised by its Legal Counsel that the lease was cancelable and that Markham Advertising Company was permitted to retain the signs on the property for a little more than one year after its purchase by the State, even though they paid the rent to someone other than the State of Idaho, which was the record owner of the property at the time the rental payment was made.

The Legal Counsel also advised the Board that since the lease was canceled, and allowed to run to the cancellation date, that Markham Advertising Company could not be reimbursed for the removal of the signs.

The Board felt that it had no other recourse open than to deny the claim, but decided that if Mr. Markham did not agree with the Board's decision and cared to appear before the Board at some later date, the matter would be held open for such action as Mr. Markham might care to take.

TUESDAY, JANUARY 13, 1970

The meeting of the Highway Board reconvened at 10 a.m. in the State Highway Building, Boise, with the following persons present and participating:

- C. Ed Flandro, Chairman
- Howard B. Thomason, Vice-chairman
- Lloyd F. Barron, Member
- E. L. Mathes, State Highway Engineer
- Wayne Summers, Executive Secretary of the Board

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

F-RF-5121(15) & ST-5121(537) - The work consists of constructing the roadway, drainage structures, plant mix surfacing and seal coat on 3.246 miles - Thama Rocks, and the roadway, drainage structure, plant mix surfacing, seal coat and a 144 foot concrete bridge on 0.464 mile - Johnson Creek, in Bonner County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Murphy Brothers, Inc., Spokane, Washington, the low bidder, in the amount of \$1,332,011.00 (Alternate "B" w/Detour).

STM-6471(585) & Stockpile No. 6562 - The work consists of seal coating approximately 9.70 miles of US-191, Sugar City - Snake River, and furnishing aggregate for roadmix pavement in stockpile in the vicinity of St. Anthony, in Madison and Fremont Counties - State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on January 9, 1970, in the amount of \$45,162.50.

STS-3281(537) "B" - The work consists of constructing a 27' concrete bridge and approaches over the Phyllis Canal on 0.057 mile of US Highway No. 30 in Canyon County - State financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on December 31, 1969, in the amount of \$56,176.00.

ST-6471(586) & STM-6471(584) - The work consists of constructing a plant mix pavement overlay and seal coating on approximately 3.65 miles of US-191, Beeches Corner - Ucon, and seal coating approximately 2.25 miles of US-191, Ucon - Jefferson County Line, in Bonneville County - State financed. The Board directed the State Highway Engineer to award the contract to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$88,217.50.

Stockpile No. 3544 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpile adjacent to SH-21 (MP-39.1) at the Idaho City Maintenance Yard, in Boise County - State financed. The Board directed the State Highway Engineer to award the contract to Quinn-Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$28,100.00.

Orders of Condemnation.

US 95	F-5116(12)	Decem Investment, Inc.	Parcel No. 34
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The Board approved and signed the order of condemnation.

US 95	F-5116(12)	Roland Andersen and Lina K. Andersen	Parcel No. 44
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The Board refused to sign the order of condemnation and ordered another appraisal on this parcel.

Exchange of Access Deeds. The Board approved Exchange of Access Deeds on the following:

SH 27	S-2862(4)	Minidoka County Joint School District No. 331	Parcel No. 10-A
SH 45	S-3754(4)	Wilma Patterson	Parcel No. 2-A
US 95	F-4114(4)	Julia B. Irelan, et al	Parcel No. 1-A
US 93	F-6354(4)	John J. Jewett and Winnifred B. Jewett	Parcel No. 5-A
SH 48	S-6742(4)	Lyman Bowles and Martha L. Bowles; Farrell R. Bowles and Joyce H. Bowles	Parcel No. 1-A

Approval of Negotiated Settlement.

US 191 & Rigby East Conn.	F-FG-6471(29) S-6745(1)	Milton E. Montague	Parcel No. 19 Parcel No. 2
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The Board approved either trading with Mr. Montague or selling to him. If it is sold to him directly, the Department must first get concurrence from the State Board of Examiners.

Improvement of Greer Grade and State Highway 11 to Weippe Requested. Mayor Norman Steadman of Weippe and Mayor X. E. Durant of Pierce appeared before the Board stating the heavy truck traffic on State Highway 11 built up in recent years has reached a critical stage particularly on the Greer Grade. They stated that the curvature and design is outdated for modern truck movements. The safety factor was stressed by the Mayors in the movement of automobiles competing for road space and turning movements on the switchback sections of the Greer Grade.

Mayor Durant suggested the Board and Department look at traffic comparisons between that of the Greer Grade and the traffic count on a proposed Nez Perce to Kamiah major highway improvement.

The delegation also asked for consideration in fencing State Highway 11 to Weippe -- there being a considerable number of animal-car accidents during the past two years.

Board Vice-chairman Thomason stated that the Department had no major programing to offer at this time for the improvements requested in the way of a new location or major reconstruction.

Deputy State Highway Engineer Christensen stated that he and Assistant State Highway Engineer (Operations) Richardson and District Engineer Lotspeich would be in that area later this week and would particularly look at the Greer Grade for feasible points of improvement both from truck passing lanes as well as switchback curvature improvement where possible as a stop-gap betterment effort.

Mayor Durant ventured the opinion that he for one would certainly support and work with their legislative delegation for an increased 2 cent motor fuels tax as, in his opinion, the cities, counties and State systems are in desperate need of additional moneys for construction and road improvements.

U.S. 93 Ice Caves Signs Discussed. Russell Robinson, operator of the Shoshone Ice Caves north of Shoshone on U.S. 93, discussed signing problems in promoting his Ice Caves commercial venture of years standing.

Considerable discussion of sign locations on and off the right of way, changes in recent years of old right of way boundaries, and movement of signs to a legal location were discussed.

Mr. Robinson was told that the District people would be contacting him regarding the proper location for his signs to comply with both State right of way and Federal beautification statutes.

The uncertain status of the future financing and implementation of the Beautification Act as related to outdoor advertising signs was also discussed.

State Highway Engineer Mathes stated that the Department is trying to work out a Department regulation for the historical and archaeological type sign that is covered in the official U.S. Government Register.

Highway Improvements in Nampa and Canyon County Area Requested. G. M. Brown of Nampa together with O. Miller, Cash Harper, Jack Hayes, John Wray and Rodney Hawes asked the Board for the following projects, in due time as construction moneys permit, for the improvement of:

1. One-way couplet on 2nd and 3rd Streets in Nampa
2. Improvement of Garrity Blvd. by extending with four lanes
3. Widening U.S. 30 between Nampa and Caldwell
4. Replacement of the Walters Ferry Bridge in 1971, to be followed by
5. Improvement of U.S. 95 from the Oregon line north.

Rodney Hawes again asked the Board to improve and put on the State Highway System the Owyhee County Road from Marsing to Hammett and urged completion of the Lowman - Stanley Highway with a final project.

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State Highway Engineer Mathes reminded the delegation that Mr. Brown's first request was in the short range planning status and would cost about \$3 million; the four laning of Garrity Blvd. is in the intermediate stage with a cost of \$6 million; and the widening of U.S. 30, Nampa to Caldwell, is in the long range status with an estimated cost of \$7 million.

Mr. Hawes encouraged the Board to take an offensive approach in adding roads to the State Highway System versus a defensive approach, stating that this approach should also be applied by the Board for increasing the financing for Idaho's highways.

Washington and Payette Counties Delegation Concerning Mesa Hill Location. The following delegation appeared before the Board:

- David W. Bivens, Senator, Legislative District 10, Payette
- Walter Little, Representative, District 10-B, New Plymouth
- George Danielson, Representative, District 10-A, Cambridge
- John Lloyd, Secretary, Highway 95 Association, Weiser
- Fred Knox, Chamber of Commerce, Payette

The delegation expressed the concern of Washington and Payette Counties that the second phase of construction in improving the Mesa Hill be extended west beyond the Indian Creek Road connection.

Mr. Lloyd said, "If we can be assured that this second phase will go sufficiently beyond the Indian Creek Road and preferably to the Washington County line, we will support your hearing proposal at the Cambridge and Council February 2 public hearings on the relocation of U.S. 95 southeast and north of Mesa Hill."

Mr. Lloyd stated that they realized the financing problems of the Board in not choosing the Weiser River (Goodrich) Canyon route which in the long run in their opinion is where the road should be. The people of Washington and Payette Counties are most concerned with the possibility of some day losing trade and traffic to Washington County by an improved road from Emmett through Indian Valley to Council and it is this concern that causes them to urge and obtain a commitment to improve the Mesa Hill second phase as near to the Washington County line as can be financed.

The Board stated that no commitment could be made at this time as to where the second phase project would terminate at the west as it is too far in the future, both as to costs and future moneys available, to make any commitments in this light.

The Board asked that the Board Secretary at the Council and Cambridge hearings indicate that the Board is interested in improving this area of U.S. 95 as rapidly as moneys become available with no commitment as to specific timing or identifiable projects at this time.

Speed Limits in Burley (US 30, US 30N & SH 27). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 30, US 30N & SH 27 in the City of Burley, as recommended and stated in marked Exhibit A-285, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Two (US 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 30 from South of Jct. with US 20,26 to Jct. US 30N & US 30S, as recommended and stated in marked Exhibit A-286, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Two (US 30N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 30N from Burley Urban Extension to Power County Line, as recommended and stated in marked Exhibit A-287, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Two (US 30S). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 30S from East of Burley to the Utah State Line, as recommended and stated in marked Exhibit A-288, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Six (SH 29). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 29 from Leadore Urban Extension to the Montana State Line, as recommended and stated in marked Exhibit A-289, which is made a part hereof with like effect as though extended in full herein.

Removal and Abandonment from the State Highway System (SH 8). The Board approved the removal of two sections of State Highway No. 8, 2.080 miles in length and described as beginning at a point 2.867 miles west of Deary West City Limits and ending at another point 0.340 mile west of the Deary West City Limits; and also approved the abandonment of seven intermittent sections of State Highway No. 8, 0.870 mile in length and described as beginning at a point 4.850 miles west of the Deary West City Limits and ending at a point 0.340 mile west of the Deary West City Limits, as shown in official Exhibit B-82, which is made a part hereof with like effect as though extended in full herein.

Board Approves an Additional 1970 Construction Project. Inadvertently the Department omitted a \$90,000 improvement to the Interstate Franklin Road ramp revision when the 1970 Construction Program was developed and approved.

The Board directed the Department to proceed and include said project in the 1970 Construction Program.

Board Reviews AASHO's Questions Regarding After 1974 Federal Aid Program. The Department went over with the Board a proposed AASHO policy concerning the After 1974 Federal Aid Program and inquired as to the Board's thinking on the various AASHO policy matters suggested for balloting of the member departments.

The Board directed those changes in the suggested AASHO policy necessary in the Board's thinking for an adequate program to meet western states' highway financing philosophy in general and Idaho's needs in particular.

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WHEREUPON, the Board adjourned until their next meeting which is scheduled for February 16 & 17, 1970.

Read and Approved
February 16, 1970
Boise, Idaho


C. ED FLANDRO, Chairman

BOARD MEETS JOINTLY WITH BOTH HOUSES OF LEGISLATURE

January 26, 1970

A special hearing of the Highway Board at its request met with the combined Houses of the Fortieth Legislature which convened at 9:10 a.m. in Room 420 of the Capitol Building.

Representing the Board and the Department of Highways were: Board Chairman Flandro, Board Member Barron, State Highway Engineer Mathes, Board Executive Secretary Summers, Deputy State Highway Engineer Christensen and Public Information Director Harvey. Board Vice-chairman Thomason was unable to attend due to illness.

Fifty-four members of the Legislature were in attendance.

Senator Walter Yarbrough, Chairman of the Senate Transportation and Defense Committee, presided over the hearing and called upon Board Chairman Flandro to conduct a presentation for the Board. Mr. Flandro introduced State Highway Engineer Mathes who presented a prepared statement concerning State Highway System needs related to available funding.

Following Mr. Mathes' statement, Board Chairman Flandro discussed specific highway needs in Districts 6, 1 and 4. Mr. Flandro also outlined the necessity for Idaho to rely more on her own resources rather than inadequate direct Federal funding for certain highways.

Board Member Barron outlined critical highway needs in Districts 2, 3 and 5 and discussed the Board's viewpoint on a future Federal Aid Highway Program.

Chairman Flandro, in a concluding statement, urged the legislators to guarantee the use of all available State Highway Fund revenues for construction purposes and also to favorably consider the establishment of an Interim Legislative Committee for liaison with the Board.

The hearing was opened for general questions and comments under the direction of Senator Yarbrough. The following questions were asked:

Senator Ellsworth - Where did the surplus Highway Fund connotation come from? It has been attributed to the State Highway Engineer and if it is not truly a surplus why was it announced as such?

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Representative Sessions - Is the 70 per cent allocation of the State Highway Fund for State highway purposes adequate to match Federal Aid and conduct the State's Highway Program?

Senator Yarbrough - Are you asking for a new source of revenue? How about considering the needs of outlying counties comprised primarily of Federal land?

Senator Ellsworth - Do you believe the public would accept an increased gas tax?

Senator Andrus - Suggest you introduce an appropriation bill for the anticipated increase in revenue.

Senator Budge - How much would the proposed added highway patrolmen cost?

Representative Reid - Isn't Federal funding (Forest Highway Funds) allocated by a Tri-Agency Hearing Board?

Senator Yarbrough - Senator Yarbrough made a statement emphasizing the sliding scale aspect of the Federal Aid matching ratio and his belief that Public Land counties such as Owyhee County should receive consideration in the allocation of highway funds based on this factor.

Representative Onweiler - How much of the listed \$45,728,000 motor fuels tax and \$2,520,000 anticipated additional motor fuels tax is derived from gasoline tax? Is it true that one cent of gasoline tax generates \$3,400,000 in revenue annually? Would two cents off the top of the existing gas tax for use by cities reduce the amount of highway revenue available for State highways?

Senator Fredericksen - How much of one cent of gas tax would be left after \$5 million were taken out for highway patrolmen?

Representative Hartvigsen - Education of local street officials will help solve the financial problem of local units of government. Representative Hartvigsen stated that a very capable street foreman in Pocatello had been able, by utilizing improved road building techniques, to develop and maintain a very adequate street system at a reasonable cost and that this knowledge should be passed on to other road and street officials throughout the State.

Senator Evans - Does the Highway Board have a long range highway plan for improving the State Highway System that can be presented to the Legislature?

Senator Peavey - Would an annual program of \$5 million for State Police plus the \$6 million annual deficit referred to by Mr. Mathes combine to a total \$11 million annual loss?

Representative Sessions - What is the State's policy on construction and maintenance within cities?

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

ST-6521(509) - The work consists of constructing a road mix pavement (half sole) and seal coating on approximately 7.19 miles of SH-33, Teton River - Hatches Corner, in Teton County - State financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, the low bidder, on February 6, 1970, in the amount of \$81,898.00.

Stockpiles 2558, 2560, 2561, 2562 and 2564 - The work consists of furnishing aggregate for road mix pavement and cover coat material in various stockpiles adjacent to US-93-20-26, in the vicinity of Tunnel Rock, Red Cliff, East of Arco, Pagari and Marley, in Custer, Butte and Lincoln Counties - State financed. The contract was awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, on February 6, 1970, in the amount of \$68,150.00.

Stockpile No. 3543 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles left and adjacent to M.P. 88.8 (U.S. 95), north of Weiser, in Washington County - State financed. The contract was awarded to Bryan C. Rambo Crushing Co., Inc., Nampa, Idaho, the low bidder, on February 6, 1970, in the amount of \$27,600.00.

Stockpile No. 5570 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles approximately 0.5 mile left of M.P. 11.4 (I-90) at Coeur d'Alene, in Kootenai County - State financed. The contract was awarded to W. R. Sutherland, Spokane, Washington, the low bidder, on February 6, 1970, in the amount of \$23,570.00.

Stockpile No. 3545 - The work consists of furnishing aggregate for road mix pavement and sanding material in stockpiles in the New Meadows Maintenance Yard, in Adams County - State financed. The contract was awarded to H. & H. Contractors, Inc., Grangeville, Idaho, the low bidder, on February 10, 1970, in the amount of \$40,300.00.

Stockpile No. 4571 - The work consists of furnishing aggregate for road mix pavement in stockpile in the vicinity of M.P. 379.5 (U.S. 95), Potlatch Jct., in Latah County - State financed. The contract was awarded to Crow Rock Products, Inc., Moscow, Idaho, the low bidder, on February 6, 1970, in the amount of \$26,810.00.

Stockpiles 5569 & 5573 - The work consists of furnishing sanding material in stockpiles adjacent to M.P. 70.8 and 55.95 (U.S. 10) in the vicinity of Mullan and Osburn, in Shoshone County - State financed. The contract was awarded to Max J. Kuney Co., Spokane, Washington, the low bidder, on February 6, 1970, in the amount of \$53,000.00.

I-IG-90-1(70)5 - The work consists of constructing a cement stabilized base, concrete pavement, plant mix shoulders with seal coat, delineation, signing, permanent traffic counter and illumination on 5.604 miles of Interstate 90 from Coeur d'Alene - West, in Kootenai County - Federal Aid Interstate and State financed. The contract was awarded to Acme-Vickrey, Spokane, Washington, the low bidder, on February 23, 1970, in the amount of \$1,481,277.85.

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Stockpile No. 4573 - The work consists of furnishing aggregate for road mix pavement in stockpile adjacent to M.P. 259.1 (SH-7) north of Grangeville, in Idaho County - State financed. The contract was awarded to Carl Carbon, Inc., Spokane, Washington, the low bidder, on February 24, 1970, in the amount of \$26,800.00.

Stockpile No. 5572 - The work consists of furnishing aggregate for road mix pavement, cover coat material and sanding material in stockpile, right and adjacent to M.P. 409.6 (SH-3) in the vicinity of Santa, in Benewah County - State financed. The contract was awarded to Crow Rock Products, Inc., Moscow, Idaho, the low bidder, on February 18, 1970, in the amount of \$59,005.00.

Stockpile No. 5571 - The work consists of furnishing aggregate for road mix pavement, cover coat material and sanding material in stockpiles in the vicinity of Rose Lake Jct. and 4th of July Summit (SH-3 and US-10), in Kootenai County - State financed. The contract was awarded to W. R. Sutherland, Spokane, Washington, the low bidder, on February 26, 1970, in the amount of \$39,660.00.

Stockpile No. 4569 - The work consists of furnishing aggregate for road mix pavement adjacent to MP 134.7 (SH-14) approximately 5.5 miles west of Elk City, in Idaho County - State financed. The Board directed the State Highway Engineer to award the contract to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder, in the amount of \$30,400.00.

F-3311(11) - The work consists of constructing the roadway, drainage and irrigation structures, a plant mix pavement and seal coat on 3.491 miles of US-95, Homedale Bridge - Wilder Jct., in Canyon and Owyhee Counties - Federal Aid Primary and State financed. The contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on February 23, 1970, in the amount of \$530,735.70.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

STS-3022(545), formerly F-3022(22), Clover Creek Bridge, Elmore County - Mountain States Telephone and Telegraph Company

Personnel Action. The Board approved a Step 6 salary increase for ADP Planning & Systems Engineer Kent Barber, from \$1,149 to \$1,206 to be effective March 1.

Out-of-State Travel. The Board authorized the following out-of-state travel:

Safety Supervisor Dale Tankersley to Western States Safety Conference, Denver, Colorado, March 10 - 11.

Systems Programmer Lynn Gill to I.B.M. Assembler Language Programing School, San Francisco, California, March 1 - 6.

CCD199

Personnel Director Dave Murray and Assistant Construction Engineer Jerry Dick to recruit engineers-in-training, Provo, Salt Lake City and Logan, Utah, February 23 - 27.

Personnel Director Dave Murray and District 6 Engineer Harry Day to recruit engineers-in-training, Bozeman, Montana, March 4 - 6.

Maintenance Engineer Roy Jump to National Cooperative Highway Research Program Advisory Panel on Maintenance, Washington, D.C., February 26 - 27. (At Highway Research Board expense)

Construction Engineer Don Cox to WASHO Construction Committee Meeting at Portland, Oregon, March 16 - 19.

Master Mechanic Bill Froscher to Motor Vehicle Maintenance Conference sponsored by University of Washington, College of Engineering, Seattle, Washington, March 23 - 26.

Legislative Matters Discussed. State Highway Engineer Mathes and Board Executive Secretary Summers briefed the Board on pending legislation before and passed by the current session in matters affecting the Board and the Department including a supplemental appropriation for the Department of Highways of \$3,661,609.00.

Status of Mountain Home Job Corps Site Maintenance Building Reviewed. Assistant State Highway Engineer (Operations) Richardson reported to the Board that efforts are continuing to obtain clearance for the buildings on the Mountain Home Job Corps site for the Mountain Home maintenance shed.

State Highway Engineer Mathes reported attempts of the Mountain Home Chamber of Commerce and others to utilize the buildings at the site for education purposes, the opportunity of which seems remote.

Hearing Schedule Set for Orofino, Kamiah and Nezperce, State Highway 64 Relocation. A relocation hearing schedule was approved by the Board for meetings at Orofino, Kamiah and Nezperce to be April 22 regarding the Board's proposal to relocate State Highway 64 and the ultimate relinquishment of State Highway 7 to local jurisdiction. In so doing, the Department proposes to apply an oiled surface treatment from Nezperce north to the top of the Gilbert Grade on State Highway 7.

Consulting Engineering Agreements Approved. The Board approved the following consulting engineering agreements:

Barton, Stoddard, Milhollin & Higgins -- Design of Walters Ferry Bridge, \$10,425.00.

Howard, Needles, Tammen & Bergendoff -- To perform a preliminary design study and evaluate alternate structure types for the Perrine Snake River Bridge replacement, \$66,814.00.

Hearing Determination - Relocation and Improvement of U.S. 95 Between Cambridge, Washington County, and Council, Adams County, Idaho, F-3112(18). A public hearing was held under State and Federal statutes at the Cambridge Grade School, Cambridge, Idaho, at 10:00 a.m., Monday, February 2, 1970.

The Board, having read the transcript made of the testimony and proceedings at the Cambridge hearing and having been fully advised and considered the same, made the following decision:

The Board finds and determines the following changes in the State Highway System as proposed in the hearing brochure dated December 1969, and the same being the subject of said hearing concerning the above project within and in the vicinity of the City of Cambridge, and Washington County, Idaho, to wit:

1. The Idaho Department of Highways will proceed with the relocation and construction of the routing of U.S. 95 as outlined in the hearing brochure submitted at said hearing.
2. That the reconstruction be ultimately programed as near to the Washington County line westerly from the Alpine Store as available funds will permit.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Cambridge from said proposed changes.

Hearing Determination - Relocation and Improvement of U.S. 95 Between Cambridge, Washington County, and Council, Adams County, Idaho, F-3112(18). A public hearing was held under State and Federal statutes at the Adams County Court House, Council, Idaho, at 3:00 p.m., Monday, February 2, 1970.

The Board, having read the transcript made of the testimony and proceedings at the Council hearing and having been fully advised and considered the same, made the following decision:

The Board finds and determines that those changes in the State Highway System as proposed in the hearing brochure dated December 1969, and the same being the subject of said hearing concerning the above project within Adams County, Idaho, to wit:

1. The Idaho Department of Highways will proceed with the relocation and construction of the routing of U.S. 95 as outlined in the hearing brochure submitted at said hearing.

will be of greater benefit to the State of Idaho than the economic loss and damages resulting to Adams County from said proposed changes.

Speed Control Zones in District 2 (I-80N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N from SH 25 Interchange West of Jerome to Utah State Line, as recommended and stated in marked Exhibit A-290, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (US 20, 26, 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20, 26, 30 from the US 20, 26, 30 Junction to Boise to the Mountain Home Urban Extension, as recommended and stated in marked Exhibit A-291, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (I-80N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N from the Oregon State Line to Milepost 143.05, as recommended and stated in marked Exhibit A-292, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (I-80N, US 20, 26, 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N, US 20, 26, 30 from 3.40 miles east of Boise, east for a distance of 33.10 miles, as recommended and stated in marked Exhibit A-293, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (SH 69). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 69 from the Kuna Urban Extension through Eagle (Jct. 44), as recommended and stated in marked Exhibit A-294, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (SH 19). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 19 from the Oregon State Line to the Caldwell Urban Extension, as recommended and stated in marked Exhibit A-295, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 20, 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20, 191 from Jct. with US 26 to the Montana State Line, as recommended and stated in marked Exhibit A-296, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 28). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 28 from North of Junction with SH 88 to the Salmon Urban Extension, as recommended and stated in marked Exhibit A-297, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Boise (US 20, 26, 30, SH 55, 44, 21, I-80N). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20, 26, SH 55, 44, 21, I-80N in the City of Boise, as recommended and stated in marked Exhibit A-298, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Rexburg (US 20-191, SH 88). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20-191, SH 88 in the City of Rexburg, as recommended and stated in marked Exhibit A-299, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Salmon (US 93). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 93 in the City of Salmon, as recommended and stated in marked Exhibit A-300, which is made a part hereof with like effect as though extended in full herein.

Traffic Control Signals in Hailey Revoked. Whereas an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Hailey, the Board ordered that the minute entry of April 22, 1954, with respect to traffic control signals in the City of Hailey is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-301, which is made a part hereof with like effect as though extended in full herein.

Board Authorizes Legal Action to Remove Outdoor Advertising Signs Erected After the Passage of the Idaho Outdoor Advertising Law. Upon the recommendation of Assistant State Highway Engineer (Operations) Richardson and with the concurrence of Chief Legal Counsel Tway, the Board authorized the Legal Division to take appropriate legal procedures against owners of such illegal outdoor advertising signs with the objective of their ultimate removal.

Report on S. Holderness & Ruby C. Holderness Property, U.S. 95, F-FG-5116(21), Parcel No. 2. The Chief Right of Way Agent reported on updated appraisals of the Holderness property at Sandpoint.

The Board took these appraisals under advisement and asked the Department to determine prices paid for adjacent land by the Railroad Company and to consider the feasibility of reducing the amount of right of way to be taken from the Holderness tract at this time.

Approval of Deeds and Easements. The Board approved deeds and easements on the following:

I-80N I-80N-3(22)159 Helen J. Derby Deaton, Paul Myers & Barbara J. Myers; Luther E. Myers Parcel No. 7-R

Materials Source Jefferson County
Jf-68

I-15 I-15W-4(12)81 United States of America Parcel No. 3-E

Exchange of Access Deeds. The Board approved Exchange of Access Deeds on the following:

US 95 F-4114(4) Julia B. Irelan, et al Parcel No. 1-A

TUESDAY, FEBRUARY 17, 1970

The meeting of the Highway Board reconvened at 8:30 a.m. in the State Highway Building, Boise, with the following persons present and participating:

- C. Ed Flandro, Chairman
- Howard B. Thomason, Vice-chairman
- Lloyd F. Barron, Member
- E. L. Mathes, State Highway Engineer
- Wayne Summers, Executive Secretary of the Board

Director of Public Roads Ralph Bartelsmeyer Grants Board its Choice on Mountain Home to Glenns Ferry Location. State Highway Engineer Mathes read a letter from Director of Public Roads Ralph Bartelsmeyer indicating that the Bureau would support the Board in "Plan 1" with or without an alternate north of the school or "Plan 3" and would accordingly approve a choice by the Board on either route.

A copy of Mr. Bartelsmeyer's letter dated February 10, 1970, is in Central Files.

The Board instructed the Department to proceed as rapidly as possible towards advertising for bids the Mountain Home to Hammett section with a temporary connection to U.S. 30 east of Hammett.

Mr. Mathes stated that the final design details are yet to be resolved between the temporary connection east of Hammett and Glenns Ferry. In cooperation with the Bureau of Public Roads as design plans are developed and before a design public hearing would be held, the Board when provided with further detailed information from the Department will make a determination as to whether or not to use the alternate approach to Glenns Ferry from "Plan 1" or that set forth in the location public hearing held July 16, 1969.

The Board conveyed in writing its appreciation for the complete grasping of the problem that Mr. Bartelsmeyer undertook in depth before making his decision in the location matter.

The Board, Mr. Mathes, Mr. Christensen and Mr. Summers had met earlier with Mr. Homme at breakfast where a complete understanding of the location decision was reviewed with everyone concurring that the objective now of both Departments is to proceed towards construction as fast as possible on the section from Mountain Home to Hammett and design work renewed on the Hammett to Glenns Ferry section within the "Plan 1" corridor location.

Tetonia City Street Improvement Discussed. State Senator Richard Egbert together with M. R. Miner, Martin Hill and R. F. Rammell of Tetonia appeared before the Board stating that they would like to have the Department pave their main business street with an urban section curb and gutter and curb to curb paving.

February 17, 1970

CC1311

State Highway Engineer Mathes pointed out that State law provides the cities to pave beyond the paved travel way which is deemed sufficient for the State Highway System in a town. He pointed out to the delegation, however, that in this case the project under contract provided for paving between what would be normal curb lines.

The Tetonia City officials met further with Urban Engineer Crossley in an attempt to be better informed on the problem since the paving project is under contract including through the main street of town. It was made clear that an urban curb and gutter section was not included in the contract but that drainage problems discussed could undoubtedly be handled and that an asphalt curb might offer a possibility for a portion of the project.

Buhl Chamber of Commerce Meets with Board to Discuss Local Improvements. The Buhl Chamber of Commerce headed by Ken Curtis, Highway Chairman, together with the following appeared before the Board:

Theodor Rangen, Buhl
 Lloyd Adamson, Buhl
 Maurice Guerry, Jr., Castleford Men's Club
 Marion Ambrose, Buhl

The delegation called to the Board's attention the City's concern of truck traffic on the main street which is U.S. 30.

The delegation was informed that a truck route that they had in mind would be the City's responsibility.

The delegation also asked for consideration that the Perrine Snake River Bridge replacement structure be constructed at a point due north of the junction of U.S. 30 and U.S. 93 west of Twin Falls.

The Board made no commitment in this regard stating that the request would be taken under consideration as the location of the Bridge analysis may indicate.

The need of extending the highway district secondary system in the Buhl Highway District southwest and west of Buhl to meet the heavy increase in cultivated land coming into production was pointed out.

They were apprised of the annual Federal Aid accruing to Twin Falls County which in turn would be available to the various highway districts for qualifying Federal Aid secondary routes in the respective highway districts of the County. Mr. Mathes stated that the Highway District should work closely with Secondary Roads Engineer Laragan in this regard.

Page Paving Company Claim Discussed. Mr. Emerson Page, President of Page Paving Company of Salem, Oregon appeared before the Board to discuss his claim for added compensation in the amount of \$3,481.55 for patching performed in connection with Project I-80N-3(40)164, West Jerome to Greenfield, during the fall of 1968. Mr. Page contended that he received extra compensation for subsequent patching performed during the spring of 1969.

CCD199

The Board directed the Department to compensate Page Paving Company on the same basis for the work performed in 1968 as for that performed in 1969 providing that Page Paving Company will release the Department from any and all further claims against the project, that payments already made at contract prices for the material used be deducted from the settlement and that payment be made on the basis of supportable quantities.

Leonard S. Cornforth, Aberdeen, Right of Way Matter Discussed. Appearing before the Board were Mr. and Mrs. Leonard S. Cornforth presenting a bill for \$152.25 covering the installation of an 8" irrigation line in concrete casing at Station 925 in the Aberdeen North project during 1969.

The Board determined that to further investigate the merits of the claim as suggested by Mr. Cornforth would approach a cost figure of the amount of the claim and accordingly directed the Department to pay the requested claim as a settlement in full of all right of way matters with Mr. Cornforth on the Aberdeen North project.

City of Rigby and Jefferson County Commissioners Reaffirm U.S. 20-191 Location Through Rigby. Board Executive Secretary Summers presented the Board a letter from Rigby Mayor George K. Madsen dated February 5 reaffirming the City of Rigby's continued support of the Board's location decision of July 21, 1964, involving the location of U.S. 20-191 through Rigby.

The City's position in the matter was requested by the Board's Executive Secretary in response to a continuing effort by Messrs. Green and Agren and others in favor of a rehearing on a bypass location west of the present line.

The Board was also apprised by Mr. Mathes and Mr. Summers that they were called to the State House early in the month by Mr. Leonard Call, Chairman of the Jefferson County Commissioners, and County Prosecutor Grant Young to state their position in the matter.

They also wished to assure the Board that there has been no change in their support of the original 1964 location determination of the line through Rigby made by the Highway Board after that public hearing, notwithstanding local efforts to a bypass line location rehearing through Rigby.

The Board directed the Department to continue the development of the project on the location corridor through Rigby as planned.

WHEREUPON, the Board adjourned until their next meeting which is scheduled for March 16 & 17, 1970.

Read and Approved
March 16, 1970
Boise, Idaho


C. ED FLANDRO, Chairman

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

March 16, 1970

The Idaho Board of Highway Directors met in stated regular session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, March 16, 1970. Present were:

C. Ed Flandro, Chairman - Director, District 1
 Lloyd F. Barron, Member - Director, District 2
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the February Board Meeting.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

I-15-1(37)29 "A" & S-1751(1)	Downey South & Downey Conn.
Stockpile No. 3542	Mountain Home
STM-5116(547)	Painting Kootenai River Bridge
S-2809(11) & Stockpile No. 2563	Jct. US-93 West 21.104 Miles
S-4782(7)	Grangemont - Cow Creek
STM-5121(532)	Painting Pend Oreille River Bridge
I-15-1(37)29 "B"	Downey South (Strs.)
ST-4201(515) & Stockpile No. 4570	Tumble Creek - Montana State Line & Powell

Approval of Right of Way Plan. The Board approved the following right of way plan:

F-FG-3022(19) S. Conn. to Mountain Home

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

Stockpile No. 4572 - The work consists of furnishing aggregate for road mix pavement and sanding material in stockpiles in the vicinity of Lewiston and Spalding, US-12 and SH-3, in Nez Perce County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on March 9, 1970, in the amount of \$22,200.00.

F-5141(5) & ER-67(1) - The work consists of constructing the roadway, a 536' long concrete box culvert and a plant mix pavement on 2.424 miles of SH-5, Plummer - East, in Benewah County - Federal Aid Primary, ER and State financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, on March 5, 1970, in the amount of \$746,879.10 (Alternate No. 2).

March 16, 1970

STS-3022(545) - The work consists of constructing a 178' concrete bridge and approaches at Clover Creek, in Elmore County - State financed. The Board directed the State Highway Engineer to award the contract to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$134,142.00.

F-6471(45) - The work consists of constructing the roadway, drainage structures, plant mix base, plant mix surface, seal coating, 1-82', 1-24', 1-26', 1-23' concrete bridges and illumination on 4.877 miles of U.S. Highway 20-191, in Bonneville County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$1,033,230.50 (Alternate No. 1).

Stockpiles No. 1563 & 1564 - The work consists of furnishing sanding material in stockpiles in the vicinity of Blackfoot and AEC Jct., (US-26) and aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of Preston (SH-34 & US-91), in Bingham, Butte and Franklin Counties. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on March 16, 1970, in the amount of \$67,118.00.

F-FG-6471(44) "B" - The work consists of constructing a 254' concrete overpass over the U.P.R.R. and Fairview Street at Idaho Falls, including approach slabs, partial approach pavement, delineation and illumination on US-20, in Bonneville County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Arrington Construction Co., Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$157,084.80.

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

F-FG-6471(27) P.E., F-FG-6471(32) R/W, F-6471(45) Const., Lewisville Road - Ucon and Connector, Bonneville County - Utah Power and Light Company, Mountain States Telephone & Telegraph Company and Intermountain Gas Company

S-1751(1), Downey Connection, Bannock County - Utah Power and Light Company and Mountain States Telephone & Telegraph Company

I-15-1(37)29, Downey - South, Bannock County - Mountain States Telephone & Telegraph Company and Utah Power and Light Company

S-4782(7), Grangemont - Cow Creek, Clearwater County - Clearwater Power Company and General Telephone Company of the Northwest

Out-of-State Travel. The Board authorized the following out-of-state travel:

March 16, 1970

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Maintenance Engineer Roy Jump to participate in Highway Research Board Topic 8 Panel on Materials and Techniques for Resurfacing PCC Pavements and Rehabilitating Bituminous Concrete Pavements, Washington, D.C., April 15. Travel and subsistence by HRB.

One person to Bureau of Public Roads Functional Roads and Streets Classification Needs Study Workshop, Portland, Oregon, March 31 - April 2.

Maintenance Engineer Roy Jump to WASHO Maintenance Committee Meeting, Portland, Oregon, March 23 - 24.

One person to Bureau of Public Roads Urban Transportation Planning Conference, Denver, Colorado, April 7 - 9.

Materials & Research Engineer L. F. Erickson to AASHO Special Committee on Research, Washington, D. C., April 15 - 17.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I-90	I-90-1(14)21	Dorothy Walden & the Heirs & Devisees of W. H. Walden, deceased	Parcel No. 4
I-80N	I-80N-3(21)150	Mary Cenarrusa, a widow; Harry A. Gisler & Arlene B. Gisler	Parcel No. 2
I-80N	I-80N-3(21)150	Grace B. Mason, a widow; Malcolm N. Henley & Louise Henley	Parcel No. 20

Approval of Deeds and Easements. The Board approved deeds and easements on the following:

US 95 & Mtce. Shed 44100	City of Riggins	Portion of Vacated Marx St. in Riggins
Matls. Source Ad-111	City of Boise	Avigation Easement (Portion SW $\frac{1}{4}$ NW $\frac{1}{4}$, Sec. 29, T. 3 N., R. 2 E., B.M.)
Santa Mtce. Shed Site	Marvin F. Nelson & Helen E. Nelson	Lots 1 & 2 of Block 3, Town of Santa

Approval of Permit to use Right of Way.

SH-48	S-6742(4)	David Earl Hunter	6-70-41
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The Board approved the permit to use right of way subject to Bureau of Public Roads approval and with the use of a correction instrument.

March 16, 1970

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

I-15W	I-15W-4(3)89 formerly I-1024(9)	Portion SE $\frac{1}{4}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Sec. 12, T. 7 S., R. 31 E., B.M. - \$1,600	Parcel 36-R
I-80N	I-80N-3(7)199	Portion SE $\frac{1}{4}$ NW $\frac{1}{4}$, Sec. 11, T. 10 S., R. 22 E., B.M. - \$750	Parcel 11-R

Proposed Land Exchange Approved. The Board granted permission to trade a portion of existing Materials Source Jf-83 and a portion of the remainder of Parcel #13 on U.S. 191, Project No. F-FG-6471(29), for part payment of an extension of Jf-83.

Proposed Land Exchange Approved on U.S. 91 and 191 in the Vicinity of the District 1 Office Site in Pocatello. The Board approved the trade at the Pocatello District Office but cautioned that the Department retain the sign and building set back and junkyard clause of the property.

Application of Optional Matching of Federal Aid Discussed. Deputy State Highway Engineer Christensen explained to the Board a recent determination by the Bureau of Public Roads enabling a State to exercise the optional Federal Aid matching ratio, established by the 1968 Federal Aid Highway Act, on a selective project basis. This current determination offers added flexibility in utilizing available funding within the State's Primary, Secondary, Rural and Topics Programs. The Board authorized modification of the existing optional matching ratio agreement with Public Roads so that this option, providing for an 82 per cent Federal Aid share, can be extended selectively to the Secondary, Rural and Topics projects.

1970 Enacted Legislation Summarized. State Highway Engineer Mathes summarized in detail the legislation affecting the Department passed by the recently adjourned 1970 legislative session.

A complete summary and enactment dates of the enacted legislation will be mailed the Board later this week when the Governor's ten day period for action has expired.

Test Run for Researching Safe Movement of 14' Mobile Homes Approved. Assistant State Highway Engineer Richardson explained to the Board the growing pressures for the movement of 14' wide mobile homes in Idaho. He explained how 14' module homes are now transported on lowboys on a house moving permit basis and pointed out safety wise where the roadway width and sight distance is ample that the movement of 14' wide mobile homes should be considered competitively with the movement of module homes.

The Board indicated its interest in not impairing Idaho's mobile home economy and authorized the Department to work with the State of Oregon's test run from Ontario to Baker on March 24 by authorizing the movement from a mobile home manufacturing plant in the Boise valley of a 14' mobile home over Interstate 80N to Ontario for the Oregon test.

The Board authorized the Department to proceed with research efforts of safety testing movements of 14' wide mobile homes in Idaho and report back to the Board the Department's safety factor findings at a later date.

The Board directed the Department to research other western states as to the degree of movements permitted in the West of 14' mobile homes together with a study of the regulations that enable such movements.

1970 Interstate Cost Estimate Report Viewed by the Board. The Planning & Traffic Division reviewed with the Board the 1970 cost estimate required of all states which resulted in a decreasing ratio of cost to complete the Interstate compared to the 1968 cost estimate due to a lower 1969 construction cost index for Idaho. The net result being that in 1971 Idaho's 1971 Federal Aid allocation will be about \$3½ million less than that received during 1969.

Requests for Additions to the State Highway System Denied. The Buhl Highway District by letter requested the Board to place on the State Highway System the ten mile section of Highway District road between Castleford and Buhl. The Board replied that the route in question was a feeder road and does not have the characteristics of a State highway.

The City of McCall requested that the Golf Course Road from S.H. 55 to Ponderosa State Park be placed on the State Highway System. The Board determined that it did not have the characteristics of a State highway as it is strictly a service road facility.

In addition to the above reasons, the Board replied to the requests that in view of the tremendous backlog of needed improvements on the present State Highway System that any additions to the System would only dilute the available funding of the maintenance and reconstruction needs of the present State Highway System.

Request for Traffic Control Device on State Highway 75 at Sun Valley Lodge Discussed. The Board took under consideration letters from Clayton Stewart, Manager of Sun Valley Company Inc., dated March 6 and February 27, requesting a traffic control device on State Highway 75 at the Sun Valley Lodge.

After inquiring into the matter, the Board determined that it would be appropriate for the Traffic Engineer and the District Engineer from Shoshone to go into this subject with Mr. Stewart in more detail in an attempt to evaluate to what degree warrants can be established for a traffic control device.

CCD199

Board Replies to Carl G. Agren Regarding a Location Rehearing on U.S. 20-191 Through Rigby. The Board negatively replied to letters from Mr. Agren dated February 17 and March 9 concerning the Board's position regarding his request for a location rehearing on U.S. 20-191 through Rigby. A copy of this letter is in Central Files dated March 17, 1970. As requested by Mr. Agren, a copy was also forwarded to his attorney, Roger Cox.

Hearing Schedule for North Five Points, Twin Falls, Project T-4020(2), Approved. The Board authorized Hearing Officer Summers to proceed with a design and relocation hearing at Twin Falls on April 16 concerning the North Five Points project.

Christensen Claim for Damages to Personal Property Discussed. Chief Legal Counsel Tway briefed the Board on a counterclaim in connection with the condemnation of the Christensen property on the Aberdeen North project. The property owner alleges damages in the amount of \$5,500 resulting from construction activities.

The Board authorized the Legal Counsel to take needed depositions out-of-state if needs be in the claim.

Purchase of Alberg Remainder Authorized. The Board authorized the Right of Way Division through Chief Legal Counsel Tway to acquire an additional eleven acres of land isolated from the holdings of Mr. Alberg on the Jerome - Wendell project. This property would be used in exchange for other rights-of-way needed for the Jerome - Wendell Interstate project.

WHEREUPON, the Board adjourned until their next meeting which is scheduled for April 20 & 21, 1970.


C. ED FLANDRO, Chairman

Read and Approved
April 20, 1970
Boise, Idaho

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

April 20 & 21, 1970

The Idaho Board of Highway Directors met in stated regular session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, April 20, 1970. Present were:

- C. Ed Flandro, Chairman - Director, District 1
- Howard B. Thomason, Vice-chairman - Director, District 3
- Lloyd F. Barron, Member - Director, District 2
- E. L. Mathes, State Highway Engineer
- Wayne Summers, Executive Secretary of the Board

April 20, 1970

Minutes. The Board approved the minutes of the March Board Meeting.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

I-80N-2(9)91 "A"	Seebree I.C. - SH-68 I.C.
STS-4802(502)	Kendrick - Brady Gulch
I-80N-1(50)28	Franklin I.C. at Caldwell
S-3810(4) Sec. "A"	Glenns Ferry Bridge Apprs.
STM-2790(513)	Minidoka - West
LSF-11-3(13)	Slate Creek Rest Area
ST-6742(507) &	Roberts - Ririe
STM-6742(506)	
STS-4201(516)	Lewiston - Orofino (Guard Rail)
F-RF-2361(33)	Filer - West
STS-4114(562) & (564)	Potlatch Junction - Benewah County Line
ST-3022(547)	Isaac's Canyon - East
I-15-1(61)47,	McCammon - Inkom, Portneuf - South
STM-1151(503) &	Pocatello & Springfield - Riverside
STM-1721(515)	
I-15-1(15)32 Sec. "A"	Downey - Virginia
STS-3836(508)	Payette River Bridge
ST-6471(590)	Chester - Ashton

Approval of Right of Way Plans. The Board approved the following right of way plans:

S-4809(8)	Bovill South
I-90-1(67)32	Cedar Canyon - Mission Flats
S-3754(5)	Snake River (Walters Ferry)

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

F-2361(11), Filer - West, Twin Falls County - Mountain States Telephone and Telegraph Company, Filer Mutual Telephone Company and Idaho Power Company

I-15-1(15)32, Downey - Virginia, Bannock County - Mountain States Telephone & Telegraph Company and Utah Power and Light Company

STS-3836(508), State Highway 52, Payette River Bridge at Emmett, Gem County - Mountain States Telephone and Telegraph Company and Idaho Power County

I-80N-1(50)28, Franklin Road I.C., Caldwell, Idaho - Mountain States Telephone and Telegraph Company and Idaho Power Company

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

ST-5116(551) & ST-5736(504) - The work consists of seal coating approximately 15.41 miles of U.S. 95, Garwood - Bonner County and 4.37 miles of S.H. 54, Athol - Farragut, in Kootenai and Bonner Counties - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on April 10, 1970, in the amount of \$49,399.45.

I-15-1(37)29 "A" & S-1751(1) - The work consists of grading a 4-lane divided roadway and constructing a 11' x 256' box culvert and a 138' concrete bridge on 3.882 miles of I-15, Downey South and constructing the roadway, drainage structures and surface treatment on 2.511 miles of the Treasure Road, Downey Connection, in Bannock County - Federal Aid Interstate, Federal Aid Secondary and State financed. The Board directed the State Highway Engineer to award the contract to Nevada Rock and Sand, Las Vegas, Nevada, the low bidder, in the amount of \$1,934,338.00.

Stockpile No. 3542 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles adjacent to M.P. 79.5 (SH-51), South of Mountain Home, in Elmore County - State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, on April 13, 1970, in the amount of \$19,583.00.

STM-5116(547) - The work consists of painting the Kootenai River Bridge (approximately 660 tons) on US-95 in Bonners Ferry, in Boundary County - State financed. The Board directed the State Highway Engineer to award the contract to Spitzer, Inc., Spokane, Washington, the low bidder, in the amount of \$22,625.00.

ST-5116(550) - The work consists of constructing a plant mix pavement on approximately 4.65 miles of US-95, Bonner County Line - Naples, in Boundary County - State financed. The Board directed the State Highway Engineer to award the contract to Inland Asphalt Company, Spokane, Washington, the low bidder, in the amount of \$79,674.50.

S-4782(7) - The work consists of constructing the roadway, base, drainage and a bituminous surface treatment on 3.554 miles of the Orofino - SH-11, Grangemont-Cow Creek, in Clearwater County - Federal Aid Secondary and County financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, on April 20, 1970, in the amount of \$390,471.50.

S-2809(11) & Stockpile 2563 - The work consists of constructing a 0.2' plant mix surface and seal coat on 21.104 miles of SH-68 from Jct. US-93 west and placing cover coat material in stockpile at M.P. 143, in Elmore, Camas and Blaine Counties - Federal Aid Secondary and State financed. The Board directed the State Highway Engineer to award the contract to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$361,079.00.

STM-5121(532) - The work consists of painting the Pend Oreille River Bridge (approximately 506 tons) on US-2 near Oldtown, in Bonner County - State financed. The Board directed the State Highway Engineer to award the contract to T. W. Hanson Painting Co., Boise, Idaho, the low bidder, in the amount of \$15,940.00.

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ST-4201(515) & Stockpile 4570 - The work consists of seal coating approximately 61 miles of US-12, Tumble Creek - Montana State Line and furnishing aggregate base and anti-skid material in stockpiles at the Powell Maintenance Yard, in Idaho County - State financed. The Board directed the State Highway Engineer to award the contract to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, in the amount of \$202,334.50.

STS-4802(502) - The work consists of furnishing and installing guard rail on approximately 2.6 miles of SH-99, Kendrick - Brady Gulch, in Latah County - State financed. The Board directed the State Highway Engineer to award the contract to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$49,583.50.

I-15-1(37)29, Sec. "B" - The work consists of constructing 2-138.5' and 2-161.81' concrete overpasses and 1-44' concrete bridge on 3.882 miles of I-15, Downey South, in Bannock County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Goodwin Construction Company, Blackfoot, Idaho, the low bidder, in the amount of \$387,474.08.

Idaho, Road Needs Study Legislative Interim Committee. The Legislative Interim Committee met with the Board and discussed jointly the objectives and the assistance from the Department in the way of facts and statistics that the Committee would require to complete a road needs study on all systems in the State of Idaho to report to the 1971 Legislature.

The Committee organized itself with Representative John Sessions as Chairman, Senator Walter Yarbrough as Vice Chairman, Representative John Pino and Senator John Mix as members with Representative Edward Rice as an ex officio member to act as an observer who was elected by the Committee as Secretary.

Board Chairman Flandro briefly outlined the importance of the Committee's deliberations and offered the Board's counsel and the Department's services as the Committee may see fit during the study period. He stressed the importance of the Department's close legislative liaison as paying dividends in advancing Idaho's Highway Program on all levels of road systems within the State.

Semiannual Report on Use of Consultants. The Department reported that during the past six months as provided in Board Policy No. 623 that \$170.00 was expended in consulting fees to R. C. Worst for right of way appraisal estimates supplied on the Coeur d'Alene - East project.

Proposed Regulations for Movement of 14' Wide Mobile Homes Authorized for Hearing. Assistant State Highway Engineer (Operations) Richardson submitted for Board consideration proposed regulations for Idaho in the movement of 14' wide mobile homes. The present maximum width authorized by permit being 12' wide mobile homes.

Fourteen foot wide module homes have been moving on low boys in the State by house moving permits for some time and the Board viewed out of fairness to Idaho's multimillion dollar mobile home construction industry that regulations permitting the movement of 14' wide mobile homes be brought to public hearing under the Administrative Procedures Act with a transcript for review and disposition at the June Board Meeting.

Delivery Alternates Approved for Trucks and Pickups. In discussing bid proposals for the purchase of District light weight and Department heavy duty trucks now being bid on a basis of a specific point of delivery, the Board directed the Department to include in bid proposals alternate delivery points, that of a specific District and/or delivery to any other Department District point in the State.

Allen Cannery Pavement Offer Unchanged. In reply to a counter offer of Attorney William Gigray concerning the Board's offer of October 13, 1969, the Board determined and directed that the Department should make no other offer than that generously made previously in the matter.

Uncommitted County FAS Funds Reviewed. The Board reviewed the Department's figures showing 17 counties having uncommitted 1969 calendar FAS allocations in the amount of \$624,000.

Four Highway Districts in Lincoln County by letter authorized the County Commissioners to transfer to the State its allocation of unused FAS funds to assist in financing construction of State Highway 24 to Dietrich and Kimama.

In response to requests by other counties for their use of additional unused FAS funds, Bear Lake County requested \$42,500 for the Bear River Bridge Project at Pegram and Lewis County \$83,000 for the Central Highway District's Reubens Road Project. Both are currently fully engineered and ready to advertise for construction bids.

In light of the above recommendations, the Board concurred in the Department's corresponding action in the FAS financing matter and also that the remaining uncommitted funds be offered to other local jurisdictions as previous Board policy procedures in the matter by the June Board meeting and that the Department then should apply the uncommitted balance at that time to State Secondary System construction financing use at that time.

Miscellaneous Correspondence. The Board read a letter from State Representative Merle Hopkins of Pocatello regarding the Jackson Creek Road financing (Bannock County) and the Washington County Commissioners' letter of March 19 recording their dissatisfaction of the Board's decision on the Mesa Hill U.S. 95 relocation matter.

Spalding Clearwater River Bridge Offered Nez Perce County. In response to a letter from the Nez Perce County Commissioners regarding the removal status of the Spalding Clearwater River Bridge, the Board determined to offer to Nez Perce County \$25,000 from the Department to have Nez Perce County remove the Bridge retaining all materiel and site clean up of the old Bridge in response to their inquiry.

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Twin Falls Area Snake River Canyon Crossings Study Reviewed. The Department reviewed for the Board its findings brought out by a study just completed concerning alternate crossings of the Snake River Canyon northeast of Twin Falls, which study recommended that a replacement structure to the Perrine Bridge be built immediately downstream from the present site.

Idaho Road Functional Classification Study Reviewed. Planning Survey Manager Equals outlined for the Board the progress of the current functional classification study wherein some roads on the State Highway System were losing their present road classification while others on the System were being classed in a higher classification.

The Board determined to make no changes at this time in light of the variables brought out by the study.

Idaho Falls U.S. 20 Business Route to Lewisville Road From U.S. 26-20-191 North to Idaho Falls - Ucon Relocation Placed on State Highway System. The Board approved the designation of U.S. Route 20 via the new location between Idaho Falls and Ucon and the designation of U.S. 20 Business through Idaho Falls via Broadway, Yellowstone and Lewisville Road. The Department was directed to submit both designations with a request for approval by AASHO.

Additions to 1970 Construction Program Approved. The Board concurred in the Department's recommendation by approving the following additions to the 1970 Construction Program:

1. Chester - Ashton, US 20 - US 191, 7.4 mile plantmix pavement, \$250,000.
2. Pinehurst to Cox's Ranch, 8.8 mile plantmix pavement, \$300,000.
3. Ice Caves U.S. 93 north and south, 12.4 miles, \$600,000.
4. Clark Hill to Granite Hill, 11.1 mile plantmix pavement, U.S. 20-26, \$330,000.
5. Interstate 15, Roberts to Hamer Interchange, additional two-lane, 12.8 miles, \$2,100,000.
6. Recognizing no release in sight for Forest Highway allocated but not appropriated since last fall fund allocations for 1970, the Board determined to not wait longer and directed the Department to add to the 1970 Construction Program \$825,000 to implement the Elk City Forest Highway Project 18-3(2), Fall Creek Easterly, 3.7 miles.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
T-4030(1)	Capitol Blvd. & College Blvd., Boise	Standard Approach Policy
ST-3111(521)	Oregon Line - North	*Partial Control, Type "A"

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* ACCESS CONTROL, TYPE "A"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchange for one at a new location providing better access control is obtained.

New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

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Out-of-State Travel. The Board authorized the following out-of-state travel:

Bridge Engineer Robert Jarvis to attend AASHO Bridge Committee, Portland, Oregon, May 17 - 19.

Public Information Director William Harvey to attend AASHO - American Roadbuilders Association Public Information Workshop, Salt Lake City, Utah, May 4 - 9.

State Maintenance Engineer Roy Jump to attend Highway Research Board Advisory Panel on Maintenance (at no expense to State), Washington, D.C., May 26 - 27.

One person to Bureau of Public Roads Auditing - Planning Meeting, Olympia, Washington, May 5 - 7.

One Right of Way person to Portland, Oregon, May 5, to hand deliver and discuss appraisals on Igo Interstate 15W project with Bureau of Indian Affairs.

Authorization for use of three personal cars from various Idaho points to Jackson, Wyoming and return May 22 - 23 for Department personnel covering Traffic Committee Meeting with participating States of Wyoming, Utah, Montana and Colorado.

TUESDAY, APRIL 21, 1970

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

C. Ed Flandro, Chairman
 Howard B. Thomason, Vice-chairman
 Lloyd F. Barron, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary of the Board

Orders of Condemnation.

The Board approved and signed the Orders of Condemnation for the following two parcels:

US 95	F-5116(12)	Roland Andersen & Lina K. Andersen	Parcel No. 44
US 95	F-5116(12)	Graham Investment Company, Inc.	Parcel No. 41

The Board suggested further negotiation and settlement at \$10,000 as a maximum on the following parcel:

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I-90 I-90-1(14)21 John Dudley Sprinkel & Parcel No. 5
 A. Leynette Sprinkel;
 Edward M. Hedge; Andrew
 P. Callahan & Mary L.
 Callahan; Don J. Averitt
 & Joy E. Averitt

Approval of Deeds. The Board approved deeds on the following:

US 30N, 91 & 191	F.A.P. 110 A	James V. Worthen	District No. 1 Office Site
US 95	F-3311(11) F-3311(8) R/W	Wilder Irrigation District	Parcel No. 35

Approval of Official Minute (Resolution). The Board approved the following:

SH 39	S-1721(11)	Vacating and abandoning any interests State may still retain in Lots 1 to 3 inclusive and Lots 7 to 16 inclusive, Blk. 50, Aberdeen Townsite.
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Approval of Permits to use Right of Way. The Board approved the following permits to use right of way:

SH 7	ST-4771(503)	A. B. Curtis	4-70-20
SH 45	S-3754(1)	Wesley R. Schober	3-70-44
US 30	F.A.P. 11 A(3) F-3022(21)	Charles C. Kast	2-70-031

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

US 2	F-5121(5)	Portion SE $\frac{1}{4}$ SW $\frac{1}{4}$, Sec. 23, T. 56 N., R. 5 W., B.M. - up to \$3,400	Parcel No. 15 $\frac{1}{2}$
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Approval of Proposed Exchange of Lands. The Board approved an exchange of lands involving the Priest River Maintenance Yard Site and right of way to be acquired from Joslyn Manufacturing & Supply Co., Inc., on State Highway No. 8 - Project S-4809(8).

Sandpoint North, Holderness Right of Way Taking Discussed. In viewing alternate crossings at Sand Creek with construction cost factors considered, the Board determined after reviewing the current contemplated take of the Holderness properties on this project that the Department should proceed in acquiring the entire take previously contemplated.

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The judgment was made by the Board in view of alternate structural construction design costs and adequate highway facility future needs in the Holderness property take area.

The Board authorized the Department to proceed with the offer of \$94,000 for the original contemplated take.

Request to Abandon Right of Way Near Osburn Denied. In response to letters from the American Smelting and Refining Company and Zanetti Brothers dated April 6, upon the recommendation of the Department the Board concurred in retaining all the existing right of way in the area for future uses complementary and compatible with highway operations to be considered for but not limited to roadside slopes, limited landscaping and rest area development for public use.

The Board directed Executive Secretary Summers to so advise the above companies.

Interstate 15 Access to Malad Summit Ski Area Requested. The following delegation appeared before the Board:

Myron Jones, Jr., Chairman, Elkhorn Recreation, Malad
 Charles Buehler, Member, Elkhorn Recreation, Malad
 Lester Hartvigsen, State Representative, Malad
 Steven E. Quinney, President, Malad Chamber of Commerce
 John V. Evans, State Senator, Malad
 Keith Atkinson, Member, Elkhorn Recreation, Malad
 Jenkin L. Palmer, State Representative, Malad

The delegation asked the Department to explore the possibility of a closer access point from Interstate 15 to a proposed \$500,000 ski development area in Powerhouse Canyon than would be offered with the present freeway design. The delegation specifically urged the addition of interchange ramps to the summit grade separation.

Deputy State Highway Engineer Christensen stated that the topography at the summit is adverse to a good interchange facility and the Department recommends the acquisition of additional right of way at the Browning's Corner overpass structure so that interchange ramps can be conveniently added at some future time. Such an interchange could serve Powerhouse Canyon Road via a two mile frontage road.

Senator Evans inquired as to the possibility of establishing an interchange just south of the Summit as the drifting snow on the service road at the west side of the freeway would certainly present local snow removal problems for winter usage.

State Highway Engineer Mathes stated that if the requested move of the interchange were made it would affect a planned scenic rest area development that the Department has anticipated in the Summit area.

The Department agreed to evaluate the feasibility of an interchange site south of the Summit and report back to the Board at its next meeting.

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Board Chairman Flandro pointed out to the delegation that a planned promotional development is difficult to establish justification and would be quite different if the proposed \$500,000 development were in existence.

Statements were left with the Board by Carter & Budge, Landscape Architects, dated April 1, and Regional Forest Ranger at Malad, W. J. Johnson, dated April 20, supporting an interchange at Malad Summit.

Potlatch Forests, Inc. Urges Improved Bridge Clearance of Clear-water Memorial Lewiston Bridge. A. K. Hinckle, Director of Traffic, Potlatch Forests, Inc., and T. W. Tudder, Manufacturing Manager, Potlatch Forests, Inc., Lewiston, appeared stating that the tonnage now being shipped by the Lewiston Mill would cause the Mill's operation severe competitive transportation economic problems if when slack water reaches Lewiston in 1975 that barge traffic could not be made available at the Mill site upstream from the Memorial Bridge.

Mr. Hinckle stated that 31,964 tons of wood pulp would be transported annually to Oregon, Washington and California points if barge traffic with corresponding freight rates were made available. Monthly 2,900 to 3,000 tons of pulp board are being shipped currently to Pomona, California and if competition becomes keener without the lower barge transportation rates the Lewiston Mill could not compete with those mills supplying California points on a Portland f.o.b. basis.

The delegation cited that upstream traffic now could supply as much as three car loads a day of caustic soda being used in the Lewiston Paper Mill.

Additional support for barge traffic above the Memorial Bridge would be two petroleum products distributing companies presently located above the bridge who would use barge traffic entirely.

State Highway Engineer Mathes stated the Department will look into any alternatives that might be available by looking into the costs and service to alter clearance navigation at the Memorial Bridge site.

Board Vice-chairman Thomason volunteered to the delegation that possibly we can help one another in the solution of the problem.

Clarifying Right of Way Deed on U.S. 93 - Twin Falls Discussed. Next appearing before the Board were T. M. Robertson, Attorney, and Gordon Gray representing Bert Barlow, Twin Falls landowner, citing a ground deed being held by Mr. Barlow that was in their opinion made in error.

The Board took the matter under advisement.

Resignation of Deputy State Highway Engineer. At lunch, the Board discussed the resignation of Deputy State Highway Engineer, R. B. Christensen, from State service.

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It was with great reluctance that the Board accepted Bob's resignation. In doing so the members of the Board expressed appreciation for Bob's many years of outstanding service and wished him much success in his future association in the business and consulting field.

The matter of potential candidates from among Department staff was then considered and it appeared that at least five men could be evaluated for promotion to this position.

The Board later determined that it would consider accepting a single recommendation from the State Highway Engineer and that decision on this matter should be made at the earliest possible time. Confirmation of appointment was to be secured via telephone communication with each Board member.

State Highway Engineer subsequently contacted each Board member by telephone and Planning Engineer Dean Tisdale was confirmed by the Board for appointment to the position of Deputy State Highway Engineer in Group 103 at a salary of \$1629.00 per month, effective 1 June 1970.

WHEREUPON, the Board adjourned until their next meeting which is scheduled for May 11 & 12, with the North Idaho Board Tour May 12 - 16, 1970.

Read and Approved
May 12, 1970
Boise, Idaho


C. ED FLANDRO, Chairman

MINUTES OF MEETING WITH THE CITY OF UCON

May 11, 1970

A meeting was held at 4:00 p.m., Monday, May 11, 1970, in Room 201 of the State Highway Building, Boise, Idaho. Present were:

C. Ed Flandro, Chairman - Director, District 1
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Howard B. Thomason, Vice-chairman, and Lloyd F. Barron, Member, were unable to attend because of pressing personal business.

City of Ucon Asks for an Urban or Turnpike Section with Storm Sewers on U.S. 20-191 Through the Business Section of Ucon. The following delegation appeared:

Bud Strupp, Mayor
George Whitacker, Councilman
Darrell Farnsworth, Councilman
Vern Ricks, Councilman
Willard Hammon, Councilman

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The delegation cited the need for drainage and reconstruction of the section so that the present standing water pools on either side of the road would be eliminated. The delegation expressed concern that when U.S. Highway 20 and its two connections are placed in service, the Board would lose interest in the business loop.

The delegation urged that the Board plan for improvement for 2,500 feet from Fourth Street northerly. The north end of the project was cited as most critical.

Current estimates of cost range from \$85,000 to \$90,000 including storm drains.

The delegation seemed to be agreeable with the concept of a turn-pike section with natural drains.

Mr. Flandro stated that since funds are very limited, the Board could make no commitments at this time but would keep the request in mind.

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

May 12, 1970

NORTH IDAHO BOARD TOUR - May 12 - 15, 1970

The Idaho Board of Highway Directors met in stated regular session at 9:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Tuesday, May 12, 1970. Present were:

- C. Ed Flandro, Chairman - Director, District 1
- Lloyd F. Barron, Member - Director, District 2
- E. L. Mathes, State Highway Engineer
- Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the April Board Meeting.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

- | | |
|--------------------------|--------------------------------------|
| Stockpile No. 3546 | District 3 Maintenance Yard |
| F-2351(8), STM-2392(521) | Gooding-East & Ice Caves North |
| & ST-2392(522) | & South |
| ST-3112(530), | Adams County Line North & South |
| ST-3112(531) & | |
| ST-4113(553) | |
| ST-2391(534) | Shoshone-Newmans Corner |
| ST-6501(522), (523) | Clark Hill-Granite Hill & Ririe- |
| & ST-6742(508) | Clark Hill |
| STS-1481(541) & | Bennington-Montpelier |
| Stockpile No. 1565 | |
| Yard 6330 & Bldgs. | Island Park Mtce. Bldg. & Sand Shed, |
| 6331, 6332 & 6333 | Trailer Shelter, Well House & Well |

Approval of Right of Way Plan. The Board approved the following right of way plan:

I-15-3(35)142

Sage Jct. Rest Area

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

I-80N-1(50)28 - The work consists of modifying ramps AB and BC including plant mix pavement, signing, delineation, and illumination on the Franklin Interchange at Caldwell, in Canyon County - Federal Aid Interstate and State financed. The contract was awarded to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, on May 5, 1970, in the amount of \$74,878.75.

S-3810(4), Sec. "A" - The work consists of constructing the roadway and road mix pavement on 0.225 mile of the Pasadena Valley Road, Glenns Ferry Bridge Approaches, in Elmore County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Aslett Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$21,712.00.

STM-2790(513) - The work consists of seal coating approximately 14.5 miles of SH-24, Minidoka - West, in Minidoka County - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on May 6, 1970, in the amount of \$29,991.75.

LSF-11-3(13) - The work consists of constructing rest area comfort and convenience facilities, drilling a well, landscaping, area illumination and an underground sprinkler system at Slate Creek on Highway US-95, in Idaho County - Federal Aid Primary Landscaping and State financed. The contract was awarded to Ray E. Lynch Co., Boise, Idaho, the low bidder, on May 18, 1970, in the amount of \$53,613.00.

F-RF-2361(33) - The work consists of constructing the roadway, drainage structures, plant mix pavement, seal coat and striping on 5.880 miles of US Highway 30, Filer - West, in Twin Falls County - Federal Aid Primary and State financed. The contract was awarded to Twin Falls Construction Co., Inc., Twin Falls, Idaho, the low bidder, on May 12, 1970, in the amount of \$1,503,519.70.

STS-4201(516) - The work consists of installing guard rail at various locations between M. P. 25.20 - 38.65 (US-12), Lewiston - Orofino, in Nez Perce and Clearwater Counties - State financed. The contract was awarded to Stillwell - Gerard Construction Co., Ephrata, Washington, the low bidder, on May 11, 1970, in the amount of \$69,520.00.

ST-6742(507) and STM-6742(506) - The work consists of constructing a road mix pavement (half-sole) and seal coating on approximately 4.0 miles on SH-48, 5 miles E. of Rigby - Ririe, and seal coating approximately 20.6 miles on SH-48, Roberts - 5 miles E. of Rigby, in Jefferson County - State financed. The contract was awarded to Maverick Construction Co., Burley, Idaho, the low bidder, on May 20, 1970, in the amount of \$108,166.35.

ST-3022(547) - The work consists of seal coating the East and West bound lanes on approximately 30.7 miles of I-80N, Isaac's Canyon - East, in Ada and Elmore Counties - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on May 26, 1970, in the amount of \$148,968.50.

STS-4114(562) & (564) - The work consists of furnishing and installing drainage structures, widening the roadbed and constructing a plant mix pavement on 9.771 miles of US-95, Potlatch Jct. - Benewah County Line, in Latah County. As the low bid was 30.8 per cent over the Engineer's Estimate, the bid was rejected and the project will be readvertised.

Personnel Actions. The Board approved the following merit increases to be effective June 1, 1970:

1. Orion Grunerud, District 1 Engineer, \$1340 - \$1406.
2. William Sacht, District 3 Engineer, \$1340 - \$1406.
3. Merle Harding, District 5 Engineer, \$1340 - \$1406.
4. Harry Day, District 6 Engineer, \$1340 - \$1406.
5. Norman Crossley, Urban Engineer, \$1266 - \$1340.
6. Marcey Laragan, Secondary Roads Engineer, \$1266 - \$1340.

Out-of-State Travel. The Board authorized the following out-of-state travel:

State Highway Engineer Mathes and Traffic Engineer James Pline to Nashville, Tennessee for AASHO Traffic Committee Conference, June 15 - 18.

Dean Tisdale to Santa Fe, New Mexico, to Highway Management Seminar sponsored by National Highway Users Conference, June 7 - 12.

Entire Department Legal Staff to Portland, Oregon to attend American Trial Lawyers Association covering damages, settlements and evidence, June 12 & 13.

Orion Grunerud to Denver, Colorado to attend Urban Transportation Planning Conference, June 1 - 4.

Leroy Brady, Chief Landscape Architect, to AASHO Roadside Development Conference, Santa Fe, New Mexico, May 26 - 27.

Maintenance Engineer Roy Jump to attend Highway Research Board Committee on Maintenance, Washington, D. C., May 26, at no cost to the Department.

Materials & Research Engineer L. F. Erickson to Highway Research Board Meeting, Washington, D. C., June 11 & 12, at no cost to the Department.

One person from Right of Way Division to Moses Lake, Washington for the Rural Appraisal School, June 9 - 13, and one person from Right of Way Division to Moses Lake, Washington, to attend Condemnation School, July 15 - 18. Department to pay tuition of \$75.00 for each person. All other travel and subsistence to be paid by the employee.

Chief Legal Counsel Tway Briefed Board on the Department's Loss of Sovereign Immunity. Chief Legal Counsel Tway set forth in detail the Four Supreme Court decisions causing the loss of the Department's sovereign immunity.

The Board directed the Department to prepare limited liability legislation and to project a budget for the Department accordingly.

The Department was also instructed to contact Commissioner of Insurance John Blaine to initiate a study to determine the most suitable insurance coverage.

The Board also approved the following policy providing for the defense and indemnification of Department employees cited in tort claim actions:

In recognition of the impact of a recent Idaho Supreme Court decision on the susceptibility of Department employees to being named in law suits, the Idaho Board of Highway Directors will henceforth provide the necessary means to defend, save harmless and indemnify any of its officers, employees and agents against any tort claim or demand, whether groundless or otherwise, arising out of an alleged act or omission occurring in the performance of duty, except where such claims arise out of malfeasance in office or willful or wanton neglect of duty.

Distance of Advanced Signing for Campgrounds Adjacent to Interstate Set. Upon the recommendation of the Department, the Board approved a policy for signing campgrounds within one mile of the State Highway System, as shown in Exhibit C-60, which is made a part hereof with like effect as though extended in full herein.

Hearing Determination - North Five Points, Twin Falls, Project No. T-4020(2). The Board reaffirmed the following determination made May 6, 1970, in the matter of the proposed changes in the State Highway System and design of the North Five Points, Project No. T-4020(2), Twin Falls, to wit:

The Idaho Board of Highway Directors finds that testimony received as a result of the hearing consistently opposed the project and in the absence of any testimony urging construction of the project determines that:

1. Preliminary engineering activity be suspended until such time general support for this project or an acceptable alternative becomes evident.

2. Proposed system action as shown in the hearing brochure dated October 1969 be withdrawn at this time.

Hearing Determination - Corridor Location of State Highway 64 Between Nezperce and Kamiah, Lewis County, and the Proposed Relinquishment of State Highway 7 from Nezperce to U.S. 12, Project No. S-4743(3). A public hearing was held under State and Federal statutes at the Clearwater County Court House, Civil Defense Room, Orofino, Idaho, at 10 a.m., Wednesday, April 22, 1970; at the Odd Fellows Hall, Kamiah, Idaho, at 3 p.m., Wednesday, April 22, 1970; and at the Legion Hall, Nezperce, Idaho, at 8 p.m., Wednesday, April 22, 1970.

The Board, having read the transcripts made of the testimony and proceedings had at said hearings and having been fully advised and considered the same, made the following decision, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. A new highway corridor between Nezperce and the present State Highway 62-64 junction in Kamiah be designated to replace the existing State Highway 64 corridor between Nezperce and Kamiah-- the new location to consist of either:
 - a. The Lawyers Canyon Plan depicted in the hearing brochure dated January 1970.
 - b. The Suzie Creek Plan depicted in the same brochure.
2. A more detailed comparative study be completed to facilitate the final selection of either the (a) Lawyers Canyon Plan or (b) the Suzie Creek Plan for presentation at design public hearings.
3. The selected location outlined in paragraphs 1 and 2 above be added to the State Highway System.
4. Following completion of a new highway on the location selected between Nezperce and the State Highway 62-64 junction in Kamiah, existing State Highway 64 from Nezperce to Kamiah be removed from the State Highway System.
5. The proposed new location in Kamiah, between the present State Highway 62-64 junction and U.S. Highway 12, be added to the State Highway System and the section of existing State highway it replaces be removed from the State Highway System. This section of highway in Kamiah to be removed from the State Highway System includes the following:
 - a. Fifth Street from Pine Street to Main Street.
 - b. Main Street from Fifth Street to Third Street.

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6. Betterment type improvement to provide an oiled surface be applied to that portion of State Highway 7 between the State Highway 64-7 junction north of Nezperce and a point near the crest of the Gilbert Grade.
7. Following completion of the work outlined in paragraph 6, State Highway 7 be removed from the State Highway System between the State Highway 64-7 junction north of Nezperce and U.S. Highway 12 near Orofino.
8. Notice is taken of concerns expressed as a result of the corridor hearing for preserving the ecology of Lawyers Canyon. A study will be undertaken to identify and minimize possible damages to fish, game bird and wildlife habitat for presentation at design hearings.
9. The specific location of State Highway 64 in the immediate vicinity of Nezperce will receive more detailed study for presentation at the design hearing.

that these proposals will provide greater benefit to the State of Idaho than the economic loss and damage resulting to the area and the cities affected by said changes.

Hearing Determination - Corridor Relocation of U.S. 95 in and in the Vicinity of Cottonwood, Idaho County, Idaho, Project No. F-4113(22). A public hearing was held under State and Federal statutes at the Cottonwood Community Hall, Cottonwood, Idaho, at 2 p.m., Thursday, April 30, 1970.

The Board having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. U.S. Highway 95, in the vicinity of Cottonwood, be constructed on generally new location as shown in the hearing brochure dated March 1970.
2. Relocated sections of State highway, when completed, be added to the State Highway System.
3. Existing rural sections of State highway, when replaced by the relocation, be removed from the State Highway System.
4. The existing urban section of State highway in Cottonwood be retained on the State Highway System as a business loop.
5. The specific location and design of intersections connecting the proposed relocated segments of U.S. Highway 95 and the Cottonwood business loop be further evaluated during the detailed development of the project. (Opportunity will be offered for a future design hearing in Cottonwood to explain design details.)

6. That these proposals will provide greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Cottonwood from said changes.

Parking Prohibition on a State Highway (SH-55). The Board approved parking prohibition between Milepost 100.90 and 101.67 on the east side and on the west side of State Highway 55 located north of Boise adjacent to the Floating Feather Airport, as recommended and stated in marked Exhibit C-59, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
S-4712(1)	U.S. 95 (Bus.), Cottonwood Loop	Standard Approach Policy

Consultant to Kellogg - Osburn Claim Approved. The Board approved the Department's engaging Vern Otter as special consultant for evaluating the contractor's quantities claim by Murphy Brothers on the Kellogg - Osburn Project No. I-90-1(29)50 "Grading."

Murphy Brothers have agreed to sharing one-half the cost with the Department of the consultant's fee should the consultant rule in favor of the Department's position.

Orders of Condemnation.

The Board approved and signed the Orders of Condemnation for the following two parcels:

I-80N	I-80N-3(21)150	Arnold L. Runyon and Wanda P. Runyon	Parcel No. 22
SH-24	S-2790(11)	Duane Aslett and Opal Aslett	Parcel No. 5

The Board approved and signed the Orders of Condemnation on the following but directed the Department to get a new appraisal and instructed the Chief Legal Counsel to prepare a stipulation and transmit it to the Wright's attorney:

SH-14	FH-18(3)2	John Wright, et al	Parcel 2
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Approval of Deeds and Easements. The Board approved deeds and easements on the following:

US-95	STS-4114(563)	Harvey Schumacher	Parcel Nos. 2 and 2-R
US-2	F-5121(5) (Priest River Mtce. Yard Site)	Joslyn Manufacturing and Supply Co., Inc.	

The Board approved a 40 foot approach for Joslyn Manufacturing and Supply Co., Inc.

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Approval of Permits to use Right of Way. The Board approved the following permits to use right of way:

SH-52	S-3836(2)	Emmett Bible Hall (Frank E. Yarno)	3-70-49
SH-25	I-80N-3(1)214	Lovell J. Turner	2-70-32

NORTH IDAHO BOARD TOUR

The Board left Tuesday afternoon, May 12, on a tour of North Idaho. Those on the tour were:

C. Ed Flandro, Chairman
 Lloyd F. Barron, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary
 R. B. Christensen, Deputy State Highway Engineer
 Dean Tisdale, Planning Engineer
 Omar L. Homme, Division Engineer, Federal Highway Administration,
 Bureau of Public Roads, Boise

District Engineers from the respective Districts accompanied the Board on tour in their Districts.

Wednesday, May 13, 1970

Grangeville Meeting. Current U.S. 95 projects in the area were reviewed together with future planned projects.

Dave Bodine, Grangeville Highway District Commissioner and farmer, asked if there was any work planned for reconstructing and oiling State Highway 7 north to Nezperce.

State Highway Engineer Mathes replied there was nothing in the current program.

Mr. Bodine said it was difficult for him to see the justification of relocating State Highway 64 when State Highway 7 is still a graveled road.

An explanation then was made to Mr. Bodine that surplus Secondary County Funds are available to those areas where local matching moneys are available and projects ready. The local highway jurisdiction in the area can apply for such a program for State Highway 7.

Elk City Meeting. The Board met at 11 a.m. at the Elk City Community Hall with approximately 75 people, with Mrs. Nellie Triplett, Chairman of the Elk City Boosters Club, officiating.

Bob Ewing of the U.S. Forest Service presented the anticipated timber cut that would go out of the Elk City Road, State Highway 14, in lumber or logs from 1969 to 1974 averaging 60 million board feet annually. During this time an average of 15 trucks operating 10 to 12 hours daily would be required to move the timber products.

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Glen Shearer, owner of the Shearer Mill at Elk City, stated his mill's yearly cut would be 25 million board feet. Mr. Shearer stated that as a School Board Director the school buses carrying students to Grangeville High School is of deep concern. He stated that eight to ten new houses a year are being built in Elk City. He pointed out that numerous oiled roads - Newsome Creek Road and others - lead onto a graveled 22 mile State highway, some of which is 18 feet or less in width.

The Board concurred in the needs that were cited and assured the group of the Board's interest. Chairman Flandro cited the generous manner in which the Board had allocated \$825,000 of 100 per cent State Highway Funds to initiate a project on the route this summer.

Mrs. Triplett extended thanks from everyone there to the Board for their diverting 100 per cent State Highway Funds to this project.

The Board urged the group to write their congressional delegation to secure the release of approximately \$7 million in Forest Highway Funds frozen during the past three years.

The need for a oil dust treatment for 22 miles of State Highway 14 was mentioned as a safety factor that should be considered by the Department. The canyon location of the highway prevents sufficient air drafts to clear traffic dust.

It was also mentioned that oil dust treatments are used on feeder roads leading into the State Highway 14 area where there is heavy hauling by the U.S. Forest Service. Forest Road Development money is used to finance this type of betterment work.

Herbert R. McDowell Access Viewed on Ground. Upon the request of Herbert R. McDowell, the Board stopped in the Culdesac Canyon and viewed two points of access under consideration by Mr. McDowell but not granted by the Department. One to property acquired from the Belts family and one acquired from Mr. Norbo. Mr. McDowell pointed out that access to the property acquired from Mr. Norbo would suffice particularly since it would be a considerably higher structure and free of spring runoff floods.

The Board asked the Department to look at the Norbo's and Belt's contracts to reconsider an access at the Norbo property located at stationing 415+00 or 437+50 if not specifically prohibited in the two instruments. The Department was to report its findings after reviewing the right of way instruments at a future Board meeting.

Lewiston Meeting. The Board at 7 p.m. met with the Lewiston Chamber of Commerce. The Lewiston Hill study progress was reported and requests were received for a higher bridge structure to provide for adequate waterway navigation clearance at the Lewiston Memorial Bridge location.

The Chamber pointed out to the Board the following interests in priority are:

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1. Improved route up Lewiston Hill.
2. Highway 12 through downtown-rerouting.
3. Problems of the Memorial Bridge and slack water navigation.

The Chamber and City of Lewiston expressed interest in helping to obtain these objectives.

Carl Moore told the Board that the construction of the Lower Granite Dam with a five year completion date does firm up the fact that Lewiston will have slack water by March 15, 1975.

Financing of the raising of the Memorial Bridge might be done one of two ways, State Highway Engineer Mathes said. First, with the use of Primary Funds; the second alternative would be the passage of Senate Bill 3242 in Congress providing this project would qualify for inclusion in the bill's replacement of bridges for navigable waterways. \$150 million of priority by authorization of the Secretary of Transportation is called for in the Senate bill.

Thursday, May 14, 1970

Moscow Meeting. A prepared statement was received covering the need for improving U.S. 95, the Lewiston Hill, Moscow north to the Benewah County line, and passing lanes on three locations of U.S. 95 south of Moscow and north on both sides of Moscow Mountain.

District Engineer Lotspeich stated that a feasibility study is expected to be done in another year on this latter matter.

Secondary Highways - The Chamber of Commerce expressed their appreciation for the significant improvements on State Highway 8 west of Deary as well as the Neva Hill cut between Bovill and Elk River. The improvement of State Highway 9 between Deary and Harvard to State Highway standards by paving was discussed.

Deputy State Highway Engineer Christensen stated that this road does not have the characteristic of a State highway in the Department's opinion and so far the Board's long standing offer of improving it and removing it from the System when a local jurisdiction would take it over is still valid.

Improvement on State Highway 8 from Moscow to the Washington State line was requested. Mr. Christensen stated that the Department will still meet Washington State Department of Highways' timetable when it improves its section from the Washington line west to Pullman.

Urban Highways - The Chamber urged a short range remedy for Moscow's downtown traffic congestion. A traffic signal light has been installed at Jackson and Third Streets encouraging a significant volume of local traffic to use Jackson Street instead of Main Street. The thought was expressed that this new traffic pattern will develop warrant for another traffic signal light at North Main and D Streets in the near future.

The Department was urged to complete a study next year for alternate routes for U.S. 95 traffic through Moscow's downtown section.

The Board viewed alternates both on Jackson and Washington Streets prior to the meeting and expressed interest in the study findings.

On completion of the study, the Chamber urged the Department to approve a reconnaissance survey project.

The Chamber also asked that the Idaho Department of Highways lend its active support towards working for a consolidation of Highway Districts in Latah County.

It was pointed out that District Engineer Lotspeich would be calling a meeting as provided by the recent Legislature with the local Highway District jurisdictions and working with them regarding the consolidation of Highway Districts in Latah County.

St. Maries Meeting. The St. Maries Chamber of Commerce was apprised of current highway projects in the area as well as the Mottileme to Plummer project scheduled for a combined location and design hearing this summer.

The Chamber urged completion of a study that would bring improvements both to State Highway 5 and State Highway 3 which has been under consideration for some time.

The importance of local petitions to the congressional delegation for reinstatement of frozen Forest Highway moneys and increasing the amount was urged by the Board.

Post Falls Veneer Mill. Upon the request of the Idaho Veneer Plant, the Board viewed with its owners property which would be affected by the proposed design of Interstate 90 scheduled for hearing this summer.

The owners described the impact of the loss of acreage proposed to be taken for the Interstate and pointed out that if the interchange were moved 1500' further west the minimum take of $16\frac{1}{2}$ acres instead of the requested 24 acres was such that, in the Veneer Company officials' opinion, they could continue to operate. The acreage loss contemplated under the present design would necessitate eventual relocation of the mill according to the owners.

The Board indicated they would take the matter under consideration.

The Board later directed the Department to go to public hearing on the design as presently proposed so that all segments of the local people could be heard so that the Board might better evaluate the request of the Veneer Plant officials at that time rather than make a commitment without hearing from the City of Post Falls and other affected property owners.

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Board Meets with Associated General Contractors. The Board met with the Spokane Chapter of the Associated General Contractors in an evening meeting to explain the efforts of the Department to find a method for investing contractors retained moneys. Use of time deposit certificates would appear to best serve the security to the State as well as providing the contractor earned interest.

Deputy State Highway Engineer Christensen pointed out that the study on the matter so far shows that deposits held in escrow could present a real problem in case of contractor bankruptcy proceedings.

Contractor Jay Grant stated that he was concerned about the extensive amount of work being done by State Forces in District 5 with particular reference to the grading operation on U.S. 95 for several miles south of Naples. The Board viewed the improvement the next day.

Friday, May 15, 1970

Coeur d'Alene Meeting. The Board met with the Coeur d'Alene Chamber of Commerce at a breakfast meeting. The Chamber was brought up-to-date as to current projects in the area.

District Engineer Harding explained the extensive rest area program planned for District 5.

The Board asked for local support by resolutions to the congressional delegation for the release of frozen Forest Highway moneys withheld during the past three years.

Sandpoint Meeting. District Engineer Harding encouraged local support to restrict traffic to local traffic only over the Thama Rocks short detour. Mr. Harding outlined to the Chamber projects contemplated in the Sandpoint area.

The Chamber expressed their concern of traffic through town and pointed out the need for a good exit north of the Sand Creek interchange to serve Schweitzer Basin.

It was pointed out to the Chamber that it would be up to the County to coordinate a County road connection with U.S. Highway 95 north of the interchange.

The progress of the Hope project was outlined by Bureau of Public Roads Division Engineer Homme. He pointed out the frozen Forest Highway Funds status has curtailed work on both present and future projects. The Chamber was urged to write the congressional delegation for the release of Forest Highway Funds and to increase the funds from its present allocation which has remained static during the last 15 years.

Bonnors Ferry Meeting. Local State highway needs in the area from Eastport south were outlined to the Chamber.

As to the Bonners Ferry bypass project, the Board indicated their concern as to the jury's decision that was expected during the day regarding the Sandy property and that the Board was most anxious to get the project underway.

Inquiry was made as to the progress the Department is making in eliminating frozen bridge decks that contribute to accidents. The Naples overpass bridge was cited as an example.

Deputy State Highway Engineer Christensen stated that considerable research is being done with electronic temperature indicators installed in the concrete deck but as yet there has been no great success in the reliability of the installed temperature indicators. The Materials & Research Division of the Department is still continuing further research efforts along with other States in this regard.

The matter of sidewalks on the Bonners Ferry project was discussed and it was pointed out that this work is the City's responsibility or that of local improvement districts.

The Board urged the Chamber to write the congressional delegation to seek an increase in Forest Highway Funds and to seek administrative release of the present allocation frozen the past three years. Eastport to Copeland Junction was cited as a project on the Forest Highway System badly in need of improvement.

Sand Creek North Structure Extension Authorized. The Board authorized the Department, after viewing the problem on its North Idaho Board Tour, to develop a cooperative agreement with the Burlington Northern Railway Company to extend the proposed crossover bridge at Sand Creek to accommodate the future extension of U.S. 95 at some future project date when it is undertaken along Sand Creek.

The Board toured U.S. 95 and State Highway 1 to the Canadian line and returned to Coeur d'Alene where the tour ended.

WHEREUPON, the Board adjourned until their next meeting which is scheduled for June 11 & 12, 1970.

Read and Approved
June 11, 1970
Boise, Idaho


C. ED FLANDRO, Chairman

May 15, 1970

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

June 11, 1970

The Idaho Board of Highway Directors met in stated regular session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, June 11, 1970. Present were:

C. Ed Flandro, Chairman - Director, District 1
 Howard B. Thomason, Vice-chairman - Director, District 3
 Lloyd F. Barron, Member - Director, District 2
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the May Board Meeting and North Idaho Board Tour.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

SU-3786(4)	Orchard - Roosevelt
I-80N-3(42)193 &	SH-50 I.C. - Salt Lake I.C. & Salt
I-15W-5(14)121	Lake I.C. - Raft River I.C.
I-15-3(39)111 "B"	Bingham Co. Line - Bassett I.C.
STS-1481(544)	Lava Hot Springs - Pebble
STS-4780(513)	Orofino Creek Bridge & Approaches
STS-4114(564)	Potlatch Jct. - Benewah Co. Line
F-FG-1531(2)	Washington Street Railroad Overpass
S-5788(1)	Clark Fork - Montana State Line
I-90-1(61)5	Huetter Rest Area & P.O.E.
ST-3021(541)	Caldwell - East

Approval of Right of Way Plan. The Board approved the following right of way plan:

F-6471(39) Rigby Section

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

I-15-1(15)32, Sec. "A" - The work consists of constructing a 4-lane divided roadway to subgrade, approximately a one mile surfaced frontage road, drainage structures and seeding on approximately 3.896 miles of Interstate 15, Downey - Virginia, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to Nevada Rock & Sand Company, Las Vegas, Nevada, the low bidder, on June 4, 1970, in the amount of \$734,688.50.

I-15-1(61)47, STM-1151(503) & STM-1721(515) - The work consists of seal coating on approximately 7.424 miles (McCammon - Inkom) and 3.54 miles (Portneuf - South Pocatello) of I-15, and 19.08 miles of SH-39, Springfield - Riverside, in Bannock and Bingham Counties - Federal Aid Interstate & State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, on June 2, 1970, in the amount of \$123,537.00.

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ST-6471(590) - The work consists of constructing a plant mix pavement and seal coat on approximately 7.12 miles of US-191, Chester - Ashton, in Fremont County - State financed. The contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on May 27, 1970, in the amount of \$299,590.00.

Stockpile Project No. 3546 - The work consists of furnishing aggregate for road mix pavement in stockpile located north of M.P. 54 (US-20) in the District 3 Maintenance Yard, in Ada County - State financed. The contract was awarded to Bryan C. Rambo Crushing Co., Inc., Nampa, Idaho, the low bidder, on June 8, 1970, in the amount of \$25,785.00.

I-80N-2(9)91 - The work consists of constructing a 4-lane divided roadway, drainage structures, a cement stabilized base, concrete pavement, plant mix shoulders with seal coat, 1-320' steel and concrete underpass at Sta. 2087+40.67, 1-269' steel and concrete underpass at Sta. 2198+01.45, 1-301' steel and concrete underpass at Sta. 2293+22.35, 2-93' concrete overpasses at Sta. 2346+96.75, Illumination (conduit) on 5.667 miles of I-80N, Sebree I.C. - SH-68 I.C. and constructing a plant mix base and pavement with seal coat on the frontage roads, ramps, access roads and SH-68, in Elmore County - Federal Aid Interstate and State financed. The contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on June 12, 1970, in the amount of \$3,771,390.75.

ST-6501(522), (523) & ST-6742(508) - The work consists of constructing a plant mix pavement and seal coat on approximately 11.15 miles of US-26, Clark Hill - Granite Hill, and seal coating approximately 9.83 miles of US-26, Ririe - Clark Hill, and 0.99 mile of SH-48, Ririe Connection, in Bonneville County - State financed. The Board directed the State Highway Engineer to award the contract to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, in the amount of \$410,542.20.

ST-3112(530), ST-3112(531) & ST-4113(553) - The work consists of placing a scrub coat, plant mix pavement, and seal coating on 11.044 miles of U.S. Highway 95, Adams County Line North and South, in Adams and Idaho Counties - State financed. The Board directed the State Highway Engineer to award the contract to Quinn-Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$355,340.80.

ST-2391(534) - The work consists of placing a 0.2' roadmix pavement and fog seal on 7.00 miles of U.S. Highway 93, Shoshone to Newmans Corner, in Lincoln and Jerome Counties - State financed. The Board directed the State Highway Engineer to award the contract to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, in the amount of \$106,168.00.

F-2351(8) & STM-2392(521) & (522) - The work consists of seal coating 10.296 miles of temporary US-20, Gooding-East, 9.764 miles of US-93, Ice Caves-North and placing a leveling course and a .2' plant mix lift on 12.504 miles of US-93, Ice Caves-North and South, in Gooding, Lincoln and Blaine Counties - Federal Aid Primary & State financed. The Board directed the State Highway Engineer to award the contract to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, in the amount of \$427,686.00.

STS-1481(541) & Stockpile No. 1565 - The work consists of constructing a plant mix pavement on approximately 5.18 miles of US-30N, Bennington-Montpelier, and furnishing aggregate for road mix pavement in stockpile at the Montpelier Maintenance Yard, in Bear Lake County - State financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on June 12, 1970, in the amount of \$124,868.50.

Yard 6330 & Buildings 6331, 6332 and 6333 - The work consists of constructing a 40' x 114' pumice block maintenance building, 60' x 96' wooden sand shed, 2-28'-6" x 72' trailer shelters, a well house and well in the New Island Park Maintenance Yard, on Highway US-191, in Fremont County - State financed. The Board directed the State Highway Engineer to award the contract to Manwaring Construction Co., Rexburg, Idaho, the low bidder, in the amount of \$96,875.00.

STS-3836(508) - The work consists of constructing a 340' concrete bridge and approaches over the Payette River, North of Emmett, in Gem County - State financed. The Board directed the State Highway Engineer to award the contract to Max A. Boesiger, General Contractor, Inc., Mountain Home, Idaho, the low bidder, in the amount of \$364,781.50.

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

STS-1481(544), Lava - Pebble, Bannock and Caribou Counties - Mountain Bell

SU-3786(4), Overland Road (Roosevelt - Orchard), Ada County - Intermountain Gas Company, Boise Water Corporation, Bench Sewer District, Idaho Power Company and Mountain Bell

Out-of-State Travel. The Board authorized the following out-of-state travel:

Board Chairman Flandro to Washington, D.C., Federation of Rocky Mountain States, June 16 - 18.

State Highway Engineer Mathes to Chicago, Illinois to attend AASHO - American Association of Railroads Joint Committee Meeting, July 22.

Kent Barber, ADP Planning & Systems Engineer, to attend HEEP Conference, Seattle, Washington, July 16 & 17.

Max Jensen, Design Engineer, to attend AASHO Design Committee Meeting, Park City, Utah, July 29, 30 & 31.

Dale Tankersley, Safety Supervisor, to attend National Safety Congress to participate on program, Chicago, Illinois, October 26 - 29.

One person to B.P.R. Bridge Inspector Training Seminar, Portland, Oregon, September 15 - 17.

Personnel Actions. The Board approved the following merit increases to be effective July 1, 1970:

Planning & Traffic Engineer Phil Marsh, \$1406 - \$1477
 Maintenance Engineer Roy Jump, \$1406 - \$1477.
 Construction Engineer Don Cox, \$1406 - \$1477.
 Planning Survey Manager Ed Equals, \$1267 - \$1340.

City of Twin Falls Asks for Rehearing on North Five Points. The following City officials from Twin Falls appeared before the Board:

Frank H. Feldtman, Mayor
 T. G. Nelson, Councilman
 John Christoffersen, Councilman
 Win Jones, Councilman
 Jean Milar, City Manager

The delegation urged the Board to rehear the North Five Points hearing matter that was the subject of a public hearing on April 16 to which the Board determined to withdraw the proposal at last month's meeting. It concerned the design of North Five Points and the proposed relocation of U.S. 93 to a one-way couplet on Second Avenue North and Second Avenue West with the relinquishment of Blue Lakes Blvd. and adding Shoshone Street to the State Highway System from Second Avenue East to Addison Avenue.

The delegation pointed out that due to a transition in the publication of the Times News, the location and type of printing, that the news releases submitted for publication were not made. Due to this lack of publicity, the delegation explained that only negative witnesses appeared. The delegation admitted their dereliction in not appearing to support the proposal and stated, in their opinion, the majority of Twin Falls people approved of the hearing proposal.

The Board informed the delegation that the project financing had been transferred elsewhere to projects that were needed and supported locally, however, they would take the request under consideration.

Bonnors Ferry Right of Way Matter Retrial Ordered. The Board directed Chief Legal Counsel Tway to pursue the matter of retrial in the Sandy right of way matter that was a subject last month of a split jury decision which, in the Board's opinion, was of such an excessive amount that the Board in good faith could not accept the jury verdict.

Chief Legal Counsel Tway agreed to press for a new trial. Failing in obtaining a retrial, the Board directed the Chief Legal Counsel to appeal the case to the Supreme Court.

Board Approves Hiring of Outside Legal Counsel on Right of Way Court Cases. Board Vice-chairman Thomason expressed his disappointment in communications with him from the Department in the handling of the Bonnors Ferry Sandy right of way court matter.

Employment of special outside legal counsel in the future in such court right of way matters where local situations present the need for such was approved by the Board.

June 11, 1970

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Unused County FAS Funds Disposed Of. Secondary Roads Engineer Laragan reported to the Board the applications by Bear Lake County for \$47,900 for the Bear River Bridge at Pegram, Project S-1811(3), and the Central Highway District of Lewis County for \$90,000 to be applied on the Reubens Road, Project No. S-4746(2).

Upon the recommendation of Mr. Laragan, the Board concurred in extending the above \$137,900 to the above two county projects.

Requests were made but denied for two other projects: City of Nampa, 7th Street South, Project SU-3735(1), \$57,400; Bonneville County, Lewisville Road, Project S-6715(6), \$103,300.

Mr. Laragan stated that he had apprised the City of Nampa and Bonneville County that he could not now recommend the requested funding because the projects were either not ready or because funds were already available to fund the requested projects. He suggested that possibly next year they should reapply for any surplus funds then available if they are in a position to put those projects under contract.

The Board directed that the remaining \$486,100 in uncommitted funds be transferred to the State Secondary Roads Program in order to prevent that amount of FAS funds from being claimed by the Federal Government because of the expired time allocation to put them under contract.

Proposed Informational Direction Guide Signing Ordered to Public Hearing. Upon the recommendation of the Department and patterned after the Federal Register Informational Guide Sign Criteria, the Board approved a proposed policy for Interstate and Primary highway signing for Idaho subject to public hearing testimony submitted at a future public hearing to satisfy the Administrative Procedures Act requirements.

Acquisition of Maintenance Yard West of Blackfoot Approved. Assistant State Highway Engineer (Operations) Richardson submitted and recommended the purchase of Site B consisting of 10 acres on Groveland Road west of Blackfoot for an appraisal price of \$15,000.

The site was one of three that has been under consideration by the Department and offers the best service of the available three as a maintenance yard site needed by the Department in that area.

The Board concurred in the purchase of the recommended site.

Hearing Determination - Rule to Issue Permits For, and Regulate the Movements of, 14 Foot Wide Mobilehomes on Certain Routes or Sections of the State Highway System of Idaho. A public hearing was held at the State Highway Building Auditorium in Boise, Idaho at 2 p.m., Friday, May 22, 1970.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

1. That the proposed regulations providing for special permits for, and to regulate the movement of, 14 foot wide mobile-homes on certain routes or sections of the State Highway System of Idaho dated April, 1970, be and the same are hereby adopted.
2. Those certain Idaho highways are those shown on "Overwidth Mobilehome, Pilot Car Requirement Map" dated May, 1970.
3. Routes over which movements may move may from time to time be further restricted or broadened to additional sections or routes as the safe movement of 14 foot width mobilehomes dictates in the judgment of the Department's Permit Division.

Design Hearings on Interstate 90 from the Washington State Line to Ross Point Approved. The Board approved Hearing Officer Summers to proceed with the design hearings at Post Falls on July 20 and at State Line on July 21 in the above matter.

Economic Impact Analysis, Relocation of Lewiston Hill Portion of U.S. 95, Reviewed. The Economic Impact Analysis of the Relocation of the Lewiston Hill Portion of U.S. 95, which was made by Larry Smith & Company, Inc., of San Francisco, was reviewed by the Board.

The Board directed that certain portions of the report be further evaluated by the Department. The Department is to report further to the Board prior to release of the study.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
F-4113(45)	Cottonwood South and Bypass	*Partial Control, Type "A"
ST-4113(554)	Cottonwood Airport South	*Partial Control, Type "A"

* PARTIAL CONTROL, TYPE "A"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

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An existing approach may be exchanged for one at a new location providing better access control is obtained.

New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

Speed Control Zones in District 5 (SH 57). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 57 from Priest River urban extension to Nordman as recommended and stated in marked Exhibit A-302, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 2, SH 200). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 2 and SH 200 from Oldtown urban extension to Sandpoint urban extension as recommended and stated in marked Exhibit A-303, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Sandpoint (US 95, US 2, SH 200). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 95, US 2 and SH 200 from the east city limits (MP 493.95) to the north city limits (MP 495.20) in the City of Sandpoint as recommended and stated in marked Exhibit 304, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Oldtown (US 2, SH 200, SH 41). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 2, SH 200 and SH 41 from the Idaho-Washington State Line (MP 0.00) to junction with US 2 and SH 200 in the City of Oldtown as recommended and stated in marked Exhibit 305, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Priest River (US 2, SH 200, SH 57). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 2, SH 200 and SH 57 from the west city limits (MP 5.35) to the north city limits (MP 1.30) in the City of Priest River as recommended and stated in marked Exhibit 306, which is made a part hereof with like effect as though extended in full herein.

Sandpoint Traffic Control Signals. The Board authorized the City of Sandpoint to operate and maintain traffic control signals at five intersections in the City of Sandpoint, as recommended and stated in marked Exhibit A-307, which is made a part hereof with like effect as though extended in full herein.

Middleton Traffic Control Signals. The Board authorized the City of Middleton to operate and maintain traffic control signals at the following location:

SH 44 and Middleton School Crossing - BB Flasher

as recommended and stated in marked Exhibit A-308, which is made a part hereof with like effect as though extended in full herein.

Ashton Traffic Control Signals. The Board authorized the City of Ashton to operate and maintain traffic control signals at the following location:

US 191-20 and Main Street - Flashing Beacon - Amber
on US 191-20 and Red to Main Street

as recommended and stated in marked Exhibit A-309, which is made a part hereof with like effect as though extended in full herein.

McCall Traffic Control Signals. The Board authorized the City of McCall to operate and maintain traffic control signals at three intersections in the City of McCall, as recommended and stated in marked Exhibit A-310, which is made a part hereof with like effect as though extended in full herein.

Payette Traffic Control Signals. The Board authorized the City of Payette to operate and maintain traffic control signals at the following location:

16th Street and 2nd Avenue South - 4 Way Flashing Beacon
Flashing Amber to 16th Street and Red to 2nd Avenue South

as recommended and stated in marked Exhibit A-311, which is made a part hereof with like effect as though extended in full herein.

Traffic Control Signals in Smeltonville Revoked. Whereas, an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Smeltonville, the Board ordered that the minute entry of July 14, 1954, with respect to traffic control signals in the City of Smeltonville is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-312, which is made a part hereof with like effect as though extended in full herein.

Traffic Control Signals in Worley Revoked. Whereas, an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Worley, the Board ordered that the minute entry of November 19, 1954, with respect to traffic control signals in the City of Worley is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-313, which is made a part hereof with like effect as though extended in full herein.

Traffic Control Signals in Garden City Revoked. Whereas, an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Garden City, the Board ordered that the minute entry of May 29, 1954, with respect to traffic control signals in the City of Garden City is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-314, which is made a part hereof with like effect as though extended in full herein.

Traffic Control Signals in Cascade Revoked. Whereas, an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Cascade, the Board ordered that the minute entry of January 20, 1955, with respect to traffic control signals in the City of Cascade is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-315, which is made a part hereof with like effect as though extended in full herein.

Removal from State Highway System and Designation (US 30). The Board approved the removal of Main Street in the City of Twin Falls from the State Highway System and further ordered that State Highway No. US 30 be designated through the City of Twin Falls via a one-way couplet consisting of Second Avenue West and Second Avenue South and Second Avenue East and Second Avenue North, as recommended and stated in official Exhibit B-83, which is made a part hereof with like effect as though extended in full herein.

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Extension of State Highway No. 74. It was determined by the Board that the northerly terminus of State Highway No. 74 be extended via Shoshone Street to a junction with State Highway No. US 30 at Second Avenue North and Second Avenue East in the City of Twin Falls, as recommended and stated in official Exhibit B-84, which is made a part hereof with like effect as though extended in full herein.

Official Description of State Highway No. 71 Modified. It was determined by the Board that the official description of State Highway No. 71 be modified to provide that said highway begin at a junction with State Highway No. US 95 in Cambridge, Idaho, and extend northerly to the east bank of the Snake River in the vicinity of Brownlee Dam, as recommended and stated in official Exhibit B-85, which is made a part hereof with like effect as though extended in full herein.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation on the following:

- SH 34 S-1778(16) Oral S. Keller & Shirley Keller Parcel No. 13
- I-80N I-80N-3(21)150 Don Bauscher & Lloyd Barron, a partnership doing business as Bauscher Grain Company; Don Bauscher & Mary L. Bauscher; Lloyd Barron & Veronica Barron; Lloyd M. Little & Norma L. Little Parcel No. 18
- I-90 I-IG-90-1(51)0 Heirs & devisees of Frank Bingham & Mary E. Bingham, husband & wife, both deceased; State of Idaho (Department of Public Assistance) Parcel No. 70

Approval of Permit to use Right of Way. The Board approved the following permit to use right of way:

- SH 24 S-2790(7) Western Land & Cattle Company 2-70-051

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

- I-15W LSI-15W-4(6)
LSI-15W-4(4) R/W Portion of the Riparian Lands adjacent to Lots 2, 3 & 4 of Sec. 6, T. 9 S., R. 30 E., B.M. - to be sold to the State Parks Department for \$5,210. Parcel No. 7-1

Discussion of Request Made by the American Smelting and Refining Company for the relinquishment by the State to said Company of a portion of the right of way of now existing U.S. 10 in Sec. 20, T. 48 N., R. 4 E., B.M. (Vicinity of Silverton). The American Smelting and Refining Company had asked the Board to reconsider their previous decision. The Board did so and agreed again not to abandon this property.

Discussion of Future Negotiations with Tribal Council Involving Indian Lands of the Fort Hall Reservation (I-15W-4(12)81, I-15W-4(15)73 R/W). The Department requested authority from the Board to acquire the remainders of Indian allotment land in the vicinity of the Gas Line Road Interchange to be traded to the Tribe for the land needed from the Tribal land. The Board concurred in this request.

The Board also approved trading the Frank Benson property, Parcel No. 3, to the Tribal Council at a minimum value of \$22,600.

Exchange of Access Deed. The Board approved an Exchange of Access Deed on the following:

SH 7	ST-4771(503)	A. B. Curtis, Jack W. Fairley and Michael E. McNichols	Parcel No. 1-A
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Approval of Quitclaim Deed.

US 93	SAP 189 A(2)	Bert D. Barlow and Mildred A. Barlow
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The Board approved and signed the quitclaim deed which provides four access points and reserves turn-around for Department use.

Christensen Damage Claim.

SH 39	S-1721(14)	Vaughn M. Christensen	Parcel No. 17
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The Board directed the Department to attempt to negotiate settlement at \$12,500 for the \$15,000 asking price.

Future Board Meetings Scheduled. The Board set the following schedule for meetings through November of this year:

Monday, July 13, and Tuesday, July 14.

Monday, August 31, Tuesday, September 1, and Wednesday, September 2, until noon.

South Idaho Board Tour - Monday, September 28 through Wednesday, September 30, with a Thursday, October 1 Boise meeting.

Forest Highway Hearing and Allocation, Wednesday, November 18, with a Thursday, November 19, and Friday, November 20, Regular Meeting.

WHEREUPON, the Board adjourned until their next meeting.

C. Ed Flandro
C. ED FLANDRO, Chairman

Read and Approved
July 13, 1970
Boise, Idaho

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MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS
July 13 & 14, 1970

The Idaho Board of Highway Directors met in stated regular session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, July 13, 1970. Present were:

- C. Ed Flandro, Chairman - Director, District 1
- Howard B. Thomason, Vice-chairman - Director, District 3
- Lloyd F. Barron, Member - Director, District 2
- E. L. Mathes, State Highway Engineer
- Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the June Board Meeting.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

- | | |
|----------------------------------|--|
| STM-2441(525) &
STM-2862(510) | Heyburn & Overland Bridges |
| ST-4201(517) &
ST-4771(511) | Orofino-West & Orofino Br. No. Appr. |
| ST-6033(560) &
ST-1032(531) | Shelley to Idaho Falls |
| S-1811(3) | Bear River Bridge (Pegram) |
| ST-6462(506) | Jefferson Co. Line - West |
| I-80N-3(22)159 "A" | Wendell-Jerome |
| F-4113(32) | Whitebird Creek-North |
| ST-5152(525) | 1 Mile South of Santa-2.8 Miles North
of Soldier Creek Hill |
| I-15-3(29)134 | No. Roberts - Hamer I.C. |
| I-90-1(14)21 "B" | Blue Creek Bay Bridge |
| ST-2361(566) | Burley West |
| ST-1481(549) | Soda Springs - Georgetown |
| ST-3022(549) | Mtn. Home East & West |
| I-80N-2(30)59 | Isaac's Canyon-Sebree |
| ST-I80-1(501) | Franklin I.C. (Boise West Connector) |

Approval of Right of Way Plan. The Board approved the following right of way plan:

- | | |
|---------------|------------|
| STS-4780(514) | Greer Hill |
|---------------|------------|

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

I-15-3(39)111, Sec. "B" - The work consists of selective grading, installing guard rail and seeding I-15, at various locations, Bingham County Line - Bassett I.C., in Bonneville County - Federal Aid Interstate and State financed. The contract was awarded to R. V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on July 13, 1970, in the amount of \$142,236.50.

STS-1481(544) - The work consists of constructing the roadway on 0.81 mile (2-sections), widening the roadbed on 8.41 miles and constructing the base and a Type "D" surface treatment on the entire 9.22 miles of US-30N, Lava Hot Springs - Pebble, in Bannock and Caribou Counties - State financed. The contract was awarded to Maverick Construction Co., Burley, Idaho, the low bidder, on July 15, 1970, in the amount of \$335,095.00.

I-80N-3(42)193 & I-15W-5(14)121 - The work consists of modifying the sign structures at SH-50, Heyburn, Burley and Salt Lake Interchanges and modifying guard rail and signs and regrading slopes on ramps, Salt Lake I.C. - Raft River, in Jerome, Minidoka and Cassia Counties - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Gary D. Jones Construction, Burley, Idaho, the low bidder, in the amount of \$160,615.40.

SU-3786(4) - The work contemplated consists of constructing the roadway, drainage, curb and gutter, plant mix pavement, seal coat and signalization on 0.502 mile of the Overland Road, Orchard - Roosevelt, in Ada County - Federal Aid Secondary Urban & City of Boise financed. The Board directed the State Highway Engineer to award the contract to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$136,113.95.

STS-4114(564) - The work consists of furnishing and installing drainage structures, widening the roadbed and constructing a plant mix pavement on 9.771 miles of US-95, Potlatch Jct. - Benewah Co. Line, in Latah County - State financed. The Board directed the State Highway Engineer to award the contract to Poe Asphalt Paving, Inc., Lewiston, Idaho, the low bidder, in the amount of \$506,197.52.

STS-4780(513) - The work consists of constructing the approaches, a roadmix pavement and 64' concrete bridge on 0.322 mile of SH-11, Orofino Creek, in Clearwater County - State financed. The Board directed the State Highway Engineer to award the contract to A & R Construction Co., Lewiston, Idaho, the low bidder, in the amount of \$107,000.50.

I-90-1(61)5 - The work consists of constructing comfort and convenience facilities, port of entry building, planting, lawn construction, underground sprinkler system and illumination of Interstate Highway 90, Huetter Rest Area and Port of Entry, in Kootenai County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to McKim-Kiser Co., Osburn, Idaho, the low bidder, in the amount of \$274,624.40.

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ST-1531(515) - The work consists of constructing a 720' concrete and steel R.R. Overpass on Washington Street in Montpelier and 1.032 miles of roadway with a plant mix surface on 1.168 miles of Highway US-89, in Bear Lake County - State financed. The Board directed the State Highway Engineer to award the contract to Neilsen & Miller Construction Co., Inc., Twin Falls, Idaho, the low bidder, in the amount of \$1,038,560.05.

ST-3021(541) - The work consists of constructing a plant mix pavement (overlay) and seal coating on approximately 4.0 miles of US-Highways 20 and 26 (M.P. 35.2 - 39.2), Caldwell-East, in Canyon County - State financed. The Board directed the State Highway Engineer to award the contract to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$178,077.00.

S-5788(1) - The work consists of constructing the roadway, drainage structures, road mix pavement and seal coating on 7.995 miles of the Clarks Fork East Road, Clarks Fork - Montana State Line, in Bonner County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$333,162.50, subject to the concurrence of Bonner County.

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

S-5788(1), Clark Fork to Montana State Line, Bonner County - Northern Lights, Inc., General Telephone Company of the Northwest and Pacific Power and Light Company

STS-4780(513), Orofino Creek, S.H. 11, Clearwater County - Washington Water Power Company and General Telephone Company of the Northwest

F-FG-1531(2), U.S. Highway 89, Washington St. Overpass in Montpelier, Bear Lake County - Mountain States Telephone & Telegraph Company, Intermountain Gas Company and Utah Power & Light Company

Twin Falls North Five Points Rehearing Requests Read. The Board read miscellaneous correspondence received since the last Board meeting urging the Board to rehear the same proposal as submitted April 16 at Twin Falls regarding North Five Points.

The Board tabled the rehearing request matter. They directed the Department to initiate further study of alternate location routes affording traffic presently using U.S. 93 through Twin Falls the choice of a business route or a bypass route.

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Hearing Determination - Rules and Regulations for Control of Directional and Other Official Signs and Notices Along the Interstate and Primary Highways of the State of Idaho. A public hearing was held at the State Highway Building Auditorium, Boise, Idaho, at 2 p.m., Wednesday, July 8, 1970.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made an affirmative decision in the matter.

The regulation becomes effective August 2, 1970.

Out-of-State Travel. The Board authorized the following out-of-state travel:

State Highway Engineer Mathes, Deputy State Highway Engineer Tisdale and two other persons to attend the WASHO Conference at Anchorage, Alaska, October 11 - 16, 1970.

Planning & Traffic Engineer Phil Marsh to WASHO Planning Conference, Cheyenne, Wyoming, September 15 & 16, 1970.

Materials Engineer Charles Humphrey to AASHO Committee on Materials, Olympia, Washington, August 3 - 6, 1970.

Maintenance Engineer Roy Jump and Materials & Research Engineer Lief Erickson to Highway Research Board summer meeting and Research and Materials meeting, Sacramento, California, August 17 - 21, 1970. (Roy Jump to be reimbursed for travel and one day's subsistence. Subsistence and travel to be paid by Highway Research Board for Lief Erickson.

Legal Counsel to out-of-state for depositions on Yellowstone Pipeline case.

One person to Design on Welded Structures Seminar, Cleveland, Ohio, September 21 - 25, 1970.

Personnel Actions. Upon the recommendation of the Department, the Board concurred in the appointment of Howard Pilkington to that of Planning Engineer, \$1149 - \$1206.

Step 6 merit increases were approved for the following:

Design Engineer Max Jensen, \$1267 - \$1340.
 Surveys & Plans Engineer Blaine Sessions, \$1406 - \$1477.
 District 4 Engineer Marvin Lotspeich, \$1340 - \$1406.
 Assistant District 2 Engineer (Operations) Dale Harding,
 \$1149 - \$1206.

Materials Laboratory Building Contract Authorized. The Board concurred in the Department's proceeding to advertising for construction bids for the construction of the Materials Laboratory Building which is estimated to cost \$560,000. The building would be located on the Central Office grounds. Ultimate disposal of the present Laboratory Building at 27th and Main Streets when the present building is completed was also authorized.

The Department pointed out to the Board that considerable work will be required at the 27th Street and Fairview warehouse now being rented to meet City code electrical, etc., requirements. The Board asked for a more detailed study as to the disposition of the building.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
F-3281(23)	Nampa One-Way Couplet	Standard Approach Policy

The Board directed that the access control on the Mesa Hill - North Project No. F-3112(21) be resubmitted after a second look is given to tightening up the access control in view of the limited anticipated development of the north slope of the Mesa Hill and the need to expedite the movement of traffic on that section.

Interim Legislative Study Committee Activity Reported to Board. Planning Survey Manager Ed Equals recounted to the Board the progress being made by the Interim Legislative Study Committee appointed by the last Legislature saying that they have now at their disposal just about every statistic that might pertain to the subject of the needs of the various road systems in Idaho together with the present revenue sources and statutory allocation of funds.

Revised Policy on Traffic Control Devices Approved. The following policy is hereby adopted for Traffic Control Devices on the State Highway System for both Urban Extensions and Rural Sections. It shall supersede Highway Board Policy No. 105, dated 1/20/54, and Board Policy No. 122, dated 4/22/63.

A. State Highway Urban Extensions

1. Traffic Control signs and pavement markings shall be furnished, installed and maintained by the Department unless otherwise indicated by a Cooperative Maintenance Agreement with the community.
2. Traffic Signal installation costs shall be proportioned on the basis of intersection approaches on the State Highway System with installation, maintenance and operation requirements covered by a Cooperative Agreement with the community.

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3. School Crossing Traffic Signals meeting the minimum requirements of the Uniform Manual may be installed and maintained by the community at their full cost, subject to approval of the Board of Highway Directors.
4. Minimum street lighting shall be installed by the Department of Highways with operation, maintenance, and replacement costs the responsibility of the community as indicated in a Cooperative City/State Agreement.

B. State Highway Rural Sections

1. Traffic Control signs, pavement markings and street lighting shall be furnished, installed and maintained by the Department, except special installations by other Governmental Agencies specifically covered in other Agreements.
2. Traffic Signal construction costs shall be proportioned on the basis of intersection approaches on the State Highway System with the local rural highway jurisdiction sharing in the initial costs and the Department responsible for installation, maintenance and operation of the traffic signal.

Board Policy on Optional Federal Aid Matching Ratio Discussed.

A proposed Board policy was submitted in the above matter and for clarity it was suggested that the policy be revised and returned at a future Board meeting for reconsideration.

Traffic Control Signals in Cambridge Revoked. Whereas, an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Cambridge, the Board ordered that the minute entry of June 19, 1954, with respect to traffic control signals in the City of Cambridge is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-316, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (SH 67). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 67 from North of Mountain Home Air Force Base to Junction SH 51, as recommended and stated in marked Exhibit A-317, which is made a part hereof with like effect as though extended in full herein.

Rigby Traffic Control Signals. The Board authorized the City of Rigby to operate and maintain traffic control signals at two intersections in the City of Rigby, as recommended and stated in marked Exhibit A-318, which is made a part hereof with like effect as though extended in full herein.

Salmon Traffic Control Signals. The Board authorized the City of Salmon to operate and maintain traffic control signals at the following location:

Main Street and Challis Street - 4 Way Flashing Beacon, Flashing Amber to Main Street and Red to Challis Street

as recommended and stated in marked Exhibit A-319, which is made a part hereof with like effect as though extended in full herein.

Twin Falls Traffic Control Signals. The Board authorized the City of Twin Falls to operate and maintain traffic control signals at twelve intersections in the City of Twin Falls, as recommended and stated in marked Exhibit A-320, which is made a part hereof with like effect as though extended in full herein.

Gooding Traffic Control Signals. The Board authorized the City of Gooding to operate and maintain traffic control signals at the following location:

4th Avenue and Main Street - Flashing Beacon - Flashing Red East & West on 4th Avenue and Amber North & South on Main Street

as recommended and stated in marked Exhibit A-321, which is made a part hereof with like effect as though extended in full herein.

Preston Traffic Control Signals. The Board authorized the City of Preston to operate and maintain traffic control signals at the following location:

State Street and Oneida Street - Pretimed Traffic Signal

as recommended and stated in marked Exhibit A-322, which is made a part hereof with like effect as though extended in full herein.

Soda Springs Traffic Control Signals. The Board authorized the City of Soda Springs to operate and maintain traffic signals at three intersections in the City of Soda Springs, as recommended and stated in marked Exhibit A-323, which is made a part hereof with like effect as though extended in full herein.

Pocatello Traffic Control Signals. The Board authorized the City of Pocatello to operate and maintain traffic control signals at twenty-two intersections in the City of Pocatello, as recommended and stated in marked Exhibit A-324, which is made a part hereof with like effect as though extended in full herein.

Blackfoot Traffic Control Signals. The Board authorized the City of Blackfoot to operate and maintain traffic control signals at eight intersections in the City of Blackfoot, as recommended and stated in marked Exhibit A-325, which is made a part hereof with like effect as though extended in full herein.

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Boise Traffic Control Signals. The Board authorized the City of Boise to operate and maintain traffic control signals at thirty-six intersections in the City of Boise, as recommended and stated in marked Exhibit A-326, which is made a part hereof with like effect as though extended in full herein.

Fruitland Traffic Control Signals. The Board authorized the City of Fruitland to operate and maintain traffic control signals at two intersections in the City of Fruitland, as recommended and stated in marked Exhibit A-327, which is made a part hereof with like effect as though extended in full herein.

Nampa Traffic Control Signals. The Board authorized the City of Nampa to operate and maintain traffic control signals at ten intersections in the City of Nampa, as recommended and stated in marked Exhibit A-328, which is made a part hereof with like effect as though extended in full herein.

Weiser Traffic Control Signals. The Board authorized the City of Weiser to operate and maintain traffic control signals at four intersections in the City of Weiser, as recommended and stated in marked Exhibit A-329, which is made a part hereof with like effect as though extended in full herein.

Oldtown Traffic Control Signals. The Board authorized the City of Oldtown to operate and maintain traffic control signals at the following location:

US 2 and Idaho Avenue - Four Way Flashing Beacon

as recommended and stated in marked Exhibit A-330, which is made a part hereof with like effect as though extended in full herein.

Moscow Traffic Control Signals. The Board authorized the City of Moscow to operate and maintain traffic control signals at seven intersections in the City of Moscow, as recommended and stated in marked Exhibit A-331, which is made a part hereof with like effect as though extended in full herein.

Post Falls Traffic Control Signals. The Board authorized the City of Post Falls to operate and maintain traffic control signals at three intersections in the City of Post Falls, as recommended and stated in marked Exhibit A-332, which is made a part hereof with like effect as though extended in full herein.

Rexburg Traffic Control Signals. The Board authorized the City of Rexburg to operate and maintain traffic control signals at two intersections in the City of Rexburg, as recommended and stated in marked Exhibit A-333, which is made a part hereof with like effect as though extended in full herein.

Wallace Traffic Control Signals. The Board authorized the City of Wallace to operate and maintain traffic control signals at the following location:

Bank Street and 7th Street - Pretimed Traffic Signal

as recommended and stated in marked Exhibit A-334, which is made a part hereof with like effect as though extended in full herein.

Idaho Falls Traffic Control Signals. The Board authorized the City of Idaho Falls to operate and maintain traffic control signals at twenty-five intersections in the City of Idaho Falls, as recommended and stated in marked Exhibit A-335, which is made a part hereof with like effect as though extended in full herein.

Kellogg Traffic Control Signals. The Board authorized the City of Kellogg to operate and maintain traffic control signals at the following location:

Cameron Avenue and Hill Street - Fixed Time Traffic Signal

as recommended and stated in marked Exhibit A-336, which is made a part hereof with like effect as though extended in full herein.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation on the following:

- I-90 I-IG-90-1(51)0 William E. Decker & Eva Josephine Decker; Bonnie Krueger (formerly Boney Allen) & John Krueger Parcel No. 42
- SH 34 S-1778(16) Charles M. Shreves & Virginia Shreves Parcel No. 21

Approval of Deeds and Easements was given on the following:

- I-80N I-80N-2(15)50 Ken-Hill Investment Company & Great Western Investment Company Parcel No. 85R
- US 191 F-FG-6471(29) Muir-Roberts Co., Inc. Parcel No. 21R

Approval of Order Abandoning an Easement was given on the following:

- B1-6
Bear Lake County
District 1 Portion of Materials Source designated as B1-6 in the SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Sec. 16, T. 12 S., R. 44 E., B.M., Bear Lake County

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Approval of Order Abandoning Right of Way was given on the following:

Jct. SH 44 &
former US 30

SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Sec. 4, T. 4 N.,
R. 3 W., B.M., being a
portion of the Wye Con-
nection at the Junction of
State Highway 44 and former
U.S. 30

Approval of Permits to Use Right of Way. The Board approved the following permits to use right of way:

SH 24	S-2790(11)	E. C. Weiss	2-70-041-A
US 95	F-3311(1)	Laura Suter, et al	Parcel No. 29.1

Approval of Acquisition of Surplus Property was given on the following:

SH 34	S-1778(16)	Portion of SE $\frac{1}{4}$ SE $\frac{1}{4}$, Sec. 34, T. 12 S., R. 40 E., Wendell Forsgren	Parcel No. 11
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Holderness Right of Way Property Reviewed. Chief Legal Counsel Tway reviewed for the Board the Holderness property together with the four lots incorporated within the Holderness ownership which Holderness has sold.

The Board directed the Department to settle as best it can on a \$175,000 overall figure to Holderness and to purchase the four individual parcels at the current \$65.00 a front foot as per the appraised price.

Bonnors Ferry Project Status Reviewed. Chief Legal Counsel Tway apprised the Board that a new trial on the Sandy matter was denied by the court.

The Board directed the Department to examine the possibility of new locations for U.S. 95 that the Board would further evaluate alternatives that might better serve local as well as through traffic recognizing the age of the present Bonnors Ferry bridge and the high right of way costs associated with the needed improvement on the bench as the highway approaches Bonnors Ferry from the south should the prevailing bypass proposal be undertaken.

Board Authorizes Rigby - Thornton U.S. 20-191 Design and Location Hearing. The Board authorized the Department to proceed to public hearing on a rural section of U.S. 20-191 under Federal Aid statutes and regulations when the Department's hearing material is ready.

TUESDAY, JULY 14, 1970

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

- C. Ed Flandro, Chairman
- Howard B. Thomason, Vice-chairman
- Lloyd F. Barron, Member
- E. L. Mathes, State Highway Engineer
- Wayne Summers, Executive Secretary of the Board

1970 Additions to Betterment Program Approved. The Board concurred in the following plantmix overlay projects additions to the 1970 Betterment Program:

US 30N	Georgetown, North 9.4 Miles	\$ 470,000
US 191	Shelley, North 6.8 Miles	290,000
SH 3	Santa Area, 9.1 Miles	170,000
US 30	Burley, West 7.2 Miles	270,000
US 30	Mtn. Home, South 16 Miles	<u>570,000</u>
		\$1,770,000

The following four additional projects were approved by the Board on July 23:

US 30N	Lava Hot Springs, West 6.4 Miles	\$ 275,000
SH 25	Eden Corner, East 11.0 Miles	275,000
US 95	Moscow, South 13.7 Miles	700,000
SH 55	Round Valley Section, 6.8 Miles	<u>375,000</u>
		\$1,625,000

Forest Highway Funds Requested to Supply \$150,000 Over Engineer's Estimate on Elk City, Fall Creek - East, Project ST-4704(507). The State financed project which originally was a Forest Highway scheduled project (funds frozen) was found to be approximately \$150,000 short of funds based on a low bid of \$972,000.

The Board directed the Department to withdraw the State financing (\$825,000 Engineer's Estimate) unless the Bureau of Public Roads could come up with the \$150,000 over the Engineer's Estimate.

Idaho Bureau of Public Roads Division Engineer Omar Homme, who was present, stated he would contact the Regional Office to determine if such an amount is available to finance the deficiency.

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Sovereign Immunity Insurance Coverage Discussed. Upon the invitation of the Department, Insurance Commissioner John R. Blaine, his Executive Assistant Mildred S. Walker, Aetna Life & Casualty Company Superintendent of Indemnity Department Lawrence Howard and Marketing Superintendent Ronald H. Jensen both of the Spokane, Washington Regional Office met with the Board.

The delegation explained the rates and coverage involved in the proposed State of Idaho blanket liability policy submitted through the Aetna Life & Casualty Company covering various State Departments liability coverage under the sovereign immunity act but which would not cover the individual or professional personal liability of the State employees, which coverage is needed in the opinion of the Board.

The elements of the underwriting plan are as follows:

1. Estimated Annual Premium Subject to Retrospective Rating		
General Liability, to limits of \$25,000 per person, \$25,000 per occurrence and \$25,000 aggregate where applicable		\$125,000
2. Basic Premium - a percentage of the Estimated Premium Subject to Retrospective Rating - the charge for agency and company services, plus a profit loading, with a factor for limiting subject losses singly or in total, or both	13.4%	16,750
3. Loss Handling Charge - conversion factor to be applied to the losses incurred, to cover the cost of in- vestigating, defending and settling the case	13.5%	16,750
4. Tax Element - a factor to be applied to the Retrospective Premium other- wise developed to provide for state taxes and other assessments levied on premium income	4.2%	5,250
5. Estimated Premium Not Subject to Retrospective Rating - including:		
(a) Premium for limits in excess of those described in (1) above		27,000

6. Total Premium Formula

Premium Subject (1) x Basic Premium Percentage (2) plus Actual Losses x Loss Handling Factor (3) multiplied by Tax Factor (4) If between a Maximum of 125% of (1) and a Minimum of 65% of (1) plus Premium Not Subject (5)	\$156,250 \$ 81,250
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Comprehensive Coverage

<u>Coverage</u>	<u>Limits of Liability</u>	
Bodily Injury	Each Person	\$300,000
	Each Occurrence	\$300,000
	Aggregate-Products	\$300,000
Property Damage	Each Occurrence	\$300,000
	Aggregate	\$300,000
Medical Payments Premises	Each Person	Not Included
	Each Accident	Not Included
Other Personal Injury	Each Person	\$300,000
	Aggregate	<u>\$300,000</u>
	Advance Premium	\$152,000

The Department's share of the total State premium would be approximately 78 per cent with a minimum premium of \$118,852, a maximum of \$152,000, with a maximum retrospective reimbursement which might reduce the net annual premium to a floor of \$84,103.

The Board determined to not accept this policy offering and asked the Commissioner of Insurance to explore ways and means of covering the Department's individual liability along with the Department's coverage and to explore the possibility of bringing into the program more Departments of the State. It was the Board's thinking that such action might reduce the Department's net share of the total projected premium.

The Board stated that until actual cost experience has been established on which to base the various State Departments annual premium that, in their opinion, the Insurance Department should use the present proportionate pro-rating of the various years premium on the basis of current insurance premiums for the various Departments present premiums for liability coverage.

Commissioner Blaine indicated he thought the proposed coverage policy was developed in a very hurried manner and that since there is a legal extension before the sovereign immunity act takes effect, as stated by Chief Legal Counsel Tway, the Insurance Department would have further opportunity to explore coverage that the Department and Board felt was needed.

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Mildred Walker later stated that she would provide written confirmation concerning the fact that the Department does not have sovereign immunity comprehensive and liability coverage during this interim period to avoid any misunderstanding.

Peter Kiewit Claim on Project No. I-15-3(21)163. Appearing before the Board were Monte Bell, Area Manager; Forrest Stone, Engineer-Estimator; and Bill Boyd, District Manager, of the Peter Kiewit Company, Idaho Falls.

Forrest Stone presented to the Board a claim for added compensation in the amount of \$106,000.00. This claim is based on the contention that changes in design made by the Resident Engineer on the job necessitated use of different hauling equipment than planned by the Contractor at bid time and that this equipment was not readily available. As a result the Contractor contends a "Changed Condition" was created resulting in monetary loss to him.

The Board advised that a decision would be made at its August 31 meeting.

City of Rexburg Angle Parking Discussed. Meeting before the Board were the following delegation:

Henry Shirley, Mayor of Rexburg
 Richard L. Davis, Councilman
 G. Wendell Ritchie, Councilman
 John C. Porter, Rexburg Chamber of Commerce
 Steve Meikle, Rexburg Chamber of Commerce

The delegation pointed out that because of the 92 foot wide street they felt that angle parking should be permitted under the uniform traffic control book reference for streets without left turn bays.

State Highway Engineer Mathes pointed out that there was a choice as far as the City or the Board were concerned and that choice being confined to the elimination of left turning bays to accommodate movement of traffic with angle parking versus left turn bays as designed in the project which would require parallel parking.

Being aware of the City's views favoring the sacrifice of left turn bays for angle parking, the Board agreed to concur with their request by designing the street movement without left turn bays and permitting the City to continue permitting angle parking.

Board Chairman Flandro so advised the Mayor by phone that evening.

Stinker Station Access Through Public Road Connection to State Highway 24. Appearing before the Board was Neal Olson, Vice President and General Manager for Fearless Farris Stations, Inc. He informed the Board that his firm has been successful in getting a dedicated street - public road connection to State Highway 24 that will be maintained by the Minidoka Highway District and which hopefully would come within the Board policy permitting a median opening for improved access with the public road connections.

July 14, 1970

Mr. Olson stated that in addition to the property acquired for the station an additional property to the south was acquired adjoining the station site and on the front of both properties. Mr. Olson stated that a frontage road will be built by the property owner with an appropriate station set back thus affording better radii turning movements for trucks desiring to reverse their direction through the cut in the median directly in front of the public road connection.

Board Member Barron together with District Engineer Howard Johnson and Mr. Olson had viewed the problem on the ground recently and in Mr. Barron's opinion the proposed median opening would be a decided improvement by more safely accommodating trucks and other vehicles desiring to reverse their direction on the 60 mile an hour facility.

Chairman Flandro directed the Department to grant the median opening on a temporary basis and to continue to observe the vehicle accident experience.

Surplus Right of Way Asked for by American Smelting and Refining Company. Representing American Smelting and Refining Company of Wallace and appearing before the Board were the Messrs. R. F. Pettit, Jr., Chief Engineer, and George A. Deshler, Superintendent of Mills. They showed the Board the need for a mine tailings pond area just beyond the east end of the presently constructed Kellogg - Osburn freeway and in the west end of the Osburn - Wallace Project No. I-IG-90-1(17)60 now being designed.

Mr. Pettit stated that the available land area for a settling pond for mine tailings is so restricted in the area that additional land is needed at that point. He explained that a gravity flow pipe across the railroad would be required, together with an emergency area on which to deposit the material in the pipe line when power failures occur on the other side of the right of way.

The Board stated that it would like to cooperate with the industry insofar as possible, however, until the design is firmed up, which will be in the next 60 to 90 days, the amount of surplus land available, if any, in the area needed for the settling pond is unknown at this time.

The Board directed the Department to advise Mr. Pettit when the design is complete as to any available unneeded right of way in the area shown by the plat left with State Highway Engineer Mathes.

WHEREUPON, the Board adjourned until its next meeting scheduled for August 31, September 1 & 2, 1970.

Read and Approved
September 1, 1970
Boise, Idaho


C. ED FLANDRO, Chairman

July 14, 1970.

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

August 31 & September 1, 1970

The Idaho Board of Highway Directors met in stated regular session at 5:00 p.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, August 31, 1970. Present were:

C. Ed Flandro, Chairman - Director, District 1
 Lloyd F. Barron, Member - Director, District 2
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary of the Board

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

PW-106(5)	Idaho State University Drivers Training Facility
S-6760(5)	Hibbard - Parker
ST-1481(548)	Topaz - Lava Hot Springs
ST-2864(511)	Eden Corner - East
ST-3271(537)	Round Valley - No. of Clear Creek
STM-2441(525) & STM-2862(510)	Heyburn & Overland Bridges
ST-6471(591)	Rexburg Main Street
STS-3281(538)	Blaine & Cleveland Lighting
STS-2790(512), STM-2864(508) & Stockpile 2559	8th Street (Rupert) & Declo Streets
ST-4114(569)	Genesee - Moscow
S-2809(13) & S-2809(16)	Jct. US-93 - Picabo & Timmerman Rest Area
I-15-1(42)25 "A" Bldg. No. 9904	Malad Summit Rest Area Well Central Materials Testing Laboratory, Boise
I-15-3(35)142 "A"	Sage Jct. I.C. Rest Area Well
I-80N-3(22)159 "B"	Wendell to Jerome (Structures)
STS-6471(559)	Twin Groves Canal (Culvert Extension)

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

ST-6471(591), U.S. Highway 191, Rexburg Main Street, Madison County - Mountain States Telephone & Telegraph Company

S-2809(13), Jct. U.S. 93 - Picabo, State Highway 68, Blaine County - Mountain States Telephone & Telegraph Company and Idaho Power Company

FHP-23-1(1) Const., F-3271(8) R/W, Highway Overpass near Horseshoe Bend, Boise County - Idaho Telephone Company and Idaho Power Company

F-4113(32), Whitebird Creek - North, Idaho County - Idaho Telephone Company and Idaho County Light & Power Cooperative Assoc., Inc.

I-80N-3(22)159, W. Wendell I.C. (excl.) - W. Jerome I.C. (excl.), Gooding & Jerome Counties - Idaho Power Company and Mountain States Telephone & Telegraph Company

September South Idaho Board Tour and October Board Meeting Dates Reconfirmed. The Board reconfirmed the dates of the South Idaho Board Tour which is scheduled for September 28, 29 and 30, with the Boise regular Board meeting on October 1.

Personnel Actions. The Board approved the following Step 6 merit increases:

George Neumayer, Administrative Director, from \$1267 to \$1340, effective October 1, 1970.

L. F. Erickson, Materials & Research Engineer, from \$1406 to \$1477, effective November 1, 1970.

Faber Tway, Chief Legal Counsel, from \$1267 to \$1340, effective November 1, 1970.

Jerry Dick, Assistant Construction Engineer, from \$1149 to \$1206, effective November 1, 1970.

The same type raises were approved effective September 1, 1970, for the following:

E. L. Mathes, State Highway Engineer, from \$1710 to \$1795.

Wayne Summers, Board Executive Secretary, from \$1084 to \$1149.

The Board approved the promotion of Keith Longenecker, Assoc. Traffic Engineer I, to Assistant Planning Engineer, from \$992 to \$1042, effective September 1, 1970.

Appointment of Assistant Board Secretary Reconfirmed. The Board reconfirmed for the record the appointment of Elinor Wright as Assistant Board Secretary for the purpose of certifying documents coming under the purview of the Idaho Board of Highway Directors as made by Board Chairman Flandro on August 13, 1970.

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

Assistant Traffic Engineer Clayton Sullivan to attend Highway Lighting Seminar at Seattle, Washington, September 9-10, 1970.

EEO Coordinator Thomas McAdams to attend EEO Workshop at San Francisco, California, September 17-18, 1970.

Materials and Research Engineer Lief Erickson to attend NCHRP Panel Meeting at Washington, D. C., September 15-18, 1970. Travel and subsistence to be paid by NCHRP.

Equipment Engineer Carl George to attend Annual Meeting of Western States Equipment Engineers/Superintendents at Salem, Oregon, on September 15-16, 1970.

Locating-Photogrammetric Engineer R. T. Gwin to attend Photogrammetry, Survey and Mapping Conference in Denver, Colorado, October 6-10, 1970.

Associate Planning Engr. I Elmer Kassens to attend B.P.R. Transportation Planning Course at Washington, D. C., October 14-30, 1970.

Chief Landscape Architect Leroy Brady to the Federal Transportation Environmental Resource Inventory Workshop at Madison, Wisconsin, September 28-October 2, 1970.

Chief Right of Way Agent Bruce White to Olympia, Washington, September 14-15, 1970, to be on a panel for the purpose of interviewing and making recommendations for the new Chief Right of Way Agent for the Washington Highway Department at the request and expense of the Washington State Personnel Commission.

Department Out-of-State Travel Broadened. Recognizing the need for such out-of-state travel as Legal to take depositions and Right of Way for contract negotiations, the Board authorized Board Policy #611 dated 1/6/60 to be revised as follows:

The Board authorized the State Highway Engineer to approve out-of-state travel for Department employees, when, in his opinion, such travel is required in their work routine; ~~for instance, such as the picking up for Idaho delivery Armed Forces surplus equipment.~~

Department 1971 - 1972 Legislative Budget Approved. The Board took under consideration and upon the recommendation of the Department adopted as submitted the Department's budget for the fiscal year July 1, 1971, to June 30, 1972, in the amount of \$69,714,859.00.

The Board approved the budget and agreed that it should be submitted in a manner prescribed by the Administrator of the Budget. However, they expressed their concern because it included only the salaries and wages required for the employees and normal in-grade raises and promotions.

Following some discussion, the Board directed the Department to advise the Administrator that when the budget is ultimately submitted to the Legislature that it should reflect such additional salaries

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and wages to more realistically meet the levels of those of other employers in Idaho and in the area of our manpower competition. The Board further directed that the Department cooperate with the Personnel Commission and prepare and submit to the Administrator of the Budget an addendum to the Department budget which reflects the appropriate salary and wage amounts recommended by the Personnel Commission.

Continuation of "Maintenance Man of the Year" Award Approved.
Upon the recommendation of the Department, the Board approved, subject to concurrence of the Governor, a continuation of the Governor's naming the "Maintenance Man of the Year" from the Idaho Department of Highways.

TUESDAY, SEPTEMBER 1, 1970

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

C. Ed Flandro, Chairman
Lloyd F. Barron, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the July Board Meeting.

Rodney Hawes Urges Board to take Owyhee County Road on State System.
Appearing before the Board were Rodney Hawes, Marsing, Ben Reavis of Boise and Jesse Wilson, Secretary of the Owyhee Cattlemen's Association. The delegation urged the Board to place the Owyhee County Road, 80 mile section from Marsing to Hammett, on the State Highway System for the various and same reasons presented at previous sessions of the Board; namely, in financing inability of the County to maintain the road and that the road would now have the characteristic of a State highway.

Board Member Barron pointed out that when the Interstate System has been completed it is hopeful that Primary and Secondary moneys would be increased to where the Department would be in a good position to make System adjustments that have developed over these years at that time.

State Highway Engineer Mathes pointed out that a needs study and reclassification of highways, streets and routes throughout the State is now under way and when completed will point up those roads that factually do have the characteristic of a State highway and those on the State Highway System that have failed to maintain those characteristics.

Board Chairman Flandro stated that the Board will have to review the entire State Highway System when this study is completed and felt that this road would have some priority and that the Board would be factually informed at that time and then be in a better position to answer their request.

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Mr. Hawes stated that the Board could count on a continuing appearance before the Board by delegations pressing for this action until the Board accedes to the demands to place the Owyhee County Road on the State Highway System.

Forest Highway Project Priorities for State Highway 14, Elk City Route, Established. To permit orderly planning by the U.S. Department of Transportation and upon the recommendation of the Planning & Traffic Division, the Board approved the sequence of projects on State Highway 14 in the following order based on traffic accident history:

Continue building projects eastward from Fall Creek which lies east of the project now under construction to the vicinity of Sherers Mill and then to construct east from the Clearwater River Bridge and so advise the U.S. Bureau of Public Roads in planning and designing their projects.

City of Ucon's Request for Improvement of Market Street on U.S. 20-191 in Ucon. In response to a letter from the City of Ucon requesting an improvement of Market Street on U.S. 20-191 in Ucon, the Board directed the Department to take no action on this request at this time but to group similar requests from other cities in the State and when the Department's minor betterment projects are taken into consideration for the 1971 and later programming to evaluate each on a priority basis in relation to budgetary available moneys for this type of project. The City of Ucon will be advised in December as to the disposition of its request.

Preliminary Alternate Locations of U.S. 95 in the Vicinity of Bonners Ferry Submitted. The Board was advised that the District has completed preliminary cost estimates for five alternate locations for U.S. 95 in and around Bonners Ferry.

The Planning & Traffic Division presented traffic assignments to each alternate, basically a bypass west of Bonners Ferry which attracts 1,800 vehicles per day of the present 4,700 vehicles per day crossing the existing Kootenai River Bridge. The other alternates would include a new bridge parallel to and near the existing structure. The cost of the west bypass was initially estimated at \$4 million plus additional costs for a business loop. Costs of the alternates near the existing bridge range from about \$6 million to \$6 $\frac{1}{2}$ million.

Kamiah - Nezperce Location of State Highway 64 Environmental Statements Reviewed. The Planning Section reviewed for the Board various statements and letters received since the Kamiah - Nezperce hearings regarding the relocation of State Highway 64 and brought the Board up-to-date on those facets and correspondence that were received after the July Board meeting.

Speed Limits in Middleton (SH 44). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 44 in the City of Middleton, as recommended and stated in marked Exhibit A-337, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (SH 44). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 44 from Junction Old US 30 - Middleton to Milepost 57.40, as recommended and stated in marked Exhibit A-338, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 20, 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20, 191 from Junction with US 26 to Montana State Line, as recommended and stated in marked Exhibit A-339, which is made a part hereof with like effect as though extended in full herein.

Removal and Abandonment from the State Highway System (US 95). The Board approved the removal of a portion of State Highway No. US 95, 0.675 mile in length, and described as beginning at a point 0.085 mile north of the Dufort Overhead and extending northerly; and, further, abandoned as a public road a portion of State Highway No. US 95, 0.555 mile in length, and described as beginning at a point 0.760 mile north of the Dufort Overhead and extending northerly, as shown in official Exhibit B-86, which is made a part hereof with like effect as though extended in full herein.

Redesignation of U.S. 30 South. The Idaho State Board of Highway Directors hereby approves the redesignation of U.S. 30 South from a junction with U.S. Route 30 North at Burley via Declo to the Yale Interchange and thence via Interstate Route 80N to the Idaho-Utah State Line near Snowville, Utah.

Tort Claim Settlement Approved by the Board. The inverse condemnation claims of Schow and McMurtrey were explained to the Board and after due consideration, the Board directed the Legal Division to settle the Schow claim for \$200 or both Schow and McMurtrey claims up to \$1,000 for the two.

James W. Hopper Tort Claim Settlement Approved. The Board authorized the Legal Division to attempt to settle the Hopper tort claim up to but not exceeding the amount of \$20,000.

Holderness Condemnation Settlement Authorized by Board. In an attempt to settle the Holderness right of way matter on the Sandpoint North project, the Board authorized Chief Legal Counsel Tway to close the negotiations for \$150,000 and thereby causing Holderness to make settlement on the various parcel owners including disputed sales.

Board Takes Action on Sandy Property After Inquiry from Governor Samuelson. Board Executive Secretary Summers reported to the Board that Governor Samuelson had inquired from Sandpoint on Monday as to the status of the Bonners Ferry project. The Board was apprised of the Governor's concern and his interest in this project. An inquiry was subsequently made to Legal Counsel as to the legal status of the Sandy Property.

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Counsel Tway advised the Board that settlement of this case could include purchase of the property, some court costs and interest of six per cent from the date of filing of the original condemnation case.

The Board instructed Mr. Tway to obtain a figure from Mr. Sandy's attorney as to what the total amount to consummate the property transaction would amount to at this time while Mr. Tway was in the area settling the Holderness property at the direction of the Board. The Board directed Mr. Tway to immediately convey the settlement figure to Mr. Mathes and the Board if such a figure is obtainable in light of the appeals pending.

The Board approved the context of a letter dated September 1 to City Attorney Peter Wilson in reply to his letter to the Board Members dated July 24.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation on the following:

US 91	F-FG-6471(29)	Roy E. Rounds & Norma Rounds	Parcel No. 9
US 91	F-FG-6471(29)	Virgil M. Hancock & Ruby Hancock; Effie Andrus	Parcel No. 11 & 12
I-80N	I-80N-3(21)150	Kenneth Bradshaw and Eleanor Bradshaw, and Gary Bradshaw	Parcel No. 1
I-80N	I-80N-3(21)150	Marion L. Little and Geneva Bertha Little	Parcel No. 19
I-90	I-IG-90-1(51)0	Arthur G. Gardner	Parcel No. 75
SH 24	S-2790(11)	Walter W. Bowman and Ceciel Bowman	Parcel No. 10

Approval of Right of Way Settlement in Excess of \$40,000 was given on the following:

I-80N	I-80N-3(21)150	North Side Canal Company, Ltd. - \$53,715 plus 10 per cent if necessary	Parcel No. 40
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Approval of Deeds and Easements was given on the following:

SH 8	S-4800(11)	Marie Flodberg	Parcel No. 3R
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Exchange of Access Deeds. The Board approved Exchange of Access Deeds on the following:

SH 21	FH-25-6(2)	Robert L. Garner and Marilyn Garner	Parcel No. 5-A
SH 55	F-3271(1)	Geertson Lumber Company, Inc.	Parcel No. 3A

Approval of Permits to use Right of Way was given on the following subject to the approval of the Bureau of Public Roads:

US 191	F-6471(13)	Michiana Lumber and Supply, Inc.	6-70-27
US 30	F-2361(33)	Lyle C. Abel	2-70-038

Approval of Total Purchase.

I-90	I-IG-90-1(17)60	William V. Stansfield	Parcel No. 13
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The Board approved total parcel acquisition at \$19,000 and approved sale of the remainder for a minimum acceptable bid of \$5,000 with the stipulation the house had to be moved.

Discussion of the Proposal Made by the Corps of Engineers for the Sale of Certain Tracts of Land in the Vicinity of Lewiston in Connection with the Lower Granite Project. The Board approved sale to the Corps of Engineers of Parcels 528-1, 528-2 and 544 for \$33,900 with the stipulation that the Corps of Engineers would move or pay for having moved the stockpile on Parcel 528-2.

Discussion of Fletcher Street Property, (Former District No. Three Office and Equipment Storage Site). The Board instructed the Department to retain the Fletcher Street property, move the smokestack, seal off the boiler room, and gave permission to offer a five year lease on the property if the written lease protects the State from liability of claims by reason of the condition of the property.

Approval of Proposed Settlement.

US 95	F-5116(12)	Restlawn Memorial Park, Inc.	Parcel No. 42
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The Board approved acquisition of 20 acres from the McFarland property to be traded to Restlawn Memorial Park, Inc. and the retention of the severed area from Restlawn Memorial Park, Inc. in the name of the Department for a sale at a future date.

Discussion of Negotiations with Tribal Council involving Indian Lands of the Fort Hall Reservation, I-15W-4(12)81, I-15W-4(15)73 R/W. The Board approved settlement for lands across the Indian Reservation at \$166,293.70 provided the State would be released from paying the construction cost of the irrigation system.

Approval of Acquisition of Presently Rented Maintenance Shed Site at Cambridge. The Board approved acquisition up to \$14,000.

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Revised Policy Governing Acquisition and Disposition of Improvements to be Cleared from Right of Way Approved. The following policy was approved and supersedes Highway Board Policy No. 305 dated 8/13/63:

1. The property owner may be allowed to retain his improvements based on a retention value predetermined by the Department.
2. All salable improvements acquired will be disposed of by means of public auction to the highest bidder, except as follows:
3. When it is in the best interest of the State, a trade of an acquired improvement to another displaced property owner is permissible. Value to be received by the State for the traded improvement will be based on the predetermined retention value.

Peter Kiewit Claim on Project I-15-3(21)163, Dubois to China Point. The Board reviewed all aspects of the above claim and after due consideration denied the claim.

Hearing Determination - Location and Design of U.S. 95 in and in the Vicinity of Plummer, Benewah County, Idaho, Project F-FG-5115(5). A public hearing was held at the Plummer Grade School, Plummer, Idaho, at 2 p.m., Wednesday, August 12, 1970.

The Board having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision of the proposal, to wit:

The Idaho Board of Highway Directors finds and determines that:

The Idaho Department of Highways will proceed with the design and construction of the proposed location as submitted at the above hearing.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Plummer or Benewah County from said proposed changes.

Washington State Line to Post Falls Hearings Reviewed. In reviewing the hearing transcripts, subsequent correspondence and Alternate 5 and 6 design for the East Post Falls Interchange, the Department was directed to proceed with Alternate 6 design and to press the approval for a full interchange at Pleasant View Road south of State Line in the final design to be built during the initial construction stage of the project.

Progress Report on Perrine Bridge Cost Estimate Reviewed. The Department showed the Board an artist's rendering of the proposed Perrine Bridge design as recommended by the consulting engineering firm of Howard, Needles, Tammen & Bergendoff with an estimated cost of \$7.3 million.

Deputy State Highway Engineer Tisdale quoted from the Idaho Motor Transport Association's letter of the additional cost to four of the truck companies operating in and out of Twin Falls amounting to approximately \$37,000 per year.

The Board concurred in the Department's recommendation to proceed with the design of the structure on the basis set forth in the Consultant's report.

Board Directs the Department to Proceed with Blue Creek Bay Bridge Award, Project No. I-90-1(14)21 Section "B". After being briefed by the Department and the Legal Division concerning the Federal court case involving the awarding of the Blue Creek Bay Bridge bids opened on August 18, which have been held in abeyance by the Department until this Board meeting, the Board after re-evaluating all aspects--environmental, location and benefits to the highway user--directed the Department to proceed with awarding the contract to the low bidder, Dale M. Madden Construction, Inc., Seattle, Washington, in the amount of \$2,750,752.00.

Blaine County Planning & Zoning Commission Correspondence Considered Regarding Bid Opening of Junction US-93 - Picabo & Timmerman Rest Area Projects No. S-2809(13) & (16). The Board read a letter from the Blaine County Planning & Zoning Commission addressed to the Governor and referred to the Highway Board. After considering all environmental aspects as well as obligations to the highway user, the Board determined that the projects location and design under which bids were opened today was in the best interest of the State. The Department expressed assurance that environmental considerations were included in the design and would be recognized throughout the construction of the project. The Board then directed the Department to award the contract to the low bidder, Western Construction, Inc., Boise, Idaho, in the amount of \$1,075,093.85.

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

STM-2441(525) & STM-2862(510) - The work consists of constructing an epoxy overlay on the Heyburn Bridge (US-30N) and the Overland Bridge (SH-27), in the vicinity of Heyburn and Burley, in Cassia and Minidoka Counties - State financed. The contract could not be awarded to Robinson & Robinson, Ephrata, Washington, the low bidder, as the Contractor did not hold an Idaho Contractor's License at the time of bid opening. The projects were readvertised on August 18 and the Board directed the State Highway Engineer to award the contract to Federal Construction Company, Spokane, Washington, the low bidder, in the amount of \$65,454.55.

ST-4201(517) & ST-4771(511) - The work consists of seal coating approximately 5.6 miles of US-12, (Orofino-West), and 0.199 mile of SH-7, (Orofino Bridge North Approach), in Clearwater County - State financed. As the low bid was 38.6 per cent over the Engineer's Estimate, the bid was rejected.

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S-1811(3) - The work consists of constructing a 141' concrete bridge over the Bear River, near Pegram, in Bear Lake County - Federal Aid Secondary and County financed. The contract was awarded to Weyher Construction Co., Salt Lake City, Utah, the low bidder, on August 11, 1970, in the amount of \$70,369.00.

ST-6033(560) & ST-1032(531) - The work consists of placing a leveling course, plant mix pavement and seal coating 6.815 miles of U.S. Highways 91 and 191, Shelley to Idaho Falls, in Bingham and Bonneville Counties - State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, on August 25, 1970, in the amount of \$288,235.50.

ST-6462(506) - The work consists of reconditioning the existing surface and constructing a plant mix pavement and seal coating on approximately 4.903 miles of SH-88, Jefferson County Line - West, in Butte County - State financed. The contract was awarded to Kennaday Paving Company, Idaho Falls, Idaho, the low bidder, on August 11, 1970, in the amount of \$179,577.50.

ST-2361(566) - The work consists of constructing a plant mix pavement and seal coat on approximately 7.186 miles of US-30, Burley - West, in Cassia County - State financed. The contract was awarded to Inland Asphalt Co., Spokane, Washington, the low bidder, on August 18, 1970, in the amount of \$252,269.25.

ST-5152(525) - The work consists of constructing a plant mix pavement (overlay) on approximately 9.1 miles of SH-3 and US-95A, 1 mile south of Santa - 2.8 miles north of Soldier Creek Hill, in Benewah County - State financed. The contract was awarded to Inland Asphalt Co., Spokane, Washington, the low bidder, on August 18, 1970, in the amount of \$127,505.10.

I-80N-3(22)159, Sec. "A" - The work consists of constructing the roadway, drainage structures, plant mix base, plant mix surface, seal coating, illumination and 5 concrete box culverts on 8.398 miles of Interstate Highway 80N, Wendell to Jerome, in Gooding and Jerome Counties - Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on August 25, 1970, in the amount of \$5,278,860.55.

F-4113(32) - The work consists of constructing embankment to sub-grade, drainage structure and fencing on 2.895 miles of U.S. Highway 95, Whitebird Creek - North, in Idaho County - Federal Aid Primary and State financed. The contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on August 17, 1970, in the amount of \$2,219,818.00.

I-15-3(29)134 - The work consists of constructing the roadway (SBL), plant mix pavement and signing on approximately 14.563 miles of Interstate Highway 15, N. Roberts - Hamer I.C., in Jefferson County - Federal Aid Interstate and State financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on August 27, 1970, in the amount of \$2,854,414.00.

ST-1481(549) - The work consists of reconditioning and placing aggregate base on 4.0 miles, placing a leveling course on 5.6 miles, a plant mix surface and fog seal on 9.6 miles of U.S. Highway 30N, Soda Springs - Georgetown, in Bear Lake and Caribou Counties - State financed. The Board directed the State Highway Engineer to award the contract to LeGrand Johnson Construction Co., Inc., Logan, Utah, the low bidder, in the amount of \$424,064.50.

ST-3022(549) - The work consists of placing a plant mix pavement on 19.76 miles of U.S. Highway 30, Mountain Home East and West, in Elmore County - State financed. The Board directed the State Highway Engineer to award the contract to Inland Asphalt Co., Spokane, Washington, the low bidder, in the amount of \$412,916.80.

PW-106(5) - The work consists of constructing a drivers training area, base, bituminous surface treatment and curbing at the Idaho State University, in Bannock County - State financed. The contract was awarded to Bannock Paving Co., Pocatello, Idaho, the low bidder, on August 28, 1970, in the amount of \$21,833.50.

I-80N-2(30)59 - The work consists of selective grading, modifying drainage structures and guard rail, and seeding on approximately 30.028 miles (Intermittent Sections) of I-80N, Isaac's Canyon - Sebree, in Ada and Elmore Counties - Federal Aid Interstate and State financed. The contract was awarded to Galey Construction Co., Inc., Boise, Idaho, the low bidder, on September 8, 1970, in the amount of \$219,795.00.

S-6760(5) - The work consists of reconditioning the existing road-bed and constructing a base and a road mix pavement on approximately 0.977 mile of the Parker - Thornton Road, Hibbard - Parker, in Madison County - Federal Aid Secondary and County financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on September 3, 1970, in the amount of \$44,390.00.

ST-1481(548) - The work consists of reconditioning the shoulders, constructing a road mix leveling course, a plant mix pavement and seal coat on approximately 6.4 miles of US-30N, Topaz - Lava Hot Springs, in Bannock County - State financed. The Board directed the State Highway Engineer to award the contract to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$245,295.00.

ST-2864(511) - The work consists of placing a plant mix pavement and fog sealing 11.0 miles of State Highway 25, Eden Corner - East, in Jerome County - State financed. The Board directed the State Highway Engineer to award the contract to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$260,800.00.

ST-I80-1(501) - The work consists of modifying the Franklin I.C. Ramp (Boise West Connector), in Ada County - State financed. The contract was awarded to Watkins Construction Co., Boise, Idaho, the low bidder, on August 28, 1970, in the amount of \$22,385.00.

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ST-3271(537) - The work consists of constructing a plant mix pavement and seal coating on approximately 6.52 miles of S.H. 55, Round Valley - North of Clear Creek, in Valley County - State financed. The contract was awarded to Quinn-Robbins Co., Inc., Boise, Idaho, the low bidder, on September 9, 1970, in the amount of \$394,387.00.

STS-2790(512), STM-2864(508) and Stockpile 2559 - The work consists of reconstructing the roadway, plant mix pavement and curb and gutter on 0.041 mile of Jct. 24 and 8th Street in Rupert, and 0.301 mile of SH-77 in Declo and furnishing road mix pavement material in stockpile north of Oakley, in Minidoka and Cassia Counties - State financed. The Board directed the State Highway Engineer to award the contract to Gordon Paving Co., Burley, Idaho, the low bidder, in the amount of \$70,649.00.

STS-3281(538) - The work consists of installing 4 illuminaires and 1 flashing beacon on 0.157 mile of U.S. Highway 30, Blaine Street and Cleveland Streets in Caldwell, in Canyon County - State financed. The Board directed the State Highway Engineer to award the contract to Tri-State Electric, Inc., Boise, Idaho, the low bidder, in the amount of \$10,400.00.

ST-4114(569) - The work consists of constructing plant mix shoulders, leveling course, 0.2' pavement and a seal coat on 16.55 miles of U.S. 95, Genesee - Moscow, in Latah County - State financed. The Board directed the State Highway Engineer to award the contract to Inland Asphalt Co., Spokane, Washington, the low bidder, in the amount of \$559,401.95.

ST-6471(591) - The work consists of placing a plant mix leveling course, plant mix pavement and seal coating 0.575 mile of Highway U.S. 191, Rexburg Main Street, in Madison County - State financed. The Board directed the State Highway Engineer to award the contract to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$93,371.00.

Method of Acquiring Outdoor Advertising Signs Approved. State Highway Engineer Mathes asked the Board for guidance in a request made to him by Jack France, outdoor advertising specialist consultant to the Department of Transportation, Washington, D. C., as to whether Idaho felt that acquisition of outlawed outdoor advertising signs under the Beautification Act would be better to proceed on a sign by sign basis or company by company basis. Mr. Mathes pointed out to the Board that in his opinion the company by company basis would be the least expensive to the State.

After discussing the matter, the Board concurred with Mr. Mathes who would relay Idaho's position on the subject to the consultant.

WHEREUPON, the Board adjourned until its South Idaho Board Tour and October Board Meeting.

Read and Approved
October 1, 1970
Boise, Idaho


C. ED FLANDRO, Chairman

September 1, 1970

MINUTES OF THE SOUTH IDAHO BOARD TOUR

September 28 - 30, 1970

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

October 1, 1970

The Board left Monday morning, September 28, 1970, on a tour of South Idaho. Those on the tour were:

- C. Ed Flandro, Chairman - Director, District 1
- Howard B. Thomason, Vice-chairman - Director, District 3
- Lloyd F. Barron, Member - Director, District 2
- E. L. Mathes, State Highway Engineer
- Wayne Summers, Executive Secretary
- E. D. Tisdale, Deputy State Highway Engineer
- Omar L. Homme, Division Engineer, Federal Highway Administration, Boise

District Engineers from the respective Districts accompanied the Board on tour in their Districts.

The Board viewed Interstate 80N to Wendell and U.S. 30 - Hagerman to Twin Falls.

Meeting with City of Twin Falls. In answering questions concerning the replacement of the Perrine Bridge across the Snake River, they were advised that seven basic structural types have been considered and the design to a truss - ribbed deck arch structure was made firm. The new structure would be located immediately upstream from the present bridge. A consultant will be selected soon to perform necessary foundation investigations. Upon the completion of that work and after a definite, exact location has been determined, design will be entered into with a target of the completion date of the design by late 1972. Actual construction would follow as financing becomes available.

Several methods of earlier emergency financing were discussed such as earmarking increased registration fees and/or a one-half cent to one cent addition to the present gasoline tax until payment for the structure has been completed.

The matter of rehearing the North Five Points proposed improvement was discussed. The Board stated that when the Department's present studies as to alternate routes for U.S. 93 are presented to the Board in the area of North Five Points, a determination by the Board will be made regarding the rehearing requested earlier this year by the City of Twin Falls.

The Board met with District Two officials at the Shoshone District Office and then viewed U.S. 93 to Ketchum.

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TUESDAY, SEPTEMBER 29, 1970

The Board viewed U.S. 93 to Stanley and to the junction of U.S. 93 with U.S. 93 Alternate; thence, U.S. 93 Alternate to Arco; U.S. 26 to Blackfoot.

Blackfoot Maintenance Shed Site Viewed. The Board viewed on the ground the recommended purchase of a new Blackfoot maintenance shed site and concurred in the Department's attempt to purchase the land for \$55,000, the appraised value.

The Board then viewed Interstate 15 to Pocatello, meeting with District One officials at the Pocatello District office. At that meeting the Department was directed by the Board to prepare an alternate landscape design of the Pocatello Creek Interchange so as to minimize future maintenance costs pending a Supreme Court decision concerning the City of Boise maintenance responsibility suit.

City of Pocatello Meets with Board. The Board met with the City of Pocatello, the Bannock County Commissioners and Pocatello Chamber of Commerce officials.

Of primary concern to everyone was the need for local service paralleling roads east of Interstate 15 to connect with present Interstate 15 Pocatello interchanges.

The present origin and destination studies to develop the City's master transportation plan currently under way were explained and how they would be of assistance in developing the urban transportation analysis for the City which would assist in answering questions concerning needs and locations for street improvements east of the Interstate 15 interchange. The cooperation of Bannock County in coordinating their efforts jointly in answering the need for roads and streets east of Interstate 15 was pointed out.

WEDNESDAY, SEPTEMBER 30, 1970

The Board viewed Interstate 15 to Idaho Falls; U.S. 191 to Rigby, meeting with District Six officials.

In viewing the summer's road betterment program in the various Districts of South Idaho, the Board requested that letters of appreciation be sent to Districts 6, 3, 2 and 1 special maintenance crews that their cooperative efforts in sealing, relaying and betterment programs in general by section crews working jointly together would be so recognized by a personal letter from the Board.

The Board viewed U.S. 191 to Teton and State Highway 33 to Driggs.

Board Meets with Driggs and Grand Targhee Lodge Officials. The Board viewed the outstanding winter recreational improvement constructed to date east of Driggs and west of the Tetons in Wyoming and heard a request for assistance that might be accorded the access road from Driggs east to the Wyoming line. Improvement of State Highway 33 from Clementsville to the Teton River was also requested.

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Chairman Flandro stated that when the Board is in meeting the next day in Boise, the request would be taken under consideration.

The Board viewed State Highway 33 to Driggs; State Highway 32 to Ashton, and U.S. 191 to Idaho Falls.

Enroute the Board concurred in:

- (1) Development of the St. Anthony-Chester project so as to provide 4-lane operation initially with Type "E" Access Control.
- (2) Presentation of alternative alignments at future hearings in St. Anthony based on Type "E" Access Control.

Board Meets with Idaho Falls Chamber of Commerce, County Commissioners and Legislators. The Board apprised the local people at the meeting of the proposed time scheduling on U.S. 191 improvement north of Ucon, stating that the Idaho Falls to Ucon section would be open to traffic in about ten days.

The next two projects contemplated are from Ucon to Rigby and the main urban section through the City of Rigby. When moneys for those two projects are available, the Department hopes to be in the design stage or completion of design stage of the Rigby to Thornton and/or possibly Chester to St. Anthony.

Mayor Eddie Pedersen was informed that when the City Engineer supplies answers for the 23 environmental points preparatory to going to public hearing, a hearing will be set on the City of Idaho Falls' 17th Street project west of the 17th Street bridge.

The improvement of the Idaho Falls to A.E.C. section was discussed. Mr. Flandro stated that when the A.E.C. sees fit to participate on a 50/50 basis, the Department would have its money to reconstruct the road at that time.

The Board enplaned from Pocatello to meet the next day in regular session at Boise.

THURSDAY, OCTOBER 1, 1970

The Board reconvened in regular session at 10 a.m. in Room 201 of the State Highway Building, Boise.

Minutes. The Board approved the minutes of the August - September Board Meeting.

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

F-FG-6521(5), Sec. "B", State Highway 33, Railroad Crossing - Newdale, Madison County - Mountain States Telephone & Telegraph Company

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F-5116(12), U.S. Highway 95, Best Avenue - Garwood Junction,
Kootenai County - Yellowstone Pipe Line Company

STS-4114(563), U.S. Highway 95, Washington State Line - South,
Nez Perce County - Washington Water Power Company

S-1778(16), State Highway 34, Treasureton Summit - Cleveland,
Franklin County - Utah Power and Light Company and Mountain
States Telephone & Telegraph Company

I-80N-3(21)150, Tuttle - Wendell, Gooding County - North Side
Canal Company, Ltd.

The Board Approved Plans, Specifications and Estimates for the
following contemplated projects previously authorized by the Board:

STM-4201(519)	Orofino - Kamiah
STM-6804(506)	Abutment Repair No. Fork Teton River Br.
F-FG-6462(11) "B"	W. of Rexburg & Newdale R.R. Crossing
& F-FG-6521(5) "B"	
I-15-3(41)168	Dubois Rest Area
S-1778(16)	Treasureton Summit - Cleveland
I-15-1(42)25 "A"	Malad Summit Rest Area Well
STS-6471(560)	So. Fork Teton River Bridge (Rexburg)
I-90-1(87)70	Mullan East & West (Clearing)

The Board requested that the Department provide a monthly review
of projects approved for construction in the current year.

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

I-15-1(42)25 "A" - The work consists of drilling, casing and cap-
ping an 8" well in the vicinity of the Malad Summit Rest Area on Inter-
state 15, in Bannock County - Federal Aid Interstate and State financed.
As the only bidder was 54.6 per cent over the Engineer's Estimate, the
bid was rejected and the project will be readvertised for the October
20, 1970, bid opening.

Building No. 9904 - The work consists of constructing a 200' x
110' Materials Laboratory with a connecting 82' x 62' Office Area, at
3211 West State Street on State Highway property, in Ada County -
State financed. The contract was awarded to Walter Opp Construction
Co., Inc., Nampa, Idaho, the low bidder, on September 28, 1970, in the
amount of \$517,424.00.

I-15-3(35)142 "A" - The work consists of drilling, casing and cap-
ping an 8" well in the vicinity of the Sage Jct. I.C. Rest Area on
Interstate Highway 15, in Jefferson County - Federal Aid Interstate
and State financed. The contract was awarded to Andrew Well Drilling
Contractors, Idaho Falls, Idaho, the low bidder, on October 6, 1970,
in the amount of \$6,580.00.

I-80N-3(22)159 "B" - The work consists of constructing a 281' concrete underpass, a 375', 399' and 388' steel underpasses on Interstate Highway 80N, Wendell to Jerome, in Gooding and Jerome Counties - Federal Aid Interstate and State financed. The contract was awarded to King Construction Co., Inc., Boise, Idaho, the low bidder, on September 28, 1970, in the amount of \$921,420.50.

STS-6471(559) - The work consists of extending the culvert on Twin Groves Canal Ext., Fremont County - State financed. The Board directed the State Highway Engineer to award the contract to Chas. Zollinger Construction Co., Rexburg, Idaho, the low bidder, in the amount of \$8,317.25.

STM-4201(519) - The work consists of clearing the right of way of dead timber and brush on approximately 22.1 miles of US-12 (M.P. 44.2 - 66.3), Orofino - Kamiah, in Clearwater and Lewis Counties - State financed. As the low bid was 540.0 per cent over the Engineer's Estimate, the bid was rejected.

Hearing Determination - Location and Design of U.S. 20-191 from the North City Limits of Rigby to a Point Approximately 1/4 Mile South of the Thornton Union Pacific Railroad Overpass, Jefferson County, Project No. F-6471(40). A public hearing was held at the Jefferson County Court Room, Rigby, Idaho, at 8 p.m., Thursday, September 10, 1970.

The Board having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the matter, to wit:

That the Department should proceed with project development of the location and design of said hearing proposal with the exception that the location line should be shifted at Station 945 approximately 220 feet easterly as suggested in letter from property owners Wendell Jones, Theo Hanson, Dean Nalder and Boyd Johnson dated September 20, 1970, which was included in the hearing transcript supplement.

Insurance Commissioner Explains Sovereign Immunity Department Coverage Proposal. Appearing before the Board were State Insurance Commissioner John Blaine, Mildred Walker of his office and John Greeland of Pacific Indemnity Insurance Company of Portland.

Verbal explanation of coverage contemplated for general liability other than the motor vehicle fleet now being covered was explained which would cost the Department a maximum premium of \$109,000 and with a possible minimum of \$44,000 per year. The premium spread between the two is dictated by a cost experience after the first year of policy experience as related to amount of claims paid during that first year.

The four Idaho schools of higher learning were not presently included in the proposed policy coverage.

The Board requested that a sample policy be made available for study and answers to questions that the Department and Chief Legal Counsel Tway might submit in the meantime.

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The Board noted that the percent of Department cost as related to other Departments is now estimated at 63.8 percent compared to the premium estimation submitted last month of 78.58.

The Board in referring to the same underwriter's coverage with the State of Oregon observed the presently proposed premium rate of 63.8 percent was considerably out of line with the ratio charge of the Oregon State Highway Department and stated that the Department desires to pay its equitable premium share but does not care to subsidize other Departments' exposure in the presently proposed premium rates.

Mr. Blaine stated he would pursue the answers to the Department's questions and report back to the Board at a later date.

County Road Driggs East to Wyoming Line Discussed. The Board directed the Department to encourage Teton County to request that the road to Grand Targhee east of Driggs be placed on the Teton County Federal Aid Secondary System that Federal Aid moneys might be made available for the improvement of this facility since the Wyoming State Highway Department is surveying the section in Wyoming and planning for a major improvement of the Wyoming section to follow.

There were no Teton County Commissioners present at the meeting the day before at the Grand Targhee Lodge when the Board's cooperation was requested by giving assistance in the needed local road improvement.

The improvement requested of State Highway 33 from Clementsville to the Teton River would have to wait the routine project development as dictated by future availability of Federal Aid and matching funds.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation on the following:

I-80N 2 Mi. E. of Tuttle-W. Wendell I.C.	I-80N-3(21)150	Nelson R. King & Anna Laura King	Parcel No. 17
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Approval of Deeds and Easements was given on the following:

I-90 Mullan-East & West	I-90-1(45)69	Catherine Anna Bean	Parcel No. 10R
US 95 Best Ave. in Coeur d'Alene- Garwood Jct.	F-5116(12)	Restlawn Memorial Park, Inc.	Parcel No. 43R

Approval of Order Abandoning an Easement for a Material Pile. The Board approved an order abandoning an easement for a material pile, Jf-38, in a portion of the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 16, T. 8 N., R. 36 E., B.M.

Approval of Right of Way Settlement in Excess of \$40,000 was given on the following:

Phyllis Canal, Canyon County	STS-3281(537)	E. M. Kleiner - \$44,040	Parcel No. 3
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Discussion of Change in the Rules and Regulations Governing Relocation Assistance. The Board approved changes in the rules and regulations as proposed subject to Administrative Hearing determination.

Discussion of Negotiations with Tribal Council Involving Indian Lands of the Fort Hall Reservation, Project I-15W-4(12)81. The Board was brought up-to-date on the negotiations with the Tribal Council.

Surplus Right of Way Requested by American Smelting & Refining Company Defined. The Department outlined surplus property contained within the Interstate right of way original purchase asked for by the American Smelting & Refining Company not needed for roadway development.

State Highway Engineer Mathes recommended that the portion of surplus property which was included in the easement acquired from the American Smelting and Refining Company be abandoned to that Company, providing that in so doing no property abutting the easement would be left without access. The same provisions would apply to other surplus properties lying in this area but having "other underlying fee" owners.

To this the Board concurred.

Bonnors Ferry Bypass, Sandy Property, Settled. Chief Legal Counsel Tway reported that the Sandy property was purchased for \$67,800 of which \$3,303.60 was court costs and interest from the date of filing. The net amount for the 1.7 acres of 1.44 acres in fee and .26 acre even amounted to \$64,496.40.

\$100,000 Budget Request for Prior Tort Claims. Chief Legal Counsel Tway recommended that the Department's legislative budget include an item of \$100,000 for settlement of prior to the act tort claims and that the item be commented upon when the Department's formal budget presentation at the legislative session is made.

Settlement of Claims and Right of Way by Legal Division Reported. Chief Legal Counsel Tway reported the Sletten claim on the Wallace - Mullan project had been settled for \$26,000.

On previous authority from the Board, the Holderness case was settled for \$150,000 for Parcels 2 and 2-E-1. Settlement of other parcels was made as follows:

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Parcel 2-1	
Holderness & Brooks	\$ 9,750.00
Parcel 2-2	
Holderness & Nixon	
Judgment	12,642.00
Interest 9-15-69	
through 7-31-70	665.00
Total	\$13,307.00
Parcel 2-3	
W. W. Nixon	
Judgment	6,670.00
Interest 9-15-69	
through 7-31-70	350.86
Total	\$ 7,020.86
Parcel 2-4	
Holderness & Berry	
Judgment	6,500.00
Interest 9-15-69	
through 7-31-70	325.00
Total	\$ 6,825.00

The Schow and McMurtreay claims were settled for a total of \$1,000.

Mandamus for County to File Right of Way Records Approved. The Board concurred in a recommendation from Chief Legal Counsel Tway that the Department begin mandamus proceedings to assure the filing of right of way instruments where a county recorder refuses to file without filing fee.

City of Orofino to Employ Attorney in Condemnation Case. Because the City of Orofino stipulated the need of certain additional property for City purposes on the Orofino - West project over and beyond that specifically needed for the project, the Board concurred with Chief Legal Counsel Tway that the condemnation court case involving that additional property should be handled by the City of Orofino and not by the Department's legal counsel. This decision confirmed a previous one made by the Board during the time of right of way negotiations.

State Highway Engineer Mathes stated he would so inform Orofino Mayor A. B. Curtis. Mayor Curtis was subsequently advised by telephone October 2nd.

Snowmobile Parking on State Highways Recounted. Assistant State Highway Engineer Richardson discussed the snowmobile parking during the winter months on State highways.

After considerable discussion as to possible legislative revision of the present expenditure of snowmobile licensing fees for the promotion of that winter sport, it was suggested that the Department meet with the County Commissioners at their December annual meeting for a

discussion of potential legislative or other action which might assist with the problems of parking and snow removal now being encountered.

Assistant State Highway Engineer Richardson will draft an interim procedures for Board review and approval which will apply until such time as further discussions with local units of government and snow-mobile interests may have provided a different solution.

Request for Sign Removal on U.S. 93 between Hailey and Sun Valley Discussed. State Highway Engineer Mathes discussed the request of Janss, Inc., Sun Valley, urging removal of all illegal outdoor advertising signs on U.S. 93 between Hailey and Sun Valley.

The problem of legally removing illegal signs was discussed and it was the Board's determination that illegal signs on this section of highway should be treated no differently than the other sections of the Interstate and Primary Systems in Idaho and that until Federal financing participation as per the original Beautification Act is made available, no large scale removal of signs by the Department is anticipated.

The Department is to continue to give proper notices and remove all unauthorized signs found within the State's right of way as provided by statute or regulation.

Forest Highway Hearing Postponed. It was determined to postpone the November 18 Forest Highway Fund Allocation Public Hearing until such a time as Congress allocates and appropriates Forest Highway moneys to Idaho or releases those funds withheld from prior year appropriations for inflationary or other reasons by the Federal Administration.

Primary and Secondary Federal Aid Matching Optional Ratio Policy Approved. Upon the recommendation of the State Highway Engineer, the Board adopted the following optional matching ratio policy concerning the application of Federal Aid in Idaho on the Primary, Secondary and Urban Systems:

In order to comply with the requirements of Section 120(a) of Title 23, U.S.C., as amended by the Federal Aid Highway Act of 1968 and to insure that the Primary and Secondary Federal Aid Programs in Idaho are not reduced in scope or size through the use of the optional matching ratio as provided by that Act, the following general rules shall apply to the use of "Clause B":

1. Overall Federal Aid Primary and Secondary Planning Programs shall be developed on the basis of the traditional matching ratio (approximately 63-37).
2. In order to minimize administrative overhead, all right-of-way, selected preliminary engineering and selected small construction projects (under \$100,000) within the Primary and Secondary Planning Programs may be financed with State Funds.

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3. The "Clause B" matching ratio (82-18) may be applied to all other preliminary engineering and construction projects within the Primary and Secondary Programs.
4. From time to time it may be necessary to finance a major construction project (\$100,000 or over) with State Funds or with the traditional 63-37 ratio in order to maintain a proper balance of financing within the planning programs. Decisions in this regard shall be confirmed by the Idaho Board of Highway Directors upon recommendation of the State Highway Engineer.
5. Use of the "Clause B" option may be approved on local Federal Aid Secondary and TOPICS projects upon the initiative and application of the sponsoring local unit of government.

Speed Limits in Pierce (SH 11). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 11 in the City of Pierce, as recommended and stated in marked Exhibit A-340, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Moscow (US 95 & SH 8). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 95 and SH 8 in the City of Moscow, as recommended and stated in marked Exhibit A-341, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Blackfoot (US 191, US 91 Bus. & US 26). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 191, US 91 Bus. and US 26 in the City of Blackfoot, as recommended and stated in marked Exhibit A-342, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 91 Bus.). Whereas, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated January 11, 1966, are in order, it is hereby ordered that Item No. 1 pertaining to U.S. Highway 91 Business of that minute entry is rescinded, as recommended and stated in marked Exhibit A-343, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (I-15, US 91 & US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-15, US 91 and US 191 from Virginia to the Merrill Road I.C., as recommended and stated in marked Exhibit A-344, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 91 & US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 91 and US 191 from Downey Urban Extension through Virginia, as recommended and stated in marked Exhibit A-345, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 4 (US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95 from North of Adams-Idaho County Line to the Benewah County Line, as recommended and stated in marked Exhibit A-346, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 95). The Board approved the removal of a portion of State Highway No. US 95, 1.300 miles in length, and described as beginning at the north approach to the Home-dale Bridge and ending at a point 2.700 miles south of the Wilder South City Limits, as shown in official Exhibit B-87, which is made a part hereof with like effect as though extended in full herein.

Removal and Abandonment from the State Highway System (SH 39). The Board approved the removal of a portion of State Highway No. 39, 1.830 miles in length, and described as beginning at a point 3.390 miles north of the Aberdeen North City Limits and ending at a point approximately 11.500 miles west and south of Springfield; and, further, abandoned as a public road two intermittent sections of State Highway No. 39, the first section beginning at a point 3.295 miles north of the Aberdeen North City Limits and extending north 0.075 miles, and the second section beginning at a point 4.754 miles north of the Aberdeen North City Limits and extending west 0.080 miles, as shown in official Exhibit B-88, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 30). The Board approved the removal of a portion of State Highway No. US 30, 2.985 miles in length and described as beginning at a junction with the southeast ramp of the Broadway Interchange and extending southeasterly to a junction with the Gowen Road, as shown in official Exhibit B-89, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 4). The Board approved the exclusion of 16 stop signs at Railroad Grade Crossings on the State Highway System in District 4, as shown in official Exhibit C-61, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 4). The Board approved the exclusion of 11 stop signs at Railroad Grade Crossings on the State Highway System in District 4, as shown in official Exhibit C-62, which is made a part hereof with like effect as though extended in full herein.

Five Year Program Review. The Board requested that the Department prepare a detailed description of the "project selection procedure."

Personnel Actions. The Board approved the following Step 6 merit increases:

C. B. Humphrey, Materials Engineer, from \$1267 to \$1340, effective December 1, 1970.

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M. C. Whaley, Department Controller, from \$1206 to \$1267, effective November 1, 1970.

The Board approved the following promotions:

J. R. Dick, Assistant Construction Engineer, to Internal Review Engineer, from \$1206 to \$1267, effective November 1, 1970.

Earl Turner, Principal Right of Way Agent, to Assistant Chief Right of Way Agent, from \$992 to \$1042, effective October 1, 1970.

The Board approved the overage extension of W. E. Hochrein, Watchman-Dispatcher, until April 30, 1971.

Board Directs Department to Contract for In-house I.B.M. Computer. Deputy State Highway Engineer Tisdale reported to the Board concerning problems and unnecessary work load caused by disconfiguration problems caused by the type of State House computer not being compatible with Department programing needs.

The problem as presented to the Board remains much the same as that analyzed in 1968 by the computer consultant hired to analyze the Department's data processing problem.

Hearing that the original 1968 data processing problems still prevail to a great extent, the Board directed the Department to request permission from the Department of Administrative Services to immediately place on order an appropriate "in-house" computer to meet Highway Department data processing requirements.

Department to Review and Revise Framework of Board Policies and Department Directives. The Department asked the Board for consideration in hiring a consultant who does this type of work for other highway departments.

The Board viewed that the Department could do this within the present Department personnel capabilities.

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

State Highway Engineer Mathes to Houston, Texas, for AASHO Annual Conference, November 6 - 13.

Materials & Research Engineer L. F. Erickson to attend Research and Development Workshop, Portland, Oregon, October 27 - 29.

One person to Western Regional Conference Council of State Governments, Las Vegas, Nevada, November 22 - 25.

One person to attend B.P.R. sponsored Civil Rights Workshop, Portland, Oregon, November 4 - 5.

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Prevailing Wage Rates Status Report Given Board. Deputy State Highway Engineer Tisdale apprised the Board of a recent letter and position salary survey received from the Personnel Commission which indicated the salary differences between Idaho State government employees and the prevailing salaries of private industry and government.

The State Personnel Director requested the Department to apply the data to its present compensation plan and to determine the effect on the Department's salaries and wage budget. The result of the study indicated an overall increase of at least ten per cent would be required to meet prevailing rates. The Board agreed to cooperate with the Personnel Commission and to coordinate closely with them to assure consistent handling of Department salaries.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for November 5 & 6, 1970.


C. ED FLANDRO, Chairman

Read and Approved
November 5, 1970
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS
November 5 & 6, 1970

The Idaho Board of Highway Directors met in stated regular session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, November 5, 1970. Present were:

- C. Ed Flandro, Chairman - Director, District 1
- Howard B. Thomason, Vice-chairman - Director, District 3
- Lloyd F. Barron, Member - Director, District 2
- E. L. Mathes, State Highway Engineer
- Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the South Idaho Board Tour and October Board Meeting.

Utility Facility Relocation Determination. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

STS-6471(560), S. Fork Teton River Bridge, Madison County -
Mountain States Telephone & Telegraph Company

Personnel Actions. The Board approved the following Step 6 merit increases:

L. F. Browning, Assistant District Engineer - District 1, from \$1149 to \$1206, effective December 1, 1970.

E. A. Burbidge, Assistant District Engineer - District 6, from \$1149 to \$1206, effective December 1, 1970.

Monte J. Fiala, Assistant District Engineer - District 1, from \$1149 to \$1206, effective December 1, 1970.

The Board approved the promotion of Carl E. George from Equipment Engineer at \$1042 to Assistant Maintenance Engineer at \$1094, effective December 1, 1970.

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

W. W. Pardew, Assoc. Materials Engineer, to attend Concrete Pavement Design Short Course at Skokie, Illinois, November 9 - 12, 1970. (Registration cost paid by Idaho P.C.A. Office)

State Highway Engineer Mathes to attend WASHO - Motor Transport Industry Joint Committee in Phoenix, Arizona, December 14 - 16, 1970.

H. R. Pember, District Traffic Engineer, to attend Traffic Engineering Short Course, University of Washington, December 6 - 12, 1970. (NSHSB Grant pays 63% of all costs including salary)

Board Out-of-State Travel to be Included in Authorizations. The Board directed a change in the out-of-state travel policy to now set forth in the minutes authorizations including Board members with Department personnel for Board approval and minute entry purposes.

Report on Consulting Engineering Services for Six Month Period. The Department reported on the emergency use of consulting engineering services on the Thama East project during the past six month period. Approximately \$2,700 has been paid to Shannon and Wilson for their work during the construction of the Thama Rocks project between May 1 and October 15.

Idaho Falls (U.S. 20) A.E.C. Improvement Financing Discussed. The Board authorized the Department to apply for Public Lands Funds for the improvement of U.S. Highway 20-26 from Idaho Falls to the National Reactor Testing Station. This application would be in addition to the Public Lands Funds applications previously submitted for projects near the Oregon Line on U.S. Highway 95. It is tentatively planned that the Department will submit applications in the amount of at least \$1/2 million per year for the next three years and that these projects would be matched with companion Primary projects.

U.S. 93 and North Five Points, Twin Falls, Alternates Study Objective. The Department reported on study progress of the U.S. Highway 93 relocation in Twin Falls. The Board concurred in the following study objectives:

1. Determine the most likely future location for U.S. 93.
2. Identify its affect on the North Five Points intersection.
3. Re-evaluate the scope of the North Five Points project.

Information to be developed for U.S. Highway 93 alternatives would be limited to cost estimates and traffic assignment data.

Lewiston Hill Location Position Statement. A position statement was given to the Board concerning the Lewiston Hill location study for their consideration. The Board was asked to advise the Department of any changes which they might recommend. The Board was advised that the Department was attempting to develop cost information on a five per cent gradient on the Hatwai Creek location in response to requests from various trucking interests. It now appears that public hearings could be held sometime during the spring of 1971.

James W. Hopper Claim Settlement Concurred In. Chief Legal Counsel Tway reported to the Board he had settled the Hopper claim within the limits authorized by the Board at the October Board Meeting in the amount of \$15,000.

Yellowstone Pipeline Case Consultant Approved. Chief Legal Counsel Tway asked the Board for permission to employ engineering consultant J. V. Otter at \$150.00 per day not to exceed \$1,500 plus expenses to assist in the technical phases of the Yellowstone Pipeline case.

The Department is to pay one-third of Mr. Otter's consultant fee and the insurance company paying the other two-thirds.

Approval of Abandonment of American Smelting & Refining Company Easements. The Board approved and signed two easements east of Osburn adjacent to the Interstate as previously requested by the American Smelting & Refining Company needed for an emergency mine tailings storage.

Interim Policy on the Handling of Requests for the Development of Parking Areas to Accommodate the Parking of Vehicles Associated with the Sport of Snowmobiling Approved. The Board directs the Department to consider applications for permits to use highway rights of way until needed for highway improvement for the purpose of providing parking areas for the use of vehicles associated with the sport of snowmobiling on the following basis:

1. The application is made by an agency of government, i.e., Forest Service - Bureau of Land Management - County - City.

2. Construction and maintenance of the area, including snow removal, will be provided by the applying agency or by other arrangement effected by that agency.
3. Parking areas to be of sufficient size to accommodate a minimum number of transporting units as determined by the Department and so constructed to provide ingress and egress at locations such that maneuverability can be maintained.
4. Points of egress and ingress to be located such that adequate sight distance is maintained for the safety of approaching traffic and so that no interference with the normal flow of traffic on the travel way results.
5. No commercial approaches are to be permitted to the parking areas.
6. Unrestricted drainage will be provided.

Monthly Report to Board Concurred In. To keep the Board apprised promptly as to project development progress contemplated during the month, the Department will submit to the Board at the beginning of each month (1) projects advertised or under contract, and (2) remaining 1971 construction projects listed in priority sequence.

Such reporting will assist the Board materially in keeping posted sufficiently prior to each Board meeting for any changes the Board might wish to make in the project bid advertising scheduling submitted.

Public Hearing Schedules Announced. Board Secretary Summers apprised the Board of the two County Secondary road project hearings held since the last Board meeting, of five hearings being scheduled up to December 17 and four additional tentative hearings about to be scheduled.

Rigby - Thornton Structures Consulting Engineering Agreement Approved. The Department submitted to the Board for its approval an agreement with the consulting engineering firm of Cornell, Howland, Hayes & Merryfield covering the structural design of eleven structures on the Rigby - Thornton U.S. 20-191 relocation project in the amount of \$39,900 with the total project amounting to \$768,000.

To this the Board concurred.

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

STM-6804(506) - The work consists of repairing the abutments of the bridge over the North Fork of the Teton River on SH-32, in Fremont and Teton Counties - State financed. As the low and only bidder was 198 per cent over the Engineer's Estimate, the low bid was rejected and the project will be readvertised for the November 24, 1970, bid letting.

F-FG-6462(11) "B" & F-FG-6521(5) "B" - The work consists of re-constructing the shoulders and constructing stopping lanes, plant mix pavement and seal coating 0.208 mile SH-88 and 0.132 mile SH-33, W. of Rexburg and Newdale R.R. Crossings, in Madison County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Kannaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$31,601.00.

I-15-1(42)25, Sec. "A" - The work consists of drilling, casing and capping an 8" well in the vicinity of the Malad Summit Rest Area on Interstate Highway 15, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to Cushman & Denning Drilling, Blackfoot, Idaho, the low bidder, on November 17, 1970, in the amount of \$3,105.00.

I-15-3(41)168 - The work consists of constructing the rest area roadway, drainage structures, road mix pavement, comfort and convenience facilities, landscaping, underground sprinkler system on Interstate Highway 15, Dubois Rest Area, in Clark County - Federal Aid Interstate and State financed. As the low bidder was 11.44 per cent over the Engineer's Estimate, the bid was rejected.

S-1778(16) - The work consists of constructing the roadway, a 29' concrete bridge, drainage structures, seeding and a bituminous surface treatment on approximately 7.463 miles of SH-34, Treasureton Summit - Cleveland, in Franklin County - Federal Aid Secondary and State financed. The contract was awarded to LeGrand Johnson Construction Co., Inc., Logan, Utah, the low bidder, on November 5, 1970, in the amount of \$1,187,786.25.

I-90-1(87)70 - The work consists of clearing and grubbing, clearing and roadside cleanup on 1.960 miles of I-90, Mullan East and West, in Shoshone County - Federal Aid Interstate and State financed. The contract was awarded to Iversen Construction Co., Seattle, Washington, the low bidder, on November 16, 1970, in the amount of \$99,800.00.

STS-6471(560) - The work consists of constructing a detour, 144' prestressed concrete bridge, approaches and a plant mix pavement over the South Fork Teton River on US-191, near Rexburg, in Madison County - State financed. The contract was awarded to Goodwin Construction Company, Blackfoot, Idaho, the low bidder, on November 6, 1970, in the amount of \$125,046.25.

Rigby Yard 6090 - The work consists of converting the heating units in the Office Building, Main Shop, Service Station and Office Trailer to natural gas, in Jefferson County - State financed. The Board directed the State Highway Engineer to award the contract to Conan & Landon, Idaho Falls, Idaho, the low bidder, in the amount of \$8,595.00.

Plans, Specifications and Estimates Approved. The Board reviewed and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Date Bids to be Opened</u>
STS-5041(552) & STS-5152(521)	Jackass Creek & Hells Gulch	November 10, 1970
I-15-1(35)71 "A"	Pocatello Cr. I.C.	November 10, 1970
STM-4201(519)	Orofino - Kamiah Selective Clearing	November 17, 1970
Shoshone Bldg. 2253 STM-6804(506)	Install Gas Heating Units Repair Bridge Abutments (N. Fork Teton River)	November 17, 1970 November 24, 1970
I-15-1(55)16 & I-15-1(22)17 FU-1024(27)	Deep Creek & Colton Road McKinley Ave.-Jct. U.S. 91-191	December 1, 1970 To be Opened
I-15-1(15)32 "B"	Downey-Virginia Strs.	" " "
I-80N-3(52)207	Burley I.C. Grading	" " "
S-2745(1), ST-2745(501) & ST-2744(501)	Murtaugh Loop	" " "
S-6725(5)	Iona North Road	" " "
I-15-1(38)21	Virginia-Colton Rd. Surf.	" " "

Approval of Right of Way Plan. The Board approved the right of way plan on Project F-3111(15), Karcher Jct. - West.

Projects Proposed for PS&E Approval. The Board was advised of the following projects proposed for PS&E approval within the next sixty days:

I-15-3(41)168, Dubois Rest Area	\$ 142,510.00
I-90-1(14)21 "A", Blue Cr. Bay-Jct. US 95-A	\$ 646,176.00
SU-3791(1) "B", Curtis Road Extension	\$ 390,000.00

FRIDAY, NOVEMBER 6, 1970

The meeting of the Highway Board reconvened at 9:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

C. Ed Flandro, Chairman
Howard B. Thomason, Vice-chairman
Lloyd F. Barron, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

Legislative Highway Needs Study Interim Committee Reports on Progress. Committee Chairman John Sessions together with Senator Walter Yarbrough, Senator John Mix and Representative John Pino met with the Board and reported that it is very apparent that the Committee's monthly

deliberations during this year have pointed up that the larger city urban highway and street needs are far greater than moneys available to satisfy them as well as county and highway district system needs compared to available moneys are outstripping the revenues available.

The Committee pointed out they are convinced the Highway Department and Board are well aware of a real deficiency in moneys versus needs for the State Highway System.

It was suggested that the Department and the Board become aggressive and speak out concerning the Department's backlog of State Highway System needs as related to available revenues and make its presentation early in the legislative session.

The Committee also felt that the Committee should be continued next year to develop refinements in such legislation needed but not passed during the forthcoming legislative session.

The Committee pointed out legislative need for an uniform accounting system for cities, counties and highway districts that a more factual study might be made more accurately pinpointing the needs of the various local road entities in relation to revenues and the expenditure of highway user revenues.

The Board indicated its appreciation for the Committee having taken time out during the year to work on the study of highway and street needs of the State and concurred in the Committee's recommendation that the forthcoming Legislature should be urged to continue the activities of this Interim Legislative Committee on Street, Road and Highway Needs Study in Idaho.

Vice-chairman Thomason stressed that the Committee's deliberations will hopefully cause a meeting of minds with the Transportation Committees of both houses and the Legislature by the submittal of sound proposals with good foundations resulting in better management and organization for all systems of roads and streets throughout the State.

Department to Prepare for Legislative Session. The Board requested the Department to:

1. Prepare handouts describing its programs and needs.
2. That the itemized list of State Highway System improvement demands before the Board by delegations be updated for legislative presentation.
3. The tabulating of cost of upgrading major routes to acceptable standards.
4. Identify other major highway needs such as the Perrine Bridge.

Konen Construction Company Claim. Mrs. Ruth A. Konen, Vice President of Konen Construction Company, Inc., appeared before the Board with the Company's Superintendent Dick Haugen and Office Manager William H. Schmacklea presenting a \$10,581.10 claim growing out of the Orofino - West Project No. F-4201(24).

After hearing the presentation and analyzing the 25 page statement of particulars with a transmittal cover letter dated April 28, 1970, addressed to D. J. McAtee, Resident Engineer at Lewiston, the Board directed the Department to settle the claim in the above requested amount with the assurance from Mrs. Konen that no further claims were to be submitted on the Orofino project by her firm.

Mark Durfee Access to Interstate 80N, Sublett, Approved. Appearing before the Board were Mr. & Mrs. Mark Durfee of Malta.

In reply to their request for two - 40' approaches to a service station site under construction, the Board determined that the control access line be moved westwardly to a point 300' from the Sublett Interstate southeast off-ramp. In so doing, the road area for the access requested would revert to the County to whom the Durfees might apply for the approaches in the size and location wanted.

The Board in its action recognized that future traffic to the east from this interchange could be expected to not have a marked accelerated growth compared to that to the west towards Malta.

Boise Redevelopment Agency Asks for Change in Grove Street Between Capitol Blvd. and 8th Street Location to Accommodate Urban Renewal.
The following delegation met before the Board:

Mayor Jay Amyx

Gary Hughes, Executive Director, Boise Redevelopment Agency

I. J. Wardle, Boise Redevelopment Agency

Bob Ennis, Legal Counsel, Boise Redevelopment Agency

Paul Grider, Assistant Secretary, Boise Cascade Corp.

Glen E. Cline, Architect, Boise Cascade Corp.

A. R. Johnson, Assistant Director, Boise Cascade Corp.

Garth E. Andrews, Reporter, KBOI

W. Whillock, Boise Redevelopment Agency

Truman Joiner, Boise Redevelopment Agency

W. Carroll Sellars

The delegation stated that the needed alteration of Grove Street from 8th Street to Capitol Blvd. to accommodate the urban development will be paid in full by the Boise Redevelopment Agency at no cost to the Department. The need is, the delegation reported, to accommodate an urban renewal package which otherwise would not comply with the program's project package size requirements.

The Board granted the request after Mayor Amyx agreed that the City would do what would be reasonable and fair in the future in working out and cooperating with the Department when an alternate route south of

the tracks, within approximately ten years, would be required when Grove Street would be out of capacity because of the change now being requested. State Highway Engineer Mathes stated that the change would shorten the capacity life of the Front and Grove Street couplet by ten years.

The Board directed the Department to work up an agreement with the City of Boise recognizing this projected shortening of the capacity life of the Grove - Front Street couplet whereby the City would cooperate jointly with the Department on an alternate route south of the tracks at a future time when the couplet traffic needs dictate.

Dubois Rest Area Supporters Appear Before Board. Clark County Commissioner C. Reid Lau and Harry Harn of Dubois met with the Board urging construction of the Dubois rest area by the Board which was rejected because of being 11% over the Engineer's Estimate.

The Board informed the delegation that the Department would re-advertise the project with alternates that hopefully would reduce the cost of the rest area from that submitted at the October 20 bid opening.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation on the following:

I-90	I-IG-90-1(17)60 (E.C.L. Osburn - W. Wallace I.C., Excl.)	Maude Jeffries McKinney, Formerly Maude L. Jeffries	Parcel No. 8
US 95	F-4113(44) (White Bird Bridge)	Erle Hinkley, A Widower, Heirs & Devises of Martha Hinkley, Deceased;	Parcel No. 10
	F-4113(38) F-4113(13) R/W (Salmon River - White Bird)	Dale Delphia & Julian Herndon, Jr.	
	S-4723(1) (White Bird Conn.)		

Exchange of Access Deeds. The Board approved Exchange of Access Deeds on the following:

US 95	F-3311(11) (Homedale Bridge - Wilder Jct.)	Allen A. Gooder; Bertha King, Blanche Sevy, Lola Carpenter and Laura Suter	Parcel No. 29.1A
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Approval of Permit to Use Right of Way was given on the following:

SH 24	F-2441(8) (3 Miles SW of Rupert)	Randy C. Lind (Fearless Farris Stinker Stations)	2-70-125
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Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

	Materials Source Bn-68 Bonnevillle County	Portion Lot 7 of Section 35, Township 2 North, Range 37 East, Boise Meridian - minimum selling price of \$650.00.	
US 20- 26-30	F-FG-3022(16) (E. Conn. to Boise)	Portion SE $\frac{1}{4}$ SE $\frac{1}{4}$ Section 22, Township 3 North, Range 2 East, Boise Meridian - minimum selling price of \$2,500.00.	Parcel Nos. 16-R, 18-R, & 20-R
US 20- 26-30	F-FG-3022(16) (E. Conn. to Boise)	Lots 7, 8 & 9 & South 10.0' of Lot 6, Block 2, Kroeger's First Subdivision of Ivywild - minimum sell- ing price of \$600.00.	Parcel No. 17-R

Approval of Right of Way Settlement in Excess of \$40,000 was given on the following:

US 30	STS-3281(537) Phyllis Canal - Nampa	E. M. Kleiner - not to exceed \$48,400	Parcel No. 3
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Five Year Planning Program Reviewed by Board. The Board reviewed the Department's recommended five year planning program together with the 1971 recommended construction program.

The Board will make its final determination of the program when a final review is made at the December Board Meeting.

Preliminary Alternate Report Study on Bonners Ferry. The Department submitted preliminary information as requested previously by the Board on possible river crossings for U.S. 95 in the vicinity of Bonners Ferry.

Upon hearing the report, the Board requested completion of aerial mapping and preparation of detailed cost estimates for two alternative locations on the north side of the Kootenai River which would tie to the present location bypassing Bonners Ferry and a third location which would provide a new river crossing east of the present structure.

Department's 19th Annual Report Submitted. The Department presented a mock-up of the Department's 19th Annual Report as required by law to the Secretary of State's office for publication and approved the same.

U.S. 95 Maintenance Agreement from Hayden Lake to Garwood Reviewed.
A maintenance agreement between the Department and Hayden Lake Highway District consummated in the early 1920's which in part stated that the Department would "forever maintain" the present U.S. 95 from Best Avenue to Garwood was reviewed by the Board.

The Board directed the Department to enter into negotiations with the Hayden Lake Highway District to negotiate as best a settlement as possible in a manner that the Department may relinquish that section of U.S. 95 when the contemplated U.S. 95 relocation is completed and in operation between Best Avenue and Garwood.

Revision of Destination and Mileage Signs for Interstate Highways.
The Board adopted the following recommended Board policy concerning destination and mileage signing for the Interstate Highway as recommended by the Planning & Traffic Division:

116 - Destination and Mileage Signs for Idaho Interstate Highways

The Manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways, 1970 Edition, has established new criteria for destination and mileage signing on the Interstate Highway System. The following is approved to clarify and interpret this policy for use in Idaho:

- A. Control Cities - The communities of Boise, Twin Falls, Pocatello, Idaho Falls, and Coeur d'Alene shall be considered as "Control Cities" for the Interstate Highway System in Idaho. The "Control Cities" in adjoining States (Utah, Montana, Washington, and Oregon) shall be coordinated with and approved by their respective Highway Department officials.

Speed Limits in Burley (US 30, US 30N & SH 27). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 30, US 30N & SH 27 in the City of Burley, as recommended and stated in marked Exhibit A-347, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Idaho Falls (US 26, US 91B, US 191, US 20B, US 20, US 91 & I-15). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 26, US 91B, US 191, US 20B, US 20, US 91 & I-15 in the City of Idaho Falls, as recommended and stated in marked Exhibit A-348, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Orofino (SH 7 & US 12). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 7 & US 12 in the City of Orofino, as recommended and stated in marked Exhibit A-349, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (US 20T, US 26 & US 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20T, US 26 & US 30 from West of Bliss to Jct. with US 20T, US 26 & SH 25, as recommended and stated in marked Exhibit A-350, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (US 20T, US 26 & US 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20T, US 26 & US 30 from Mountain Home Urban Extension to Milepost 144.03, as recommended and stated in marked Exhibit A-351, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (I-80N, US 20, US 26 & US 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N, US 20, US 26 & US 30 from 3.40 miles east of Boise to West Bliss Connection, as recommended and stated in marked Exhibit A-352, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (US 20, US 26 & US 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20, US 26 & US 30 from US 20, US 26 & US 30 Junction to Boise to Broadway Interchange, as recommended and stated in marked Exhibit A-353, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (I-80N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N from the Oregon State Line to Milepost 98.25, as recommended and stated in marked Exhibit A-354, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 4 (US 12 & US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 12 & US 95 from the Lewiston Urban Extension to the Montana State Line, as recommended and stated in marked Exhibit A-355, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 4 (SH 8). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 8 from the Washington State Line to the Elk River Urban Extension, as recommended and stated in marked Exhibit A-356, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 191 & US 26). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 191 & US 26 from the Idaho Falls Urban Extension to Jct. with US Highway 26, as recommended and stated in marked Exhibit A-357, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 26 & US 91B). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 26 & US 91B from Jct. with I-15, US 91 to Jct. with US 191, as recommended and stated in marked Exhibit A-358, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 20B). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20B from the Idaho Falls Urban Extension to Jct. of US 20, as recommended and stated in marked Exhibit A-359, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (I-15 & US 91). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-15 & US 91 from the Interchange with US 26 - 91 Bus. to the Montana State Line, as recommended and stated in marked Exhibit A-360, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 191 from the Bonneville County Line to the Ucon City Limits, as recommended and stated in Exhibit A-361, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 20 & US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20 & US 191 from the Ucon Urban Extension to the Montana State Line, as recommended and stated in marked Exhibit A-362, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 91). Whereas, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated September 10, 1968, are in order, it is hereby ordered that Items No. 1 through 11, pertaining to U.S. Highway 91, of that Minute Entry is rescinded, as recommended and stated in marked Exhibit A-363, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 20). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20 from East of Bingham-Bonneville County Line to Jct. US 191, as recommended and stated in marked Exhibit A-363, which is made a part hereof with like effect as though extended in full herein.

Abandonment from the State Highway System (Certain Property in Osburn, Idaho). Whereas, it has been determined that one parcel of land being on the south side and one parcel of land being on the north side of the centerline of the Osburn Business Loop, Project No. FI-73(20) Sta. 400 Highway Survey, as shown on the plans thereof now on file in the office of the Department of Highways of the State of Idaho, and being a portion of the S $\frac{1}{2}$ NW $\frac{1}{4}$ of Section 20, Township 48

North, Range 4 East, Boise Meridian, Shoshone County, are no longer required for highway purposes, they are hereby abandoned as a part of the State Highway right-of-way, as recommended and stated in marked Exhibit B-90, consisting of four pages, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (SH 5). The Board approved the removal of two sections of former State Highway No. SH 5, the first section 1.600 miles in length and described as beginning at a point 0.693 mile east of Plummer East City Limits and extending easterly to a barricade at Little Plummer Creek and the second section 0.400 mile in length and described as beginning at a point 14.733 miles west of St. Maries West City Limits and extending westerly to a barricade at Little Plummer Creek, as shown in official Exhibit B-91, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 30). The Board approved the removal of a section of former State Highway No. US 30, 8.400 miles in length, and described as beginning at a point approximately 3.400 miles southeast of King Hill and ending at a point 2.872 miles west of the Bliss City Limits, as shown in official Exhibit B-88, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 10). The Board approved the removal of a section of former State Highway No. US 10, 5.554 miles in length, and described as beginning at a point 0.145 mile west of Clark Street in Post Falls and ending at Coeur d'Alene West City Limits, as shown in official Exhibit B-93, which is made a part hereof with like effect as though extended in full herein.

Resolution Prohibiting Use of Certain Sections of Interstate by Non-Motorized Traffic, etc., Executed. The Board rescinded a resolution of the Board of Highway Directors dated May 14, 1968, because certain revisions, additions and deletions to the resolution were in order, and executed a resolution designating that the use of those sections of Interstate Routes I-80N, I-15W, I-15 and I-90 is prohibited for use by non-motorized traffic, etc., as shown in marked Exhibit C-63, which is made a part hereof with like effect as though extended in full herein.

Board Reconsiders Request for an Interchange at Diamond Road Overpass, Interstate 15. The Department apprised the Board of a request from Mayor Betty R. Lang of Roberts for an interchange at the Diamond Road northwest of Roberts on Interstate 15 which again would have to recommend that the overpass not be built as requested because the traffic count projections to use an overpass at such a location would never justify the cost of the structure.

Another reason for being unable to support a one-way ramp as an alternate request was because of the safety and economic factors involved. The single ramp would encourage wrong way violations from the Interstate and drivers of vehicles using the Interstate not having other ramps to help identify the overpass as an interchange would lend to rear-end and sideswipe accidents on the freeway.

The Board concurred in the findings of the review and directed that Mayor Lang be so notified by the Board Secretary.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for December 3 & 4, 1970.



 C. ED FLANDRO, Chairman

Read and Approved
 December 3, 1970
 Boise, Idaho

CCD199

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS
 December 3 & 4, 1970

The Idaho Board of Highway Directors met in stated regular session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, December 3, 1970. Present were:

C. Ed Flandro, Chairman - Director, District 1
 Lloyd F. Barron, Member - Director, District 2
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the November Board Meeting.

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

STS-4113(552), formerly F-4113(48), Skookumchuck Creek, Idaho County - Idaho Telephone Company and Idaho County Light & Power Coop. Association, Inc.

F-2351(6), Shoshone - West, Lincoln County - Idaho Power Company

S-2745(1), Murtaugh Loop Bridge and Approaches, Twin Falls County - Idaho Power Company and Mountain States Telephone & Telegraph Company

The Board, after reviewing the project plans, decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

RS-6725(5), Iona - North, Bonneville County - Utah Power and Light Company and Mountain Bell

December 3, 1970

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

L. F. Erickson, Materials & Research Engineer, to attend Highway Research Board's 50th Annual Meeting, January 18 - 22, 1971, Washington, D. C.

Personnel Actions. The Board approved the following Step 6 merit increase:

V. N. Richardson, Assistant State Highway Engineer (Operations), from \$1551 to \$1629, effective 3/1/71.

The Board approved the promotion of Keith Green, Associate Construction Engineer, to Assistant Construction Engineer, \$1042 to \$1094, effective 1/1/71.

Progress Report on Improvement of Idaho Falls - A.E.C. Section of U.S. 20-26. The Department advised the Board that it had submitted a supplemental request for Public Lands Funds for the above reconstruction through the Boise and Regional offices of the Federal Highway Administration and that Idaho Division Engineer Omar Homme had sent along with it a strong letter of endorsement.

Lewiston Hill Hearing Target Date Spring 1971. The Board was advised that the cost estimates for the five per cent gradient alternatives for inclusion in the Lewiston Hill study were now complete and that the Department is working on new traffic assignments based on the most recent origin destination travel surveys conducted in the area.

The Board was advised also that the location hearing could be scheduled some time in the spring providing work on this project is not delayed by competing priorities.

Ucon Street Section Considered. In response to a request to improve Ucon Street section of U.S. Highway 20-191, the Department was instructed to proceed with the necessary preliminary engineering work. The Department was further instructed to meet with the City of Ucon to discuss the advantages of delaying actual construction until U.S. 20-191 is relocated so as to reduce inconvenience to through traffic.

Board Authorizes Negotiation Settlement on Christensen Claim. Chief Legal Counsel Tway apprised the Board of the Vaughn M. Christensen damage farm claim near Aberdeen and recommended that an attempt be made to negotiate settlement in the asked amount of \$15,000. The reasoning being that the Christensen farm irrigation system was inadequate according to verbal statements made by a fee appraiser, representatives of the Farm Home Administration and the local Soil Conservation Service.

The Board directed the Legal Division to attempt to settle in the above amount.

1971 Construction Program Finalized. In its final review of the 1971 construction, preliminary engineering, right of way and reconnaissance survey, the Board determined to approve the recommended projects together with a minor betterment program for the coming year.

The Board directed the Department to proceed with work on those projects when plans and specifications are complete, right of way acquisition and approval of the U.S. Department of Transportation is obtained, providing funds become available.

State Highway 55 Extension Approved for Hearing. The Department submitted its notice of a highway corridor study of extending State Highway 55 through a corridor northward from Interstate 80N on or between Cloverdale and Five Mile Roads to State Highway 55 at or north of its connection with West State Street - State Highway 44.

To this the Board concurred and directed the Department to proceed to a location corridor hearing when the study is complete.

Speed Limits in Coeur d'Alene (I-90, US 10, US 10 Bus., US 95A & US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-90, US 10, US 10 Bus., US 95A & US 95 in the City of Coeur d'Alene, as recommended and stated in marked Exhibit A-365, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Osburn (I-90, US 10 & US 10 Bus.). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on I-90, US 10 & US 10 Bus. in the City of Osburn, as recommended and stated in marked Exhibit A-366, which is made a part hereof with like effect as though extended in full herein.

Kamiah Traffic Control Signals. The Board authorized the City of Kamiah to operate and maintain traffic control signals at the following location:

5th and Main Street - 4 Way Flasher

as recommended and stated in marked Exhibit A-367, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Post Falls (US 10 & I-90). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 10 & I-90 in the City of Post Falls, as recommended and stated in marked Exhibit A-368, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Bonners Ferry (US 2 & US 95). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 2 & US 95 in the City of Bonners Ferry, as recommended and stated in marked Exhibit A-369, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (SH 5). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 5 from Plummer Urban Extension to St. Maries Urban Extension, as recommended and stated in marked Exhibit A-370, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (I-90 & US 10). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-90 & US 10 from East of Post Falls to Mullan, as recommended and stated in marked Exhibit A-371, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 2 & US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 2 & US 95 from Milepost 494.65 to Junction of US 2 and US 95, as recommended and stated in marked Exhibit A-372, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 10B & US 95A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 10B & US 95A from Coeur d'Alene Urban Extension to Junction with I-90, US 10 (Milepost 15.40), as recommended and stated in marked Exhibit A-373, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (I-90, US 10 & US 95A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-90, US 10 & US 95A from East of Coeur d'Alene to Junction with US 95A, as recommended and stated in marked Exhibit A-374, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95 from Latah - Benewah County Line to Canada International Boundary, as recommended and stated in marked Exhibit A-375, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 10). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 10 from Washington State Line to the Montana State Line, as recommended and stated in marked Exhibit A-376, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 10 Bus.). Whereas, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated October 14, 1963, are in order, it is hereby ordered that Items No. 1 through 5 pertaining to U.S. 10 Business, of that Minute Entry is rescinded, as recommended and stated in marked Exhibit A-377, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 91). The Board approved the removal of four intermittent sections of former State Highway No. US 91, 5.600 miles in length, and described as beginning at a point 1.327 miles south of the Spencer South City Limits and ending at a point 2.737 miles north of the Spencer North City Limits, as shown in official Exhibit B-94, which is made a part hereof with like effect as though extended in full herein.

Redesignation of State Highway No. US 30S. Whereas, redesignation of State Highway No. US 30S on new alignment leaves a section of the State Highway System without an official route number, it is resolved that State Highway No. 81, be and hereby is, designated as beginning at the Cotterell Interchange east of Declo and ending at the Utah State Line south of Strevell effective as of December 31, 1970, as shown in official Exhibit B-95, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 2). The Board approved the removal of a section of former State Highway No. US 2, 0.586 mile in length, described as beginning at Thama and ending at a point 0.586 mile east of Thama, as shown in official Exhibit B-96, which is made a part hereof with like effect as though extended in full herein.

Report on Hearings Submitted. Hearing Officer Summers submitted transcripts in the following three projects:

S-6862(3), Idmon Corner, South 4 Miles
 T-4020(1), West 5 Points in Twin Falls
 F-6471(47), Chester - Southwest

The Board, after considering the same, determined in the affirmative that project development should proceed on the latter two projects and subject to the concurrence of the Clark County Commissioners as to the Idmon Corner, South 4 Miles, Project No. S-6862(3).

Plans, Specifications and Estimates Approved. The Board reviewed and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
STS-4113(552) & F-4113(49)	Skookumchuck Br. & Seeding	\$214,788.00
I-90-1(14)21 "A"	Blue Creek Bay Bridge - Jct. US-95A	\$646,176.00
SU-3791(1) "B" Strs.	Curtis Road Extension	\$390,499.00

Projects Proposed for PS&E Approval. The Board was advised of the following projects proposed for PS&E approval within the next sixty days:

F-FG-5116(23), Sandpoint	\$ 2,344,000.00
I-15W-4(12)81, Igo - Bannock Creek	\$ 3,037,000.00
F-4201(17), Arrow Bridge East	\$ 110,000.00
S-SG-4769(9), Clearwater River Bridge at Arrow	\$ 1,400,000.00
S-3712(6), Blaine Street, Caldwell	\$ 240,000.00
I-15-3(41)168, Dubois Rest Area	\$ 140,000.00
F-2351(6), Shoshone West	\$ 1,077,000.00

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

I-15-1(35)71, Sec. "A" - The work consists of regrading medians and flattening slopes on an interchange of Interstate Highway 15 at Pocatello Creek, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to Mitchell Construction Co., Pocatello, Idaho, the low bidder, on November 30, 1970, in the amount of \$125,419.00.

STS-5041(552) & STS-5152(521) - The work consists of constructing extension to concrete box culverts at Jackass Creek and Hell's Gulch on US-10 Business and US-95A, in the vicinity of Kellogg and St. Maries, in Shoshone and Benewah Counties - State financed. The contract was awarded to Hull Construction Co., Inc., Wallace, Idaho, the low bidder, on December 2, 1970, in the amount of \$9,791.45.

STM-4201(519) - The work consists of selective clearing of marked dead and dying trees and brush from within the highway right of way on approximately 22.1 miles of Highway US-12 (M.P. 44.2 - 66.3), Orofino - Kamiah, in Clearwater and Lewis Counties - State financed. The contract was awarded to Valley Tree Service, Orofino, Idaho, the low bidder, on December 2, 1970, in the amount of \$18,985.00.

Shoshone Building No. 2253 - The work consists of installing one natural gas wall furnace and four gas unit heaters in the old highway office and shop buildings at Shoshone, Idaho, in Lincoln County - State financed. The contract was awarded to Peterson's, Gooding, Idaho, the low bidder, on December 16, 1970, in the amount of \$2,891.00.

STM-6804(506) - The work consists of repairing the abutments of the bridge over the North Fork of the Teton River on SH-32, in Fremont and Teton Counties - State financed. The contract was awarded to Aiman Construction Co., Inc., Idaho Falls, Idaho, the low bidder, on December 8, 1970, in the amount of \$17,807.00.

I-15-1(55)16 & I-15-1(22)17 - The work consists of modifying the slopes, medians, drainage structures, signing and placing a leveling course, plant mix overlay and seal coat on 5.184 miles of Interstate 15, between Deep Creek and Colton Road, in Oneida County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$811,011.75.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation on the following:

I-90	I-IG-90-1(17)60 Osburn to West Wallace	Fleeta E. Strobe, a widow; The heirs and devisees of Alva L. Strobe, deceased, and Wallace Community Housing Corporation	Parcel No. 6
US 30	F-FG-3022(19) S. Conn. to Mountain Home	Francis T. Pfeiffer and Rosemary V. Pfeiffer	Parcel No. 8

Approval of Deeds & Easements. The Board approved the deeds and easements and signed the instrument to effect the trade on the following:

US 30	West of Murtaugh	Ed Uhlig & Lincoln Land and Livestock, Inc. (Portion Gov't. Lot 2, Sec. 2, T. 11 S., R. 19 E., B.M.)	Borrow No. 3
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The Board also gave approval to a use by Ed Uhlig of some extra right of way in the same vicinity. (Permit No. 2-70-156)

Exchange of Access Deeds. The Board signed the instrument for an Exchange of Access Deed on the following:

US 30	F-2361(11) Filer - West	L. C. Abel & Ruthe M. Abel	Parcel No. 26A
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Approval of Proposed Exchange of Materials Sources (MA-33 for MA-41). The Board approved an exchange of Materials Source MA-33 for MA-41 northeast of Rexburg in Madison County.

Board Approves Policy of Accommodation of Utilities on Idaho Highways. The Department reviewed with the Board a current utility accommodation policy No. 304 together with certain recommended updated changes to which the Board concurred and authorized the Department to supplement this policy with the following new Board Policy No. 308:

308 - Utility Accommodation Policy

The Board adopted "A Policy for the Accommodation of Utilities within Rights of Way of the Federal-Aid Highway Systems in the State of Idaho" as the official policy regulating the location, design, and methods for installing, adjusting and maintaining utilities on State highway rights-of-way when such use and occupancy is legal, in the public interest, and will not adversely affect the highway or its users.

The policy requires that new utility installations within the highway rights-of-way must be designed and installed to meet governmental and industrial codes and standards, including State Highway Department Standards.

The policy was developed to meet the requirements of the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, Policy and Procedure Memorandum 30-4.1, Accommodation of Utilities. Guidelines provided by the U.S. Department of Transportation were followed in the preparation of the policy and prior to completion of the final draft a discussion hearing was held by the State Highway Department attended by representatives from the Bureau of Public Roads, utility companies, counties, cities and highway and good road districts.

The policy is written to enable the cities, counties, highway and good roads districts to adopt it rather than develop an equally restrictive policy of their own in order to insure compliance with Federal regulations necessary to obtain Federal-Aid participation in local secondary projects. This policy may be amended by authority of the State Highway Engineer. (Supplements Policy 304 dated January 15, 1958).

FRIDAY, DECEMBER 4, 1970

The meeting of the Highway Board reconvened at 9:30 a.m. in the State Highway Building, Boise, with the following persons present and participating:

C. Ed Flandro, Chairman
Lloyd F. Barron, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

City of Nampa Asks for Support on Urban Projects. Appearing before the Board were:

Mayor Ernest Starr
John Wray, Nampa Chamber of Commerce
G. M. Brown, Nampa Chamber of Commerce
Elmo Y. Crill, Nampa Chamber of Commerce
Roger Rodgers, Idaho Free Press, Nampa
R. J. Huckabee, Nampa City Engineer

The delegation asked the Board and Department to finance and accelerate project development on Second and Third Streets One-way Couplet, Seventh Street South - Twelfth Avenue South and the Intersection at Lake Lowell Avenue and Amity Avenue.

The delegation commended District Engineer Sacht for the close cooperation he has accorded the City in helping them towards the development of these and other urban projects.

December 4, 1970

Chairman Flandro stated, in response to the Mayor's request for Federal-aid funding, that the Board would be pleased to give the City of Nampa consideration when surplus Secondary Federal-aid moneys are under reallocation consideration next year.

City of Dietrich Requests a Southerly Connection to State Highway 24. Mayor Marvin Durfee of Dietrich met with the Board to ask that the Highway Department designate a highway stub between the community of Dietrich and the proposed relocation of State Highway 24 one-half mile south of Dietrich. The Board requested the Department to look into the possibility of Federal-aid Secondary designation for such a stub so as to permit the use of Federal-aid Secondary and local matching funds in the improvement of the connector by the local road jurisdiction.

City of Boise Reaffirms its Position Regarding Future Arterial Cost Impacts from Relocation of Grove Street. The following delegation appeared before the Board:

Mayor Jay Amyx
 W. Paul Geisler, Assistant Secretary, Boise Cascade Corp.
 G. Hughes, Executive Director, Boise Redevelopment Agency
 Garth Andrews, Reporter, KBOI

After reviewing a letter from Boise Mayor Jay Amyx, which transmitted a Boise City Council motion, the Board requested that Mayor Amyx revise a section of the letter. This section related to the development of a parallel arterial street to compensate for the premature capacity reduction to certain intersections on Grove Street which would result from the proposed realignment associated with the urban redevelopment project. The wording was revised to indicate the City and the State would work jointly to obtain Federal-aid financing for the development of such a street.

The Board has put the City Council on notice by previous letter that the Board has no intention of committing State funds in the development of a parallel arterial street when the future need arises by the anticipated shortening of the relocated Grove Street capacity life.

Snowmobile Legislation Discussed with County Commissioners. Mr. Walter Ward, Bear Lake County Commissioner, and Mr. Jack Stone, Fremont County Commissioner, met with the Board to discuss the Department's snowmobile parking policy. It was suggested to the Board that the Big Springs Spur be plowed and temporarily signed so as to permit parking on one side with signing to be removed when storms were imminent.

The Board reiterated their position that present legislation would not permit the Highway Department to expend State highway user funds outside of highway rights of way and that the Department's resources would not permit use of the Department's manpower and equipment for the plowing of snowmobile parking areas within highway rights of way.

The Board indicated that they would support proper legislation to provide additional funding to take care of the snowmobile parking problem.

Redwood - Yellowstone - Sun Valley Highway Association Meets With Board. The following delegation met before the Board:

Wayne Clark, President
 Harry Harn, Vice President
 Paul Fritz, Superintendent, Craters of the Moon National Monument
 Rhule Leonardson, Clerk, Clark County
 Carl Wilson, Camas County Commissioner
 Paul E. Hayden, Salt Lake Tribune

The delegation urged the Board to place a 35 mile section of Clark County Route A-2 on the State Secondary System between Dubois and the Targhee Forest boundary.

Association Vice President Harry Harn stated that if the Board couldn't see its way clear to put this route on the System at this time, he dispaired of ever receiving favorable Board action.

The Board repeated to the delegation its position on this route was the same as set forth in a letter to Mr. Harn dated December 7, 1967, and before other delegations on this same subject that there would be little point in the Board adding additional routes to the System when such additions could not be adequately funded for maintenance and construction unless comparable cost maintenance - construction present mileage on the System would be removed.

The Department was asked to evaluate the request of the delegation and report to the Board in January in conjunction with a similar request for the addition of the Owyhee Highway to the State Highway System in Southwest Idaho.

Hailey Rest Area Urged by Mayor Heagle. Mayor Larry Heagle of Hailey appeared before the Board with a plat showing the location of a City desired rest area to be built by the Department but maintained by the City of Hailey north of the Hailey Airport on the east side of U.S. 93. Mayor Heagle stated that services of water and sewage were available at this point and would be offered free to the Department for the rest area along with City maintenance and local law enforcement protection of premises.

Mayor Heagle stated that the City of Hailey is not interested in purely a picnic type rest area but was mainly interested in affording a full-fledged rest area with restrooms and so forth.

It was indicated to Mayor Heagle that the Department was reluctant to recommend any major improvements in that area recognizing the uncertainty as to the future alingment of U.S. Highway 93.