

Chairman Thomason further suggested that Representative John Sessions be contacted relative to his reporting on Interim Legislative Committee actions at the budget session.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for January 19 & 20, 1972.



HOWARD B. THOMASON, Chairman

Read and Approved  
January 20, 1972  
Boise, Idaho

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

January 19 & 20, 1972

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Wednesday, January 19, 1972. Present were:

Howard B. Thomason, Chairman - Director, District 3  
Lloyd F. Barron, Vice-chairman - Director, District 2  
John G. Fanning, Member - Director, District 1  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary

Hearing Determination - Adoption of the 1971 Edition of the Manual on Uniform Traffic Control Devices for Streets and Highways. A public hearing was held at the State Highway Building Auditorium, in Boise, Idaho, at 9 a.m., Thursday, January 6, 1972.

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 Idaho Department of Highways hereby adopts said manual and specifications for a uniform system of traffic control devices for use upon the highways within this State, with the exception:
2. That the use of yellow and red vehicle turn arrow traffic signal indications not be permitted in this State.

January 19, 1972

3. The adoption of the previous Uniform Manual of Traffic Control Devices for Streets and Highways adopted by the Board September 19, 1961, is hereby rescinded.

(Filed as Exhibit C-70)

New Board Policy Approved. The Board approved the following new Board Policy:

B-534 - State Highway Closure

When deemed necessary for the protection of the public, the State Highway Engineer or his designee is authorized to close at any time those portions of the State Highway System which for any reason would be hazardous for vehicular traffic.

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:

S-3783(1), Cloverdale Road (Columbia-Victory), Ada County - Idaho Power Company and Mountain Bell

Annual Report on Consulting Engineering Services. Deputy State Highway Engineer Tisdale reported an estimated \$1,250.00 will be paid for consulting engineering services during the past six months and during the next few months for expert witness services by Mr. Vern Otter.

February and March Board Meeting Dates Scheduled. The Board scheduled its February Board Meeting for February 22 & 23, 1972, and its March Board Meeting for March 20 & 21, 1972.

Meeting with Forest Service and Federal Highway Administration on Forest Highway Program Scheduled. State Highway Engineer Mathes suggested the need for a meeting with the two Federal agencies to discuss Forest Highway (1972) projects scheduling and financing on either March 20 or 21 at those agencies' convenience.

To this the Board concurred.

Annual Report of Out-of-State Travel Submitted. After reporting on 1971 out-of-state travel expenditures of \$10,420.56, State Highway Engineer Mathes requested that 1972 out-of-state travel budget be continued at \$12,000. AASHO and WASHO meetings will be held in the West this year which should permit better Department attendance.

Authority for Condemnation.

US 95	F-4114(13) R/W (Salmon River - White Bird)	Heckman Ranches, Inc.	Parcel No. 8 & 8R
-------	--	-----------------------	----------------------

The Board approved the condemnation which is to include the 0.41 acre severed uneconomic remnant on the northeast corner of the ownership.

January 19, 1972

Authority for Settlement in Excess of \$40,000.

US 30	T-4030(1) (Capitol Blvd. & College Blvd. - Boise)	J. Harry Hopffgarten	Parcel No. 1
-------	--	----------------------	--------------

The Board approved acquisition of the Hopffgarten parcel at \$62,776 for the right of way requirement. The Board directed the Department to try to acquire the north severed remainder at its appraised value of \$20,000 which would make a total authorization of \$82,776. The Board gave authority to go as high as \$90,000 to make the acquisition.

Approval of Deeds & Easements.

SH 68	S-2809(2)	Idaho Fish & Game Com- mission	Parcel No. A (Stanton Cross- ing Rest Area)
-------	-----------	-----------------------------------	---

The Board approved the exchange of the Stanton crossing rest area property for land needed for right of way for the Interstate at Bliss. The deed to the Fish & Game Department was signed by the Board.

State Highway Department Office Bldg. Site, Boise	Ada County Highway District
--	--------------------------------

The Board approved the easement of granting of right of way to the Ada County Highway District of a strip of land connecting Clithero Drive and Moore Street.

Approval of Exchange Deed (Access).

US 191	F-6471(13) (Chester - Ashton)	Elbert W. Roberts and Bessie D. Roberts	Parcel No. 18 A.1
--------	-------------------------------------	--	----------------------

The Board signed the exchange deed allowing change of access from the Elbert W. Roberts' property.

Approval of Order Abandoning Easement for the Former "Macks Inn Maintenance Shed Site" in Fremont County. The Board approved the order of abandonment of the easement of the former Macks Inn maintenance shed site.

Approval for Sale of Portion of Lots 7 & 12 of Section 23, T. 27 N., R. 1 E., B.M., to the State Fish and Game Department as requested by that agency for use as a river front recreation site, F-4113(37), McKenzie Creek - Slate Creek, U.S. 95. The Board approved the sale to the Fish and Game Department of 6.25 acres (portion of former Ben Large property at Slate Creek) for \$11,950.

Approval to Sell Real Property.

Bonneville County  
(6 mi. East of Ririe  
between old Hwy. 26  
& Snake River)

Materials Source Bn-76  
Portion Gov't Lot 4 of  
Sec. 8, T. 3 N.,  
R. 41 E., B.M.

The Board approved the sale to Bonneville County of Materials Source Bn-76 for \$75.00.

Fremont County  
(Ashton-North)

Materials Source Fr-60  
Portion Gov't Lots 1 and  
4, Sec. 33, T. 9 N.,  
R. 42 E., B.M.

The Board approved the sale of the 13.3 acre Materials Source Fr-60 to Fremont County for \$450.00 but directed that the Department get an agreement with the County to rehabilitate the source when materials are exhausted. Deed may be delivered when sale is completed.

Jefferson County  
(East side of Menan  
on north side of  
County road)

Materials Source Jf-34  
Portion NW 1/4 of Sec. 34,  
T. 5 N., R. 38 E., B.M.

The Board approved sale of the Materials Source Jf-34 to Menan for the consideration of \$25.00.

Jefferson County  
(2-1/2 miles south  
of Roberts on east  
side of I-15W &  
south of adjoining  
County road)

Materials Source Jf-79  
Portion SE 1/4 NW 1/4 &  
N 1/2 NW 1/4, Sec. 16,  
T. 4 N., R. 37 E., B.M.

The Board approved sale of the 53+ acres of exhausted Materials Source Jf-79 to the Fish and Game Department for \$1,000.00.

Approval of Resolution Allowing Access From State Highway 33 Between Victor and the Wyoming State Line to Future Public Roads at Certain Designated Locations.

Whereas, Project DF-6521(5), SH 33 south of Victor, Idaho, was originally constructed on a new alignment with no access allowed to adjacent landowners; and,

Whereas, Present owners of land in the vicinity of the said project wish access to the highway for the purpose of development; and,

Whereas, There appears to be no good reason why access from the said highway to public roads should not be allowed.

January 19, 1972

Therefore Be It Resolved, That access from the said project, between Victor, Idaho and the Wyoming State line, be allowed to future public roads as approved by the State Highway Engineer, at the following Highway Survey Stations:

1. 85+88 Both Sides
2. 116+85 Left Side
3. 134+75 Right Side
4. 153+45 Both Sides
5. 171+35 Both Sides
6. 183+00 Left Side

This Official Minute is filed as Exhibit C-71.

Prior access control minute is dated 10/31/59 under Project F-6521(2).

Monthly Report on Outdoor Advertising Received. Jerry Dick, Internal Review Engineer, submitted the monthly report on the progress of outdoor advertising acquisition and control. The report is in Central Files.

Area Controlled Commercial Radio Broadcasting in Rest Areas Discussed with Board. Appearing before the Board was James Kelsch, Wireless Communications, who gave a presentation on area controlled commercial radio broadcasting in rest areas.

Mr. Kelsch stated that 70 per cent of the tape would be noncommercial with public service announcements such as the condition of the road ahead, fire warning, where to go, dining facilities, sleeping accommodations, etc. He also stated that they have been working on their equipment for two years and it has been fully tested.

This service is free to the traveling public. The cost to commercial sponsors would range from \$15 to \$30 a week for a 15 second spot with the sponsorship limited to six.

Installation and maintenance of signing and transmitter are at Wireless Communications' cost.

A demonstration of the equipment was given with a five minute tape containing information about the Perrine Bridge and surrounding area.

The projected gross revenue is estimated at \$90 a week. This would vary from location to location. Twenty-five per cent of the gross revenue would go to the State Highway Department. The proposal would be either for a five month basis or all year around.

Deputy State Highway Engineer Tisdale stated that two things would have to be taken into consideration by the Board before approval could be given:

1. No advertising could be visible from the roadway.
2. The Department would have to advertise for proposals.

The Board concurred that the Department should proceed to advertising for bid proposals on the subject for specific rest areas or groups of rest areas on the State Highway System.

Boise Chamber of Commerce Discusses Interstate Rest Area Signing. Meeting with the Board were Boise Chamber of Commerce Executive Vice-President Roger McGinnis, Charles H. Coble and Cliff McElhanon of Signs, Inc., Boise, asking for consideration in the erection at the Isaac's Canyon westbound rest area of a map sign board that would assist travelers in selecting the correct Interstate interchange off-ramp. This would afford the traveler greater ease in arriving at the commercial destinations in Boise. The delegation proposed that after this installation is made at no cost to the Department a similar information sign is contemplated for the Middleton interchange west of Boise.

The proposed sign would involve a steel structure in concrete with a 8' x 16' panel map with an overall dimension of 14' x 25'.

Mr. McGinnis stated that a restricted broadcasting in the rest area by Wireless Communications' equipment is contemplated. The messages would be changed approximately four times a year.

Mr. McGinnis asked the Department to consider advance signing on the right of way as to the availability of such informational signing in the rest area.

The Board indicated approval of the idea and encouraged the Chamber to proceed with the development of signing within the guidelines of Federal regulations governing such informational signing in rest areas.

Standard Oil Station Encroachment at American Falls Interstate 80N Interchange. R. J. Fratto, Retail Marketing Manager for Standard Oil Company of California from Salt Lake City, together with the Standard Oil Property Representative L. K. Brown, appeared before the Board indicating the Standard Oil Company's desire to lease or purchase the area of encroachment. Mr. Fratto stated that a Mr. Ted New, a Power County Road Department employee, originally gave a Standard Oil Company operator the authority to fill the area which is the encroachment and is now being used for the parking of trucks in conjunction with the Service Station operation.

Deputy State Highway Engineer Tisdale stated that the Department could not sell or lease the encroachment as some of it will be needed when a redesign of the interchange is entered into to conform with updated Interstate design standards. At such time as the contemplated design is completed, the Oil Company and adjoining property owners will be advised as to what extent there may be available footage for a frontage road.

Mr. Fratto stated that he hoped the Board will not eliminate the encroachment by fencing until the redesign of the interchange ramp terminal is complete.

Idaho Motor Transport Association Requests Heavier Axle Loadings on Primary and Secondary Systems. Appearing before the Board were Ollie Arbelbide, Managing Director of the Idaho Motor Transport Association, and his successor, Claude Abel, requesting the Board give consideration in supporting legislation from the Association making legal in Idaho axle loadings of 20,000 pound single and 34,000 pound tandem on Idaho highways other than Interstate.

State Highway Engineer Mathes stated that the Department would have to inventory the Primary and Secondary Systems structures with a H-15 design in order to determine what structures would have to be posted because of the increased axle loading requested by the Association.

Board Chairman Thomason stated that the Board would like to cooperate, but in light of a great many structures on both the Primary and Secondary Systems that are designed for no more than H-15 loadings, the Department would have to review the request in more depth and report its findings to the Board.

Change in Road Closure Policy for State Highway 21 Requested. Truman Joiner and approximately 35 users of State Highway 21 appeared in the Auditorium objecting to the night closure of the route from Idaho City to Lowman during heavy snow winter periods.

Businessmen and residents from Idaho City and Lowman as well as snowmobilers from Boise were present.

District Engineer W. W. Sacht stated that the road was closed at night for reasons of safety and economy since it was considered that leaving the road open at night would necessitate patrolling to make sure unsuspecting motorists were not trapped by winter night storms or slides.

The Board, after reviewing the complaints, determined that State Highway 21 between Idaho City and Lowman would remain open to travel at all times except during periods when storm or slide conditions dictate that travel would be unusually hazardous.

The Board further stated that the gates would remain in place but would be closed and locked only when that section is impassable or when storms or avalanches make driving the route extremely dangerous.

January 19, 1972

THURSDAY, JANUARY 20, 1972

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:

Howard B. Thomason, Chairman  
 Lloyd F. Barron, Vice-chairman  
 John G. Fanning, Member  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

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

Speed Control Zones (SH 74, SH 44 & SH 69). The Board approved prima facie speed limits on SH 74, SH 44 & SH 69, as recommended and stated in marked Exhibit A-396, which is made a part hereof with like effect as though included in full herein.

"Idaho Too Great To Litter" Sign Approved. A letter from Lloyd Howe, Executive Secretary for Idaho State Department of Commerce and Development, dated January 18, was read by the Board. Mr. Howe requested that "Idaho Too Great To Litter" signs with the Governor's name in signature script be installed at appropriate locations on the State Highway System. The sign would be 4' x 6', costing approximately \$75.00 each.

The Board concurred in the above wording for the Department's anti-litter signing program and directed the Department to proceed on that basis.

New Board Policy Approved. The Board approved the following new Board Policy:

B-133 - Damaged or Obsolete Railroad Crossing Signals

Automatic railroad crossing signals on the State Highway System that are damaged or mutually agreed to be obsolete shall be repaired/replaced at the same participation ratio as provided in the original signals installation agreement with the following stipulations:

- The railroad company must submit written evidence to the Department that a diligent effort has been made to collect from the party(s) causing damage.
- The State will not pay railroad flagging costs while an automatic signal is inoperative due to damage or replacement.

Advance warning signs will be installed and maintained by the State.

January 20, 1972

Department Legislative Bills Approved. The Board reviewed and authorized submittal to the current legislative session the following legislative bills:

1. Outdoor Advertising Act providing for right of entry on private property for the purpose of removing illegal signs.
2. Broaden scope of relocation assistance to authorize other public agencies to provide assistance to persons or businesses required to relocate as a result of a public works project.
3. Four bills to reinstate protection of roadsides from littering, flooding, obstruction and vandalizing highway facilities, all of which were omitted in the enacting of the Idaho Penal Code at the last legislative session.

The Board also concurred in the Department meeting with the Outdoor Advertising Association regarding possible legislation to clarify zoning definitions in the present legislation.

Use of Expert Witness Travel Authorized for Smith Supreme Court Law Suit. Chief Legal Counsel Tway suggested and the Board concurred in engaging a Washington State Highway Department employee as an expert witness on road surfacing matters involving the pending Smith Supreme Court case. Mr. Tway indicated the only expense would be that of travel costs.

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

Stockpiles 5579 and 5580 - The work consists of furnishing sanding material in stockpile adjacent to I-90 and US-10, in the vicinity of Osburn and Mullan, in Shoshone County - State financed. The contract was awarded to Zanetti Brothers, Osburn, Idaho, the low bidder, on January 26, 1972, in the amount of \$78,750.00.

Stockpile 6569 - The work consists of furnishing aggregate for road mix pavement and anti-skid material in stockpiles at the Gibbonsville Maintenance Yard, adjacent to US-93, in Lemhi County - State financed. The Board concurred in the award to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$38,250.00.

Stockpile 5584 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpile adjacent to MP-30.9 (SH-200), Sandpoint, in Bonner County - State financed. The Board concurred in the award to Les Peak Paving Co., Spokane, Washington, the low bidder, in the amount of \$37,250.00.

STM-1024(546) & Stockpiles 1572, 1573 & 1574 - The work consists of seal coating approximately 11.8 miles of US-30N, Raft River - Massacre Rock, and furnishing aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of Holbrook, Malad and Rock Creek, in Cassia, Power and Oneida Counties - State financed. The Board concurred in the award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$163,312.50.

S-3783(1) - The work consists of constructing the roadway, drainage structures, a 16' concrete culvert and a plant mix pavement on approximately 3.019 miles of the Cloverdale Road, Columbia Road - Victory Road, in Ada County - Federal Aid Secondary and County financed. The Board concurred in the award to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$309,902.70.

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>
EHS-1-15-3(39)111"C"	Bingham Co. L.-Bassett (Safety Improvement)	\$ 137,000.00
EHS-1-15-2(27)72	Jct. I-15W-Bonneville Co. L. (Safety Improvement)	91,000.00
EHS-1-15W-4(30)89	Rockland Jct.-Igo (Safety Improvement)	82,000.00
EHS-1-15-1(56)36	Virginia-Jct. I-15W (Safety Improvement)	157,000.00
F-5116(24)	Coeur d'Alene-Garwood, Gr., Dr., Plantmix	1,866,000.00
S-SG-3813(1)	So. Connection to Mountain Home, Gr., Dr., Plantmix, Str.	799,800.00
T-4030(1)	Capitol - College	300,000.00
S-4809(8)	Bovill South	1,000,000.00
S-SG-3703(4)	Hammett Connection	350,000.00
I-80N-2(42)96	Gap - Hammett	2,000,000.00
I-15-3(30)150	Hamer I.C. - Dubois I.C.	2,500,000.00

Design and Location Hearings Scheduled. The Board was advised of the following scheduled hearings:

Design Hearings

S-4790(2), Thorn Creek Bridge (Opportunity Only)	- 1/4/72
S-4792(7), Cow Creek Bridge (Opportunity Only)	- 1/4/72
S-4795(1), Little Potlatch Creek Bridge (Opportunity Only)	- 1/4/72
S-2709(4), Clear Lakes Grade (Opportunity Only)	- 1/20/72
F-6471(39) & (54), Through Rigby	- 2/9/72

Location Hearings

F-4114(18), Lewiston Hill - US 95 Relocation (Tentative)	- 3/6-10/72
S-1721(15), Sterling - Springfield, SH 39	- 3/20-24/72

Engineering Agreements Approved. The Board concurred in the recommendations of the Consulting Engineering Committee concerning the following projects:

1. Engineering Agreement E-71, Project I-90-1(14)21, Blue Creek Bay Bridge. Work involves preparation of plans to transfer loads from old Tower leg to new Tower presently being constructed. Consultant's proposed fee - \$1,550.00.
2. Engineering Agreement E-60, Project I-90-1(55)26, Cedar Canyon - Rose Lake Junction. Cost plus fixed fee agreement for survey and design of Interstate from Wolf Lodge I.C. to Rose Lake Junction. Work involves environmental statement, survey, hearing plans and documents, roadway and drainage design, right of way plans and descriptions, traffic services design, structure design and special provisions and summary of quantities.

Estimate of Engineering Work Cost	- \$257,815.41
Consultant's Proposed Fixed Fee	- <u>38,672.31</u>
Total Cost	- \$296,487.72

Engineering Corporation of America was the recommended engineering firm for both agreements after the Committee deliberated with various other consulting engineering firms.

Railroad Extension Structure at Sandpoint Agreement Signed. State Highway Engineer Mathes stated that the Department has signed an agreement with Burlington Northern concerning the extension of the railroad structure at Sandpoint following a meeting by Urban Engineer Crossley with the City of Sandpoint. The City Council provided a resolution concurring in the Sand Creek corridor for the future location for U.S. Highway 95 through Sandpoint.

State Parks Commissioners Meet With Board. State Parks Commissioners George Miller of Bonners Ferry, Bill Frome of St. Anthony and Earl Gunnell of Soda Springs met with the Board to request that the Department acquire 15 or 20 acres from the Forest Service in the Island

Park area somewhere between the Dubois - Mack's Inn road - U.S. 191 junction and Henry's Lake Flat for the construction of a rest area that would serve both summer and winter travelers and recreationists.

Mr. Frome suggested the possibility of utilizing Bureau of Outdoor Recreation matching funds on a 50 - 50 basis.

The Board stated they would take the matter under consideration in reviewing future rest area programing.

Department Budget for Fiscal Year 1972-73 Presented to Legislature. Meeting with the Appropriations and Finance Committees and other members of the Legislature in the State Highway Auditorium, the Board and the Department presented in slide form the Department's proposed budget. Approximately eighty legislators were present and expressed commendation for the clarity of the subject as presented by the State Highway Engineer, Deputy State Highway Engineer and Assistant State Highway Engineer (Operations).

Board Executive Secretary Employment Extended April 1, 1972, to March 13, 1973. The Board approved an overage extension for Board Executive Secretary Wayne Summers to be extended April 1, 1972, to March 31, 1973.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for February 22 & 23, 1972.

  
 HOWARD B. THOMASON, Chairman

Read and Approved  
 February 22, 1972  
 Boise, Idaho

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

February 22 & 23, 1972

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Tuesday, February 22, 1972. Present were:

Howard B. Thomason, Chairman - Director, District 3  
 Lloyd F. Barron, Vice-chairman - Director, District 2  
 John G. Fanning, Member - Director, District 1  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

March and April Board Meeting Dates Scheduled. The Board scheduled its March Board Meeting for March 20 & 21, 1972, and its April Board Meeting for April 24 & 25, 1972.

February 22, 1972

Minutes. The Board approved the minutes of the January 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 project:

STS-4780(514), Greer Hill, Clearwater County - General Telephone Company of the Northwest

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:

I-90-1(90)69 Const., I-90-1(45)69 R/W, Mullan - East & West, Shoshone County - General Telephone Company of the Northwest, Mullan Television Company and Washington Water Power Company

Overage Employment Extension Approved. The Board approved an overage employment extension for Alvin A. Larsen, Engineering Technician V, from April 1972 to December 31, 1972.

Use of Retired Employees as Temporary Noncertified Employees Approved. State Highway Engineer Mathes apprised the Board that certain retired employees could be of considerable use to the Department on a noncertified basis as temporary employees of the Department.

The Board directed the Department to work up a Board Policy on this subject and submit it to the Board for consideration.

Board Certifies Department Revenues and Expenditures for Calendar Year 1971. As required by Section 40-137 of the Idaho Code, the Idaho Highway Board at its January Board Meeting signed a Certification relating to receipts and expenditures from the State Highway Fund by the Idaho Department of Highways for the period January 1, 1971, through December 13, 1971.

The Department's seal was affixed to the Certification and the Department was directed to forward this document to the Office of the State Auditor on February 10, 1972. Certified copies of the original were mailed to the Office of the Ada County Auditor for filing and to the Idaho Statesman with instructions for publishing in the Sunday edition of the Statesman on February 20, 1972. Records of the signature by the State Highway Engineer on the letters transmitting the documents to the Office of the State Auditor, the Ada County Auditor and to the Statesman newspaper are recorded in the State Highway Engineer's minute entry book. Copies of the documents are on file in the Department's Central Files Unit.

Use of Foreign Materials in Construction Projects Continued. The Department apprised the Board of an increasing use of foreign materials--particularly steel--in construction projects and that certification of

February 22, 1972

inspection can now be had prior to installation in construction projects. Such foreign steels are still considerably cheaper and certification can cause the quality to be equal to domestic higher priced materials.

The Board determined at this time to make no change in the above policy but asked the Department to continue to observe the price spread.

Board Determines to Not Refund Sign Permit Fees That Have Been Issued in the Past for Signs Located in Setback Areas. The Board was apprised that approximately 300 sign permits have been issued in the past for outdoor advertising signs located on setback areas so described in right of way deeds and that the permits were issued in conformance with the Beautification Act without the Department's knowledge of the deed restrictions. Such located signs which violate deed restrictions, the Board was advised are, under present State law, illegal and must be removed without compensation.

Some sign owners are protesting the fact that they were required to pay for a permit and must remove the sign without compensation. Those sign owners who did not purchase sign permits had the same advertising benefits as those who did without the added cost of the permit.

The Board determined to not refund permit fees since it was the sign owners obligation to determine legality of the sign and the permitted sign owners did receive the benefits of advertising during the period covered by the permits.

Progress Report on Outdoor Advertising. Jerry Dick, Internal Review Engineer in charge of outdoor advertising sign removals, submitted the February progress report on outdoor advertising which is in Central Files.

City of Blackfoot Urges Bridge Street Improvement. Blackfoot Mayor Darwin C. Daniels together with Councilmen Ted Lott, Murray Sorensen and Austin Stover appeared before the Board regarding the target date of the Department in improving Bridge Street.

The delegation was informed that the Department could not get the project ready for contract before 1973 and that advancement of the project at that time would be dependent upon available financing.

The delegation then inquired as to the timing of the Department's supplying elevations for those businesses that needed to replace their sidewalks--some of which are becoming hazardous.

They were informed that sometime in May the District office in Pocatello would probably be in position to provide sidewalk elevations.

The Department counseled the delegation that it would be more economical to await the street project to construct curb, gutter and sidewalks.

A statement dated February 11 to the Board and the Department signed by the Mayor and City Council as to their concern regarding needed improvement and present sidewalk hazards is on file in Central Files.

Idaho Campground Association Cites Its Problems. Association President Tony Zornik and his wife Linda appeared to acquaint the Board and the Department with the signing problems the Association has in directing interested traffic to their campground areas. One of the problem areas is the KOA Campground in Idaho Falls off of the Lindsay Boulevard Interchange on U.S. Highway 20.

State Highway Engineer Mathes stated that the Traffic Section would look into signing at the KOA location and might be able to assist those desiring to circulate into that campground facility by improving signing at the ramp terminal junction with Lindsay Boulevard. It was made clear that the Department has no signing jurisdiction beyond its System.

Mr. Zornik expressed the Association's concern of free camping competition with State operated rest areas.

The Board and the Department stated the Department is not desirous of competing with private industry and that turnouts and rest areas along the State Highway System are basically designed to relieve the driver from traveling fatigue and are not intended for extended overnight camping.

American Falls Dam Roadway Replacement (State Highway 39) Discussed. Appearing before the Board were State Senator Joe F. Allen, American Falls; State Representative Max Kendell, Aberdeen; Ernest Permann, American Falls; Mike Hovorka, American Falls; Kay Hansen, American Falls; and Ted J. Roth, American Falls.

The delegation inquired into the status of the proposed four-lane section of State Highway 39 across the American Falls Dam.

State Highway Engineer Mathes brought the delegation up to date on the problem, stating that the timing hinged entirely on the construction of a new dam. He also apprised the delegation of the Department's previous preliminary planning as to possible locations for a structure above the dam in the reservoir and of a proposed location of a structure below the present dam.

The high cost of independent structures was brought to the attention of the delegation. Approximately three years of Secondary road financing would be required to finance the cost of the independent structures.

The delegation, before leaving, suggested calling a public hearing in the matter to stress need for reconstruction of the present dam and the replacement of the present two lanes on the structure to that of four lanes in order to bring Federal and other public officials attention to the problem.

February 22, 1972

Mr. Permann asked the Department to send him the names of the officials of the Reclamation Department in Washington, D. C., so that the local people might request a public hearing of them.

Department Authorized to Contact Raft River Highway District Regarding Extension of State Highway 77 to Sublett I-80N Interchange.  
State Highway Engineer Mathes apprised the Board of the history involving the efforts of the Department to relinquish old U.S. 30, now State Highway 81, from the State Highway System to the Raft River Highway District in exchange to extending FAS Route 77 from Malta to the Sublett Interchange.

The Board authorized the Department to make contacts with this objective in mind.

The Department was also authorized to contact the Shoshone Highway District, Dietrich Highway District, Kimama Highway District and Minidoka Highway District regarding possible removal of State Highway 24 from the State Highway System following completion of the three projects presently scheduled in the construction and planning programs.

WEDNESDAY, FEBRUARY 23, 1972

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:

Howard B. Thomason, Chairman  
Lloyd F. Barron, Vice-chairman  
John G. Fanning, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary

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

EHS-I-80N-3(46)214 & EHS-I-15W-5(15)121 - The work consists of flattening slopes, modifying signing and guard rail on 7.68 miles of Interstate Highway I-80N, Meridian Road to Salt Lake I.C. and on 6.64 miles of Interstate Highway I-15W, Salt Lake I.C. - Raft River Rest Area, in Cassia and Minidoka Counties - EHS Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on February 14, 1972, in the amount of \$158,169.00 (Alternate #2).

Stockpile No. 1577 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles at the Montpelier Maintenance Yard, in Bear Lake County - State financed. The contract was awarded to LeGrand Johnson Construction Co., Inc., Logan, Utah, the low bidder, on February 10, 1972, in the amount of \$47,890.00.

STS-2790(514), STS-2862(514) & STS-2864(513) - The work consists of constructing two concrete bridges over B-1 and B-2 Canals on SH-24, extending two minor structures and replacing two pipe culverts on SH-27, Oakley - Burley, and widening two structures, replacing one structure on SH-25, Barrymore Jct. - Rupert, in Minidoka, Cassia and Jerome Counties - State financed. The contract was awarded to Tony Russell Construction, Inc., Twin Falls, Idaho, the low bidder, on February 14, 1972, in the amount of \$114,810.00.

Stockpile No. 5583 - The work consists of furnishing aggregate for road mix pavement and sanding material in stockpiles right and adjacent to MP-426.15 (SH-3), south of St. Maries, in Benewah County - State financed. The contract was awarded to Grant Construction Co., Hayden Lake, Idaho, the low bidder, on February 11, 1972, in the amount of \$51,850.00.

Stockpiles 2566 & 2577 - The work consists of furnishing cover coat material in stockpiles adjacent to U.S. 26 and 93, in the vicinity of Shoshone, Marley and the Jerome Airport, in Lincoln and Jerome Counties - State financed. The contract was awarded to Maverick Construction Co., Burley, Idaho, the low bidder, on February 15, 1972, in the amount of \$41,510.00.

Stockpile No. 5582 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of Harrison Jct. (SH-3), in Kootenai County - State financed. The Board concurred in the award to Grant Construction Co., Hayden Lake, Idaho, the low bidder, in the amount of \$52,825.00.

S-6751(4) & ST-6872(503) - The work consists of constructing the roadway, 1-26' concrete bridge, 2-32' concrete bridges and a Type "C" Surface Treatment on 6.855 miles of SH-28, Lemhi County Line - South and constructing a 25' concrete bridge on SH-29, Lemhi River (Leadore), in Clark and Lemhi Counties - Federal Aid Secondary and State financed project and State financed project. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on February 28, 1972, in the amount of \$581,676.60.

Stockpiles 2573, 2576 and 2578 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of Mackay Reservoir, Hailey and the Hansen Bridge, in Custer, Blaine and Jerome Counties - State financed. The Board concurred in the award to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, in the amount of \$56,110.00.

Stockpiles 4579 & 4583 - The work consists of furnishing aggregate for road mix pavement and anti-skid material in stockpiles adjacent to US-12, in the vicinity of Orofino and Kooskia, in Clearwater and Idaho Counties - State financed. The Board concurred in the award to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder, in the amount of \$65,700.00.

STM-2361(571), STM-2862(516), STM-2864(516) & Stockpile 2575 - The work consists of furnishing aggregate for road mix pavement in stockpile in the vicinity of Rupert and seal coating approximately 2.6 miles of US-30 (Burley - Snake River Bridge), 6.3 miles of SH-27 (Burley-Paul) and 8.0 miles of SH-25 (Kasota I.C. - Paul), in Cassia and Minidoka Counties - State financed. The Board concurred in the award to Winn & Co., Buhl, Idaho, the low bidder, in the amount of \$94,532.00.

STS-4780(514) - The work consists of grading the roadway by flattening curves, drainage structures and fencing on approximately 1.7 miles on SH-11, Greer Grade, in Clearwater County - State financed. The Board concurred in the award to MacGregor Triangle Co., Boise, Idaho, the low bidder, in the amount of \$120,605.00.

Stockpiles 4578 & 4580 - The work consists of furnishing aggregate for road mix pavement and anti-skid material in stockpiles in the vicinity of Weippe and Bovill, in Clearwater and Latah Counties - State financed. The Board concurred in the award to Crow Rock Products, Inc., Moscow, Idaho, the low bidder, in the amount of \$89,000.00.

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>
EHS-I-15-3(34)119	Broadway I.C. - Johns Hole I.C.	\$ 180,000.00
EHS-I-90-1(49)11	Coeur d'Alene Belt, Safety Improvement	942,000.00
EHS-I-15-3(26)163	Dubois - China Point, Plantmix	300,000.00
FG-5116(25)	Sandpoint Railroad Separation	534,130.00
F-6422(6)	4 Mi. West Idaho Falls West	450,000.00
S-6873(9)	Leadore - North	450,000.00

Hearing Determination - Design of a 4.39 Mile Section of U.S. 20-191 Through Rigby, Idaho, Projects F-6471(39) & F-6471(54). A public hearing was held at the Rigby High School Auditorium, Rigby, Idaho, at 8 p.m., Wednesday, February 9, 1972.

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:

That the Department should proceed with project development on the proposed design as submitted in said design public hearing.

Location Hearings Scheduled. The Board was advised that the following location hearings have been scheduled:

F-4114(18), Lewiston Hill Relocation (Lewiston) - March 22, 1972  
(Moscow) - March 23, 1972

S-1721(15), Sterling - Springfield  
SH 39 Relocation (Aberdeen) - March 29, 1972

Board Considers and Approves Engineering Agreements. The following engineering agreements were approved:

Engineering Agreement E-72

F-6471(57) - Ponds Bridge; F-6471(56) - Macks Inn Bridge; S-4780(13) - Two Bridges North of Pierce; F-4114(12) - Lewiston Dam East; F-6471(48) - North Fork Teton River Bridge & Sugar City Railroad Overpass.

The work involves layout and design of six structures, field surveys and foundation investigation on two structures north of Pierce; preparation of construction plans, special provisions and summary of quantities.

The firms of Cornell, Howland, Hayes & Merryfield; Engineering Corporation of America; J-U-B Engineers; and McCarter & Tuller and Howard, Needles, Tammen & Bergendoff (A Joint Venture) were contacted.

The Consultant's proposed fee is \$65,348.00; the Department's estimate is \$65,000.00; and the proposed estimate of construction cost is \$627,000.00.

The Board approved the engineering agreement and the related fee with McCarter & Tuller and Howard, Needles, Tammen & Bergendoff (A Joint Venture).

Engineering Agreement E-73

I-80N-4(10)221 - I-15W to Idahome Interchange; I-80N-4(11)235 - Idahome to Sweetzer Interchange.

The work involves layout and design of four structures, preparation of construction plans, writing of special provisions and summary of quantities.

The firms of J-U-B Engineers; Cornell, Howland, Hayes & Merryfield; Engineering Corporation of America; Smith & Monroe; and McCarter & Tuller were contacted.

The Consultant's proposed fee is \$15,161.00; the Department's estimate is \$19,200.00; and the proposed estimate of construction cost is \$265,000.00.

February 23, 1972

The Board approved the engineering agreement and the related fee with Cornell, Howland, Hayes & Merryfield.

Engineering Agreement E-74

S-1778(18) - Bear River Bridge at Grace; EHS-F-1531(6) - Ovid - Montpelier Structures.

The work involves layout and design of three structures, preparation of construction plans, writing of special provisions and summary of quantities. The firms of Cornell, Howland, Hayes & Merryfield; Barton, Stoddard, Milhollin & Higgins; J-U-B Engineers; and Howard, Needles, Tammen & Bergendoff were contacted.

The Consultant's proposed fee is \$33,335.83; the Department's estimate is \$35,000.00; and the proposed estimate of construction cost is \$668,000.00.

The Board approved the engineering agreement and the related fee with Engineering Corporation of America.

Engineering Agreement E-65

I-15-3(31)167 - Dubois I.C. - Spencer I.C.

The work involves layout and design of six structures, preparation of construction plans, writing special provisions and summary of quantities.

This request is to supplement existing Engineering Agreement E-65 with Barton, Stoddard, Milhollin & Higgins who are presently designing fourteen structures between Hamer and the Montana line in Jefferson and Clark Counties.

The Consultant's proposed fee is \$24,309.73 (\$650.00 per sheet); the Department's estimate is \$25,000.00; and the proposed estimate of construction cost is \$364,000.00.

The Board approved the engineering agreement and the related fee with Barton, Stoddard, Milhollin & Higgins.

Engineering Agreement E-76

STM-3291(530) - Mores Creek Bridge.

The work involves inspection of structure conditions on the deck, curbs, railing, extension units, rivet and bolts and photography of defective members. Check horizontal and vertical alignment, forecast estimated remaining life, determine structures inventory and operating load capacity, submit recommendations of repair, inspect piers above and below water surface.

The firms of Barton, Stoddard, Milhollin & Higgins; McCarter & Tuller & Howard, Needles, Tammen & Bergendoff (A Joint Venture); Engineering Corporation of America; and Morison-Maierle, Inc. were contacted.

The Consultant's estimate of the total cost is \$50,480.00 which includes a fixed fee of \$4,440.00; the Department's estimate is \$47,000.00.

The Board approved the engineering agreement and the related fee with McCarter & Tuller and Howard, Needles, Tammen & Bergendoff (A Joint Venture).

Board Concurs in the State Portion of the Award of the Burlington Northern Contract for the Sandpoint Bridge. State Highway Engineer Mathes apprised the Board that he recommended and the Board concurred in the Department's participation by its share in the amount of \$201,347.90 of the Sandpoint railroad bridge award by the Burlington Northern Inc.

Modification of U.S. Highway Routes Approved. Upon the recommendation of Traffic Engineer James Pline, the Board concurred in the future modifications of the following highway route designations: U.S. 30N, U.S. 30, U.S. 91 and U.S. 191.

Modification of U.S. Highway 30N Routing to U.S. Highway 30

The deletion of U.S. Highway 30S in Idaho, Utah and Wyoming was discussed with the Highway Board since this route overlaps Interstate 80N.

Routing modifications would include deletion of U.S. Highway 30S in Idaho and redesignation of U.S. Highway 30N as U.S. Highway 30 from Burley to the Wyoming Line East of Montpelier. The States of Utah and Wyoming concur with this routing change and have filed applications accordingly with the AASHO Routing Committee. The Board approved this routing change and authorized the Department to submit the appropriate application to the AASHO Routing Committee.

Modification of U.S. Highway 91 and 191 Routing

The overlap of U.S. Highway 91 and 191 with Interstate 15 was discussed with the Board of Highway Directors. It was recommended that U.S. Highway 191 be deleted in Idaho with existing U.S. 191 Routing off the Interstate System designated as U.S. Highway 91. The State of Utah has initiated a request to delete U.S. Highway 191 in Utah. Correspondence will be forwarded to Montana requesting their comments and recommendations on the routing modifications. The designation of business loops through adjacent communities is generally proposed as Interstate 15 Business Loops but the final determination will be made after discussion with each community. The Board concurred in the deletion of U.S. 191 with complete deletion subject to concurrence by Montana. If Montana desires to withhold action at this time, the Board concurred in initiating a request to the AASHO Routing Committee for U.S. 191 deletion from the Utah line to Idaho Falls.

Control of Access was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type</u>
F-2391(23)	South Approach to Perrine Bridge Sta. 105+29 Rt. to Sta. 135+05 Sta. 109+84 Left to Sta. 135+05	*Partial Access Control, Type "A"

\* PARTIAL 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 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.

#### Functional

Progress Report of Route/Classification. The Planning Section submitted to the Board its progress report and evaluation of State highway sections with low volume trip lengths and route segments which have been requested for addition to the State Highway System.

The Board directed the Department to review the rating procedures by segregating existing routes from the unimproved and nonexisting routes and report back the ratings that may be applied to them.

Lewiston Dike Road Discussed. A letter from the Lewiston Chamber of Commerce dated February 15, 1972, indicated their support of the City's desire to have the Corps of Army Engineers construct a dike road around Lewiston serving as a bypass route.

The Planning & Traffic Division estimated the requested bypass would relieve only 2,000 ADT present traffic on U.S. 12 through Lewiston.

The Mayor of Lewiston desires a commitment from the Board to the effect that the dike route would be U.S. 12.

The City's current fiscal problem is their need to raise \$185,000 requested by the Corps of Army Engineers for the extended section of the railroad structure.

The Board agreed that the Department would prepare an agreement to reimburse the City for the cost of extending the railroad overpass and possible needed dike adjustments in the event U.S. Highway 12 is relocated to the dike following required location and environmental studies and public hearings.

Bellevue Tavern Roof Extension Encroachment Discussed. The Board was advised that a tavern in the City of Bellevue had proceeded to construct an extended roof over the right of way with supporting posts within the right of way, which is an illegal encroachment on the Federal-aid System.

The Board directed the Legal Division to advise the tavern owner by letter of the legal implications in this type of construction.

Elwyn Smith v. State Highway Department Case Settled. Chief Legal Counsel Tway reviewed the court action in the above important matter stating that the Court settled the matter in favor of the State.

Procedure for Requests for Exchange of Access Discussed. The Department's procedure relating to requests for exchange of access was discussed with the Board.

February 23, 1972

CCI311

It was pointed out that the present procedure involves two separate actions by the Board, i.e., one for Board approval of the exchange and one for signature by the Board at a future date after execution by the property owner.

The Board indicated they would be willing to sign the instrument at the discussion stage if they approve the request. This means that the Board would be the first to sign an exchange deed, thereby avoiding having the Board consider it at two separate dates.

Authority for Condemnation. The Board approved the following condemnation:

I-80N	I-IG-80N-2(40)121 I-IG-80N-2(19)118 R/W (E. Glenss Ferry I.C.- E. King Hill I.C.)	Walter E. Woods & Mildred V. Woods	Parcel No. 21
-------	--	---------------------------------------	---------------

Authority for Settlement in Excess of \$40,000.

US 93	F-2391(23) (Snake River- Perrine Br.)	W. R. Cameron, Trustee, and Rose Cameron, Trustee	Parcel No. 3
-------	---	---	--------------

The Board deferred approval of acquisition of Parcel No. 3 pending further study and support of a need for the land on the west side of the road.

US 93	F-2391(23) (Snake River- Perrine Br.)	W. R. Cameron and Rose Cameron	Parcel No. 4
-------	---	-----------------------------------	--------------

The Board approved acquisition of Parcel No. 4 on the east side of the road for \$40,000 with authority to to \$45,873.

Approval of Deeds.

I-90	I-90-1(45)69 R/W I-90-1(90)69 Const. (Mullan - East & West)	Burlington Northern Inc.
------	--	-----------------------------

The Board approved and signed the quit claim deed.

SH 68	Stanton Crossing Rest Area Blaine County	State of Idaho, State Board of Land Com- missioners
-------	--	---

The Board signed the quit claim deed on a portion of the Stanton Crossing Rest Area.

Approval of Exchange Deed (Access).

US 26	F-2351(6) (Shoshone- West)	Orville J. Harris and Helen Harris	Parcel No. 2A
-------	----------------------------------	---------------------------------------	---------------

The Board signed the exchange deed allowing the Harrises to move two approaches.

Approval of Permit to Use Right of Way.

US 30	F-RF-2361(33) F-2361(11) R/W (Filer-West)	Aslett Construction	2-72-002
-------	---	---------------------	----------

The Board approved use of a well on the right of way by Aslett Construction Company for livestock purposes. The Board indicated that if reasonably possible the pit or well house should be located outside of the right of way. The Board also directed that a hold harmless clause be incorporated in the permit to protect the State from any liability pertaining to the use of this well.

Approval to Sell Real Property.

Mountain Home Main- tenance Shed Site #3210	Lots 9, 10, 11, 12 & 13, Block 28, Linton's Addition to the town of Mountain Home
---	---

The Board approved sale to the Mountain Home Highway District at a negotiated price of \$9,500.

I-15	I-15-1(13)66 (Pocatello Bypass)	Portion Lot 7 of Block 8, First Addition to Inglenook Heights, Bannock County	Parcel No. 20-R
------	---------------------------------------	---	-----------------

The Board approved sale of a State owned residence in Pocatello acquired on the Pocatello Bypass Project for a minimum acceptable bid of \$16,000.

Approval of Resolution Allowing Access from U.S. 95, Project No. F-5116(14), Westmond-Sandpoint, to a Future Public Road at Highway Survey Station 43+60 (Left Side). The Board approved and signed an instrument allowing access from U.S. 95 for a future public road opposite Sagle Junction.

Discussion of Items in Connection with Certain Junkyards.

CJF 11-3(1)                      Lapwai Junkyard -  
Robert Dean  
(Violation of Ease-  
ment - Failure to  
clean yard in  
allotted time)

The Board approved whatever legal action is necessary to enforce compliance with the previously acquired easement deed.

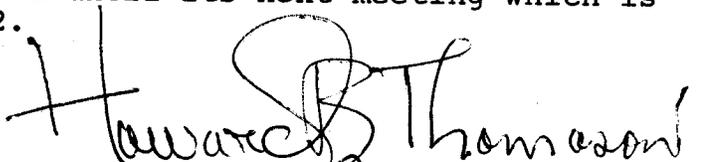
CJI 15-1(1)                      Junkyard - South  
Pocatello - Dale's  
Auto Wrecking Company  
(Progress of Negotiations)

The Board approved whatever legal action is necessary to enforce this junkyard to comply with the Idaho Junkyard Act.

One Mile North of              Larry's Body Shop &  
Wendell on SH 46              Wrecking - Larry  
Harms, Wendell,  
Idaho  
(Violation of Idaho  
Junkyard Act)

The Board approved whatever legal action is necessary to bring this illegal junkyard into conformance with the Idaho Junkyard Act.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for March 20 & 21, 1972.

  
HOWARD B. THOMASON, Chairman

Read and Approved  
March 20, 1972  
Boise, Idaho

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

March 20 &amp; 21, 1972

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, March 20, 1972. Present were:

Howard B. Thomason, Chairman - Director, District 3  
 Lloyd F. Barron, Vice-chairman - Director, District 2  
 John G. Fanning, Member - Director, District 1  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

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

April and May Board Meeting Dates Scheduled. The Board scheduled its April Board Meeting for April 24 & 25, 1972; and set its North Idaho Board Tour for May 15, 16 & 17, 1972, to be followed by the regular May Board Meeting on May 18 & 19, 1972.

Miscellaneous Correspondence. The Board read the following miscellaneous correspondence:

1. Sam Bennion letter regarding archaeological participation in Federal-aid projects.
2. Carl Agren letters dated March 2, 3 and 8 regarding location and design of U.S. 20-191 through Rigby.
3. Federal Highway Administration Division Engineer Omar Homme's reply to Carl Agren, March 8.
4. Kim McDonald letter regarding narrow bridge north of Eagle, State Highway 69.
5. City of Rigby's letter regarding coordinating materials source for recreational area on Rigby - Thornton project.

Legislative Report on Bills Outlined to Board. The following bills were included in the legislative report:

1. Revenue bills projecting an 8 cent motor fuels tax and an 8-1/2 cent motor fuels tax.
2. Outdoor advertising sign control, House Bill 735.
3. Reconsideration hearing, Senate Bill 1370.
4. Increasing axle loadings on other than Interstate highways to 20,000 lb. single and 34,000 lb. tandem axles, Senate Bill 1544.

March 20, 1972

5. Stinger steering for combinations, House Bill 572.

Project Authorized for Five Mile Section West of Idaho Falls on U.S. 20. Upon the recommendation of the State Highway Engineer, the Board concurred in the Department advertising a project on the Idaho Falls - A.E.C. U.S. 20 highway in the privately held land sector for a five mile section beginning four miles west of Idaho Falls. Maintenance work and seal on U.S. 20 from the junction of U.S. 26-20 and Idaho Falls will be correlated with the proposed Public Lands project on this route.

Spring Break Up Report. Assistant State Highway Engineer (Operations) Richardson submitted a maintenance report on the State Highway System's spring break up.

Hackworth Broken Windshield Claim Discussed. Mr. Peter Hackworth, Editor, Caldwell Tribune, appeared before the Board appealing for a review by the Board of his \$23.00 broken windshield claim denied by the Department's tort claim insurance company.

After hearing Mr. Hackworth, the Board concurred that the insurance company did not service the claim in a commendable manner and directed the Department's Legal Counsel to request a review of the claim by the Department's insurance carrier.

State Highway 24 Project Priorities Changed. A delegation headed by State Senator John Peavey and State Representative Steve Antone, Legislative District No. 21, together with eight interested citizens of the area presented to the Board a request to defer the Dietrich - East project (S-2790(11)) and in its place proceed with project development on the Kimama - West project (S-2790(13)) which is sometimes under water during the spring runoff period causing it to be impassable.

The Department apprised the Board that S-2790(13) could not be made ready until fall.

The delegation stressed their support of waiting for project development in order to obtain a flood-free road section.

The Board then directed the Department to proceed with construction on S-2790(13) as soon as possible with improvement on S-2790(11) to follow in 1973.

TUESDAY, MARCH 21, 1972

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:

Howard B. Thomason, Chairman  
Lloyd F. Barron, Vice-chairman  
John G. Fanning, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary

March 21, 1972

American District Telegraph Company Offers Call Box Service.  
 American District Telegraph Company President R. B. Carey and General Manager S. E. Hoydal appeared before the Board to explain an emergency call box service for use on sections of the State Highway System where electric power is not available for emergency telephone boxes.

Messrs. Carey and Hoydal indicated they would forward more specific information to the Department regarding installation and operating costs.

Board Policies Approved. The Board approved the following Board policies:

B-525 - Snowplowing Outside of State Highway Boundaries

As a service to highway users in sparsely settled areas of the State with excessive snowfall and without adequate snow removal equipment, the Department may perform limited snowplowing outside the State highway right of way boundaries as follows:

- State highways must be open for vehicular traffic before any other snowplowing can be done.
- Snow clearing may be done only as personnel and equipment become available and at locations adjacent to and abutting the right of way line. Action will be limited to publicly-used facilities such as post offices, schools, parking turn-outs, etc., where no personal benefit can accrue to any one person or business.
- The State Highway Engineer shall have discretionary power to designate areas of the State and the locations therein which will be eligible for this service.

(Former dates of B-525: 9/20/61 and 7/23/63)

B-619 - Retirement of Department Employees

All Department employees, hourly or certified, will be placed on retirement status upon reaching age 65.

Extensions for continued full time employment will be approved by the Board of Highway Directors in accordance with Public Employees Retirement System regulations. The State Highway Engineer will determine each individual employment extension and certify that the retireable employee's services are essential to the Department in the performance of its public service.

The State Highway Engineer may authorize temporary hourly employment of former employees when their services are considered necessary for Department activities.

(Previous dates for B-619: 4/13/61, 5/20/63, 4/19/71, and 6/29/71)

March 21, 1972

Massacre Rocks Design Engineering Agreement Approved. To comply with time requirements on completion of design of Interstate projects, the Board concurred in the Department's recommendation to enter into an agreement with Cornell, Howland, Hayes & Merryfield for the design of Project I-15W-4(20)108, Cassia County Line to Massacre Rocks, involving layout, foundation and design of 12 structures, survey, design and prepare for contract 7.9 miles of four-lane Interstate.

The total amount covered in the agreement is not to exceed \$323,300 based on a fixed fee of \$37,371 plus cost. The total project is estimated to cost \$10 million.

The above was arrived at after the consulting engineering committee of the Department contacted four other engineering firms.

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

EHS-I-15-3(47)111 - The work consists of modifying slopes, drainage structures, illumination and signing on 11.410 miles of I-15, Bingham County Line - Bassett, in Bonneville County - Federal Aid Interstate and State financed. The contract was awarded to Roberts & Anderson Construction Co., Inc., Provo, Utah, the low bidder, on March 23, 1972, in the amount of \$114,202.00.

S-5783(3) - The work consists of constructing a 62' prestressed concrete bridge on the Priest River - Coolin Road, East River Bridge, in Bonner County - Federal Aid Secondary and County financed. The contract was awarded to R. Redding Construction Co., Inc., Spokane, Washington, the low bidder, on April 3, 1972, in the amount of \$41,271.00.

STM-2862(515) & STM-2361(570) - The work consists of painting steel hand rails, steel shell piling and structural steel on the Overland Bridge, Burley I.C. and the Heyburn Bridge, on SH-27 and US-30N, in Cassia and Minidoka Counties - State financed. The contract was awarded to Hanson & Wilson, Boise, Idaho, the low bidder, on March 30, 1972, in the amount of \$19,585.00.

Building No. 3121 - The work consists of constructing a 44' x 90' x 8" concrete and pumice block maintenance building, drilling a well and providing a complete water system and disposal system at Lowman, Idaho, in Boise County - State financed. As the low bid was 22.3 per cent over the Engineer's Estimate, the bid was rejected.

I-90-1(90)69, Sec. "C" - The work consists of constructing the roadway, drainage structures, 2 concrete overpasses, 3 concrete underpasses, 1 concrete bridge, crushed aggregate base and plant mix base in stockpiles and placing plant mix pavement on frontage roads and connecting roads on 2.415 miles of Interstate Highway 90, in Shoshone County - Federal Aid Interstate and State financed. The contract was awarded to Murphy Brothers, Inc., Spokane, Washington, the low bidder, on April 5, 1972, in the amount of \$2,887,685.00 (Alternate No. 2).

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>
S-3806(12)	Riddle - Grasmere	\$ 400,000.00
I-15-1(42)25	Malad Summit Rest Area	150,000.00
I-15-3(17)188	Pleasant Valley - Montana Line (Plantmix)	360,000.00
S-2809(18)	Hill City - Corral (Plantmix)	300,000.00
LSF 38-1(4)	Big Lost River Rest Area	60,000.00
ST-6471(599)	Thornton - Rexburg (Overlay)	163,000.00
ST-4201(520)	Orofino Slide Correction	55,000.00
ST-2353(523)	Willow Creek Summit	187,000.00
ST-5152(829)	Black Lake to Coeur d'Alene River	148,000.00
ST-1701(519)	Little Creek to I-15W	116,000.00

Design Hearings Authorized. The Board authorized the Department to go to hearings on the following projects when ready:

I-80N-2(12)114, E. Hammett I.C. - W. Glenss Ferry I.C.  
 I-IG-80N-2(38)120, E. Glenss Ferry I.C.  
 S-6774(6), Moody Road (Opportunity)  
 I-90-1(89)16, Silver Beach - Blue Creek Bay  
 F-6471(56), Macks Inn Bridge & Approaches  
 F-1481(24), (25), (26), (27) - Lava-Lund

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
F-5115(11)	Cougar Creek - Coeur d'Alene	*Partial Access Control, Type "F"
F-5115(12)	Mica Flats - Cougar Creek	*Partial Access Control, Type "F"
F-4113(46)	Cottonwood North	**Partial Access Control, Type "A"
S-1721(15)	Sterling Road - Springfield	Standard Approach Policy

\* PARTIAL ACCESS CONTROL, TYPE "F"

Public Road Connections

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, or at locations determined to be in the public interest.

March 21, 1972

### Private Approaches

Private approaches will be allowed as shown on the plans until such time as all direct approaches are eliminated through the construction of a frontage road. Maximum number of private approaches will be three (3) per side per mile.

Existing private approaches may be connected by frontage road to limit the number of direct accesses to the travelway. Additional private approaches may be allowed for isolated land areas where frontage roads are not practicable.

### Right-of-Way Requirements

Adequate right-of-way will be acquired with initial project development to accommodate future frontage roads which may be required for land service.

### \*\* PARTIAL 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 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.

V-1 Right of Way Suit Settlement Authorized, Project No. F-1024(20). Upon the recommendation of Chief Legal Counsel Tway, the Board authorized the Legal Division to settle the Sam Bennion V-1 Oil Station right of way legal matter in the amount of \$75,000.

Progress Report on Outdoor Advertising for March Presented. The report indicated approximately 1,407 signs were removed from alongside the highways; permission was secured from the owners for the Department to remove 234 additional signs; approximately 42 signs were appraised and negotiations are under way for their purchase.

A detailed copy of the report is on file in Central Files.

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

US 95	F-4113(38)	Ross Bentz, Heirs &	Parcel No. 3
	F-4113(13) R/W	Devises of Darwin	
	(Salmon River to	Maynard, Deceased	
	White Bird)		

Authority for Settlement in Excess of \$40,000.

US 93	F-2391(23)	W. R. Cameron, Trustee,	Parcel No. 3
	(Snake River-	and Rose Cameron, Trustee	
	Perrine Br.)		

The Board approved acquisition at \$60,000 and gave the Department authority to go up to \$66,000. (Deferred at February meeting for further study as to necessity.)

Approval of Deeds & Easements.

US 95      F-4113(38)                      Viola McReynolds                      Parcel No. 6.1  
               (Salmon River  
               Bridge to  
               White Bird)

The Board signed the instrument. (This item was discussed with the Board October 19, 1971.)

US 95      F-FG-5116(23)                      Spokane International                      Parcel No. 20  
               F-FG-5116(21) R/W              Railroad Company  
               (Sandpoint-North  
               Bonner County)

US 95      F-FG-5116(23)                      Spokane International                      Parcel No.  
               F-FG-5116(21) R/W              Railroad Company                              20-E-1

The Board signed two instruments on the above two items. (Involves exchange of land with the Railroad Company and compliance with the agreement executed February 1971.)

Exchange of Access Deed. The Board approved and signed the exchange of access deed on the following:

SH 39      S-1721(5)                              Newel Clark & Pearle M.                      Parcel No.  
               (Riverside-                              Clark; Raymond A. Cone                      36-A  
               Collins)                                      & Bette A. Cone

Approval of Permits to Use Right of Way.

US 20      F-6471(18)                              Intermountain Gas                              6-72-57  
   & 191      (St. Anthony)                              Company

The Board approved the request of the Intermountain Gas Company to use part of the right of way.

SH 22      F-6462(7)                              Grand View Farms                              6-71-122  
               (Howe Jct.-  
               Pole Line Rd.)

The Board approved the use by Grand View Farms of approximately 20 acres of land.

Approval to Sell Real Property.

Materials Source Ln-64, Lincoln County  
 (Portion E-1/2 SE-1/4 of Sec. 26, T. 4 S.,  
 R. 19 E., B.M.) This is a depleted materials  
 source approximately 1/2 mile south of Richfield.

The Village of Richfield requested the State to sell this property for use as a disposal lagoon to serve its sewer system now under construction. The Board approved the sale of Ln-64 to the Village of Richfield for \$100.

Approval to Purchase Uneconomic Remainder.

US 191	F-6471(47) (Chester- Southwest)	Lorin Campbell	Parcel No. 5
--------	---------------------------------------	----------------	--------------

This is 4.81 acres of land remaining on the north side of the highway. The land will be landlocked. Total remaining value for the 4.81 acres is \$700, including corrals.

The Board approved the acquisition of the remaining severed 4.81 acres for \$700.

Discussion of Trade of State-owned Real Property with Boozer Oil Company for Future Right of Way Needs.

I-15	I-15-3(3)117 (West Broadway I.C. - Idaho Falls)	Boozer Oil Company	Parcel No. 1-R
------	---	--------------------	----------------

The Board instructed the Department to appraise the 8-foot strip that the State wants. The Board also instructed the Department to consult with Boozer Oil Company to see if they would be interested in dealing with the State on the basis of payment of damages being deferred until such time as the property was actually needed for right of way. The Department is to report back to the Board their findings in the matter.

Property for Sale Adjacent to the Headquarters Building Site, Lots 12 & 13 of Eastman Tract and Lot 17, Block 7, Hubbell Addition. Assistant State Highway Engineer (Operations) Richardson discussed acquisition of this property with the Board.

The Board indicated interest in acquiring the property and instructed that appraisals be made and reviewed with the Board when complete.

Tri-Agency Meeting on Forest Highway Programing. The Board met with Federal Highway Administration representatives from Portland and Boise and representatives from the U.S. Forest Service, Region 1, Missoula, and Region 4, Ogden, for the purpose of reprograming the current fiscal year Forest Highway fund allocation.

Adjustments were made in the current year's programing to fit the projects into the reduced Federal fund allocation.

The Tri-Agency administratively met during the balance of the day developing a revised five year program.

The Board concurred in the suggested five year program developed by the Tri-Agency at this meeting.

March 21, 1972

WHEREUPON, the Board adjourned until its next meeting which is scheduled for April 24 & 25, 1972.

  
 HOWARD B. THOMASON, Chairman

Read and Approved  
 April 24, 1972  
 Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS  
 April 24 & 25, 1972

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, April 24, 1972. Present were:

Howard B. Thomason, Chairman - Director, District 3  
 Lloyd F. Barron, Vice-chairman - Director, District 2  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

John G. Fanning, Member - Director, District 1, joined the Board later in the day.

Rodney Hawes Appears Regarding Owyhee Road. Appearing before the Board were Rodney Hawes and John Cochran, of Marsing and Harold Poser of Portland, Oregon.

Mr. Hawes again asked the Board for early action to place the Owyhee Road from Marsing to Hammett on the State Highway System.

The Board asked that he be patient in this request. Although this requested route has a high system classification rating, the Board felt that a similar mileage of roads presently on the State Highway System should be removed first to keep the system in balance. Chairman Thomason said that possibly sometime late this year the Department may see its way clear to take some of the Owyhee Highway on to the State Highway System.

In discussions preceding the delegation, the Board authorized the Department to make preliminary contacts with local officials in District 3 to explore possible removal of:

1. U.S. 30 - Meridian to Nampa
2. S.H. 52A - West of Emmett
3. U.S. 30 - Sand Hollow to Jct. S.H. 52

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

April 24, 1972

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:

I-90-1(45)69 R/W, I-90-1(90)69 Const., Mullan - East & West, Shoshone County - Citizens Utilities Company

STS-4114(575) Const., STS-4114(571) P.E., Crooks Hill, Latah County - General Telephone Company of the Northwest

DP-F-5116(24) Const., F-5116(12) R/W, Best Ave. - Garwood Jct., Kootenai County - The Washington Water Power Company, General Telephone Company of the Northwest, Kootenai Electric Co-op, Inc., and Idaho Water 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:

STS-6471(574) Const., STS-6471(550) P.E., U.S. Highway 191, Salem Road Intersection, Madison County - Utah Power and Light Company and Mountain States Telephone & Telegraph Company

State Versus V-1 Oil Company, Pocatello, Settled (Project No. F-1024(20)). Chief Legal Counsel Tway apprised the Board that the above case was settled for \$75,000 which included interest and trial cost. The settlement did not include relocation costs which will be appealed.

Uncommitted County Federal-aid Secondary Funds Reapportioned. Secondary Roads Engineer Laragan reported 19 counties have not committed all of their Federal-aid Secondary funds from last year's apportionment--the remainder amounting to \$675,400.

The Post Falls Highway District is in need of \$399,000 of the above funds for its Project S-5735(1), Post Falls Spokane River Bridge.

The Board approved this request. No other requests were received where project development was deemed sufficiently advanced to allocate funds.

After deducting \$40,800 to offset project programming of one and one-half per cent Planning and Research funds, the Board determined to utilize the remaining \$235,600 uncommitted Federal-aid Secondary funds to be applied for projects on the State Highway Secondary System during the current fiscal year.

Miscellaneous Correspondence Read.

1. Petition regarding State Highway 29 new bridge bypass at Leadore. This matter appears to have been resolved.

April 24, 1972

2. Lewiston Downtown Merchants Association March 21 letter supporting bypass dike route. This subject was a matter of discussion with the City of Lewiston; the Corps of Engineers; and, others on Tuesday, 25 April 1972.
3. Nez Perce National Historical Park's April 17 letter regarding rest area on Cottonwood South project. The Department was directed to review this matter further with the Historical Park and report to the Board.

Board Policy Revised. The Board concurred in updating and revising Board Policy B-203 as follows:

B-203 - Selection of Pipe Culverts on Idaho Highways

The kind or kinds of culvert pipe used on State highways will be specified when warranted by economic criteria, such as distance from source of supply, or by engineering criteria such as fill heights, soil characteristics, topography, etc.

When engineering or economic criteria does not dictate a particular kind, type, or class of pipe it will not be specified, except on Interstate or Primary highways where access control and right of way life expectancy of 50 years or more is anticipated. In these cases, the Department will designate the use of a specific type of culvert pipe known to have long life under "high type pavement" which is considered to be asphaltic surfacing a minimum of five (5) inches thick and all Portland Cement concrete pavement.

(Former date of B-203: 6/27/62. Supersedes and withdraws Board Policies No. 204 and 205.)

Personnel Actions Approved. The Board approved overage employment extensions for the following employees:

Orie Vandermale, Mechanic, District IV, from 9-1-72 to 8-31-73.

Dale K. Kimes, District Location Engineer, District V, from 6-1-72 to 5-31-73.

Hearing Determination - Alternative Corridor Locations for the Relocation of U.S. Highway 95 in the Lewiston Hill Area, Nez Perce County, Idaho, F-4114(18). Public hearings were held at the Lewis-Clark Hotel, Lewiston, Idaho, at 8 p.m., Wednesday, March 22, 1972; and at the New Idaho Hotel, Moscow, Idaho, at 8 p.m., Thursday, March 23, 1972.

The Board, having read the transcripts made of the testimony and proceedings had at said hearings; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. U.S. Highway 95, in the Lewiston Hill area, be constructed on generally new location identified as the Ridge Plan shown in the location study report dated February 1972.
2. Relocated sections of U.S. Highway 95, when completed, be added to the State Highway System.
3. The following sections of U.S. Highway 95, when replaced by the proposed relocation, be removed from the State Highway System:
  - (a) From the existing junction of U.S. Highways 12 and 95 north of the Clearwater Memorial Bridge northward approximately eight miles to a connection with the Ridge Plan near the top of Lewiston Hill.
  - (b) From the Washington State Line northeast approximately 0.4 mile to the connection with the Ridge Plan near the upper end of Hatwai Creek Canyon.
4. The section of U.S. Highway 95 from Washington State Line southeast approximately 0.6 mile be retained on the State Highway System and redesignated.
5. The specific location and design of connections, interchanges and intersections be further evaluated during detailed development of the project. Opportunity will be offered at a future date for a design public hearing.
6. These proposals will provide greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Lewiston from said changes.

Hearing Determination - Relocation of State Highway 39 in the Vicinity of Sterling and Springfield, Bingham County, Idaho, S-1721(15).  
A public hearing was held at the Aberdeen High School Library Room, Aberdeen, Idaho, at 8 p.m., Wednesday, March 29, 1972.

The Board, having read the transcript made of the testimony and proceedings had at said hearing; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. State Highway 39, between Sterling Road and Springfield, be constructed on existing and new location as shown in Exhibit 1 of the hearing brochure dated December 1971.
2. Relocated sections of State Highway 39, when completed, be added to the State Highway System as shown in Exhibit 2 of the hearing brochure dated December 1971.

April 24, 1972

3. Existing sections of State Highway 39, when replaced by the relocation, be removed from the State Highway System as shown in Exhibit 2 of the hearing brochure dated December 1971.
4. Existing sections of State Highway 39, used as a part of the relocation, be retained on the State Highway System as shown in Exhibit 2 of the hearing brochure dated December 1971.

Public Lands Funds Approved for U.S. Highway 95 - Oregon Line, North Project. The Board approved the use of \$740,000 in Federal Lands funds for construction of project FL-11-1(2).

The Board concurred in the Department's recommendation to advertise alternative schedules for projects 3.5 miles (estimated cost - \$950,000) and 4.2 miles in length (estimated cost \$1,250,000). A Board determination as to which project will be constructed would be made at a later date depending on bid opening results and State fund availability.

Speed Control Zones (SH 55 & I-180). The Board approved the prima facie speed limits on SH 55 & I-180, as recommended and stated in marked Exhibit A-397, which is made a part hereof with like effect as though included in full herein.

Parking Prohibition on a State Highway (SH 69). The Board approved parking prohibition between Milepost 14.05 and Milepost 14.09 on the east side of State Highway 69, as recommended and stated in marked Exhibit C-72, which is made a part hereof with like effect as though included in full herein.

Rest Area Tourist Information Service Proposals Considered. Proposals for restricted communication radio advertising and public information services for rest areas were presented to the Board for its consideration.

After considerable discussion, it was determined that an information center concept with provision for map and advertising displays on panels, backed up with a push button informational and advertising audio method be developed.

The Board further directed the Department to contact the three firms which had submitted acceptable proposals to determine whether they would be agreeable to modifying their proposals to accommodate this concept.

The matter of an exclusive use of the Black's Creek rest area by the Boise Chamber of Commerce was reconsidered and it was determined to not limit the geographical scope or use of any information center. Therefore, the contractor would be required to make his services available to all potential advertisers including other Chambers of Commerce with a percentage of gross sales retainage by the Department.

Safety Improvement Project Revisions Approved. The Board reviewed the relative priority of remaining projects in the 1972 State Safety and Betterment Program. The Board concurred in adding a project for the correction of the Rainey Creek Slide on U.S. Highway 26 in the amount of \$150,000. The Board also concurred in deferring the Soda Springs - Georgetown paving project as a means of financing the slide correction work.

Recommended Changes in Primary Construction Program Approved. Upon the recommendation of the Department, the Board concurred in the following:

New project Ferdinand - South, U.S. 95, 3.6 miles, \$1 million, for 1975, replacing the first phase of the Craigmont - Ferdinand project which was set over to 1976.

Initial Stage Through Rigby on U.S. 191 to Full Freeway Standard. The Board concurred in the Federal Highway Administration's recommendation to construct the relocation of U.S. 191 through Rigby to full freeway standard in the initial stage.

From indications of projected financing, the Board determined to schedule the project for 1974 and 1975 construction.

TUESDAY, APRIL 25, 1972

The meeting of the Highway Board reconvened at 8:30 a.m. in the Governor's Office, Boise, with the following persons present and participating:

Howard B. Thomason, Chairman  
Lloyd F. Barron, Vice-chairman  
John G. Fanning, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary

Governor's Executive Order No. 72-3 Dated April 3, 1972, Establishing State Planning Regions Discussed. In meeting with the Governor, the Board expressed concern in the numerical shift in the six State regions suggested in his Executive Order. It was pointed out to the Governor that the boundaries do not present any severe problem to the Department but that the suggested numbering order would be very costly and time-consuming to reorient all Department maps, records, inventories, cost accounting, etc., to comply.

The Governor indicated he would ask the State Planning and Community Affairs Department to review the numbering as soon as possible in light of the Department's problems.

The Board then reconvened in Room 201 of the State Highway Building.

April 25, 1972

Delegation Discusses Lewiston Dike Road with Board. Meeting by appointment with the Board was the City of Lewiston, headed by City Manager William D. Williams. Also present from the City of Lewiston were: J. Wanamaker, City Engineer; Councilmen G. F. McNichols and John J. Skelton; and Mayor Ronald F. Jones.

Also present from the Corps of Engineers, Walla Walla, were: Colonel Richard M. Connell, District Engineer; F. Spencer, Design Engineer; F. Swenson Design Engineer; B. Christensen, Planner; and M. Tysor, Real Estate.

After reciting the history of the need for a relief route through Lewiston, Mayor Jones asked that the Department assist them in obtaining base and surfacing by the use of local Federal-aid Secondary funds for a two-lane truck bypass in the dike area proposed by the U.S. Army Engineers along the Clearwater River.

Colonel Connell recited the history of project development of the dike road concept and assured everyone that a 40-foot base would be the maximum that the Corps would construct and anything beyond that would have to be done by others and that a four-lane concept would jeopardize the landscaping planned project requested by the City and which could serve as a beautification model for other Army Corps projects of that type.

State Highway Engineer Mathes restated that to date no formal request for placing the dike road on the Federal-aid Secondary System had been received.

Mr. Mathes stated, in reply to a question, that if the Department were requested to place the dike road on the State Highway System, that projected traffic volumes would require ultimate four-lane standards including extension of the railroad overpass to four-lane width. He further stated, that in so doing the possibility of Federal Highway Administration approval would be jeopardized because of conflict with the adjacent park and landscaping. Such a conflict would not be present in the urban street two-lane concept since the Corps would construct the roadway as part of the dike grading operation.

The City officials agreed to consult with Urban Engineer Crossley as to information and procedure needed to be exercised in the City's anticipated request to place the dike road on the Urban Federal-aid Secondary System as a two-lane City street.

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

ST-2392(523) - The work consists of constructing plant mix pavement overlay on approximately 6.7 miles of U.S. 93, Shoshone North, in Lincoln County - State financed. The contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on April 24, 1972, in the amount of \$140,456.00.

ST-5115(535) & STM-5115(538) - The work consists of seal coating approximately 17.2 miles of US-95, Latah County Line - 6 miles north of Tensed, in Benewah County - State financed. The Board concurred in the award to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, in the amount of \$30,900.00.

ST-2023(524) - The work consists of heater-scarifying the existing travelways, a plant mix pavement and seal coat on approximately 15.1 miles of I-15W, Salt Lake I.C. - Raft River, in Cassia County - State financed. The Board concurred in the award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$233,775.50.

Building No. 6092 - The work consists of constructing a brick, block and concrete addition to the Rigby District Office Building, including a fallout shelter (E.O.C.), in Jefferson County - State financed. The Board concurred in the award to Arrington Construction Co., Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$220,930.00.

I-80N-2(42)96 - The work consists of constructing the roadway, drainage, one 342' concrete underpass, one 339' steel underpass, one 192' prestressed concrete overpass, and placing a plant mix pavement on crossroads and frontage roads on 6.647 miles of Interstate Highway 80N, Gap to Hammett, in Elmore County - Federal Aid Interstate and State financed. The Board concurred in the award to LeGrand Johnson Construction Co., Logan, Utah, the low bidder, in the amount of \$2,176,652.20.

S-4746(2) - The work consists of constructing the roadway, drainage structures, base and a road mix pavement on 2.0 miles of the Reubens Road, Jct. US-95 - North, in Lewis County - Federal Aid Secondary and County financed. The Board concurred in the award to Del Welch Construction Co., Lewiston, Idaho, the low bidder, in the amount of \$285,412.50.

STM-3291(525) & Stockpile 3550 - The work consists of seal coating approximately 20.8 miles of SH-21, Lowman East and South, and furnishing aggregate for road mix pavement and cover coat material in stockpiles at Lowman, in Boise County - State financed. The Board concurred in the award to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, in the amount of \$106,677.50.

Location and Design Hearing Approved. The Board concurred in the Department's recommendation to go to hearing on the following project when ready:

T-4060(1), Lewisville Road - Anderson Street, Idaho Falls

Consulting Engineering Agreement E-78. The Department withdrew its request for Engineering Agreement E-78 approval pending further evaluation. This action resulted from the apparent loss of earlier interest by Lewiston officials in adding the "Dike Route" to the State Highway System.

April 25, 1972

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>
FL-11-1(2)	2.6 Mi. No. Oregon Line - North (Alt. #1 - 4.2 Mi.) (Alt. #2 - 3.5 Mi.)	\$ 1,250,000 950,000
S-4723(1)	White Bird Connection	245,860
F-4114(44)	White Bird Bridge (Substructures)	232,000
ST-5041(565)	McGuire U.P., West Post Falls	52,640
I-80N-4(11)23	Idahome I.C. - Sweetzer I.C.	3,337,000
I-15-1(46)54	Inkom North I.C. (Landscape)	90,000
I-80N-2(37)96	S.H. 68 - East Hammett I.C. (Paving)	5,620,000
I-IG-80N-2(39)127	E. Snake R. - E. King Hill I.C.	1,885,000
T-4030(5)	Americana-Latah-Emerald Intersection	300,000
ST-1421(504)	EBR II - East & West (Level, Seal)	87,000

Department Property Damage Claims Discussed. Chief Legal Counsel Tway recommended to the Board that his Division be permitted to charge off all damage claims to State Highway property caused by motorists that have reached the three year statute of limitation.

He reported during the past year \$3,135.22 in claims had been turned over to a collection agency of which \$1,120.44 was collected, 50 per cent or \$560.22 accruing to the Department.

The Board approved the charge off items subject to review of the State Highway Engineer. A listing of items is in Central Files.

Mr. Tway reported the following experience within the past three years:

	<u>Total of Paid Claims</u>	<u>Total of Paid Claims</u>
1969	\$42,604.41 (153 Claims)	\$8,264.79 (62 Claims)
1970	\$67,439.20 (274 Claims)	\$2,043.38 (29 Claims)
1971	\$70,710.37 (319 Claims)	\$4,096.05 (37 Claims)

From the period 1960 to 1968, a total of \$13,439.57 was collected from 130 claims.

The Board directed the Legal Division to continue its present procedures by submitting only those claims to the collection agency that the Division feels it cannot collect.

Legal Counsel reported that the Department is experiencing an increasing number of claim payment refusals by insurance companies. The Board concurred in the Counsel's recommendation to proceed in court suit in order to establish some law in the collection of damages to highway plant property from motor vehicles.

Pete Hackworth Claim Discussed. Legal Counsel reported that the State's insurance company (Chubb-Pacific Indemnity Co., Inc.) has refused to reconsider payment of the Pete Hackworth claim. Legal Counsel further advised that it was company policy to refuse payment on all claims regardless of merit.

The Board then asked that the State Highway Engineer determine the amount which Chubb-Pacific Indemnity Co., Inc. had paid out in claims since being retained by the State Insurance Commissioner.

Stinger Steered Trailer Hitches Regulation Considered. The Board read the proposed regulation applying to safe operation of stinger steered combinations to augment H.B. 572 passed by the 1972 Legislature and approved the Department going to Administrative Procedures Hearing before adopting said regulation.

Ninety-eight Foot Vehicle Combination Route Designated. Upon the request of American Fine Foods, Inc., of Payette, the Board determined to designate the following four-lane facility for operation of combinations up to 98 feet in length: U.S. 30 from Ontario to Gayway Junction and U.S. 30N - U.S. 95 to Payette.

Additional A.D.P. Capacity Requested. Administrative Director George Neumayer and the Department's Automated Data Processing Planning and Systems Engineer Kent Barber outlined the Department's increasing work load in the Computer Section which is presently operated at over capacity. The Board was advised that projected computer time from Law Enforcement during the next six months to one year is going to require a larger capacity computer than the IBM 370/145 that has been on order since January 7, 1971.

Since the 370/145 has been previously requisitioned and approved for delivery by the State Department of Administrative Services, the Department recommended to the Board the approved requisition be changed to permit upgrading the Department's request to an IBM 370/155 configuration, which can be housed in the present computer room building space.

Acquisition alternates such as rental, purchase, or third party leases were presented and analyzed. The Board concurred that since the basic equipment will be in use six-seven years, a long term purchase plan should receive strong consideration.

The Board approved substitution of the 370-155 configuration for the 370/145 presently on order, and that it be leased on a 30 day basis subject to later determination on the final method of acquisition.

During the Board's discussion of the increased work load projection with Governor Andrus, he asked that the Department work out the IBM system 370/155 arrangement with Mr. Hal Turner, State Director of Data Processing, Administrative Services Department. During the meeting, the Governor apprised Mr. Turner as to the Board's thinking.

New and Revised Board Policies Approved. The Board concurred in new Board Policy B-012 and clarifying the wording of B-125-A, Partial Access Control - Type "A", as follows:

B-012 - Purchase of State Property by Department Personnel

The State Highway Engineer shall direct personnel of the Department that they may not purchase any Department-owned personal or real property approved for disposal and offered for sale to the public.

They may, however, purchase State property offered for sale by other State agencies where buying is done by competitive bidding and the highway employee is not in a favored position with said agency.

B-125-A - Types of Partial Access Control Approved

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 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 ~~may-be-allowed~~ 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 unrestricted 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.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
I-15-3(32)181	Spencer I.C. - Montana State Line	Full Control
I-80N-2(38)120	East Glenns Ferry I.C.	(This action supercedes Board action of 11/16/71)
	Sta. 1228+50-Sta. 1234+00 Rt.	Standard Approach Policy
	Sta. 1228+50-Sta. 1236+00 Left	Standard Approach Policy
	Sta. 1234+00-Sta. 1240+00 Rt.	*Partial Access Control, Type "E"

April 25, 1972

Sta. 1236+00-Sta. 1240+00 Left \*Partial Access  
Control, Type "E"

Sta. 1240+00-Sta. 1252+02 Full Control

Sta. 1252+02-Sta. 1253+80 Left \*Partial Access  
Control, Type "E"

Sta. 1252+02-Sta. 1259+90 Rt. \*Partial Access  
Control, Type "E"

Access at Sta. 1252+50 Right  
is designated as a Public  
Road Approach

\* PARTIAL ACCESS CONTROL, TYPE "E"

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.

Private Approaches

No private approaches will be allowed.

Authority for Settlement in Excess of \$40,000.

I-90	I-90-1(47)61 (West Wallace I.C.- East Wallace I.C.)	City of Wallace	Parcel No. 20
------	---	-----------------	---------------

The Board approved acquisition of the City of Wallace property for \$106,835 as recommended by the Right of Way Division with authority to go to \$115,000 if necessary. The recommendation of Right of Way and approval by the Board is for a total buyout of the City's property.

Approval of Deed.

Materials Source City of Blackfoot  
Bg 89 (Access Road)

The Board approved relocation of the haul road to Bg-89 as requested by the City of Blackfoot. City of Blackfoot is to rebuild the haul road in a new location at no expense to the Department. The Board signed a Quitclaim Deed to the old roadbed in favor of the City of Blackfoot.



WHEREUPON, the Board adjourned until its next meeting.

  
 HOWARD B. THOMASON, Chairman

Read and Approved  
 May 18, 1972  
 Boise, Idaho

MINUTES OF THE NORTH IDAHO BOARD TOUR

May 15, 16 & 17, 1972

and

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

May 18 & 19, 1972

The Board flew to Spokane Sunday, May 14, to begin their tour of North Idaho. Those on the tour were:

Howard B. Thomason, Chairman  
 John G. Fanning, Member  
 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  
 Louis Lybecker, Deputy Regional Engineer, Federal Highway  
 Administration, Portland, Oregon

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

MONDAY, MAY 15, 1972

The Board viewed State Highway 41 to Oldtown; U.S. 2 to Sandpoint; U.S. 95 to Bonners Ferry; State Highway 1; and, U.S. 95 from Eastport to Coeur d'Alene; meeting that evening with the Spokane Chapter of the Associated General Contractors.

Sandpoint Meeting. Meeting with the Sandpoint Chamber of Commerce, Bonner County Commissioners and City officials, highway project development and planning in the Sandpoint area was discussed. The project of the Hope - Denton curves was also outlined.

Chairman Thomason stressed the project development hinged greatly on the availability of Forest Highway Funds and urged everyone locally to contact Idaho's congressional delegation towards the restoration and increasing of Forest Highway financing from the Federal level.

May 15, 1972

State Highway Engineer Mathes asked District Engineer Merle Harding to see that Chamber President Bill Nordeen be supplied with a Forest Highway financing fact sheet in care of the Chamber of Commerce Secretary Barbara Remmers.

Bonnors Ferry Meeting. The Board met with the Bonnors Ferry Chamber of Commerce and City officials. Present were Mayor A. J. Baylon, Councilmen Russell Docherty and Harold Sims and City Engineer Roy Jones. Representing the Chamber of Commerce and presiding over the meeting was William Chubb, Chairman of the Chamber's Committee on Bypass Beautification.

The Chamber urged the Department to work with the City towards landscaping the Bonnors Ferry Bypass and to include it during the construction period of the project if at all possible.

State Highway Engineer Mathes stated the Department would get together with the City and see what could be done.

Mayor Baylon asked that the record show that it is the desire of the City that a sprinkling system should be installed.

The Boundary County Agent asked that native ornamental plantings be considered.

Mr. Chubb asked that the Department's Landscape Architect meet with them as soon as possible to exchange ideas and to develop a coordinated landscaping program.

In response to an inquiry as to the timing of another structure crossing the Kootenai River, Mr. Mathes stated that it is not in the five year program nor is anything planned from Bonnors Ferry to the Peterson Hill during the next five years.

The matter of widening U.S. 95 to the south City limits of Bonnors Ferry was discussed, together with a sidewalk improvement.

Mr. Chubb asked that some stage development be considered with particular emphasis on the one mile section of the south Bonnors Ferry City limits, citing the accident record of the section.

It was suggested in the meantime that possibly a double stripe no passing lane might be considered. State and City responsibility for edge striping and crosswalk painting was discussed. Mr. Mathes commented that the maintenance agreement should be checked but that painting of crosswalks was nearly always a local responsibility except in very small communities.

Mr. Chubb stated the Chamber will attempt to develop a locally sponsored effort to landscape the fill slopes south of the business section.

TUESDAY, MAY 16, 1972

The Board viewed Interstate 90 to the Montana line and U.S. 95 to Lewiston. The touring party consisted of those of the previous day. Board Vice-chairman Barron and District 4 Engineer Marvin Lotspeich joined the touring party between Coeur d'Alene and Moscow.

Shoshone County Commissioners Meeting. At the request of the Shoshone County Commissioners Pat Powers and Vince Alexander, the touring party met at lunch at Kellogg with the Commissioners.

The Commissioners were informed by Omar Homme of the updated costs of the Marble Creek Bridge and approaches, to which the Commissioners replied they were surprised that the figure was not higher.

The Enaville - Murray section of the Forest Highway System was discussed, together with State highway sections in the area.

Moscow Meeting. The Board met with the Moscow Chamber of Commerce including State Senator John Mix.

Project development in the area was discussed by District Engineer Lotspeich, including seal coat projects, the Troy - East and Bovill - South, State Highway 8, two truck lane projects north and south of Moscow. Mr. Lotspeich stated that a design hearing can be anticipated in about two years on the Lewiston Hill project. The group was advised the first phase is at least four to five years away from being ready for contract.

Allen Janssen, Chairman of the Chamber Transportation Committee, submitted a three page statement with similar comments as on preceding Board tours covering improvements to the following:

Primary Highways

1. Lewiston Hill.
2. White Bird and Cottonwood areas.
3. North and South Moscow passing lanes.
4. Moscow U.S. 95 bypass to the west of Moscow.

Secondary Highways

1. Widening State Highway 8 east of Troy.
2. Central improvement project between Troy and Deary.
3. State Highway 8 west of Moscow.
4. Improvement of State Highway 9 between Deary and Harvard.  
(It was noted that Highway District consolidation should now remove some of the past obstacles in paving and removal of State Highway 9 from the State System.)

5. A continuing improvement project for State Highway 8 - Bovill to Elk River.

The Chamber pointed out that a short-range remedy was not the total solution to Moscow's traffic problems and further commented that a long-range plan is needed. To start in this direction, it asked that the Idaho Board of Highway Directors initiate a reconnaissance survey to determine the future location of U.S. Highway 95 and State Highway 8 in the Moscow area.

Deputy State Highway Engineer Tisdale in response stated that early temporary relief could be made with a north and south couplet using the present U.S. 95 street and Jackson Street to the west at a minimum cost since traffic signals and signing could suffice for the initial phase. This would only come about at the request of the City and after a public hearing indicating City and Board approval.

Mr. Janssen stated that a one-way couplet concept does have the Chamber's support and that a recommendation concerning the preferred location could be expected soon.

The Chamber stated that a four-lane section for State Highway 8 between Moscow and the Washington State Line is needed now.

State Highway Engineer Mathes responded, saying that this and previous Boards have concurred in the need for a four lane but that little would be gained until the State of Washington improves the section between the State Line and Pullman. As of now there is no indication that the project is included in the Washington State Highway Department's construction program, however, the Department would continue to check with Washington to insure proper scheduling of the two projects.

The question of whether the Department could identify and provide needed traffic signals during the initial phase of a one-way couplet was referred to Mr. Lotspeich, who stated traffic signals would be installed when the couplet was initiated wherever they are warranted by traffic forecasts. Signals with a marginal warrant could be added at a later date if the need becomes evident.

Chairman Thomason recited the Forest Highway financing dilemma, urging the individual support of those in attendance by writing their Idaho congressional delegation.

Mr. Janssen asked that a Forest Highway fact sheet be sent to the Moscow Chamber for use in preparing a response.

WEDNESDAY, MAY 17, 1972

Mr. Homme and Mr. Lybecker left the touring party to attend a Federal Highway Administration meeting in Portland.

May 17, 1972

Lewiston Meeting. The Lewiston Chamber of Commerce hosted the touring party at an appreciation breakfast for the Board's recent decision regarding the Lewiston Hill location.

Chairman Thomason did discuss Federal financing problems including Forest Highways, conclusion of the Interstate Program, etc.

District Engineer Marvin Lotspeich brought the Chamber up-to-date on current project development in the District.

The Board viewed U.S. 12 to Orofino; then continued by way of State Highway 13 to Grangeville; and, by way of U.S. 95 to Boise.

Orofino Meeting. Meeting with the Board were 15 people including the Orofino Chamber of Commerce, Pierce Mayor Durant and State Representative Claude Judd.

Subjects discussed were the design of State Highway 7 improvement from Nezperce north to the top of the Gilbert Grade. One person stated that increasing the depth of rock base would be better than the proposed soil cement treatment. District Engineer Lotspeich assured him the lime treatment and rock base as designed would be adequate for the anticipated use of the facility and would be much less costly than providing additional base.

Pierce Mayor Durant inquired as to the Greer Grade improvement and asked that additional work be allocated to the Grade in addition to what is now under contract. He cited the Pierce - Weippe section as having dangerous corners--especially the narrow section by the Timberline High School.

In response to Chairman Thomason's plea for local support for improved Forest Highway financing, Fran Portfors asked that the information be sent to him to assist the Chamber in preparing a statement in support of adequate funding.

Grangeville Meeting. Twenty-four people from Craigmont, Nezperce and Grangeville met with the Board.

District Engineer Lotspeich outlined planning and project development progress in the District including completion of the White Bird Hill, Salmon River and Cottonwood to Craigmont sections.

Mr. V. N. Smith of the Craigmont Chamber of Commerce asked the Board to consider early improvement of U.S. Highway 95 through Craigmont. He stated that drainage is a problem every spring and urged that consideration be given to urban improvement similar to those provided in Grangeville and Cottonwood.

Nezperce representatives asked that guard rail be installed on the north side of State Highway 64 - Kamiah Grade.

Union Independent Highway District President David P. Bodine stated as far as he was concerned his Highway District would be willing to take that section on the Highway District System for maintenance if and when the Board saw fit to authorize paving on State Highway 7 from Green Creek junction south to U.S. 95. He stated that he was not aware of the position of the other two Highway Districts regarding acceptance of the road on their Systems.

The Board instructed the Department to initiate efforts toward an improvement of the route and ultimate removal from the State Highway System.

Board Views Motel Construction Encroachment at Grangeville. In response to a letter from Attorney James Givens, representing a motel under construction by Lamont Jack at the intersection of Main and C Streets in Grangeville, the Board determined that there appeared to be no valid reason to vacate the building set-back provision applying to Mr. Jack's property.

The encroachment violates a setback provision obtained by the Department when right of way was acquired on the Grangeville Street improvement several years past.

State Highway Engineer Mathes was instructed to so inform Attorney Givens.

THURSDAY, MAY 18, 1972

The Idaho Board of Highway Directors met in stated regular session at 8:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, May 18, 1972. Present were:

Howard B. Thomason, Chairman - Director, District 3  
 Lloyd F. Barron, Vice-chairman - Director, District 2  
 John G. Fanning, Member - Director, District 1  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

Minutes. The Board approved the minutes of the April 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:

S-4723(1), White Bird Connector, Idaho County - Idaho County Light and Power Co-Op Assn.

F-4113(44), White Bird Bridge, Idaho County - Idaho County Light and Power Co-Op Assn.

I-IG-80N-2(39)127 Const., I-IG-80N-2(19)118 R/W, East Snake River Bridge - King Hill I.C., Elmore County - Mountain States Telephone & Telegraph Company

RS-4800(11), 5.3 Miles West of Deary - West, Latah County - General Telephone Company of the Northwest, Troy Telephone Company, Inc., The Washington Water Power Company, and the Clearwater Power Company

Miscellaneous Correspondence. The Board read letters from the following:

1. Lewiston Chamber of Commerce letter dated May 18, 1972, stressing the importance of continuing meetings with them when the Highway Board is in the area.
2. H. R. Harn, Dubois, concerning the grand opening for the Dubois Interstate 15 rest area.

Nez Perce Historical Park Request for Information Site on Cottonwood South Project Answered. State Highway Engineer Mathes reported to the Board that Nez Perce National Historical Park Superintendent Williams replied to the Board's April 24 action to the effect that the Park could not presently maintain an information site at this time but suggested the Department acquire the needed right of way for such future use.

The Board concurred in that request providing the land could be obtained for appraised value as reported by Chief Right of Way Agent Bruce White.

City of Lewiston FAS Dike Road Designation Processed. Urban Engineer Norman Crossley informed the Board that a FAS designation has been received by the Department from the City of Lewiston and that the Department would now transmit the request to the Federal Highway Administration designating the dike route along the Clearwater River as a city street thereby making it eligible for FAS participation improvement.

State Highway Engineer Mathes informed the Board that there could be some advantage in deferring actual system action but that the City's request would be processed as far as possible to insure acceptance at the earliest possible date.

Groundwork Laid for Removal of State Highway 24 from System. Secondary Roads Engineer Laragan outlined to the Board meetings with the Minidoka Highway District, Lincoln County Commissioners, Kimama Highway District, and Dietrich Highway District concerning a proposal to transfer State Highway 24 from the State to local jurisdiction

from its junction with U.S. 93 easterly to Minidoka following completion of the route to an acceptable standard. Planned improvements include the Dietrich - East and Kimama - West projects. .

Mr. Laragan stated that there were no major objections to taking the above section of State Highway 24 on the local highway system when the improvements have been completed on the entire section.

Materials and Supplies Management System Discussed. The Board heard Department Administrative Director George Neumayer outline the benefits to the Department of a proposal to retain a consultant to assist in implementing a computerized materials and supply management system within the Department. The savings and time factors involved in proceeding the consultant route versus an in-house implementation of such a system was discussed.

Two of the Board members requested the Department to report back to the Board at its June Board meeting with a clearer picture of the relative merits of retaining a consultant with Department support versus doing the entire project with Department personnel.

Board Policy Consolidation Affecting Cost of Materials, Supplies, Equipment and Services. Board Policies 500, 501, 502 and 007 were consolidated into Board Policy B-007 which was approved by the Board as follows:

B-007 - Transactions with other Jurisdictions

The State Highway Engineer may cooperate with other government agencies in providing at cost materials, supplies, equipment and services as follows:

- The items to be sold or released must not inconvenience the needs of the Department.
- Non-contracted items or combinations thereof which exceed \$1,000 must be referred to the Board for approval.
- Local government share of funds for State highway cooperative projects must be on deposit with the Department before the services can be performed or the project advertised for bids.
- Fixed-cost transactions must be conducted on a cash basis or a signed voucher system which will automatically result in a cash payment to the Department within a reasonable time.
- When costs cannot be accurately determined in advance or the agreed-upon services requires an extended time period, the Department must initiate a formal agreement with the interested agency which must include provisions for cash advances and/or periodic billing and payment.

The Department must obtain permission from the Board to perform any services off the State Highway System, and, unless specifically ordered otherwise by the Board, must be reimbursed for the cost of such services.

Former dates of B-007: 7/23/63 and 9/23/63.

B-007 consolidates and withdraws the following Board Policies:

- B-500, Snow Removal on County Roads, dated 9/6/51.
- B-501, Furnishing State Materials, dated 9/6/51.
- B-502, Maintenance of Roads Leading to Recreation Areas, dated 11/8/51.

Davis-Bacon Labor Rate vs. State Labor Rate (LeGrand Johnson Construction Company Contract). The Board was apprised of a possible problem that may develop as a result of the failure of the Davis-Bacon section of the Department of Labor to update the predetermined wage rates in the Boise area to the current wage level agreed to by the Southern Idaho Associated General Contractors and the various craft unions.

The Gap - East Hammett Project No. I-80N-2(42)96 "B", on which LeGrand Johnson, a nonsignatory Utah contractor, was low bidder, contained the required wage determinations as published in the Federal Register. These wage rates are from 20 cents to 35 cents below the agreed rates approved by the Wage Stabilization Board but not published in the Federal Register by the Department of Labor. The contractor has verbally agreed to pay the current wage rates during the construction of this project.

The Board agreed that the Highway Department had acted properly in its actions and concurred in the award to the low bidder, LeGrand Johnson.

Federal-aid Highway and Mass Transportation Act of 1972--DOT Bill--Outlined. The Department outlined to the Board the pending Federal-aid legislation in Congress including the DOT Bill and the adverse impact it would have on the Department's construction program if passed.

Current Urban and TOPICS Program Reviewed. The Department reviewed with the Board the present Urban and TOPICS Program presently approved by the Board for the current year and authorized the Department to add the following projects to the 1972 program:

- Fairview and Chinden Boulevard Interchange Landscaping.
- 12th Avenue South from 8th to 14th Street in Nampa.
- Rexburg Traffic Signals.

- Broadway Street, Yellowstone to Snake River (Providing this project can be made ready in 1972 by deleting the right turn lane from Yellowstone to Broadway).

The Board also requested that the Lewiston couplet--13th to 21st-- be split into two or more phases to permit project development and construction financing at an earlier date.

The Board further authorized the Department to proceed with the necessary steps to advance the Moscow couplet to location hearing at the earliest feasible date.

The Board also concurred in the phase development and construction of the Second Avenues in Twin Falls.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
F-3111(11)	Fruitland Section - U.S. Highway 95, M.P. 63.05 to M.P. 66.94	* Partial Control, Type "A"
F-4113(50)	Ferdinand South - U.S. Highway 95, M.P. 272.14 to M.P. 275.70	* 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.

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.

May 18, 1972

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.

Board Approves Economic Growth Center Development Highway Studies. Upon the recommendation of the Department, the Board concurred in the Department entering into an agreement with the University of Idaho with support by Idaho State University to complete an economic study for the three designated economic growth centers of Lewiston, Idaho Falls and Coeur d'Alene. It is estimated the studies will cost approximately \$16,000.

Tourist Information Service Ideas Explored. Assistant State Highway Engineer (Operations) Richardson brought the Board up-to-date on various proposals that were submitted at the request of the Department for contractor operation of tourist information services contemplated in major rest areas in the vicinity of Idaho cities.

The Board requested that more detailed specifications be brought back to the June meeting and that bids be advertised following Board approval of the detailed specifications.

Employment of J. V. Otter, Consultant, Authorized. Upon the request of Chief Legal Counsel Tway, the Board concurred in the Legal Division hiring J. V. Otter for consultant work in connection with the Murphy v. State of Idaho court action.

Relocation Assistance, Rules and Regulations Approved for Administrative Hearing. Upon the recommendation of Chief Legal Counsel Tway, the Board authorized the Department to go to Administrative Procedures Hearing regarding relocation assistance as covered in recent State and Federal legislation.

Orders of Condemnation. The Board approved condemnation on the following parcels:

I-90	I-90-1(17) 60 (ECL-Osburn to W. Wallace)	West Star Mining Company; West Mammoth Mining Company; Silver Buckle Mines, Inc.	Parcel No. 33
US 30	T-4020(1) (West 5 Points, Twin Falls)	Jesse B. McBride and Velva McBride	Parcel No. 18
US 30	T-4020(1) (West 5 Points, Twin Falls)	Daryl O. Layton & Fern A. Layton; Lewis W. Stites & Ardys E. Stites	Parcel No. 23
US 30	T-4020(1) (West 5 Points, Twin Falls)	Herold J. Gough and Laura W. Gough	Parcel No. 32
US 93	F-2391(23) (Snake River Bridge-N. of Twin Falls)	W. R. Cameron, Trustee, and Rose Cameron	Parcel No. 3
US 93	F-2391(23) (Snake River Bridge-N. of Twin Falls)	W. R. Cameron and Rose Cameron	Parcel No. 4

Authority for Settlement in Excess of \$40,000.

US 30	T-4030(1) (Capitol Blvd. & College Blvd.)	J. Harry Hopffgarten	Parcel No. 1
-------	---	----------------------	--------------

The Board approved settlement with J. Harry Hopffgarten in the amount of \$98,000.

Approval of Deeds.

US 191	F-6471(47) (Chester-Southwest)	D. A. Blanchard & Crystal H. Blanchard	Parcel No. 19-R
--------	-----------------------------------	---	-----------------

The Board approved and signed the Warranty Deed conveying to D. A. Blanchard and Crystal H. Blanchard 4,805 sq. ft. of land (being the remainder of Parcel 19 purchased from Mr. and Mrs. Gau).

US 30N	F-1024(15) & F-1024(6) (Pocatello)	D. & M. Development Co., Inc.	Parcel Nos. 24, 25, 26 & 27 (Portions) F-1024(6)
--------	--	----------------------------------	---

The Board approved and signed a deed to Development Associates, a partnership composed of C. J. Voeller, Kenneth Douglass, Roy F. Miller and Roy F. Miller, Jr., conveying approximately 2.6 acres of land in exchange for property needed by the Development Associates previously owned by Lynn Hadfield (shown as Parcel 8 under Project No. F-1024(6)).

Approval of Exchange of Real Estate & Deed.

US 191	F-6471(47) (Chester-Southwest)	Portion E-1/2 SW-1/4 of Sec. 33, T. 8 N., R. 41 E., B.M.	Parcel No. 1 (Remainder)
--------	-----------------------------------	--	-----------------------------

The Board approved and signed the deed to Mr. & Mrs. Floyd Law conveying 0.79 acre of land purchased on Parcel No. 1 from Mr. & Mrs. Albert A. Olson.

Approval to Sell or Trade Real Property.

US 191	F-6471(47) & F-6471(13) (Chester-Southwest)	Portion SE-1/4 SW-1/4 & SW-1/4 SE-1/4 of S. 24, T. 8 N., R. 41 E., B.M., between Railroad Right of Way and High- way Right of Way, F-6471(47)	Parcel No. 1 (Portion) F-6471(13)
--------	---	---	---

The Board approved selling by auction or trade to an affected adjacent property owner 1.36 acres of land acquired on Project F-6471(13) at the appraised value of \$280.

Approval of Order Abandoning State Easement #323 - Benewah County (Northerly side of State Highway 3 in portion of NE-1/4 NE-1/4, S. 26, T. 44 N., R. 1 W., B.M., Benewah County). The Board approved and signed the order abandoning the quarry site obtained from the Land Board on Easement #323.

Discussion of Acquisition of Approximately Three Acres for Parking and Rest Area for Nez Perce National Historical Park, U.S. 95, F-4113(45), Cottonwood-South, Parcel No. 7. The Board approved purchase of 5-acres of the land for a parking and rest area site in connection with the Nez Perce National Historical Park.

The approval was given provided the land can be acquired at fair market value.

Approval to Purchase Remainder for Exchange Purposes.

US 95            F-4113(45)                            Vance Eller                            Parcel No. 12  
                   (Cottonwood-South)

The Board approved the purchase of the remainder of Parcel No. 12 (Vance Eller) to be used in trade for settlement on Parcel No. 11 (George Ash)

FRIDAY, MAY 19, 1972

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:

Howard B. Thomason, Chairman  
 Lloyd F. Barron, Vice-chairman  
 John G. Fanning, Member  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

Burke Paint Company Appears Regarding Cancellation of Striping Paint. Messrs. Elmer and Darrell Badertscher of Burke Paint Company appeared before the Board at their own request to state their case concerning the Purchasing Department's cancellation on May 11, 1972, of State Contract H-342 for white and yellow pavement striping paint.

The Board listened to their reasons for inability to meet delivery dates which was the basis of cancellation. Their suggestion for an earlier bid opening date for the Department's 1973 striping paint needs was accepted by the Board and the Department.

The Board deliberated in their request to accept delivery of the cancelled contract and they were advised that it would be the Board's recommendation to the Purchasing Agent that cancellation of the contract by the Purchasing Department should stand. They were told that any other decision would not be fair to other paint suppliers who based their bids on meeting the deadlines set forth in the contract.

Engineering Agreement E-79 Approved. The Board concurred in the Department's recommendation to enter into an engineering agreement with J-U-B Engineers for the design of Project S-1721(15), Sterling Road - Springfield.

The total amount covered in the agreement is not to exceed \$105,574.54, which included \$9,087.66 as a fixed fee. The total project is estimated to cost \$1,388,000.00.

The above was arrived at after the consulting engineering committee of the Department contacted four other engineering firms.

May 19, 1972

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>
I-15-3(46)179	China Point - Pleasant Valley	53,515.80
ST-3271(539)	Cascade - North	248,824.00
FG-5115(10)	Lincoln Way - Coeur d'Alene Signals	20,000.00
I-80N-4(12)229	Idahome - Cotterell P.O.E.	1,100,000.00
EHS-SSG-3813(1) "B"	So. Conn. Mountain Home	29,500.00
ST-3021(545)	Oregon Line - East, Seal Coat	110,000.00

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

RS-4800(11) - The work consists of constructing the roadway, drainage structures, base and plant mix pavement on approximately 3.470 miles of SH-8, 5.3 miles west of Deary - West, in Latah County - Federal Aid Rural Secondary and State financed. The Board concurred in the award to MacGregor Triangle Co., Boise, Idaho, the low bidder, in the amount of \$925,627.50.

ST-6471(599), ST-6471(600) and STS-6471(574) - The work consists of constructing a plant mix pavement on approximately 5.10 miles of US-191, Thornton- Rexburg, seal coating approximately 3.18 miles of US-191, Rexburg-Sugar City and reconstructing the Salem Road Inter-section, in Madison County - State financed. The Board concurred in the award to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$168,250.00.

S-3806(12) - The work consists of constructing a plant mix pavement on approximately 17.4 miles of SH-51, Riddle - Grasmere, in Owyhee County - Federal Aid Secondary and State financed. The Board concurred in the award to Quinn-Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$484,712.50.

DP-F-5116(24) and ST-5116(559) - The work consists of constructing the roadway, drainage structures, plant mix pavement, seal coating and illumination on 8.139 miles new US-95, Best Avenue to Garwood and placing a plant mix overlay on 4.99 miles, seal coating 2.89 miles of present US-95, Coeur d'Alene - Garwood, in Kootenai County - Federal Aid Primary and State and State financed. The Board concurred in the award to L. M. Johnson, Inc., Spokane, Washington, the low bidder, in the amount of \$1,439,826.90.

ST-4749(504) - The work consists of widening the existing roadway, constructing a lime treated sub-base and a roadmix pavement on approximately 4.74 miles of SH-7, Nez Perce - North, in Lewis County - State financed. No bids were received; therefore, the project will be readvertised.

STS-4114(575) - The work consists of widening and constructing an aggregate base and plant mix pavement for truck lanes on approximately 1.459 miles of US-95, Crook's Hill Truck Lanes, in Latah County - State financed. The Board concurred in the award to L. M. Johnson, Inc., Spokane, Washington, the low bidder, in the amount of \$262,367.00.

ST-2353(523) - The work consists of reconditioning the shoulders, constructing a road mix pavement and seal coat on approximately 7.0 miles of US-95A, Willow Creek Summit, in Custer County - State financed. The Board concurred in the award to Maverick Construction Co., Burley, Idaho, the low bidder, in the amount of \$173,455.00.

STS-4201(521) - The work consists of constructing a plant mix pavement on approximately 4.457 miles of US-12, Lenore - Peck, in Nez Perce County - State financed. The Board concurred in the award to Poe Asphalt Paving, Inc., Lewiston, Idaho, the low bidder, in the amount of \$213,538.75.

EHS-I-15-1(56)36, EHS-I-15-2(27)72 & EHS-I-15W-4(34)89 - The work consists of furnishing and installing traffic signs on approximately 75.0 miles of I-15, Virginia - Bonneville County Line, and on approximately 18.499 miles of I-15W (2 Sections), Rockland Junction - Junction of I-15, in Bannock, Bingham and Power Counties - Federal Aid Interstate and State financed. The Board concurred in the award to National Advertising Co., Argo, Illinois, the low bidder, in the amount of \$267,151.80.

STM-2292(503), STM-2392(531) & Stockpile 2574 - The work consists of seal coating approximately 10.5 miles of SH-21, Banner Creek Summit - Vadar Creek, approximately 5.59 miles of US-93, Stanley - South and furnish aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of Stanley, in Custer County - State financed. The Board concurred in the award to Twin Falls Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$83,735.20.

ST-5152(523) - The work consists of constructing a plant mix pavement on approximately 7.1 miles on SH-3, Black Lake - Coeur d'Alene River Bridge, in Kootenai County - State financed. The Board concurred in the award to Inland Asphalt Co., Spokane, Washington, the low bidder, in the amount of \$166,085.00.

STS-1701(519) - The work consists of reconditioning, constructing an aggregate base and a Type "D" surface treatment on approximately 4.4 miles of SH-37, Little Cr. - Jct. I-15W, in Power County - State financed. The Board concurred in the award to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, in the amount of \$116,340.00.

Board Authorizes State Highway Engineer to Sign Contracts, Agreements, etc. The Board authorized the State Highway Engineer to sign all contracts in the name of, and in behalf of, the Board of Highway Directors involving the construction of any project on the approved budget, and any and all contracts and/or agreements pertaining to right-of-way acquisition for said construction projects, as well as any and all renewal documents, leases, licenses, agreements and contracts which are necessary for the day-to-day operation of the Highway Department. (Supersedes 2-10-54 minute entry)

Verbal Report on Legislative Audit. Legislative Auditors Kenneth Winkler and Richard Miller reported verbally that the legislative preliminary audit of the Department indicates:

1. Department's need for review of a supply inventory system.
2. Department's inability to collect on Federal-aid projects.
3. Depreciation rates on Department's vehicles with too low a rate.
4. Accounting Section may have overtightened auditing for preventive embezzlement as per the Ollie Turner case.

Application of Functional Classification Study to State System. The Planning Section reviewed with the Board the factors developed as a result of the functional classification study which are proposed for evaluating routes for addition to or removal from the State Highway System. These factors are: average daily traffic; volume-trip length index; degree to which highway meets statutory goals; degree which highway parallels an existing State highway and provides the same service; connection of highway to State Highway System in adjoining States; conformance of highway to State grid and spacing goals.

In recognition of the continuing need for system adjustments to meet changing social and economic conditions, the Board authorized application of the various factors in a rating process to assist the Board in later system action evaluation.

June and July-August Board Meeting Dates Scheduled. The Board scheduled its June Board Meeting for June 20 & 21, 1972; and set its July-August Board Meeting for July 31, August 1 & 2, 1972.

WHEREUPON, the Board adjourned until its next meeting.



HOWARD B. THOMASON, Chairman

Read and Approved  
June 20, 1972  
Boise, Idaho

\* \* \* \* \*

On June 2, 1972, the Board reported their determination in the following:

Hearing Determination - Design of Interstate Route 80N from a Point Three Miles East of Hammett and Ending Immediately East of the Fairgrounds at Glenns Ferry, a Distance of 7.07 Miles, I-80N-2(12)114 & I-80N-2(38)120. A public hearing was held at the Glenns Ferry High School, Glenns Ferry, Idaho, at 8 p.m., Monday, May 8, 1972.

The Board, having read the 13 page 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:

The Idaho Board of Highway Directors finds and determines that:

The Department should proceed with project development on the proposed design as submitted in said design public hearing.

\* \* \* \* \*

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

June 20 & 21, 1972

The Idaho Board of Highway Directors met in stated regular session at 8:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Tuesday, June 20, 1972. Present were:

Howard B. Thomason, Chairman - Director, District 3  
 Lloyd F. Barron, Vice-chairman - Director, District 2  
 John G. Fanning, Member - Director, District 1  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

### Secondary Roads and District Engineers Meet With Local Officials.

#### Gem County

Secondary Roads Engineer Marcy Laragan reported to the Board on District Engineer Sacht's and his contact with the Gem County Commissioners regarding possible removal of a 6-1/2 mile section of State Highway 52A from the State Highway System beginning north of Emmett and extending westerly to the Payette River.

June 20, 1972

The Board read a letter from the Gem County Commissioners dated June 15, 1972, citing a possible trade of the Gem County section of the Council - Emmett county road in exchange for the removal of State Highway 52A providing a two or three inch half-sole is placed on 52A.

The Board viewed that the Council - Emmett road would not meet projected traffic volume and other criteria to warrant State highway classification at the present time and determined to take no further action in the proposed system deletion at this time.

The Board directed its Secretary to indicate to the interested Counties (Gem, Payette, Washington and Adams) that the Board would give favorable consideration toward the reallocation of unobligated local FAS monies to that route each year if projects were sufficiently advanced.

#### Raft River Highway District

Secondary Roads Engineer Laragan, after meeting with the Raft River Highway District, indicated favorable response from Highway District officials to a proposal of removing approximately 24 miles of State Highway 81 (old U.S. 30), Malta to Strevell, from the State Highway System in exchange for about 8.5 miles of roadway to be constructed by the State between Malta and the Sublett Interchange. Highway District officials deferred any decision pending an inspection of the condition of State Highway 81 for possible repairs to be made by the State before removal. The Highway District officials will advise the State of its decision.

A hearing will be required in Malta before the removal can be effected.

#### State Highway 7 from U.S. 95, North

Secondary Roads Engineer Laragan was asked to contact the Grangeville, Union Independent, Cottonwood, Greencreek and Prairie Highway Districts, after completing some of the existing actions, to explore with them the feasibility of taking onto their Systems that section of State Highway 7 from U.S. 95 north to Greencreek Junction when the sections are improved to an oiled surface by the State Highway Department. The offer of the Board is similar to that recently consummated with the Prairie Highway District regarding State Highway 7 improvements from Nezperce north.

The Board also instructed the Department to resume negotiations with Clearwater County for removal of the Gilbert Grade section of State Highway 7 and authorized some improvement work including paving prior to removal.

A similar contact is to be made with the North Highway District of Latah County regarding the removal of State Highway 9 between Deary and Harvard.

Nampa and Ada County Highway Districts

The Highway Districts requested that before action is taken in removing the section of U.S. 30 from Meridian to East Nampa Interchange that a patch and seal coating job be applied at an estimated cost of \$15,000. Since the State has no rock chips available in the immediate area for seal coating, the Nampa Highway District is agreeable to selling the State approximately 1,000 tons of chips at \$2.35 per ton.

To this the Board concurred subject to consummation of an agreement for removal from the State Highway System.

A public hearing will be required in Meridian.

Highway District No. One of Payette County and Payette County

The Boards of Commissioners for both local units of government appeared to offer no objection to removing that section of U.S. 30 in Payette County, beginning at the Black Canyon Interchange and extending easterly and northerly to a junction with State Highway 52 at Hamilton's Corner. Both jurisdictions agreed the present highway was in good condition and would not require other than routine maintenance prior to removal.

In all but the State Highway 52A proposal, the Secondary Roads Engineer was directed to proceed with negotiations and to obtain signed agreements with each of the jurisdictions involved.

No further action was reported on removal of State Highway 24 pending a meeting with the Shoshone Highway District on July 6.

Husky Oil Company Requests Cut in Median on State Highway 27 North of Interstate 80N Burley Interchange. Appearing before the Board was William Durbin, District Sales Representative of Husky Oil Company, Twin Falls, who outlined his Company's proposed development of a travel center - truck stop and cafe on the west side of State Highway 27 and requested an additional opening in the State Highway 27 median.

State Highway Engineer Mathes outlined the Department's position in denying the median cut where requested.

After considerable discussion, Mr. Durbin agreed to contact the implement firm to the north to determine if a frontage road connection to a County road could be made through their property. It was pointed out the frontage road development would not only eliminate the potential traffic hazard caused in an additional median opening but would enhance the development of the travel center by giving flexibility of access to the proposed buildings in the center.

A second alternative of shifting the proposed median opening further north to provide better spacing was also discussed but was considered to be less desirable than the frontage road concept.

June 20, 1972

Subsequent to the Board meeting, it was determined that the property owner to the north was not amenable to having a frontage road extend through his property to the County road.

Mr. Beckstrand then requested that the Department give approval to the second alternative as discussed at the Board meeting and consisting of the following:

1. Delete the approach left of Station 122+70.
2. Widen the approach left of Station 117+62 to 40 feet.
3. Widen the median opening at Station 119+82 to 50 feet.
4. Add a new 50-foot median opening at Station 125+50 with a median left-turn lane for traffic approaching from the south. This location would provide an opening approximately half the distance between the existing opening and the County road to the north.

The Department management and staff reviewed this proposal and determined it to be operationally acceptable. The applicant agreed to pay all costs associated with construction of the above items. The estimated construction cost is \$6,300.

Following a contact by the State Highway Engineer, the Highway Board concurred to the alternate proposal.

The applicant was then advised that his alternate proposal had been approved and District Two was requested to revise the Application for Permit to Use Right of Way accordingly. The Right of Way Division will initiate an agreement to cover the construction costs and a deed revision to record the change in access.

National Rest Area Award Made by Federal Highway Administration Regional Engineer Ralph Phillips. Federal Highway Administration Regional Engineer Ralph M. Phillips presented an award plaque honoring the Department with third place in the 1971 rest area awards throughout the United States.

Mr. Phillips urged the Department to continue submitting rest area candidates for the 1972 rest area contest.

Federal Highway Administration Awards \$2.8 Million Additional Federal-aid for Current Fiscal Year. The Region 10, Federal Highway Administration, Portland office advised the Board through Idaho Division Engineer Homme that \$2.8 million in Federal-aid was being made available to Idaho if projects in that amount could be made ready for advertising for bids prior to July 1.

Through the adjustment of current programing, the Department recommended to the Board the additional funds be applied to the following three projects which the Department has engineered and ready to advertise:

Project and Description	Const. Cost Plus 10%	Ratio 92.31 - 07.69
I-IG-80N-2(30)127 - E. Snake R. Br. - E. King Hill I.C.	\$1,939,041.00	\$1,789,928.72
		Ratio 63.91 - 36.09
S-4809(8) Bovill South	\$1,158,469.10	\$ 728,792.91
EHS-F-1531(6) Montpelier-Ovid Strs.	\$ 447,112.35	\$ 281,278.37
GRAND TOTAL	\$3,544,622.45	\$2,800,000.00

To this the Board concurred but observed the \$2.8 million is only a fraction of the total unappropriated amounts withheld during fiscal year 1972.

The \$2.8 million in added obligation authority was allocated from unprogramed amounts as the fiscal year approached its end. The total amount assigned to the Northwest Region was assigned to Idaho.

Subsequent to the Board meeting and prior to the end of the fiscal year, Idaho received additional obligation authority in the amounts of \$500,000 for the Public Lands resurfacing project located east of the AEC Junction on U.S. Highway 20 and \$5.2 million to finance the surfacing for Interstate 80N between Mountain Home and East Hammett Interchange.

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

FL-11-1(2) Const., ST-3111(521) P.E. & R/W, 2.6 Mi. N.  
Oregon Line - North, Owyhee County - Idaho Power Company

EHS-S-SG-3813(1) Const. Sec. A, F-FG-3022(19) P.E., South  
Connection to Mountain Home, Elmore 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:

ST-4749(504), Nez Perce - North, Lewis County - Clearwater Power Company and Pacific Northwest Bell Telephone Company

Miscellaneous Correspondence.

1. Petition from Murray citizens regarding Forest Highway financing acknowledged by Board Secretary. The Board instructed the Department to work with the Federal Highway Administration to have a paving project ready for the Enaville - Murray highway for possible use of unobligated local FAS funds.
2. Don Darter letter regarding damage by contractor in St. Maries area. Assistant State Highway Engineer (Operations) Richardson reported the Darter request for improvement has been satisfied.
3. McCall Chamber of Commerce requesting redesignation of State Highway 55 northwest of Boise. It was pointed out to the Board that ultimately when the bridge across the Boise River on State Highway 69 is widened that this together with an extension to Interstate 80N would be a practicable relief route for pickups, campers and other traffic desiring to bypass Boise to and from State Highway 55. The Chamber's suggestion of looking at Cole Road was not considered feasible due to the build up of schools, churches and residential areas. The Department was instructed to prepare a reply to the McCall Chamber indicating that the Board would consider redesignation at such time as a suitable route is available for that purpose.
4. Shoshone County Commissioners request for Prichard Bridge replacement. Secondary Roads Engineer Laragan reported the County Commissioners have set in motion planning and engineering for replacement of the Prichard Bridge with local Secondary Federal-aid participation in 1973 providing sufficient unobligated Federal-aid is available when the annual review is made by the Board next March.
5. North Idaho Chamber meeting's Resolutions No. 2 and 7 were read by the Board; copies of which are on file.

Personnel Action. The Board concurred in the recommendation of the State Highway Engineer of the promotion of Lawrence Sheesley from Assistant Planning Survey Manager to Planning Survey Manager effective July 1, 1972, from pay grade 14, salary \$1406 to pay grade 15, salary \$1477.

The Board also requested that the Board Policy governing promotions be reviewed. It was suggested that Board review of these actions could be limited to the higher levels only.

Board Policy Approved. The Board approved the following Board Policy:

B-635 - Code of Fair Practices

The recruiting, appointing, assignment and promotion of employees of the Department of Highways shall be conducted on the sole basis of individual merit without regard for race, color, religion, national origin, sex or age.

All services of the Department shall be performed without discrimination and within Department regulations. Its facilities shall be available for use on the same basis.

The State Highway Engineer shall formulate, publish and distribute throughout the Department necessary information to implement Board policy on this matter.

A report of affirmative action taken by the Department on this subject shall be prepared each year for the Board and the Governor.

(Former dates of B-635: -0-)

Historical Sign Brochure Reprint Authorized. The Board concurred in the recommendation of the Department to update and reprint 3,000 copies of the Department's Historical Sign Brochure.

Materials and Supply Management System. The Board was advised that the Department was seeking a proposal from Applied Management Corporation--a Denver based firm which assisted the Department in setting up its Budget System. This information together with a summary of the Boothe Resource proposal will be presented to the Board at the July - August meeting for further consideration.

Board Rules on Stinger-Steered Vehicle Combinations Administrative Hearing Matter. A public hearing was held at the State Highway Building Auditorium, Boise, Idaho, at 9 a.m., May 30, 1972.

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:

The Board determined that action to implement the proposed regulations would be delayed at this time pending further discussion with the Department of Law Enforcement and the Motor Transport Industry.

Curb Cut Elimination on State Highway 25 in Jerome Discussed. Assistant State Highway Engineer (Operations) Richardson reported to the Board a request by State Representative Earl Greenawalt that partial remaining curbs be eliminated in front of the Okay Tire Shop on the north side of State Highway 25 in west Jerome. Mr. Richardson

reported that over the years the City of Jerome has not lived up to the matter of enforcing an agreement regarding standard approach access on curb cuts in that section of Jerome as per the City - Department agreement called for and recommended that the Department place in the planning program a curb reconstruction project on both sides of the street where the situation has been deteriorating over the years and to so advise and work with the City to that end. The Board concurred in that recommendation.

Report on Maintenance Overtime Payments Submitted. Assistant State Highway Engineer (Operations) Richardson reported that from January 1, 1972, to date the Department has made cash payments for overtime in the amount of \$42,645 from an available budget of \$57,000.

"Pitch In" Program. The "Pitch In" Program is sponsored by the National Brewers Association and is basically educational. The Board was shown the bumper stickers and other materials relative to the program with a request that the Highway Department be allowed to use the bumper stickers on State equipment and that larger stickers be used on litter barrels and in rest areas. The cost of the program is estimated at \$500.00. Approval was given to implement the program.

Fourth of July Holiday Coffee at Rest Areas Program Authorized. The Odd Fellows Lodge at Burley requested approval of a public service traffic safety project to offer coffee to travelers on the Fourth of July weekend as a deterrent to holiday vehicle accidents. The Lodge requested Department approval of the Cotterell, Raft River and Juniper rest areas on Interstate 80N for their project.

On the recommendation of the Department, the Board concurred in the affirmative providing a Department employee is present to supervise proper signing and traffic handling.

Board Approves Right of Way Acquisition for Black's Creek Frontage Road.

Whereas the construction of Interstate 80N between Mayfield Interchange and Black's Creek Interchange in Ada County, Idaho severed public access to certain lands located in Township 1 North, Range 4 East, Boise-Meridian, and

Whereas it is necessary to restore access to said lands in said Township 1, Range 4 East, Boise-Meridian,

Now Therefore, it is ordered that the Idaho Department of Highways provide a public road from the Black's Creek road southeast approximately one mile to the point the access was severed by the construction of Interstate 80N as hereinbefore set forth. It is further ordered that the Idaho Department of Highways be authorized to obtain a right-of-way for said public access road and to enter into an agreement with the Ada County Highway District for construction of same, all of which is shown on District 3 plan sheet dated March, 1972.

Cameron Property. The Board authorized Chief Legal Counsel to settle the two Cameron parcels on the south side of the Perrine Bridge for an amount not to exceed \$135,000.

Orders of Condemnation. The Board approved and signed an order for condemnation on the following parcels:

I-80N	I-IG-80N-2(40)121 I-IG-80N-2(19)118 R/W (E. Glenns Ferry I.C.-E. King Hill I.C.)	Claude W. Smith and Betty L. Smith and Bernard Smith	Parcel No. 11
US 30	T-4020(1) (West Five Points, Twin Falls)	Marilou Kucera, Frederick W. Kucera and Marie F. Kucera	Parcel No. 33
US 30	T-4030(1) (Capitol Blvd. & College Blvd., Boise)	Pizza Hut of Houston, Inc. and Gerald A. Waller	Parcel No. 7
US 95	F-4113(45) (Cottonwood-South & Bypass)	Burt A. Lute and Sardona Catherine Lute	Parcel No. 16
SH 21	FHP 25-4(4) F-3291(8) R/W (Jordan Bridge - 8-Mile Creek)	Betty J. Harrison and the heirs and devisees of Robert J. Harrison, deceased	Parcel No. 1-3
SH 21	FHP 25-4(4) F-3291(8) R/W (Jordan Bridge - 8-Mile Creek)	Gretchen I. Stahl	Parcel No. 3
SH 21	FHP 25-4(4) F-3291(8) R/W (Jordan Bridge - 8-Mile Creek)	M. O. Jordan and Helen H. Jordan	Parcel Nos. 13 and 13-R
SH 21	FHP 25-4(4) F-3291(8) R/W (Jordan Bridge - 8-Mile Creek)	Harvey W. Loux and Leona H. Loux	Parcel No. 20

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

SH 34	S-1778(6) (Cleveland- Thatcher)	Ronald K. Panter and Barbara N. Panter	Parcel No. 12-R
-------	---------------------------------------	---	-----------------

This was an exchange of 1.84 acres of State-owned land for a permanent easement of 7-1/2 acres of land owned by Mr. Panter for slide correction on Riverdale-Treasureton Summit under Project No. S-1778(16).

June 20, 1972

SH 21 FHP 25-4(4) Joseph D. Branson and Parcel No. 19-R  
 F-3291(8) Martha M. Branson  
 (Jordan Bridge -  
 8-Mile Creek)

This parcel was an exchange of 0.14 acre as part payment for right of way needed from Mr. Branson.

US 95 F-4113(45) George Ash and Parcel No. 12-R  
 (Cottonwood- Vivian L. Ash  
 South)

This was an exchange of land purchased from Mr. Vance Eller as full payment for the land needed from Mr. Ash.

US 191 F-6471(47) & Elmo Brown and Parcel No. 16-A  
 F-6471(13) Neva Brown  
 (Chester -  
 Southwest)

Exchange of approximately 1.36 acres as part payment of the relocation benefits to Mr. Brown.

I-80N I-IG-80N-2(21)118 Gene H. Crane and Parcel No. 1-R  
 I-IG-80N-2(19)118 R/W Athylie B. Crane  
 (E. Glenss Ferry I.C.-  
 E. King Hill I.C.)

Exchange of approximately 14.95 acres as part of the consideration to Mr. Crane of the 20.42 acres of land needed for highway right of way from his ownership.

Approval of Permits to Use Right of Way and Pertinent Deeds.

US 26 F-2351(1) Calvin E. Gorrell and Permit No. 2-72-46  
 (6.7 Miles W. of Janet A. Gorrell Parcel No. 9-1/2 A  
 Gooding)

The Board approved and signed a Quitclaim Deed conveying a 25' approach on the right side of U.S. Highway 20-26 opposite Station 387+00.

US 191 S-1751(1) Allan Almond and Permit No. 1-72-32  
 (Downey Connection) B. M. Almond Parcel No. 1.2

The Board approved and signed a Quitclaim Deed to Mr. Almond allowing for an existing 20' approach at Station 49+40 to be widened to 40' and a new point of access 40' wide for joint use at Station 55+60.

US 30      STS-3281(537)      Clifford C. Adamson      Parcel No. 1.1  
               (2nd Ave. Ext.,      and Clara M. Adamson  
               Nampa)

The Board instructed that further study be made of this request to determine if it is economically feasible for the State to relocate the sign at the southwest corner of the building. This would allow for access to the front of the building from his present approach west of the building, by use of the 11' strip between the front of the building and the new right of way line.

The Board also directed--if it is determined the only solution is a curb cut in front of the building--that a temporary permit be allowed for use by the present tenant, Holsinger Music Company, for loading and unloading purposes only restricted to vehicles of 20' or less in length and that if the Music Company ever terminates or relocates, this point of access would be eliminated. All costs pertaining to installing the curb cut are to be paid by Mr. Adamson along with a deposit from him for restoration of the curb at such time this point of access is eliminated.

Approval of Permits to Use Right of Way.

US 30      STS-3281(537)      Idaho Concrete Company      Permit No.  
               (2nd Street Ext.,                     3-72-94  
               Nampa)

The Board denied the request for a new point of access by Idaho Concrete Company at Station 19+65 Left.

US 95      F-FG-3112(10)      Tom Grossen      Permit No.  
               (Payette,                     3-72-89  
               South)

The Board, after full consideration, directed that additional information be obtained concerning alternatives to allowing a private 4" sewer line installation within the State highway right of way.

It was the Board's decision that if no alternatives are available for location of this sewer facility that Mr. Grossen work out an agreement with the Gayway Water and Sewer Association for placing this installation on its system.

If the information is available by the July - August meeting, the Board again will consider the request.

Approval to Sell Real Property.

US 95	F-4113(16) (Pollock - Cox's Ranch)	Portion NW-1/4 NE-1/4, Sec. 29, T. 23 N., R. 1 E., B.M. (9-miles south of Riggins on W. side of U.S. 95)	Parcel Nos. 4 and 5-1/2
-------	--	--	----------------------------

The Board approved the sale of 2.8 acres at auction with floor of \$4,100 as appraised.

I-15	I-15-3(29)134 I-6033(4) R/W (Roberts - Sage Jct.)	Portion W-1/2 NW-1/4, Sec. 18, T. 5 N., R. 37 E., B.M. (2-1/2 miles N. of Roberts and on W. side of highway)	Parcel 7-1/2
------	--	---	--------------

The Board approved the sale of 20 acres of land at auction with a floor of \$600 as appraised.

Approval of Total Purchase.

I-90	I-IG-90-1(17)60 (E.C.L. Osburn- W. Wallace I.C.- Excl.)	Chester Uhl and Edith Uhl	Parcel No. 38
------	--	------------------------------	---------------

The Board approved the total purchase of Mr. Uhl's property in the amount of \$47,000.

Total appraised value of property.....	\$29,500
Relocation payment for removal of scrap metal up to.....	\$12,000
Relocation payment for replacement dwelling....	<u>\$ 5,500</u>
Total.....	\$47,000

WEDNESDAY, JUNE 21, 1972

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:

Howard B. Thomason, Chairman  
Lloyd F. Barron, Vice-chairman  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary

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

Building No. 2371 - The work consists of constructing a 44' x 114'-8" concrete and pumice block maintenance building, 40' x 100' metal sand shed, drilling a well and providing a complete water system and disposal system in the vicinity of Malta - Sublett, Idaho, in Cassia County - State financed. The Board concurred in the award to Larry Wright Construction, Burley, Idaho, the low bidder, in the amount of \$114,490.00.

STM-6501(527) - The work consists of slide correction on US-26 at Swan Valley, in Bonneville County - State financed. The Board concurred in the award to Konda Construction, Inc., Butte, Montana, the low bidder, in the amount of \$98,507.00.

STS-1032(537) - The work consists of widening the roadway and constructing a plant mix pavement (overlay) on approximately 2.990 miles of US-191, Chubbuck North, in Bannock County - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$82,311.55, on June 20, 1972.

STM-1151(508) & STM-115W(501) - The work consists of constructing a road mix pavement (scrub coat) and seal coat on approximately 8.0 miles of I-15, Arimo - McCammon, and seal coating approximately 4.9 miles of I-15W, Big Sky Road - W. Pocatello I.C., in Bannock and Power Counties - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$114,439.50, on June 12, 1972.

Stockpile No. 3552 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of Walters Ferry, in Owyhee County - State financed. The Board concurred in the award to Bryan C. Rambo Crushing Co., Inc., Nampa, Idaho, the low bidder, in the amount of \$30,500.00.

S-5713(2) & ST-5810(508) - The work consists of constructing a plant mix pavement on approximately 1.05 miles of the Milltown Road, St. Maries - Milltown, and approximately 10.45 miles of SH-3, Clarkia Bridge - Santa, in Benewah County - Federal Aid Secondary and County and State financed. The Board concurred in the award to L. W. Vail Co., Inc., Pasco, Washington, the low bidder, in the amount of \$354,337.75.

STM-4114(576), STM-4201(526) and STM-4758(503) - The work consists of seal coating approximately 9.2 miles of US-95 (Lewiston Hill), 38.6 miles of US-12 (Arrow-Kamiah) and 17.6 miles of SH-3 (Arrow-Bear Ridge), in Nez Perce, Lewis and Clearwater Counties - State financed. The Board concurred in the award to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, in the amount of \$205,196.65.

STS-5041(565) - The work consists of constructing a plant mix pavement on approximately 1.1 miles of US-10, Signal Point - McGuire, in Kootenai County - State financed. The Board concurred in the award to Inland Asphalt Co., Spokane, Washington, the low bidder, in the amount of \$63,562.50.

LSF-38-1(4) - The work consists of constructing a rest area with comfort and convenience facilities in the vicinity of the A.E.C. Site east of Arco on U.S. Highway 20-26, in Butte County - Federal Aid Landscape Primary and State financed. The Board concurred in the award to Ormond Construction Co., Idaho Falls, Idaho, the low bidder, in the amount of \$59,279.50.

FL-11-1(2) "A" and "B" - The work consists of constructing the roadway, drainage, base and surface treatment on approximately 3.128 miles (Alternate "A") or 3.749 miles (Alternate "B") of US-95, Oregon Line - North (Second Section), in Owyhee County - Federal Lands and State financed. The Board concurred in the award to Galey Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$928,975.40 (Alternate "B").

F-6422(6), STM-6422(509), ST-1421(504) & STM-1421(505) - The work contemplated under this contract consists of reconstructing the shoulders and placing a plant mix pavement and seal coat on 7.375 miles, approximately 4 miles west of Idaho Falls - West, constructing a road mix pavement and seal coat on approximately 5 miles (MP 295-300.0) and seal coating approximately 23.6 miles (MP 300.0-323.6), all on US-20, in Bonneville and Bingham Counties - Federal Aid Primary and State and State financed. The Board concurred in the award to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, in the amount of \$688,565.70.

ST-4749(504) - The work consists of widening the existing roadway, constructing a lime treated sub-base and a road mix pavement on approximately 4.74 miles of SH-7, Nez Perce North, in Lewis County - State financed. The Board concurred in the award to Crow Rock Products, Inc., Moscow, Idaho, the low bidder, in the amount of \$308,387.00.

ST-3021(545) & Stockpile No. 3551 - The work consists of seal coating approximately 17.5 miles of I-80N, Oregon Line - East, and furnishing aggregate for road mix pavement and cover coat material in stockpiles near New Plymouth, in Payette County - State financed. The Board concurred in the award to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, in the amount of \$117,990.40.

I-IG-90-1(44)72 "D" - On June 27 following the Board meeting, a single bid for the Montana State Line, West project was received. The work consists of placing a plant mix treated base on 3.47 miles of Interstate Highway 90 in Shoshone County. The work is to be completed within 125 working days and on or before November 1. Inland Asphalt Company of Spokane, Washington bid \$1,042,991 for the work, which was 113.88 per cent of the Engineer's estimate. The major

difference was in the plant mix base course item. The Engineer's estimate was based on haul costs of \$0.12 per ton mile from the Pinehurst area which would necessitate hauling aggregate through the City of Wallace and the Mullan construction project. Upon re-evaluation, it was concluded that \$0.20 per ton mile would be a more realistic figure which would result in Inland Asphalt's bid being 99.45 per cent of the Engineer's estimate.

After examination of the lack of bidding interest, lateness of the construction season, delay in re-advertising and urgency of providing an all-weather surface and drainage control before winter, the State Highway Engineer recommended award of the contract. The Highway Board and the Federal Highway Administration concurred in this action.

Plans, Specifications and Estimates Approved. The Board reviewed the plans and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
F-1531(6)	Ovid - Montpelier	\$ 446,962.45
I-IG-80N-2(39)127	E. Snake River Br. (Excl.) - E. King Hill I.C. (Excl.)	1,884,604.07
I-80N-2(37)96	SH-68 - E. Hammett I.C.	5,554,332.00
U-3022(29)	Capitol Boulevard & College	260,616.17
S-3836(3)	Signalization 4th & Washington in Emmett	11,275.00
ST-3022(548)	Capitol Boulevard & College	58,597.61
I-IG-90-1(17)60 "C"	Osburn E.C.L. - W. Wallace I.C. R.R. Xing	3,530,000.00
I-IG-90-1(44)72 "D"	Montana St. Line - West (Plmix. Base)	1,007,468.00
FG-5115(13)	Plummer R.R. Signal	19,000.00
EHS-FG-5121(17)	North Sandpoint R.R. Xing	17,000.00

Design Hearings Authorized. The Board authorized the Department to go to hearings on the following projects when ready:

S-3809(15), Tollgate to National Forest Boundary (Opportunity)

F-4113(22), Ferdinand South

S-6709(4), 17th Street, Church Farm Road - Ammon

S-2713(2), Rock Creek Culvert near Twin Falls

Location Hearings Authorized. The Board authorized the Department to go to hearings on the following projects when ready:

Cleveland Blvd. - West & Caldwell N.W. Connection. The Existing Improved Route was approved for hearing.

Soda Springs Overpass - The Board concurred that the Third Street Plan appeared to offer the superior service based on preliminary evaluations.

Combined Location - Design Hearing Authorized. The Board authorized the Department to go to hearing on the U.S. Highway 95 Skookumchuck Creek - Heckman Ranch project with the "Alternate High Plan" as the preferred alternative.

Engineering Agreement E-78 Approved. The Board concurred in the Department's Consulting Engineering Committee's recommendation to enter into an engineering agreement with Stevens, Thompson & Runyan to perform location and environmental studies for a proposed "one-way" couplet to serve U.S. Highway 12 traffic between the two river crossings in Lewiston, publish all needed reports and design the eastern portion of the approved couplet between the Clearwater River bridge and 13th Street.

The total amount covered in the agreement is not to exceed \$87,671.00, which includes \$8,427.00 as a fixed fee.

The original concept was approved by the Board at the April meeting. Results of meeting with a delegation from Lewiston changed the scope of work, thus requiring renegotiation with the consultant.

Revenue Distribution Study. Use of a consultant to perform a revenue distribution study was discussed with the Board. The Board agreed that the results of such a study could be useful to the Legislature during its next session in evaluating various State user revenue distribution proposals and concurred in the Department's exploring such a study with a reputable national firm.

Hearing on Highway Routing in Nampa for Couplet Approved. The Board approved going to hearing in Nampa to extend the U.S. 30 couplet easterly one block, affecting 2nd and 3rd Streets to 12th Avenue.

Tourist Information Services. The Board reviewed a preliminary draft of a services contract and suggested several modifications. The Department was asked to prepare a final draft for review at the July - August meeting.

Speed Control Zones (US 30 & US 30N). The Board approved the prima facie speed limits on US 30 & US 30N, as recommended and stated in marked Exhibit A-398, which is made a part hereof with like effect as though included in full herein.

Payette Traffic Control Signals. The Board authorized the City of Payette to operate and maintain traffic control signals at two intersections in the City of Payette, as recommended and stated in marked Exhibit A-399, which is made a part hereof with like effect as though extended in full herein.

July-August Board Meeting Dates Confirmed and September Board Meeting and South Idaho Board Tour Dates Set. The July-August Board Meeting dates were confirmed for July 31, August 1 and 2. The September Board Meeting was scheduled for September 11 and 12 with the South Idaho Board Tour September 13 through 15.

WHEREUPON, the Board adjourned until its next meeting.

*Howard B. Thomason*

HOWARD B. THOMASON, Chairman

Read and Approved  
July 31, 1972  
Boise, Idaho

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

July 31, August 1 & 2, 1972

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, July 31, 1972. Present were:

Howard B. Thomason, Chairman - Director, District 3  
Lloyd F. Barron, Vice-chairman - Director, District 2  
John G. Fanning, Member - Director, District 1  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary

Minutes. The Board approved the minutes of the June 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:

EHS-S-SG-3703(5), Hammett Connector, Elmore County - Idaho Power Company

S-4809(8), Bovill - South, Latah County - Lloyd Hall Television Company, General Telephone Company of the Northwest, The Washington Water Power Company

EHS-F-1531(6), Ovid - Montpelier Str., Bear Lake County - Mountain Bell

I-IG-80N-2(39)127 Const., I-IG-80N-2(19)118 R/W, E. Snake River Bridge - King Hill I.C., Elmore County - Idaho Power Company

EHS-T-4030(5), Americana-Emerald-Latah Intersection, Boise, Ada County, Idaho - Boise Water Corporation, Idaho Power Company

July 31, 1972

Correspondence Read.

1. City of Moscow's request for Department action in expediting a U.S. 95 couplet through Moscow. Urban Engineer Crossley has replied setting forth the procedures in project development of the couplet concept as approved by the Board.
2. City of Burley's request for four-lane Snake River Bridge. The Board, after reading the request, recognized the need for an additional two lanes to balance out the roadway design at each end of the bridge and directed the Department to consider the request in its long-range planning in the light of present statewide construction commitments.
3. Letter from Sandpoint Chamber of Commerce regarding design of projects in that area. The Board directed that the Department include an analysis for interchange at the south approach to Sandpoint.

Appointment of Department Controller Confirmed. State Highway Engineer Mathes informed the Board of the Department's recommendation in appointing Ralph C. Roberts, Assistant Department Controller, to that of Department Controller, effective August 1, 1972, with a salary increase of \$1206 to \$1267 per month. To this the Board concurred.

Revision of Board Policy B-609 Approved. The Board approved revising Board Policy B-609 as follows:

B-609 - Board Review of Personnel Actions

The State Highway Engineer will advise the Board of proposed actions affecting employees at the level of District Engineers, Division Heads and above.

Promotions to the position of Assistant State Highway Engineer will be approved by the Board prior to final appointment.

(Former dates of B-609: 9/30/57, 7/19/65, 2/19/68, and 4/15/68)

Contemplated Legislation for Next Session Reviewed. The Board authorized the Department to submit to the 1973 Legislature a bill prohibiting the use of studded tires because of damage to pavements and because of hazards caused by freezing of ice in rutted sections.

The Board directed that the draft bill submittal should not include a recommended date, leaving that subject to the Legislature.

Some revisions in Idaho statutes concerning highway safety - accident reporting and outdoor advertising controls may be required depending on future congressional action. These bills, if needed, cannot be made ready by the September 29 submittal date requested by the Governor.

ADP Central Processor. The Board was advised that the Department was in the process of advertising for a large computer to provide increased capacity with the concurrence of Administrative Services. The results should be available for Board consideration at the September meeting.

Materials and Supply Management System. The Board approved outside consultant services for assistance in the design of a Materials and Supply Management System in recognition of the fact that the Department's ADP personnel are and will be for some time heavily involved in other ADP systems development work.

The Department was authorized to proceed with an agreement with Applied Management Corporation for consulting assistance on a daily cost basis with the stipulation that Senior Consultant Steven Noyce would be the Project Director. The contract will provide for termination after each of the four work phases at the option of the Department. Total expenditures for outside services shall not exceed \$34,000 and the Department will make every effort to reduce that amount by providing added support where needed.

Six Month Contract Services Expenditure Report, January 1, 1972, to June 30, 1972. The Department reported to the Board on expenditures by the Department in contract services for the following:

1. Consulting Services less than \$1,000

Frank Gibson - F-RF-2361(33), Drill & Blasting Consulting - \$281.79.

Jack Barnett - Huetter Rest Area Well - \$535.00.

Cotty Lowry (Authority No. 79023) New Materials Lab - \$300.00.

Total \$1,116.79

2. Post Audits of Consulting Firms

Arizona Highway Department - Audit of E-45 - \$176.67.

3. Aerial Mapping Company Analytical Aerial Triangulation of Control Data on

Project No. F-2361(16)	\$ 480.00
Project No. F-2392(10)	1,760.00
Project No. S-2820(2)	<u>680.00</u>

Total \$2,920.00

July 31, 1972

## 4. Materials Testing

Harlan Associates, Inc.	\$ 577.83
Robert W. Hunt Company	558.40
Northern Testing Laboratory	72.00
Hibbs Laboratories	7.50
Shannon & Wilson, Inc., consulting & inspection for F-RF-5121(15), Thama East	<u>466.13</u>
	\$ 1,681.86
Bode Inspection Service	\$ 1,212.13

## 5. Appraisal Contracts for 1972

		<u>Appraisal Estimated Cost</u>	<u>Expended 1-1-72 Through 6-30-72</u>
Joe Acuff	23 parcels	\$ 7,150	\$ 100.00
Joe Hackney	1 parcel	700	700.00
Wayne Harper	18 parcels	6,050	6,400.00
Gene Kelley	26 parcels	9,800	6,100.00
Don Kerby	1 parcel	2,000	200.00
Rod Moore	1 parcel	1,375.	
Emmett Newell	46 parcels	13,700	7,406.73
Terry Rudd	27 parcels	9,900	1,000.00
Charles Thompson	1 parcel	1,000	
Jack Young	<u>4 parcels</u>	<u>3,000</u>	<u>2,500.00</u>
	138 parcels	\$54,675	\$24,406.73

Legislative Needs Study Interim Committee Meets. The Joint Transportation Committee met with the Highway Board after having received information from the Department regarding the following subject matter:

1. Results in Idaho of the 1972 National Transportation Study which relate to estimated highway needs, assumed revenue and 20-year projected rates of accomplishment.

## A. State Highway System

Exhibits

- (1) Federal-aid Highway Needs & Programs
- (2) Federal-aid Primary System  
Level of Funding - By Numbered Route
- (3) Federal-aid Primary System Ten Year Program
- (4) Summary of Federal-aid System Ten Year Program  
Expenditures & Accomplishments

## B. Local Road System

Exhibits

Comparison of County & City Road & Street -- Needs,  
Highway User Revenue, Allocations, travel and road  
mileage arranged in descending order by --

- (1) Population
- (2) Travel
- (3) Needs
- (4) Improved Road Mileage
- (5) State Road User Revenue
- (6) Allocations

2. Requirements of the 1974 National Transportation Study.
3. Proposed or possible legislation relating to transportation.

It was made clear to the Committee by Assistant State Highway Engineer (Operations) Richardson that very few routes on the Primary and Secondary Systems could be opened to loads heavier than those allowed in daily, normal operation today because of the great number of H-15 structures that will not permit, because of age and design of the structures, the heavier loadings contemplated in Senate Bill 1544.

It was explained that the Functional Classification Study is being used by the Department to evaluate the Federal-aid Systems in Idaho and that some additions and deletions appear to be in order.

Senator Egbert questioned the effect on the Department if the one and one-half cent in motor fuels tax increase passed in the 1972 Legislature were not available to the Department. Mr. Mathes replied that the Department's present construction program would be completely wiped out.

Senator Yarbrough reminded the Board that Owyhee County has very large areas of land under the jurisdiction of the Bureau of Land Management and that this is a factor in determining Federal-aid matching ratios for Idaho. He stated that he did not feel the Board had given adequate consideration to the addition of this highway to the State Highway System. He further indicated that he believed the recent Functional Classification Study supported his position and that the Board should take early action to take this highway onto the State System.

TUESDAY, AUGUST 1, 1972

The meeting of the Highway Board reconvened at 6:45 a.m. in the State Highway Building, Boise, with the following persons present and participating:

Howard B. Thomason, Chairman  
 Lloyd F. Barron, Vice-chairman  
 John G. Fanning, Member  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

Request to Add State Highway 67 from Mountain Home Air Base to Grand View to State Highway System. Appearing before the Board were State Representative Virgil Kraus, Mountain Home; Frank Pearce, Mayor of Mountain Home; Lloyd Waters, Publisher of the Mountain Home News; Arthur Isaac, Commissioner, Mountain Home Highway District; Orville C. Colthrop, Commissioner, Mountain Home Highway District; and, J. A. Balderrama, Grand View farmer.

The delegation requested, because of the fiscal inability of the Mountain Home Highway District to bring the Grand View to Mountain Home Air Base road up to wider pavement standards, that the State Highway Department bring that section onto the State Highway System.

The Board inquired as to whether or not the Highway District was making its maximum effort by levying for its road and bridge funds as well as their Federal-aid matching fund. To this the reply was negative.

The Board stated that if the Department were to take that road onto the System, they were convinced it would be much further in time before any improvement could be made by the Department. It was recommended that the Highway District make a maximum fiscal effort with its levying power to improve the route, and however slow that may seem, it would thereby enable it to develop Federal-aid assistance projects at a much faster rate than by the Board's complying with their request to place the section on the State Highway System.

The Board then suggested that the Highway District explore the possibility of utilizing FAS funding available to Elmore County for the improvement of this highway and that the Secondary Roads Engineer assist them in evaluating this matter.

Those Highway District officials present met after the meeting with Secondary Roads Engineer Laragan who briefed them on the ways and means of planning projects.

Rupert Request to Governor Andrus for Rupert - Arco Highway Discussed. The Board in meeting with Governor Andrus discussed a request to the Governor by the Rupert Chamber of Commerce for a Rupert to Arco road across the lavas. The Board assured the Governor the Department would search for any possibility of 100 per cent Federal-aid funding for the development and construction of this requested route.

The Governor concurred with the Board that financing should be considered for this requested route as additional Federal funds may become available. It was agreed that the Department should explore all alternatives for this purpose.

Idaho Motor Transport Association Offers Suggested Priorities in State Highway System Construction Programing. Meeting with the Board were Claude Abel, Managing Director, Idaho Motor Transport Association, together with their Highway Committee Members: James Pingree, Chairman; A. J. Achabal; Gene Eby; Dan Gilster; Bill Harris; and Jay Hill.

The delegation listed the following priority, after a survey of 143 of its members. They desired the Interstate be completed as rapidly as possible, and:

1. Lawyers Canyon, U.S. 95
2. Marsing Grade, U.S. 95
3. Latah-Benewah County Line to Coeur d'Alene, U.S. 95

The Committee also requested the assistance and full cooperation of the Highway Board in supporting the Idaho Motor Transport Association and the motor carrier industry in helping to retain the Trust Fund for the purpose it was intended.

Due to the increased number of accidents on the Interstate Highway System caused by motorists traveling the wrong way on these highways, the Committee and members of the Idaho Motor Transport Association, representing the motor carrier industry, requested the expediting of adequate and proper markings of all access and egress roads relating to the Interstate System.

The members of the Idaho Motor Transport Association and the industry pledged their assistance and cooperation with the Idaho Highway Department in any way feasible in order to assist in eliminating this accident threat on the highways in Idaho.

In response to their request, the Board assured them their thinking was certainly welcome and will be considered in the Department's planning program, which to a large extent follows the Committee's recommendations.

The Board asked the delegation for its support by participating as witnesses in public hearing matters affecting highways, such as the Coeur d'Alene - East design hearing to be held August 29 at Coeur d'Alene.

To this the delegation concurred.

Grangeville Motel Encroachment Request. Paul G. Eimers presented a three page submittal urging the Board to waive a setback provision on property upon which Lamont D. Jack has encroached upon the 20 foot setback provided in right of way deed, Federal Road Project Div. No. 8, State of Idaho; Project F-4211(2), sheet 21, near the intersection of C and Main Streets, Grangeville, Idaho.

The Board took under consideration Mr. Eimers presentation and determined that the setback provision on the subject deed should remain intact by reconfirming its previous decision which was held in abeyance until it heard Mr. Eimers. Board Executive Secretary Summers was directed by the Board to apprise Mr. Eimers of the Board's final determination in the matter.

Permission for Triple Bottom Operation with 105,000 Lb. Gross Denied. Appearing before the Board were Louis Grover and Floyd R. Snoderly of the Louis Grover Trucking Company and represented by Attorney Ted Pike of Idaho Falls. Also present was Leslie T. Lund, Chief, Weigh Station Division, Department of Law Enforcement.

The delegation asked for permission to operate three vehicle combinations totaling 105,000 lbs. from Lost Trail Summit to Idaho Falls by way of U.S. 93 and State Highway 28.

Assistant State Highway Engineer (Operations) Richardson and State Highway Engineer Mathes pointed out the problem of overloading structures of H-15-44 design on the above route which precluded the Department recommending to the Board the operating of combinations grossing 105,000 lbs.

The Board assured Mr. Grover that the Board would be derelict in its duty of protecting State highways as provided in Idaho Code 49-906 in permitting loadings contemplated by Mr. Grover's operation over the requested route and denied the request.

The Board pointed out to the delegation that their suggestion of pulling one unit at a time over the deficient structures would cause such a traffic safety hazard that the Board could not endorse such an operation.

Louis Grover stated that the equipment is ordered and he intends to begin operation by August 1. His attorney, Mr. Ted Pike, assured the Board that Mr. Grover would not violate the laws of the State of Idaho.

Ormond Construction Company Requests and is Granted Relief from Accepting Award of Rest Area Bid. Mr. J. K. Ormond of Ormond Construction Company, Idaho Falls, low bidder of the Lost River Rest Area, Project No. LSF-38-1(4), together with his attorney, Fred Hahn, appeared before the Board concerning their plea to withdraw their bid due to the failure of Western Union in transmitting to the Department by 2 p.m. on the bid date a telegram which would have increased Mr. Ormond's bid over that specified in his sealed bid.

The Board determined that if the Ormond Construction Company would pay the cost of advertising, reproduction of plans and specifications, readvertising, clerical and legal services performed in connection with this matter amounting to \$973.50, that the Board would reject the bids, rework the plans and specifications and readvertise for this job.

To this the Ormond Construction Company did concur by telephone with the Department's Chief Legal Counsel on August 4, 1972, stating that Ormond Construction Company's check in the amount of \$973.50 would be forwarded promptly.

Russell Bracy, Wagon Ho Transport, 1907 Hillis, Missoula, Montana, Discusses 105,000 Lb. Gross Nine Axle Loadings. Mr. Bracy met with the Board inquiring as to how he might operate from Missoula to Kooskia and Kamiah and ultimately Lewiston with nine axle combinations grossing 105,000 lbs.

He was advised that the Board was not in a position to grant loadings in this magnitude because of structures with H-15-44 design on the route in question.

During the discussion it was recommended to Mr. Bracy that he submit a diagram of the type of equipment he contemplated acquiring to utilize in hauling to Lewiston from Montana.

Mr. Bracy indicated that he was particularly interested in vehicles with belly dumps to haul grain when the Lewiston Port becomes operable.

The discussion culminated in the possibility of constructing a 40 foot combination with belly dumps and submitting the design of the proposed vehicle to Assistant State Highway Engineer (Operations) for counsel as to the maximum weight which could be allowed under the bridge formula.

August 1, 1972

Speed Control Zones (SH 27, US 20 & 26, US 95 & 30, US 95 & 30N, SH 45, US 30N Bus., SH 34). The Board approved the prima facie speed limits on SH 27, US 20 & 26, US 95 & 30, US 95 & 30N, SH 45, US 30N Bus. and SH 34, as recommended and stated in marked Exhibit A-400, which is made a part hereof with like effect as though included in full herein.

Shelley Traffic Control Signals. The Board authorized the City of Shelley to operate and maintain traffic control signals at two intersections in the City of Shelley, as recommended and stated in marked Exhibit A-401, which is made a part hereof with like effect as though included in full herein.

Traffic Control Signals in Troy 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 in the City of Troy, the Board ordered that the minute entry of December 17, 1954, with respect to traffic control signals in the City of Troy is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-402, which is made a part hereof with like effect as though included in full herein.

Tourist Information Center at Blacks Creek Approved. After discussing with the Board a proposal to submit to contractors bid for the operation of a manned Interstate information center at the Blacks Creek Rest Area, the Board authorized the Department to develop criteria with the planned operation to be in effect in the spring of 1973 at the Blacks Creek Rest Area.

Traffic Engineer James Pline was authorized by the Board to develop the manned rest area specifications for consideration at a later meeting of the Board.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
T-4060(1)	Lewisville Rd. - Anderson St. Jct. in Idaho Falls	(This action rescinds the minute entry for Project SU-SUG-6715(7) of 11/20/69)
	US 20B From M.P. 331.57 to M.P. 331.66	Standard Approach Policy
	From M.P. 331.66 to M.P. 331.74	* Partial Control, Type "E"
	From M.P. 331.74 to M.P. 331.97	Standard Approach Policy

	Anderson St. from 200' west of Jct. US 20B to 200' east of Jct. US 20B	* Partial Control, Type "E"
S-3712(5)	Caldwell - West	(This action super- sedes Board action of 6/11/69)
	Rural Area M.P. 14.74 to M.P. 19.40	** Partial Control, Type "B"
	Urban Area M.P. 19.40 to M.P. 20.12	Standard Approach Policy
SU-3755(1)	Caldwell Northwest Connector	* Partial Control, Type "E"
F-4113(51)	Skookumchuck - Heckman Ranch	*** Partial Control, Type "A"

\* PARTIAL CONTROL, TYPE "E"

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.

Private Approaches

No private approaches will be allowed.

\*\* PARTIAL CONTROL, TYPE "B"

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 exchanged for one at a new location providing better access control is obtained.

New Private Approaches

No new private approaches will be allowed.

Use of Private Approaches

All existing private approaches will be unrestricted as to use.

All approaches provided in conformity with this policy shall be shown on the approved plans.

## \*\*\* 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.

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.

Project Priorities for Advancing to Contract with Fiscal Year 1973 Funds Discussed. Howard Pilkington, State Planning Engineer, reviewed with the Board contemplated priorities of projects on the Primary and Secondary Systems for Board concurrence in advancing them to contract with 1973 funds.

Also reviewed was the current status of the 1972 program and a report on 1973 Federal-aid Trust Fund obligation limits.

Possible revisions to the Forest Highway Program were reviewed in an attempt to secure supplemental financing.

Board Chairman Thomason suggested that the Department request supplemental financing for the Hope - Denton Curves project as a means of completing this badly needed section.

The Board concurred in that suggested and directed the Department to take necessary action.

Orders of Condemnation. The Board approved and signed an order for condemnation on the following parcels of land:

US 95	F-4113(45) (Cottonwood-South & Bypass)	Frank Tacke & Bertha S. Tacke	Parcel No. 8
US 95	F-3112(21) (Mesa-North)	Lloyd Wilson & Amanda Wilson, James F. Lampman & Sally Lampman	Parcel No. 6
US 95	F-3112(21) (Mesa-North)	Emma Ball	Parcel No. 1
US 95	F-3112(30) (Mesa-South)	Emma Ball	Parcel No. 19

Authority for Settlement in Excess of \$40,000.

I-90	I-90-1(47)61 (W. Wallace I.C.- E. Wallace I.C.)	Eugene Werner & Ann Werner; William Loyd Koontz & Jesse Fay Koontz (Pacific Hotel)	Parcel No. 26
------	---	---	---------------

The Board approved purchase of the right of way and remainder property outside of the right of way in the amount of \$85,000 as appraised and reviewed, with variance to \$93,000 if needed.

August 1, 1972



WEDNESDAY, AUGUST 2, 1972

The meeting of the Highway Board reconvened at 8:15 a.m. in the State Highway Building, Boise, with the following persons present and participating:

Howard B. Thomason, Chairman  
 Lloyd F. Barron, Vice-chairman  
 John G. Fanning, Member  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

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

ST-3271(539) - The work consists of constructing a plant mix pavement (overlay) and seal coat on approximately 6.5 miles of SH-55, Cascade - North, and 0.6 mile in McCall, in Valley County - State financed. The contract was awarded to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, on July 20, 1972, in the amount of \$245,884.00.

EHS-S-SG-3813(1), Sec. "A" - The work consists of constructing the roadway, drainage structures, plant mix pavement and a 277' concrete overpass on approximately 2.896 miles of the South Mountain Home Connection, in Elmore County - Federal Aid Secondary and State financed. The contract was awarded to Galey Construction Co., Inc., Boise, Idaho, the low bidder, on July 25, 1972, in the amount of \$752,376.80.

I-80N-4(11)235 "A" & I-80N-4(12)229 "A" - The work consists of constructing the roadway, drainage structures, plant mix pavement, seal coat, signing and delineation on 16.829 miles from Idaho to Sweetzer and on 6.613 miles from Cotterell to Idaho on Interstate Highway 80N, in Cassia County - Federal Aid Interstate and State financed. The contract was awarded to Industrial Construction, Inc., Fillmore, Utah, the low bidder, on August 8, 1972, in the amount of \$2,647,024.00 (Alternate #2).

STM-3271(541) & Stockpile 3553 - The work consists of seal coating approximately 19.2 miles of SH-55, Smith's Ferry North & South, and furnishing aggregate for road mix pavement and cover coat material in stockpiles at MP 134.5 (SH-55) near Banks, in Boise and Valley Counties - State financed. The contract was awarded to Bryan C. Rambo Crushing Co., Nampa, Idaho, the low bidder, on August 1, 1972, in the amount of \$111,862.50.

F-4113(44) & S-4723(1) - The work consists of constructing the substructure of the White Bird Bridge and grading the approaches on approximately 0.437 mile of US-95 and grading the roadway and constructing a 63' concrete bridge on 0.380 mile of the White Bird Connection, in Idaho County - Federal Aid Primary, Secondary and State financed. The contract was awarded to Murphy Bros., Inc., Spokane, Washington, the low bidder, on August 15, 1972, in the amount of \$461,759.00.

August 2, 1972

EHS-F-1531(6) & STM-1481(551) - The work consists of constructing a 129' and a 163' concrete bridges and temporary approaches with road mix pavement on U.S. 89, between Ovid and Montpelier, and reconstructing concrete slabs on US-30N, South of Montpelier, in Bear Lake County - Federal Aid Primary and State and State financed. As the only bid was 38 per cent over the Engineer's Estimate, the bid was rejected and the projects will be readvertised.

S-4809(8) - The work consists of constructing the roadway, drainage structures, plant mix pavement, with future seal coat, on 4.12 miles of SH-8, Bovill South, in Latah County - Federal Aid Secondary and State financed. The Board concurred in the award to MacGregor Triangle Co., Boise, Idaho, the low bidder, in the amount of \$1,238,642.55.

ST-4201(520) - The work consists of installing underdrains and horizontal drains for slide correction on U.S. Highway 12, in the vicinity of Orofino, in Clearwater County - State financed. The contract was awarded to Jensen Drilling Co., Springfield, Oregon, the low bidder, on August 9, 1972, in the amount of \$51,448.75.

EHS-S-SG-3703(5) - The work consists of constructing the roadway, base, plant mix pavement and 192' concrete overpass on approximately 0.663 mile of the Hammett Connection, in Elmore County - Federal Aid Secondary and State financed. The contract was awarded to LeGrand Johnson Construction Co., Logan, Utah, the low bidder, on August 23, 1972, in the amount of \$428,797.00.

FL-42(3) - The work consists of reconstructing the shoulders, plant mix pavement and seal coating 5.60 miles on US-20, 14.6 miles east of Junction US-26, in Bingham and Bonneville Counties - Federal Lands and State financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on August 8, 1972, in the amount of \$540,784.00.

Building No. 3121 - The work consists of constructing a 50' x 90' metal maintenance building, drilling a well and providing a complete water system and disposal system at Lowman, Idaho, in Boise County - State financed. The contract was awarded to Valley Steel Builders, Inc., Boise, Idaho, the low bidder, on August 15, 1972, in the amount of \$79,960.00.

Building No. 6131 - The work consists of constructing a 182' x 44' concrete T-Beam and block Maintenance and State Police Building at Idaho Falls, in Bonneville County - State financed. The Board concurred in the award to Heyrend Construction Co., Idaho Falls, Idaho, the low bidder, in the amount of \$145,858.00.

EHS-T-4030(5) - The work consists of constructing the roadway, channelization, sidewalks, plant mix pavement, signalization and illumination on approximately 0.444 mile of Americana-Emerald-Latah intersection, in Ada County - Federal Aid Emergency Highway Safety and City and Ada County Highway District financed. The Board concurred in the award to Nelson Sand & Gravel Co., Inc., Boise, Idaho, the low bidder, in the amount of \$218,587.55.

STM-6033(561) - The work consists of cleaning and painting structural steel and rails on the Snake River and Broadway Bridges, in Bonneville County - State financed. The contract was awarded to Hanson & Wilson Painting, Boise, Idaho, the low bidder, on August 22, 1972, in the amount of \$15,280.00.

I-IG-80N-2(39)127 - The work consists of constructing a 4-lane divided roadway to subgrade, drainage and a 22' concrete and steel RR underpass on approximately 0.8 mile of I-80N, near King Hill, in Elmore County - Federal Aid Interstate and State financed. The Board concurred in the award to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, in the amount of \$1,643,860.00.

Plans, Specifications and Estimates Approved. The Board reviewed the plans and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
I-90-1(94)8	Heutter Rest Area Well	\$ 11,500.00
I-IG-80N-2(21)118	West Snake River Bridge at Glenss Ferry	2,733,000.00
I-80N-2(45)126	East Snake River Bridge at Glenss Ferry	2,855,000.00
F-4113(58)	White Bird Bridge Super- structure (Tentative - expected in PS&E prior to September Board Meeting)	

Hearing Determination - Proposed Design in Relocating 7 Miles of U.S. 30N Easterly from Lava Hot Springs to Lund, Projects No. F-1481(24), F-1481(25), F-1481(26) and F-1481(27). A public hearing was held at the Lava Hot Springs Community Hall, Lava Hot Springs, Idaho, at 8 p.m., Thursday, June 29, 1972.

The Board, having read the transcript made of the testimony and proceedings had at said hearing; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

That the Department should proceed with project development on the proposed design as submitted in said design public hearing including the following provisions:

1. A minimum of three deer underpasses with drift fences to minimize impact on deer migration.
2. The Department will investigate the possibility of the replacement of winter deer grazing range lands lost in this highway construction.

August 2, 1972

Design Hearing Authorized. The Board authorized the Department to go to hearing on the following project when ready:

S-1852(1), West Bingham Street

Air-conditioning for Department Vehicles Discussed. State Highway Engineer Mathes inquired as to the Board's thinking regarding the advisability in the Department's vehicle purchasing program regarding ordering vehicles with factory air-conditioning.

The Board unanimously authorized the Department to specify air-conditioning for those pick-ups and sedans which are warranted in the judgment of the State Highway Engineer.

U.S. 30 Bliss to Twin Falls Triple Bottom Operation Denied. The Board denied the request of Terminal Manager Wendell H. Blunt of IML Freight, Inc., of Boise, to permit the operation of triple bottoms in combination with legal axle loading between Buhl and Bliss by way of U.S. 30 because of restricted passing sections from the Banberry Hill to Buhl.

Sam Bennion Case Finalized. Chief Legal Counsel Tway reported to the Board the court's determination in the Sam Bennion condemnation case on the Thornton - Rigby project wherein the court granted a judgment of \$10,921.25; including \$8,899.00 for value of land taken and \$2,022.25 for severance damage to remainder.

Board Supports Department's Funding for Additional Motor Fuels Tax Auditors with Tax Commission. The Board discussed a budget problem presented by Mr. J. L. Palmer on behalf of the State Tax Commission. The Tax Commission finds that in assigning funds for the miscellaneous tax programs of the Commission the remaining amounts available for collection of the Motor Fuels Tax would be inadequate if the Commission attempts to perform all services required by this program.

This matter was reviewed at some length. It was the Board's position that full attention should be given to the collection of the gasoline tax and use fuel tax. The Board members agreed that a workable solution to this problem should be sought but pointed out that the budget and appropriation for the Tax Commission for fiscal year 1972-73 was the specific item to be resolved.

The State Highway Engineer was subsequently directed to write the Board of Examiners; outlining the problem; supporting the request of the Tax Commission; and, asking for a decision thereon.

Board Offers Administrative Services - Purchasing Agent Service Station Agreement Extension Until 4-1-73. The Board discussed the Department of Highways agreement with the Department of Administrative Services for use of the Department service station located at 3311 West State Street in Boise. The purpose of this agreement was to assist the Department of Administrative Services for a period of one year in evaluating a State Motor Pool operation. The agreement expires on 1 October 1972.

August 2, 1972

This matter was further reviewed with Governor Andrus when the Board met with the Governor at 10:30 a.m. on 1 August 1972. At that time the Governor requested that the Board consider an extension to the existing agreement with Administrative Services in order that the Legislature could again consider the matter during the 1973 legislative session.

Following an evaluation of factors involved in this case, the State Highway Engineer was directed to write a letter to the Department of Administrative Services with a copy to the State Purchasing Agent.

The letter was to suggest that, if agreeable with both Administrative Services and the State Purchasing Agent, a supplemental agreement with Administrative Services would be prepared for continued use of this service station until 1 April 1973 at which time it would revert to Highway Department control. It was the Board's view that this course of action would permit continued operation under the existing arrangement until the next session of the Legislature can again review the matter of a potential State Motor Pool.

If both the State Purchasing Agent and Administrative Services concur in this proposal, the Department was directed to prepare a supplemental agreement for review by the Board at its September meeting.

Board Member Barron asked that he be recorded in opposition to any extension of the agreement with Administrative Services. It was his opinion that the Board had fully cooperated with other agencies in providing for the use of this facility for a State Motor Pool operation during the past year. Since the Legislature had failed to act in a positive funding way on this matter, it was his view that the Department of Highways should again assume control of the facility and offer services to other agencies of State government on the same basis as that existing prior to 1 October 1971.

Governor's Photo to be on 1973 State Highway Map. The Board discussed a proposal from the Department of Commerce and Development on behalf of Governor Andrus that a letter from the Governor together with a photograph be made a part of the format for the 1973 official highway map. It was pointed out to the Board that this was the first time such a request had been made since the Board became operative in 1951.

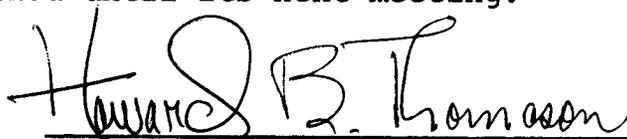
After considerable discussion it was determined that the request be granted and that the map format to be reviewed by the Board at its September meeting include this feature.

Board Member Barron asked that he be recorded in opposition to the proposal. It was his view that the policy followed by prior Boards was a good one and that criticism from the public on the issue of political advertising does result; especially on those years when the election of a Governor occurs.

August 2, 1972

September Board Meeting, South Idaho Board Tour and October Board Meeting Dates Set. The September Board Meeting dates were confirmed for September 11 and 12 with the South Idaho Board Tour September 13 through 15. The October Board Meeting was scheduled for October 16 and 17.

WHEREUPON, the Board adjourned until its next meeting.

  
HOWARD B. THOMASON, Chairman

Read and Approved  
September 11, 1972  
Boise, Idaho

\* \* \* \* \*

Discussion of Proposal to Allow the Use of Certain State-owned Lands in the Vicinity of the East Bliss I.C. in the Negotiating for Lands Required for Right of Way on Project I-IG-80N-3(32)138 - W. Bliss I.C. - E. Bliss I.C. Appraisals of the 4.5 acres and the 6.5 acres near the E. Bliss I.C. were received from Mr. Joe Hackney. Mr. Hackney's reviewed appraisals reflected the following:

The 4.5+ acres in NE Quadrant of I.C.....\$10,800  
The 6.5+ acres in SE Quadrant of I.C.....\$ 3,185

Previous appraisals by staff appraiser were:

NE Quadrant.....\$ 8,700  
SE Quadrant.....\$ 3,250

Deputy State Highway Engineer Tisdale contacted Board Members Barron and Fanning telephonically on September 1, 1972, and they concurred in the Department's August 1, 1972, recommendation to trade the two properties.

Trade to Mr. Harbaugh to be 4.5+ acres for right of way needed.

Trade to Mr. Henderson to be 6.5+ acres at \$3,250 as part payment for right of way needed from Mr. Henderson on Parcel 8, 19 and 20.

\* \* \* \* \*

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

September 11 &amp; 12, 1972

and

## MINUTES OF THE SOUTH IDAHO BOARD TOUR

September 13 - 15, 1972

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, September 11, 1972. Present were:

Howard B. Thomason, Chairman - Director, District 3  
 Lloyd F. Barron, Vice-chairman - Director, District 2  
 John G. Fanning, Member - Director, District 1  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

Minutes. The Board approved the minutes of the July - August 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-1701(520), State Highway 37, Power County - Mountain Bell

US-6709(3), 17th Street in Idaho Falls (St. Clair Ave. - Church Farm Road), Bonneville County - Utah Power & Light Company, Mountain Bell and Intermountain Gas Company

S-2790(13), Kimama - West, Lincoln County - Project Mutual Telephone Co-Op Assn. and Idaho Power Company

October and November Board Meeting Dates Set. The October Board Meeting dates were confirmed for October 16 and 17. The November Board Meeting was scheduled for November 13 and 14.

Secondary Roads Engineer Reports on Proposed Secondary Roads System Action. Secondary Roads Engineer Laragan reported on meetings with local units of government involving removal of several segments from the State Highway System. After hearing his report, the Board directed the following action by the Department:

- a. State Highway 81 - Proceed with removal hearings for State Highway 81 between Malta and Strevell in the event a positive reply is not received for the proposed system extension of State Highway 77 between Malta and Sublett in exchange for removal of State Highway 81 south of Malta.

September 11, 1972

- b. Contact Senator Peavey for promised support in obtaining agreements with local units for removal of State Highway 24 between Shoshone and Minidoka.
- c. Proceed with public hearing to remove existing U.S. 30 between Nampa and Meridian.
- d. Authorized Mr. Laragan to again contact the Gem County Commissioners regarding State Highway 52A, Emmett - West, by offering to repair the surface and remove from the system.
- e. Removal of U.S. 30 between the Black Canyon Interchange and State Highway 52 west of Emmett, to become effective January 1, 1973, since execution of agreement by Payette County and Highway District No. 1 of Payette County completed this removal effort.
- f. Granted Mr. Laragan latitude in offering Clearwater County two improvement options for removal of Gilbert Grade on State Highway 7 either by paving or with an equivalent negotiated sum for Clearwater County to improve as they see fit.
- g. Authorized contact with the North Latah Highway District to propose improvement of the three and one-half mile unimproved section at the north end of the Harvard - Deary section of State Highway 9 with a gravel surface as a condition for returning the 13 mile section to local jurisdiction.

Aberdeen - Springfield Canal Company Claim Authorized to be Settled. The Board authorized Chief Legal Counsel Tway to evaluate the case and settle the matter out of court with the best negotiation in his judgment.

1973 Legislation. The Board decided the following action regarding possible 1973 legislation:

1. The legislation for banning studded tires should be deferred until the fall of 1973, at which time regional research on the subject presently under way will be completed.
2. That the Department be authorized to support legislation to be drafted by the State Tax Commission to provide for direct funding transfer between the two agencies to defer the costs of motor fuels collection audits by the Tax Commission with the source of revenue from the State Highway Fund to be shown in both agency budgets.
3. Review of legislation pertaining to operation of snowmobiles over State highways (especially with reference to bridges).

Approval of Service Station Agreement with Administrative Services. The Board approved the form of an agreement to extend the use of service station facilities by Administrative Services for a six month period pending possible legislative action for funding the operation of a State motor pool by the State Purchasing Agent.

Small Aircraft Landing on Fairview Avenue (U.S. 30), Boise, Authorized. In a cooperative effort with the City of Boise, the Board authorized the use of a section of Fairview Avenue west of Orchard for the landing of five small aircraft to be displayed at the Grand Central parking lot for a five day period. The landing is scheduled for Wednesday, September 20, 1972, at 7:15 a.m. and take off at the same time on Monday, September 25, 1972.

The Board authorized the Department's concurrence in this promotional effort providing the same insurance and protection is granted the public, Department and the Board as granted on April 18, 1971, when a similar request was approved by the Board.

Exercising of Purchase Order for IBM Replacement Computer Authorized. The Board authorized the Department to exercise approval of a purchase order pending at the State Purchasing Agent's office for a 370/155 IBM Systems Computer which was put out for bids by the Purchasing Agent and who has advised the Department that there had been only one bidder's response.

Dubois Interchange Maintenance Cost to be Shared. Upon reading a letter from the City of Dubois stating their fiscal inability to entirely maintain the Dubois interchange as per a signed agreement between the City and the Department, the Board directed the Department to negotiate with the City and revise the basic maintenance contract on a participating basis subject to Board approval.

Moscow Maintenance Shed Noise Problem Discussed. Assistant State Highway Engineer (Operations) Richardson apprised the Board of the long-standing complaints by adjacent property owners to the noise nuisance caused by the winter operations in loading sand, etc., at the Moscow shed during the early morning hours and requesting the Department to move its operation elsewhere.

The Board directed the Department to apprise the City of Moscow and those affected that the Department would seriously consider a replacement of the Department's maintenance shed and related facilities at a suitable location if all costs incurred were borne by the City.

Overnight Rest Area Occupancy Policy Changed. A discussion on the problem of overnight occupancy in certain rest area locations which are being competitive with private campgrounds was had.

In place of the present 16 hour limit provision, the Board directed Assistant State Highway Engineer (Operations) Richardson to evaluate and prohibit overnight camping in rest areas which in his judgment are competing with nearby campgrounds providing acceptable service to the traveling public or which are subject to overcrowding as a result of extensive overnight camping practice.

The Board further directed that the Department provide information in all rest areas directing the motorist to suitable public and private campgrounds.

Operation of Triple Units Between Twin Falls and Buhl on U.S. 30 Authorized. Upon the application of Wendell Blunt, Terminal Manager, IML Freight, Boise, the Board concurred in the recommendation of the Department in permitting the movement of tractor and two trailer combinations on U.S. 30 between Buhl and Twin Falls upon ILM's executing a Department permit for the same.

Department's Recommendation for Priority Bridge Replacement Program Approved. Upon submittal by the Department of a complete list of bridges with the classification A, B and C for ultimate replacement, the Board generally concurred in the order submitted but requested further evaluation of the Pack River bridge on U.S. 95. The list which is dated July 28, 1972, is on file in Central Files.

Request for Administrative Hearing on Removal of Roadside Sign Near Coeur d'Alene Approved. Upon the recommendation of Chief Legal Counsel Tway, the Board authorized an administrative hearing and the hiring of attorney James W. Atwood of Coeur d'Alene as hearing officer at the rate of \$20 an hour with other compensation to be at the rate of \$150/day for any research required, make findings and conduct the hearing in Coeur d'Alene in the matter of condemning the Markham advertising sign west of the Northwest Boulevard - Interstate 90 Interchange bearing advertising of the North Shore Motor Hotel.

Hiring of Hydraulic Consultant Keith Anderson Approved. Upon the recommendation of Chief Legal Counsel Tway, the Board authorized engaging the services of Keith Anderson, a hydraulic consultant, at a rate of \$200 per day not to exceed \$2,000, in the Huffman matter regarding possible impairment of flow of water at springs on U.S. 95 on the north slope of White Bird Hill.

Board Authorizes Sale of Borrow Material from Property at 21st and G Streets in Lewiston. Upon the recommendation of the State Highway Engineer, the Board authorized sale of borrow material by public auction with a minimum price equal to the cost which would be incurred in replacing the material which may be needed in the future highway construction in that vicinity.

Authority for Condemnation. The Board approved and signed the Order for Condemnation on the following parcels of land:

I-80N	I-IG-80N-2(40)121 I-IG-80N-2(19)118 R/W (E. Glenss Ferry I.C.-E. King Hill I.C.)	Duane B. Williams & Margaret Williams; Enid L. Baptie, a widow & the executrix of the estate of John Baptie, deceased, with Power of Sale	Parcel No. 15
I-80N	I-IG-80N-2(40)121 I-IG-80N-2(19)118 R/W (E. Glenss Ferry I.C.-E. King Hill I.C.)	Delmar R. Brannan & Zelma L. Brannan; Walter Hoag	Parcel No. 19
US 30	T-4020(1) (West Five Points, Twin Falls)	Evelyn Tucker	Parcel No. 28

Authority for Settlement in Excess of \$40,000.

I-90	I-90-1(47)61 W. Wallace I.C. (Incl.)-E. Wallace I.C. (Incl.)	George McKelvy & Delya McKelvy (I.G.A. Foodliner)	Parcel No. 17
------	---	---	---------------

The Board approved purchase of the right of way and the remainder property outside the right of way in the amount of \$190,900 as appraised and reviewed with variation up to \$210,000 if needed.

I-90	I-90-1(47)61 W. Wallace I.C. (Incl.)-E. Wallace I.C. (Incl.)	W. A. Simons Company (Wilma Theatre)	Parcel No. 19
------	---	---	---------------

The Board approved purchase of the right of way and the remainder property outside the right of way in the amount of \$152,500 as appraised and reviewed with authority for variation up to 10 per cent.

Approval of Deeds and Easements.

County Road Relocation	F.A.G.S. 47A(1) North Pole, Idaho	Burlington Northern Inc.
------------------------------	--------------------------------------	--------------------------

The Board approved and executed a deed to the Burlington Northern Inc. for the purpose of title clarification by the Burlington Northern Inc. and the Lakes Highway District.



Approval to Purchase Remainder Property.

I-80N      I-IG-80N-3(32)128      O. T. Henderson      Parcel No. 8  
 W. Bliss I.C. (Incl.)-  
 E. Bliss I.C. (Incl.)

The Board approved purchase of the north remainder on Parcel No. 8 owned by O. T. Henderson based on the appraised value. The land involved contains between 4-and-5 acres and is a part of the Henderson ownership involved in a trade discussed with the Board in the August Board meeting.

Approval of Deed.

I-80N      Borrow Source No. 3      W. Wayne Newcomb  
 I-80N-3(1)214  
 (Easement No. 2342  
 Cassia County)

The Board approved and signed a Quitclaim Deed releasing an exhausted portion of our material source to Mr. Newcomb so that he would have more authority to control illegal dumping in the area which has become a problem in the last few years.

TUESDAY, SEPTEMBER 12, 1972

The meeting of the Highway Board reconvened at 8:15 a.m. in the State Highway Building, Boise, with the following persons present and participating:

Howard B. Thomason, Chairman  
 Lloyd F. Barron, Vice-chairman  
 John C. Fanning, Member  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

Request for Access to Controlled Section U.S. 95 Deferred. Mr. and Mrs. Robert Herman of Pollock appeared before the Board requesting access to their property on U.S. 95 in the Pollock area which is a controlled access section.

The Board explored with them the possibility of exchanging property on the old road on which they front so that adequate access to their property could be provided in this manner.

Mrs. Herman stated that they have tried this and to no avail.

September 12, 1972

It was mentioned that the Department has a parcel of property with access to U.S. 95 at Pollock that may be declared surplus and put up for public auction. It was suggested this property might be of interest to the Hermans on an exchange basis.

Chairman Thomason requested the matter be referred to the District to explore the possibility of the Hermans utilizing that property for a service station site.

Revision of Board Policy B-001 Approved. The Board approved revising Board Policy B-001 as follows:

B-001 - Release of Department Information to Public

The State Highway Engineer or other designated employees may represent the Department in contacts with the general public or at the Legislature in releasing statistical, engineering, operational, or policy information about the Department.

The State Highway Engineer shall establish rules for Department employees governing release of said information with this qualification:

Any announcements or news articles which are issued in the name of the Board or any of its members must be approved prior to release by both the Executive Secretary of the Board and the State Highway Engineer.

(Former dates of B-001: 7/19/51 and 6/20/72)

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

I-15-3(35)142 "B" - The work consists of constructing comfort and convenience facilities, weigh station, illumination and landscaping on Interstate Highway 15, Sage Junction Rest Area and Weigh Station, in Jefferson County - Federal Aid Interstate and State financed. The contract was awarded to Heyrend Construction Company, Idaho Falls, Idaho, the low bidder, on August 31, 1972, in the amount of \$237,405.25.

Building No. 9901 - The work consists of moving and modifying partition and installing raised floor and ramps at the Idaho Highway Headquarters Building, 3311 West State Street, in Ada County - State financed. As the low and only bid was 136.1 per cent over the Engineer's Estimate, the bid was rejected.

EHS-F-1531(6) & STM-1481(551) - The work consists of constructing a 129' and a 163' concrete bridges and temporary approaches with road mix pavement on US-89 between Ovid and Montpelier and reconstructing concrete slabs on US-30N, south of Montpelier, in Bear Lake County - Federal Aid Primary and State and State financed. The contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, on August 28, 1972, in the amount of \$531,058.50.

US-3787(4) - The work consists of drilling a well, installing pump and sprinkler system and landscaping islands on Broadway Avenue, in Boise City, in Ada County - Federal Aid Secondary and State financed. The contract was awarded to Donnelly Nursery, Boise, Idaho, the low bidder, on September 7, 1972, in the amount of \$25,785.85.

I-90-1(94)8 - The work consists of drilling well, installing casing, furnishing pump and installing water system at the Huetter Rest Area on I-90, in Kootenai County - Federal Aid Interstate and State financed. No bids were received.

Buildings 2091 and 2271 - The work consists of installing new roofing on the Arco Maintenance Shed and the Jerome Office Building, in Butte and Jerome Counties - State financed. No bids were received.

Buildings 5161 & 5373 - The work consists of furnishing and installing overhead garage doors at the Bonners Ferry and Osburn Maintenance Yards, in Boundary and Shoshone Counties - State financed. No bids were received.

Buildings 6091, 6092 and 6093 - The work consists of installing new roofing on three buildings at the Rigby Yard, in Jefferson County - State financed. No bids were received.

STS-1701(520) - The work consists of reconditioning, widening, aggregate base and Type "D" Surface Treatment MP 59-62.6 (SH-37) and grade, drain, base and Type "D" Surface Treatment MP 62.6 - 63.3, MP 59 - Little Creek, in Power County - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, on September 27, 1972, in the amount of \$162,998.65.

I-80N-2(37)96 & EHS-S-SG-3813(1), Sec. "B" - The work consists of constructing a concrete pavement on a 4-lane divided roadway on approximately 18.712 miles of I-80N, SH-68 - E. Hammett I.C., and seal coating the shoulders on 5.667 miles between Sebree and SH-68, and constructing a portion of the South Mountain Home Connector with a plant mix pavement, in Elmore County - Federal Aid Interstate, Emergency Highway Safety Secondary and State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on October 5, 1972, in the amount of \$4,065,656.00.

Yard 9900 - The work contemplated under this project consists of landscaping and installing a sprinkler system at the Central Materials Lab in Boise, known as Idaho Project No. Yard 9900, in Ada County - State financed. The contract was awarded to Evergreen Sprinkler Company, Boise, Idaho, the low bidder, on September 27, 1972, in the amount of \$9,239.21.

Plans, Specifications and Estimates Approved. The Board reviewed the plans and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
S-2790(13)	Kimama West	\$ 494,000
EHS-F-6471(55)	St. Anthony (R.R. Signals)	17,000
T-4030(6)	Capitol & Front, Boise	14,000
T-4030(13)	5th & Main & 5th & Idaho, Boise	25,000
T-4010(3)	U.S. 191 & Pole Line Rd., Pocatello	42,000
I-80N-4(10)221 "B"; I-80N-4(11)235 "B", & I-80N-4(12)229 "B"	I-15W - Cotterell Strs.,; & Idahome - Sweetzer Strs., & Cotterell - Idahome Str.	330,000
F-6471(47)	Chester Southwest	1,255,000

Interstate 90 Scenic Easements, Coeur d'Alene to Ross Point Authorized. Because of potential build-up adjacent to Interstate 90 between Coeur d'Alene to Ross Point, the Board directed the Department to purchase scenic easements wherever feasible on that section from both sides of the freeway under enabling Federal legislation and programs.

Public Hearings Authorized. The Board authorized the Department to go to hearings on the following projects when ready:

Ferdinand South (U.S. 95), Project F-4113(22) (Combined Hearing)

17th Street in Idaho Falls, Church Farm Road - Ammon, Project S-6709(4) (Design Hearing)

Engineering Agreement E-82 for U.S. 95 Project F-4113(56), from Cox's Ranch to Goff Bridge, Authorized. After the consulting engineering committee of the Department contacted five consulting engineering firms, the Committee recommended and the Board concurred in the negotiations for an engineering agreement with Barton, Stoddard, Milhollin & Higgins for Phase 1 covering all work through location and approval and Phase 2 covering project design following location approval.

The consultant's estimate for Phase 1 is \$100,649.86, which includes a fixed fee in the amount of \$8,669. The Department's estimate was \$98,792.

Joint Venture with WASHO Member States for "Environmental Action Plan" Approved. Upon the recommendation of the State Highway Engineer, the Board concurred in the Department joining with the WASHO member states in the formulation of the above Action Plan including joint retention of consulting environmental services if necessary.

Change in Coeur d'Alene - Garwood Design Denied. Board Chairman Thomason reviewed with the Board a letter from Attorney Knudson representing a Mr. and Mrs. H. A. Wilson. The letter requested that Orchard Avenue remain open across relocated U.S. Highway No. 95 north of Coeur d'Alene. This street was closed in accordance with hearings and right-of-way discussions for relocated U.S. 95 and in accordance with the road closure and maintenance agreement with the Lakes Highway District. Service to the Wilson property west of relocated U.S. 95 is to be by frontage road which is now under construction from closed Orchard Avenue north to Pleasant Avenue.

The Board discussed the matter of advance notice concerning the planned street closure; compensation paid to Mr. Wilson in the 1969 right of way purchase agreement; and land values in the area.

The matter of the materials source adjacent to the Wilson property was also discussed. The source is owned by Mr. Ron T. Moen. It was the Board's understanding that the source was established prior to the County's zoning regulations concerning materials sources.

The State's agreement with Mr. Moen (Materials Lease Kt-191) provides for access to the source and payment to Moen of \$0.07 per cubic yard for materials removed. The pit owner designates the area to be used and is obligated to make a minimum of 150,000 cubic yards available.

It was the Board's decision that the Right of Way Division be directed to secure additional information before final evaluation is made.

Nampa One-way Couplet, U.S. 30, Placed on State Highway System. A public hearing was held at the Nampa City Hall, Nampa, Idaho at 8 p.m., Wednesday, July 26, 1972.

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 Department should proceed in cooperation with the City of Nampa with the implementation of extending the recently completed one-way couplet easterly to 12th Avenue utilizing 2nd and 3rd Streets from 11th to 12th Avenues.

2. 12th Avenue would continue to serve two-way traffic but would be added to the State Highway System between 3rd and 2nd Streets.
3. That 2nd and 3rd Streets comprising the said one-way couplet, be from Canyon Street to 12th Avenue and added to the State Highway System.

Board Concurs in Designation of Interstate Highway Projects for Funding Within Fiscal Year 1973 Obligation Authority. The following are those projects approved by the Board:

<u>Project No.</u>	<u>Location &amp; Type of Work</u>	<u>Cost (\$1000)</u>
I-IG-90-1(17)60	Osburn ECL - W. Wallace IC R.R. Xing	3,530
I-80N-4(10)221 "B"	I-15W - Cotterell Strs.	101
I-80N-4(11)235 "B"	Idahome - Sweetzer Strs.	166
I-80N-4(12)229 "B"	Cotterell - Idahome Str.	63
I-IG-90-1(90)0 "A"	Wash. St. L. East (Grade & Strs.) Sta. 170	2,306
I-15-1(27)8	Deep Creek South (Grading)	3,800
I-15-1(62)0	Utah Line North (Grading)	3,100
I-80N-3(32)138 "B"	W. Bliss I.C. - E. Bliss I.C. (Strs. & App.)	1,427
	Right of Way - Several Projects	1,000
	Miscellaneous Additional Interstate	610

Advance Purchase of Right of Way Spirit Lake to Athol Approved. To expedite future widening and control for State Highway 54 between Spirit Lake and Athol, the Board authorized advance purchase of right of way on the above section in view of the lack of clearly defined right of way limits and in further recognition of developments which are planned adjacent to the highway.

Request to Reduce Speeds on U.S. 95 Received. The Board read correspondence from H. R. McDowell and Dan Parker of Culdesac together with petitions from people in the Culdesac area urging the Board, because of accidents which have occurred since the speed was increased to 70 miles per hour, to reconsider and reduce the speed to its former basis.

The Board noted that the change was made during the 1971 legislative session where legislators from Clearwater, Nez Perce, Lewis and Idaho Counties requested the Board meet with them at the Statehouse and urged the implementation of 70 miles per hour on those reconstructed sections between Grangeville and Culdesac.

On reviewing the accident experience since increased speed postings were in effect, the Board determined those sections of U.S. 95 between Grangeville and Cottonwood and Winchester Junction to Culdesac be reduced to the previous 60-55 miles per hour.

The section between Craigmont and Winchester Junction showed no adverse accident record during this period, to which the Board directed that the 70 mile per hour speed should remain.

The Board directed the Department to continue monitoring the accident records on the remaining high speed section.

Speed Control Zones (US 20, US 191, US 20 Bus., US 95A). The Board approved the prima facie speed limits on US 20, US 191, US 20 Bus. and US 95A, as recommended and stated in marked Exhibit A-403, which is made a part hereof with like effect as though included in full herein.

Speed Control Zones (US 95). The Board approved the prima facie speed limits on US 95, as recommended and stated in marked Exhibit A-404, which is made a part hereof with like effect as though included in full herein.

Addition to State Highway System (I-15). The Board approved adding to State Highway No. I-15 a business loop through Blackfoot, said loop to begin at a junction with I-15, 2.385 miles south of Blackfoot South City Limits and extend northeasterly via Broadway and Main Streets, thence northwesterly via Bridge and Judicial Streets to another junction with I-15, 1.604 miles south of the Blackfoot North City Limits, as shown in official Exhibit B-107, which is made a part hereof with like effect as though included in full herein.

Addition to State Highway System (I-15). The Board approved adding to State Highway No. I-15 a business loop through Pocatello, said loop to begin at a junction with I-15 at the Pocatello South City Limits and extend northerly via 4th, 5th, and Yellowstone Avenues to Alameda Road, thence northeasterly via Alameda and Pocatello Creek Roads to another junction with I-15, 0.613 mile south of the Pocatello North City Limits, as shown in official Exhibit B-108, which is made a part hereof with like effect as though included in full herein.

Addition to State Highway System (I-15). The Board approved adding to State Highway No. I-15 a business loop through Idaho Falls, said loop to begin at a junction with I-15, 5.261 miles south of Idaho Falls South City Limits and extend easterly and northeasterly via Yellowstone Avenue to Broadway Avenue, thence northwesterly via Broadway Avenue to another junction with I-15, 2.318 miles south of Idaho Falls North City Limits, as shown in official Exhibit B-109, which is made a part hereof with like effect as though included in full herein.

Addition to State Highway System (I-15). The Board approved adding to State Highway No. I-15 a business loop through Inkom, said loop to begin at a junction with I-15, 0.430 mile east of the Inkom Southeast City Limits and extending northwesterly through Inkom to another junction with I-15, 0.096 mile west of Inkom Northwest City Limits, as shown in official Exhibit B-110, which is made a part hereof with like effect as though included in full herein.

Addition to State Highway System (I-15). The Board approved adding to State Highway No. I-15 a business loop through McCammon, said loop to begin at a junction with I-15, 1.909 miles south of McCammon South City Limits and extend northerly via Center Street to a junction with US-30, thence continuing westerly to another junction with I-15, 0.522 mile west of McCammon West City Limits, as shown in official Exhibit B-111, which is made a part hereof with like effect as though included in full herein.

Addition to State Highway System (I-15W) and Redesignation of State Highway No. 37 in American Falls. The Board approved adding to State Highway No. I-15W a business loop through American Falls, said loop to begin at a junction with I-15W, 2.033 miles southwest of American Falls South City Limits and extend northeasterly via Lincoln Street, Fort Hall Avenue, Harrison Street, and Pocatello Avenue, to end at another junction with I-15W, 1.203 miles north-east of American Falls East City Limits; and, further, that the previous designation of State Highway No. 37 be revised as follows: SH-37 beginning at a junction with I-15 at the Malad East City Limits and extending westerly and northerly via Holbrook, Roy, and Rockland to a junction with I-15W south of American Falls and include a spur connection on Depot Street and South Main Street in Malad, as shown in official Exhibit B-112, which is made a part hereof with like effect as though included in full herein.

Designation of Former U.S. 30S as a Part of State Highway 81. The Board approved that the previous designation of State Highway 81 be revised as follows: Beginning at a junction with State Highway No. US-30 in Burley and extending easterly and southerly via Declo and Malta to the Utah State Line south of Strevell and include a spur connection to Yale Interchange on I-80N, as shown in official Exhibit B-113, which is made a part hereof with like effect as though included in full herein.

Designation of Downey Connector with Interstate 15 as State Highway 40. The Board approved designating a highway to be known as State Highway No. 40, described as beginning at a junction with Interstate Route No. I-15 and extending easterly to a junction with State Highway No. US-91 in Downey, as shown in official Exhibit B-114, which is made a part hereof with like effect as though included in full herein.

Relinquishment of a Segment of Former U.S. 191 to Oneida County and Downey-Swan Lake Highway District. The Board approved that a section of former State Highway No. US-191, 11.400 miles in length and described as beginning at a point 8.247 miles north of the Malad North Corporate Limits and ending at a junction of State Highway No. US-91 in Downey be removed from the State Highway System effective as of December 31, 1972. Coincident with said removal, all jurisdiction, control and interest of the State in and to said portion of former State Highway No. US-191 are relinquished to Oneida County and the Downey-Swan Lake Highway District as their interests may appear and such highway shall constitute a public road, as shown in official Exhibit B-115, which is made a part hereof with like effect as though included in full herein.

#### SOUTH IDAHO BOARD TOUR

The Board began their tour of South Idaho in Boise on Wednesday, September 13, 1972. Those on the tour were:

Howard B. Thomason, Chairman  
 Lloyd F. Barron, Vice-chairman  
 John G. Fanning, Member  
 E. L. Mathes, State Highway Engineer  
 E. D. Tisdale, Deputy State Highway Engineer  
 Wayne Summers, Executive Secretary  
 Omar L. Homme, Division Engineer, Federal Highway Administration, Boise  
 Louis Lybecker, Regional Administrator, Federal Highway Administration, Portland, Oregon

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

The touring party viewed Interstate 80N to Bliss, U.S. 26 to Shoshone, U.S. 93 to State Highway 25, State Highway 25 to Paul, thence State Highway 27 to Burley, Burley by way of Interstate 80N to the Declo Interchange, thence State Highway 77 to Malta, Interstate 80N to Interstate 15W, thence to Pocatello.

Pocatello Meeting. Meeting with the Pocatello Chamber of Commerce, City of Pocatello and District Legislators, the Board discussed State highway projects in the area and listened to highway needs from those present.

An explanation was given of the distribution of motor fuels taxes and the statute covering diesel fuel revenues to which the cities do not participate as a result of being removed from the Highway Fund. The Refund Fund and its relation to the distribution process was also discussed.

An inquiry was made as to whether the Department was going to ask for additional revenues.

Chairman Thomason stated that the Department's planned construction program could be continued on the current taxation structure but that any loss would be directly reflected by a holdback in the construction program.

THURSDAY, SEPTEMBER 14, 1972

City of Chubbuck Meets with Board. Mayor John O. Cotant, Jr., City Councilmen, State Representative S. Albert Johnson and State Senator Charles E. "Chick" Bilyeu met with the Board concerning the need of improving U.S. 191 through Chubbuck to an urban section.

State Highway Engineer Mathes pointed out that the urban program is presently filled with requests from other cities in the State; however, since certain planning has to precede such urban construction, that by the time the City of Chubbuck completed its drainage planning and other correlating plans such as L.I.D. for sidewalks, that the Department might be able to meet their request. The importance of self-help was stressed in the City completing the above preliminaries so that all the necessary local planning would be completed prior to major construction.

Mr. Mathes stated the time span for construction would be at least three to five years away since this project is not in the Department's present program and no engineering and planning has taken place. This date would also be dependent upon the City completing all of its preliminary work in a prompt manner and retention of the present State highway revenue structure throughout this period.

Mayor Cotant stated the City would like to proceed with sidewalk installation ahead of the five year timetable for major street reconstruction.

The need for a traffic signal was discussed. The City was advised that a traffic warrant for the signal was lacking--both now and in the foreseeable future. Agreement was indicated that when a four-lane urban section is constructed, school buses will be required to collect school children on both sides of the street rather than requiring the children to cross the highway as they now do. A fatality occurred in this manner last year within the business district.

Mr. Mathes stated that the Department would take another look at the sufficiency and accident ratings of the half mile section as related to statewide priorities.

The touring party viewed Interstate 15 to Malad, thence to Preston and State Highway 34 to Alexander, thence viewing the proposed location of Lava to Alexander relocation of U.S. 30N, thence to Soda Springs and the Wyoming line on State Highway 34, and State Highway 26 to Idaho Falls.

Idaho Falls Chamber of Commerce Meeting. The Board met with the Idaho Falls Chamber of Commerce outlining the sequence of proposed U.S. 191 improvements from Idaho Falls to Ashton and the attending problems in project development through the various cities.

The present construction and future planned improvements on U.S. 20 to the A.E.C. Junction were outlined.

The Chamber was complimentary of District 6 construction operations and the Department's construction and planning program in the area.

FRIDAY, SEPTEMBER 15, 1972

Meeting in Idaho Falls with State Senator Neil Miller and Blackfoot Chamber of Commerce President Lloyd H. Smith. Meeting with the Board in Idaho Falls at breakfast were State Senator Neil Miller, Blackfoot, and Blackfoot Chamber of Commerce President Lloyd H. Smith.

The subject of the meeting was improvement of Bridge Street in Blackfoot. A report of planning and development of projects in the Blackfoot area was given by District Engineer Andrew Nielsen.

Senator Miller and Mr. Smith stated that contrary to their first request that the sidewalks in their opinion should await the urban section in order to assure the proper coordination of the sidewalk work with street reconstruction.

The touring party viewed U.S. 191 to Rigby, State Highway 48 to Roberts, Interstate 15 to the Montana line.

At this time the Board looked at the three parcels of land proposed to be exchanged for land owned by Mitchell and Lydia Ball in the Rigby area. The land owned by the Balls would be an extension to Materials Source Jf-83 in Jefferson County. After some discussion, it was the decision of the Board that the Department should proceed with the proposed exchange.

Dubois Meeting with Harry Harn Regarding Clark County A-2 Route Being Placed on State Highway System. Responding to a request from Harry Harn of Dubois to meet him there, the Board was asked again to make a commitment to place the present Clark County - Fremont County Route A-2 on the State Highway System from Dubois to U.S. 191 near Mack's Inn.

Board Vice-chairman Lloyd Barron stated that this Board could not see its way clear to add this road to the State Highway System as the Board is removing sections of the State Highway System throughout the State that do not meet State highway characteristics. Mr. Harn was further advised that reconsideration would be given whenever the subject road does develop sufficient traffic to warrant reclassification.

The matter of maintenance at the Dubois Interchange for I-15 was also discussed. The Board requested that the Department review this matter for possible revision to the existing agreement with the City of Dubois.

Returning to Boise, the touring party viewed State Highway 22, State Highway 88, U.S. 20-26, State Highway 68 and Interstate 80N.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for October 16 & 17, 1972.

  
 HOWARD B. THOMASON, Chairman

Read and Approved  
 October 16, 1972  
 Boise, Idaho

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

October 16, 17 & 18, 1972

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, October 16, 1972. Present were:

Howard B. Thomason, Chairman - Director, District 3  
 Lloyd F. Barron, Vice-chairman - Director, District 2  
 John G. Fanning, Member - Director, District 1  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

U.S. Bureau of Reclamation Reports on American Falls Dam Replacement Status. Appearing before the Board at the invitation of the Department were: E. F. Sullivan, John J. Walker and Zenas Blevins.

The delegation brought the Board up-to-date on the critical deterioration features of the American Falls Dam and suggested the Department consider one-way traffic operation because of the weakened character of the 3 foot caps supporting the roadway on the downstream

side of the structure. A recent order required that the dam be lowered 11 feet to the level of the spillway which will permanently reduce the storage capacity by one-third.

It was pointed out no money is in sight for replacement of the dam structure and that at least three years from the date Congress authorizes money would be required to develop plans and reach contract stage. The actual building of the replacement structure would require an additional five year period. It was stated that the dam replacement would be constructed immediately downstream from the present structure. The delegation estimated the replacement cost to be in the neighborhood of \$30 million. The existing structure now serves approximately one million acres of irrigated land.

It was pointed out that the Bureau of Reclamation will need support from the irrigation users in order to obtain congressional funding for the new structure. All affected people and organizations will have to support a request for a new dam if authorization by Congress is accomplished.

Board Directs the Department to Implement One-way Traffic on U.S. 93 Crossing American Falls Dam. Restricting traffic crossing the American Falls Dam to one-way operation because of the weakened three foot edge of the current roadway was next considered.

Traffic Engineer James Pline stated that he had researched one-way signal operation on the dam crossing and estimated there would be between a minimum of four minutes to a maximum of six minutes delay depending on traffic loadings. Embankment approach widening would reduce one-way restriction length to 3,000 feet and also reduce traffic delay.

The Board approved the adoption of one-way operation across the dam with automatic signal control as soon as practical.

H. A. Wilson Property on Coeur d'Alene - Garwood Discussed. Board Chairman Thomason suggested a possible satisfactory solution in the above matter might be for the Department to appraise the west end of Mr. Wilson's property which Mr. Wilson maintains was damaged by materials source proximity and report back to the Board values at the November meeting for Board review. To this the Board concurred.

Secondary Roads Engineer Reports on Proposed Secondary Roads System Action. Secondary Roads Engineer Laragan reported on meetings with local units of government involving removal of several segments from the State Highway System. After hearing his report, the Board directed the following action by the Department:

- a. State Highway 81 - Proceed to public hearing in Malta for removal of State Highway 81 between Malta and Strevell.

- b. State Highway 24 - Continue to pursue negotiations of the agreements with the remaining local units of government by informing those units of government, if necessary, that further improvements on State Highway 24 could be deferred until the agreements have been executed.
- c. Authorized negotiation of an agreement with the North Latah Highway District covering a lump sum payment in the amount of \$200,000 in lieu of any improvements to be made to State Highway 9 prior to removal from the State Highway System.
- d. Directed the Department to continue contacts with local units on State Highways 7, north of Nezperce, and 52A in an attempt to finalize removal.

Exchange of Robert Herman Pinehurst Property for Department Surplus Pollock Property Discussed. After hearing a report from Chief Right of Way Agent White on a surplus Department owned parcel in the Pollock area with an access to U.S. 95, the Board directed the Right of Way Division to contact Mr. and Mrs. Herman and apprise them of the fact that the Pollock surplus property will be up for auction within 60 days.

The Hermans appeared at the September meeting of the Board requesting access to U.S. 95, a controlled access facility, from their home at Pinehurst. The Board concurred the access should be denied and that the Hermans be so advised.

Minutes. The Board approved the minutes of the 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 project:

EHS-F-3111(15), Karcher Junction - West, Canyon County - Mountain Bell

Overage Employment Extensions Approved. The Board approved the following recommended overage employment extensions:

Joseph A. Kennedy, Lab. Equipment Repairman, 12-1-72 through 11-30-73.

Worth B. Russell, Watchman Dispatcher, District 4, 1-1-73 through 7-31-73.

Summary of Federal Highway Legislation--1972 Highway Act Discussed. Deputy State Highway Engineer Tisdale submitted a comparison of selected sections of S 3939 and HR 16656 containing elements of legislation for the 1972 Federal-aid Highway Act now under consideration by Congressional Conference Committees.

News Release Clarifying Restricted Use of Rest Areas Approved.  
The Board read a prepared statement for press release concerning the overnight use restriction on rest areas announced at the last Board meeting and concurred in its release; a copy of which is on file.

Acquisition of Maxine's Cafe Authorized for Lewiston District Office Expansion. The Board authorized the Department to negotiate for the purchase of Maxine's Cafe adjacent to the Department District office facilities in Lewiston. The acquisition is needed for the District office relocation requirements. If the cafe acquisition is successful, the Board directed the Department to then negotiate a trade with the Nez Perce County Commissioners for their County's engineering office facility in exchange for the District office buildings and property based on appraised values. Acquisition of additional area occupied by the Twin Cities Sales Yard property is to be withheld pending the acquisition of Maxine's Cafe and the Nez Perce County trade negotiation in that order. All purchases are to be based on appraised value.

Board Approves Department Participation in Boise County's Solid Waste Transfer Plan. In response to Boise County's request that the Department participate and coordinate in that County's solid waste collection and transfer plan, the Board approved the program on the basis outlined in the Idaho Department of Environmental Health letter dated 8-22-72. Before entering into a formal agreement, the Department will investigate transfer points to be provided and in what number.

Alleged Damage to Piekarski Property Discussed. The Board heard a report from the Department regarding the alleged damage to the road entrance area of Mr. Piekarski's property on U.S. 95 at Milepost 513 and after evaluating the alleged damages complained of by Mr. Piekarski determined that the Department should take no further action in meeting Mr. Piekarski's various requests.

Policy on the Use of Foreign Steel in Highway Projects Discussed. The Board was advised of a California Supreme Court case regarding foreign steel in highway construction. The Board directed that the Legal Division should research that case as to what impact if any that decision might have if the specifications contained in the Twin Falls Perrine Bridge project should be contested later this year.

C. A. Blanchard, et al, F-6471(47), Right of Way Contract Suit Authorized. The Board authorized Chief Legal Counsel Tway to file suit in the above right of way matter between C. A. Blanchard and Jean M. Blanchard (wife) to enforce the terms of a right of way contract with the Department dated June 28, 1972, regarding the acquisition of Parcel 14, 14/1, 14/1/E/1 and 14/E/1 of the Chester Southwest Project F-6471(47).

Mandatory Injunction Approved for Beaver Creek Ranches, Inc. (Dubois Area) for Stream Protection. Chief Legal Counsel Tway recommended to the Board a court mandatory injunction to bring the Beaver Creek Ranches, Inc., in compliance with a long standing stream protection agreement with said principal in order to protect Interstate Highway 15.

Department 1973 Construction and 1974-78 Planning Program Reviewed. The Board viewed the Department's recommended 1973 Interstate, Primary and Secondary and Improvement Program as well as the long-range Planning Program. Final consideration of the submittal will be made at the Board's December meeting, together with the 1973 State Safety and Improvement Program.

Removal from the State Highway System (US 20-191). The Board approved the removal of a portion of State Highway No. US 20-191, 5.076 miles in length, and described as beginning at the Ucon North Corporate Limits and ending at a point 0.213 mile south of the closed Rigby Railroad Underpass. Coincident with said removal, all jurisdiction, control, and interest of the State in and to said portion of former State Highway No. US 20-191 are relinquished to Bonneville and Jefferson Counties, as shown in official Exhibit B-116, which is made a part hereof with like effect as though included in full herein.

Removal and Abandonment from the State Highway System (US 12). The Board approved the removal of a portion of State Highway No. 12, 0.740 mile in length, the first section beginning at a point in the junction of old US 95 and SH 9 at Spalding and extending east 0.617 mile, and the second section beginning 0.123 mile west of junction US 12 near the east end of the new Clearwater River Bridge and extending west for 0.448 mile. It was further resolved that two additional intermittent sections of State Highway No. 12, 1.835 miles in length, the first section beginning at the south end of the Spalding Bridge and extending south 0.070 mile to a point in the junction of old US 95 and SH 9 at Spalding, and the second section beginning at a point 0.617 mile east of the same junction at Spalding and extending east 1.765 miles be removed from the State Highway System and maintenance be abandoned effective this date, as shown in official Exhibit B-117, which is made a part hereof with like effect as though included in full herein.

Board Agrees to Add a Portion of the "Owyhee County Highway" to the State Highway System when Agreements are Executed. The Board reviewed updated information relating to the functional classification of all Idaho roads and streets. This data had been refined pursuant to the Board's request after initial examination of this study on 23 February 1972.

Ratings assigned to lower category roads now on the State Highway System as compared with higher ratings for roads not now on the State Highway System were evaluated.

During this review the Board was apprised that "Owyhee County Highway" ratings were equal to or greater than those for any of the other roads not now a part of the State Highway System. Such ratings are also greater than some sections of highway now on the State Highway System. Additionally, it was noted that Owyhee County had bonded itself in 1953 to reconstruct this highway to then current Federal-aid Secondary road standards.

After considerable discussion, it was the Board's decision to add that portion of the "Owyhee County Highway" from a junction with U.S. Highway 95 at Marsing to a junction with State Highway 51 west of Bruneau to the State Highway System subject to the execution of certain agreements with local units of government.

In this respect, the Department was instructed to discuss this matter with local road jurisdictions and secure agreements consistent with State Highway Department capability for scheduling equipment and personnel for maintenance within current fiscal year budget constraints.

Actual date for the addition of this section of highway to the State Highway System is to be determined and set forth in the agreements between the local units of government involved and the Department of Highways. In no event is the date for addition to the State Highway System to be earlier than the date of execution of the agreements.

TUESDAY, OCTOBER 17, 1972

The meeting of the Highway Board reconvened at 7:30 a.m. in the State Highway Building, Boise, with the following persons present and participating:

Howard B. Thomason, Chairman  
 Lloyd F. Barron, Vice-chairman  
 John G. Fanning, Member  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

Alameda Street and Yellowstone Avenue Shopping Plaza Development's Access in Pocatello Finalized. Meeting before the Board were:

John Price, President, John Price Associates, Salt Lake City, Utah  
 John Hampshire, Vice President, John Price Associates, Salt Lake City, Utah  
 Dewey Bills, President, Real Estate Inc., Boise  
 Earl Grossaint, Vice President, Real Estate Inc., Boise  
 Dean Tibbett, Corporate Real Estate Manager, Albertson's Inc., Boise  
 Dick Horne, Real Estate Representative, Albertson's Inc., Boise  
 Tom Naylor, Real Estate Manager, Albertson's Inc., Boise

After hearing the delegation, viewing the plans and upon the recommendation of the Department, the Board determined to grant the following accesses to the shopping plaza development on the north-east corner of Yellowstone Avenue and Alameda Street:

October 17, 1972

## Yellowstone Avenue

- (1) 30 foot approach, 1135.5 feet north of intersection with Alameda Street
- (2) 30 foot approach, 928.5 feet north of intersection with Alameda Street
- (3) 40 foot divided approach, 597.5 feet north of intersection with Alameda Street
- (4) 30 foot approach, 285 feet north of intersection with Alameda Street. This approach could be shifted to a point 240 feet north of Alameda Street intersection at the developer's option (see below).

## Alameda Street

- (1) 30 foot approach, 660 feet east of intersection

The Board denied two approaches to Alameda Street which were requested at the following points:

- (1) 175 feet east of the intersection with Yellowstone Avenue
- (2) 427 feet east of the intersection with Yellowstone Avenue

A fifth approach on Yellowstone Avenue 170 feet north of the intersection was considered by the Board. The Department was instructed to suggest to the developer consolidation of this approach with the approved approach 285 feet north. A location 240 feet north will be suggested.

Reasons and recommendations for the Board action may be found in State Highway Engineer Mathes' letter of October 30, 1972, to Earl Grossaint, Real Estate Inc., Boise, Idaho.

The Department has continued to work with the shopping center developers, Real Estate Inc. of Boise, since they met with the Board concerning this access matter on 8-13-71.

City of Moscow Issues Priority Statement. Meeting before the Board were:

Larry Merk, Mayor, City of Moscow  
 George Russell, Councilman, City of Moscow  
 Ralph Hawkins, Vice-President, Moscow Chamber of Commerce  
 Wayne Mayberry, Businessman, Moscow  
 Frank Matz, Businessman, Moscow

The delegation informed the Board of their views in establishing a high priority on the State Highway System within the City of Moscow.

"There are two specific requests that we make of you at this time. The first is that you establish a high priority on the work associated with this public hearing that you have approved. Your staff has informed us that the probable date for this hearing will be between July and December 1973. Our request is that it be held prior to May 15, 1973. There are two reasons for our belief that this level of priority is justified and that it can be accomplished. The first is that our City Engineering Department has already done some of the engineering work that will be required in making a decision. This work should at least serve as a basic element in the work required for a location hearing and decision.

The second reason is that the Council is ready to consider implementing a system on a staged-construction basis once the route is determined. We have committed ourselves to the concepts of a one-way grid system, and now we are anxious to move ahead.

We further ask that the Highway Department provide us with a chart depicting each of the separate steps leading up to the hearing and the estimated time required for each. We would like this up-dated on a quarterly basis to keep posted on the progress in meeting the May 15, 1973, target date.

Our other request is that you install a new traffic light at the intersection of Main and "D" Streets in Moscow. The last traffic count at that intersection indicated that the volumes involved were slightly under those required to warrant a light according to your standards. However, we are convinced that those volumes will drastically increase once the light is installed."

The delegation was advised that work required to bring the project to hearing status will probably take until summer or fall of next year.

State Highway Engineer Mathes agreed that the Main and "D" Street intersection was near a traffic signal warrant and that installation is planned in 1973.

Associated General Contractors Meet with Board Regarding Department's Bid Request for Purchase of Portable Dryer Drum Mixer Plant. Meeting before the Board were: James Quinn, Larry McEntee, Don Poe, Mark Burggraf and Lew Duvall. The delegation indicated the Associated General Contractors Idaho and Spokane Chapters' concern in the Department's purchasing the above equipment for use by the State in patching bituminous highway surfaces in remote areas.

The Department made clear the difficulties encountered in recent years in obtaining plant mix materials in small quantities in remote highway sections of the State. It was for this purpose and not to cause a competitive situation with private industry that a request for bids was made by the Department to the State Purchasing Agent.

The delegation stated they were primarily concerned with the impact this purchase would have on local divisions of government who may choose to follow the Department's example.

In response to a statement by Board Member Fanning that the contractors have not been in a position to get plant mix material to us for our State highway remote sections, Mr. Burggraf stated, "We have never been asked to supply those sections and we are concerned that ultimately you will have one plant in every District. I believe we should make a study of plants across the State and see if we can't solve this problem."

The Board directed the Department to await the bid opening results and consult the Board members before authorizing a purchase order for said equipment.

Trail Creek Summit (S.H. 75) Section Maintenance Requested.

Appearing before the Board were Lon S. Jarvis of Devil's Bedstead Inc. in Copper Basin and Billie Thompson of the Ketchum - Sun Valley Chamber of Commerce asking for clarification as to how to proceed in obtaining maintenance on the Trail Creek Summit section of the Chilly - Sun Valley Road.

It was pointed out to the delegation the Department's maintenance of State Highway 75 covers only those paved sections between U.S. 93 and U.S. 93A as a part of the State Highway System as determined by the Highway Board by resolution on November 9, 1960.

It was pointed out also that Forest Highway Funds for improvement of the Forest Highway System are about nonexistent and that the timing of any future construction on the Trail Creek Summit section is unclear.

State Highway Engineer Mathes stated he would get in touch with the Ogden Forest Service Regional Engineer Cliff Miller to see what if any relief the mountain section road maintenance could be expected from the U.S. Forest Service in whose area the subject road jurisdiction lies.

Mr. Jarvis was informed that he would be advised as to the results of Mr. Mathes' contact with the Forest Service.

Highway District Commissioner David Bodine Discusses Improvement for State Highway 7, Nezperce to U.S. 95. David Bodine, President, Board of Commissioners, Union Independent Highway District, met with the Board to discuss improvements to be made to State Highway 7 south of Nezperce prior to its removal from the State Highway System. Mr. Bodine reported that the alignment and drainage of some sections of State Highway 7, particularly within the Union Independent Highway District, was poor. He further stated that while his Board did not oppose relinquishment of State Highway 7 to the local units, the Highway District felt the State Highway Board had a responsibility to repair the drainage prior to making the betterment type improvements and turning it over to the Highway District.

The Board advised Mr. Bodine it would evaluate his request.

After Mr. Bodine had departed, the Board directed Secondary Roads Engineer Laragan to work with District Engineer Lotspeich and attempt to negotiate an agreement with the Highway District wherein a lump sum payment could be made to the Highway District wherein the Highway District would be responsible for acquiring rights-of-way, correcting the drainage problems and realigning the roadway prior to the betterment work to be performed by the State.

Access Control Policy Consolidated into B-125 with Administrative Procedures Hearings Authorized. The Planning & Traffic Division submitted the consolidation of access controls into one Board Policy B-125.

The Board authorized the Department to proceed with administrative hearings before finally adopting said policy.

Revision of Board Policy Approved. The Board approved revising Board Policy B-527 as follows:

B-527 - Roadside Activities by Volunteer Groups

Within safety measures established by the State Highway Engineer, he may authorize the following activities by volunteer groups:

- Roadside beautification and/or cleanup may be performed in areas away from the flow of heavy traffic in such places as roadside rest areas, picnic areas, scenic easements and viewpoints and within the right of way on lightly traveled roads. These activities will not be permitted along the travelways of the Interstate or other roadways having full-control access.
- On holidays and special occasions local groups may offer free service, such as coffee, to motorists who have stopped at rest areas. Sales of any items shall be prohibited.
- Tax supported agencies or local chambers of Commerce may dispense free literature and information from tourist information booths or trailers at appropriate rest areas.

In any of the above situations the party(s) must sign an affidavit releasing the Department from any liability in connection with their activities and agree to protect facilities and property belonging to the Department.

(Former dates of B-527: 8/8/66 and 5/22/69)

Speed Control Zones (SH 40, I-15, I-15W & US 30, I-80N & SH 25). The Board approved the prima facie speed limits on SH 40, I-15, I-15W & US 30, and I-80N & SH 25, as recommended and stated in marked Exhibit A-405, which is made a part hereof with like effect as though included in full herein.

Revocation of Minute Entry for Exclusion of Stop Signs at Railroad Grade Crossings (District One). The Board ordered that the Minute Entry for Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System in District One, dated May 23, 1967, pertaining to crossing with automatic railroad signals be rescinded, as shown in official Exhibit C-73, which is made a part hereof with like effect as though included in full herein.

Revocation of Minute Entry for Exclusion of Stop Signs at Railroad Grade Crossings (District Two). The Board ordered that the Minute Entry for Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System in District Two, dated May 23, 1967, pertaining to crossing with automatic railroad signals be rescinded, as shown in official Exhibit C-74, which is made a part hereof with like effect as though included in full herein.

Revocation of Minute Entry for Exclusion of Stop Signs at Railroad Grade Crossings (District Three). The Board ordered that the Minute Entry for Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System in District Three, dated May 23, 1967, pertaining to crossing with automatic railroad signals be rescinded, as shown in official Exhibit C-75, which is made a part hereof with like effect as though included in full herein.

Revocation of Minute Entry for Exclusion of Stop Signs at Railroad Grade Crossings (District Four). The Board ordered that the Minute Entry for Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System in District Four, dated October 1, 1970, pertaining to crossing with automatic railroad signals be rescinded, as shown in official Exhibit C-76, which is made a part hereof with like effect as though included in full herein.

Revocation of Minute Entry for Exclusion of Stop Signs at Railroad Grade Crossings (District Five). The Board ordered that the Minute Entry for Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System in District Five, dated May 23, 1967, pertaining to crossing with automatic railroad signals be rescinded, as shown in official Exhibit C-77, which is made a part hereof with like effect as though included in full herein.

Revocation of Minute Entry for Exclusion of Stop Signs at Railroad Grade Crossings (District Six). The Board ordered that the Minute Entry for Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System in District Six, dated May 23, 1967, pertaining to crossing with automatic railroad signals is rescinded, as shown in official Exhibit C-78, which is made a part hereof with like effect as though included in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District One). The Board approved the exclusion of five stop signs at Railroad Grade Crossings on the State Highway System in District One, as shown in official Exhibit C-79, which is made a part hereof with like effect as though included in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District Two). The Board approved the exclusion of 18 stop signs at Railroad Grade Crossings on the State Highway System in District Two, as shown in official Exhibit C-80, which is made a part hereof with like effect as though included in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District Three). The Board approved the exclusion of 15 stop signs at Railroad Grade Crossings on the State Highway System in District Three, as shown in official Exhibit C-81, which is made a part hereof with like effect as though included in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District Four). The Board approved the exclusion of 16 stop signs at Railroad Grade Crossings on the State Highway System in District Four, as shown in official Exhibit C-82, which is made a part hereof with like effect as though included in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District Five). The Board approved the exclusion of 12 stop signs at Railroad Grade Crossings on the State Highway System in District Five, as shown in official Exhibit C-83, which is made a part hereof with like effect as though included in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District Six). The Board approved the exclusion of five stop signs at Railroad Grade Crossings on the State Highway System in District Six, as shown in official Exhibit C-84, which is made a part hereof with like effect as though included in full herein.

Department's July 1, 1971, to June 30, 1972, Annual Report Approved. The Board reviewed and approved the Department's draft for publication of its 21st Annual Report covering the above period.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
F-4114(18)	Lewiston Hill	
	Interchange Areas	Full Control
	Remainder of Project	* Partial Control, Type "E"

October 17, 1972

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
F-6471(39)	Rigby Section	(This action rescinds the minute entry of 9/10/68)
	M.P. 342.37 - 344.04	Full Control
F-6471(40)	Rigby - Thornton	(This action rescinds the minute entry of 5/22/69)
	M.P. 344.04 - 345.69 (Interchange Area)	Full Control
	M.P. 345.69 - 349.41	* Partial Control, Type "E"

\* PARTIAL CONTROL, TYPE "E"

#### Public Road Connections

Existing public road connections will be shown on the plans and permitted to remain.

Future public road connections may be permitted at the approximate locations shown on the plans, or at other locations determined to be in the public interest at a later time.

#### Private Approaches

No private approaches will be allowed.

Procedures in Establishing Improved Road Mileage Standards Discussed. Planning Survey procedures in establishing improved road mileage standards were presented to the Board by Planning Survey Manager L. P. Sheesley.

Considerable discussion was had regarding certain sections of rural roads which do not measure up to the Department's criteria in applying those sections to the local jurisdictions improved road system.

The Board in conclusion directed the Planning Survey Section to continue the same criteria of measurement in arriving at the applied definitions of improved road mileage for local road jurisdictions on which the Planning Survey Section allocates highway user revenues to those respective jurisdictions.

Approval of Deeds & Easements.

I-15	I-15-2(8)104	Charles Hammer & Verda Hammer	Parcel No. 12-1/2
------	--------------	----------------------------------	----------------------

The Board approved and executed a deed to Mr. and Mrs. Charles Hammer conveying the land traded to them in 1960 as part of the consideration for their right of way.

Request for Approval of Resolution Authorizing the Department of Highways to Grant by Permit the Right of Adjacent Property Owners to Build Approaches at Certain Specified Locations, SH 21, FH 25-6(2), F-2292(1) R/W (Stanley Lake Jct. - Stanley). The request for approval and execution of the Board Resolution allowing additional points of access was deferred until the November Board meeting.

The Board directed that the resolution specifying the additional points of access be designated as future public road approaches and that the document prepared for Board signature be a recordable document and placed in the county records.

Approval of Order Abandoning Easement for Highway Right of Way SH 21, F.H.E.C.-25-J (West of Idaho City). The Board approved and executed the order abandoning an easement executed in favor of the Highway Department in 1935 which was encumbering the title of the property of Mr. Miles Young at Idaho City.

Approval of Permit to Use Right of Way and Pertinent Deeds.

US 95	F-5116(14) (5-Mi. South of Sandpoint)	Frank Linscott	Permit 5-72-91 Parcel #14A
-------	---	----------------	-------------------------------

The Board approved a request from Frank Linscott to move an approach and change its use from residential to commercial.

SH 88	F-6462(2)	Blaine I. Rowan & Robert M. Rowan	Permit 6-72-129
-------	-----------	--------------------------------------	-----------------

The Board approved the request to exchange two farm approaches for one residential approach and executed an exchange deed reflecting the change.

Approval of a Land Trade Between the State of Idaho and Mitchell Ball and Lydia Ball Involving State-owned Lands in the Rigby Area to be Used in Exchange for a Tract of Land as an Extension to Materials Source Jf-83. The Board confirmed approval of trade of property discussed in the September Board meeting. The approval of this trade was delayed from the September Board meeting until the Board's review of the proposal was made on their tour of southern and southeastern Idaho.

Application for Permit to Use Right of Way.

US 93 & I-80N-3(11)164  
I-80N

Barton, Stoddard,  
Milhollin & Higgins

Permit 2-72-168

The Board approved the request submitted by Barton, Stoddard, Milhollin & Higgins for permission to install a wind measuring device on highway right of way adjacent to Highways 93 & I-80N. The request is for approximately one year's time and is in conjunction with their study for locating a site suitable to develop a municipal airport in the Jerome-Twin Falls area.

Outdoor Advertising Sign Removal Report Received. The Right of Way Division presented the monthly report on the removal of outdoor advertising signs which reflects 416 signs removed during the past month. A more detailed copy of the report is on file in Central Files.

Chief Right of Way Agent White estimated that unless the outdoor advertising program is expanded that the allocated \$5.5 million funds for this program appears to more than cover the anticipated cost of removal. A more accurate estimate will be had when the Federal Highway Administration approves the Department's schedule by which the Department can proceed with removal of institutional company signs which will comprise the bulk of sign removal costs in the State.

Participation with Ada County Highway District in Consulting Agreements for Engineering Services Covering Route Studies Approved. The Board approved Department participation with the Ada County Highway District in Consulting Agreements for Engineering Services covering route studies on Projects M-2020(001), Chinden Blvd. to Broadway Avenue on the Boise Urban System, and SU-SUG-3786(6), Vista Avenue connection to U.S. 30 in Boise. Under the terms of the Agreements, the State would participate in the amount of 50 per cent of the non-Federal participating portion of the cost.

The contract for Project M-2020(001) is on a cost plus fixed fee basis and is estimated at \$90,301, including a fixed fee of \$7,982. State participation is estimated at \$18,060.

The contract for Project SU-USG-3786(6) is on a cost plus fixed fee basis and is estimated at \$26,000, including a fixed fee of \$2,715.53. State participation is estimated at \$5,200.

Hearings Authorized. The Board concurred in the Department's recommendation to proceed when ready with hearings on the following projects:

FHP 50-3(1), Marble Creek Bridge (St. Joe River) (Opportunity) -  
Location and Design Hearing

FHP 9(1), Prichard West, Route #9 (Opportunity) - Design Hearing

S-6709(4), 17th Street in Idaho Falls, Church Farm Road - Ammon - Design Hearing

S-5758(1), Wallace - Murray (Nine Mile Section) - Design Hearing

Location and Design Hearing Determination - Anderson & Lewisville Road, Idaho Falls, Project T-4060(1), Approved. Having read the transcript and upon the recommendation of Board Member Fanning and Hearing Officer Summers, the Board directed the Department to proceed with the design and project development as submitted at the public hearing at which there were no objections, subject to any supplemental testimony received by the closing date of the hearing, October 22, 1972.

Hearing Determination - Design of Interstate Route I-90 from Rutledge Point Near the East City Limits of Coeur d'Alene to Blue Creek Bay Bridge, Project I-90-1(35)16 P.E., I-90-1(89)16 Const. A public hearing was held at the North Shore Lodge Motor Hotel, Coeur d'Alene, Idaho, at 8 p.m., Tuesday, August 29, 1972.

The Board, having read the transcript made of the testimony and proceedings had at said hearing; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Board directed the Department to proceed with the preparation of a final Environmental Statement and designs based upon the general concept presented at the hearing. Approval for right of way acquisition will follow further review by the Board of the final Environmental Statement and the manner in which design elements meet environmental considerations.

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

US-6709(3) - The work consists of reconstructing the roadway, storm sewer, plant mix pavement and illumination on 0.449 mile of 17th Street, St. Clair - Church Farm Road, in Bonneville County - Federal Aid Secondary, City and County financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on October 11, 1972, in the amount of \$370,054.50.

S-2790(13) - The work consists of constructing the roadway, drainage structures and a Type "D" bituminous surface treatment on approximately 6.111 miles of SH-24, Kimama - West, in Lincoln County - Federal Aid Secondary and State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on October 11, 1972, in the amount of \$538,601.00.

October 17, 1972

LSF-38-1(4) - The work consists of constructing a rest area with comfort and convenience facilities in the vicinity of the A.E.C. Site east of Arco on U.S. Highway 20-26, in Butte County - Federal Aid Landscape Primary and State financed. The contract was awarded to Heyrend Construction Co., Idaho Falls, Idaho, the low bidder, on October 17, 1972, in the amount of \$72,867.50.

EHS-F-3111(15) - The work consists of constructing 24, 26, 48 and 54-foot concrete bridges, a 12-foot concrete culvert, drainage structures and 1.212 miles of roadway with plant mix surface, at intermittent locations, on 5.578 miles of Karcher Road, in Canyon County - Federal Aid Primary and State financed. The contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on October 25, 1972, in the amount of \$285,963.00.

Stockpiles 4581 & 4582 - The work consists of furnishing aggregate for road mix pavement and anti-skid material in stockpiles adjacent to US-95, in the vicinity of White Bird Hill and Lucile, in Idaho County - State financed. The contract was awarded to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder, on October 25, 1972, in the amount of \$47,750.00.

S-6703(3) & S-6705(2) - The work consists of constructing the roadway, drainage structures, plant mix surfacing and signing on 3.766 miles of the York Road and 4.025 miles of the St. Clair Road, in Bonneville County - Federal Aid Secondary and County financed. The Board concurred in the award to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$293,989.50.

I-80N-4(10)221 "B", I-80N-4(12)229 "B" and I-80N-4(11)235 "B" - The work consists of constructing 2-26.5' and 1-26.35' concrete overpasses and a 51' concrete bridge over Raft River on I-80N, between Salt Lake Interchange - Sweetzer, in Cassia County - Federal Aid Interstate and State financed. The Board concurred in the award to Weyer Construction Co., Salt Lake City, Utah, in the amount of \$232,230.00.

Plans, Specifications and Estimates Approved. The Board reviewed the plans and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
ST-2779(508)	State Highway 46, Johnson Hill - Jct. SH-68, Roadmix & Seal (1973 Program)	\$ 170,500.00
ST-2023(525)	I-80N, Burley I.C. - Snake River, Sealcoat (1973 Program)	99,000.00
F-4113(38)	Salmon River - White Bird (1973 Program)	2,640,000.00

WEDNESDAY, OCTOBER 18, 1972

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:

Lloyd F. Barron, Vice-chairman  
John G. Fanning, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Executive Secretary

Environmental and Supplemental Engineering Agreements Approved.  
The Board concurred in the Department's recommended environmental and supplemental engineering agreements involving the following projects:

Environmental Agreement E-83 for Projects I-15W-4(20)108 and I-15W-4(21)97 in the vicinity of Massacre Rocks - Richard Carothers and Associates, Boise, Idaho. The consultant's total estimate is \$31,811.00 which includes \$2,312.00 as a fixed fee. The Department's estimate was \$28,250.

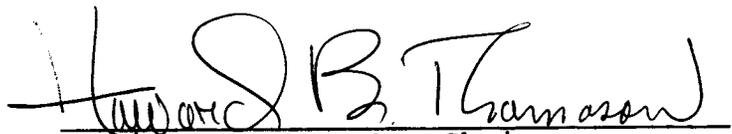
Environmental Agreement E-85 for Projects I-80N-1(41)27, Caldwell I.S.; S-3712(5), Caldwell West; and SU-3755(1), Caldwell N.W. Conn. - J-U-B Engineers and Michael Baker, Jr. (A Joint Venture), Boise, Idaho. The consultant's total estimate is \$41,177.98 which includes \$4,388.41 as a fixed fee. The Department's estimate was \$37,750.

Environmental Agreement E-86 for Project F-6471(41), Thornton - Rexburg, and 14.6 miles between Rexburg and Twin Groves on U.S. Highway 191 - Meheen Environmental Consultants, Denver, Colorado. The consultant's total estimate is \$55,762.50 which includes \$4,725.00 as a fixed fee. The Department's estimate was \$48,344.00.

Supplement to Engineering Agreement E-63 for Project I-90-1(35)16, Coeur d'Alene - Wolf Lodge Jct. - Cornell, Howland, Hayes & Merryfield, Boise, Idaho. The consultant's total estimate is \$57,050.00 which includes \$4,600.00 as a fixed fee. The Department's estimate was \$50,120.00.

November and December Board Meeting Dates Set. The November Board Meeting dates were rescheduled for November 16 and 17. The December Board Meeting dates have been set for December 11 and 12.

WHEREUPON, the Board adjourned until its next meeting.

  
HOWARD B. THOMASON, Chairman

Read and Approved  
November 16, 1972  
Boise, Idaho

October 18, 1972

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

November 16 &amp; 17, 1972

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, November 16, 1972. Present were:

Howard B. Thomason, Chairman - Director, District 3  
Lloyd F. Barron, Vice-chairman - Director, District 2  
E. D. Tisdale, Deputy State Highway Engineer  
Wayne Summers, Executive Secretary

Minutes. The Board approved the minutes of the October 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 project:

SU-3794(1), Vista Avenue, I-80N to Malad St. in Boise, Ada County - Idaho Power Company, Mountain Bell and Boise Water Corporation

Miscellaneous Correspondence. The Board read the following miscellaneous correspondence:

1. Letter from Mrs. Cleve G. Smith, Sublett, regarding maintenance of the Raft River Highway District road from Sublett to the Reservoir. Mrs. Smith was advised the Department had no jurisdiction on roads off the State Highway System.
2. Land Commissioner Gordon Trombley's letter of October 25 requesting all deeds or transferring instruments be issued through the Department of Public Lands after approval by the State Land Board regarding future transfers and disposals of land surplus to the needs of the Department of Highways rather than a direct transfer from the Idaho Board of Highway Directors to other agencies such as Fish and Game. This letter was discussed with the Board and the Board directed the Chief Right of Way Agent to meet with Mr. Trombley and determine their position prior to the next Board meeting. The Chief Right of Way Agent is to advise the outcome of the meeting in the December Board meeting.

Statement Involving Maintenance of State Highway System in Area of Wild Rivers Approved. The Board read and approved a statement concerning Future Administration, Operation, and Maintenance of the State Highway System in the Vicinity of That Reach of the Salmon River Under Study for Inclusion in the Wild Rivers System that is to

be submitted to the U.S. Forest Service. The statement expressed concern of the future costs of obtaining and laying road surfacing materials on State highways adjacent to the designated Wild Rivers System in Idaho, particularly the Salmon and Lochsa River Systems. A copy of the statement is in Central Files.

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

I-15-3(26)163, I-15-3(46)179 & I-15-3(17)188 - The work consists of constructing a plant mix scrub coat, a plant mix overlay and seal coat on 15.426 miles of I-15, Dubois-China Point, seal coating 8.719 miles of I-15, China Point-Pleasant Valley and a plant mix scrub coat, plant mix pavement and seal coat on 8.676 miles of I-15, Pleasant Valley-Montana State Line, in Clark County - Federal Aid Interstate and State financed. The Board concurred in the award to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$773,251.50.

F-4113(58) - The work consists of constructing the superstructures on an 811' steel bridge on US-95, over White Bird Canyon near White Bird, in Idaho County - Federal Aid Primary and State financed. The Board concurred in the award to Hensel Phelps Construction Co., Greeley, Colorado, the low bidder, in the amount of \$1,650,000.00.

Building 5073 - The work consists of constructing a 44' x 130' concrete and pumice block maintenance building, and providing all utility connections at Sandpoint, in Bonner County - State financed. The Board concurred in the award to Coman Construction, Inc., Spokane, Washington, the low bidder, in the amount of \$107,000.00.

Plans, Specifications and Estimates Approved. The Board reviewed the plans and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
I-IG-80N-3(32)138 "B"	W. Bliss I.C. (Incl.) - E. Bliss I.C. (Incl.)	\$1,167,000.00
S-4723(2)	White Bird Connection (Surf.)	36,000.00
F-4113(41)	White Bird Saddle (Surf.)	1,500,000.00
F-4113(13)	White Bird Hill Rest Area - Water Dev.	8,400.00
I-IG-90-1(17)60 R/W & I-IG-90-1(47)61 R/W	E.C.L. Osburn - W. Wallace & W. Wallace - E. Wallace Demolition	24,000.00

Design and Location Hearings Approved. The Board authorized the following projects to go to public hearing when ready:

S-1721(15), Sterling Road - Springfield (Design Hearing)  
 F-4113(51), Skookumchuck Creek - Heckman Ranch, High Alternate  
 Route Location

S-5758(1), Nine Mile Creek (Wallace - Murray)

S-3784(1), Kuna - Cloverdale Road (Ada County)

T-4030(11), Orchard Street & Emerald Street Intersection  
 (Ada County)

Project Priority and Funding Discussed. The Board discussed relative priority of several primary highway projects and approved the following two projects for advertising out of remaining fiscal year 1973 Primary funds:

\*F-4113(46), Cottonwood North (1972 Program) - \$892,000.00  
 "Ready for Advertising" Date - 12/72

BR-F-2391(25), Perrine Bridge, Approaches to be included  
 in the bridge bid and contract - \$700,000

The Board expressed preference for the following two projects in lieu of F-4113(46), Cottonwood North, providing the work could be made ready for advertising in December by resolving the single remaining ownership:

\*ST-4113(554), Cottonwood Airport South (1973 Program) -  
 \$288,564.00. "Ready for Advertising" Date - 3/73

\*F-4113(45), Cottonwood South & Bypass (1973 Program) -  
 \$1,481,760.00. "Ready for Advertising" Date - 3/73

\*Economic Development add-on (20%) being requested.

Engineering Agreement E-75 Approved (S-5760(3), Bells Crossing Bridge & Approaches; F-5152(9), St. Maries River Bridge & Approaches; S-5810(4), Santa Bridge & Approaches). The location study on the Santa Structure together with the environmental study, survey and design and preparation of complete plans and construction were embodied in Engineering Agreement E-75 submitted by Engineering Corporation of America with an estimated maximum total cost of \$151,920.92 with a fixed fee of \$13,297.64.

The Consulting Engineering Committee recommended to the Board its approval of this contract, to which the Board concurred.

Petitions Read by Board. The Board read the following petitions:

1. Petitions submitted to District 3 for sidewalks along the planned Boise River crossings, State Highway 69.

2. Petition submitted to District 4 from the Pomona Grange, Lewiston, requesting improvement to four lanes of U.S. Highway 12-95 from Lewiston east to Spalding.

The Planning Section indicated both are active projects. The first project listed is in the Critical Bridge Program and sidewalks will be included in the design of the structures. The second project is in Part II of the Planning Program. The Board indicated that funding preference should be given to the Lewiston Hill as a more critical need and asked that the Pomona Grange be so advised.

Board Reviews 1973 Construction Program. The Board again reviewed the 1973 Construction Program and Long-range Program for Interstate and ABC projects. The three year program was also reviewed in detail and approved for planning purposes.

The Department also reviewed progress on the 1972 Construction Program which is to use \$54,910,000 in fiscal year 1973 funds. This is in line with last year's budgeted program presentation amounting to \$52,850,000 which indicates realistic budgeting, accurate planning and follow-through of the year's construction work.

The Board instructed the Department to add a project for improvement of U.S. Highway 191 through Chubbuck to Part II of the program. Authorization to proceed with preliminary engineering will await completion of any planned local improvements to the water or sewer systems which might affect the project.

Priority for Public Lands Funds Submittal Approved. The Department recommended and the Board concurred that the Department's request for Public Lands Funds be based on the following priorities:

1. Resurfacing of U.S. 20 (A.E.C. Section).
2. Paving of U.S. 12 (Lochsa Section).
3. Reconstruction of U.S. Highway 95 south of Marsing (Elephant Butte Section).

Representative Blatnik's Request for 10,000 Mile Priority Primary System Recommendations from AASHO Discussed. The Board was advised that Representative Blatnik had requested AASHO to compile each State's recommendations for addition to a proposed new "Priority Primary" System now being considered by Congress. Each State's first priority recommendation is to be limited to five per cent of its existing FAP mileage. A "second" priority group will also be considered but would also be limited to five per cent of each State's FAP mileage. Criteria for selection will give priority to high volume sections of Primary routes which must be connected to the Interstate System.

The following sections were discussed as possible candidates for priority designation:

U.S. 191-20

- Interstate 15 to St. Anthony

U.S. 30

- Interstate 15 to Soda Springs

U.S. 93

- Interstate 80N to Twin Falls

U.S. 95

- Interstate 80N to New Meadows
- Interstate 90 to Canada
- Interstate 90 to Lewiston

The Department was requested to review these sections and recommend specific portions for use in replying to the AASHO questionnaire. The AASHO response is to be discussed with the Board prior to mailing.

Proposed Access Control Policy Considered. The Board considered the following proposed access control policy under which the Department should operate and authorized the Department to proceed to Administrative Hearing on those appropriate sections of the policy as determined by Legal Counsel and the State Highway Engineer.

1. Full Control of Access
2. Partial Access Controls, Type "A", "B", "C", "D", "E" and "F"
3. Standard Approach Access Policy

Detailed descriptions of the above were read by the Board and are in the Board Executive Secretary's file pending administrative hearing determination.

Removal of U.S. 30 Meridian to East Nampa Interstate 80N Interchange Approved. A public hearing was held at the City Hall in Meridian, Idaho, at 8 p.m., Tuesday, November 14, 1972.

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:

The Board finds and determines that the above proposed system action be effected as per agreements with the Nampa and Ada County Highway Districts on January 1, 1973.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Meridian and the Nampa and Ada County Highway Districts from said proposed change.

Removal of Several Road Segments from the State Highway System.  
After hearing the report of the Secondary Roads Engineer, the Board directed the following action:

1. Proceed with the Union Independent Highway District on removal of S.H. 7 south of Nezperce on basis of cash payment to be made to the District for work it completes on grading and draining prior to the betterment to be accomplished by the State.
2. Complete all projects and work north of Nezperce to the Clearwater County line making removal of this entire section effective January 1, 1975.
3. Continue to develop a betterment type project north from the Clearwater County line to the top of the Gilbert Grade as now planned but limit amount of work on the Gilbert Grade to a maximum amount of \$100,000, which would permit some grading, correction of drainage problems, and replenishment of the existing gravel surface in deficient areas.

Removal from the State Highway System (US 30). The Board approved the removal of a portion of State Highway No. US 30, 6.417 miles in length, and described as beginning at a junction with State Highway No. 52, 3.025 miles south and east of New Plymouth East Corporate Limits and ending at the Black Canyon Interchange 13.823 miles north of Caldwell North Corporate Limits, effective December 31, 1972. Coincident with said removal, all jurisdiction and control of the State in said portion of former State Highway No. US 30 is relinquished to Payette County and Payette County Highway District No. 1, as shown in official Exhibit B-118, which is made a part hereof with like effect as though included 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, 4.239 miles in length, and described as beginning at a point 1.815 miles east of the West Boundary of the Fort Hall Indian Reservation and ending at a point 2.718 miles west of the Pocatello Municipal Airport Interchange Structure, effective December 31, 1972. Coincident with said removal, all jurisdiction, control, and interest of the State in and to said portion of former State Highway No. US 30 are relinquished to Power County Highway District, as shown in official Exhibit B-119, which is made a part hereof with like effect as though included in full herein.

System Number Designation Approved for Owyhee Highway. Upon the recommendation of the State Highway Engineer, the Board concurred in designating the Owyhee Highway as State Highway No. 78 when it is placed on the System January 1, 1973. At that time State Highway No. 45 shall be terminated at its junction with State Highway No. 78 just south of the Walters Ferry Bridge.

Bonnors Ferry Chamber of Commerce Request for Sidewalks Approved.  
The Traffic Section reported on the matter of sidewalks on U.S. 95 in south Bonners Ferry which were requested while the Board was on tour in North Idaho in May.

The Traffic Section recommended that if the City would acquire the right of way for sidewalks the Department could construct bituminous sidewalks separated from the present roadway. To this the Board concurred and instructed the Department to contact City officials to determine whether they would be agreeable to this proposal.

Speed Control Zones (US 191 & 26). The Board approved the prima facie speed limits on US 191 & 26, as recommended and stated in marked Exhibit A-406, which is made a part hereof with like effect as though included in full herein.

Requested Access Modification at South Ucon Connection Denied.  
A request was made by Mr. Rex Shurtliff, who has purchased property adjacent to the south Ucon connection, for an approach in a partial control section where no new approaches are permitted as per right of way deeds in the recently completed project.

The request was denied by the Board because of the potential points of traffic conflict at the requested access stationing as outlined in District Engineer Harry Day's letter of November 7.

Considerations for Evaluating the State Highway System Approved.  
The Department submitted the following six criteria items in response to an earlier Board request for a more refined method to evaluate additions and deletions to the State Highway System:

1. Average Daily Traffic -

The average daily traffic and vehicle-miles of travel define the intensity of use of a highway but do not show the importance of the highway to substantial statewide or interstate travel.

2. Volume-trip length index -

The volume-trip length index is simply the average daily traffic multiplied by the average trip length on the section. It is a measurer of the highway section's use with relation to volumes and trip-lengths served. It helps to identify the importance of a highway for statewide or interstate travel.

3. Degree which highway meets statutory goals -

The statutory goals are primarily contained in 40 - 121 of the Idaho Highway Laws. They relate to the socio-economic, and community goals. As stated in 40-121, "In determining which highways or sections thereof, the public interest requires shall be a part of the state highway system, the board shall consider the relative importance of each highway to cities and villages, existing business,

industry and enterprises and to the development of cities and villages, natural resources, industry and agriculture, and be guided by statistics on existing and projected traffic volumes."

4. Degree which highway parallels an existing state highway and provides the same service.

Generally, state highways should be located to provide a rural network linking cities and other population centers. Closely-spaced parallel highways serving the same cities or rural areas should be avoided excepting in heavily built-up areas and along fully controlled-access highways. Factors to be used in evaluating the degree of parallelism are: cities and rural areas served, density of population, service rendered, and traffic.

5. Connection of Highway to State Highway System in Adjoining States.

Designated state highway connections between states are necessary in giving continuity to interstate and regional highway systems. These highways should be located to serve regional desire lines.

6. Conformance of Highway to State Grid and Spacing Goals.

The state highway system should provide a network of principal and minor arterials meeting general spacing and grid pattern goals. Within this network, major and minor collectors would serve the rural and urban areas.

In addition to these items, the Department was requested to prepare two additional criteria to measure 1) cost to the State of such actions and 2) environmental impact of constructing or reconstructing highways through sensitive areas.

FRIDAY, NOVEMBER 17, 1972

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:

Howard B. Thomason, Chairman  
Lloyd F. Barron, Vice-chairman  
John G. Fanning, Member  
E. D. Tisdale, Deputy State Highway Engineer  
Wayne Summers, Executive Secretary

Joint Legislative Interim Committee Meets with Board. Fourteen members of the Joint Senate and House Legislative Highway Interim Committee met with the Board and discussed the following items:

1. Status of Construction Projects and Federal-aid Funding
2. Distribution of Highway User Revenues
3. Functional Classification
4. Possible State System Adjustments
5. Location and Design of Highways as affected by National Environmental Protection Act.
6. Disposition of Unclaimed Federal-aid Secondary Moneys to Counties. The Committee requested the Department to mail this information to each legislator when the 1973 fund allocation expires, citing the dollar amounts unused by the counties in each legislative district.

Senator James Ellsworth requested the Board place the Dubois to Mack's Inn A-2 Route on the State Highway System. The Board apprised him that the route did not have the characteristics of qualifying for a State highway at this time.

Representative Ernest Hale requested the Board to not remove that section of State Highway 81 from Malta to the Utah line, which is to be a subject of public hearing December 5.

Senator James Ellsworth asked the Department to explore the need for legislative action to set a time limit for individuals to protest Board determinations of road location and design hearings.

Pack River Bridge Condition Rating Reported. Assistant State Highway Engineer Richardson reported that the Pack River bridge on U.S. 95 has no legal load carrying deficiency although it is of deficient width. It was pointed out that realignment would be a likely possibility with a new structure.

The Board requested that the Department include a project for bridge replacement in Part I of the Primary Program and authorized the Department to proceed with necessary engineering work.

Dubois Interchange Landscaping Maintenance. In an effort to assist the City of Dubois because of its financial inability to honor the contract entered for the maintenance of the interchange landscaping, the Board directed the Department to investigate the practicality of removing some of the plantings as a possible means of bringing the costs within the limits of the City's financial capabilities and to report back to the Board.

Owyhee Highway Maintenance Operation May Begin January 1, 1973. The Department apprised the Board that it hopes to be in position to have equipment and personnel available starting on or about January 1, 1973, for the maintenance of the 66 mile section of the Owyhee Road from Marsing to State Highway 51. Agreements with the respective local jurisdictions will be needed before that section is actually placed on the State Highway System. The Board concurred.

Board Chairman Thomason suggested that the agreements be worded to clearly establish that the need for major improvements to the route are not anticipated and are not included in the Department's long-range program.

American Falls One-way Traffic and Structure Replacement Discussed. Assistant State Highway Engineer Richardson recommended that the Department be authorized to rent equipment for the construction of the extra lanes that will be required for storage of traffic vehicles in preparing for the one-way operation of traffic across the American Falls Dam State Highway 39. It was estimated that \$30,000 of the estimated total cost of \$50,000 would be sufficient to rent equipment, etc., for the effort. Crushed surfacing and asphalt are included in the \$50,000 figure. The cost of signalization is in addition to this estimated cost. To this the Board concurred.

The Board was apprised also that the Department is proceeding with request of critical bridge replacement funding to finance a study of alternative locations down stream from the dam should dam replacement efforts bog down.

Ninety-eight Foot Triple Combination Operation Approved. Upon the request of IML Freight Terminal Manager Wendell Blunt, the Department recommended and the Board approved triple operation over route between Caldwell and Nyssa by way of U.S. 20-26. The operation will be monitored by the Department to ensure that the safety of the traveling public is not adversely affected.

The applicant also requested a similar operation be authorized on U.S. 95 from the Nyssa junction to the Interstate 80N - U.S. 95 interchange. Upon the recommendation of the Department, this was denied due to the excessive passing restrictions on that section.

"Buy American" -- Use of Foreign Steel on Construction Projects. The Legal Division advised the Board that it had full authority to specify domestic steel in bidding specifications. The Board determined that the Department should continue to abide by existing policy and present specifications in this regard.

Board Approves Purchase of Small Dryer Drum Mixer Plant Equipment for Maintenance Operations. Board approval for this action was given following a report by Assistant State Highway Engineer Richardson. The purchase had been cleared through the State Purchasing Agent and the Attorney General's office.

Lon Jarvis Request for Improvement and/or Better Maintenance for Trail Creek Highway. The Board was advised that the Department had been unable to contact Cliff Miller, U.S.F.S. Regional Engineer, regarding this matter but would continue to do so. The District has been requested to meet with appropriate local officials to remind them of their maintenance responsibilities over the 2.9 mile unimproved section in Blaine County and the 17.3 mile unimproved section in Custer County.

Authority for Condemnation. The Board approved and signed Orders for Condemnation on the following parcels of land:

US 30	T-4020(1) (West Five Points, Bureau Federation, Inc. Twin Falls)	Twin Falls County Farm	Parcel No. 34
I-15	I-15-1(27)8 (South Malad- Deep Creek).	Wendell H. Williams; Jay Dee Gepford & Judity T. Gepford	Parcel No. 31

The Board approved and signed Supplemental Order of Condemnation on the following parcel of land to incorporate all parties of interest:

US 95	F-3112(21) (Mesa-North)	Joseph F. Prata and Irene R. Prata;	Parcel No. 1
	& F-3112(30) (Mesa-South)	Emma Ball, a widow	Parcel No. 19

The Board also approved a Supplemental Order of Condemnation to include the southerly remainder property containing approximately 9.52 acres on the following parcel:

I-80N	I-IG-80N-2(19)118 (E. Glenss Ferry- E. King Hill Elmore County)	Claude W. Smith, et al	Parcel No. 11-R
-------	--	------------------------	-----------------

Order for Removal of Signs. The Board approved orders to allow legal action for removal of the following listed signs:

US 30	1-03040S-395-21R0	Max Pope (Crest Motel) & Earl Stephens
US 30	1-03040S-397-55L0	Max Pope (Crest Motel) & Gertrude Perkins
SH 89	1-08920A-024-28R0	Max Pope (Crest Motel) & Jack Stuart

Approval of Resolution Authorizing Granting of Additional Points of Public Access at Certain Specified Locations.

SH 21	FH 25-6(2) F-2292(1) R/W (Stanley Lake Jct.- Stanley)
-------	--

The Board approved and signed a resolution specifying existing points of unrestricted access and allowing for future points of public access.

Approval of Deeds & Easements. The Board approved and signed deeds to the following parcels:

Land Exchange in Rigby Area, Jefferson County		Mitchell Ball & Lydia Ball	Ext. Materials Source Jf-83-S
I-15	I-15-1(36)21 (Colton Lane- North)	Benjamin A. Evans & Belle Evans	Parcel #1-1
I-80N	I-IG-80N-3(32)138 (W. Bliss I.C. - E. Bliss I.C.)	Myron Harbaugh & Manuelita Harbaugh	Parcel No. 16
I-80N	I-IG-80N-3(32)138 (W. Bliss I.C.- E. Bliss I.C.)	Odis F. Henderson & Juanita Henderson	Parcel No. 19

Approval of Permits to Use Right of Way and Pertinent Deeds.

US 20	F-3111(3) (West of Notus)	Floyd Dal Bryant	Permit 3-72-197 Par. No. 29-1/2 A
SH 77	S-2864(2) (North of Declo)	Gerald W. Bailey & Ella M. Bailey	Permit 2-72-179 Parcel No. 10-A

The Board approved the requested exchange of accesses and signed the necessary deeds.

Approval of Total Purchase & Easement Extending Over Adjoining Land for a Shooting Range.

US 95	F-4113(46) (Cottonwood- North)	The Cottonwood Rod and Gun Club, Inc.	Parcel No. 8
-------	--------------------------------------	--	--------------

The Board approved total purchase of this parcel based on the appraisal value.

Approval to Sell Real Property.

Maintenance Site Blackfoot Yard No. 1220 (Remainder)		Portion N-1/2 SW-1/4 NW-1/4, Sec. 33, T. 2 S., R. 35 E., B.M. 17.27 acres - Appraised at \$25,900	Parcel No. 36
US 20-26	F-3021(5) (Jct. with Star Road)	Portion SW-1/4 SW-1/4, S. 20, T. 4 N., R. 1 W., B.M. - Appraised at \$500	Parcel No. 3R

The Board approved sale of the above properties at auction with a floor as appraised.



With concurrence by Deputy State Highway Engineer, the Chief Right of Way Agent telephonically contacted Board members on November 22, 1972. Chairman Thomason was unavailable--Vice-chairman Barron and Member Fanning approved the purchase at \$46,570.

Department Recovers \$213,724 from Antitrust Suit of Price Fixing in the Asphalt Industry. Chief Legal Counsel Tway apprised the Board that the above amount was deposited in the State Highway Fund by the State Attorney General's office as a result of settlement in an antitrust suit filed against American Oil and other asphalt producing companies. This amount represents the money paid by the Idaho Department of Highways for asphalt used during the period covered by the law suit. Other Idaho local road agencies purchasing asphalt received additional amounts representing their purchases during that period. Transmittal to local units was made by the State Attorney General's office.

Needed Amendments to State Outdoor Advertising Law Discussed. Upon the recommendation of Legal Counsel, the Board authorized the Legal Division to prepare some possible amendments which are needed to clarify administration of the present law for review at the December Board meeting. These amendments are to be drafted to be as nearly compatible as possible with new provisions contained in the Senate and House 1972 Highway Conference Bills.

Board Defers Taking Action on Alleged Encroachment. The Board deferred action on an alleged encroachment of a marquee on the highway right of way at Sam's Bar in Bellevue until such time as the matter of relocating U.S. 93 in that area is resolved.

State Highway Engineer or his Deputy Authorized to Initiate Illegal Sign Removal by Legal Action. The Board was advised by Chief Legal Counsel that there would be numerous legal actions required for the removal of non-conforming and illegal signs.

The Board was further advised that if all such sign removal matters were required to be presented to the Board individually, that the agenda of the Board would be quite lengthy.

The Board authorized the State Highway Engineer, or his Deputy, to authorize the Legal Division to institute suits for the removal of illegal and non-conforming signs in lieu of Board action.

Board Directs Settlement Offer on Aberdeen Springfield Canal Company Culvert Burning Claim. The Board authorized Chief Legal Counsel Tway to attempt a settlement of 50 per cent in the culvert damage sustained on State Highway 39 which resulted from a Aberdeen Springfield Canal Company's employee lighting a match to weeds and leaving site. The resulting weed fire burned the asphalt lined culvert.

Chief Counsel Tway advised the Board that he could find only one case where such action had been ruled "negligent" by the courts and recommended settlement. To this the Board concurred.

November 17, 1972

With Reference to Omitted Lands Along Snake River. Chief Legal Counsel advised the Board that the Ninety-Second Congress enacted Public Law 92-562 which permitted landowners to quiet title to real property in the District Courts of the United States in the district where such land is located. A twelve year statute of limitations from the date the action accrued was enacted.

The Board was advised that the Department has seven agreements with landowners along the Snake River in southeastern Idaho for the payment of omitted lands claimed by the United States and taken by the State for highway purposes.

The Board was further advised that these agreements had provided that the landowners must bring action within a period of four to five years from the date of the various agreements in order for such landowners to claim compensation for the lands taken by the Department for highway purposes.

The Board was further advised that with the enactment of Public Law 92-562 that numerous landowners whose land was claimed by the United States as a result of the resurvey of the Snake River and whose land was by the United States granted to the Department for highway purposes, would have twelve years from the filing of the resurvey by the Cadastral Engineer of the United States to bring an action to quiet title to such lands in the Federal courts of the District of Idaho, and that those landowners who had signed agreements should have the same period of time in which to establish their title to the questioned land rather than the period of time set forth in the agreements.

The Board was further advised that the Department would undoubtedly be named a defendant in numerous lawsuits filed in the Federal Court as a result of enactment of this law.

The Board authorized the Legal Division to represent it in any action thus filed and to make settlements in cases which the Legal Division deemed necessary upon further reporting to the Board the amounts of the proposed settlement.

December and January Board Meeting Dates Set. The December Board Meeting dates were confirmed for December 11 and 12. The January Board Meeting dates were set for January 24, 25 and 26 with the Department's budget presentation to the Legislature early in the afternoon of January 26.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved  
December 11, 1972  
Boise, Idaho

  
LLOYD F. BARRON, Vice-chairman

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

December 11 &amp; 12, 1972

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, December 11, 1972. Present were:

Lloyd F. Barron, Vice-chairman - Director, District 2  
 John G. Fanning, Member - Director, District 1  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

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:

T-4030(9), Formerly STS-3021(542), 23rd St. Widening, Main to Fairview, Boise - Mountain Bell and Boise Water Corporation

I-IG-80N-3(32)138, Section "B", Interchanges #1 and #2, W. Bliss I.C. (Incl.) - E. Bliss I.C. (Incl.), Gooding County - North Side Canal Company, Ltd., Mountain Bell and Idaho Power Company

F-6471(47), U.S. Highway 191, Chester - Southwest, Fremont County - Mountain Bell and Utah Power and Light 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:

S-1805(2), Bear River Bridge (Bern), Bear Lake County - Mountain Bell and Intermountain Gas Company

Board Approves Priority Primary Routes. The Department's response to AASHO's request for the cost to improve selected portions (5% and 10%) of Idaho's Primary System as a part of the priority primary program proposed by HR 16656 was reviewed and approved by the Board. The routes used for cost estimating purposes were based on the following criteria set forth in the House Bill.

1. One end of each "priority primary" route must be connected to the Interstate System.

December 11, 1972

## 2. High traffic volume

The Board approved the following sections for cost estimating purposes:

First 5% (130 Miles)

- A. U.S. 191, Idaho Falls to St. Anthony.
- B. U.S. 30N, McCammon to Alexander Junction.
- C. U.S. 93 - I-80N junction south to Twin Falls north city limits.
- D. SH 55 or SH 69 from I-80N to Horseshoe Bend.
- E. Coeur d'Alene north to Sandpoint to junction of U.S. 200.

Second 5% (130 Miles)

- A. Coeur d'Alene to Lewiston and U.S. 12 Clarkston to Spalding.
- B. U.S. 93, Twin Falls north city limits to junction with U.S. 30 west of Twin Falls (Northwest belt route).

District Four Office Relocation Progress Reported. Assistant State Highway Engineer (Operations) Richardson reported to the Board the negotiations by the District Four office in acquiring the cafe property adjacent to the District office has fallen through because of unrealistically high asking price.

The Board authorized the Department to retain an architect to perform a feasibility study relative to constructing a new office facility in conjunction with the new District shop facility on property presently owned by the Department.

Beaver Creek Farms Channel Work Draws Legal Action Authorization. The Department was authorized to notify Beaver Creek Farms that drainage channel work adjacent to Interstate Highway 15 does not meet requirements and directed the Department to proceed with a contract to perform necessary flood protection work. The Department was further authorized to institute action to reclaim all costs to the Department from Beaver Creek Farms.

Encroachment on U.S. 93 in Bellevue Brings Review of State Laws on Encroachments. After discussing the encroachment problem related to Sam's Bar in Bellevue (U.S. Highway 93), the Board directed Chief Legal Counsel to review the State laws related to State highway maintenance responsibilities through communities and report back to the Board with suggested revisions as may be needed.

Maintenance Cost of Owyhee Road--Hammett to State Highway 51 Section--Evaluated. The Board was advised that the cost to initially bring the 16 mile section of the Owyhee Highway between State Highway 51 and Hammett on the State System was estimated at \$18,000. The continuing annual maintenance cost would be \$11,000. No further action was indicated by the Board at this time.

Special Out-of-State Travel Authorized. At the request of State Highway Engineer Mathes, the Board concurred in Jerry Dick, Internal Review Engineer, or an auditor from the Internal Review Section to attend a training course on auditing of ADP Systems, January 8 through January 31, at Fort Benjamin Harrison, Indianapolis, Indiana.

Public Hearing Transcript in the Matter of the Proposed Removal of State Highway 81 from Malta to Strevell Road. A public hearing was held at the Malta High School Gymnasium, Malta, Idaho, at 8 p.m., Tuesday, December 5, 1972.

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:

The Board desiring additional facts and information in the above matter directed Hearing Officer Wayne Summers to not close the hearing transcript of the testimony obtained at the Malta, Idaho December 5th public hearing and ordered a continuance of the hearing until the Board meets next at its January 22-23-24 stated Board meeting.

The Board directed that the Department determine actual expenditures for maintaining the above section of State Highway 81 for the past several years with the thought of entering into a negotiated agreement with the Raft River Highway District to accept the above section of State Highway 81 onto their road network for maintenance upon payment of a lump sum settlement.

The Department is to contact Board members by phone when the proposed settlement amount is known and before entering into any negotiations with the Raft River Highway District. The objective would be to have such agreement executed prior to the January meeting of the Board in order that the hearing on this matter could be closed.

Board Approves New Proposed Rules and Regulations in Applying Relocation Assistance to Right of Way Acquisition Matters on Idaho State Highway System. A public hearing was held at the State Highway Auditorium in Boise, Idaho, at 4 p.m., Monday, December 4, 1972.

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:

That the rules and regulations pertaining to relocation assistance heretofore adopted by this Board on the 28th day of October, 1970, be, and the same are hereby repealed.

That the new rules and regulations implementing the amendment to Idaho Relocation Assistance Act passed by the forty-first session of the Idaho legislature be, and the same are hereby adopted and filed this 11th day of December, 1972, and the same shall be effective 20 days from the date hereof.

Hearing Determination - Relocation of State Highway 34 from Main Street and Hooper Avenue to Third East Street Between U.S. 30 North and Hooper Avenue in Soda Springs, Idaho, Project S-SG-1786(4). A public hearing was held at the Caribou County Courthouse in Soda Springs, Idaho, at 8 p.m., Friday, November 24, 1972.

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:

That the Idaho Department of Highways will proceed with the relocation and construction of said section of State Highway 34 as proposed at said hearing.

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

Board Authorizes Purchase of Cameron's Gravel Pit on Snake River, Twin Falls Area. The Board authorized Chief Legal Counsel Tway to offer W. R. and Rose Cameron \$10,000 plus reconstruction of the approaches to the Snake River Bridge crossing as a settlement on the Department's materials source pit under litigation with the Camerons.

The Board also directed the Department to seek an option to buy the entire 400+ acres owned by the Camerons in the canyon. A purchase figure of \$200,000 was discussed as a possible market price for the Cameron land. The Board cautioned that there should be no materials exploration on the Cameron land unless such option was secured.

Movement of Markham Coeur d'Alene North Shore Sign Authorized. Chief Legal Counsel Tway apprised the Board that he was hopeful the illegal Markham sign might be removed from Interstate 90 in the Coeur d'Alene area to a commercial zoned area near Post Falls at no cost to the Department.

Board Authorizes Administrative Hearing (Or Opportunity) for Removal of Portions of the Maintenance Manual and Planning & Traffic Manual as a Part of Administrative Rules and Regulations of the Idaho Department of Highways. Chief Legal Counsel Tway made the above recommendation to the Board. Whereupon, the Board directed a hearing be arranged for the requested removal of said manuals from the rules and regulations of the Department.

Authority for Settlement in Excess of \$40,000.

- |  |   |  |                        |
|--|---|--|------------------------|
| US 20<br>& 191   | F-6471(39)<br>(Rigby Section)                                     | Jefferson Co-Op<br>Supply Inc.                               | Parcel No. 9           |
| The Board approved purchase at \$100,000 with authority of variance of ten per cent if needed.   |   |  |                        |
| US 20<br>& 191   | F-6471(39)<br>(Rigby Section)                                     | John W. Hanson &<br>Donna Hanson (Day-Nite<br>Laundry)       | Parcel No. 23          |
| The Board approved purchase of this parcel at \$75,100 (which includes the uneconomic remainder) and authorized a variance of ten per cent if necessary. |   |  |                        |
| US 20<br>& 191   | F-6471(39)<br>(Rigby Section)                                     | Ferrin B. Kinghorn<br>(Veterinary Clinic)                    | Parcel No. 31          |
| The Board approved purchase of right of way and uneconomic remainder in the amount of \$42,000 with variance of ten per cent if needed.                  |   |  |                        |
| US 93  | T-4020(1)<br>(West 5 Points,<br>Twin Falls)                       | Arlon L. Bastian &<br>Una Bastian (Albertson's<br>Inc.)      | Parcel No. 27          |
| The Board approved purchase of this parcel at \$41,480 and authorized a variance to \$55,000.  |   |  |                        |
| US 93<br>& 191   | T-4020(1)<br>(West 5 Points,<br>Twin Falls)                       | Arlon L. Bastian & Una<br>Bastian (Medical Center)           | Parcel No. 31          |
| The Board approved purchase at \$50,000 (which includes uneconomic remainder) and authorized a variance up to \$58,500 based on Mr. Hackney's appraisal. |   |  |                        |
| I-90   | I-IG-90-1(51)0<br>(Washington State<br>Line - East Post<br>Falls) | Jacklin Partnership<br>& Owen F. Jacklin &<br>Gladys Jacklin | Parcels No. 5<br>and 7 |
| The Board approved purchase on this parcel at \$109,120 with variance to \$120,000 if settlement can be reached in this range.                           |   |  |                        |

Approval of Deeds & Easements.

Ada County	Ada County Highway District (Easement for a road right of way)	Materials Source Ad-111-S
------------	--	---------------------------------

The Board approved and signed an easement conveying a 30' strip of land along the southerly side of Materials Source Ad-111-S to Ada County Highway District for a public road.

Approval of Permits to Use Right of Way and Pertinent Deeds.

US 30	F-2361(18) (Hagerman, North & South)	Marvin L. Andersen	Permit 2-72-109 Parcel No. 8.1
-------	--	--------------------	-----------------------------------

The Board approved and signed a Quitclaim Deed conveying a 20' residential approach at Station 249+00 to Mr. Marvin L. Andersen.

Disposition of Department-owned Lands. The Chief Right of Way Agent advised the Highway Board that he had met with the State Land Commissioner to discuss his letter of October 25, 1972. It was learned the State Land Board is quite pleased with the Highway Department's procedures in disposing of State-owned land.

Apparently the major concern which prompted the letter was that the Land Board anticipated that the Highway Board was going to henceforth convey directly all lands to be disposed of by the Highway Department.

The Highway Board directed the Chief Right of Way Agent to sum up the meeting by letter to Commissioner Trombley and assure the Land Board that the past procedures had not been changed. We will continue to operate as we have been doing in selling property through the Land Board.

A discussion of the need to have an inventory of all State land was discussed with the Highway Board. The Board authorized the Chief Right of Way Agent to feel out some of the other State agencies to see how they feel about having such an inventory compiled by title insurance agencies in each county; also, to discuss the possibilities with some title people and get their ideas.

Report on Sign Program. The Chief Right of Way Agent advised the Board of the current status of sign removal activities over the past month.

TUESDAY, DECEMBER 12, 1972

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:

Lloyd F. Barron, Vice-chairman  
 John G. Fanning, Member  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Executive Secretary

American Falls Dam Committee Urges Early State Secondary Funds be Applied for 22 Foot Two-way Crossing Over Present Dam on State Highway 39. Meeting with the Board were the following:

Joe F. Allen, Chairman, American Falls Dam - Bridge Committee  
 Bill Hauber, American Falls Dam - Bridge Committee  
 Dick Garvin, American Falls Dam - Bridge Committee  
 Vard W. Meadows, American Falls Dam - Bridge Committee  
 Lenard Schaitter, American Falls Dam - Bridge Committee  
 Kay Hansen, American Falls Dam - Bridge Committee  
 Ted J. Roth, American Falls Dam - Bridge Committee  
 Ernest L. Permann, American Falls Dam - Bridge Committee  
 E. F. Sullivan, Regional Director, U.S. Bureau of Reclamation  
 Zenas C. Blevans, Engineer, U.S. Bureau of Reclamation  
 John V. Walker, Superintendent, Water & Light Division, U.S. Bureau of Reclamation

Chairman Allen recited the immediate need for the Department to pursue engineering and financing towards constructing a minimum of a 22 foot two-way roadway across the present dam as soon as possible.

Bill Hauber, Operations Manager for Lamb Weston, Inc., potato processing plant, presented a three page statement citing the loss his plant's operation would suffer through increased costs of transportation resulting from one-way traffic operation and load restrictions as now proposed over the dam.

Letters supporting the Committee's thinking were received from Legislative District 35 State Representatives Ralph M. Wheeler and S. Albert Johnson which are in the Board file.

Ted J. Roth of Farmers Union stated that too much time has been lost through inaction on the part of the Bureau of Reclamation and the Department. He stated that one-way traffic would be untenable with the tonnage of farm produce that must cross the dam.

Senator Allen stated that he was of the opinion that the engineering people had the capability to solve the problem if given the money.

December 12, 1972

State Highway Engineer Mathes informed the group that it would be at least five years before the roadway could be built after Congress funds a new dam.

Senator Allen stated that the people in the area just could not wait that long and the Department must provide a facility which could carry legal loads on a two-lane highway across the present deteriorated dam structure.

Mr. E. F. Sullivan, Regional Director, U.S. Bureau of Reclamation, stated his agency desires to cooperate in any way it can.

State Highway Engineer Mathes stated the design of the bridge over the spillway was that of an H-10 loading which is considerably below that of a modern two-lane facility. With one-way traffic, 72,000 lb. loads would be possible. Widening of the facility to two lanes would necessitate reducing loads to 44,000 lbs. gross weight unless considerable additional work is done to strengthen and restore the caps below the roadway. He said there is no question that one-way traffic will result in delays in accommodating the traffic across the dam.

Senator Joe Allen summarized the situation stating, "With an outlook of ten years facing us before a new dam is in prospect, it is imperative that the Department should proceed with the expenditure of \$2 million or whatever it takes in designing and building immediately a 22 foot roadway with no load restrictions under legal loads as there is no way we can live with one-way traffic."

State Highway 68 Tollgate Improvement Committee Visits Board.

A committee headed by Gwinn Rice, rancher at Hill City, together with the following met with the Board:

Lloyd Waters, Publisher, Mountain Home News  
 Howard Fleming, Real Estate Broker, Mountain Home  
 M. A. Riddle, Elmore County Commissioner  
 Frank A. Pearce, Mayor, Mountain Home  
 Jack E. Jones, Superintendent of Schools, Mountain Home  
 Al Harmon, Petroleum Distributor, Mountain Home  
 Francis H. Hicks, Attorney, Mountain Home

The delegation inquired of the Board reconstruction planning for the Tollgate and Rattle Snake Creek sections of State Highway 68.

Vice-chairman Barron informed the delegation that it is the Board's present thinking to improve the Tollgate - Forest Highway Boundary section in one project rather than the two projects as previously planned.

In reply to Mr. Rice's inquiry of the timing of the Tollgate to Rattle Snake Creek reconstruction, Mr. Barron stated that he could not give any assurance as to timing for improving that section but, in his opinion, it would be improved before the State Highway 68 - Interstate 80N connection is built.

Speed Control Zones (SH 75, I-80N & SH 25). The Board approved the prima facie speed limits on SH 75, I-80N & SH 25, as recommended and stated in marked Exhibit A-407, which is made a part hereof with like effect as though included in full herein.

Abandonment from the State Highway System (SH 45). The Board approved the abandonment of a section of State Highway 45, described as beginning at the north end of the old Walters Ferry Bridge and extending northerly 0.190 mile, as shown in official Exhibit B-120, which is made a part hereof with like effect as though included in full herein.

Abandonment from the State Highway System (US 93). The Board approved the abandonment of a section of State Highway No. US 93, 0.390 mile in length, and described as beginning at a point in Section 13, Township 15 North, Range 19 East and ending on the section line common to Section 13, Township 15 North, Range 19 East, and Section 18, Township 15 North, Range 20 East. Coincident with said abandonment, all right and interest of the Idaho Department of Highways in and to the rights of way associated with said abandoned road, are relinquished to the abutting property owners as their interests may appear, as shown in official Exhibit B-121, which is made a part hereof with like effect as though included in full herein.

Removal from the State Highway System (US 30). The Board approved the removal of a section of State Highway No. US 30, 6.510 miles in length, and described as beginning at the junction of State Highway No. 69 in Meridian and ending at the East Nampa Interchange. Coincident with said removal, all jurisdiction and control of the State in said portion of former State Highway No. US 30 is relinquished to the Ada County Highway District and the Nampa Highway District No. 1 as their interests may appear, and such highway shall constitute a public road, as shown in official Exhibit B-122, which is made a part hereof with like effect as though included in full herein.

1973 Construction Program Approved for Release December 28. The Board gave final review to the Department's 1973 Highway Construction Program. Projects approved for scheduling amounted to: Interstate - \$31 million; Primary, Secondary, Urban, including the Perrine Memorial Bridge - \$20 million; and, a State - funded Safety Improvement Program, - \$4 million. Detailed project by project, District by District, and System by System is available in the Department's Planning Section.

Although the approved program approximates a volume of construction corresponding with recent years, the Board cautioned that some project starts could come in 1973 only if there was no unscheduled delays during final project development. The Board authorized the Department to proceed with construction on these projects when plans and specifications are complete, right of way acquired, approval of the Federal Highway Administration is obtained, and as funds become available.

Changes in Approaches at Shopping Plaza in Pocatello Denied.

John Hampshire, Project Manager, John Price Associates, Inc., Salt Lake City, again asked for additional access considerations to the Plaza Shopping Center at the intersection of Yellowstone Avenue and Alameda Street in Pocatello.

Because of conflicts in moving traffic, the Board determined that the request for an additional approach on Alameda Street, 215 feet east of the intersection, should be denied.

Traffic Engineer Jim Pline pointed out to the Board that no reply has been received by the Department to the suggested single 40 foot two-way approach located 240 feet north of the intersection in lieu of two 30 foot approaches originally requested.

The Board concurred that the developers should again be advised of its decision on this matter.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
FL-11-1(3)	Elephant Butte - South U.S. 95, M.P. 15.55 to M.P. 20.75	* Partial Control, Type "A"

\* PARTIAL CONTROL, TYPE "A"

Public Roads

Existing public road connections will be shown on the plans and permitted to remain.

Future public road connections may be permitted at the approximate locations shown on the plans or at other locations determined to be in the public interest at a later time.

Spacing of 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 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 ownership 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.

#### Location of Private Approaches on Plans

The location of allowable private approaches under Type "A" access shall be indicated on the project plans submitted to the Board for construction approval.

Design and Location Hearings Approved. The Board authorized the following projects to go to public hearing when ready:

I-15W-5(11)119, Raft River I.C. - Cassia Co. L.  
I-15W-4(36)117, Cassia Co. L. - 1.6 Miles East  
T-4010(4), Moreland Avenue Ext., Pocatello

Plans, Specifications and Estimates Approved. The Board reviewed the plans and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
F-3112(21)	Mesa North	\$1,349,000.00
STS-4780(520)	Greer Hill	125,000.00
F-4113(46)	Cottonwood, North	900,000.00

The Board further authorized preparation of a Board Policy which would delegate to the State Highway Engineer authority to approve Plans, Specifications and Estimates for all projects previously approved by the Board for construction.

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

SU-3794(1) - The work consists of constructing the roadway, drainage structures, a 81' prestressed concrete bridge and a plant mix pavement on approximately 0.422 mile of Vista Avenue, I-80N - Malad Street, in Ada County - Federal Aid Secondary and County financed. The contract was awarded to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, on December 18, 1972, in the amount of \$332,754.60.

T-4010(3) - The work consists of reconstructing the intersections, constructing a plant mix pavement, curb and gutter and illumination on the Pole Line Road, Quinn Road and US-191, in Bannock County - Federal Aid TOPICS and State and City financed. The Board concurred in the award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$40,339.00.

I-IG-90-1(17)60 R/W & I-IG-90-1(47)61 R/W - The work consists of demolition and disposal of buildings in the vicinity of Osburn and Wallace, Idaho, in Shoshone County - Federal Aid Interstate and State financed. The Board concurred in the award to Tom R. Scott, Spokane, Washington, the low bidder, in the amount of \$9,990.00.

STM-6471(605), & Stockpiles 6574 & 6575 - The work consists of seal coating approximately 20 miles of US-191, Federal Hill - Mack's Inn and furnishing aggregate for road mix pavement and cover coat material in stockpiles at the Island Park Maintenance Yard and in the vicinity of the Osborne Bridge, in Fremont County - State financed. The Board concurred in the award to Konda Construction, Inc., Butte, Montana, the low bidder, in the amount of \$162,435.00.

Stockpiles 6570 & 6571 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of the Jct. of SH-22 & 28 and Gilmore, in Clark and Lemhi Counties - State financed. The Board concurred in the award to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$50,850.00.

I-80N-2(45)126 - The work consists of constructing 2 - 998' steel and concrete bridges over the east Snake River Crossing and grading an approach on I-80N, near King Hill, in Elmore County - Federal Aid Interstate and State financed. The Board concurred in the award to Gordon H. Ball, Inc., Renton, Washington, the low bidder, in the amount of \$2,650,000.00.

Stockpiles 5585 & 5589 - The work consists of furnishing aggregate for road mix pavement, cover coat material, and sanding material in stockpiles in the vicinity of Rathdrum (SH-53) and Cedars (US-10), in Kootenai County - State financed. The Board concurred in the award to RBM, Inc., Coeur d'Alene, Idaho, the low bidder, in the amount of \$68,858.00.

ST-2779(508), STM-2779(507), STM-2809(508) & Stockpile 2584 - The work consists of constructing a road mix pavement and seal coat on approximately 6.6 miles of SH-46, MP-37.0-43.6, seal coat on 9.5 miles of SH-46, MP-27.5-37.0 and on 5.2 miles of SH-68, Fairfield East and furnishing aggregate road mix material in stockpile at Fairfield, in Camas and Gooding Counties - State financed. The Board concurred in the award to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, in the amount of \$199,643.50 (Option 1).

Stockpiles 4584 & 4585 - The work consists of furnishing aggregate for road mix pavement, cover coat material and anti-skid material in stockpiles in the vicinity of Potlatch and Deary (US-95 & SH-8), in Latah County - State financed. The Board concurred in the award to Crow Rock Products, Inc., Moscow, Idaho, the low bidder, in the amount of \$74,820.00.

STM-6033(566) & STM-6501(534) - The work consists of seal coating approximately 6.39 miles of US-191 and US-26, Idaho Falls, So. C.L. - Beeches Corner, in Bonneville County - State financed. The Board concurred in the award to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$43,805.00.

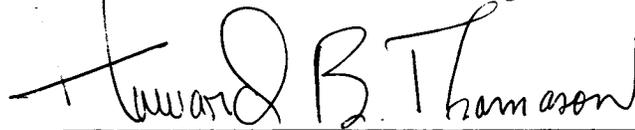
SU-3786(5) - The work consists of constructing the roadway, base, irrigation structures, sewer, curb and gutter and a plant mix pavement on approximately 0.619 mile on Vista Avenue, in Ada County - Federal Aid Secondary and Ada County Highway District financed. The Board concurred in the award to Nelson Sand & Gravel Co., Inc., Boise, Idaho, the low bidder, in the amount of \$254,064.75 (Alternate #1).

Environmental Agreement Approved. The Board concurred in the Department's recommended environmental agreement involving the following projects:

Environmental Agreement E-84 for Projects F-2392(10), Jct. SH 68 - Ketchum, and S-2820(2), Ketchum - Sun Valley, with Howard, Needles, Tammen & Bergendoff. The Agreement is for preparation of a Location Study and Environmental Statements. The projects cover 35 miles of U.S. 93 and 2.6 miles of S.H. 75. The consultant's total estimate is \$93,998.00 which includes \$8,400.00 as a fixed fee.

January and February Board Meeting Dates Set. The January Board Meeting dates were scheduled for January 22, 23 & 24, with the Department's budget presentation to the Legislature on January 24. The February Board Meeting dates were set for February 20 & 21.

WHEREUPON, the Board adjourned until its next meeting.



HOWARD B. THOMASON, Chairman

Read and Approved  
January 22, 1973  
Boise, Idaho