

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

January 22, 23 & 24, 1973

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, January 22, 1973. Present were:

Howard B. Thomason, Chairman - Director, District 3
 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 December Board Meeting.

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

F-4113(38), U.S. 95, Salmon River - Whitebird, Idaho County - Idaho County Light & Power Co-Op Assn. and Idaho Telephone Company

SU-3786(5), Vista Ave. (Overland Road - Ridenbaugh Canal), Ada County - Bench Sewer District, Boise Water Corporation, Idaho Power Company, Mountain Bell and Intermountain Gas Company

T-4040(1), 19th Ave. & 21st Street, Lewiston, Idaho, Nez Perce County - The Washington Water Power Company

STS-4780(520), S.H. 11, Greer Grade, Clearwater County - The Washington Water Power 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:

F-2391(23), Perrine Bridge Approaches, Jerome & Twin Falls Counties - Idaho Power Company and Mountain Bell

Personnel Action. The Board concurred in a recommended overage employment extension for Hugh Harris, Principal Right of Way Agent, from May 1, 1973, to May 1, 1974.

Access Road Requested by City of Mountain Home Along Interstate 80N Denied. Responding to a request from the City of Mountain Home initiated by Mr. J. W. Twitchell's letter of December 27 to the City Council asking for an easement across City property and a requested road or street becoming a frontage road paralleling Interstate 80N

west of State Highway 68, the Planning and Traffic Division was directed to reply in the negative as fully controlled access had been previously acquired and paid for. Further a public road connection to the property from State Highway 68 could be developed through land owned by the City of Mountain Home should the City choose to dedicate the necessary land for that purpose.

Owyhee County Commissioners Request Board Add Owyhee County Road Section from Hammett to State Highway 51 to State Highway System. In response to a petition and letter dated January 8, 1973, from the Owyhee County Commissioners to take the above action, the Board determined that this section of road is marginal in qualifying for State Highway System inclusion and that it should be considered in the future along with others in the State of Idaho. The Board directed the Board Secretary to so advise the Commissioners.

Traffic Engineer James Pline Serving on AASHO Committee Approved. The Board approved Traffic Engineer Pline's acceptance of an appointment as a committee member on the AASHO Committee on Uniform Traffic Control Devices.

Department's Annual Out-of-State Travel Report to be Submitted on Fiscal Year Reporting Basis. The Board concurred in the Department's recommendation that the out-of-state travel summary report be submitted on a fiscal year reporting basis--it being a fiscal year budgeting matter.

During calendar year 1972, the Department granted 48 project related out-of-state travel in the amount of \$9,141 and 45 others including training, conference and Federal Highway Administration general meetings in the amount of \$9,628, for a total out-of-state travel of \$18,769.

Deputy State Highway Engineer Tisdale stated that some additional data processing training requirements would require a slight increase in the out-of-state travel budget during the next six months.

The Board concurred in the Department retaining a \$12,000 to \$12,500 budget for the fiscal year plus \$6,500 for the six months transition from the calendar to the fiscal year.

It was noted that AASHO and WASHO meetings are in the West this year thereby providing the opportunity for more Department people to be assigned to these meetings than in previous years.

Consultant Services Approved for Post Falls Bridge Claims Examination. The Board authorized the Department to hire Mr. Vern Otter of Boise to research the validity of contractor's claims growing out of the Post Falls Bridge construction project. Mr. Otter's services are on the same fiscal basis prevailing on previous claim examination assignments.

Department's 1972 Revenue and Disbursements Certified by Board. The Board certified the 1972 Department of Highways revenues and disbursements as prepared by the Department's Controller R. C. Roberts. A copy is filed as Exhibit C-87 in the records of the Board which is made a part hereof with like effect as though included in full herein.

Hoffman Spring on White Bird Hill Settlement Authorized, Project F-4113(20), Weber - Hoffman Parcel, Idaho County. In response to an offer by Hoffman's attorney Paul Keeton on 1/11/73 offering a \$40,000 settlement, the Board directed the Legal Division to offer a settlement of \$5,000.

Settlement of Aberdeen Springfield Canal Company Claim. Chief Legal Counsel Tway reported the damage claim settlement of the above Canal Company's burning a highway culvert in the amount of \$2,541.50; having sued in court for \$4,235.84. Settlement of 50 per cent or better was authorized previously by the Board.

TUESDAY, JANUARY 23, 1973

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
 John G. Fanning, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

Parkinson Access Road Alignment Change Requested. Appearing before the Board were Keith Helmick, Rancher, and Darrell Mathews, Range Consultant, representing Mr. Helmick and Lloyd Hansen. Neither Mr. Helmick nor Mr. Hansen desired the access road contemplated across their land to serve the Parkinson ranch because of bisecting a small reservoir from the rest of their ranch and suggested that the road be built along the fence line and proceed towards the Parkinson ranch on that alignment. Helmick's concern in keeping the road off his property was that of cattle rustling that has been occurring in the area and on his ranch.

The Board stated they would take the suggestion under consideration.

The subject road is intended to restore access severed by Interstate 80N southeast of the Blacks Creek Interchange area. The frontage road would also serve utilities and other properties besides the Parkinson ranch.

January 23, 1973

American Falls Dam Delegation Discusses State Highway 39 Dam Crossing. Appearing before the Board were:

Joe Allen, Chairman, American Falls Bridge Committee
 Vard W. Meadows, American Falls Bridge Committee
 Ralph W. Kendell, County Commissioner
 W. W. Williams, Soil Conservation District
 Lenard Schaitter, American Falls Bridge Committee
 Jerry D. Gardner, American Falls Bridge Committee
 Ronald Funk, Aberdeen Chamber of Commerce
 Theadore Wren, Mayor, City of Aberdeen

The Committee asked to be apprised of the status of project development in the proposed roadway widening over the present dam.

Assistant State Highway Engineer (Operations) Richardson stated that during the week of February 8 a radiotronic device will determine the soundness of supporting steel members which are now in the dam and which would support the additional downstream side of the proposed roadway widening of eight feet. The exploratory electronic equipment will immediately make known to the Department's engineering people whether or not adequate support can be had. If the results are affirmative, the Department will immediately launch into designing the roadway widening project which will support legal loads with two-way traffic on a 24 foot width roadway. Subsequent construction would depend upon the availability of special revenue sharing funds.

Mr. Allen inquired as to the Committee's desire to have the two-way roadway in operation by harvest time of this year. Mr. Richardson replied that the Department's target date was to complete widening in time for the potato and beet harvest haul.

State Highway 81 Proposed Removal Hearing Continued. Appearing before the Board were:

Wally Briggs, Mayor, City of Malta
 Seiji Endow, Secretary-Treasurer, Raft River Highway District
 Steve Antone, State Representative
 Bob Saxvik, State Senator
 Paul Barnes, Commissioner, Raft River Highway District
 Alvin Neddo, Chairman, Raft River Highway District
 Ernest A. Hale, State Representative
 J. Vard Chatburn, State Representative
 W. T. Goodman, Attorney, Raft River Highway District

A transcript of the hearing proceedings is available in the Board Secretary's file.

At the request of Chairman Neddo of the Raft River Highway District, Board Chairman Thomason granted a continuation of the hearing to the February 20 - 21 Board meeting in order to permit the full Board's consideration in arriving at a determination in the matter.

It was mutually agreed that a determination should not be continued indefinitely and that a determination should be made at the above February meeting.

State Parks Director Bly Proposes Taxing Motor Vehicle Campers to Finance State Park Development. State Parks Director Steve Bly and William Hagdorn, Chief of Resource and Development, outlined to the Board the Parks Commission recommendation to obtain State Park financing by registration fees applied to motor vehicle campers based on length. The proposed tax being, in Mr. Bly's opinion, the only untapped avenue for revenues by vehicles using the State Parks.

In reply to the Highway Board's suggestion that a use fee be applied to all Park vehicle users, Mr. Bly stated that the lack of entrance control made this method impractical at the present time.

State Parks Director Bly inquired of the Board its thinking in relocating State Highway 54 along the west and north boundaries of the State Park so as to remove traffic continuing on and terminating at Bayview from the Park. Mr. Bly stated that this would limit Park access to a single entrance at the traffic intercircle and would greatly improve control of vandalism and game poaching now being carried on within the Park.

Mr. Bly was reminded that public hearings would have to be held and that the cost of relocation would be quite high. He was further advised the Department did not have sufficient funding to consider such a project within the foreseeable future. Mr. Bly stated he was not aware of the hearing requirement.

The Board stated that State Highway 54 could be relocated temporarily while the Boy Scout National Jamboree is held this summer as was done during previous large scale encampments in the Park.

Budget Reviewed by Board. The Department reviewed the legislative budget presentation as per planned submittal to the Joint Finance and Appropriations Committees tomorrow.

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

B-134 - Numbering of State Highways

The State Highway Engineer is authorized to assign Idaho route numbers to State highways on the Board-approved State Highway System and to remove State identification signs from roadways taken off said system.

B-611 - Out-of-State Travel

The State Highway Engineer is authorized to approve out-of-State travel within an established budget for employee attendance at scheduled meetings and conferences when such travel is in the interest of Department operations. Examples of such meetings are: AASHO, WASHO, NHUC, HRB, ARBA, etc.

The extent of out-of-State travel will be determined by the Board on an annual basis.

The proposed budget will be reviewed and approved by the Board at its July meeting each year. A report of the previous year's out-of-State travel expenditures will be provided at that meeting.

Out-of-State travel for Board members and Executive Secretary will not be included in the budget. Similarly, project related travel to adjacent states for purposes of right-of-way acquisition, materials testing, legal matters, etc., as authorized by the State Highway Engineer will be excluded.

(Previous dates for Board Policy B-611: 1/6/60, 8/31/70,
and 3/22/71)

B-634 - Employee Overtime

The State Highway Engineer shall establish rules and controls for employee overtime in accordance with Idaho statutes, Personnel Commission rulings, Department responsibilities and employee well-being.

Insofar as approved budget limits will allow, it is the intent of the Board that authorized overtime be reimbursed to individual employees by cash payment on a straight-time basis. Earned overtime not paid in cash shall be used as compensatory time off when an employee's absence will not hinder Department programs.

B-635 - Code of Fair Practices

The recruiting, appointing, assigning and promoting 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 date of B-635: 6/20/72)

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

I-15	I-15-1(27)8 (South Malad- Deep Creek)	Joseph Ward, Jr.; Welton Ward & Trudy Ward	Parcel No. 27
I-15	I-15-1(27)8 (South Malad- Deep Creek)	June E. Ward & Moroni Ward	Parcel No. 28
I-80N	I-IG-80N-3(32)138 (W. Bliss I.C.- E. Bliss I.C.)	Stanley Hansten; George Rathke & Frances Rathke	Parcel No. 4
I-80N	I-IG-80N-3(32)138 (W. Bliss I.C.- E. Bliss I.C.)	Herbert L. Stroud, Harold O. Stroud; Albert Wilkins & Marie Wilkins	Parcel No. 6

Approval to Purchase Remainders for Exchange Purposes.

I-15	I-15-1(27)8 (South Malad- Deep Creek)	City of Malad	Parcel No. 14-2-R-1
------	---	---------------	------------------------

The Board approved purchase of the uneconomic remainder owned by the City of Malad containing approximately 1.01 acres.

I-15	I-15-1(27)8 (South Malad- Deep Creek)	Joseph Ward, Jr.	Parcel No. 27-R-1
------	---	------------------	----------------------

The Board approved purchase of the uneconomic remainder of property owned by Joseph Ward, Jr., containing 0.77 acres.

Approval of Deeds.

I-15	I-15-1(27)8 (South Malad- Deep Creek)	Joseph Ward, Jr.	Parcel No. 14-2-R-1
------	---	------------------	------------------------

The Board approved and signed a deed conveying 1.01 acres to Joseph Ward, Jr., in exchange for his 0.77 acres of uneconomic remainder.

I-15	I-15-1(27)8 (South Malad- Deep Creek)	David D. Nielsen & Marjorie W. Nielsen	Parcel No. 27-R-1
------	---	---	----------------------

The Board approved and signed a deed conveying 0.77 acres to David D. Nielsen in exchange for right of way needed from his ownership.

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

S-1805(2) - The work consists of constructing a 150' prestressed concrete structure over the Bear River near Bern, in Bear Lake County - Federal Aid Secondary and County financed. As the low bid was 27.88 per cent over the Engineer's Estimate, all bids were rejected and the project will be readvertised.

ST-2023(525), STM-2864(517) & Stockpile 2580 - The work consists of seal coating approximately 8.2 miles of I-80N, Burley I.C. - Snake River and 4.7 miles of SH-25, Paul-Rupert, and furnishing aggregate for road mix pavement in stockpile in the vicinity of Burley, in Minidoka and Cassia Counties - State financed. The contract was awarded to Maverick Construction Co., Burley, Idaho, the low bidder, on January 23, 1973, in the amount of \$114,439.00.

F-4113(41) and S-4723(2) - The work consists of reshaping the roadway, constructing the realignment of approximately 19 stations of the roadway, and aggregate base and plant mix pavement on approximately 6.693 miles of US-95, White Bird - Saddle and 0.425 mile of the White Bird Connector, in Idaho County - Federal Aid Primary, Secondary and State financed. The Board concurred in the award to Max J. Kuney Co., Spokane, Washington, the low bidder, in the amount of \$1,167,459.25.

T-4040(1) - The work consists of constructing and widening the roadway, drainage, placing plant mix and channelization of the 19th Avenue, 21st Street and Thain Road Intersections, in Lewiston, Nez Perce County - Federal Aid and State financed. The Board concurred in the award to Clearwater Const. & Engr., Inc., Lewiston, Idaho, the low bidder, in the amount of \$98,605.90.

STM-1803(505), (506), ST-1813(546), STM-1481(556), STS-1531(518) and Stockpile 1578, Riverdale - Mink Cr., Liberty - Ovid, Montpelier South, Montpelier Canyon, Utah Line - St. Charles and Vicinity of Preston, Franklin and Bear Lake Counties - State financed. The Board concurred in the award to Konda Construction, Inc., Butte, Montana, the low bidder, in the amount of \$185,397.75.

Stockpiles 2579, 2581, 2582 & 2586 - The work consists of furnishing aggregate for road mix pavement and cover coat material in various stockpiles in the vicinity of Picabo, Bliss, Wendell and Carey, in Blaine and Gooding Counties - State financed. The Board concurred in the award to Circle "A" Construction, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$63,131.00.

January 23, 1973

F-6471(47), STM-6471(606) & Stockpiles 6572 and 6573 - The work consists of constructing a 4-lane divided roadway, drainage structures, 32' and 72' concrete bridges and a plant mix pavement on approximately 3.615 miles of US-191, Chester Southwest, seal coating 4.9 miles of US-191, Ashton North and furnishing aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of Ashton and Falls River, in Fremont County - Federal Aid Primary and State and State financed. The Board concurred in the award to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$1,184,880.00.

STS-4780(520) - The work consists of constructing a slide correction on approximately 0.56 mile of SH-11, Greer Grade, in Clearwater County - State financed. The Board concurred in the award to MacGregor Triangle Company, Boise, Idaho, the low bidder, in the amount of \$131,611.00.

ST-6501(533) - The work consists of constructing a road mix pavement (level course), plant mix pavement and seal coat on approximately 6.31 miles of US-26, Swan Valley Bridge East and West, in Bonneville County - State financed. The Board concurred in the award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$168,988.75.

I-IG-80N-3(32)138 "B" - The work consists of constructing a 304' and 367' concrete interchange, constructing a detour, on I-80N, W. Bliss I.C. & E. Bliss I.C., in Gooding 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 \$1,029,573.00 (Alternate #2).

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-1778(18)	Bear River at Grace	\$ 861,000.00
BR-F-2391(25)	Perrine Bridge	9,744,000.00
F-2391(23)	Perrine Bridge Approaches	773,000.00
LWC-2392(536)	Timmerman Hill Rest Area	
	Well	6,000.00
LWC-2361(574)	Cedar Draw Rest Area Well	5,000.00
I-80N-4(10)221	I-15W - Cotterell	2,000,000.00
I-90-1(90)69 "D"	Mullan E. & W.	1,400,000.00

Location and Design Hearings Approved. The Board authorized the following projects to go to public hearing when ready:

S-2818(1), East Fork Wood River Bridge
S-5810(3), Clarkia Intersection

Environmental and Engineering Agreements Approved. The Board concurred in the following agreements:

Environmental Agreement E-87 covering preparation of Draft and Final Environmental Statement on Project F-FG-5115(1), Bellgrove - Coeur d'Alene, a length of approximately 12.85 miles, with J-U-B/Baker, Boise, Idaho. The consultant's total estimate is \$47,792.28, which includes \$5,048.32 as a fixed fee.

Environmental Agreement E-88 covering preparation of Draft and Final Environmental Statement on Project F-3111(11), Fruitland Section and a Negative Declaration on Project S-6830(3), Newdale - Jct. SH 32, with Environmental Planning Group, Driggs, Idaho. The consultant's total estimate is \$27,481.00 which includes a fixed fee of \$1,150.24.

Engineering Agreement E-89 covering environmental studies and complete design on Project U-3271(25), State St. (23rd - 28th) and U-3271(20), State St. (28th - Mercer), with McCarter & Tuller and Howard, Needles, Tammen & Bergendoff (A Joint Venture), Boise, Idaho. The consultant's total estimate is \$159,210.00, which includes \$16,300.00 as a fixed fee.

Project Programing Approved. Upon the recommendation of the Department, the Board concurred in proceeding with the White Bird to Salmon River project on U.S. Highway 95 with remaining fiscal year 1973 primary funds. No further primary projects can be advertised until fiscal year 1974 funds are authorized and apportioned by Congress.

Operation of Triple Combinations, Arimo to Utah Line, Approved. The Board considered a request from Salt Lake Transfer Company for permission to operate triple vehicle combinations between Arimo and the Utah line, via Interstate 15 and U.S. 191--Malad to Utah line.

Upon the recommendation of the Department, the Board concurred in the authorization of said operation.

WEDNESDAY, JANUARY 24, 1973

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
 John G. Fanning, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

January 24, 1973

Access to Gene Tooman Property, U.S. 95 North of Pollock Discussed.
Mr. and Mrs. Gene Tooman appeared before the Board requesting access to their property abutting U.S. 95 north of Pollock.

The Department was instructed to work with the Toomans through the District Engineer with the objective of granting an access to their property commensurate with right of way deed access restrictions and traffic safety factors related to that parcel of land.

Speed Control Zones (SH 3, US 12, SH 200, US 20, US 26). The Board approved the prima facie speed limits on SH 3, US 12, SH 200, US 20, US 26, as recommended and stated in marked Exhibit A-408, which is made a part hereof with like effect as though included in full herein.

Parking Prohibition on a State Highway (SH 68). The Board approved parking prohibition between Milepost 181.00 and Milepost 182.00 on both the north and south side of State Highway 68, as recommended and stated in marked Exhibit C-85, which is made a part hereof with like effect as though included in full herein.

Addition of Owyhee Highway to State Highway System (SH 78). The Board approved an addition to the State Highway System to be known as State Highway No. 78 and described as beginning at a junction with State Highway No. 55 in Marsing and extending southeasterly via Murphy and Grand View to a junction with State Highway No. 51, two miles west of Bruneau, said designation to be effective January 17, 1973. The previous designation of State Highway No. 45 is revised as follows: Beginning at the junction with State Highway No. 78, ten miles north of Murphy and extending northerly to a junction with State Highway No. US 30 in Nampa. The above action is shown in official Exhibit B-123, which is made a part hereof with like effect as though included in full herein.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
F-3112(32)	Little Salmon River Bridge US 95, M.P. 176.07 to M.P. 176.31	* Partial Control, Type "A"
I-80N-1(41)27	Caldwell Section I-80N, M.P. 26.37 to M.P. 28.47 Interstate and Interchange Areas Frontage Rd. #4 from the intersection of NW con- nector SE approximately 400 feet	Full Control ** Partial Control, Type "E"

	Frontage Rd. #6 from the intersection of NW connector extension SE approximately 450 feet	** Partial Control, Type "E"
	The NW connector extension to Madison Street	** Partial Control, Type "E"
	On Illinois Avenue from the Frontage Rd. #6 intersection to Marble Front Road	** Partial Control, Type "E"
	On Frontage Rd. #6 from the Illinois intersection to Ithaca Street	** Partial Control, Type "E"
	Balance of Frontage Roads	Standard Approach Policy
S-5810(3)	Clarkia Intersection w/NFD 21	
	SH 3, M.P. 395.4 to M.P. 396.1	* Partial Control, Type "A"
F-5152(9)	St. Maries River Bridge, St. Maries	
	US-95A, M.P. 428.5 to M.P. 429.0	*** Partial Control, Type "B"
S-5760(3)	Bell Crossing - Canyon Creek at Burke	
	SH 4, M.P. 5.93 to M.P. 5.95	Standard Approach Policy
* PARTIAL CONTROL, TYPE "A"		

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.

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 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 on Plans

The location of allowable private approaches under Type "A" Partial Access shall be indicated on the project plans submitted to the Board for construction approval.

** 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.

*** PARTIAL CONTROL, TYPE "B"

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.

Spacing of Existing Private Approaches

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

Location on Plans

The location of existing private approaches will be shown on the project plans submitted to the Board for construction approval.

Leave of Absence for Graduate Traffic Engineer Work Approved. The Board approved partial Department participation in Graduate Traffic Engineering Training for Mr. Wayne D. Pickerill providing he receives a \$5,000.00 Highway Safety Fellowship from the Federal Highway Administration. An educational leave of absence shall be approved for Mr. Pickerill. The Department shall supplement the Federal Fellowship with total funds received each month not to exceed his existing monthly salary. An employment agreement will also be prepared requiring return to the Department and continuous employment for three years thereafter or forfeit of a prorata share of the Department costs.

Hearing Determination - Design of that Relocated Section of State Highway 39 from the Sterling West Road North and Easterly to the Sterling North Road Intersection with State Highway 39, Project S-1721(15). A public hearing was held at the Aberdeen High School Library Room, Aberdeen, Idaho, at 8 p.m., Wednesday, December 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:

The Department should proceed with the design and project development as proposed and presented in the above public hearing.

Hearing Determination - Location and Design of Improving the Emerald and Orchard Intersection in Boise, Idaho, Project T-4030(11). A public hearing was held at the State Highway Department Auditorium in Boise, Idaho, at 7 p.m., Friday, December 22, 1972.

The Board of Highway Directors and the Ada County Highway District Commissioners, 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 Boards find and determine in the affirmative that the above proposed project be advanced to project development and constructed as fiscal budgeting by the Ada County Highway District dictates.

Board Approves Adoption of New Rules and Regulations Defining and Setting Forth Criteria for Various Types of Highway Access Control. A public hearing was held at the State Highway Auditorium in Boise, Idaho, at 4 p.m., Friday, December 29, 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 access controls involving Full Control, Partial Controls Type "A" through "F" and Standard Approach Policy, as outlined in Exhibit C-86, to said highways as proposed at the Idaho Board of Highway Directors' November 16, 1972, Board Meeting and the subject of said hearing are hereby adopted and filed this 24th day of January, 1973, and the same shall be effective 20 days from the date hereof.

Approval of Deeds.

I-80N	I-80N-3(21)150 (2 Mi. E. of Tuttle-W. Wendell I.C.)	The Amalgamated Sugar Company	Parcel No. 17B
-------	--	----------------------------------	-------------------

The Board approved and signed a Quitclaim Deed conveying to the Amalgamated Sugar Company a strip of land previously purchased to restore their access to the beet dump located 3/4 of a mile northwest of Wendell.

Approval of Exchange Deed (Access).

US 30	F-RF-2361(33) F-2361(11) R/W (Filer-West)	The Idaho First National Bank, Administrator of the estates of Maggie Price & William M. Price Deceased	Parcel No. 24-A
-------	---	---	--------------------

The Board approved and signed the Exchange of Access Deed to allow a point of access to be moved 92 feet.

Approval on a Project Basis of the Purchase of Parcels in their Entirety Encompassing Lands Lying Outside the Right of Way Involving Uneconomic Remainders and Remainders Left Landlocked and Use of the Remainders in Possible Land Trades, F-6471(39) Rigby Section and F-6471(40) Rigby - Thornton. The Board approved purchase of all uneconomic remainders on the above captioned projects and their use in trade for other property needed on the project.

Report on Fee Appraisal Contracts Let in Last Six Months. The Chief Right of Way Agent presented the Board with a list of appraisal contracts entered into within the last six months. Discussion of the cost for fee appraisers resulted in the Board's directing that the Department continue in its efforts to build up its own staff of qualified appraisers. It was pointed out that to accomplish a staff of qualified appraisers it would take considerable time to educate and train new men. It was the Board's expressed desire that the Department proceed with the training of staff appraisers with an ultimate goal of using fee appraisers on a limited basis mainly for testimony in condemnation suits and on parcels where dual appraisals are needed.

Report on Sign Program. The Chief Right of Way Agent presented a report of the sign removals over the past thirty days.

Proposed Amendments to Outdoor Advertising Law Approved. The Board concurred in proposed amendments to the outdoor advertising law which would provide more consistent control over zoned and unzoned areas and would add enforcement provisions to the present law.

Secondary Roads Engineer Reports on Continuing Efforts for State Highway System Actions.

- (a) State Highway 24 - Kimama Highway District and Shoshone Highway District have executed agreements for removal of State Highway 24. District Engineer Johnson and Secondary Roads Engineer to meet with Dietrich Highway District on February 5.
- (b) State Highway 18 - District Engineer Sacht and Secondary Roads Engineer discussed functional classification and resulting determination of State Highway Board that State Highway 18 no longer has characteristics of a State Highway with Notus-Parma Highway District on January 8. Prior to removal from State System, however, two alternates would be possible:

January 24, 1973

- (1) Reconstruct existing Boise River Br. south of Parma, or
- (2) Abandon existing Boise River Bridge and utilize funds required for reconstruction for improving North-South County Road one mile to west and connecting to new County bridge.

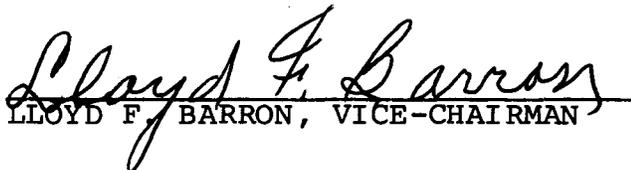
Decision of Notus-Parma Highway District Commissioners was to reconstruct existing bridge, and that Board offered no objection to the removal of State Highway 18. Agreement will be prepared accordingly.

- (c) State Highway 7. Meeting scheduled with Greencreek, Grangeville and Union Independent Highway Districts on January 31.
- (d) State Highway 9. Meeting scheduled with South Latah Highway District on January 30.

February and March Board Meeting Dates Set. The February Board Meeting dates were scheduled for February 20 and 21. The March Board Meeting dates were set for March 19 and 20.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
February 20, 1973
Boise, Idaho


LLOYD F. BARRON, VICE-CHAIRMAN

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

February 20 & 21, 1973

The Idaho Board of Highway Directors met in stated regular session at 10 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Tuesday, February 20, 1973. 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 January Board Meeting.

February 20, 1973

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-6820(3), Driggs - West, Teton County - Fall River Rural Electric Co-Op

U-3022(29), Formerly T-4030(1), Capitol Blvd. - College Blvd. and ST-3022(548), Capitol Blvd. R.R. Depot - Vicinity of Railroad Tracks and Front Street, Boise, Ada County - Idaho Power Company, Mountain Bell and Boise Water Corporation

I-IG-90-1(91)0 Const. Sec. "A", I-IG-90-1(51)0 P.E. & R/W, Washington State Line - East Post Falls I.C. (Incl.), Kootenai County - East Greenacres Irrigation District

I-IG-80N-2(21)118, East Glens Ferry - East King Hill, Snake River Bridge, Elmore County - Mountain Bell, Idaho Power Company

S-6774(6), Moody Road, Madison County - Mountain Bell

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

B-633 - Educational Leave

Within approved limits set in each fiscal year's budget, the State Highway Engineer is authorized to establish a compensation and reimbursement formula for the purpose of granting educational leave with pay to a limited number of employees when the academic training will benefit the Department. He shall develop criteria for employee selection and the control of this program, and report to the Board each July the status of the educational leave program and its annual costs. Employees receiving benefits under this Policy must return to the Department for a stated time or reimburse the Department for salary and school expenditures made in their behalf during the approved leave period.

Educational leave without pay may be allowed to employees so long as the schooling will benefit Department activities. The State Highway Engineer shall also establish guidelines for the conduct and control of this program.

If employees are assigned by the Department to attend short-term schooling, their salary and fringe benefits shall continue just as if they had remained at their regular duty station. These employees will also be expected to remain with the Department a reasonable time or make proportionate reimbursement for money expended by the State during the assigned training.

When details for the proposed Educational Leave program have been prepared the proposal will be submitted to the Board for concurrence prior to implementation.

B-637 - Approval of Plans, Specifications, and Estimates

The State Highway Engineer is authorized to approve plans, specifications and estimates for projects listed for construction on each Board-approved Annual Construction Program. Such approval must be reported at each Board meeting so they can be confirmed and recorded in the official Board minutes. The Board shall also be advised of expected dates for advertising and bid openings of said projects.

Board Policies Deleted. Upon the recommendation of the State Highway Engineer, the Board concurred in the deletion of the following Board Policies as the recently adopted Uniform Manual of Traffic Control Devices made these policies obsolete:

- Board Policy 100 - White Barrier Lines, dated 8/21/52
- Board Policy 101 - Barrier Lines Stripe from White to Yellow, dated 7/30/59
- Board Policy 103 - Uniform Manual of Traffic Control Devices, dated 9/19/61

Hearing Determination - Location and Design of Interstate 15W Raft River East 3.8 Miles, Projects I-15W-5(11)119 and I-15W-4(36)117. A public hearing was held at the Power County Courthouse, American Falls, Idaho, at 8 p.m., Wednesday, February 7, 1973.

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 with project development as proposed at said hearing.
2. That economic analysis of supporting data be fully considered towards justification of a joint use underpass at the Cassia/Power County line as requested at said hearing.

State Highway 81 Malta to Strevell Ordered Removed. A public hearing was held at the High School Gymnasium, Malta, Idaho, Tuesday, December 5, 1972, with further testimony being given at the January 23, 1973, meeting of the Board of Highway Directors.

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

The Department shall remove the above section of State Highway 81 from the State Highway System 12-31-73.

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

Blacks Creek Access Road to Parkinson Property Location Approved.

Upon the recommendation of District Engineer William Sacht, the Board concurred in the access road to the Parkinson property off of the Blacks Creek Interchange to align with the section line between Sections 34 and 35, Township 2 North, Range 3 East, Boise Meridian, which is along the Helmick property line. Mr. Helmick, who is the property owner whose property the original road alignment would go through, concurred in the proposed alignment change. The Department is to acquire the right of way and pay the Ada County Highway District to construct the roadway based on an estimated cost of \$9,394.00.

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

I-15	I-15-1(27) 8 (South Malad- Deep Creek)	Ralph Tovey and Mary Jane Tovey	Parcel No. 2
I-15	I-15-1(27) 8 (South Malad- Deep Creek)	Ralph Tovey and Mary Jane Tovey	Parcel No. 2-1
I-15	I-15-1(27) 8 (South Malad- Deep Creek)	DeVere Tovey and Lora B. Tovey	Parcel No. 3
I-15	I-15-1(27) 8 (South Malad- Deep Creek)	Roland T. Evans and Dorothy Evans; John V. Evans and Lola Evans; Donald S. Evans and Demona Evans	Parcel No. 5
I-15	I-15-1(27) 8 (South Malad- Deep Creek)	Dale Davis and Afton Davis	Parcel No. 9
I-15	I-15-1(27) 8 (South Malad- Deep Creek)	B. B. Webb and LaVern B. Webb; Calvin Dredge and Meriel Dredge; City of Malad	Parcel No. 16
I-15	I-15-1(27) 8 (South Malad- Deep Creek)	David L. Evans, also known as D. L. Evans, Jr., and Margaret T. Evans	Parcel No. 21

It was explained to the Board that the Department had made a study of the situation and that it appeared that the granting of this new point of access would reflect a \$500 increase in the value of the land that the access served. The Board approved of this procedure and further asserted that the payment be the property owner's obligation.

It was the expressed feeling of the Board that where access through a control area is granted, such as this, and compensation for the right of access is required said compensation is the obligation of the permittee and may not be charged to Highway funds.

Secondary Roads Engineer Reports on State Highway System Actions.

- (a) State Highway 24. Agreements with Shoshone, Dietrich and Kimama Highway Districts have been completed. Meeting with Minidoka Highway District is scheduled for March 1.
- (b) State Highway 18. Agreement with Notus-Parma Highway District has been signed. Action completed.
- (c) State Highway 7. On January 31, District Engineer Lotspeich, District Locating Chief Hersey and Secondary Roads Engineer Laragan met with Grangeville, Greencreek and Union Independent Highway Districts to discuss drainage work to be done by the Union Independent Highway District prior to the betterment type improvement to be made by the State.

After hearing the report, the Board authorized the amount of \$30,500 for raising the grade line in sag vertical curves and \$5,500 for installing new or extending old pipe for a total of \$36,000 as the amount to be paid the Union Independent Highway District to correct drainage deficiencies on State Highway 7 south of Nezperce after the Highway District completes the work.

WEDNESDAY, FEBRUARY 21, 1973

The meeting of the Highway Board reconvened at 9 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

February 21, 1973

Compensation to Raft River Highway District in Removal of State Highway 81 Section Accepted. The following delegation appeared before the Board:

Seiji Endow, Secretary-Treasurer, Raft River Highway District,
Declo, Idaho
Paul Barnes, Commissioner, Raft River Highway District, Bridge,
Idaho
Alvin Neddo, Chairman, Raft River Highway District, Malta,
Idaho
Wally Briggs, Mayor, City of Malta, Idaho
W. T. Goodman, Attorney, Raft River Highway District, Rupert,
Idaho

The delegation met with the Board for the purpose of consummating negotiations involved in the above State highway removal. The Highway District's initial request was for \$257,860 to offset added maintenance costs.

The Board informed the delegation that to finance maintenance of this section of road in perpetuity would be unjustified.

The Board then offered one final offer of \$120,000 lump sum settlement to which the Highway District concurred. Mr. Laragan was instructed to draw up the agreement with the Raft River Highway District having the option of an early acceptance date such as April 1, 1973, or other quarterly dates prior to January 1, 1974. The above lump sum is to be paid to the Raft River Highway District on the date of system transfer action.

Garden City Committee Discusses Chinden Boulevard Improvement Needs. Meeting with the Board were:

Ray Eld, Garden City Councilman
Beverly White, Garden City
Kathy Wheeler, Garden City
Robert Weast, Garden City
Reverend Tom Blackburn, Pastor, Community Christian Center,
Garden City
Gerry Dunn, KTVB News
Bob Lorimer, Statesman

Councilman Ray Eld stressed the need for an interruption of traffic by a traffic signal in the center of the village strip area to afford pedestrians throughout the strip an opportunity to cross Chinden Boulevard.

The problem of warrants justifying traffic signals was discussed together with the history of pedestrian and vehicular accidents throughout Garden City on U.S. 20.

Board Vice-chairman Barron stated that the Department would continue to work towards improving the traffic safety and pedestrian crossing problem.

City of Nampa Brings Board's Attention to Expanding Development Around Karcher Mall Area. Nampa Mayor Ernest Starr together with R. J. Huckabee, City Engineer, and Sumner M. Johnson, Chairman of the Nampa Chamber of Commerce Transportation Committee, appeared before the Board apprising the Board and the Department of the acquisition by K-Mart through Strand Companies of 26 acres about to be annexed by the City of Nampa in the northwest quadrant of the Karcher U.S. 30 intersection. Mayor Starr requested the Department consider locating a new Interstate 80N interchange near Karcher Junction (SH 55).

District Engineer Bill Sacht stated that the District intends to work closely with the City of Nampa officials in studying future interchange requirements for the Nampa - Caldwell area.

Sumner Johnson, Chairman of the Nampa Chamber Transportation Committee, indicated the Committee's desire to work closely with the City and the State in this interchange location study.

State Highway Engineer Mathes pointed out the urgency for early action before moving into an area limits the opportunity for alternate interchange locations.

Idaho Motor Transport Association Meets with Board. Meeting with the Board were:

Claude E. Abel, Managing Director, Idaho Motor Transport Association
 Gary Moss, Vice President, Ida-Cal Freight Lines, Twin Falls
 Jim Pingree, Terminal Manager, Star Motor Freight, Lewiston
 Dan Gilster, Terminal Manager, P.I.E., Boise

The delegation followed up on their meeting with the Board of last year concerning progress development of construction priorities mentioned at that time. Discussed were timing of the Skookumchuck - Heckman Ranch and Lewiston Hill projects on U.S. Highway 95 and the Rigby to Rexburg section of U.S. Highway 191.

Another request was that the Department consider the advisability of establishing a port of entry on the Lewiston Dike Road to enforce trip permits, etc., for vehicles from the State of Washington.

Board Vice-chairman Barron indicated the Board's appreciation for the Idaho Motor Transport Association policy of working closely with the Board on problems of mutual interest.

Caldwell - Nampa Airport Location Discussed. Meeting with the Board were Dean Dishman, Airport Committee, City of Caldwell, and Joe Gamboa, Caldwell City Councilman, who presented to the Board a plat showing the proposed location of the dual city airport with a 6,660 foot runway which would accommodate and become a dominant factor in air freight for Boise, Nampa, Caldwell and Treasure Valley. They stated that the Boise air terminal is in support of this air freight airport site which would also be used by small private aircraft as a reliever airport.

The purpose of the delegation's appearance was to request that full consideration of access requirements for the new airport be given in the Department's study of Interstate 80N interchanges in the Nampa - Caldwell area. Preference was expressed by the group for an interchange with Ustick Road.

District Engineer Bill Sacht pointed out that the study will encompass many facets of transportation needs in addition to the potential airport site and encouraged Mr. Dishman to assist by providing any other information related to transportation oriented needs in the area which he might have available.

Mr. Dishman stated that the airport site has complete support of the Federal Aviation Administration.

The Board assured the delegation that the Department would continue to coordinate its study efforts with the Airport Committee.

Removal of State Highway 9 Harvard - Deary Section Reviewed. The Board read a letter dated February 20 from the North Latah Highway District setting forth reasons why the removal of this section of State Highway 9 is unrealistic.

After discussing at length the proposal to remove this section from the State Highway System, the Board directed that this matter should be held in abeyance pending further study and evaluation. During the discussion it was reported that the \$200,000 offer made by the Department in exchange for the District taking over the above section was unacceptable to the Highway District. The Board also requested additional information concerning trip lengths and other traffic data. The Board Executive Secretary was instructed to inform the Highway District of the Board's decision.

Yellowstone - Broadway, Idaho Falls, Project T-4060(3), Advanced to 1973 Program. Upon the recommendation of the Department, the Board concurred in advancing the project at Yellowstone and Broadway in Idaho Falls from the 1974 to the 1973 Construction Program with an estimated cost of \$150,000.

Service and Tourist Information Signing Reviewed. The types of motorist service and tourist information signing and centers were reviewed with the Board by the Traffic Engineer. It was pointed out that the Department needs to establish a complete policy relative to service signing and information centers for the State Highway System in Idaho. Presently, there are some discrepancies between Federal requirements, Rules and Regulations for Control of Outdoor Advertising in Idaho, Manual on Uniform Traffic Control Devices and Highway Board Policy. The Highway Board authorized the Department to schedule a hearing for the purpose of correcting the Rules and Regulations for Control of Outdoor Advertising and to satisfy the Administrative Procedures Act for the following modifications:

1. Establish the same criteria for signing motorist services (Gas, Food, Lodging, Phone, Hospital and Camping) whether a General Motorist Service Sign along the Interstate Highway or a specific Motorist Service Sign located in an Interstate Rest Area.
2. Adopt a practical policy on distance location of services along the Interstate and laterally away from Interchanges before signing or information is provided relative to General Motorist Services Signing, specific services information logos, general rest area tourist information and Information Center Advertising.

A general plan for providing Tourist Information was provided with possible Tourist Information Contract Provisions for study by the Board Members. These items will be discussed at the March Highway Board Meeting.

Speed Control Zones (SH 39). The Board approved the prima facie speed limits on SH 39, as recommended and stated in marked Exhibit A-409, which is made a part hereof with like effect as though included in full herein.

Speed Control Zones (US 30). The Board approved the prima facie speed limits on US 30, as recommended and stated in marked Exhibit A-410, which is made a part hereof with like effect as though included in full herein.

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

STM-1701(523) & Stockpiles 1579 & 1580 - The work consists of seal coating approximately 32 miles of SH-37, Holbrook - Rockland, and furnishing antiskid material and aggregate for road mix pavement in stockpiles in the vicinity of Alexander, Henry and Soda Springs, in Oneida, Power and Caribou Counties - State financed. The Board concurred in the award to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, in the amount of \$171,361.70.

Building 1404 "A" - The work consists of installing the heating and plumbing systems at the District One Headquarters multipurpose building at Pocatello, in Bannock County - State financed. The contract was awarded to Greene Plumbing & Heating Co., Pocatello, Idaho, the low bidder, on February 15, 1973, in the amount of \$29,120.00.

Building 1404 "B" - The work consists of installing the electrical system at the District One Headquarters multipurpose building at Pocatello, in Bannock County - State financed. The contract was awarded to Barlow's, Inc., Pocatello, Idaho, the low bidder, on February 20, 1973, in the amount of \$18,910.00.

Stockpiles 5586, 5587 and 5588 - The work consists of crushing and stockpiling cover coat material and 1/2" aggregate for roadmix in the vicinity of Trestle Creek SH-200, Moyie Springs US-2, and Clark Fork SH-200, in Bonner and Boundary Counties - State financed. The contract was awarded to W. R. Sutherland, Spokane, Washington, the low bidder, on February 26, 1973, in the amount of \$71,000.00.

S-6820(3) - The work consists of constructing the roadway, drainage structures, base, road mix pavement, and seal coat on approximately 5.436 miles of the Driggs Road, in Teton County - Federal Aid Secondary and County financed. The contract was awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, on February 26, 1973, in the amount of \$273,747.75.

S-6774(6) - The work consists of constructing the roadway, drainage structures, a 20' concrete culvert and 24' concrete bridge, base, road mix pavement and seal coat on approximately 3.688 miles of the Moody Road, in Madison County - Federal Aid Secondary and County financed. The Board concurred in the award to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$237,452.00.

U-3022(29) and ST-3022(548) - The work consists of constructing the roadway, drainage, plant mix pavement, landscaping, illumination, signal installation and signing on 0.374 mile of Capitol and College Blvds., and on 0.942 mile of Capitol Blvd. (U.S. Highway 20-26-30 in Boise), in Ada County - Federal Aid Urban and State financed. The Board concurred in the award to Quinn-Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$316,521.33.

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-90-1(91)0 "A"	Washington State Line - E. Post Falls I.C. (Incl.)	\$1,910,000.00
F-4113(13)	White Bird Hill Rest Area Water Development	8,500.00
LWC-1481(530)	Georgetown Summit Rest Area	99,000.00

STS-2352(517)	Shoshone - East	\$ 213,000.00
LWC-4201(528)	Lenore Rest Area	230,000.00
F-4113(45)	Cottonwood - South & Bypass	1,482,000.00
ST-4113(554)	Cottonwood Airport South	289,000.00
ST-3111(524)	Marsing North, Section 1	175,000.00
ST-3111(525)	Marsing North, Section 2	90,000.00

Report on AASHO Chief Administrative Officers Meeting. State Highway Engineer Mathes reported to the Board results of the CAO Meeting held in Washington, D. C. on February 6. In a ballot of the states, AASHO adopted the following positions regarding current transportation issues under consideration by Congress:

1. Direct pass-through of Urban System funds to cities cannot be supported by the states.
2. A certification acceptance procedure for projects on the Federal-aid Systems to minimize red tape similar to that currently in effect in the Secondary Program is strongly recommended.
3. Creation of an adequately financed public transportation trust fund is recommended to be funded from taxes other than those currently levied to support the Highway Trust Fund.
4. Recommended that a number of categorical programs contained in Title II of the Compromise Bill be drastically reduced for the purpose of eliminating red tape and permitting flexibility in the use of funds.

A provision to purchase buses from moneys from the Highway Trust Fund was voted down.

Deputy State Highway Engineer Tisdale reported on a meeting with the Federal Highway Administration concerning the sign company payment schedule.

He also reported on meetings with Representatives Steve Symms and Orval Hansen, Senator McClure and Senator Church's staff to discuss Senate Bill 502, the proposed Muskie amendment, and its fiscal impact on Idaho. Following this report the Board suggested that the Department prepare a statement indicating the Board's position on this legislation and urging early passage of a Federal-aid Highway Act.

March and April Board Meeting Dates Set. The March Board Meeting dates were scheduled for March 19 and 20. The April Board Meeting dates were set for April 16 and 17.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
March 19, 1973
Boise, Idaho


JOHN G. FANNING, Chairman



HISTORICAL RECORDS

Dated March 19, 1973 to May 9, 1975

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

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

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

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

MICROFILM ROLL NO. 12

SEAMAN S. MILLS
General Services Supervisor

Date Filmed 12 Sept 77

By Luan Knospe

Lens Reduction 25X

on a Bell and Howell
Planetary Camera

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

March 19 & 20, 1973

The Idaho Board of Highway Directors met in stated regular session at 9:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, March 19, 1973.

Board Reorganizes. The matter of reorganizing the Board as required by statute to be accomplished at the February Board meeting was deferred due to the late Senate confirmation of Carl C. Moore which occurred after the February meeting of the Board.

The Board today reorganized by unanimously naming John G. Fanning, Chairman; Lloyd F. Barron, Vice-chairman; and, Carl C. Moore, Member.

State Highway Engineer Replacement Named. Due to the retirement of former State Highway Engineer E. L. Mathes, the Board by unanimous decision named Mr. V. N. Richardson, Assistant State Highway Engineer (Operations), to the post of State Highway Engineer effective this date.

The Board reappointed E. D. Tisdale to his current position of Deputy State Highway Engineer and Wayne Summers to his current position of Executive Board Secretary. Mr. Summers who was appointed to April 1, 1974, is over 65 years of age and has been extended on a year to year basis.

Three Staff Members Granted Salary Increases. The Board granted the following salary increases to be effective March 19, 1973:

- V. N. Richardson, State Highway Engineer, from \$1884 to \$2184
- E. D. Tisdale, Deputy State Highway Engineer, from \$1884 to \$2080
- Wayne Summers, Board Executive Secretary, from \$1340 to \$1477

Idaho Power Company Outlines their American Falls Dam Timetable. Appearing before the Board were Robert Hogg, Consultant for Idaho Power Company; Ted Diehl, Manager, North Side Canal Company, Jerome; and Tom Olmstead, Director, American Falls Reservoir District, Twin Falls.

Mr. Hogg stated his opinion that if proper preliminaries could be out of the way by September of this year, the Idaho Power Company could build a new dam downstream within a two year period.

Mr. Diehl stated the irrigation users had some reservations as to their responsibility for financing the roadway over a new dam structure and would prefer to have the roadway on a separate crossing.

CC1311

He stated they were aware of the importance of having the full support of the American Falls people for any dam replacement. Mr. Diehl indicated that the subject of financial responsibility for including the roadway across the dam would be open to negotiation.

Ellis Mathes stated that whatever improvement is planned, there should be a unified effort on the part of all principals including Canal Companies and users, the Idaho Power Company, the U.S. Bureau of Reclamation, and the people of American Falls. To this the delegation agreed.

It was unclear as to the amount, scope and timing of preliminaries that would be required before Idaho Power could proceed with design and construction of the dam.

Minutes. The Board approved the minutes of the February 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:

T-4030(12), Signalization at Harrison Boulevard & Hill Road, Ada County - Idaho Power Company

Miscellaneous Correspondence. Read by the Board were the following letters:

1. Owyhee Cattlemen's Association Resolution of appreciation for placing the Owyhee County Road on the State Highway System.
2. North Latah County Highway District letter of March 5 asking for upgrading of the Harvard - Deary State Highway 9 section.
3. Chairman John Sessions, House Transportation Committee, letter of March 12 inquiring as to the relative priority of two sections located between Newdale and Canyon Creek on State Highway 33. The Department has replied that priority is being given to the eastern-most section.
4. Letters to the Governor and routed to Board Member Carl Moore concerning the removal of Interstate sign at McCammon for Lava Hot Springs. The Department advised the Board that several signing modifications are required to sign Lava Hot Springs for the southbound movement on Interstate 15. The Department is planning to accomplish these modifications during the next few weeks and in time for the summer tourist season.

The Board directed the Department to contact Mr. C. Kelly Pearce, Executive Director of the Lava Hot Springs Foundation, writer of one of the letters, and to advise Mayor Seppi of the City of Lava Hot Springs that the Department will be taking care of the problem before the tourist season begins.

5. Letter from Vern Brassey, State Senator from Legislative District 14, concerning the American Falls Dam road, requesting the Board to ignore political considerations in arriving at a determination regarding the improvement of State Highway 39 across the American Falls Dam.
6. Letter from Thomas E. Moss, Blackfoot Chamber of Commerce, urging that any improvement of State Highway 39 across the American Falls Dam be financed with other funds than that needed for the Sterling - Springfield State Highway 39 project contemplated for late this year.

The Board took the Brassey and Moss letters under advisement.

Report on Legislative Bill Actions. Board Secretary Summers outlined those bills affecting the Department's operation that passed or failed to pass the recently adjourned legislative session. The list of bills is in the Board file.

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

B-638. - Annual Report

The State Highway Engineer shall direct the preparation of an annual report which is required by Idaho law to be delivered to the Secretary of State by December 1 of each year.

A preliminary draft of the report must be presented to the Board at their October meeting and a final version at each November meeting.

Status of Federal-aid Funding. Deputy State Highway Engineer Tisdale reported on the current status of Senate Bill 502 and amendment known as the Federal-aid Highway Act of 1973.

The Board requested copies of the bill and amendment as soon as available.

Highway - Law Enforcement Building Space Study Authorized. State Highway Engineer Richardson apprised the Board that the combined Highway and Law Enforcement building has now reached a space saturation point, confirming the original 1959 space study which was targeted for ten years only.

4

He requested a space study to determine both Departments' future needs and to recommend alternatives for meeting those needs. A study was proposed by the architectural firm of Hummel, Hummel, Jones and Shawver, Boise, for \$7,000. This cost would be approximately half that of the firms interviewed.

The Board authorized the Department to enter into an agreement with the said firm for the study.

Request to Operate 70 Foot Combination Length Vehicles Within Lewis, Idaho, Clearwater and Nez Perce Counties. State Highway Engineer Richardson apprised the Board of a request by the A & T Trucking Company of Nezperce to operate truck and trailer combinations up to 70 feet in length. Mr. Richardson stated that approval should be contingent on the use of tandem drive axles because of the hazards of operating single axle combinations from the Prairie to the river levels during the winter months.

The Board approved the requested operation on those sections of the State Highway System in the above four counties that are considered safe for that type of operation. The Department was further directed to monitor the operation of 70 foot units and make further adjustments if necessary.

Setback Clause for Outdoor Advertising Signs Reviewed. Chief Legal Counsel Tway reviewed with the Board the Federal Highway Administration's opinion that signs on setbacks will not be eligible for Federal-aid. This conflicts with the recent opinion from the Attorney General which concludes that sign owners should be reimbursed for removal of those signs which are on restrictive sign easements until the legality of payment for signs on setback easements is determined.

The Board directed the Department to attempt to obtain removal of signs in setbacks by stipulating payment will depend on the resolution of the legal problem and the availability of Federal-aid. In the event the sign companies were successful in seeking Federal reimbursement for specific signs through the courts, State funds would be authorized for matching purposes.

Department's Question Regarding State Highway Maintenance Responsibilities Through Communities Affirmed. Chief Legal Counsel Tway, in response to a question from State Highway Engineer Mathes, reported that the State Highway Department definitely has full authority to remove encroachments on the State Highway System in those communities which are covered by maintenance agreements which specifically grant that authority.

The question arose from the matter of a sign encroachment of Sam's Bar in Bellevue. Although a maintenance agreement was recently signed with the City of Bellevue, the Board determined to take no action against the sign encroachment until a Federal-aid highway project through the City of Bellevue makes such action necessary prior to construction.

TUESDAY, MARCH 20, 1973

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:

- John G. Fanning, Chairman
- Lloyd F. Barron, Vice-chairman
- Carl C. Moore, Member
- V. N. Richardson, State Highway Engineer
- Wayne Summers, Executive Secretary

Sterling - Springfield SH 39 Project Relocation Requested. Appearing before the Board were Willard S. Wray, Bingham County Commissioner; LaMar Whyte, farmer; William L. Anderson and his son, to request that the Board reconsider the location of the Sterling - Springfield Project S-1721(15). The location was determined by the Board after a public hearing held March 29, 1972. The delegation requested that the Board consider an alignment southeast of the Aberdeen - Springfield Canal for several reasons which affect the farm operation of William L. Anderson.

The requested location had been considered by the Department in its studies prior to the 1972 hearing and it was then determined that the location northwest of the canal was the most desirable economically and would result in less over-all disturbance to developed farm land, etc.

After the delegation left, the Board went over the matter including the hearing transcript and after considering all phases of the project together with the statements of the delegation, determined that the Department should proceed in project development on the location as previously determined--that being on the northwest side of the Aberdeen - Springfield Canal--and instructed the Board Secretary to so advise Mr. Anderson.

American Falls Dam Committee Meets with Board. Meeting with the Board were:

- Joe F. Allen, Chairman, American Falls Dam Committee, American Falls
- Lenard Schritter, American Falls Dam Committee, Aberdeen
- Ralph Wheeler, State Representative, District 35, American Falls
- Bill Hauber, American Falls Dam Committee, American Falls
- Bob Crompton, Editor, Power County Press, American Falls
- Dick Garvin, Idaho Bank & Trust Co., American Falls
- John Walker, Superintendent of Water & Land, U.S. Bureau of Reclamation, Boise

DDG535

6

The delegation expressed regret that the Legislature refused to appropriate the necessary revenue sharing (\$600,000) to proceed with immediate restoration of State Highway 39 across the top of the present dam to permit legal loads and two-way traffic. The Board was strongly urged to proceed with construction using State highway funds.

State Highway Engineer Richardson, with the Board's concurrence, stated that the Department has been authorized to proceed with reinforcing the present roadway so as to carry legal loads. This work will require an expenditure of approximately \$70,000. This expenditure would not be lost should alternate financing be found to widen the road 24 feet for two-way traffic.

The Board advised the delegation that fiscal year 1973 State highway funds were insufficient and that it would be several months before the Department's 1974 fiscal status is known. It was pointed out by the Board that the Department's fiscal year budget line items did not provide for the Department expending the above sum of money. Board Member Moore said that he questioned whether the Board would be in position to shift project priorities, particularly in light of the refusal by both houses to provide \$600,000 Federal revenue sharing financing as requested by Governor Andrus.

Mr. Bill Hauber, Manager of Lamb - Weston Packing Company, stated that in light of the Department's fiscal situation one-way traffic with legal loads would be acceptable if provided by the potato harvest season in late August or September.

Mr. Richardson stated that the Department was proceeding with that work immediately. He also noted that legal loads as defined in I.C. 901A are being used as the basis for design.

Board Approves Additional Access Points to Shopping Center at Northeast Corner of Yellowstone Avenue and Alameda Road, Pocatello. Appearing before the Board were Gary Drown, Senior Vice President, Real Estate Inc., and Richard Greener, Attorney, Real Estate Inc., requesting access from Alameda Road for egress only and from Yellowstone Avenue for two-way access. A proposed self-service motor fuels service station is proposed within the confines of the corner.

The Board determined that access to their property to be used by U.S.A. Service Stations could be granted subject to the following stipulations.

A single one-way approach for traffic entering the property westbound on Alameda Road can be granted with the following provisions:

1. The Department of Highways and Federal Highway Administration shall receive the fair market value for granting this access in a partial control of access area.
2. The approach shall be one-way entrance only from Alameda onto the property.

March 20, 1973

- 3. If the Service Station ceases to operate, changes operation, creates objectionable intersection operations, results in driver violations of the approach restriction, or permits drivers to circumvent the traffic signal; then the approach will be closed.

The approach on Yellowstone Avenue can be granted subject to the provisions of the Highway Department's Standard Approach Policy.

The Agreement between the Highway Department and Real Estate Inc., dated November 15, 1971, defined the access points to both Alameda Road and Yellowstone Avenue. When the above access points have been resolved, the Agreement will be amended to conform with the final decision relative to property access.

Advanced Right of Way Acquisition Processing Authorized. Upon the recommendation of the Department, the Board concurred in advancing right of way acquisition on the following:

- 1. US 93 and Pole Line Road intersection in north Twin Falls.
- 2. SH 68 in the vicinity of the Moonstone development not to exceed \$30,000 in calendar year 1973.
- 3. SH 55 two miles north of Boise.
- 4. I-80N in west Caldwell subject to Interstate participation.

Proposed Adjustments of State Highway Operating District Boundaries to Conform to State Planning Regions Approved. The Department outlined to the Board the adjustments necessary, particularly in Custer County, that are required to conform to State Planning Regions set forth last year by the State Planning Department. The geographic adjustments result in District 6 absorbing certain sections of Custer County from District 2. District maintenance service would be worked out to provide the best utilization on maintenance crews. The Board decided to retain the existing District numbering system in recognition of the high cost (\$170,000) to bring the Department's records into conformance with the State Planning Region numbering system. (District 6 is the only District that conforms with the Planning Regions by number.)

Approach to Tooman Property on U.S. 95 Authorized. The Board authorized a joint approach to the proposed sale portion of the Tooman's property and that remaining portion. The Department is to establish the value of the additional access granted and collect that amount from Mr. Tooman before granting the new joint access deed. A portion of the appraised value would be returned to the Federal Highway Administration as compensation and returned to the Department's Federal-aid apportionment.

DDG535

Planning Survey Authorized to Notify Counties and Highway Districts Delinquent in Mileage Reporting that Highway User Funds will be Withheld. Planning Survey Manager L. P. Sheesley reported to the Board that several counties and highway districts had been delinquent in complying with the statutory requirement to report to the Department of Highways mileage reports as to their respective systems.

Since the frequency of these delinquencies is increasing, the Board directed the Department to inform delinquent road jurisdictions that Idaho highway user moneys would be withheld until the mileage reports are received.

Forest Highway Project Priorities. The Planning & Traffic Division presented information on Forest Highway funds and a suggested list of priorities for projects to utilize the anticipated fiscal year 1974 obligation limit of 1.6 million dollars. The Board approved designation of previously authorized fiscal year 1971 funds to a project on the Clark Fork Highway for construction of a boat basin at Hope. The balance of fiscal year 1971 funds would become available to the Federal Highway Administration for preliminary engineering purposes. Projects for utilization of funds authorized in fiscal year 1972 would include a grade, base and BST project on the Clark Fork Highway from Hirschell Lighthouse, East for approximately \$340,000, and a project on the Idaho City to Stanley Highway for grade, base and pavement of the remaining 6-1/2 miles at a cost of approximately 1.3 million dollars. Two hundred thousand of this amount would be financed by Federal-aid Primary funds.

Truck Speed Control Zones (US 20 & 191). The Board approved the prima facie truck speed limits on US 20 & 191, as recommended and stated in marked Exhibit A-411, which is made a part hereof with like effect as though included in full herein.

Speed Control Zones (SH 78, SH 45, US 30, SH 72, SH 4, US 10, I-90, SH 41, SH 53, US 95, US 2 & 95, US 95 Bus.). The Board approved the prima facie speed limits on SH 78, SH 45, US 30, SH 72, SH 4, US 10, I-90, SH 41, SH 53, US 95, US 2 & 95, US 95 Bus., as recommended and stated in marked Exhibit A-412, 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 5). The Board approved the exclusion of stop signs at thirteen signalized railroad grade crossings on the State Highway System in District 5, as shown in official Exhibit C-88, which is made a part hereof with like effect as though included in full herein.

Load Limits as Effected by Twin Falls County District Court Case, Sterling H. Nelson v. Commissioner of Law Enforcement. The Chief Legal Counsel advised the Board that in the case of Sterling H. Nelson & Sons, Inc. v. John Bender, Commissioner of Law Enforcement of the State of Idaho and Clark Hand, Superintendent of Idaho State

DDG535

Police, pending in the Fifth Judicial District of the State of Idaho for Twin Falls County, that Judge Cunningham held Section 49-901(a) and (b), Idaho Code, pertaining to load limits, to be unconstitutional and held that Section 49-901(c), Idaho Code, which was the farmers, loggers and miners exception, to be constitutional. The judgment further held Section 49-901A, Idaho Code, to be unconstitutional as it applied to commercial truckers. The Board was advised that the effect of this ruling was to change the weight limits that were in effect on Idaho highways on July 1, 1956. Chief Legal Counsel further advised the Highway Board that the Federal Highway Administration advised the Idaho Department of Highways by telegram that should this decision be permitted to stand that no further apportionments of Interstate highway funds would be made to the State of Idaho since such decision conflicted with Title 23, Section 127, U.S.C. The Board ordered the Legal Division to cooperate with Mr. Jim Blaine, attorney for Department of Law Enforcement, in either getting the judgment amended or in the appeal of the decision.

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

<u>Project</u>	<u>Location</u>	<u>Amount</u>
T-4030(15)	Chinden Blvd. - 44th St.	\$60,000.00

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

STM-2361(573), ST-2391(538) and Stockpile 2583 - The work consists of seal coating approximately 4.9 miles of US-30, Filer - Twin Falls, constructing a plant mix pavement on 3.5 miles of US-93, Godwin - Jct. US 30 and furnishing aggregate for roadmix pavement and cover coat material in stockpiles in the vicinity of MP-30.6 (US-93), in Twin Falls County - State financed. The Board concurred in the award to Circle "A" Construction Co., Inc., Twin Falls, Idaho, the low bidder, in the amount of \$198,251.81.

I-IG-80N-2(21)118 (Structures) - The work consists of constructing 1094' and 1122' steel girder bridges over the U.P.R.R. and the Snake River, embankment for abutments and a frontage road on I-80N, W. Snake River near Glens Ferry, in Elmore County - Federal Aid Interstate and State financed. The Board concurred in the award to Miller Construction Co., Boise, Idaho, the low bidder, in the amount of \$2,748,080.25.

STM-2023(527) - The work consists of painting steel shell pilings and handrail on various bridges (6) on I-80N, Heyburn East, in Cassia and Minidoka Counties - State financed. The Board concurred in the award to Max Stuart & Co., Twin Falls, Idaho, the low bidder, in the amount of \$24,878.00.

Stockpile No. 4590 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpile at the Weippe Maintenance Yard (SH-11), in Clearwater County - State financed. The Board concurred in the award to DeAtley Corporation, Lewiston, Idaho, the low bidder, in the amount of \$45,450.00.

RS-4703(2) - The work consists of constructing the roadway, drainage structures, a plant mix surface with future seal coat, signing and striping on 6.794 miles of the Mount Idaho Road from Mount Idaho southeast, in Idaho County - Federal Aid Secondary and County financed. The Board concurred in the award to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder, in the amount of \$283,826.51.

STM-3111(527), STM-3112(536), Stockpiles No. 3554 and 3558 - The work consists of seal coating approximately 4.2 miles, Anderson Corner - North, and 4.62 miles, Payette Bypass, on US-95, and furnishing cover coat materials in stockpiles in the vicinity of Parma and Caldwell, in Canyon and Payette Counties - State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, on March 23, 1973, in the amount of \$81,367.00.

STM-4113(565) - The work consists of seal coating approximately 32.45 miles of US-95, Craigmont - Spalding and furnishing cover coat material in stockpile at the Craigmont Maintenance Yard, in Lewis and Nez Perce Counties - State financed. The Board concurred in the award to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, in the amount of \$181,481.25.

Stockpile No. 3557 - The work consists of furnishing cover coat material and aggregate for road mix pavement in stockpiles right and adjacent to MP-50.8 (SH-51), in Owyhee County - State financed. The Board concurred in the award to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, in the amount of \$47,300.00.

I-90-1(47)61 "C" - Demolition of Pacific Hotel in Wallace, Idaho - Federal Aid Interstate and State financed. The Board was advised that Tom R. Scott, Spokane, Washington, was the low bidder in the amount of \$9,675.00.

S-1805(2) - The work consists of constructing a 150' prestressed concrete structure over the Bear River near Bern, in Bear Lake County - Federal Aid Secondary and County financed. The Board concurred in the award to A & R Construction, Inc., Lewiston, Idaho, the low bidder, in the amount of \$102,746.50.

BR-F-2391(25) & F-RF-2391(23) - The work consists of constructing the roadway, drainage structures, aggregate base, plant mix pavement, seal coat and a 1,500' steel arch bridge over the Snake River on 0.829 mile of US-93, Snake River Bridge and approaches, in Jerome and Twin Falls Counties - Federal Aid Bridge Replacement, Primary and State financed. The Board concurred in the award to Allied Structural Steel Co., Hammond, Indiana, the low bidder, in the amount of \$8,476,275.10.

LWC-2361(574), 2392(536) & Redevelop Fairfield Well - The work consists of drilling and casing Rest Area Wells at Cedar Draw and Timmerman Hill and Redeveloping the Fairfield Maintenance Shed Well, in Blaine, Twin Falls and Camas Counties - Federal Aid and State financed. The Board concurred in the award to Roessler Well Drilling, Shoshone, Idaho, the low bidder, in the amount of \$8,004.00.

I-90-1(47)61 "B" - Demolition of Foundry in Wallace, Idaho - Federal Aid Interstate and State financed. The Board was advised that Zanetti Bros., Inc., Osburn, Idaho, was the low bidder in the amount of \$8,400.00.

Authority for Condemnation. The Board of Highway Directors approved and signed the order of condemnation on the following parcel of land:

US 20 & 191	F-6471(39) (Rigby Section)	J. W. Hanson, also known as John W. Hanson & Donna Hanson	Parcel Nos. 23 & 23R
----------------	----------------------------------	---	-------------------------

Approval to Purchase Remainder Property for Use in Land Trade.

I-15	I-15-1(62)0 (Utah Line- Malad)	Leo D. Williams	Parcel No. 14
------	--------------------------------------	-----------------	---------------

The Board approved purchase of 144.33 acres from Leo D. Williams (Parcel 14) to be used in exchange as part payment for the right of way needed from Mr. George H. Chatburn (Parcel 16) -- the difference between the purchase price of the 144.33 acres and payment for right of way on Parcel 16 to be paid to Mr. Chatburn.

Sign Program. The Chief Right of Way Agent advised the Board of the progress made on removal of signs during the past month. He also discussed with the Board the method anticipated in proceeding with the signs owned by sign companies based on the new cost schedule and depreciation procedures recently approved by the FHWA. He advised that the Right of Way Division anticipates attempting negotiations with the sign companies in the very near future.

Condemnations (Carry-over from February 20 Board Meeting).

I-15	I-15-1(27)8 (South Malad- Deep Creek)
------	---

The Chief Right of Way Agent advised the Board that two of the eight parcels submitted for condemnation in the February meeting can possibly be settled. It appears that the remaining parcels will go through condemnation for settlement.

DDG535

12

Corps of Engineers. The Chief Right of Way Agent discussed with the Board the request from the Corps of Engineers for an agreement covering use of the Clearwater River channel in vicinity of Memorial Bridge for the Port of Lewiston.

It was pointed out that the agreement was not considered adequate to protect the State if damage to the bridge were caused by washing action from the pool of the port area.

The Board directed that the Chief Legal Counsel prepare the necessary agreement to protect the Department and gave approval for the State Highway Engineer to sign the agreement.

Secondary Roads Engineer Reports on State Highway System Actions.

- (a) State Highway 81. Agreement has been transmitted to Raft River Highway District making removal of S.H. 81 effective April 1. Highway District has verbally concurred with this date but has not returned signed agreement.
- (b) State Highway 24. Letter from Minidoka County Highway District dated March 2, 1973, requesting the State pave, seal and stripe S.H. 24 before it is removed from the State Highway System was discussed. District 2 estimates cost of this work to be about \$567,000 and if agreed to establish precedent for paving balance of S.H. 24 estimated to add an additional \$896,000.

Since it will be some time before all improvements programmed can be accomplished and the route removed from the State's system, the Board determined to hold the matter in abeyance and gave the Department the following directive: When the last section of the proposed improvements can be scheduled within the current year's construction program, that portion of the route within Minidoka County will be reviewed to determine whether, in the opinion of the Department, any repairs or improvements are required.

- (c) State Highway 7. South of Nez Perce. Agreements for removal have been transmitted to the three agencies involved. Greencreek Highway District has signed and returned its agreement.

State Highway 7. North of Nez Perce & Gilbert Grade. Clearwater County has not responded to the Department's letter of December 4, 1972, relating Board's decision to expend only \$100,000 on improvements to Gilbert Grade and to pave only that portion of S.H. 7 within Clearwater County from the top of the grade south. Secondary Roads Engineer Laragan recommended not improving the route within Clearwater County unless the County signs agreement to maintain. Target date for removal of the Clearwater County section of State Highway 7 is January 1, 1975, if programmed improvements can be financed.

The Board determined to hold this matter in abeyance and directed the Secondary Roads and District Engineer to pursue removal of the route with Clearwater County next fall when current improvements are more clearly defined and a firm date for removal can be established.

April and May Board Meeting Dates Set. The April Board Meeting dates were scheduled for April 16 and 17. The May Board Meeting dates were set for May 7 in Boise, with the North Idaho Board Tour May 8 - 11.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
April 16, 1973
Boise, Idaho


JOHN G. FANNING, Chairman

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

April 16 & 17, 1973

The Idaho Board of Highway Directors met in stated regular session at 10 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, April 16, 1973. Present were:

- John G. Fanning, Chairman - Director, District 1
- Lloyd F. Barron, Vice-chairman - Director, District 2
- Carl C. Moore, Member- Director, District 3
- V. N. Richardson, State Highway Engineer
- Wayne Summers, Executive Secretary

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

State Highway 21 Warm Springs Mesa Slide Report. State Highway Engineer Richardson reported to the Board the status of the Department's participation in the slide investigation work on State Highway 21 under the Warm Springs Mesa Subdivision. He stated the work is being done at the request and with the cooperation of the Ada County Highway District. \$7,500 in work has been expended by the Department to date. The slide correction work has been suspended pending further geological analysis of the problem.

DDG535

14

Committee to Examine Candidates for Assistant State Highway Engineer (Operations) or (Engineering) Post Named. State Highway Engineer Richardson reported to the Board that the following committee has been named to examine the candidates for the position of Assistant State Highway Engineer (Operations) or (Engineering):

Sidwell H. Smith, Dean, College of Engineering, University of Idaho

E. L. Mathes, former State Highway Engineer

E. D. Tisdale, Deputy State Highway Engineer

Candidates within the Department are:

Harry Day, District 6 Engineer

Orion Grunerud, Construction Engineer

Marcey Laragan, Secondary Roads Engineer

Marvin Lotspeich, District 4 Engineer

Phillip A. Marsh, Planning & Traffic Engineer

Andrew Nielsen, District 1 Engineer

James Pline, Traffic Engineer

William Sacht, District 3 Engineer

Blaine Sessions, Surveys & Plans Engineer

Roy Jump, Maintenance Engineer

It is anticipated the committee will report its findings during the week of April 25.

Department-wide Salary Increases Discussed. State Highway Engineer Richardson reported that the 1973 Highway Act, when it is finally passed, will provide less funds for highway construction than expected last July at the time the Department's fiscal year 1974 budget was prepared. With a lighter construction workload, it is expected that a portion of the temporary construction personnel salaries budget could be used to accommodate a five per cent Department-wide increase during fiscal year 1974 providing the Personnel Commission and Governor decide to provide a cost of living adjustment within the salaries and wages budgets set by the Legislature.

Transfer of 1973 Salaries and Wages to Current Expenses Request Authorized. State Highway Engineer Richardson apprised the Board of the need for a \$500,000 increase in the Department's fiscal year 1973 budget for operating expenses. The adjustment is related to inflationary increases for the following items: maintenance stockpiles - \$190,000; motor fuels for all Districts and Department operations - \$110,000; plywood traffic signs - \$30,000; and, plantmix material for road surface paving - \$170,000.

The Board authorized the Department to make a request to the Board of Examiners to transfer \$500,000 from salaries and wages for winter maintenance and spring breakup contingencies which did not occur this past fiscal year to offset the increase in the "operating expense" item.

April 16, 1973

Department Authorized to Develop Board Position Statement on Federal Legislation. Deputy State Highway Engineer Tisdale reviewed with the Board the House and Senate versions of a Federal-aid Highway Act for fiscal years 1974 through 1976.

The Board concurred in the Department developing a statement from the Board to the congressional delegation comparing the various impacts of each bill on Idaho's street, road and highway programs.

Second Location Hearing for State Highway 64 Between Nezperce and Kamiah Recommended. Board Member Carl Moore recommended and the other members concurred that the Department should provide a second location hearing for State Highway 64 between Nezperce and Kamiah to obtain testimony regarding the latest alternative studied by the District. This plan would generally follow the existing highway except for the lower section which would drop into Lawyers Canyon in a more direct alignment to eliminate the Kamiah hill switchbacks. Its length is comparable to that of the Suzie Creek alignment previously approved. Mr. Moore further suggested that local officials might be receptive to removal of State Highway 62 from the System.

Board Concurs in Revised Travel Allowances. The Board unanimously agreed that on July 1, 1973, the State Highway Engineer will implement the rates fixed by the Board of Examiners for per diem and personal auto claims allowed employees while on official Department travel status. Such actions are the result of legislation passed by the 42nd Legislature - First Regular Session.

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

B-605 - Authority to Sign Contracts and Agreements

The Board of Highway Directors authorizes the State Highway Engineer to sign in its name and behalf, all contracts and agreements required for the proper functioning of the Highway Department and/or the development or construction of any project or item listed on the approved Program and budget. Using controlled limitations and as needed to efficiently carry out his duties, he may extend this authority to staff members designated by him.

- Former dates of Board Policy B-605:
2/10/54; Board Minutes of 5/19/72 on page 162, book 13
- Supersedes and withdraws Board Policy:
B-623, Board Concurs in Policy for Limited Consulting Services

DDG535

B-608 - Obtaining Professional or General Services

When professional or other general services cannot be economically performed by the Department to where performance requirements preclude competitive bidding, the State Highway Engineer is authorized to appoint knowledgeable staff members to an Evaluation Committee. Said committee shall invite qualified firms to submit proposals for the required work and recommend to the State Highway Engineer the most capable firm. When a service requires a fee in excess of \$50,000, the Evaluation Committee must arrange a pre-audit of the firm's capability of sustained performance and a post-audit of the work done by them.

Contracts or agreements in excess of \$10,000 must comply with the fair practice code of Board Policy B-635, and be submitted to the Board for approval. Each July, a report will be submitted to the Board listing all professional or general services utilized during the fiscal year.

All other factors being equal, Idaho firms shall receive first preference in selection, and, when practical, appointments for the work shall be made to firms residing in the local area where the work is to be done. Resident firms of the United States shall be given preference over those based in foreign countries.

- Former dates of B-608:
8/18/62

- Supersedes and withdraws the following Board Policies:
B-003, Hiring Architects, dated 3/12/63
B-607, Agreements with Consulting Engineers, dated
9/6/56

Fish and Game Department's Request for Six Rest Areas Discussed.
The Board was apprised of the Fish and Game Department's request for access to and use of six areas owned by the Department along the Little Salmon River between Hazard Creek and Riggins to accommodate fishermen during the fishing season. Facilities, including toilets and litter barrels, would be installed and maintained by the Fish and Game personnel.

The Board concurred in State Highway Engineer Richardson's recommendation that the District Engineers be granted authority to determine the adequacy and safety of traffic operations at the access points requested by the Fish and Game Department. The Department was granted authority to issue use permits for those areas with reasonable and safe access provisions.

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

STM-4201(529) & STM-4211(514) - The work consists of seal coating on approximately 6.95 miles of US-12, Kamiah - Kooskia, and on 15.27 miles of SH-13, Kooskia - Harpster Jct., and furnishing cover coat material in stockpile in the vicinity of Kooskia, in Idaho County - State financed. The Board concurred in the award to H & H Contractors, Inc., Grangeville, Idaho, the low bidder, in the amount of \$94,010.50.

STM-5101(509), STM-5121(538) & STM-5121(539) - The work consists of seal coating approximately 20.18 miles of US-2, Moyie - Montana State Line and Old Town - Priest River Bridge and 6.1 miles of SH-200, Pack River Bridge - Hope, in Bonner and Boundary Counties - State financed. The Board concurred in the award to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, in the amount of \$67,006.00.

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>
STS-2392(508)	Sawtooth Valley Structure Advertised 4/9. Bid Opening 4/24	\$ 208,000.00
I-IG-90-1(91)0 "A"	Washington State Line East Advertised 4/23. Bid Opening 5/15	2,585,000.00
STS-1032(538)	Ajax Road - Fort Hall Advertised 4/28. Bid Opening 5/8	136,000.00
ST-4749(510)	North Nez Perce No. Advertised 4/26. Bid Opening 5/8	484,000.00
US-3754(10), (11), T-4030(6)	12th Ave. So. Advertised 4/30. Bid Opening 5/22	600,000.00

Removal from the State Highway System (SH 81). The Board approved the removal of a portion of State Highway No. 81, 24.1 miles in length, beginning at the junction with State Highway No. 77 in Malta and ending at the Utah State Line south of Strevell, as shown in official Exhibit B-124, which is made a part hereof with like effect as though included in full herein.

DDG535

TUESDAY, APRIL 17, 1973

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:

John G. Fanning, Chairman
 Lloyd F. Barron, Vice-chairman
 Carl C. Moore, Member
 V. N. Richardson, State Highway Engineer
 Wayne Summers, Executive Secretary

Governor Requests Preservation of Existing Lewiston Hill, U.S. Highway 95. At a April 17 meeting Governor Andrus requested that the Department work to insure adequate preservation of the existing Lewiston Hill route during and following construction of the planned highway relocation.

The economic value of the present highway as a recreational scenic drive and possible use for sports car hill climbing events was cited.

It was agreed that the Department would endeavor to secure the necessary maintenance agreements with local units prior to removal of the existing highway from the State Highway System.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
F-6471(56)	Mack's Bridge US 20, M.P. 221.6 to M.P. 221.9	Standard Approach Policy
F-6471(57)	Pond's Bridge US 20, M.P. 215.8 to M.P. 216.5	Standard Approach Policy
S-3790(1)	Boise River Bridges South of Eagle SH 69, M.P. 16.78 to M.P. 17.16 SH 69, M.P. 17.52 to M.P. 17.96	* Partial Control, Type "A" * Partial Control, Type "A"
ST-2809(510)	Camas - Blaine County Line to Junction US 93 SH 68, M.P. 176.25 to M.P. 189.40	** Partial Control, Type "F"

April 17, 1973

* PARTIAL CONTROL, TYPE "A"

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.

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 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.

DDG535

Location on Plans

The location of allowable private approaches under Type "A" Partial Access shall be indicated on the project plans submitted to the Board for construction approval.

** PARTIAL CONTROL, TYPE "F"

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.

Spacing of Private Approaches

A maximum of three (3) private approaches per side per mile may be allowed as shown on the plans until such time as they may be eliminated through the construction of a frontage road.

New Private Approaches

Existing private approaches may be connected by a 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.

Use of Private Approaches

All private approaches shall be unrestricted as to use.

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.

Location on Plans

The location of allowable private approaches under Type "F" Partial Access shall be indicated on the project plans submitted to the Board for construction approval.

Board Approves Priorities for Department's Location Environmental Studies Project Developments. Upon the recommendation of Planning Engineer Howard Pilkington, the Board concurred in establishing No. 1 and No. 2 project planning priorities in the six Districts. The priority listing will direct and assist the Department's work assignment in developing those projects as shown on the list which is in Central Files.

Board Directs the Department to Proceed with Tourist Information Centers in Five Areas of the Interstate System. Traffic Engineer James Pline reported to the Board on the Department's progress in developing tourist information service manned or unmanned sites.

After considerable discussion the Board directed that the Department develop necessary contract specifications to operate said information centers. The Board also approved the proceeding to contract for approximately six small movable information modules for use in selected rest areas.

State Highway 75 Signing Ordered. Chief Legal Counsel Tway reported on legal action being taken against the Department as a result of an accident occurrence on the unpaved section of State Highway 75 between Ketchum and Trail Creek Summit. He further advised the Board that signing on State Highway 75 warning motorists that unpaved portions are not maintained by the Department should be installed. To this the Board concurred.

Board Authorizes Department to Cooperate with State Parks Department in Signing of State Highway 54 Through Farragut State Park. Traffic Engineer James Pline reported to the Board the request of State Parks Director Bly asking again for consideration to restrict the use of State Highway 54 through the Park to Park users only.

The Board determined that it would be impossible to restrict usage as a State highway to certain classes only but that the Department should cooperate with the Parks Department in providing directional signing along the highway as may be needed to assist the Parks Department in collecting fees from Park users.

The Board asked for a report concerning the cost to the Department of maintaining State Park roads. The report should include all reimbursements, if any, the Department receives for such services. Following receipt of this report, the Board will give further consideration to possible transfer of the section of State Highway 54 through Farragut State Park to the Park Road System.

Coeur d'Alene Sign Relocation (to Brugger Property) Authorized. With reference to the pending case of Western Frontiers, Inc., an Idaho corporation, v. Markham Advertising Company and the Idaho Department of Highways, the Legal Counsel advised the Board that a site could be obtained on the Brugger property located west of the Ross Point Interchange on I-90 to be used in relocating the North Shore sign presently located in a scenic area along Interstate Highway 90 between Coeur d'Alene and Post Falls. However, the Idaho Board of Highway Directors in purchasing adjacent land for Interstate 90 had obtained a structure and sign setback clause in the Brugger property deed at no cost. Since the land use is now commercial, the Chief Legal Counsel requested that the Board waive the sign setback clause for the purpose of moving the North Shore Motel sign to this location. The Board concurred in the waiver of the sign setback clause for one sign only.

April 17, 1973

DDG535

Board Authorizes Appeal on Sterling Nelson v. Bender Case. In reporting on court actions, the Chief Legal Counsel reported that Judge Cunningham denied the petition of the Idaho Board of Highway Directors to intervene in the case of Sterling H. Nelson v. John Bender, Commissioner of Law Enforcement, et al, as well as the motion of the defendant Bender to amend the findings of fact, conclusions of law and judgment. The Board was further advised that the Attorney General, working with the Legal Division of the Highway Department, intended to appeal the judgment in the case and the Chief Legal Counsel requested authority to appeal the decision of the court to deny intervention. The request was granted and the Board ordered the Legal Division to appeal denial of the motion to intervene.

Approval of Order Abandoning State of Idaho Easement #436 for a Crusher Site on the Southwesterly Side of State Highway 11, North of Weippe, and Lying in the E-1/2 NE-1/4 of Section 36, Township 36 North, Range 4 East, B.M. (Pit #CW-63). The Board approved and signed the order abandoning the crusher site easement to the State Land Department.

Idaho Falls Maintenance Shed Site - Approval to Sell: Lots 1, 2, 3, 4 and 5, Block 16, Dwight's Addition to the Town of Eagle Rock, now the City of Idaho Falls. The Board approved sale of the old Idaho Falls maintenance shed site to be auctioned with a floor of \$15,000 as appraised.

Condemnation Authority. The Board approved and signed orders of condemnation on the following listed parcels:

I-15	I-15-1(62)0 (Utah St. Line-North)	George Ellis Harris & Hanna S. Harris	Parcel No. 4 and 4-R
I-15	I-15-1(62)0 (Utah St. Line-North)	Ervin C. Hoskins	Parcel No. 11
I-80N	I-IG-80N-3(32)138 (W. Bliss I.C.- E. Bliss I.C.)	Willard D. Allen & Joyce Allen	Parcel No. 9

Sign Program Report. The Chief Right of Way Agent advised the Board of the progress made on sign removals during the past month.

He also advised the Board that our depreciation schedules for the sign companies had been prepared and submitted to the FHWA for review and approval. It is anticipated FHWA will commence its review the week of the 23rd. (4/23/73)

Request for New Point of Access.

US 95

F-4113(16)
(Pollock)

Gene Tooman

Parcel No. 8 A

The Board approved and signed a quitclaim deed to Mr. and Mrs. Gene Tooman for a 30' joint use approach on the left side opposite Station 387+42. This deed will be delivered to the Toomans upon receipt of the \$500 for payment of this access.

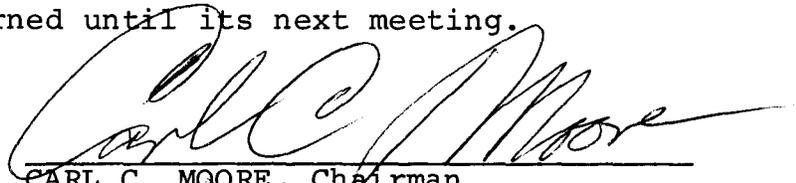
Approval of Request of the State Fish and Game Department for Use of Right of Way in Connection with its Plans for the Development of Certain Fishing Sites Along the Little Salmon River on U.S. 95 in Adams & Idaho Counties. (Districts 3 and 4). The Board approved granting the Fish & Game Department use of six areas within the high-way right of way along the Little Salmon River between Hazard Creek and Riggins. The approval was given subject to District control through issuance of right of way permits.

North Idaho Board Tour Itinerary Firmed. Board Secretary Summers outlined for the Board the request for meetings on its North Idaho Board Tour May 8 through May 11, to which the Board concurred.

May and June Board Meeting Dates. The May Board Meeting date was scheduled for Monday, May 7, from 8 a.m. until 2 p.m. The Board will leave Boise at 2 p.m. to begin their tour of North Idaho. The tour will continue through Friday, May 11.

The Board scheduled its June meeting for June 11, 12 & 13.

WHEREUPON, the Board adjourned until its next meeting.



CARL C. MOORE, Chairman

Read and Approved
May 7, 1973
Boise, Idaho

DDG535

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

May 7, 1973

and

MINUTES OF THE NORTH IDAHO BOARD TOUR

May 8 - 11, 1973

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, Monday, May 7, 1973.

Board Organizes. Board Vice-chairman Lloyd Barron moved and the Board concurred unanimously to elect Carl C. Moore Chairman. Whereupon, Lloyd F. Barron was unanimously reelected Vice-chairman. Roy I. Stroschein of Sterling, Idaho, recent appointee to the Board replacing John G. Fanning, deceased director from Board District 1, was unanimously elected Member. Mr. Stroschein's oath of office was filed 5-4-73 with the Secretary of State's office.

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:

I-IG-90-1(91)0 Const. Sec. A, I-IG-90-1(51)0 P.E. & R/W, Washington State Line - East Post Falls I.C., Kootenai County - Washington Water Power Co., General Telephone Company of the Northwest, and Kootenai Electric Cooperative Inc.

STS-2392(528), Sawtooth Valley Structures, Blaine & Custer Counties - Mountain Bell

State Highway Engineer Reports on American Falls Dam Replacement Meeting. State Highway Engineer Richardson reported on the meeting recently held at Burley with the water users, the space holders, and the American Falls Bridge Committee.

A determination was made that one firm of consulting engineers should be retained to prepare a total design for the dam and roadway including all necessary location and environmental clearances. Bechtel Engineers is being considered by Idaho Power and the water users for that purpose. The Board concurred that the Department of Highways should participate financially to the extent of half of the cost of designing a four-lane crossing.

Salary Increase Scheduled January 1 Under Executive Order 73-2 Reviewed. The Department reviewed with the Board Governor Andrus' Executive Order 73-2 setting forth five per cent increases for State employees effective January 1, 1974. The Board was advised that the Department should be able to finance the increase within its approved 1974 fiscal year budget.

Board Authorizes Reprint of Oregon Trail Brochure. The Department recommended reprinting the Oregon Trail Brochure issue which has been exhausted the last few years. A reprint of 10,000 copies is estimated to cost \$3,000.

The Board directed the Department to inquire if the Idaho Historical Society is in position to participate to some degree in sharing the cost of the reprinting.

Clover Road - U.S. 30 Connection Improvement Discussed. The Board read a letter from State Senator John Barker dated April 24, together with a petition of 420 names, asking for widening U.S. Highway 30 at the junction of the Clover Road west of Filer to accommodate a left turn lane.

The Department suggested and the Board concurred in the District developing estimates of cost of the requested improvement to be reported to the Board at the June meeting. The cost of providing left turning lanes at the Cedar crossing northwest of the Clover Road intersection was also requested.

Additional Warehouse Space Approved. It was proposed and the Board concurred to increase the Department's warehouse space by adding a second unit to the present warehouse at an estimated total cost of \$133,000. The plot plan is available in Central Files.

Designated Routes for 98-foot Vehicles Approved. The Board was advised that Consolidated Freightways, Incorporated is engaged in transportation for Tupperware, Incorporated between Jerome and Twin Falls and has requested that State Highway 79 between Jerome and I-80N be added to the list of routes designated for operation of vehicle combinations in excess of 65 feet.

In view of this request, the Board approved both the SH 79 and SH 25 connections to Jerome, and also (1) Interstate Business Loops into American Falls, (2) Interstate Business Loop into McCammon, and (3) US 20 from the Idaho Falls Airport Interchange to Ucon to provide access to north Idaho Falls.

Hill City Speed Limits. Lower speed limits at Hill City were discussed in response to local citizen concern. Speed checks were requested by the Board for consideration at its next meeting.

May 7, 1973

DDG535

Speed Control Zones (SH 68, US 30). The Board approved the prima facie speed limits on SH 68 and US 30, as recommended and stated in marked Exhibit A-413, which is made a part hereof with like effect as though included in full herein.

Public Hearings Approved. The Board authorized the following projects to go to public hearing when ready:

T-4030(7), 15th Street Extension in Boise (Design)

FHP-21-2(2) & S-4706(1), Idaho Co. Line - Burgdorf Jct.
(Combined) Opportunity

S-3898(3), Tamarack Falls Bridge (Combined) Opportunity

SU-3793(1), Broadway Avenue (Garfield Street - Richmond Street) in Boise (Combined)

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

U-6033(29), Broadway Street in Idaho Falls (Combined)
Opportunity

T-4060(3), Broadway Street in Idaho Falls, Yellowstone
and Capitol (Combined) Opportunity

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

I-90-1(46)69 - The work consists of constructing a plant mix base on I-90, a plant mix base and surface on rest area roadways, signing and illumination on 2.415 miles of I-90, Mullan - East and West, in Shoshone County - Federal Aid Interstate and State financed. The Board concurred in the award to McAtee & Heathe, Inc., Spokane, Washington, the low bidder, in the amount of \$731,218.50.

F-4113(38) "A" - The work consists of constructing the roadway (to subgrade) and drainage structures on approximately 0.25 mile of US-95, Salmon River - White Bird, in Idaho County - Federal Aid Primary and State financed. The Board concurred in the award to Goodfellow Bros., Inc., Wenatchee, Washington, the low bidder, in the amount of \$693,243.00.

Yard No. 9900 - The work consists of constructing a lawn at the Central Materials Laboratory at Boise, Idaho (3311 West State Street), in Ada County - State financed. As the low bid was 205.7 per cent over the Engineer's Estimate, the bid was rejected.

Plans, Specifications and Estimates Approved. The Board reviewed the plans and concurred in the following future bid opening subject to the availability of funds:

<u>Project</u>	<u>Location</u>
S-4780(13)	North of Pierce

Mrs. Gene Tooman of Pollock Pleads for Reduction of Cost of Additional Access, U.S. 95. Mrs. Gene Tooman appeared to plead for a reduction of the \$500.00 appraisal for additional joint access to her property on U.S. Highway 95 near Pollock. Mrs. Tooman, who is 64 and whose husband is 84, stated that they are dividing one and one-half acres into another lot to be sold to a relative for \$5,000.00. She said the \$500.00 would have to be absorbed by them and the price asked by the Department for the additional access was much too high a figure for the value of the property considered. They are on social security with no other income.

It was explained that the Federal Highway Administration requires compensation for any additional access since these rights were purchased at the time the highway right of way was acquired when U.S. 95 was improved on a new alignment several years ago.

The Board stated that the Department would make a second appraisal and review it.

Approval to Purchase Uneconomic Remainder.

I-90	I-IG-90-1(51)0 R/W (Washington State Line - East Post Falls I.C.)	Kisemus Camp No. 8232 of the Royal Neighbors of America	Parcel No. 86-1
------	--	--	--------------------

The Board approved the purchase of the 0.036 acres uneconomic remainder on this parcel.

Condemnation Authority.

I-15	I-15-1(62)0 (Utah State Line- North)	Morgan W. Harris & Mary D. Harris	Parcel No. 5
I-15	I-15-1(62)0 (Utah State Line- North)	Daniel L. Tovey & Eunice W. Tovey	Parcel No. 18

The Board approved and signed orders of condemnation on the above-listed parcels.

DDG535

Sign Program Report. The Chief Right of Way Agent advised the Board of the progress made on the sign removals during the past month.

He also advised that a field review of the Department's recommended depreciation schedule had been made by the FHWA during the past week. However, that approval (or disapproval) of the depreciation schedule has not been received from the FHWA as of this date.

NORTH IDAHO BOARD TOUR

The Board began their tour of North Idaho by flying to Spokane Monday afternoon, May 7, 1973. Those on the tour were:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice-chairman
 Roy I. Stroschein, Member
 V. N. Richardson, State Highway Engineer
 E. D. Tisdale, Deputy State Highway Engineer (May 8-10 only)
 Wayne Summers, Executive Secretary
 Omar L. Homme, Division Engineer, Federal Highway Administration
 Eldon Green, Deputy Regional Administrator, Federal Highway Administration, Portland

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

Tuesday, May 8, 1973

The Board met with the Sandpoint Chamber of Commerce at 10 a.m. and the Bonners Ferry Chamber of Commerce at noon traveling by way of State Highway 41, SH 200, U.S. 95, and returning by way of U.S. 95 to Coeur d'Alene. The Board viewed the problems of the Hope - Denton Curves, SH 200, Federal Highway Administration project and the Farragut State Park entrance control problems.

Wednesday, May 9, 1973

The Board met with the Kellogg, Osburn, and Wallace Mayors and Shoshone County Commissioners at Kellogg at 9:30 a.m. and with the Spokane Chapter of the Associated General Contractors in the evening.

The Board toured Interstate 90 to Lookout Pass, returning to Wallace; thence by a county road to the Prichard Bridge on the North Fork of the Coeur d'Alene, viewing its condition with the Shoshone County Commissioners; and returned to Coeur d'Alene.

Lease of Department Property at Golconda I-90 Interchange
Approved. The Board viewed Department owned right of way parcels 58, 58-1/2 and 60, Shoshone County, at Milepost 65.6, I-90, Golconda Interchange, while on the North Idaho Board Tour.

DDG535

Upon the recommendation of the State Highway Engineer, the Board concurred in leasing this property without mineral rights to the Idaho Department of Health Youth Rehabilitation Division for a ten year period at \$1.00 per year, providing the leasee makes improvements of at least \$500.00 per year directed toward solving whatever water problems there are in supplying the improved property with culinary water.

Thursday, May 10, 1973

The Board met with the Chamber of Commerce of St. Maries at 10 a.m.; the Moscow Chamber of Commerce and legislative delegation at noon; and the Lewiston Chamber of Commerce in the evening.

The Board toured U.S. 95 to Plummer; thence to the Plummer South project; thence State Highway 5 to St. Maries; thence U.S. 95A and State Highway 9 to Deary; thence State Highway 8 to Moscow; and U.S. 95 to Lewiston.

Friday, May 11, 1973

The Board met with the Craigmont - Nezperce Chambers of Commerce at Craigmont and the North Idaho Chamber of Commerce at Grangeville.

The Board viewed U.S. 12 to the Arrow Bridge; returning to U.S. 95, thence to Craigmont and Grangeville, viewing the White Bird Hill project on the site, viewing the Tooman access matter at Pollock; thence to Boise by way of State Highway 55, ending the tour.

Attendance numbers at the various meetings were:

- Sandpoint - 12
- Bonnors Ferry - 22
- Kellogg - 7
- Moscow - 17
- Lewiston - 24
- Craigmont - 8
- Grangeville - 120

At all meetings planned and on-going highway construction projects were discussed. Strong interest in the State Highway Program was indicated by citizens and local officials.

The Department's concern over delayed Federal-aid financing by Congress through failure to enact a 1973 Federal-aid Highway Act was also explained. Many citizens indicated their willingness to contact their congressional delegates in support of early action on a Federal-aid Act. The North Idaho Chamber of Commerce passed a resolution urging Congress to promptly pass a 1973 Federal-aid Highway Act.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for June 11, 12 and 13.



CARL C. MOORE, Chairman

Read and Approved
June 11, 1973
Boise, Idaho

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

June 11 & 12, 1973

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, June 11, 1973. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice-chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
V. N. Richardson, State Highway Engineer
Wayne Summers, Executive Secretary

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

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:

US-3754(10), US-3754(11) & T-4031(6), 12th Avenue in Nampa, Canyon County - Idaho Power Company and Mountain Bell.

Reorganization of State Government Discussed with Joint Legislative Highway Interim Committee as Affecting the Department. The Board met with the Interim Committee at their request to discuss State government reorganization as it would affect the Department. The Board made a strong recommendation for the continuation of a three man policy board for the Department. The Board stated that the Department could best serve the public interest by remaining a separate entity of State government.

Assistant State Highway Engineer Named. The Board concurred in the appointment of Marcey Laragan as Assistant State Highway Engineer (for Engineering) effective August 1, 1973. Mr. Richardson explained to the Board that he planned to shift the present Assistant for Engineering (Don Cox) to the Operations side in recognition of Don's extensive background in construction.

Operation of 70-Foot Motor Vehicle Combinations Denied Additional Routes. The Star Motor Freight Company of Lewiston requested permits to operate 70-foot combinations on U.S. 95, Boise to Coeur d'Alene.

The Board was advised and concurred in withholding permits on any additional routes other than those granted in March 1973, on State Highway routes from the Clearwater Valley to the Nez Perce - Camas Prairie cities. The denial at this time recognizes the need (1) to observe operational characteristics of those permitted vehicles on the routes approved in March, and (2) to improve those very deficient sections of U.S. 95 such as Smiths Ferry to Round Valley, White Bird Hill and other sections of U.S. 95 and SH 13 which are of such deficient alignment, width, and sight distance that 70-foot combination units could not be safely operated over those sections.

Architect for Lewiston Office Building Authorized. Upon the recommendation of the Evaluation Committee composed of State Maintenance Engineer Roy W. Jump, District Engineer M. W. Lotspeich and Assistant Maintenance Engineer Carl E. George, the Board concurred in the Department employing the firm of Cline, Smull, Hamill & Associates of Boise to proceed with design plans for the new Lewiston office building.

The building is estimated to cost \$300,000. The negotiated contract with the architect is 5.6 per cent or \$16,800.

Architectural Agreement for Project I-90-1(60)71, Montana State Line Rest Area, Approved. The Board concurred in an Architectural Agreement covering design and periodic inspection of a rest area building on Project I-90-1(60)71 - Montana State Line Rest Area. The complexity of design, together with lack of required expertise in architecture, supported the use of qualified consultants for the structure design.

Five architectural firms were contacted. Based on data furnished, Thurber-Marler of Boise was selected for further negotiations. The estimated cost for consulting services as prepared by the Department is \$9,600.00. The consultant's estimate for the work is \$8,750.00 which includes three inspections of the facility during construction. The estimated construction cost of the project is \$92,000.00.

June 11, 1973

DDG535

Engineering Agreement E-91, Project S-1721(16), American Falls Reservoir Crossing, Approved. The Board concurred in Engineering Agreement E-91 covering environmental study (negative declaration), site survey and complete design of Project S-1721(16), American Falls Reservoir Crossing. The workload related to environmental studies, roadway and structure design with coordination of dam replacement supported the use of a well-qualified firm presently working on the project.

Bechtel Incorporated, San Francisco, California, was the only firm contacted inasmuch as that firm is presently employed to conduct conceptual studies on the entire reservoir complex. The Department's work is to be separated into two phases. Phase No. 1 will consist of conceptual study, topographic survey of bridge site, bridge layout, foundation investigation and environmental study. Phase No. 2 will consist of complete design of four-lane bridge and roadway approximately 1.3 miles in length.

The consultant's estimate for Phase No. 1 is \$101,475.00 which includes a fixed fee of \$13,235.00. Phase No. 2 costs by Department and consultant will be determined upon completion of Phase No. 1. Time of completion for Phase No. 1 is August 6, 1973.

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

I-90-1(95)11 - The work consists of widening and constructing the base, a plant mix pavement modification of slopes and ramps, curb, curb and gutter at various locations, signing and illumination on approximately 5.013 miles of I-90, Coeur d'Alene Belt Route, in Kootenai County - Federal Aid Interstate and State financed. The contract was awarded to MacGregor Triangle Company & Northwest, Inc., a Joint Venture, Boise, Idaho, the low bidder, on June 5, 1973, in the amount of \$902,367.10.

I-IG-90-1(91)0 "A" - The work consists of grading and draining the Interstate roadway, constructing frontage roads "A" and "B" and Pleasantview Road with aggregate base, 2-464.68' concrete bridges, 1-156.0' and 1-160.0' concrete overpasses on 3.028 miles of Interstate I-90, in Kootenai County - Federal Aid Primary and State financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, on June 8, 1973, in the amount of \$2,094,980.60.

Yard No. 9900 - The work consists of constructing a lawn at the Central Materials Laboratory at Boise, in Ada County - State financed. All bids were rejected and the work will be done by State Forces.

T-4030(15) - The work consists of placing plant mix, signing and installing traffic signals on U.S. Highway 20, 44th and Chinden Blvd., in Garden City, Ada County - Federal Aid TOPICS financed. The contract was awarded to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, on July 3, 1973, in the amount of \$45,126.50.

I-15-1(35)71 "B" - The work consists of landscaping and installing an underground sprinkler system at the Pocatello Creek I.C. on Interstate Highway 15, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to Roberts & Anderson Construction Co., Provo, Utah, the low bidder, on July 6, 1973, in the amount of \$138,818.00.

Location and Design Hearings Approved. The Board authorized the following projects to go to public hearing when ready:

S-2713(1), Cedar Draw Crossing (Combined) Opportunity

RS-4745(8), Myrtle - Gifford Road (Combined) Opportunity

I-80N-1(41)27, W. Caldwell I.C. - E. Caldwell I.C. (Design)

SU-SUG-3755(1), NW Connector to Caldwell (Design)

Special Events Signing for Spokane's Expo 74 Authorized. Upon the recommendation of the Traffic Section, the Board authorized the Department to coordinate Idaho signing with Washington State Highway Department's special events signing regarding the directing of people to Expo 74. Also that State highways leaving from Spokane to Farragut be numbered in kilometers as well as miles as a special recognition of the international aspects of the Exposition and for the Boy Scout World Jamboree.

Board Authorizes Clover Road and Cedar Crossing Intersections Improvement on U.S. 30 West of Filer. Traffic Engineer James Pline reported that Clover Road intersection on U.S. 30 west of Filer could be improved by the construction of a left turn storage bay at the cost of \$6,000 which would alleviate the traffic problem. The intersection handles about 4,200 vehicles per day.

The Cedar crossing with 3,825 vehicles per day also needs a left turn storage area due to limited sight distance at night for a cost of approximately \$10,000.

The Board concurred in the Department putting both projects into the Department's current Improvement Program.

Advancement of Alameda Road to I-15W Interchange Project Approved. The Planning Engineer reported on District One's recommendation to advance Item 307, Alameda Road to I-15W Interchange, from Chapter VII of the Program into an earlier chapter in recognition of the extensive development occurring in the vicinity of the Alameda Road intersection. The construction phase of this project will be redefined to a more limited improvement of the intersection and its approaches. The Board concurred in this action.

June 11, 1973

DDG535

Speed Control Zones (SH 68, US 20-26 & 30, US 20 Bus., US 20, US 20 & 191). The Board approved the prima facie speed limits on SH 68, US 20-26 & 30, US 20 Bus., US 20, US 20 & 191, as recommended and stated in marked Exhibit A-414, which is made a part hereof with like effect as though included in full herein.

Truck Speed Control Zones (SH 52, SH 55, SH 69, US 95). The Board approved the prima facie truck speed limits on SH 52, SH 55, SH 69, US 95, as recommended and stated in marked Exhibit A-415, which is made a part hereof with like effect as though included in full herein.

After reviewing the proposed minute entry for truck speed control zones in District 3, the Board recommended providing handouts at weigh stations to inform truckers of speed control zones and the reasons for them.

Resolution Prohibiting Use of Certain Sections of Interstate By Non-Motorized Traffic, etc., Executed. The Board rescinded a resolution of the Board of Highway Directors dated November 6, 1970, because certain revisions and additions to the resolution were in order, and executed a resolution designating that the use of those sections of Interstate Routes I-80N, I-15W, I-15 and I-90 is prohibited for use by non-motorized traffic, etc., as shown in marked Exhibit C-89, which is made a part hereof with like effect as though included in full herein.

Removal from the State Highway System (US 95). The Board approved the removal of a section of State Highway No. US 95, 0.050 mile in length and described as beginning at the intersection of Main and Arizona Streets and ending at the intersection of Main and Kootenai Streets in Bonners Ferry, as shown in official Exhibit B-125, which is made a part hereof with like effect as though included in full herein.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
S-2751(3)	Jct. I-80N - Jerome	
	SH 79, M.P. 0.00 to M.P. 2.58	
	Beginning of Project to Jerome South City Limits, M.P. 0.00 to M.P. 1.92	* Partial Control, Type "A"
	Jerome South City Limits to End of Project, M.P. 1.92 to M.P. 2.58	Standard Approach Policy

- S-2775(2) Wendell Spur
 - SH 46 (Spur), M.P. 0.04 to M.P. 0.97
 - Union Pacific Railroad to West Wendell City Limits, M.P. 0.04 to M.P. 0.47 * Partial Control, Type "A"
 - West Wendell City Limits to Jct. SH 46, M.P. 0.47 to M.P. 0.97 Standard Approach Policy
- F-3111(19) 4 Miles West of Marsing
 - US 95, M.P. 28.1 to M.P. 28.9 * Partial Control, Type "A"
- F-3112(31) Monroe Creek Curves
 - US 95, M.P. 94.2 to M.P. 95.5 * Partial Control, Type "A"

* PARTIAL CONTROL, TYPE "A"

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.

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.

DDG535

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 on Plans

The location of allowable private approaches under Type "A" Partial Access shall be indicated on the project plans submitted to the Board for construction approval.

TUESDAY, JUNE 12, 1973

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:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice-chairman
 Roy I. Stroschein, Member
 V. N. Richardson, State Highway Engineer
 Wayne Summers, Executive Secretary

Board Meets with Joint Legislative Highway Interim Committee.
 Present were: Senators Budge, Egbert, Watkins, White and Tacke; and Representatives Sessions - Chairman, Jackson, McHan, Hale, Judd, Snow, Branson and Bishop.

Chief Legal Counsel Tway brought the Committee up-to-date concerning the court status of the Cunningham case which has a potential impact of the Federal government withholding Federal moneys because of weights permitted on the Interstate in excess of that prevailing in 1965. The violation, which occurred on the Interstate

System, involved a Utah fish food hauler. Twin Falls District Judge Cunningham later ruled the weight schedules prevailing in Idaho as discriminatory and unconstitutional.

Deputy State Highway Engineer Tisdale apprised the joint Committee of the various complaints from people regarding discrimination in applying the outdoor advertising program due to the Department's lack of enforcement authority under the State's billboard act. Amendments were recommended at the last session which would permit the Department to remove illegal signs without the cost and delay involved in going through individual court action on each sign.

Planning Engineer Howard Pilkington reported on proposed Federal legislation which would:

1. Transfer Interstate funds to Urban Programs.
2. Permit transfer between Urban Extensions and the Urban Federal-aid System.
3. Establish a Priority Primary Program.
4. Fund Public Transportation from the Highway Trust Fund.

He also discussed a chart showing comparative Senate and House bill authorizations from the Highway Trust Fund currently before Congress.

The Committee's discussion centered around the financing of the Perrine Bridge. Mr. Tisdale responded to Representative Jackson's question that the State's share of \$2 million was to be paid out over two fiscal years beginning in fiscal 1974.

Representative McHan inquired as to the total expenditure of the American Falls Dam crossing. State Highway Engineer Richardson responded that the total cost would be approximately \$3-1/2 million.

Senator White inquired as to whether Federal-aid dollars are static from year to year. Mr. Pilkington replied that Federal revenue is generally increasing but not as rapidly as project costs due to inflation.

Mr. Richardson responded to a question from Representative Snow as to the type of financing proposed for the American Falls Dam crossing replacement.

Chairman Moore stated that the Department plans to negotiate for a contract for the design of the project jointly with the water users.

Mr. Richardson explained that time is extremely critical as to project development and that a loss of a week could mean a year's loss in water to the users.

June 12, 1973

DDG535

Mr. Moore stated the Department doesn't want to be in a position that it would be in any way responsible for delay of the Dam replacement.

Board Member Stroschein stated that the preliminary engineering for the dam structure and for their half of the roadway is estimated to cost the water users \$600,000. Legal technicalities could play a major part in causing a delay by the water users not coming up with their share of the roadway design money. Failing in that the Department could go out on a limb by financing \$120,000 to keep the consulting engineering design in motion.

Representative Jackson inquired what would happen next year if the Legislature failed to approve a Department budget for both the Perrine Bridge and American Falls.

Mr. Moore responded that funds are in the budget to cover the Perrine Bridge but the American Falls project is not budgeted so it would have to come from some other source. If supplemental funding is not made available, it would mean deferring other programmed State highway projects.

Board Vice-chairman Barron clarified for Representative Jackson that when the one cent of the gas tax was transferred to the cities the Board informed the Legislature that the Department could not match the \$6 million allocated to the Perrine Bridge. When the increase in the gasoline tax occurred, the Department was able to provide the needed matching money for the Perrine Bridge.

Senator Tacke inquired as to whether there was a relationship between construction of the American Falls Bridge and the White Bird Bridge structure.

Mr. Moore stated that White Bird Bridge was now under contract and that the hill section cannot be put in service until the bridge is completed.

Mr. Richardson stated that the supply of steel is a factor as to when the White Bird structure can be put into service.

Mr. Moore apprised the joint Committee on the Federal-aid financing dilemma that is presently before Congress to the effect that no new projects can be let by the Department until a Federal-aid bill has been passed by Congress and allocation of Federal-aid funds to Idaho made.

Responding to a question concerning Idaho's completion of the Interstate System, Mr. Pilkington stated that it appears that Idaho will be the fourth or fifth state to complete its sections of Interstate with 1980 projected for Idaho's completion and 1981 for other states barring unforeseen inflationary increases.

Mr. Tisdale responded to a question concerning construction progress of Interstate 80N from Hammett to the present King Hill section. He also explained to Representative McHan that local requests have caused the Department to shift priorities from Dietrich, East to Kimama, West.

Other questions on project development centered around the Newdale, East project on State Highway 33; between Oakley and Burley on State Highway 27; the U.S. 95 sections of White Bird to Skookumchuck, Cottonwood, Mesa Hill, Lewiston Hill, Craigmont to Cottonwood, and Mica Hill. Progress on U.S. Highway 93 was also questioned.

Representative Sessions inquired as to the rate highway costs are increasing. Mr. Richardson responded approximately 6 per cent a year. An additional cost factor is the higher price of motor fuels to contractors and the Department.

Trail Creek Summit Maintenance Discussed. Meeting before the Board were:

- Lon S. Jarvis, Devil's Bedstead Ranch, Sun Valley
- Ed Rosenkrance, Road Foreman, Lost River Highway District, Mackay
- M. D. Halverson, Manager, Mackay Chamber of Commerce
- Lloyd J. Curtis, Manager, Ketchum-Sun Valley Chamber of Commerce

Mr. Jarvis again pleaded with the Board for any help that might be forthcoming directly or indirectly towards improving the maintenance of Trail Creek Summit east of Sun Valley.

After considerable discussion the Board asked the Department to meet with the Blaine County Commissioners in an attempt to resolve maintenance responsibilities for the section of road between the termini of State Highway 75 west of Chili and east of Sun Valley. It was pointed out that the Blaine County Commissioners have been receiving reimbursement since the first of this year for the three mile section on the west side of Trail Creek Summit.

American Falls Dam State Highway 39 Road Crossing Discussed. Meeting before the Board were:

- Harold McDowell, Chief - Design Branch, Bureau of Reclamation, Boise
- Merl E. Leonard, Twin Falls County Commissioner, representing the American Falls Reservoir District No. 1, Filer
- Vernon Ravenscroft, State Representative, Tuttle
- Ralph M. Wheeler, State Representative, American Falls
- Cecil D. Hobdey, Lawyer, American Falls Reservoir District No. 2, Gooding
- T. G. Nelson, Lawyer, American Falls Reservoir District, Twin Falls

DDG535

40

John M. Barker, State Senator and President of the American
Falls Reservoir District No. 1, Buhl
Don Barclay, Idaho Power Company, Boise
Robert A. Hogg, Idaho Power Company, Boise

The Board agreed to coordinate its activities and funding to meet the January 1, 1975, target date for start of construction of the New American Falls Dam, including a four-lane crossing of the Snake River.

Chairman Moore told the delegation that the Board is negotiating a contract with Bechtel Engineering to design the crossing that may be a part of the new dam, or a structure standing alone.

The first phase of the bridge engineering work will include location of the bridge, the foundation work and environmental clearances. The cost of the first phase is estimated at \$100,000. The target date for completion of the first phase of the bridge design is August 6 and Mr. Nelson said Idaho Power Company hopes to seek its license to develop power at the dam by August 1. The second phase for actual design of the bridge would be negotiated later.

The Board agreed to share equally the \$3.5 million estimated cost of the new bridge with the American Falls Reservoir water users, which proposes to issue bonds for construction of the new \$19 million dam in joint venture with the Idaho Power Company.

The Senate Interior Committee has approved a bill to allow for such construction. The dam would revert to the Bureau of Reclamation for operation and maintenance after construction. The bonds would be redeemed from power revenues.

Chairman Moore told the delegation the Board did not have its share of the funds for the roadway, but expected them to be provided by the Legislature. He said no Federal-aid funds are involved.

Mr. Nelson said there was a question whether the District could issue bonds to build a bridge and had been working with bond counsel on the problem.

Representative Ravenscroft said he thought the Legislature would respond to change the law to allow the District to issue bonds for the bridge and to provide needed funds at the State level.

Access Road to Nampa Boulevard Improvement Discussed. In response to a meeting called for by C. R. Wiscombe, President, Brotherhood of Railway Carmen, Nampa, Mayor Ernest Starr and R. J. Huckabee, City Engineer of Nampa, appeared before the Board. Neither Mr. Wiscombe nor the Railway Carmen Recording Secretary-Treasurer Boyd L. Ward appeared regarding a request for an improved access street from the Pacific Fruit Express Plant and the Idaho Concrete Pipe Company's operations to Nampa Boulevard.

The meeting did afford an opportunity for the Department to discuss with Mayor Starr and Engineer Huckabee possible ways of improving local street operations to Nampa Boulevard which according to the two companies becomes overloaded with traffic in the morning and evening as the work shifts change.

It was suggested that the City continue to communicate with the Brotherhood of Railway Carmen and the Idaho Concrete Pipe Company towards the eventual development of an access road along side of the present railroad proceeding under the Nampa Boulevard structure which if consummated would certainly to a greater extent relieve the traffic during the peak hours caused by changes in shifts.

Right of Way Settlement in Excess of \$40,000.

I-90	I-IG-90-1(51)0 (Washington State Line-E. Post Falls I.C.)	John F. Gregor & Julia A. Gregor	Parcel #100
------	--	-------------------------------------	-------------

The Board approved purchase of this parcel at the reviewed fair market value of \$58,740, with approval to exceed this figure by 10 per cent if settlement could be reached.

The Board also approved an order of condemnation on this parcel if settlement cannot be reached within the above range.

US 20 & 191	F-6471(39) (Rigby Section)	J. W. Hanson	Parcels #23 & 23R
----------------	-------------------------------	--------------	----------------------

The Board approved settlement of this parcel at their previously approved fair market value (\$75,100) plus an additional \$46,000 for equipment that had previously been considered as personal property. Total settlement not to exceed \$121,100.

Sale of Real Property.

I-80N	I-80N-1(24)28 (Adjacent to east- bound on-ramp of Franklin Road I.C. east of Caldwell)	Portion Tracts 4, 5, 10 and 14 of City View Tracts in Sec. 26, T. 4 N., R. 3 W., B.M.	Parcel #7R
-------	--	---	------------

The Board approved sale of the above property at auction with a floor of \$500.

DDG535

I-80N	I-IG-80N-1(23)35 (Adjacent to west-bound off-ramp of North Side Blvd. I.C. North of Nampa)	Portion of N-1/2, SW-1/4, NW-1/4 of Sec. 15, T. 3 N., R. 2 W., B.M.	Parcel #2-R-1
-------	---	---	---------------

The Board approved sale of this property at auction with a floor of \$1,900.

US 95	F-3311(11) (On north side of highway east of Houston Road & Snake River Bridge)	Portion Lot 7, Sec. 3, T. 3 N., R. 5 W., B.M.	Parcel #9.1
-------	--	---	-------------

US 95	F-3311(11) (On north side of highway east of Houston Road & Snake River Bridge)	Portion NW-1/4, SE-1/4, Sec. 3, T. 3 N., R. 5 W., B.M.	Parcel #13.1
-------	--	--	--------------

The Board approved sale at auction of the 10' strip of land with a minimum acceptable bid of \$1,250 for both parcels.

US 95	Materials Source Cn-9, Canyon County (North of Caldwell 1/2-Mi. east of U.S. 30)	Portion NW-1/4, SW-1/4, Sec. 3, T. 4 N., R. 3 W., B.M.
-------	--	--

The Board approved the sale of this materials source at auction with a floor of \$50.

Deeds.

US 95 & 12	F.U. 103(5) & F-4114(2) (Vicinity of Lewiston)	United States of America, Army Corps of Engineers	Tracts 1830 and 1830-2 "Lower Granite Project"
---------------	---	---	---

SH 12	FHP 16 A 6 (Vicinity of Syringa)	Robert L. Wells & Evelyn G. Wells	Portion Lots 1 & 2, Sec. 32, T. 33 N., T. 6 E., B.M. (Abandonment of right of way)
-------	-------------------------------------	-----------------------------------	---

SH 12	FHP 16 A 6 (Vicinity of Syringa)	Ronald Denton & Erwin Sweet	Portion Lots 1 & 2, Sec. 32, T. 33 N., R. 6 E., B.M. (Abandonment of right of way)
US 20 & 191	F-6471(39) (Rigby Section)	Leland Call & DeLaine Call	Parcel Nos. 32-R & 33-R (Trade)

The Board approved and signed deeds on the above listed parcels.

Purchase of Property for the Extension Containing Approximately 18.0 Acres to Present Materials Source Kt-151-s in Mica Flats Approximately 1/2-Mile East of U.S. 95. The Board approved purchase for extension of Materials Source Kt-151-s at the recommended price of \$21,000.

Purchase of Property at the Corner of State & Rose Streets, Boise. (Lots 1 and 2 and the Easterly 10.0' of Lot 3 of Block 3 of the Hubbell Home Addition). The Board approved purchase of this property as recommended at the appraised fair market value of \$17,000. The Board gave further approval to negotiate up to the figure of \$20,000.

Condemnation Authority.

I-90	I-IG-90-1(91)0 I-IG-90-1(51)0 R/W (Washington St. Line-East Post Falls I.C.)	Roy R. Bunderman & Clara Bunderman; Gerald A. Sheldon & Sally W. Sheldon	Parcel #22
US 30	T-4020(1) (West 5 Points, Twin Falls)	Arlon L. Bastian & Una Bastian; Albertson's, Inc.; Travelers Insurance Company	Parcel #27
US 30	T-4020(1) (West 5 Points, Twin Falls)	Arlon L. Bastian & Una Bastian	Parcel #31
US 91	F-6471(39) (Rigby Section)	Jefferson Co-op Supply Inc.	Parcel #9

The Board approved and signed orders of condemnation on the above listed parcels.

June 12, 1973

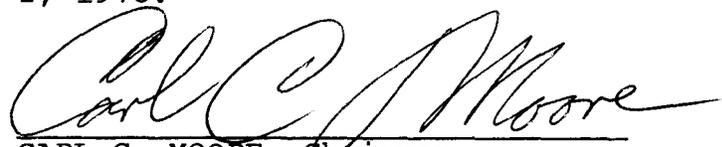
DDG535

DDG535

ST-3022(557)	Glenns Ferry - King Hill	\$ 391,000.00
F-4113(38) "B"	Salmon River - White Bird	1,626,000.00
ST-5116(567)	Samuels - Boundary County Line	191,000.00
STS-5152(533)	Black Lake - Lane	20,000.00
STS-5810(512)	Clarkia - Santa	29,000.00
I-80N-3(55)142	Malad River Bridge	706,000.00
F-6471(61)	N. Fork Teton River	157,000.00
STS-6471(604)	Sugar City Overpass	55,000.00
I-80N-3(47)188	Valley Road I.C. - Meridian Rd. I.C.	590,000.00

Skookumchuck Creek to Heckman Ranch U.S. 95 (F-4113(51)) Project's Location and Design Approved. Since no requests were received to be heard in public hearing concerning the above project's proposed location and design and having been duly advertised as an opportunity for hearing, the Board determined the project to be acceptable to the public and directed the Department to proceed with project development on the high alternate route location as directed to be brought to hearing by the Board at their November 16, 1972, meeting and as shown on the completed plans exhibited for public inspection during the hearing notice period.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for July 31, August 1 & 2, 1973.



 CARL C. MOORE, Chairman

Read and Approved
 July 31, 1973
 Boise, Idaho

* * * * *

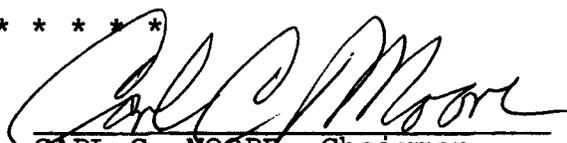
SUPPLEMENT TO BOARD MINUTES

July 3, 1973

Appointment of Acting Hearing Officer Approved. State Highway Engineer Richardson contacted Board Members Moore and Barron telephonically on July 2, 1973, and Board Member Stroschein on July 3, 1973, concerning the appointment of an Acting Hearing Officer to replace Wayne Summers during his illness.

Upon the recommendation of Mr. Richardson, the Board concurred in the appointment of Marcey Laragan, Secondary Roads Engineer, as Acting Hearing Officer.

* * * * *



CARL C. MOORE, Chairman

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

July 31 & August 1, 1973

The Idaho Board of Highway Directors met in stated regular session at 9:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Tuesday, July 31, 1973. Present were:

Carl C. Moore, Chairman - Director, District 3
 Lloyd F. Barron, Vice-chairman - Director, District 2
 Roy I. Stroschein, Member - Director, District 1
 V. N. Richardson, 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:

I-IG-90-1(98)60 Const., I-IG-90-1(17)60 R/W, I-IG-90-1(25)50 P.E., Osburn East City Limits - West Wallace I.C. (Excl.), Shoshone County, Materials Source SH-88 - Washington Water Power Company

I-80N-3(55)142, Malad River Structures - Mountain Bell

LWC-4201(528), Lenore Rest Area, Nez Perce County - Clearwater Power Company

July 31, 1973

Annual Out-of-State Travel Expenditures Reported. State Highway Engineer Richardson apprised the Board that out-of-state travel conducted on official Department business amounted to \$24,024.80 for fiscal year 1973. Of this \$14,468.79 was expended for project related travel and \$9,556.01 for program orientation and training. The Board authorized the State Highway Engineer to establish overall travel budget controls for fiscal year 1974 which would recognize the increased cost of food, lodging, auto mileage and air fare.

Semi-annual Report on Agreements and Contracts. It was reported to the Board that consulting engineering contracts on seven projects totaled \$271,346.07; right of way appraisal agreements to eight outside appraisers on as many projects amounted to \$15,775.00; and, agreements for hauling trash and custodial maintenance of rest areas amounted to \$51,871.00.

Revised Board Policies Approved. The Board approved the following revised Board Policies:

B-608 - Obtaining Professional or General Services

When professional or other general services cannot be economically performed by the Department or where performance requirements preclude competitive bidding, the State Highway Engineer is authorized to appoint knowledgeable staff members to an Evaluation Committee. Said committee shall invite qualified firms to submit proposals for the required work and recommend to the State Highway Engineer the most capable firm. Any firm selected may be subject to a pre-contract audit to determine capability of doing the work and a completion-audit of the service performed. Such action shall be mandatory when the fee is \$50,000 or more.

Contracts or agreements of this type which exceed \$10,000 must be submitted to the Board for approval and signed by the State Highway Engineer.

All agreements, arrangements, plans, contracts, or subcontracts shall conform with Board Policy B-635, CODE OF FAIR PRACTICES.

Any of the above documents shall be subject to review and audit by appropriate government agencies as required by federal or state law, executive order, or authorized directive.

Each July, a report will be submitted to the Board listing all professional or general services utilized during the preceding fiscal year.

All other factors being equal, Idaho firms shall receive first preference in selection, and, when practical, appointments for the work shall be made to firms residing in the local area where the work is to be done. Resident firms of the United States shall be given preference over those based in foreign countries.

(Former date of B-608: 8/18/62)

DDG535

B-633 - Educational Leave

Within approved limits set in each fiscal year's budget, the State Highway Engineer is authorized to establish a compensation and reimbursement formula for the purpose of granting educational leave with pay to a limited number of employees when the academic training will benefit the Department. He shall develop criteria for employee selection and the control of this program, and report to the Board each July the status of the educational leave program and its annual costs. Employees receiving benefits under this Policy must return to the Department for a stated time or reimburse the Department for salary and school expenditures made in their behalf during the approved leave period.

Educational leave without pay may be allowed to employees so long as the schooling will benefit Department activities. The State Highway Engineer shall also establish guidelines for the conduct and control of this program.

If employees are assigned by the Department to attend short-term schooling, their salary and fringe benefits shall continue just as if they had remained at their regular duty station. These employees will also be expected to remain with the Department a reasonable time or make proportionate reimbursement for money expended by the State during the assigned training.

(Former date of B-633: 2/20/73)

B-635 - Code of Fair Practices

The recruiting, appointing, assigning and promoting 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.

In compliance with the Governor's Executive Order 72-4, the Department shall not enter into any "agreement, arrangement, plan, contract, or subcontract" which has the effect of sanctioning discriminatory practices because of race, color, religion, national origin, or sex. In addition, any of the above documents which exceed \$10,000 on a Federal-aid project must include a Federal Highway Administration Form PR-1273 which requires equal employment practices by the contractor and prohibits segregated facilities on the basis of race, creed, color, or national origin.

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 made a part of the annual report submitted to the Board and the Secretary of State as required by Board Policy B-638.

(Former dates of B-635: 6/20/72, 2/20/73)

Information Center off of U.S. 20 in Idaho Falls Requested by Chamber of Commerce. State Highway Engineer Richardson reported that Chamber of Commerce President Joe Hunter and the City of Idaho Falls had requested the Department to participate in a tourist information center at the EEE Museum site adjacent to the Snake River by Riverside Park. The site, which would contain an energy Exhibition, is the city's contribution to the Bi-Centennial Program.

The Board was advised that the site is approximately ten blocks off of U.S. 20 north of Idaho Falls, and is located on non-highway property owned by the U.S. Government leased to the City of Idaho Falls. The site does not fit the Department's tourist information centers master plan, which includes facilities at Lava Beds, Sage Junction and Willow Creek Weigh Station.

It was recommended that the Department offer to install appropriate signing on U.S. 20, Johns Hole Connection, for facilities developed by the City of Idaho Falls.

The Board directed Mr. Richardson to inform Mr. Hunter that the Board at this time had reservations about the site being so far removed from the State Highway System but would view the proposal while on the East Idaho Board Tour.

1973 Federal-aid Highway Act Discussed. A summary of national authorizations and estimated Idaho apportionments of funds as provided by the 1973 Federal-aid Highway Act was presented. It was reported that the Senate and House had reached agreement on the Federal-aid Highway Bill and that final passage was expected soon.

The Deputy State Highway Engineer advised the Board of provisions contained in the Federal-aid Highway Bill which would eliminate all but 600 miles of the local Federal System based on 1968 classification.

The Board was also advised that the Federal statutes permit the distribution of Urban "D" Funds to levels of population below 50,000 at the state's option. The Board concurred in distribution to all cities of 5,000 population and above in proportion to current urban population statistics.

DDG535

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
S-SG-1786(4)	Soda Springs Overpass	
	SH 34, M.P. 59.83 to M.P. 59.88	Standard Approach Policy
	M.P. 59.88 to M.P. 60.05 (Left Side)	Full Control
	M.P. 59.88 to M.P. 60.06 (Right Side)	Full Control
	M.P. 60.05 to M.P. 60.12 (Left Side)	Standard Approach Policy
	M.P. 60.06 to M.P. 60.12 (Right Side)	Standard Approach Policy
F-2392(10)	Jct. SH-68 - North of Ketchum	
	US 93, M.P. 103.8 to M.P. 137.0	
	Rural Areas	*Type "F" Partial Access except that purchase of right of way for frontage roads will not be required with initial project development
	Urban Areas	Standard Approach Policy where the location is on the existing street system or in developed residential or commercial areas
		*Type "F" Partial Access where the location is in urban areas without substantial residential or commercial development including railroad right of way

Actual limits will be established after location approval.

July 31, 1973

S-2820(2)

Ketchum - Sun Valley

SH 75, M.P. 0.0 to M.P. 2.6

Standard Approach Policy

*TYPE "F" PARTIAL ACCESS

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.

Spacing of Private Approaches

A maximum of three (3) private approaches per side per mile may be allowed as shown on the plans until such time as they may be eliminated through the construction of a frontage road.

New Private Approaches

Existing private approaches may be connected by a 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.

Use of Private Approaches

All private approaches shall be unrestricted as to use.

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.

Location on Plans

The location of allowable private approaches under Type "F" Partial Access shall be indicated on the project plans submitted to the Board for construction approval.

Construction Program Format Reviewed. The Planning Engineer presented an outline of the current annual Construction Program format and an outline of a recommended new format. Principal changes in the recommended format compared to the existing would include:

- (1) A complete listing of each given year's projects (Federal-aid, state funded safety and improvements, state maintenance, etc.) in one chapter instead of in several categorical chapters.

DDG535

- (2) Development of project listings for the first, second and third years. Listings are now made for only the first and second years.
- (3) Identification of local Federal-aid projects by specific years.

Board members expressed general agreement with the concepts of item (1) and reserved judgment on items (2) and (3). This topic will be discussed again at the fall Board meetings.

Request for Reduced Speed Limits on State Highway 88 West of Rexburg City Limits to Snake River to be Reviewed. The Board directed that the Department withhold action on reducing speed limits on State Highway 88 west of the Rexburg City limits to the Snake River until the Board could view the request on the ground while on the East Idaho Board Tour in September.

Minimum Speed Control Zones (SH 39). The Board approved the minimum speed limit on SH 39 across the American Falls Dam, as recommended and stated in marked Exhibit A-416, which is made a part hereof with like effect as though included in full herein.

Speed Control Zones (SH 39, US 95). The Board approved the prima facie speed limits on SH 39 and US 95, as recommended and stated in marked Exhibit A-417, which is made a part hereof with like effect as though included in full herein.

Traffic Control Signals in Hansen Revoked. Whereas an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Hansen, the Board ordered that the minute entry of February 10, 1956, with respect to traffic control signals in the City of Hansen is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-418, which is made a part hereof with like effect as though included in full herein.

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

I-15-1(42)25 "B" - The work consists of constructing rest area facilities, landscaping and illumination of Interstate Highway 15, Malad Summit Rest Area, in Bannock County - Federal Aid Interstate and State financed. As the low bid was 22.76 per cent over the Engineer's Estimate, all bids were rejected.

US-3754(10), US-3754(11) and T-4031(6) - The work consists of reconstructing the roadway, curb and gutter, plant mix base, plant mix pavement, illumination and signalization on approximately 0.953 mile of SH-45, 12th Ave., South, in Canyon County - Federal Aid Urban Secondary, TOPICS and State financed. The contract was awarded to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, on July 12, 1973, in the amount of \$518,231.50.

F-4113(13) P.E. - The work consists of furnishing and installing plastic pipe, pipe underdrain, meter box, diversion box, plant mix seal and drain field on US-95, White Bird Rest Area Water Development, in Idaho County - Federal Aid Preliminary Engineering and State financed. The Board concurred in the award to Clearwater Construction & Engineering, Lewiston, Idaho, the low bidder, in the amount of \$12,794.00.

STS-2352(517) - The work consists of constructing a plant mix pavement (overlay) on approximately 8.9 miles of US 20, 26 and 93A, Shoshone - East, in Lincoln County - State financed. The Board concurred in the award to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$199,670.00.

ST-3814(501) & Stockpile No. 3560 - The work consists of constructing a plant mix pavement on approximately 10.45 miles of US-30, Glens Ferry - King Hill, and furnishing aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of Glens Ferry, in Elmore County - State financed. The Board concurred in the award to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$307,226.25.

I-180-1(3)51 - The work consists of constructing the ramp, roadway, drainage, plant mix base, pavement and illumination on 0.249 mile of the East Bound Ramp from Curtis to I-180, Boise West Connector, in Ada County - Federal Aid Interstate and State financed. The Board concurred in the award to Boise Paving & Asphalt Co., Boise, Idaho, the low bidder, in the amount of \$53,760.20.

I-15-1(46)54 - The work consists of landscaping, lawn construction and installing a sprinkler system at the Inkom Interchange of Interstate Highway 15, in Bannock County - Federal Aid Interstate and State financed. The Board concurred in the award to Vaughn's Landscape Construction, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$43,267.00.

I-15-3(34)119 - The work consists of landscaping, lawn construction and installing a sprinkler system on Interstate 15, Broadway I.C. - Johns Hole I.C. in the vicinity of Idaho Falls, Bonneville County - Federal Aid Interstate and State financed. The Board concurred in the award to Gray Landscaping, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$149,095.00.

Hearing Determination - Design of Interstate 15 from the Dubois Interchange to the Spencer Interchange, Project I-15-3(31)167. A public hearing was held at the Clark County Courthouse, Dubois, Idaho, at 8 p.m., Wednesday, June 13, 1973.

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:

July 31, 1973

The Department should proceed with project development as proposed at said hearing.

Hearing Determination - Location and Design of Improvement of Broadway Street from the Snake River Broadway Bridge to Yellowstone Avenue in Idaho Falls, Projects EHS-U-6033(29) & T-4060(3). The above matter having been advertised for an opportunity for a public hearing to be held at Idaho Falls, Idaho, at 8 p.m., Thursday, July 26, 1973, and there having been no requests received for said hearing, the Board made the following determination in the matter, to wit:

There having been no requests received for said hearing, the Board considers the project as advertised acceptable to the public and that the Department should proceed with project development according to plans submitted to the public for said hearing.

Location and Design Hearings Approved. The Board authorized the following projects to go to public hearing when ready:

I-15W-4(20)108, Massacre Rocks - 1.6 Mi. E. - Cassia County Line (Combined)

I-15W-4(21)97, Rockland Jct. - Massacre Rocks (Combined)

I-80N-1(41)27, Caldwell Section (Design)

S-3712(5), Cleveland Boulevard West (Combined)

SU-SUG-3755(2), NW Connector to Caldwell (Combined)

F-3112(32), Little Salmon River Bridge & Apprs. (Combined)

S-SG-1786(4), Soda Springs Overpass (Design)

Board Authorizes Use of Bureau of Outdoor Recreation Funds.

Deputy State Highway Engineer Tisdale apprised the Board that Idaho has approximately \$270,000 allocated to it of the above funds on a 50 - 50 matching basis which will produce \$540,000 in projects and recommended with the Board concurring that the following rest area sites share in the above moneys:

1. Lenore Rest Area, U.S. 12
2. Alexander McDowell site south of Worley, U.S. 95
3. Timmerman Hill, change from chemical to flush toilets
4. White Bird Hill, change from chemical to flush toilets providing water is available
5. Cedar Draw, U.S. 30, in Twin Falls County

July 31, 1973

Plans, Specifications and Estimates Approved. Upon hearing the report of the plans approved by State Highway Engineer Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
ST-4114(586)	Moscow Mtn. Rest Area (Advertised 7/30/73) (Bid Opening 8/21/73)	\$ 15,000.00
ST-6471(607)	St. Anthony Streets (Advertised 8/9/73) (Bid Opening 8/28/73)	26,000.00
ST-6700(501)	Ucon Streets (Advertised 8/7/73) (Bid Opening 8/28/73)	172,000.00

WEDNESDAY, AUGUST 1, 1973

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:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice-chairman
Roy I. Stroschein, Member
V. N. Richardson, State Highway Engineer
Wayne Summers, Executive Secretary

Removal of Raised Median and Parking Restriction on 12th Avenue South - State Highway 45 in Nampa Requested. Appearing before the Board was Earl Reed representing Dr. J. R. Farber, pediatric physician, located on the corner of 7th Street and 12th Avenue South in Nampa, who Mr. Reed said is damaged by the removal of on-street parking and by construction of a raised median which he claims will impair access to the Doctor's parking lot. Mr. Reed requested that the proposed project be changed to exclude the raised median in Dr. Farber's area of 12th Avenue South. Mr. Reed stated that there was an 18 inch overhang encroachment of Dr. Farber's building on the corner of 7th Street and 12th Avenue South and he was concerned with the 36 square foot easement granted the City by Dr. Farber on the corner that trucks may override the corner curb and damage the building.

The Board indicated the Department would review the request regarding the raised median removal but was of the opinion that it should not be deleted. They also indicated that the construction easement for corner radii would be reviewed and if there was no truck encroachment problem, the easement would not be obtained.

August 1, 1973

CC1311

State Representative Elgin Urges Board Consider Two State Highway Improvement Areas. State Representative James Elgin, Legislative District No. 11, appeared before the Board to urge the Board to program early replacement of the old bridge on State Highway 18 southeast of Parma.

A similar request was for Board consideration as moneys become available to improve the 3-1/2 mile section of U.S. 95-20-26 from Parma to Nyssa junction. Representative Elgin was concerned over the restricted vertical sight distance on this section of State highway due to the rolling nature of the section. Representative Elgin stated he would like the Board to personally view this section.

The Board indicated they would at some future time go over this route and would be pleased to have Representative Elgin accompany them.

Seventy-Foot Operation Requested on Interstate 90 Across North Idaho and Interstate 80N Oregon Line to the Utah Line. David Dillahunt of Fairchild General Freight, Yakima, Washington, appeared before the Board to stress the economic importance to his firm of operating 70-foot combinations with dual tandem drive equipment across North Idaho and South Idaho on Interstate routes. Their firm ships glass and paper with a present volume of \$1-1/4 million in revenue. Revenue of \$3 million for 1974 is projected if requested permits can be obtained.

The Board apprised Mr. Dillahunt the Department would look into the matter upon receipt of specifications of their equipment regarding spacing of axles and length criteria.

The Board also read a letter from Idaho Motor Transport Association Manager Claude Abel dated July 19 written in behalf of the Fairchild General Freight request.

Pocatello Shopping Center Additional Curb Cut Requested. Appearing before the Board were Roy Miller, Sr. and Jr., Vice President and Secretary-Treasurer of D & M Development Company, Pocatello, developers of the shopping center in Pocatello bounded by Moreland Avenue, Garrett Way and Oak Street. The delegation requested a curb cut be granted them approximately 900 feet south of the present access to the shopping center from Garrett Way as an ingress curb cut only.

On discussing the problem after the delegation left, the Board determined that a curb cut should be granted south of the present single entrance from Garrett Way at a point mutually acceptable with the Millers and the Idaho Department of Highways as an ingress point only with a design that would discourage vehicles from exiting at that entrance point. Compensation is to be made to the State Highway Department for said access on an appraised basis.

DDG535

Utilization of Air Space Over Grove Street for Parking Garage Requested. A delegation composed of Gary Hughes, Executive Director, Boise Redevelopment Agency; Herb Mayer, Deputy Director, Ada County Highway District; J. Jon Runstad, Senior Vice President, Howard S. Wright Development Company, Seattle; and J. F. Moodie, Architect, John Graham and Company, Seattle, asked the Board to grant vertical air rights from the surface of Grove Street to the Ada County Highway District who owns title to the street but which is designated as a portion of the State Highway System--U.S. 30 in Boise. The architect pointed out that it was necessary to have confirmation of air rights over Grove Street before planning can continue on Phase One. A second 18 story office and hotel complex is dependent on an above ground garage with a 500 to 600 car capacity in order to comply with City zoning parking requirements.

Chief Legal Counsel Tway advised the Board that this approach, which came to him the day before, had legal ramifications that would require research by the Department's legal staff as to how the title and other ramifications of such an air right dedication would affect Department liability and public safety--not only in this case but in future applications.

The Board concurred in legal research into the request and promised the developer that an answer would be forthcoming as soon as possible.

Sale of Real Property.

Materials Source	Portion NW-1/4 SE-1/4,
Lt-44, Latah County	Section 18, T. 40 N.,
(5 Miles North of	R. 5 W., B.M.
Moscow)	

The Board approved sale of this property at auction with a floor of \$1,500.

I-15	I-15-1(13)66	Portion of Lot 3 of	Parcel 10-1/2
	(Southeast of	Sec. 6, T. 7 S.,	
	Pocatello)	R. 35 E., B.M. & Lot	
		4 of Sec. 31, T. 6 S.,	
		R. 35 E., B.M.	

The Board approved sale of this property to the Fish & Game Department for the sum of \$7,100.

Approval of Deeds.

US 95	F-4113(16)	Gene Tooman &	Parcel 8A
		Florence Tooman	

The Board approved and signed Quitclaim Deed to a 20-foot residential approach opposite Station 387+21 on the left side. The Chief Right of Way Agent advised the Board that he had discussed this with the Federal Highway Administration as a result of Mrs. Tooman's visit with them and that the FHWA has recommended that the approach be granted to the Toomans and the \$250 be waived. The Board unanimously approved this action and directed the Chief Right of Way Agent to proceed on that basis.

Quarry Site - South of
Moscow, Latah County

V. Stanford Jester

Portion NE-1/4
NE-1/4, S. 24,
T. 39 N.,
R. 6 W., B.M.

The Board approved and signed the Quitclaim Deed to Mr. V. Stanford Jester releasing the State's interest in a 99-year lease acquired by the State in 1921.

Approval of Transmission Line & Access Road Easement. The Board approved and signed an easement to the Bonneville Power Administration for the construction of a transmission line across a portion of Materials Source Bn-62. The Board was advised an offer of \$700 had been made for this easement which the Board felt was acceptable.

Approval of Street Dedication at Headquarters (Office Building Site, Boise). The Board approved a recommendation that the Department dedicate enough land for a culdesac dedicated to public use at the end of Vine Street on the west side of the Headquarters Building.

Condemnation Authority.

I-15	I-15-1(62)0	George A. Chatburn	Parcel 16
I-80N	I-IG-80N-2(40)121 Const. I-IG-80N-2(19)118 R/W (E. Glenss Ferry I.C.- E. King Hill I.C.)	James Bellegante	Parcel 7
I-80N	I-IG-80N-2(40)121 Const. I-IG-80N-2(19)118 R/W (E. Glenss Ferry I.C.- E. King Hill, I.C.)	Eugene J. Bellegante & Eunice L. Bellegante	Parcel 8
I-80N	I-IG-80N-2(40)121 Const. I-IG-80N-2(19)118 R/W (E. Glenss Ferry I.C.- E. King Hill I.C.)	Stanley O. Jones & Maxine M. Jones	Parcel 10

DDG535

I-80N	I-IG-80N-2(40)121 Const.	Robert D. Graham & Lillie Graham	Parcel Nos. 20, 23 & 27
	I-IG-80N-2(19)118 R/W (E. Glenss Ferry I.C.- E. King Hill, I.C.)		

US 30	T-4020(1) (West Five Points, Twin Falls)	Andrew Anderson & J. Elsie Anderson	Parcel 3
-------	--	--	----------

US 93	F-2391(10) (Addison Ave., Twin Falls)	John C. Rushton & Ruth T. Rushton	Parcel 32
-------	---	--------------------------------------	-----------

The Board approved and signed orders of condemnation on the above listed parcels.

Sign Program Report. The Chief Right of Way Agent advised the Board the present status of sign removal in the State. He also advised that an agreement had been signed by the Snarr Advertising Company which involves the removal of 221 signs from this company. It was pointed out that this is the first large company that we have dealt with; however, it is anticipated that agreements with many other remaining sign companies will be forthcoming in the near future.

Encroachment and Access Permits.

US 30	Bannock County	Henry's Scrap (Henry Fernandez)	M.P. 030- 295.88
-------	----------------	------------------------------------	---------------------

The Board was advised that Henry's Scrap Metal Company, located on U.S. Highway 30 west of Pocatello, has been encroaching on highway right of way and the State Police have been unsuccessful in keeping the encroachment from reoccurring. It was explained that the State Police feel help is needed from the Highway Department, possibly through court action, to force Mr. Fernandez to refrain from encroaching on highway right of way. The Board concurred in Chief Right of Way Agent's recommendation that the Legal Division take whatever steps necessary to control the illegal use of this right of way.

South Idaho Board Tour Itinerary Approved. A suggested itinerary for the South Idaho Board Tour September 10 through September 13 was reviewed by the Board and a final refinement made and approved by the Board with stops and meetings at Burley, Pocatello and Idaho Falls.

WHEREUPON, the Board adjourned until its next meeting.


CARL C. MOORE, Chairman

Read and Approved
September 10, 1973
Boise, Idaho

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

September 10, 1973

and the

SOUTH IDAHO BOARD TOUR

September 10 - 13, 1973

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, September 10, 1973. Present were:

- Carl C. Moore, Chairman - Director, District 3
- Lloyd F. Barron, Vice-chairman - Director, District 2
- Roy I. Stroschein, Member - Director, District 1
- V. N. Richardson, State Highway Engineer

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

October and November Board Meeting Dates Firmed. The October Board Meeting date was confirmed for October 10 and 11 with a tour of highways in District 3 and a luncheon meeting with the Homedale Chamber of Commerce on October 12.

The November Meeting was scheduled for November 6, 7 and possibly 8 if needed. The Board will meet with the Joint Legislative Highway Interim Committee on November 6.

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

ST-6700(501), Ucon Streets, Bonneville County - Utah Power and Light Company

S-1778(18), Grace Bridge, Caribou County - Utah Power and Light Company, Mountain Bell and Intermountain Gas Company

ST-4749(510), Nez Perce North - North, Lewis County - Clearwater Power Company and General Telephone Company of the Northwest

ST-3111(524), Sec. I, and STS-3111(525), Sec. II, SH 55 - Marsing North, Canyon and Owyhee Counties - Idaho Power Company and Mountain Bell

Revised Board Policies Approved. The Board approved the following revised Board Policies:

B-133 - Damaged or Obsolete Railroad Crossing Signals

When an automatic railroad crossing signal is damaged, it shall be the responsibility of the railroad company to make a diligent effort to collect from the party(s) responsible for the damage. If such action is ineffective, the Department will share in the costs of the repair in the same ratio as stipulated in the original agreement for installing the signal.

Those automatic crossing signals mutually agreed upon as being obsolete shall be replaced at the participation ratio used for current installation of a new signal.

The State will not pay railroad flagging costs while an automatic signal is inoperative due to damage or replacement.

Advance warning signs for at-grade railroad crossings will be installed and maintained by the State.

(Former dates of this Policy statement: 3-16-64 and 1-20-72)

B-611 - Out-of-State Travel

The State Highway Engineer is authorized to approve out-of-state travel when it is in the interest of Department operations.

(Former dates of B-611: 1-6-60, 8-31-70, 3-22-71, and 1-23-73)

Bradshaw Cattle Company Request Discussed. A letter from the Bradshaw Cattle Company concerning withdrawal of land was discussed.

Chief Legal Counsel Tway discussed a similar case with the Seventh Day Adventist Church.

The Board agreed that if it is a reasonable request, they should grant the Cattle Company's request. However, they stated they would look at this on the Board Tour.

DDG535

Missouri v. Volpe Case Discussed. Deputy State Highway Engineer Tisdale advised the Board the Administration has declined to appeal the decision in the case of Missouri v. Volpe. It was pointed out that Missouri will get its impounded money and other States are expected to follow suit. The Department is researching this situation with Federal Highway Administration assistance. This item will be discussed at the next Board meeting.

Request to National Parks Service Designating U.S. 191 as a National Park Road Refused. Deputy State Highway Engineer Tisdale reported that the Department's request to the National Parks Service to designate U.S. 191 as a National Park road had been refused.

Review of New Requirements for Federal-aid Secondary System. Planning Engineer Pilkington pointed out that to qualify for inclusion on the Federal-aid Secondary System a route must be functionally classified as a major collector. The Department will proceed with review and summary classification of highway systems to ensure that all counties will have an opportunity to participate in the Federal-aid Secondary Program.

Provisions for Urban Federal-aid System Under 1973 Federal-aid Highway Act Discussed. Planning Engineer Pilkington presented a review of the provisions for the Urban Federal-aid System under the 1973 Federal-Aid Highway Act. Maps were displayed showing potential routes in each of 13 eligible cities. Handouts were provided indicating each city's estimated share of Urban Federal-aid Funds for fiscal years 1974-75-76.

Suggested Projects for Inclusion in Construction Programs for Fiscal Years 1974 and 1975 Presented. The Board took copies of this program with them for review on the South Idaho Tour.

A discussion of the merits of the current calendar year program format versus a fiscal year format was held. The Board directed that a 1974 calendar year construction program be developed for publication in early 1974 and that conversion to a fiscal year construction program format be initiated July 1, 1974.

Removal from the State Highway System (US 95). The Board approved the removal of a portion of State Highway No. US 95, 8.195 miles in length, and described as beginning at the intersection of Lincoln Way and Best Avenue in Coeur d'Alene and ending at the junction of State Highway No. 53 south of Garwood, as shown in official Exhibit B-126, which is made a part hereof with like effect as though included in full herein.

Parking Prohibition on a State Highway (US 20). The Board approved parking prohibition between Milepost 324.63 and Milepost 324.88 on both the north and south side of U.S. Highway 20, as recommended and stated in marked Exhibit C-90, which is made a part hereof with like effect as though included in full herein.

Hearing Determination - Location and Design of the Black Bear - Little Salmon River Bridge and Approaches, Project F-3112(32). The above matter having been advertised for an opportunity for a public hearing to be held at New Meadows, Idaho, at 8 p.m., Tuesday, September 4, 1973, and there having been no requests received for said hearing, the Board made the following determination in the matter, to wit:

There having been no requests received for said hearing, the Board considers the project as advertised acceptable to the public and that the Department should proceed with project development according to plans submitted to the public for said hearing.

Location and Design Hearings Approved. The Board authorized the following projects to go to public hearing when ready:

F-3111(19), 4 Mi. West of Marsing (Combined)

F-5152(9), St. Maries River Bridge at St. Maries (Combined)

S-5810(4), St. Maries River Bridge at Santa (Combined)

S-4800(12), Troy, East (Combined)

Engineering Agreement with Corps of Engineers Approved. The Board was advised of Engineering Agreement #DACW68-74-C-0019 with the Corps of Engineers covering the design and construction of two bridges on US-20 and one bridge on US-191 north of Idaho Falls on Project ST-6471(612), Ririe Outfall Channel.

The work is expected to cost approximately \$195,000.00, with the engineering cost being \$20,000.00 and the construction cost \$175,000.00. The Corps of Engineers will reimburse the Department for total expenditures.

The Board agreed to accept the conditions of the Agreement thereby approving construction of the facility through highway right of way, granting access to the Corps of Engineers for construction and maintenance of the channel and accepting ownership of the structures for future maintenance.

Environmental Agreement E-92, Project I-IG-80N-3(32)138 "A", Bliss East and West, Approved. The Board concurred in the Environmental Agreement covering the preparation of a Draft and Final Environmental Statement on Project I-IG-80N-3(32)138 "A" - Bliss East and West.

Five consulting engineering firms were contacted. Based on data furnished, J-U-B/Michael Baker, Jr. (A Joint Venture) was selected. The consultant's total cost is \$17,085.71 which includes a fixed fee of \$1,963.14. The Department's estimated cost for the work was \$14,000.00.

September 10, 1973

DDG535

64

This project is being reassessed and if it can be put under contract by January 1 it will not have to have an Environmental Statement. If this is the case, it could preempt the Silverton - Wallace project in the program.

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

ST-1032(539) - The work consists of constructing approximately 1,075 feet of storm sewer on US-191, Yellowstone Avenue, in Bannock County - State financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on August 15, 1973, in the amount of \$16,504.50.

I-15-1(65)0, I-15-2(31)72, I-15-3(48)111, I-80N-1(60)0, I-80N-2(46)48, I-80N-3(53)131, I-80N-4(18)221, I-15W-4(37)72, I-15W-5(18)119, I-90-1(96)0 and I-180-1(4)49 - The work consists of furnishing and installing new Mile Posts and removing existing Mile Posts on 612.33 miles of various Interstate routes, Statewide, in various counties - Federal Aid Interstate and State financed. The contract was awarded to Lone Pine Equipment Co., Kimberly, Idaho, the low bidder, on August 22, 1973, in the amount of \$58,100.00.

I-80N-3(55)142 - The work consists of constructing 198' and 228' steel bridges over Malad River on 0.04 mile (average) of I-80N, in Gooding County - Federal Aid Interstate and State financed. The contract was awarded to Miller Construction Co., Boise, Idaho, the low bidder, on August 28, 1973, in the amount of \$672,783.00.

STS-1032(538) - The work consists of constructing a road mix pavement (scrub coat) and a plant mix pavement (overlay) on approximately 4.4 miles of US-191, Ajax Pit Road - Fort Hall, in Bannock and Bingham Counties - State financed. The contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on August 20, 1973, in the amount of \$95,010.00.

ST-5116(566) - The work consists of constructing a plant mix pavement (overlay) on approximately 5.40 miles of US-95, Samuels - Boundary County Line and furnishing cover coat material in stockpile in the vicinity of Colburn, in Bonner County - State financed. As the low bid was 22.65 per cent over the Engineer's Estimate, the bid was rejected.

Stockpile No. 3561 - The work consists of furnishing aggregate for road mix pavement, cover coat and sanding material in stockpiles near Strawberry Glen (District 3 Maintenance Yard), in Ada County - State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, on August 31, 1973, in the amount of \$53,150.00.

September 10, 1973

ST-5152(533) & ST-5810(512) - The work consists of seal coating approximately 20.5 miles of SH-3, Black Lake - Lane and Clarkia Bridge - Santa, in Kootenai, Shoshone and Benewah Counties - State financed. As no bids were received, the projects will be readvertised.

I-80N-3(47)188 - The work consists of modifying the slopes, minor structures, signing, illumination, guard rail, seeding and reconditioning frontage roads on approximately 25.9 miles (intermittent areas) on I-80N, Valley Road I.C. - Meridian Road, in Jerome and Minidoka Counties - Federal Aid Interstate and State financed. The Board concurred in the award to Apex Construction, Inc., Spokane, Washington, the low bidder, in the amount of \$448,590.92.

I-80N-4(10)221 "A" - The work consists of constructing the roadway, drainage structures, plant mix base, plant mix surface with future seal coat, signing, delineation and illumination of Cotterell P.O.E. on 7.448 miles of I-80N from Jct. I-15W - Cotterell, in Cassia County - Federal Aid Interstate and State financed. The Board concurred in the award to Industrial Construction Inc., Malta, Idaho, the low bidder, in the amount of \$1,222,072.35 (Alternate No. 1).

ST-1481(553) - The work consists of constructing a road mix level course and a plant mix pavement on approximately 8.97 miles (3 sections) between MP-367.9 and 386.5 (US-30N), Soda Springs - Georgetown, in Caribou and Bear Lake Counties - State financed. The Board concurred in the award to LeGrand Johnson Const. Co., Logan, Utah, the low bidder, in the amount of \$206,956.75.

ST-3261(511) & (512) & Stockpiles 3555 and 3559 - The work consists of constructing a plant mix pavement on approximately 14.61 miles of SH-52 & 52A, Emmett - Northeast and Jct. 52 - West, and furnishing road mix pavement and cover coat material in stockpiles in the vicinity of Montour and Horseshoe Bend, in Gem and Boise Counties - State financed. The Board concurred in the award to Peter Kiewit Sons Co., Twin Falls, Idaho, the low bidder, in the amount of \$303,421.00.

Building No. 1404 - The work consists of furnishing and installing 13-16'x14' overhead garage doors, 1-10'x6'10" overhead garage door and 2 electric operator and controls at the Pocatello Multi-purpose Building, District One Headquarters Yard, in Bannock County - State financed. The Board concurred in the award to Overhead Door of Pocatello, Pocatello, Idaho, the low bidder, in the amount of \$11,141.00.

Building 4141 - The work consists of reroofing the Lewiston District Highway Office located at 26th Street on US-95, in Nez Perce County - State financed. The Board concurred in the award to Diamond Roofing Company, Lewiston, Idaho, the low bidder, in the amount of \$1,675.00.

DDG535

F-4113(38) "B" - The work consists of constructing the roadway, drainage structures, base, plant mix pavement and seeding on approximately 2.16 miles of US-95, Salmon River - White Bird, in Idaho County - Federal Aid Primary and State financed. The Board concurred in the award to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$1,068,895.50.

ST-4114(586) - The work consists of constructing and modifying rest area low flush toilet system and facilities on US-95, Moscow Mountain Rest Area, in Latah County - State financed. The Board concurred in the award to Northwest Paving, Inc., Pullman, Washington, the low bidder, in the amount of \$14,770.00.

S-2713(2) - The work consists of furnishing and installing a 20'4" x 13'9" structural plate pipe on the Balanced Rock - Kimberly Road, Rock Creek Culvert, in Twin Falls County - Federal Aid Secondary and County financed. The Board concurred in the award to Miller Construction Company, Boise, Idaho, the second low bidder, in the amount of \$79,962.50. Lone Pine Equipment Company, Kimberly, Idaho, the low bidder, had asked to be released from their low bid because of an error in Item SP-2. This was concurred in by the Twin Falls Highway District on August 29, 1973.

ST-3111(524) and STS-3111(525) - The work consists of constructing 3 concrete culverts, 36' and 74' concrete bridges, detours and approaches at various locations on SH-55, Marsing - North, in Canyon County - State financed. The Board concurred in the award to Miller Construction Co., Boise, Idaho, the low bidder, in the amount of \$270,851.25.

ST-6700(501) - The work consists of constructing the roadway, sewer and plant mix pavement on approximately 0.349 mile of US-191, Ucon Street, 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 \$140,385.25.

ST-4749(510) - The work consists of widening the roadway, constructing drainage structures, lime treated sub-base, a road mix pavement and seal coat on approximately 6.430 miles of SH-7, North of Nezperce - 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 \$413,951.50.

Building No. 1221 - The work consists of constructing a 44' x 178' concrete and pumice block maintenance building, drilling a well and providing a complete water system and disposal system at Blackfoot, Idaho, in Bingham County - State financed. The Board concurred in the award to Clark Brothers Construction Co., Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$144,366.00.

DDG535

Buildings 3313 and 3314 - The work consists of reroofing the District 3 Headquarters Shop and Service Station, located at Coffey Street and US-20 West of Garden City, in Ada County - State financed. The Board concurred in the award to United Roofing, Inc., Boise, Idaho, the low bidder, in the amount of \$14,018.26.

Building No. 4261 - The work consists of constructing a 50' x 114' metal maintenance building, connecting to local water and sewer lines at Craigmont, Idaho, in Lewis County - State financed. The Board concurred in the award to Jay W. Tribitt, Lewiston, Idaho, the low bidder, in the amount of \$92,840.00.

ST-6471(607) - The work consists of constructing a road mix pavement (overlay) and seal coat on approximately 0.340 mile of US-191, St. Anthony Street, in Fremont County - State financed. The Board concurred in the award to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$25,150.00.

Plans, Specifications and Estimates Approved. Upon hearing the report of the plans approved by State Highway Engineer Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
U-1381(17)	W. Bridge Street, Blackfoot (Advertised 9/10/73) (Bid Opening 10/2/73)	\$273,000.00
ST-1803(507)	Mink Creek East (Advertised 9/6/73) (Bid Opening 9/28/73)	72,000.00
ST-6501(535)	Clark Hill East (Advertised 9/24/73) (Bid Opening 10/9/73)	73,000.00

Status of State Highway 75. A report concerning the status of State Highway 75 was given to the Board. It was pointed out to the Board that a sign stating "No State Maintenance From This Point On" has now been placed on this section of highway.

It was the Board's opinion that State Highway 75 should be removed from the System; however, it was determined that this matter be taken under advisement. The Board stated they would look at this section of road on the forthcoming Board tour.

Settlement in Excess of \$40,000.

I-90	I-90-1(51)0 (Washington State Line-East Post Falls, I.C.)	Elmer Schneidmiller & Marion Schneidmiller; Manuel Schneidmiller & Gladys V. Schneidmiller	Parcel 99
------	--	---	-----------

68

The Board approved purchase of this parcel at the reviewed fair market value of \$43,300, with a variance up to 10 per cent, if the parcel can be purchased within this range.

Sale of Real Property.

Materials Source Portion NW-1/4 SE-1/4,
Ada 69 Sec. 26, T. 3 N., R. 2
 E., B.M.

The Board approved sale of this property to Ada County at the figure of \$19,800.

US 20 F-6471(31) North of Idaho Falls Parcel 100-R

The Board approved sale of this property at auction with a floor of \$1,260.

Sign Program Report. The Assistant Chief Right of Way Agent gave the Board a report on the present status of the sign and billboard removal from the State. He also advised that the sign program is proceeding quite well with all sign companies, except one or two, being very interested in accepting the approved take-down schedule the State and Federal Highway Administration have agreed upon.

Discussion of Report on Number of Parcels Procured Through Condemnation Actions During the Past Six Years. The Board was given a report of the actual condemnation cases that had been tried through the courts over the past six years. It was explained that the tabulation on this report was on a yearly basis and, because of the lag involved in carryover of condemnations from one year to another, some cases may be tried in a different year than when submitted to the Board.

Giff Dundas (Dunclick Concrete Plant, Inc.), Project F-4114(18), Lewiston Hill Relocation. The Deputy State Highway Engineer advised the Board that the Right of Way Section is proceeding with appraisals on the Giff Dundas (Dunclick Concrete Plant, Inc.) property on the proposed Lewiston Hill project in order that the Corps of Engineers could utilize some of the excess materials the Highway Department will need to dispose of when this project is placed under construction for a roadway.

The Board was very responsive to this procedure and indicated every attempt should be made to expedite purchase of the parcels involved.

The Deputy State Highway Engineer requested, with Board concurrence, that the Chief Right of Way Agent (while in Lewiston) investigate and attempt to lay ground work for the ultimate purchase of the Dundas property.

SOUTH IDAHO BOARD TOUR

The Board began their tour of South Idaho in Boise at 1 p.m., Monday, September 10, 1973. Those on the tour were:

- Carl C. Moore, Chairman
- Lloyd F. Barron, Vice-chairman
- Roy I. Stroschein, Member
- V. N. Richardson, State Highway Engineer
- E. D. Tisdale, Deputy State Highway Engineer
- 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.

Burley Chamber of Commerce Meeting. The Highway Committee of the Chamber requested Department assistance in formulating long-range arterial plans for Burley and vicinity. Chamber officials indicated strong interest in a truck route to interconnect processing plants west of the City to Interstate 80 North. Suggestions included the possibility of relocating State Highway 27 two miles or even possibly four miles to the west with an extension across Milner Lake to connect with Interstate 80N.

The Board indicated that the Department would work with the community in attempting to develop such a plan.

Bradshaw Cattle Company Request Viewed. The Board met with property owner Bradshaw south of Wendell to discuss possible adverse effects of a planned borrow source. The Board directed the Department to give further consideration to site restoration. An alternative site suggested by Mr. Bradshaw will also be investigated.

TUESDAY, SEPTEMBER 11, 1973

American Falls Meeting. Joe Allen of the American Falls Dam offered to meet with Department and Fish and Game personnel with respect to necessary clearances for the two-lane river crossing below the Dam. Mr. Allen was advised that any such meeting probably should await receipt of detailed plans from the consultant showing cofferdam location and other pertinent information related to the river crossing.

Concern was expressed regarding the left turn to the parking area at the west end of the Dam. Apparently traffic attempting to make this maneuver interferes with other vehicles and causes some operational problems. One accident was reported last week. District Engineer Andy Nielsen indicated the District would investigate to determine whether left turn prohibition signs might solve the problem.

DDG535

Pocatello Meeting. The City of Pocatello requested earliest possible consideration of financing for the Moreland Road Inter-section with Urban "D" and Urban "C" funds. TOPICS funds are now exhausted and other sources of revenue will have to be used. City officials were advised the Department would proceed with the project at the earliest possible date.

It was reported that several run-off road accidents had occurred on Interstate Highway 15W in the vicinity of the Arbon Valley inter-change due to hydroplaning and slick surface during wet weather. District Engineer Andy Nielsen reported District personnel were in-vestigating the problem.

Blackfoot Meeting. A strong appeal was again made to the Board for addition to the State Highway System of the County road between Blackfoot and Henry. The Board expressed interest but made no com-mitment as to future system action.

Sterling - Springfield Project Reviewed. In reviewing the Sterling Road - Springfield project, Board Member Stroschein sug-gested that the Department consider acquiring rights-of-way on the north side of the project to eliminate a junkyard located west of Springfield.

Idaho Falls Meeting. A request was made for continued improve-ment to U.S. Highway 20 between Idaho Falls and the A.E.C. Site from Primary Highway Funds.

The Board was requested to consider funding construction of a portion of the Historical Museum that will be constructed in con-junction with the Bicentennial in the park north of Johns Hole. Modular units may be used containing permanent displays sponsored by various State and Federal agencies. The Board directed the Department to study the legal ramifications of this proposal.

Property requested to be placed at auction by Senator Marsden Williams located adjacent to the Fairview Interchange was inspected by the Board. It was concluded that the District should more fully explore the possibility of conversion of the interchange into a half cloverleaf configuration prior to disposal of the property. If conversion to a half cloverleaf is feasible, consideration should be given to acquisition of additional property in the southeast quadrant as well.

The Board met with Carl Agren, Cecil Green and associates follow-ing the Idaho Falls meeting to discuss location of U.S. Highway 20 through Rigby. The Board agreed to review the approved location as well as the original bypass. The following day, after making a field review, the Board determined to proceed with the project as now approved.

WEDNESDAY, SEPTEMBER 12, 1973

Rexburg Meeting. After reviewing the various alternative locations in Rexburg, the Board determined that the District should proceed with a combined hearing. It was the Board's conclusion that the hearing should focus on essentially two routes--the West Route Modified and the Railroad Route. Comparable design details should be developed to present at the hearing along with information concerning the economic, social and environmental impacts of both plans.

Local official concern was expressed regarding the lack of adequate signing to direct students and parcents to Rexburg and Ricks College. The Department will investigate and report to the Board concerning this problem.

The Board was advised that Beaver Dick Park on State Highway 88 has been offered to the Highway Department as a possible rest area site. This offer will be studied and discussed with the Board in October.

The Board reviewed release of access control on State Highway 88 west of Rexburg at the request of former Senator Ray Rigby. This request will be considered further at the October Board meeting.

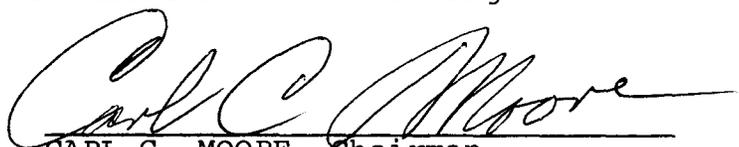
THURSDAY, SEPTEMBER 13, 1973

Ketchum Meeting. The Board met with Blaine County Commissioners to advise them of their intent to remove State Highway 75 from the State Highway System between Sun Valley and U.S. Highway 93A. It was agreed the State Highway Engineer will meet with both Blaine County and Custer County officials to firm up financial arrangements leading to a transfer of State Highway 75 to the County systems.

Blaine County Commissioners indicated their receptiveness to such a transfer would depend on the outcome of a claim against the State resulting from a fatal accident on the three-mile unimproved section.

Implications of 1973 Highway Act Discussed with Communities. The above communities were advised of the 1973 Highway Act and its implications to the State and its communities. Each community of 5,000 population and over was further advised that the Department would cooperate closely in establishing an Urban System within that city at the earliest possible date.

WHEREUPON, the Board adjourned until its next meeting.


CARL C. MOORE, Chairman

Read and Approved
October 10, 1973
Boise, Idaho

DDG535

* * * * *

SUPPLEMENTS TO SEPTEMBER BOARD MINUTES

Encroachment Permit No. 1-73-83, Project S-1721(5), Approved.
The Board reviewed Mr. Clyde Twitchell's and Mr. Paul Swarin's request for a change of approach located on State Highway 39 approximately 3 miles west of Blackfoot, Idaho. The review of this request for a change in access was made during the Board's Southeast Idaho Board Tour.

The Board approved the exchange of access as requested which involves shifting the approach from Station 114+00 on the right side to Station 109+69 on the right side.

Mr. Twitchell's request for the change in access was made even with the knowledge that the shift in access will leave approximately 1,100 feet of highway frontage with no access. His contention is that he will build a frontage road to serve the 1,100 feet of land without direct access to the highway by using his unrestricted approach which was allowed at Station 121+20--should the need ever arise.

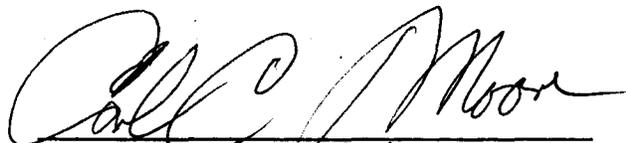
The Board approved the shift and directed the Department to seek approval of the Federal Highway Administration.

Giff Dundas (Dunclick Concrete Plant, Inc.), Project F-4114(29), Lewiston Hill Relocation, Nez Perce County, Parcel No. 3. On October 3 and 4, 1973, the Chief Right of Way Agent contacted, telephonically, the members of the Highway Board to discuss negotiations with Mr. Dundas, Parcel No. 3, on Lewiston Hill Relocation Project, and acquisition of a 40-acre extension to Br-88.

The Board concurred in the recommended just compensation of \$580,000 for the Dundas property, and approved negotiation on this basis with a leeway of plus 10% (if necessary) to accomplish the acquisition.

Br-88 Source Extension Acquisition, Bonner County. The Board approved acquisition of the 40-acre extension to Br-88 for the option price of \$26,720.00.

* * * * *


CARL C. Moore, Chairman

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

October 10, 11 & 12, 1973

The Idaho Board of Highway Directors met in stated regular session at 9 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Wednesday, October 10, 1973. Present were:

- Carl C. Moore, Chairman - Director, District 3
- Lloyd F. Barron, Vice-chairman - Director, District 2
- Roy I. Stroschein, Member - Director, District 1
- V. N. Richardson, State Highway Engineer
- Wayne Summers, Executive Secretary

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 projects:

I-15-1(27)8 P.E. & R/W, I-15-1(67)8 Const., Deep Creek - South and I-15-1(64)17 Const., Deep Creek I.C., Oneida County - Mountain Bell and Utah Power and Light Company

U-1381(17), West Bridge Street, Blackfoot, Bingham County - Idaho Power Company

RS-6862(3), Kilgore Road, Idmon Corner South, Clark County - Mud Lake Telephone Co-op Assn., Inc. and Utah Power and Light Company

ST-6501(535), Clark Hill - East, Bonneville County - 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-3898(3), Tamarack Falls Bridge, Valley County - Idaho Power Company

November and December Board Meeting Dates Firmed. The November Board Meeting date was confirmed for November 6 and 7. The December Meeting was scheduled for December 12 and 13.

AASHO Dues Increase Approved. Upon the recommendation of the State Highway Engineer, the Board authorized the Department to continue its AASHO membership on the revised compensation schedule of dues for \$4,800 annually.

DDG535

Salary Increase Approved. The Board approved the Department's participation in a five percent salary increase scheduled for all grades of employees, certified and exempt, as proposed by Governor Andrus in his recent proclamation to become effective January 1, 1974.

Employee Moving Expense Denied. Reginald T. Good, recently retired from the Surveys & Plans Division having been hired by District 5 on an hourly basis for a special assignment, appealed to the Board for moving expenses in the amount of \$219.28 from Boise to Coeur d'Alene where Mr. Good has chosen to retire.

Upon the recommendation of the State Highway Engineer, the Board determined that the request be denied in that it does not conform to the Department's personnel moving expense policy.

Resolutions for Council of State Governments Meeting Approved. State Highway Engineer Richardson presented to the Board for its consideration the following Resolutions to be presented at the Western Council of State Governments Meeting in Denver on October 17 - 20.

The Board concurred in the following:

A RESOLUTION

RECOMMENDING THAT AN URBAN TRANSPORTATION TRUST FUND BE ESTABLISHED; THAT SOURCES OF REVENUE TO THE HIGHWAY TRUST FUND BE CONTINUED; AND THAT FUTURE NATIONAL TRANSPORTATION LEGISLATION BE CONTINGENT UPON A GUARANTEE THAT EACH STATE RECEIVE ITS UNREDUCED SHARE OF EACH TRUST FUND AND ITS SHARE OF FUTURE GROWTH OF SUCH TRUST FUND REVENUES.

A RESOLUTION

RECOMMENDING THAT HIGHWAY PROGRAMS UNDER THE FEDERAL-AID HIGHWAY ACT BE VIGOROUSLY PURSUED TO COMPLETION; THAT THE SPECIAL BRIDGE REPLACEMENT PROGRAM IN THE 1970 FEDERAL-AID HIGHWAY ACT AUTHORIZATIONS SHOULD STAY AT OR ABOVE THE LEVEL OF THE 1970 ACT; AND THAT THE SECOND SESSION OF THE 93D CONGRESS SHOULD CONSIDER AND ENACT LEGISLATION AMENDING THE 1973 HIGHWAY ACT.

A RESOLUTION

ENDORING REVISION OF THE FEDERAL AID HIGHWAY ACT TO PERMIT MINIMUM VEHICLE STANDARDS OF AXLE WEIGHT; AND THE APPLICATION OF THE AMERICAN ASSOCIATION OF HIGHWAY OFFICIALS' TABLE "B" IN DETERMINING GROSS VEHICLE WEIGHTS ON ALL HIGHWAYS EXCEPT THOSE DETERMINED TO BE INADEQUATE BY ENGINEERING EVALUATION.

(The Council passed all three resolutions. Detailed copies of the Resolutions are in Central Files.)

Board Authorizes State Highway Engineer to Take Legal Action on Junkyard Violations. Complying with the request of the State Highway Engineer to take legal action in junkyard violations which have been requested by those junkyards who have been in compliance with the Federal Beautification Program, the Board authorized the State Highway Engineer to take appropriate legal action necessary to complete the State's Federal Beautification Program.

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

Building 9903 - The work consists of constructing a 80' x 96' pumice block addition to the Headquarters Warehouse for office and storage space located at 3311 West State Street, Boise, Idaho, in Ada County - State financed. The contract was awarded to Pete J. Riha, Boise, Idaho, the low bidder, on September 20, 1973, in the amount of \$142,903.00.

LWC-4201(528) - The work consists of constructing rest area facilities, landscaping and illumination on U.S. Highway 12, in the vicinity of Lenore, in Nez Perce County - Land-Water-Conservation & State financed. The Board concurred in the award to Crow Rock Products, Inc., Moscow, Idaho, the low bidder, in the amount of \$254,882.50.

S-1778(18) - The work consists of constructing the roadway, base, road mix pavement, seal and a 540' concrete bridge over the Bear River north of Grace on 0.455 miles of SH-34, in Caribou County - Federal Aid Secondary & State financed. The Board concurred in the award to Miller Construction Company, Boise, Idaho, the low bidder, in the amount of \$791,101.50.

Building No. 1404 - The work consists of applying spray-on type insulation to ceiling, end and side walls with 1/2 thickness applied to the purlins of the building located at the Pocatello Highway Headquarters in Bannock County - State financed. The Board concurred in the award to Circo Painting Contractors, Pocatello, Idaho, the low bidder, in the amount of \$5,912.50.

ST-1803(507) - The work consists of widening the shoulders, constructing a road mix pavement on approximately 4.5 miles of SH-36, Mink Creek - East, in Franklin County - State financed. The Board concurred in the award to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$50,645.00.

U-1381(7) - The work consists of constructing the roadway, road mix base, plant mix pavement, sewer line, curb and gutter, illumination and signalization on approximately 0.433 mile of US-26, W. Bridge Street (Blackfoot), in Bingham County - Federal Aid Urban and State financed. The Board concurred in the award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$265,373.15.

DDG535

ST-6501(535) - The work consists of flattening back slopes, fill slopes and extend pipe culverts on approximately 1.737 miles of US-26, Clark Hill - East, in Bonneville County - State financed. The Board concurred in the award to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$70,738.00.

Plans, Specifications and Estimates Approved. Upon hearing the report of the plans approved by State Highway Engineer Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
I-15-1(67)8	Deep Creek South (Advertised 9/20/73) (Bid Opening 10/16/73)	\$3,476,000.00
I-15-1(64)17	Deep Creek I.C. (Advertised 9/20/73) (Bid Opening 10/16/73)	75,000.00
I-15-1(41)0 "A"	Cherry Creek Rest Area Well (Advertise 10/11/73) (Bid Opening 11/20/73)	7,000.00
I-90-1(60)71	Montana Line Rest Area Building (Advertise 10/18/73) (Bid Opening 11/6/73)	20,000.00
F-FG-5115(5)	Moctileme Cr. - Plummer (Advertise 11/22/73) (Bid Opening 12/18/73)	3,738,000.00
F-6471(40) "B"	Rigby - Thornton (Lorenzo Bridge) (Advertise 10/18/73) (Bid Opening 11/20/73)	680,000.00
I-IG-80N-3(57)138	W. Bliss (Incl.) - E. Bliss I.C. (Incl.) (Advertise 11/1/73) (Bid Opening 11/27/73)	6,300,000.00
ST-1721(518) "A"	American Falls Bridge Piers & Cofferdam (Advertise 10/12/73) (Bid Opening 11/6/73)	700,000.00
ST-6471(612)	Ririe Dam Outfall Channel (Advertise 10/12/73) (Bid Opening 10/30/73)	175,000.00

Environmental Agreement E-93, Project F-FG-1024(26), Gould Street Connection Reviewed. The Board reviewed a proposed Environmental Agreement covering the preparation of Location and Environmental Studies on Project F-FG-1024(26) - Gould Street Connection and decided to defer action pending discussion with City officials concerning possible system action changes.

Hearing Determination - Design of the West Caldwell Interchange (Excl.) to East Caldwell Interchange (Excl.), Project I-80N-1(41)27; Location and Design of the Northwest Connector, Project SU-SUG-3755(2); Location and Design of Cleveland Boulevard - West, Project S-3712(5); and Location and Design of East Greenleaf to Simplots, Project S-3712(8). A public hearing was held at the Wilson School Multipurpose Room, Caldwell, Idaho, at 8 p.m., Thursday, September 20, 1973.

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 the projects should be developed for I-80N-1(41)27 and SU-SUG-3755(2), Plan A; S-3712(5), Existing Improved; and S-3712(8), Existing Improved, as submitted at the public hearing with consideration given to:

1. Relocation of the Boise River Bridge on Frontage Road No. 3 downstream to align with a future extension of Chicago Avenue.
2. Providing access to the southeast part of Canyon Hill.

Board Approves Grove Street Air Space Agreement. The Chief Legal Counsel explained the proposed agreement between the Boise Redevelopment Agency, the Ada County Highway District, and the Department of Highways to the Board. The Board authorized the State Highway Engineer to execute the agreement permitting the Boise Redevelopment Agency to lease the air space above Grove Street, realigned, for the construction of a public parking garage.

Highway Maintenance Management Systems Discussed. State Highway Engineer Richardson presented the Board with a proposal of Roy Jorgensen Associates, Inc., to set up a highway maintenance system for the Department during a two-phase 28 month consultant study, costing \$183,000.

The Board was reminded of a proposal on this subject which was presented to a previous Board by Robert J. Hansen of Boothe Resources International Inc. Mr. Hansen is now with CLM International, Inc. This proposal called for the Department doing the routine fact finding

DDG535

with the consultant developing a recommended management system summary. There was also a previous proposal by Booz, Allen and Hamilton, Inc., for approximately \$315,000.

Another alternate that the Board should consider, Mr. Richardson stated, would be an inhouse study.

The Board directed the Department to evaluate the three alternates and make a recommendation to the Board. Mr. Richardson said the Department would have its recommendation ready for the November meeting.

Board Authorizes Operation on all of Idaho's State Highway System of Certain Motor Vehicle Combinations up to 73 Feet in Total Length.

Whereas, the Idaho Board of Highway Directors has authority, under the provisions of Idaho Code Section 49-913 paragraph (c), to designate certain highways for operation of combinations of vehicles consisting of three (3) or four (4) vehicles with an overall length of ninety-eight (98) feet, provided that in any combination of vehicles consisting of three (3) or four (4) units, two (2) of the units must be a tractor and semitrailer combination, and

Whereas, the Idaho Board of Highway Directors has enacted and published certain regulations with regard to unit length, horsepower to gross weight ratio, coupling devices, insurance, and other operating requirements applicable to vehicle combinations having an overall length in excess of sixty-five (65) feet.

Therefore Be It Resolved, that vehicle combinations consisting of three (3) vehicle units having an overall length not to exceed seventy-three (73) feet may be operated on all highways on the State Highway System, providing that in any combination of three (3) units, two (2) of the units must be a truck tractor and semitrailer, and provided further that such three vehicle combinations when operated on routes not designated for operation of ninety-eight (98) feet shall include a truck tractor with tandem drive (6x4) axles, or a four-wheel drive (4x4) truck tractor.

THURSDAY, OCTOBER 11, 1973

The meeting of the Highway Board reconvened at 9 a.m. in the State Highway Building, Boise, with the following persons present and participating:

- Carl C. Moore, Chairman
- Lloyd F. Barron, Vice-chairman
- Roy I. Stroschein, Member
- V. N. Richardson, State Highway Engineer
- Wayne Summers, Executive Secretary

Idaho A.G.C. Meets with Board. Meeting with the Board were the following A.G.C. members: Jim Quinn, Monte D. Bell, Lew Duvall, Frank Galey, Jr., and Boyd L. Christensen. The delegation apprised the Board of the problems being encountered by the construction industry regarding the energy crisis as affecting diesel and motor fuels quotas in highway construction projects.

In response to a question from Board Member Stroschein, Boyd Christensen, President of the Idaho A.G.C., replied that the cooperation between the Department and Idaho contractors is excellent and that the contractors are getting a "fair shake in contracts from the Department."

Board Reviews Petition to Keep State Highway 21 Between Stanley and Lowman Open During Winter Months. Truman Joiner, President, Boise - Stanley Highway Association, Inc., presented the Board with a petition containing 1,239 signatures. 1,080 coming from thirty counties in Idaho. The predominant petitioners were from Ada, Custer and Boise Counties. Mr. Joiner stated that he hoped the Department could find money to grant the request.

After considering the avalanche area, budgetary problems and lack of sovereign immunity, the Board determined the Canyon Creek section for the public's safety should be allowed to close when winter weather conditions dictate.

Federal Construction Company Claim Presented to Board. Appearing before the Board were M.E. Riley, owner, Federal Construction Company, Spokane, with his attorney Mike McNichols of Orofino. A lengthy dissertation was made by Mr. Riley concerning the insufficiency of the \$2,500 granted him in his claim for delays in completing application of an overlay on the Overland Bridge.

From the presentation made by Mr. Riley, the State Highway Engineer and the State Construction Engineer could find no new or compelling reasons for increasing the additional compensation granted Federal Construction Company who asked for a total claim of \$20,991.58.

The Board denied increasing the amount of claim compensation.

The statements and supporting data submitted by Mr. Riley are in Central Files.

Truck Speed Control Zones (US 20, 191 & SH 48). The Board approved the prima facie truck speed limits on US 20, 191 and SH 48, as recommended and stated in marked Exhibit A-419, which is made a part hereof with like effect as though included in full herein.

Speed Control Zones (SH 24, US 10). The Board approved the prima facie speed limits on SH 24 and US 10, as recommended and stated in marked Exhibit A-420, which is made a part hereof with like effect as though included in full herein.

City of Hayden Traffic Control Signals Revised. The Board ordered that the Minute Entry dated April 13, 1954, with respect to traffic control signals upon urban extensions of the State Highway System in the City of Hayden, be rescinded. The Board further determined that the City of Hayden be authorized to operate and maintain traffic control signals at the following locations:

- 1. On U.S. Highway 95 located 660 feet south of Orchard Avenue.
- 2. On U.S. Highway 95 located 660 feet north of Dakota Avenue.

as recommended and stated in marked Exhibit A-421, which is made a part hereof with like effect as though included in full herein.

Removal and Designation of State Highway System (US 30). The Board approved the removal of a section of State Highway No. US 30, 0.220 mile in length, and described as beginning at the intersection of Grove Street and Tenth Street and ending at the intersection of Grove Street and Capitol Boulevard in Boise. The Board further resolved that an 0.244 mile section of Grove Street realigned and constructed between Tenth Street and Capitol Boulevard, by the Boise Redevelopment Agency, is hereby designated a part of the State Highway System, as shown in official Exhibit B-127, which is made a part hereof with like effect as though included in full herein.

Legal Action with Other States and Oklahoma to Recover Withheld Forest Highway - Federal Highway Moneys Authorized. Upon the recommendation of the State Highway Engineer, the Board concurred in the Department participating with other states headed by Oklahoma to cause the Federal Government to treat all states alike after a Federal Court granted the State of Missouri recovery of impounded Federal Highway Funds.

Department Prohibited from Participating in Atomic Energy Commission Museum in Riverside Park, Idaho Falls. Chief Legal Counsel Tway advised the Board that it would be unconstitutional for the Department to participate with Highway funds jointly with local divisions of government and other State agencies toward the construction of said museum.

Board Authorizes Hearing to Increase Lengths of Truck Tractor and Semitrailer Combinations on Selected Routes. The Idaho Board of Highway Directors, under authority of Idaho Code Section 49-916, Exception to Weight and Size Limitations, authorized the Department to hold an administrative procedures hearing for adoption of regulations governing operation of extra length truck tractor and semitrailer combinations, subject to these conditions:

- 1. Overall length may exceed 60 feet but shall not exceed 65 feet.
- 2. Overall wheelbase shall not exceed 55 feet 6 inches.

DDG535

- 3. Distance between fifth wheel king pin and last trailer axle shall not exceed 38 feet.

The routes designated for operation of such combinations are:

- US 10 Washington line to Montana line.
- I 15 Utah line to Montana line, including overlap of US 191, and including connecting state highways into Blackfoot, Idaho Falls, Pocatello, and McCammon.
- I 15W Junction I-80N to Junction I-15 at Pocatello and including connecting state highways into American Falls.
- SH 16 Junction SH 44 to Junction SH 52 at Emmett.
- US 20 Oregon line thru Boise to Junction I-80N. Airport Interchange northwest Idaho Falls to Montana line.
- SH 24 Junction I-80N at Heyburn to Rupert.
- SH 25 Bliss east to I-80N, also from I-80N to Jerome.
- US 26 Bliss to Gooding.
- SH 27 Burley to Paul.
- US 30 Oregon line near Ontario, Oregon to Junction US 95 south of Payette, also Meridian thru Boise to Junction I-80N, also Mountain Home to Bliss, also Burley to Heyburn Junction I-80N, also Buhl thru Twin Falls to Junction SH 50 north of Kimberly, also Junction I-15 at McCammon to Wyoming line.
- SH 41 Junction I-90 at Post Falls to Junction SH 53 at Rathdrum.
- SH 44 Junction I-80N north of Caldwell to Boise.
- SH 46 Junction I-80N at Wendell to Gooding.
- SH 50 Junction US 30 east of Twin Falls to Junction I-80N.
- SH 52 Junction SH 16 to Emmett.
- SH 53 Washington line to Junction US 95 at Garwood.
- SH 79 Junction I-80N to Jerome.
- I 80N Oregon line to Utah line and including connecting state highways into Caldwell, Nampa, Boise, Meridian, Mountain Home, and Bliss.
- SH 88 Junction I-15 to Junction US 20/191 at Rexburg.
- I 90 Washington line to Mullan.
- US 93 Twin Falls to Nevada line.
- US 95 Gayway Junction US 30 south of Payette to Payette, also Craigmont to Lewiston and state highway connections into Lewiston, also from Coeur d'Alene to Sandpoint.

Routes listed above and designated for operation of extra length truck tractor and semitrailer combinations shall be indicated by an appropriate color code on a map entitled ROUTES DESIGNATED FOR EXTRA LENGTH COMBINATIONS, which map shall become a part of the regulations for such truck tractor and semitrailer operations.

Board Authorizes Hearing to Increase Lengths of Truck and Trailer Combinations Operating on State Highway System. The Idaho Board of Highway Directors, under authority of Idaho Code Section 49-916, Exception to Weight and Size Limitations, authorized the Department to hold an administrative procedures hearing for adoption of a regulation which would designate all Idaho State System Highways for operation of truck and trailer combinations subject to a maximum overall length of seventy-five (75) feet.

Coeur d'Alene Chamber of Commerce Request of Reviewing Interstate Signing of Coeur d'Alene City Center and Lake. The Board read a letter dated October 8 from the Coeur d'Alene Visitor and Convention Committee of that Chamber of Commerce concerning Interstate signing which the Board referred to the Department for review in light of Department and AASHO signing policies.

1974 Construction Program Initial Review. The Department reviewed with the Board the Department's suggested Ten Year Interstate Construction Planning Program and the Department's planned Primary Five Year Program. The Secondary Program was not covered in its entirety and will be continued in the Board's November review of the Construction Program.

Several changes are to be made as suggested by the Board and will be contained in a revised project summary for review at the next Board meeting.

Twenty-second Annual Report Draft Approved. Planning Survey Manager Sheesley presented a mockup of the Department's Twenty-second Annual Report, to which the Board concurred.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
F-6462(2)	9 Mi. E. Sage Jct. - 3 Mi. W. of Rexburg	(Supersedes action taken 7-11-60)
	SH 88, M.P. 339.7 to M.P. 347.8	
	Beginning of Project to Henry's Fork Bridge, M.P. 339.7 to 345.5	Partial Control, Unclassified
	Henry's Fork Bridge to Jct. FAS 6759, M.P. 345.5 to 347.8	*Partial Control, Type "A"

*PARTIAL CONTROL, TYPE "A"

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.

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 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 on Plans

The location of allowable private approaches under Type "A" Partial Access shall be indicated on the project plans submitted to the Board for construction approval.

October 11, 1973

DDG535

Settlement in Excess of \$40,000.

I-90	I-IG-90-1(17)60 (E.C.L. Osburn - West Wallace I.C.	William Zanetti & Bromo Zanetti	Parcel 37, 37-RR1, 37-RR2
------	--	------------------------------------	---------------------------------

The Board approved settlement on this parcel at the recommended amount of \$42,065 with a variance up to \$45,000, if necessary, to effect settlement.

US 95	F-4114(29) (Lewiston Hill Relocation)	Dunclick Inc. Clifford W. Dundas	Parcel 3 Parcel 4
-------	---	---	--------------------------

The Chief Right of Way Agent advised the Board that Mr. Dundas had made a counter offer of \$659,420 for settlement. This settlement includes a \$10,000 relocation payment which the Department would be obligated to pay in any case since the acquisition is a total buyout. There is a rented residence on the property that the Department would receive \$50 per month for and Dundas would pay \$300 per month rent for the remainder of property (excepting that needed for excavation) until he vacates the property.

The Chief Right of Way Agent recommended that the Department accept Mr. Dundas' counter offer. Mr. Stroschein made a motion that the Board accept the offer; seconded by Mr. Barron; confirmed by Chairman Moore for unanimous consent by the Board.

Approval of Deeds & Easements.

Council Maintenance Shed Site	Approval of Easement for County Road Construction
----------------------------------	--

The Board reviewed, approved and signed an easement allowing Adams County to construct a portion of a county road across the northwest corner of the Council Maintenance Shed Site.

US 30	F-2361(18) (3/4-Mi. North of Hagerman	Kenneth Hulme	Parcel 12.1 (Permit #2-73-045)
-------	---	---------------	--------------------------------------

US 191 & 20	F-6471(40) (Rigby - Thornton)	Norris L. Guidinger & Sylvia June Guidinger	Parcel 34-R
----------------	-------------------------------------	---	-------------

Materials Source On-33 Oneida County	Oneida County
--	---------------

	Moscow Maintenance Shed Site	City of Moscow	Sewer Easement
SH 39	S-1721(5) (3-Mi. West of Blackfoot)	Clyde Twitchell & Eva Twitchell	Parcel 29-A (Permit #1-73-83)

The Board approved and signed the above listed deeds.

However, the Board directed that the Quitclaim Deed for Clyde Twitchell be held by the Department until Mr. Twitchell signed a statement that he will not request any additional access points within the remainder of his ownership and that he will advise any future purchasers that access will be provided from his future point of access located at Station 121+20 Right.

Condemnation Authority.

I-80N	I-80N-3(23)142 (E. Bliss I.C. - 2-Mi. E. of Tuttle)	Oley A. Boyd & Myrtle Boyd; Homer Bayliss & Ina Bayliss; Roy Smalley & Erma F. Smalley	Parcel 5
US 93	F-2391(10) (Addison Avenue, Twin Falls)	Robert C. & Nell Grover	Parcel 23
US 93	F-2391(10) (Addison Avenue, Twin Falls)	G. H. Grover & Nell Grover	Parcel 24
US 93	F-2391(10) (Addison Avenue, Twin Falls)	William Kenneth Tucker & Tildora Anne Tucker	Parcel 27
Black's Creek Access Road	ST-80N-2(504)	Glen E. Mueller; Mary Mueller; James V. Roberts; Lloyd M. Hansen & Debora M. Hansen, Keith Helmick & Kay Helmick	Parcel 2

The Board approved and signed an Order of Condemnation on the above listed parcels.

Sign Program Report. The tabulation and written report of the sign progress was given to each Board member.

October 11, 1973

DDG535

Discussion and Approval of Proposed Exchange of Properties in Connection with the Pocatello District Office Site. The Board was advised that District One wished to exchange a piece of excess land the State owns outside the South Pocatello Interchange area, which contains approximately 3.47 acres of land, for approximately 2.13 acres of land bordering the District One office site and owned by Dale Kirkham. The Board was also advised that appraisals made on the two parcels of land reflected the value on the State-owned property was approximately \$150 more than the value of the land being traded for.

The Board approved the trade on an even exchange basis.

FRIDAY, OCTOBER 12, 1973

District 3 - U.S. 95 Toured by Board. Meeting with the Chamber of Commerce in Homedale at noon, the Board received requests for improved signing from Interstate 80N interchanges to Homedale.

The Board toured U.S. 95 from Palisades I-80N - U.S. 95 interchange to the southern end of the Elephant Butte and viewed the proposed relocation of U.S. 95 in that section.

In replying to the Homedale Chamber of Commerce signing request, Chairman Carl Moore stated that the Department would review the problem and hopefully come up with some improvement.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
November 6, 1973
Boise, Idaho



CARL C. MOORE, Chairman

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

November 6 & 7, 1973

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Tuesday, November 6, 1973. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice-chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
V. N. Richardson, State Highway Engineer
Wayne Summers, Executive Secretary

November 6, 1973

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 projects:

S-1852(1), West Bingham Street (Hoff Road), Bingham County - Idaho Power Company and Mountain Bell

F-6471(40) Sec. B, Rigby - Thornton (Snake River Bridge), Jefferson & Madison Counties - Mountain Bell

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

B-135 - Travelways for Non-Motorized Transportation

In the interest of public safety, the State Highway Engineer may cooperate with Federal and State agencies and local governments, and groups for the development and maintenance of bicycle, pedestrian, and equestrian travelways within State highway rights of way or secured easements.

Except for maintenance purposes or emergencies, as determined by the State Highway Engineer, motorized vehicles shall be prohibited from these travelways. In winter, however, they may be used for snowmobiling provided the requirements of Board Policy B-531 are met.

Joint Interim Legislative Highway Committee Meets with Board. The following members of the Joint Interim Legislative Highway Committee met in their second and final meeting of the year with the Highway Board: Senators Abraham, Budge, Egbert, Steen, Tacke, Watkins and White and Representatives Bishop, Branson, Barron, Hale, Judd, McHan, Jackson, Sessions and Sweeney.

The following subjects were covered:

Highway User Revenue Trends

Proper management of road and street programs required consideration be given to past, present and future funding capabilities. Distribution of highway user revenues among the several road and street governments in Idaho is an important consideration in this regard.

Since 1950, the distribution formula has been modified significantly on a number of occasions. Effective January 1, 1974, other important changes will occur.

DDG535

Continuation of this reduced rate will produce about the same revenue received in fiscal year 1973, or about four percent less than predicted for fiscal year 1974. Should fuel availability and consumption return to normal for the remainder of fiscal year 1974, revenues will be 1.4 percent less than expected.

Progress Report to Legislative Interim Committee on American Falls Two-lane Crossing

The State Highway Board has authorized the Department to proceed with the construction of the first project phase involving a cofferdam and piers for a two-lane river crossing. Bids for Phase I were opened and reviewed November 6 and the successful bidder will be expected to complete this phase by April 15, 1974. It is expected Phase II will be advertised about the middle of December and the contract awarded February 1, 1974. The entire road and bridge project is estimated to be completed by January 1, 1975, with the dam construction which will include the second two-lane crossing to begin about the same time. State funds in the estimated amount of \$3.4 million will be used to finance the work with the understanding the American Falls Reservoir Space Holders will repay their half of the cost if they are successful in their effort to obtain enabling legislation and secure bonding. Supplemental State financing for the State's share of the two-lane crossing will be necessary or future lettings of some State construction projects will have to be held up. This will temporarily affect several projects throughout the State. Routine maintenance and seal coat projects would not be affected.

Idaho's Need for a Strong State Funded Highway Safety and Improvement Program

With the winding down of the Interstate Highway Program by more than one-third annually (\$19,600,000 to \$12,500,000), the Department will need to direct more attention to the backlog of work on the Primary and Secondary Systems. This will primarily involve reconstruction of highways on existing alignments.

Current projections indicate that under the current Federal-aid highway program, approximately 53 percent of the needs on the principal arterials, 46 percent on minor arterials, and 15 percent on major collectors can be met by 1990. The "Safety and Improvement Program" will help to offset this backlog. Many deficiencies can be corrected by spot corrections and widening projects without totally reconstructing the entire roadway to approved Federal-aid highway standards.

The Department's "Safety and Improvement Program" is designed to improve these sections of State highways to tolerable standards at minimum cost. It provides for miscellaneous improvements such as widening, surfacing, shoulder and backslope treatment, culverts, guardrail, traffic control devices and miscellaneous work.

The 1973 "Safety and Improvement Program" provided for surfacing and/or widening on approximately 200 miles of highway at an average cost of \$20,000 per mile. Not all of the projects were accomplished during the program year, but the scope of the program indicates the number of miles that can be substantially improved at a minimal cost to the taxpayer.

The average widening and surfacing project costs approximately \$50,000 per mile in contrast to total reconstruction to Federal-aid standards of at least \$300,000 per mile. This means that from four to ten times the mileage can be improved through improvement projects. The standards of improvement are lower. However, they are sufficient to furnish the road user with a significantly improved highway.

Need for a State Funded Bridge Replacement Program

The 1970 Federal-aid Highway Act created the special bridge replacement program. The program was funded at \$100,000,000 for F.Y. 1972 and \$150,000,000 for F.Y. 1973. The 1973 Federal-aid Highway Act reduced the authorizations to \$25,000,000 for F.Y. 1974, and \$75,000,000 annually for F.Y.'s 1974 and 1975.

The program called for inventorying all bridges located on any of the Federal-aid systems over waterways and other topographical barriers, classifying them according to their serviceability, safety, and essentiality for public use; and based on that classification, assignment of a priority for replacement.

There are approximately 1,350 bridges on the State Highway System, 500 on the County Federal-aid Secondary System and 450 on local county roads. To date, the appraisal report lists 37 of these bridges on the State Highway System in priority "A" for immediate replacement due to structural inadequacy for the traffic carried, and the service rendered to the community or area.

Less critically deficient bridges are contained in priority listings "B" and "C". The "B" designated priority denotes less critically deficient bridges which are functionally obsolete, but with frequent inspections can remain in service at reduced loads. Currently, there are 44 bridges in this category.

The "C" designated priority is assigned to the least critically deficient group which are sound and capable of carrying legal loads, but are functionally obsolete, or require high costs of maintenance to remain open at legal load capacity. Currently, there are 22 bridges in this category. In all, there are 103 bridges currently catalogued as critical structures.

Since the program at the national level was reduced from \$150,000,000 in F.Y. 1973 to \$25,000,000 in F.Y. 1974, and with the Perrine Bridge taking several years of Idaho's share of these special funds, the Department proposes a three-year State funded bridge

DDG535

replacement program totaling \$14,430,000. For F.Y. 1974 this would amount to \$4,450,000; for F.Y. 1975 - \$4,819,000; and for F.Y. 1976 - \$5,161,000. The program would provide for the replacement of 49 of the most deficient bridges on the State Highway System.

Speed Control Zones (I-80N, US 20, 26 & 30, US 30 Bus., US 10 Bus.). The Board approved the prima facie speed limits on I-80N, US 20, 26 & 30, US 30 Bus. and US 10 Bus., as recommended and stated in marked Exhibit A-422, which is made a part hereof with like effect as though included in full herein.

Removal from the State Highway System (SH 75). The Board approved the immediate removal of a section of State Highway No. 75, 37.980 miles in length, and described as beginning at the Sun Valley North Corporate Limits and ending at the junction with State Highway No. US 93 Alt., as shown in official Exhibit B-128, which is made a part hereof with like effect as though included in full herein.

Removal from the State Highway System (US 30-20-26). The Board approved the removal of a section of former State Highway No. US 30-20-26, 15.360 miles in length, and described as beginning at the junction of the South Mountain Home Connection and ending at the junction of the Hammett Connection, effective December 1, 1973, as shown in official Exhibit B-129, which is made a part hereof with like effect as though included in full herein.

Addition to the State Highway System (SH 78). The Board approved the addition to the State Highway System of the present local road consisting of 15.948 miles and extending from a junction thereof with State Highway No. 15, 4.6 miles northeast of Bruneau to a junction with U.S. 30 Business Loop at Hammett, effective December 1, 1973. The previous designation of State Highway No. 78 is revised as follows: Beginning at a junction with State Highway No. 55 in Marsing and extending southeasterly via Murphy and Grandview to a junction with State Highway No. 14, 1.9 miles west of Bruneau, and from another point on State Highway No. 51, 4.6 miles northeast of Bruneau, east and north via Hammett to a junction with State Highway No. I-80N. The above action is shown in official Exhibit B-130, which is made a part hereof with like effect as though included in full herein.

Proposed 1974 Construction Programs Reviewed. The Board continued its review from the October Board meeting the Department's proposed 1974 Interstate, Primary, Secondary, and Miscellaneous Construction Programs. The Board's final approval will be given at the December Board meeting.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
ST-1721(518)	American Falls Dam Bridge Approaches	*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.

Board Approves Department Entering Into In-house Total Maintenance Management System. Assistant State Highway Engineer (Operations) Don Cox advised the Board that in his opinion a total maintenance management system for the Department could best be obtained at a reasonable cost through an in-house effort in this regard rather than hiring an outside consultant.

To this the Board concurred.

WEDNESDAY, NOVEMBER 7, 1973

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:

- Carl C. Moore, Chairman
- Lloyd F. Barron, Vice-chairman
- Roy I. Stroschein, Member
- V. N. Richardson, State Highway Engineer
- Wayne Summers, Executive Secretary

State Parks Department Urges Board Participation with Parks Department Establishing a Long-Range Improvement Program in State Parks. State Parks Director Steve Bly suggested the Board consider the two State agencies participating jointly at the rate of \$100,000 per year on a 50 - 50 cost sharing basis in the requested long-range road improvement in and through State parks.

State Parks Director Bly again requested that the Highway Board reduce speed limits on State Highway 54 from 50 to 25 miles per hour through Farragut State Park. Also the request was made to install stop signs at junctions with various campground roads and install a kiosk at the Park entrance to guide and control park usage. Director Bly classified this as an interim request to be followed by eventual removal of State Highway 54 within the Park boundaries.

DDG535

Chairman Moore questioned the feasibility of terminating highway service to Bayview but did indicate that the Department would reconsider the relocation of State Highway 54 to skirt the perimeter of the Park following the existing highway district road around the north and northwest park border.

A request was also made for the Department to consider the redesign of the circle entrance to the Park referring to it as a hazardous condition at that point.

The Board stated they would take the requests under consideration.

A.E.C. Museum Support Requested. Dr. J. N. Neil, Executive Director, Idaho Bicentennial Commission, asked the Board to reconsider its position on not participating with the City of Idaho Falls in building the Atomic Energy Museum in the vicinity of Idaho Falls.

The Board explained that legal counsel has advised the Board that for the Department to spend money for the purposes indicated was illegal under the State's constitution and for that reason the Board could not participate.

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

S-6715(8) - The work consists of constructing the extension of four concrete culverts, mail box turnouts, a plant mix overlay and seal coat on approximately 6.838 miles of the Lewisville Highway, Jct. John's Hole Connection - North, 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 \$275,190.25.

S-3898(3) - The work consists of constructing a 162' prestressed concrete bridge and approaches to subgrade and placing gravel base on 0.031 mile of West Mountain Road, in Valley County - Federal Aid Secondary and County financed. The Board concurred in the award to A & R Construction Co., Inc., Lewiston, Idaho, the low bidder, in the amount of \$184,301.50.

RS-6862(3) - The work consists of constructing the roadway, drainage, base and a Type "C" Bituminous Surface Treatment on approximately 4.147 miles of the Kilgore Road, Idmon Corner South, in Clark County - Federal Aid Secondary and County financed. The Board concurred in the award to J. K. Merrill & Sons, Pocatello, Idaho, the low bidder, in the amount of \$363,350.50.

STS-2392(528) - The work consists of constructing 3-26' and 1-30' concrete bridges and approaches on US-93, in Sawtooth Valley (approximately 20 miles south of Stanley), in Blaine and Custer Counties - State financed. The Board concurred in the award to Neilsen & Company, Twin Falls, Idaho, the low bidder, in the amount of \$169,189.10.

DIG535

I-15-1(67)8 & I-15-1(64)17 - The work consists of constructing a divided roadway to subgrade, drainage, 23', 2-122' and 2-131' concrete overpasses, frontage roads with surface treatment and stock trails on approximately 8.162 miles of I-15, Deep Creek South; re-constructing the frontage road and reshaping the slopes at the Deep Creek I.C., in Oneida 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 \$3,192,391.90.

S-1852(1) - The work consists of constructing the roadway, drainage structures, aggregate base, road mix pavement and seal coating 3.940 miles of the Hoff Road, West Bingham Street (Rockford), in Bingham County - Federal Aid Secondary and County financed. The Board concurred in the award to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$341,486.50.

ST-1721(518), Sec. "A" - The work consists of constructing the substructure for a 1,136' concrete bridge over the Snake River at American Falls, in Power County - State financed. The Board concurred in the award to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, in the amount of \$810,564.84.

Location and Design Hearings Approved. The Board authorized the following projects to go to public hearing when ready:

S-1721(15), Sterling Road - Springfield (Design - Revised Line)

F-2392(10), State Highway #68 - Ketchum (Corridor)

S-2820(2), Ketchum - Sun Valley (Corridor)

F-6471(19), Idaho Falls - Chester - Rexburg (Combined)

Plans, Specifications and Estimates Approved. Upon hearing the report of the plans approved by State Highway Engineer Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
LWC-5115(541)	Alexander McDowell Rest Area (Advertise 11/9/73) (Bid Opening 12/4/73)	\$100,000.00
S-6830(2)	Newdale - Canyon Creek (Advertise 11/21/73) (Bid Opening 12/18/73)	910,000.00
ST-5760(3)	Bell Crossing So. of Burke (Advertise 11/16/73) (Bid Opening 12/11/73)	40,000.00

Environmental Agreement E-93, Project F-FG-1024(26), Gould Street Connection, Approved. The Board concurred in the Environmental Agreement covering the preparation of Location and Environmental Studies on Project F-FG-1024(26), Gould Street Connection, subject to transfer of the street from the Primary to the Urban "D" System; and, approval of the agreement and programming of Urban "D" funds for the studies by the Federal Highway Administration.

Five consulting engineering firms were contacted. Based on data furnished, J-U-B/Michael Baker, Jr. (A Joint Venture) was selected. The consultant's total cost is \$53,083.94 which includes a fixed fee of \$5,072.21. The Department's estimated cost for the work was \$47,480.00.

Legal Division Authorized to Obtain Early Court Action Voiding St. Anthony U.S. 191-20 Location Decision. The Board directed Chief Legal Counsel Tway to meet with the District Court in St. Anthony to discuss the possibility of setting aside the court's location decision growing out of the July 20, 1964, location hearing bypassing St. Anthony.

The need for voiding that court action is occasioned by passage of the National Environmental Protection Act which will necessitate a new hearing on the proposed location.

Board Authorizes Department to Perform Materials Investigation to Determine Use of Bradshaw vs. Bendorff Materials Source, Project I-80N-3(23)142, E. Bliss I.C. - 2 Mi. E. of Tuttle. Upon noting District Engineer Johnson's letter of November 2, 1973, and after reviewing the borrow source in question while on the South Idaho Board Tour in September, the Board determined that there is ample reason to pursue further investigation of the Bendorff source to determine if economy and operational factors during construction would permit release of the Bradshaw agreement. Use of sources northeast of the tracks, as suggested by Mr. Bradshaw, was rejected from further consideration because of economy and traffic conflicts in crossing both the railroad and State Highway 25.

Settlement in Excess of \$40,000.

US 95	F-4114(29) (Lewiston Hill I.C.)	Archie Bowlin and Carol Bowlin	Parcel No. 1
US 95	F-4114(29) (Lewiston Hill I.C.)	Harry Wall	Parcel No. 2

The Board of Highway Directors approved purchase of the above two parcels at the reviewed fair market value as recommended by the Chief Right of Way Agent with a variance of 10 percent above the reviewed amount, if necessary, to reach settlement.

Sale of Real Property.

I-15	I-IG-15W-4(12)81 (East of I-90 I.C., Power County)	Portion of S-1/2 SE-1/4, S. 31, T. 6 S., R. 32 E., B.M.	Parcel No. 3-R.1
------	--	---	---------------------

The Board approved sale of this property at auction with a floor of \$23,500.

I-15	I-IG-15W-4(6)88 I-IG-15W-4(1) R/W (Igo Overpass)	Portion of Lots 5 and 6, S. 6, T. 7 S., R. 32 E., B.M.
------	--	--

The Board approved sale of this property with a floor of \$3,650.

Approval of Deeds & Easements.

Riggins Maintenance Shed Site	City of Riggins	Sewer Easement
-------------------------------	-----------------	----------------

The Board approved and signed an easement to the City of Riggins for installation of a sanitary sewer pipe line.

I-15	I-15-1(9)61 (Portneuf I.C. (Excl.) - S. Pocatello I.C. (Incl.))	Dale B. Kirkham and Bodell S. Kirkham	Parcel No. 1-R
------	---	--	-------------------

The Board approved and signed a Warranty Deed to Dale Kirkham and wife conveying 3.47 acres of land in exchange for the land needed at the District One office site for the EOC facility.

US 191	F-1032(20) (Pocatello Creek Connection)	Price-Pocatello Co.	Parcel No. 2
--------	---	---------------------	--------------

The Board approved and signed a Quitclaim Deed to Price-Pocatello Co. conveying a point of access at the appraised amount of \$10,850, payment for which has already been received.

I-90	I-90-1(47)61 (E. Wallace - W. Wallace)	Raymond E. Hanson	Parcel No. 43-R
------	--	-------------------	--------------------

The Board approved the purchase of the uneconomic remainder on the above parcel. The Board also approved using the uneconomic remainder as a partial payment for right of way needed from other owner-ships on this project.

DDG535

Condemnation Authority.

US 93	T-4020(1) (West Five Points, Twin Falls)	Percy Montgomery and Marguerite Montgomery	Parcel No. 1
US 93	F-2391(10) (Addison Ave., Twin Falls)	F. Lyman Schenk and Mabel Schenk	Parcel No. 45
I-80N	I-80N-3(23)142 (Bliss-Tuttle)	Carrie M. Henderson	Parcel No. 3
US 191	F-6471(35) (Rigby S. Conn.)	Sommer-Cleverly Investment, Inc.	Parcel No. 1
US 191	F-6471(35) (Rigby S. Conn.)	Gwendolyn R. McKinnon	Parcel No. 7

The Board approved and signed orders for condemnation on the above listed parcels.

November 1 Outdoor Advertising Sign Status Report. The Board was apprised that during the past month 26 signs were bought and removed; 80 signs removed by permission without payment; 498 signs total bought and removed; 3,619 signs total to date removed by permission without payment to owner. 1,956 nonconforming or illegal signs are yet to be removed under the Highway Beautification Act of 1965.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for December 12 & 13, 1973.

Read and Approved
December 12, 1973
Boise, Idaho



CARL C. MOORE, Chairman

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

November 20, 1973

The Idaho Board of Highway Directors met in special session at 9 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Tuesday, November 20, 1973. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice-chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
V. N. Richardson, State Highway Engineer
Wayne Summers, Executive Secretary

Board Decreases Vehicle Speeds on State Highways. The Board determined this date under Idaho Code 49-906 on the basis of engineering study and evaluation in traffic investigation of the State Highway System based upon existing circumstances and conditions to reduce all posted speeds of 70 miles per hour to 60 miles per hour and all speed zones posted 60 - 55 miles per hour to 50 miles per hour.

This action is shown in marked Exhibit A-423, which is made a part hereof with like effect as though included in full herein.

American Falls Phase Two Steel Delivery Viewed. The Board directed the Department to take whatever steps necessary to tie up the structural steel at an early date so as to not delay completion of the dam beyond the current 1975 schedule.

State Highway Engineer Authorized to Act When FHWA Grants in Writing Heavier Axle Loads on Interstate. The Board authorized the State Highway Engineer to apply to the State Highway System including the Interstate as provided in Idaho Code 49-916 if and when authorization in writing is received from the Federal Highway Administration permitting heavier axle loadings on the Interstate without calling a special session of the Board.

The Department for several years along with AASHO has been attempting to increase the single axle loading from 18,000 to 20,000 lbs. per axle and the tandem from 32,000 to 34,000 lbs. per axle.

WHEREUPON, The Board adjourned until its next meeting.

Read and Approved
December 12, 1973
Boise, Idaho



CARL C. MOORE, Chairman

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

December 12 & 13, 1973

The Idaho Board of Highway Directors met in stated regular session at 9 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Wednesday, December 12, 1973. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice-chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
V. N. Richardson, State Highway Engineer
Wayne Summers, Executive Secretary

December 12, 1973

DDG535

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

January and February Board Meeting Dates Scheduled. The Board scheduled its January meeting for Thursday and Friday, January 10 and 11. The February meeting was set for Thursday and Friday, February 14 and 15.

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:

I-IG-80N-3(57)138 Const., W. Bliss I.C. - E. Bliss I.C., Gooding County - Mountain Bell, Idaho Power Company and North Side Canal Company Ltd.

Department's Fiscal Year 1975 Recommended Budget Reviewed. The Board reviewed the Department's proposed fiscal year 1975 budget and its presentation which is to be presented to the Joint Senate Finance and House Appropriations Committee, January 11.

Hearing Determination - Exception to Weight and Size Limitations Designating all Idaho Highways Under the Jurisdiction of the Idaho Board of Highway Directors for Operation of Truck and Trailer Combinations Subject to a Maximum Overall Length of Seventy-Five (75) Feet. An Administrative Procedures Hearing was held at the State Highway Building Auditorium, Boise, Idaho, at 3 p.m., Wednesday, November 21, 1973.

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 approval is granted for the operation of truck and trailer combinations subject to a maximum overall length of seventy-five (75) feet on all highways on the State Highway System.

Hearing Determination - Exception to Weight and Size Limitations Designating Routes for Operation of Extra Length Truck Tractor and Semitrailer Combinations, Subject to Certain Conditions. An Administrative Procedures Hearing was held at the State Highway Building Auditorium, Boise, Idaho, at 3:05 p.m., Wednesday, November 21, 1973.

The Board, having read the transcript made of the testimony and proceedings had at said hearing, and having been fully advised and considered the same, made an affirmative decision by the adoption of said regulation:

REGULATION

1. Overall length of truck tractor and semitrailer combinations may exceed 60 feet but shall not exceed 65 feet.
2. Overall wheelbase shall not exceed 55 feet 6 inches.
3. Distance between fifth wheel king pin and last trailer axle shall not exceed 38 feet.

Maps showing said routes designating the operation of said extra length truck tractor and semitrailer combinations are indicated by an appropriate color code on a map entitled ROUTES DESIGNATED FOR EXTRA LENGTH COMBINATIONS, which map is a part of the regulation for such truck tractor and semitrailer operations and available at offices of the Idaho Department of Highways and Weigh Stations of the State of Idaho.

Hearing Determination - Amendments of Rule 12, Substantive Rules of Administrative Procedures, Rules and Regulations Governing the Control of Outdoor Advertising by Amending Section IX, Pertaining to the Information Centers. An Administrative Procedures Hearing was held at the State Highway Building Auditorium, Boise, Idaho, at 2 p.m., Thursday, December 6, 1973.

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 determination in the matter, to wit:

The Department shall adopt the proposed rules for information centers as proposed at said hearing with the exception of Item D. 1. c. which shall be deleted in accordance with the hearing testimony received.

Department Granted Permission to Curtail Snow Removal on Minor Traffic Roads When an Alternate Route Serving the Area is Available. In the Department's efforts to conserve motor fuels, the Board concurred in a recommendation by the Maintenance Division for closure of State Highway 21 from Idaho City to Lowman when snow conditions dictate. A winter maintained relief route is available from Boise by way of State Highway 55 and Boise County road from Banks to Lowman. By agreement Boise County is to maintain snow removal and road maintenance from Banks to Big Pine Creek and the Department's Lowman maintenance people are to maintain snow removal and road maintenance from Lowman to Big Pine Creek.

The Board concurred in the Department pursuing this energy conservation procedure on other lightly traveled routes throughout the State where detour routes are available. Whenever such action is taken, the Board requested to be advised promptly.

DDG535

The Board also approved signing of lightly traveled sections of the State Highway System, where alternate routes are available, to the effect that maintenance operations would be suspended from the hours of 5 p.m. to 6 a.m. Such action would only be taken on those sections with no inhabitants and where night traffic is minimal.

Board Authorized Annual Permits for Truck and/or Combinations, With Weights Under I.C. 49-901-A, to Operate on Idaho Interstate Highways. On the recommendation of the Department, the Board approved the issuance of annual permits to private and commercial carriers for weights under I.C. 49-901-A to operate on Idaho Interstate Highways. This same weight schedule is presently in effect on all unposted Primary and Secondary Highways.

Permit costs to be charged are to be \$3.00 for the first year but may be revised upward if actual cost of issuance is higher. The Board authorized delegation of permit issuance to the Department of Law Enforcement in conjunction with gross weight - distance revenue certification and collection. The Department of Highways and Law Enforcement will endeavor to work out necessary procedures.

Plowing of Snowmobile Parking Area Adjacent to U.S. Highway 93 Approved. The Board authorized the plowing of a snowmobile parking area adjacent to U.S. Highway 93 north of Ketchum in conformance with Board Policy B-525 and subject to fuel allocation for that purpose by Blaine County.

Board Gives Department Direction in Two Projects.

1. The Board approved the recommendation of the Department that it should proceed with Phase 1, right of way acquisition for improvement of U.S. 93 in the Wood River Valley contingent upon Federal Highway Administration approval and finalization of Union Pacific Railroad abandonment in those sections covered by Phase 1.
2. The Board directed the Department to proceed with advertising for bid letting the U.S. 95 Mesa Hill North Project F-3112(21).

PS&E Approved by State Highway Engineer for Future Bid Openings. Upon hearing the report of the plans approved by State Highway Engineer Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
ST-1721(518) "B"	American Falls Bridge (Advertise 12/6/73) (Bid Opening 12/20/73)	\$1,386,000.00
S-2790(14), (15)	8 Miles W. Kimama West & 12 Miles W. Kimama West (Advertise 1/24/74) (Bid Opening 2/18/74)	810,000.00

Board Approves Plans for Two Location Hearings.

1. After reviewing the alternates shown for the U.S. 12 urban couplet, the Board directed the Locating-Photogrammetric Section to prepare for hearing on the various alternatives. Preparations would include a preliminary meeting with City officials to seek input concerning community impacts.
2. Wood River U.S. 93 Location - The Board authorized publishing of the location report with recommendations for alignment options with and without abandonment of the railroad.

The Board also authorized the Department to proceed to public hearing on the several alternate locations following the completion of the Draft Environmental Statement.

Statement Concerning Wild River Classification Approved. The Board reviewed and approved a statement concerning Wild River classification for the reach of the Salmon River between Riggins and White Bird which is paralleled by U.S. Highway 95.

Location and Design Hearings Approved. The Board authorized the following projects to go to public hearing when ready:

BRS-3720(2), Boise River Bridge, South of Parma (Combined)

F-1032(26), Cedar Street - Chapel Street in Pocatello (Combined)

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

Building No. 5261 - The work consists of constructing a 44' x 114'8" concrete and pumice block maintenance building, and providing a complete water system and disposal system in the vicinity of Plummer, in Benewah County - State financed. The Board concurred in the award to S. G. Morin & Sons, Inc., Spokane, Washington, the low bidder, in the amount of \$113,354.00.

F-6471(40) "B" - The work consists of constructing a 642' prestressed concrete bridge and approaches over the Snake River on US-191, Lorenzo, in Jefferson and Madison Counties - Federal Aid Primary and State financed. The Board concurred in the award to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, in the amount of \$549,507.75.

I-15-1(41)0 "A" - The work consists of drilling and casing a rest area well at Cherry Creek, in Oneida County - Federal Aid Interstate and State financed. As the only bid was 396.54 per cent over the Engineer's Estimate, the bid was rejected.

DIG535

Boise Traffic Control Signals. The Board authorized the City of Boise to operate and maintain traffic control signals at 43 intersections in the City of Boise, as recommended and stated in marked Exhibit A-424, which is made a part hereof with like effect as though included in full herein.

Rexburg Traffic Control Signals. The Board authorized the City of Rexburg to operate and maintain traffic control signals at four intersections in the City of Rexburg, as recommended and stated in marked Exhibit A-425, which is made a part hereof with like effect as though included in full herein.

Coeur d'Alene Traffic Control Signals. The Board authorized the City of Coeur d'Alene to operate and maintain traffic control signals at 13 intersections in the City of Coeur d'Alene, as recommended and stated in marked Exhibit A-426, which is made a part hereof with like effect as though included in full herein.

Garden City Traffic Control Signals. The Board authorized the City of Garden City to operate and maintain traffic control signals at Chinden Blvd. (US 20 & 26) and 44th Street, as recommended and stated in marked Exhibit A-427, which is made a part hereof with like effect as though included in full herein.

St. Anthony Traffic Control Signals. The Board authorized the City of St. Anthony to operate and maintain traffic control signals at Bridge Street (US 20 & 191) and Main Street, as recommended and stated in marked Exhibit A-428, which is made a part hereof with like effect as though included in full herein.

Traffic Control Signals in Declo Revoked. Whereas an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Declo, the Board ordered that the minute entry of February 20, 1968, with respect to traffic control signals in the City of Declo is rescinded and permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-429, which is made a part hereof with like effect as though included in full herein.

Speed Control Zones (SH 78, I-15W Bus. & SH 39, US 95 Spur). The Board approved the prima facie speed limits on SH 78, I-15W Bus. & SH 39, and US 95 Spur, as recommended and stated in marked Exhibit A-430, which is made a part hereof with like effect as though included in full herein.

Removal from the State Highway System (US 20-191). The Board approved the removal of a section of State Highway No. US 20-191, 0.500 mile in length, and described as beginning at a point 1.560 miles southwest of the Chester Southwest Village Limits and extending southwest, effective December 31, 1973, as shown in official Exhibit B-131, which is made a part hereof with like effect as though included in full herein.

Removal from the State Highway System (US 95 & SH 200). The Board approved the removal of a section of State Highway No. US 95, 0.500 mile in length, and described as beginning at a point 0.600 mile north of the Sandpoint North Corporate Limits and extending northerly, and a section of State Highway No. 200, 0.100 mile in length, and described as beginning at a point 0.260 mile northeast of the previous junction with State Highway No. US 95 and extending northeasterly, effective December 31, 1973, as shown in official Exhibit B-132, which is made a part hereof with like effect as though included in full herein.

Removal from the State Highway System (SH 52A). The Board approved the removal of State Highway No. SH 52A, 6.505 miles in length, and described as beginning at a junction with State Highway No. 52, 1.9 miles north of the City of Emmett and extending westerly, effective January 1, 1974, as shown in official Exhibit B-133, which is made a part hereof with like effect as though included in full herein.

Approval of Deeds & Easements.

US 191 & 20	F-6471(40) (Rigby to Thornton)	Benjamin G. Layton & Iris I. Layton	Parcel 32-R
US 191 & 20	F-6471(40) (Rigby to Thornton)	Elmer R. Drake & Ellen S. Drake	Parcel 36-R
US 91	F-1491(1) (Preston to Whitney)	Henry G. Egbert	Parcel 14-A
I-80N	I-IG-80N-2(40)121 I-IG-80N-2(10)118 R/W (E. Glenns Ferry I.C. (Excl.) - E. King Hill I.C. (Excl.)	Eugene J. Bellegante & Eunice L. Bellegante	Parcel 11-R

The Board approved and signed the above deeds as recommended by the Chief Right of Way Agent.

Approval to Purchase.

US 30	F-1481(26) (Lava-Lund)	Lund Ward of the L.D.S. Church	Parcel No. has not been assigned
-------	---------------------------	-----------------------------------	--

The Board approved purchase on this parcel of land as recommended by the Chief Right of Way Agent.

DIG535

The Board authorized the Department to proceed with construction on those projects listed in 1974 when plans and specifications are complete, right of way acquired, and approval of the Federal Highway Administration is obtained providing Federal and State funds are available.

Pocatello Shopping Center Access Use Changes. Traffic Engineer Pline advised the Board John Price and Associates is now requesting a use change for the Grand Central shopping center access from that of a service station as authorized by a quit claim deed issued by the Board, November 7, 1973.

The Board tentatively approved the request subject to an evaluation of traffic generating characteristics to assure that the business type would be no less safe than a service station operation.

Board Approves Legal Division to Join Pennsylvania and Other States in a Class Action Concerning Federal Withholding of Funds. The Board concurred with Chief Legal Counsel Tway that the State of Idaho and the Department of Highways should join the State of Pennsylvania and other states in a Class Action case in a Washington D. C. court to sue the U.S. Government for recovery of impounded Forest Highway and Federal-aid funds administratively withheld during the last four years.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
January 10, 1974


CARL C. MOORE, Chairman

* * * * *

SUPPLEMENT TO DECEMBER BOARD MEETING MINUTES

December 19, 1973

Board Policy 201 - Restrictions on Foreign Materials Rescinded. The Board effective this date rescinded Board Policy 201 - Restrictions on Foreign Materials.

* * * * *


CARL C. MOORE, Chairman

DECEMBER 19, 1973

DDG535