

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

January 13 & 14, 1964

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, January 13, 1964. Present were:

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

Minutes. The Board read and approved the Minutes of the December 16, 17 & 18, 1963 meeting.

Payment of Damages to Private Car on SH 13, Grangeville Project, F-4211(2). State Engineer Bennett presented a claim of \$35.26 for damages to the automobile of Mr. Gerry Cromwell, Escalon, California, which occurred when the car was driven over a manhole being raised by State forces on State Highway 13 in Grangeville. A manhole lid flipped and caught the car, doing damage to the underside of the car. Mr. Bennett stated it was a just claim and could not be legally paid due to sovereign immunity.

The Board directed the Department to draft a legislative bill and present same to the 1965 Legislature, authorizing the Department to pay the claim out of the Highway Fund.

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

I-90-1(13)37 R/W, I-90-1(13)36 Const., Dudley G.S. - 1.3 Mi.
East of Cataldo, Shoshone & Kootenai Counties - Pacific
Northwest Bell Telephone Company, Washington Water Power
Company, General Telephone Company of the Northwest, and
El Paso Natural Gas Company

FHP 50-1(3), St. Joe River Road, Benewah County - General
Telephone Company of the Northwest and Washington Water
Power Company

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The Board approved a Policy authorizing AASHO standards and specifications for lights on snow removal equipment, as follows:

AASHO Standards and Specifications for Lights on Snow Removal Equipment Authorized by Board

Section 49-828 of Idaho Code specifies that the Department of Highways shall adopt standards and specifications for lights on snow removal equipment that are not otherwise required on motor vehicles and, furthermore, makes it unlawful to operate snow removal equipment on any highway unless they are lighted in conformity with the adopted standards and specifications.

In conformity with Idaho Motor Vehicle Laws, section 49-828, the standards for lights on snow removal equipment shall be the same as the current, or subsequently modified, standards and specifications officially adopted by the American Association of State Highway Officials.

The current AASHO Policy does not recognize an official height specification for head lamps and by Idaho Code (49-804C) they are restricted to not more than 54 inches. To clear our snow removal apparatus, it is necessary that the height spec be increased, therefore:

In conformity with section 49-828 of the Idaho Motor Vehicle Laws, the height restriction of 54 inches is amended to allow installation of head lamps and flashing lights at sufficient height to clear all snow removal apparatus and the attendant snow fog when the equipment is in operation.

\$20,000 Allocated to University of Idaho Street. The Board approved the allocation of \$20,000 to participate in the proposed street improvement at the University of Idaho grounds south of the stadium towards the arboretum; the University to finance the remaining cost of the improvement.

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Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

US 10A	F-5121(13)	Parcel No. 15	Lester S. & Margaret Jones
"	"	Parcel No. 33	John Dunn, Robert E. Dunn & Maxine Johnson
I-15	I-15-3(6)133	Parcel No. 3	Neil & Helen Berrett

An Exchange of Access Deed was approved by the Board on the following:

US 95	F-3112(11)	Parcel No. 7A	Henry L. Doak
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Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I-15	I-15-1(9)61	Parcel No. 19	Phillips Petroleum Co.
Boise One-Way Couplet	U-3021(22)	Parcel Nos. 8 & 8-E-1	Winfred B. & Myrtle A. Gipson; Howard & Constance Koppel; Harry & Ethel Koppel
"	"	Parcel Nos. 9, 9-E-1 & 9-E-2	Harry & Ethel Koppel
"	"	Parcel Nos. 11, 11-E-1 & 11-E-2	BC, Inc.
"	"	Parcel Nos. 12 & 12-E-1	George Watkins
SH 1	FH 4-1(2)	Parcel No. 18	Norman O. Jensen, Inc.
US 10A	FH 5-1(1),	Hope Railroad Structures: The Board authorized the Department to begin, without delay, condemnation proceedings involving necessary right of way for such property and easements as are needed for the construction of the Hope project.	

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Special Warranty Deeds were approved by the Board on the following:

I-80N	I-80N-3(11)164	Parcel No. 11A	Murray & Maxine L. O'Rourke
US 95	F-3112(11)	Parcel No. 7½A	Henry L. Doak

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

US 93	F-2392(9)	Portion Lots 1 and 2, Block A, Richard's Addition to Shoshone, Idaho - to be sold for not less than \$400.00
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Exchange of Properties requested by James Lavin, Coeur d'Alene.
The Board agreed to exchange properties on the following basis:

The State will exchange 1.95 acres of land for the Lavin site consisting of 4.26 acres. In addition, the State will require a payment of \$1,385 by Mr. Lavin.

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

F-1481(19)	12.6 Mi. E. of Montpelier, 4.8 Mi. W. Wyoming State Line
S-1778(12)	Preston N. to Riverdale Curves
I-80N-3(11)164	W. Jerome I.C. (incl) - US 93 I.C. (incl)
F-FG-2441(12)	W. Jerome I.C. Connection
S-US-2727(2)	End of Rock Cr. Br. - S.C.L. Twin Falls
S-2862(3)	Overland Br. in Burley - 2 Mi. S. of Paul
F-2441(9)	E.C.L. Jerome, East
S-2790(10)	4 Mi. E. of Dietrich - Kimama
U-3021(22)	One-Way Couplet in Boise, Jct. US 20-26 & US 30 I.C. (excl) to 27th Street
U-3021(23)	One-Way Couplet in Boise, Boise River Bridge
F-3281(17)	11th & Franklin Intersection in Nampa
F-4113(20)	Whitebird Summit - North
S-4746(1)	US 95 - Reubens
S-4818(1)	Palouse River Bridge (Potlatch)
S-6768(3)	Archer-Ririe
S-6879(1)	Salmon - Southeast
ST-6354(514) & Stkp. 6466	US 93, Salmon-Carmen Bridge stkp.
STM-6462(205) & Stkp. 6478	SH 88, Sage Jct. - 9 Mi. East
ST-5115(525) & Stkp. 5482	Ford - Coeur d'Alene & Stkp. 5482 - Ford

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TUESDAY, JANUARY 14, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

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

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

S-3806(15) & FLH-17(1) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 8.512 miles of SH 51, Grasmere South, in Owyhee County - Federal Lands Funds and Federal Aid Secondary and State financed. The contract was awarded to Quinn Brothers & Robbins, Inc., Boise, Idaho, the low bidder, on January 3, 1964 in the amount of \$490,152.50, Alt. #1.

I-90-1(23)62 - The work consists of removing slides, ravelling, constructing a cement treated base, a portland cement concrete pavement and signing on 5.729 miles of Interstate Highway No. 90, Wallace-Mullan, in Shoshone County - Federal Aid Interstate and State financed. The Board took notice of the irregularity in the bid proposal and bidders bond and determined to waive such irregularity. They directed the Department to award the contract to the joint low bidders Sletten Construction Co. & Concrete Construction Co., Great Falls, Montana, in the amount of \$1,957,224.03 (the second low bidder having bid in the amount of \$2,176,539.00), subject to the firms obtaining Idaho contractors licenses and obtaining articles of incorporation in Idaho.

I-15-1(10)40 - The work consists of constructing a 4-lane roadway, drainage structures, 2-134' and 2-135' concrete overpasses, 1-225' concrete underpass, 2-20' concrete machine passes, a plantmix bituminous surface and seal coating shoulders on 8.095 miles of Interstate No. 15, Arimo to McCammon, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to Pickett and Nelson, Inc., Idaho Falls, Idaho, the low bidder, on December 31, 1963 in the amount of \$2,253,945.85, Alt. #2.

YARD 2340 - The work consists of drilling and casing an 8" well at the Cotterell Port of Entry (Yard No. 2340) adjacent to Interstate Highway 80N in Cassia County - State financed. The contract was awarded to Ralph C. Denton Drilling Co., Murtaugh, Idaho, the low bidder, on January 9, 1964 in the amount of \$3,299.50.

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ST-2361(537), (538), 2862(505), 2790(507) & STOCKPILE NO. 2455 - The work consists of constructing a roadmix bituminous surfacing (half-sole) on 3.7 miles of US 30, seal coating 11.1 miles on various highways, reconditioning and constructing a roadmix bituminous surfacing on 4.6 miles of SH 24, in the vicinity of Burley, Rupert and Declo, and furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Albion, in Cassia and Minidoka Counties - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on January 9, 1964 in the amount of \$109,429.35.

STOCKPILE PROJECT NO. 3470 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles approximately 0.5 mile north of MP 54.1 (US 20, 26) Strawberry Glen, in Ada County - State financed. The contract was awarded to Aslett Construction Company, Twin Falls, Idaho, the low bidder, on January 9, 1964 in the amount of \$26,600.00.

STM-6840(504), 6715(504) & Stockpile No. 6469 - The work consists of seal coating 16.0 miles of SH 22 and 20.0 miles of SH 28, and furnishing cover coat material and aggregate surfacing in stockpiles, Lidy Hot Springs - Dubois & A.E.C. - Gilmore Summit, in Butte, Clark and Jefferson Counties - State financed. The contract was awarded to Winn & Company, Inc., Buhl, Idaho, the low bidder, on January 9, 1964 in the amount of \$71,254.00.

STOCKPILE NOS. 1411, 1486, & 1487 - The work consists of furnishing aggregate surfacing material and cover coat material in stockpiles in the vicinity of Pocatello and McCammon, in Bannock County - State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on January 9, 1964 in the amount of \$41,260.00.

STOCKPILE NOS. 5474 and 5475 - The work consists of furnishing aggregate surfacing material in stockpile in the vicinity of Spirit Lake and cover coat material in stockpile in the vicinity of Coeur d'Alene, in Bonner and Kootenai Counties - State financed. The contract was awarded to Grant Construction Company, Hayden Lake, Idaho, the low bidder, on January 9, 1964 in the amount of \$28,460.00.

STOCKPILE NOS. 2456, 2460, 2461, 2462 & 2463 - The work consists of furnishing aggregate surfacing and cover coat material in various stockpiles, District Two, in Blaine, Butte, Camas and Gooding Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Kimberly Construction Co., Inc., Kimberly, Idaho, the low bidder, on January 15, 1964 in the amount of \$77,130.00)

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Speed Control Zones in District 1 (SH 36). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 36 from a junction with SH 34 to a junction with US 89, as recommended and stated in marked Exhibit A-47, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (SH 39). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 39 from American Falls Urban Entry to a junction with US 26, as recommended and stated in marked Exhibit A-48, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Aberdeen (SH 39). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 39 in the City of Aberdeen, as recommended and stated in marked Exhibit A-49, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Mink Creek (SH 36). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 36 in the Village of Mink Creek, as recommended and stated in marked Exhibit A-50, which is made a part hereof with like effect as though extended in full herein.

State Highway 25 Sign Encroachment Removed. Chief Legal Counsel Tway apprised the Board that the J. P. Kelly sign encroachment on State Highway 25 has been removed by Mr. Kelly after having been so instructed by Judge Webb of the District Court who handled the sign encroachment court matter.

The Board approved a Revised Anti-Litter Sign to read "Unlawful to Litter", which is to replace the present roadside sign containing 20 words. The Board reasoned the excessive number of words did not permit motorists time to get the full meaning of the sign when traveling at legal speeds on our highways. The newly worded signs are to replace the present signs as needed through attrition.

The Board also approved the Department's supplementing the anti-litter signing program with "Use Litter Barrels; Keep Idaho Clean" where such signs can be used to advantage, but not at each of the 5,000 litter barrel locations throughout the State Highway System.

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Access Control approved by the Board:

F-1481(15), Montpelier, East

Partial Control - Access Type A (see type that applies below)

F-FG-5115(4), Blackwell Bridge and Approaches

South terminal of project to vicinity of Walnut Ave. & Lincoln Way - Partial Control - Access Type A (see type that applies below)

Walnut Ave. to north terminal of project - Partial Control - Access Type B (see type that applies below)

F-FG-6471(27), Idaho Falls - Ucon

Johns Hole Bridge to vicinity of Butte Branch Railroad Crossing - Full Control.

Vicinity of Butte Branch Railroad Crossing to Ucon - Partial Control - Access Type A (see type that applies below)

S-4769(5), Spalding Bridge - Arrow Jct.

Partial Control - Access Type A (see type that applies below)

F-FG-5115(5), Moccilleme Creek - Plummer

Partial Control - Access Type A (see type that applies below)

(Supersedes minute entry of July 31, 1959)

ACCESS CONTROL, TYPE A (Partial):

Public Road Connections

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

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

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Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation, as shown by the plans, 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, as shown on the plans, for ownerships not now having an approach to the highway.

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

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

Use of Private Approaches

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

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less. A joint use agreement signed by both owners must be executed for each such joint use approach.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs.

ACCESS CONTROL, TYPE B (Partial):

Public Road Connections

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

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

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation, as shown by the plans, is necessary to provide safe unrestricted highway operation.

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

New Private Approaches

No new private approaches will be allowed.

Use of Private Approaches

All private approaches permitted as shown by the plans will be unrestricted as to use.

Village of Mullan Approved "Low" Interstate Route. The Planning and Traffic Division informed the Board that the Village of Mullan unanimously approved the "low" Interstate route through Mullan in a preliminary discussion with the Village Board, as it afforded better circulation in the town by its people and emergency vehicles than that afforded by the alternate plan at a higher grade location.

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The proposal will now be taken up with the Bureau of Public Roads for their concurrence. The matter will then be again brought before the Board for authorization of a hearing for this section of the Interstate.

Cost Estimates of Interstate Routes around Wallace Reviewed. The Planning & Traffic Division reviewed for the Board comparative cost estimates of Interstate Routes around Wallace, which reflected the following:

The tunnel route having a total construction cost of \$14,300,000, with an annual maintenance cost of \$42,000, versus the northside elevated structure of \$9,555,000, with an annual maintenance cost of \$18,000.

The Department's geologist's report on the practicality of proper geological formation in the hill for a tunnel was problematic, it being located in the Osburn fault area. The tunnel would require a 27 inch reinforced concrete liner.

The Board then determined that the City of Wallace and the Bureau of Public Roads should be approached on the basis of the northside elevated single-deck, 4-lane structure route in going through and around Wallace.

Planning Studies - US 95 Through Fruitland. The Planning & Traffic Division presented in detail planning studies regarding the selection of a route improving and/or relocating US 95 from the Interstate I-80N Junction with US 95 through Fruitland, northerly to the 16th Street connection south of the Payette City Limits. The Board looked with favor on Plan No. 1, which affords a business loop for Fruitland, and bypassing the town on the southwest and proceeding on the present approximate location past the Gayway Junction crossing the railroad and the Payette River, and the continuing to a connection with the south end of the 16th Street project.

The total estimated cost is approximately \$1,970,000, with the possibility of breaking it into four or five projects.

The Board authorized the Planning & Traffic Division to submit the alternate routes to the Village of Fruitland for their consideration, after which the results will be reviewed by the Board.

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A Timetable of Route Analysis Studies and Hearings Scheduled for 1964 was submitted to the Board by Planning & Traffic Engineer Pearing. The Board complimented the Planning & Traffic Division on this method of projecting 1964 target dates for completion of the studies and related hearing dates, where needed, to facilitate the future Construction Program.

Board authorized eventual elimination of direct access to Pattee property from Interstate Route 90, Fourth of July Canyon, and Massacre Rocks Motel and Cafe property on I-15W. State Highway Engineer Bennett stated that both of these properties, because of the respective owners' desire to improve their facilities, requested a commitment from the Department as to how their properties would be served when the Interstate in their area is brought up to present Interstate access control standards. Both of these properties now have direct access for traffic from one direction of the present Interstate, which was designed and right-of-way purchased during the early years of the Interstate Program when access requirements were still undergoing rational study.

The Board determined, upon the recommendation of the State Highway Engineer, that direct access rights, other than that of being served by possibly a frontage road, should be eventually eliminated when these sections of highway are brought to full Interstate standard.

The Board also authorized the eventual closing of the east off ramp serving Wolf Lodge on Interstate Route 90, Kootenai County.

It was the Board's considered opinion that these three areas of direct access to the Interstate System should be eliminated in view of the importance of full access control to the Interstate and the elimination of any off ramps directly serving commercial businesses; these being the only three of this nature on the entire Idaho Interstate sections completed to date. The Board, in this action, recognized the poor safety record experienced in other states by motorists intentionally and unwittingly using the off ramps as on ramps -- this being extremely dangerous to traffic relying on the facility as being a full-control freeway.

SH 287 Extended from Jct. of US 20 & US 191 East to Targhee Pass. The Board approved a request from the Montana Highway Commission's State Engineer for the designation in Idaho of State Route 287 overlying US 20 & US 191 from Targhee Pass westerly to the junction of present State Highway 287. This action permits a continuity of State Highway Route 287 from West Yellowstone through Targhee Pass, thence Reynolds Pass northerly through Montana with Montana SH 287.

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Robert V. Burggraf Claim -- Shelley Interstate Interchange to US 191 South of Idaho Falls, F-6033(8). The Board heard the appeal of Contractor Robert V. Burggraf concerning the assessment of liquidated damages against Project F-6033(8). Contractor Burggraf requested that the Board waive the assessment of damages for the twenty-five days of overtime, at \$150 per day, in the total amount of \$3,750.

It was the decision of the Board that liquidated damages should be waived for eight days of the overtime period and that damages should be assessed for the remaining seventeen days in the total amount of \$2,550.

Pocatello City Commission Appears Regarding Benton Street Overpass, F-UG-1024(13). Next appearing before the Board was Pocatello City Manager Bill Webb and Pocatello Mayor Earl Pond, entering into a preliminary discussion with the Department and the Board regarding the anticipated meeting with the Union Pacific Railroad set for January 21st, when the railroad company's participation in the Benton Street Overpass Project will be jointly discussed. Of particular concern was who would stand the expenses that may be entailed in the closing of Haliday Underpass if back filling were a requirement by the railroad.

Mr. Bennett pointed out to the delegation that in all of the discussions regarding the contemplated construction of the Benton Street Overpass, together with the anticipated closure of Haliday Underpass, that at no time had the matter been discussed regarding a possible need and financing of back filling at Haliday Underpass. Mr. Webb said that the City of Pocatello would not be in position to finance the filling over Haliday Underpass, should the railroad require it.

Mr. Webb stated that the City Government of Pocatello was pleased with progress of the Interstate projects now underway and planned in the Pocatello area. Their visit with the Board was primarily to discuss the timing and attendant problems of the construction of the Benton Street Overpass.

Mr. Bennett told the delegation that right-of-way problems may hold up this project, but the most optimistic view of timing regarding the project was late in 1964. Mayor Pond offered the City's help in any manner needed. Mr. Burns stated that should right-of-way acquisition problems develop, the City might be helpful in encouraging the parcel owners in dispute to stipulate possession and settle differences later, or to encourage the court to set such condemnation cases that may arise for an early court calendar date.

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Payette Delegation regarding Relocation of US 95, Fruitland to Payette. Next appearing before the Board was the delegation from Payette composed of:

James A. McClure, State Senator
Verne B. Swanson
Leo Marsters - Past President, Payette Chamber
of Commerce
Jack W. Bainbridge
Ted Knox - President, Payette Chamber of Commerce

Mr. Marsters particularly expressed a definite personal preference to relocate US 95 on the southwest side of the railroad tracks from Fruitland to a point East of the existing Gayway Junction. It appeared, to him, that more north-bound traffic would be destined to Payette than would be diverted to Ontario if a new junction with US 95 and 30N could be made further east on the alignment he proposed. State Senator McClure concurred in his thinking, but stated that while he personally could not see any objection to overlaying the present route of US 95 in the vicinity of Gayway, he concurred with Mr. Marsters' observation that the bypass southwest of Fruitland might not meet with the full support of Fruitland.

It was pointed out to the delegation that the various locations under study will be taken to the Village of Fruitland for their preliminary views prior to resubmitting it to the Highway Board and the Bureau of Public Roads. The Board will then select a route to be brought to hearing before the Village of Fruitland.

Hammett Interstate 80N Location Opposed. Next appearing before the Board were:

Donald C. Flock
John McKeegan
Weslee Hoalst.

officers in the Valley Highway Users Committee, who live in the Hammett area and disapproved the proposed Interstate route location which penetrates the Hammett area. The delegation's opposition to the proposed Interstate route location was because of the damages to farm land and primarily how it might affect the King Hill irrigation district's financial structure, it being a small irrigation district.

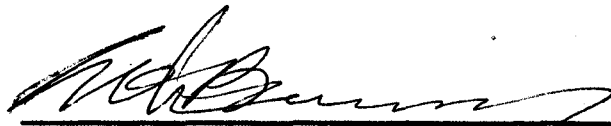
The Board assured the delegation that a very minimum of farm land would be needed and that construction would not impair the flow of water during the irrigation season. Also, that any construction

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money spent by the district up to the time of right-of-way acquisition would be paid on a prorated basis for the irrigated land taken, in accordance with State law.

The delegation thanked the Board for listening to their views and appreciated the opportunity to discuss possible problems with the Board.

WHEREUPON, the Board adjourned until its next meeting scheduled for February 24, 25 & 26, 1964.


W.C. BURNS, Chairman

Read and Approved
February 26, 1964
Boise, Idaho

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

February 24, 25, 26 & 27, 1964

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, February 24, 1964. Present were:

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

Organization of Highway Board for 1964. The Board organized its officers for 1964 by Vice-chairman Gaffney moving that W. C. Burns be elected Chairman, which was seconded by Mr. Symms. Thereupon, Mr. Symms moved, and it was seconded by Chairman Burns, that Mr. Gaffney be elected Vice-chairman. Both motions were passed unanimously.

February 24, 1964

Review of State-wide Merit System. The Board read a letter from Marshall Edson, President of the Idaho State Employees Association, asking for comments and recommendations regarding the preparation of a merit system Bill being prepared for submission to the 1965 Legislature. The Board stated that they would prefer to study the proposed Bill before commenting.

State Highway Engineer Bennett suggested that until a complete study of the proposed legislation is laid before the Board, the Department should retain its own employees merit system which has adequately answered the Department's needs in the past. To this the Board concurred. It was pointed out that many of the state highway departments have their separate and distinct merit systems apart from that of state-wide merit systems covering other state departments.

Consulting Engineering Services approved on Spring Valley Creek Section, SH 15; F-3271(9). The Board approved the action of the State Highway Engineer entering into contract for the hiring of consulting engineering services with Chronic & Associates and McCarter & Teller, a joint venture, for Project No. F-3271(9), Spring Valley Creek Section, State Highway 15.

Special Quitclaim Deed. The Board approved a Special Quitclaim Deed on the following:

SH 15 N.R.H. 129-E Elementary School District #73

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

US 30	F-2361(9)	Lot 3 and W. 80' of Lot 4, except the North 22', Surtees Subdivision, Twin Falls County, Idaho	\$72,000 floor price
Mtls.			
Source	Power Co.	Portion of PW 48 in NE $\frac{1}{4}$, Section 12, Township 7 South, Range 31 East, Boise Meridian	\$250.00
"	Canyon Co.	One acre tract in SE $\frac{1}{4}$ NW $\frac{1}{4}$, Section 24, Township 4 North, Range 4 West, Boise Meridian	\$75.00

Exchange of Properties with Clark County. The Board approved the proposed exchange of properties between the State of Idaho and Clark County in connection with a new maintenance shed site at Dubois, Idaho.

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Bonniers Ferry Maintenance Site. The Board approved the acquisition of Site No. 1 for the proposed maintenance yard at Bonniers Ferry, Idaho.

Rest Area Site on US 2. The Board approved the purchase up to \$1,000 for the proposed site for a rest area southerly of the Moyie River Bridge on US Highway 2.

Hope-Denton Curves - Right of Way Acquisition Progress. A report was given on the progress of acquisition of right of way on Project No. F-5121(13), Hope-Denton Curves, US 10A.

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-80N	I-80N-1(28)45	B. & B. Theatres, Inc.	Parcel No. 38
US 30	F-3281(7)	The College of Idaho	Parcel No. 2

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

I-15	I-15-1(9)61	Verlon E. & Norma R. Lemmon Hugh M. Reid, Verda M. Reid Heirs & devisees of Lee Emmett Reid, deceased	Parcel No. 8
I-80N SH 50	I-80N-3(14)185 & S-2741(4)	Andrew & Jane Douglass Rogerson	Parcels 1 & 1-E-1 to 1-E-3
I-80N	I-80N-3(14)185	E. H. & Daisy V. White (Board authorized a \$45,000 total buyout on this parcel)	Parcels 2 & 2-E-1 to 2-E-5
I-80N	I-80N-3(14)185	Irving & Geraldine McDonald Donald & Alta McDonald	Parcels 5, 5-E-1 & 5-E-2
"	"	Irving & Geraldine McDonald Donald & Alta McDonald Ethel McDonald	Parcels 6, 6-E-1 & 6-E-2
"	"	E. C. Montgomery	Parcels 8, 8-E-1 & 8-E-2

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Orders of Condemnation, continued:

I-80N	I-80N-3(14)185	Clyde A. & Anna S. Montgomery; Alice J. Cozad	Parcels 9, 9-E-1, 9-E-2 & 9-E-3
"	"	Herbert A. & Geneva Painter	Parcels 18, 18-E-1 to 18-E-6, incl.
"	"	Aileen Collinson & Dr. R.W. Collinson	Parcels 11 & 11-E-1
"	"	Clarice E. & Walter J. Gooding	Parcels 14 & 14-E-1
"	"	Dorothy & Walter J. Gooding	Parcels 16, 16-E-1 & 16-E-2
"	"	Geo. B. & Dorothy E. Talley	Parcels 21, 21-E-1 & 21-E-2
"	"	Clyde Bacon, Inc.	Parcels 19, 19-E-1 & 19-E-2
I-90	I-IG-90-1(30)46	Mildred & B. M. Eilts	Parcel No. 2
SH 69	S-3782(1)	Lila M. King -	Parcel No. 12

(Board approved total buyout for \$3,000)

Research Pilot Run Approved for 100-Foot Combination. State Engineer Bennett outlined a request by the Idaho Motor Transport Association for Highway Board authority for the American Trucking Association to operate a pilot run for a hundred-foot length, three-vehicle combination and a special two-vehicle combination between Boise and Pocatello sometime this summer. Board sanction was required because the size is longer than that authorized by Special Permit.

The special run is for research purposes only, and the Department is asked to share with the trucking industry in the research findings growing out of the special pilot run.

Mr. Bennett assured the Board that every safety precaution will be accorded the traveling public in the way of special signing for passing traffic and State Police escort while the run is being made.

Mountain Home to Bliss Interstate (I-80N-2(4)94) - Bureau Request. The Board read a letter from Mr. H. T. Gunderson, Idaho Division Engineer, U.S. Bureau of Public Roads, suggesting that the Department enlarge its study of Route 4, Interstate route location between

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Mountain Home and Bliss. Mr. French, Bureau of Public Roads' Regional Engineer, has advised that careful review of the justifications submitted has been made and the Bureau cannot support Plan 1-3 or 1-A-3, and he requests that the State give another evaluation of the alternates involved.

The Board requested that State Highway Engineer Bennett reply to the Bureau's request that, in the Board's opinion, proper justification has been made to support the justification of Plan 1-3, and to again go over the various points of evaluation that have already been submitted verbally and in writing would merely be duplication.

There appears to be simply a basic, sincere difference of opinion arising from an evaluation of intangibles. The Board felt that the studies as submitted are adequate for comparison purposes and that if approval of Plan 1-3 cannot be obtained at local or regional level, the Board requests that the matter be referred to the Washington office of the U.S. Bureau of Public Roads, and that the Department and the Board be permitted to present its case in person at the Washington office level.

Twin Falls Chamber of Commerce -- Rejuvenation of Downtown.
Appearing before the Board were:

Herb Derrick
Voy Hudson

Jack Mallowney
John W. Roper

outlining the needs of the City for a study as to ways and means of assisting the rejuvenation of the downtown business core of Twin Falls and asked if the Department would cooperate in relocating the State highway one-way leg off of Main Street, should such a study dictate the need.

Mr. Burns stated the Board would be receptive to discuss the proposition at any time and the Board is not rigid in such a matter. Mr. Burns indicated also that the Board would be happy to listen to the group again when they come up with their proposition, but does not think the moving or reconditioning of another city street for a new State highway location should be at the Department's expense.

Mr. Bennett suggested that the delegation take back with them, for further study, the 1957 State Highway Location Study as a basis on which to broaden their needs study regarding the downtown core. He assured the delegation that the Department would cooperate by extending to the City any of its recent material that it has in the way of updating the 1957 Study.

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Clark County Delegation Regarding Highway Needs from Dubois East to US 191. Appearing before the Board were:

Lyndon Laird
 Albert Laird, County Commissioner
 Ruehl Leonardson, County Clerk
 A. H. Christensen, County Attorney

The delegation was seeking the Board's opinion as to a sound and reasonable alignment of a proposed location of the new county road northeast of Dubois, a continuation of which will connect with US 191. The intent of the delegation was to cause the Board to indicate its approval of route location and design specifications and the eventual placing of this proposed route on the State Highway System.

Chairman Burns stated this Board is in no position to take this route onto the State Highway System and that any commitments to future Boards would be ill-advised. He stated also that this Board would like to see highways built before additions are made to the State Highway System.

Vice-chairman Gaffney stated that at the present rate of available construction moneys in relation to present State Highway System needs, "It would take us from 25 to 30 years before moneys would be available for this route." For this reason, merely putting it on the System would avail this route no construction action in the foreseeable future, and that by keeping it on the county level it would appear that improvement may come at a faster rate than were this Board to place it on the State Highway System.

In answer to the question of adequate secondary roads' right-of-way width standards, Secondary Roads Engineer Short stated that 100 feet wide should be ample thru private and state land.

TUESDAY, FEBRUARY 25, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

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

Minutes. The Board approved the minutes of the January 13 & 14, 1964 meeting.

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

ST-2741(504) & STOCKPILE NOS. 2457, 2458, 2459, & 2464 - The work consists of reconditioning and constructing a roadmix bituminous surfacing on 3.3 miles of SH 50 and 0.1 mile of approach to SH 25, Tipperary Corner, and furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Stanley, Jerome, Shoshone and Challis, in Jerome, Custer, Gooding and Lincoln Counties - State financed. The contract was awarded to Twin Falls Construction Company, Twin Falls, Idaho, the low bidder, on January 23, 1964 in the amount of \$104,091.50.

S-3785(2) - The work consists of constructing the approaches, a 114' concrete bridge over the New York Canal and roadmix bituminous surfacing on 0.339 mile of the Healey Road, located approximately 3.5 miles southeast of the Boise City Limits, in Ada County - Federal Aid Secondary and County financed. The contract was awarded to Watkins Construction Company, Boise, the low bidder, on January 28, 1964 in the amount of \$58,772.00.

ST-6471(540), & STM-6471(538) & STOCKPILE NO. 6468 - The work consists of constructing a roadmix bituminous surfacing (half-sole) on 1.85 miles (MP-159.0 - 159.25 & 166.9 - 168.5) and seal coating 8.7 miles (MP-155.8 - 159.0 & 160.8 - 166.3) on US 191, Sugar City Main Street & St. Anthony Snake River Bridge, Rexburg - Sugar City & Sugar City O.P. - St. Anthony & furnishing aggregate base and cover coat material in stockpiles at State Highway Maintenance Yard at St. Anthony, in Madison and Fremont Counties - State financed. The contract was awarded to Wilford Curzon, Pocatello, Idaho, the low bidder, on January 23, 1964 in the amount of \$48,015.00.

I-90-1(13)36 - The work consists of constructing a 4-lane divided roadway, drainage structures, a 184' concrete underpass, an asphalt stabilized base, a plant mix bituminous surface, seal coating the shoulders, signing and illumination, on 5.922 miles of Interstate No. 90, between Dudley and Cataldo, in Kootenai and Shoshone Counties - Federal Aid Interstate and State financed. The contract was awarded to Goodfellow Brothers, Inc., Wenatchee, Washington, the low bidder, on February 4, 1964 in the amount of \$2,222,431.30, Alt. #1.

STM-6462(502) & STOCKPILE NO. 6478 - The work consists of seal coating on approximately 9.0 miles of SH 88, Sage Jct. - 9 Miles East, and furnishing aggregate base and cover coat material in stockpiles, in Jefferson County - State financed. The contract was awarded to Wilford Curzon, Pocatello, Idaho, the low bidder, on February 3, 1964 in the amount of \$28,253.00.

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ST-6354(514) & STOCKPILE NO. 6466 - The work consists of constructing a roadmix bituminous surfacing and seal coating on approximately 3.8 miles of US 93, Salmon-Carmen Bridge, and furnishing aggregate base material in stockpile, in Lemhi County - State financed. As the low bid was 13.55% over the Engineer's Estimate, the bid was rejected and the project readvertised for the March 10 bid letting.

ST-5115(525) & STOCKPILE NO. 5482 - The work consists of constructing a roadmix bituminous surfacing (half-sole) and seal coating on 6.0 miles (MP. 428-431 & 434-437) of US Highway 95, Ford - Coeur d'Alene, and furnishing aggregate surfacing in stockpile in the vicinity of Rockford Jct., in Kootenai County - State financed. The contract was awarded to L. W. Vail Co., Inc., Pasco, Washington, the low bidder, on February 28, 1964 in the amount of \$70,325.00.

Marsing Chamber of Commerce Urges More Direct Route to Caldwell.
Appearing before the Board was the Marsing Chamber of Commerce composed of:

Dean Hedges	Dale Dobbin
Dave Haken	Charles E. Falen

urging the Department to assist in any way it can in developing a better route to Caldwell than is now afforded by the 16th Street route. The delegation preferred the improvement of 10th Avenue from its junction with State Highway 72 to central Caldwell.

The delegation inquired as to whether the Board would consider putting 10th Avenue on the State Highway System if Canyon County and the City of Caldwell should rebuild it to State highway standards. The Board said they were in no position to make commitments, but would listen to such a proposal if and when the 10th Avenue improvement would be thus made.

The delegation also urged that in the long-range planning of the Department in some manner State Highway 15 should be brought to Caldwell and thence to State Highway 72 and on to the Marsing US 95 Junction.

The delegation also asked that more prominent signing be given to Marsing from Caldwell and from State Highway 72 at 10th Avenue to Caldwell. The Department pointed out to the delegation that, by policy, the Department does not sign for designated towns that are not on the same State Highway route.

February 25, 1964

Caldwell Chamber of Commerce Requesting 10th Avenue South be Placed on State Highway System. Next appearing before the Board was a Caldwell delegation asking that 10th Avenue South in Caldwell be placed on the State Highway System. The delegation was composed of:

Robert Purcell
Charles L. Shaffer
J. M. Bettes
Enoch Ogstad
Mel Lewis
N. E. Coley Smith

The Board answered this delegation in the same manner they did the like request from the Marsing delegation. Mr. Burns stated he thought that Caldwell could get this objective done better by working jointly with the county. Mayor Smith stated that "You have pointed the way to us; we will go back to the County Commissioners".

Mayor Smith inquired if there is an assigned priority of the Blaine Street one-way couplet extension as compared to that of constructing the northwest bypass of Caldwell. Mr. Bennett stated that there is considerable doubt if the Department could work in the Blaine Street extension before the Interstate is completed, and that it is the desire of the Department to have the northwest bypass complete and in operation when the Interstate in Caldwell is completed.

Discussion then centered around the right of way acquisition for the Blaine and Cleveland one-way couplet project. It was viewed by the Department and agreed to by the delegation that a sensible timing solution in expediting the project would be to proceed and build it whenever the Department can get the right of way cleared by the courts, regardless of how such timing may affect the college stadium and recreation program.

Jefferson & Madison County Commissioners regarding Financing Archer - Ririe Bridge, S-6768(3). Next appearing before the Board were the following Jefferson & Madison County Commissioners:

Lalovi Rigby)	
Farrell Rock)	Madison County Commissioners
Roy Summers)	
J. Elmer Moss)	Jefferson County Commissioners
C. M. Bright)	
Clayter Forsgren, Engineer - Rexburg	

The delegation inquired as to what assistance the Department would be able to give them in taking up the slack in the financing deficiency for the Archer - Ririe Snake River County Bridge Project.

The Board told the delegation that by the time this project would be ready for letting, there would be turned back, from counties not using Federal Aid, sufficient Federal Aid to cover that need of \$44,658 short of financing the project, in addition to \$107,000 Federal Aid formerly offered. The counties understood, of course, that they were to supply the needed funds with which to match the additional Federal Aid offer.

Eden Farmers Interstate Right of Way Discussion, I-80N-3(14)185.
Appearing before the Board next were Clyde and E. C. Montgomery, together with their legal counsel Frank Rettig. The Montgomerys felt that they wanted to discuss their right of way matters in more detail than the previous opportunities had offered, hoping to continue negotiations with the Right of Way Division while they were here.

After hearing them, the Board suggested that the Right of Way Division again go over the land on the ground with the Montgomerys to clarify what few obstacles remained in the way of coming to a mutually satisfactory appraisal. It appeared the matters at issue were that of severance and damages rather than that of land values. An appointment was made for an appraiser to go over the farm on the ground with the Montgomerys in the next couple of days.

B. R. Goodwin - Access Request, Blackfoot Interstate, F-1381(10).
Next appearing before the Board were:

B. R. Goodwin, Blackfoot
Stan Richardson, Blackfoot
Martin W. Rust, Boise

Mr. Goodwin requested that an entrance permit be granted to his property from the off ramp of the West Blackfoot Interstate interchange. Mr. Goodwin stated that his property did not have access except to a city street on the east of his property and needed, for proper development, the requested exit from the off ramp.

Assistant State Highway Engineer Mathes and Mr. Bennett both discouraged granting the requested exit from the off ramp because of the safety factors. Mr. Burns pointed out to Mr. Goodwin that the city street, dedicated and at the end of the ramp but not opened as yet, by the City of Blackfoot, would be the most logical exit to serve the property concerned. Mr. Goodwin stated that he was unable to deal with the owner, Mr. Jensen, a former partner, to obtain a connection to the city street.

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The request for the exit from the off ramp as applied for by Mr. Goodwin was denied. Similar requests for exits at other Interstate decelerating off ramps have been denied by the Board for the same safety-factor reasons.

Improvement of US 2 in the Rocky Point Section of Laclede, East of Priest River, was urged by the following delegation:

Robert Doolittle, Priest River Chamber of Commerce
A. M. Nelson, Priest River Chamber of Commerce
J. M. Mickelson, Bonner County Commissioner

They were told that a study is contemplated to begin in September regarding this proposed improvement and possible relocation of US 2, which should be finalized sometime near the end of the year. After this study is completed, the Department will know what is involved and will be in position at that time to make recommendations to the Board. No commitment was made as to what year this project could be expected to be programed.

County Commissioner Mickelson offered the Department the use of the Bonner County road on the south side of the Pend Oreille Lake from Priest River to US 191, should it be needed for a detour when the Laclede curves are under construction. Mr. Bennett stated that after the study is completed and all that is involved is evaluated, a determination will be made as to how the traffic will be handled -- through the project or by detour.

Petitions Supporting Interstate Route 80N Through Hammett, I-80N-2(4)94. Next appearing before the Board were Karl Koch and Jack Gjording with petitions from 208 highway users supporting the Board's proposal to route Interstate 80N in the vicinity of Hammett between Mountain Home and Bliss.

WEDNESDAY, FEBRUARY 26, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

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

February 26, 1964

Department's Participation Requested in U of I's Highway District Size Study. The Board read a request by Highway District Association President Ralph E. Olmstead, Twin Falls Highway District, urging the Board to allocate financial assistance to a study being conducted by the Highway District Association of the University of Idaho to deem "What is the most economical and efficient sized highway district?"

The Board determined that there was considerable question as to whether such moneys could be legally spent by the Board for such a purpose and that the Highway Board did not feel they should enter into the subject controversy, it being a highway district matter. Board Secretary Summers was instructed to so advise Mr. Olmstead.

Out-of-State Travel was approved by the Board for the following:

Chief Right of Way Agent Mix, Assistants Park and Moore, and Acting Chief Appraiser John Stratton, to Bureau of Public Roads' Right of Way Conference; Portland, Oregon, March 11 & 12.

The Board authorized 10 Department personnel and Board Secretary Summers to attend the WASHO Conference at San Diego, California, June 15 through 18.

Chief Legal Counsel Tway asked for authorization for himself and one other to attend the Highway Research Board's Highway Law Workshop at the Louisiana State University, Baton Rouge, April 13 through 17. The Board authorized one to attend and requested Mr. Tway to check with the Board at next month's meeting as to the advisability of a second person attending, in light of the Division's work load at that time.

Orofino Requests Diversion of Construction Moneys for Improvement of SH 7. A letter was received from Orofino's Mayor A. B. Curtis, asking for diversion of construction moneys from other programed projects for improvement, this year, of State Highway 7 between Orofino and Ahsahka. The Board could not deem, at this time, where any programed projects could be curtailed in lieu of this need, but would keep it in mind should construction moneys become available.

Segarini Right of Way Matter, Kellogg; I-90-1(11)48. Mr. Gaffney presented a letter from Mrs. S. V. Segarini of Kellogg, asking for reconsideration by the Board in her right of way problem. The Board instructed the Board Secretary to state to Mrs. Segarini the Board Policy that where right of way matters have gone through the courts by way of condemnation, that the findings of the courts are final; and, accordingly, Mrs. Segarini should be informed that her right of way demand is closed.

S. S. Mullan Claim - Portneuf River to N. Inkem I.C. The Construction Division advised the Board that the S. S. Mullan Claim on project I-IG-15-1(2)54, Portneuf River to North Inkem I.C., has been approved by the U.S. Bureau of Public Roads and settled with the contractor by a lump-sum payment of \$25,000.

Board approves a Service Road from Swisher Property to the Barton Road Interstate Crossing in Pocatello, I-15-1(20)66. The matter of adequately serving the Swisher and adjoining properties in South Pocatello was discussed with the Board, and it was recommended by Mr. Pearring that a service road be built by the State, with or without Federal Aid participation, from the Barton Road south to the various properties. They were to be originally served by an underpass on the early plans of this section of the Interstate.

This problem was brought about by the fact that the Swisher and adjoining properties were negotiated for right of way and purchased by the Department in the early stages of the design of the South Pocatello Interstate section and subsequently a proposed underpass serving their area in that vicinity was compromised with the Bureau of Public Roads in lieu of an underpass at the Barton Road.

Eden Housewife Disapproves of Magic Valley Interstate Location, I-80N-3(14)185. Appearing before the Board was Mrs. Vern Lockwood of Eden, pointing out to the Board that the location of Interstate Route 80N should have been located south of the Snake River to better serve Twin Falls. Quite a lengthy discussion at opposing the present location was rendered to the Board by Mrs. Lockwood, who is a farmer and housewife whose property is not being taken by the approved Interstate route north of the river. A resumé of her views regarding the location, in her mind, may be had by reading two letters to the Board regarding this subject, which are in the Secretary's files.

The Board assured her that they were entirely in accord with the previous Board's determination of this Interstate route location and that, although they felt Mrs. Lockwood was sincere, they pointed out the fallacy of her reasoning in that the firmed location of the route will better serve through, as well as local originating traffic, over and above any other location.

THURSDAY, FEBRUARY 27, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

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

Speed Limits in Cascade (SH 15). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 15 in the Village of Cascade, as recommended and stated in marked Exhibit A-51, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Rexburg (US 20-191, SH 88). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20-191 & SH 88 in the City of Rexburg, as recommended and stated in marked Exhibit A-52, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 88). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 88 from a junction with SH 22 to the Rexburg urban extension, as recommended and stated in marked Exhibit A-53, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 95). The Board approved the removal of a curve on US 95, 0.080 mile in length, on the intersection of Best Avenue and Government Way in the City of Coeur d'Alene, as shown in official Exhibit B-11, which is made a part hereof with like effect as though extended in full herein.

Access Control approved by the Board:

S-4771(6), Orofino Bridge, North Approach (City Side)

Standard Approach Policy

I-80N-2(15)50, Maple Grove I.C. (excl) - Vista I.C. (incl)

Full Control

I-IG-80N-2(16)54, Vista I.C. (excl) - Isaacs Canyon

Full Control

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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-80N-3(11)164, Jerome I.C. - US 93 I.C., Jerome County - Mountain States Telephone & Telegraph Company; Intermountain Gas Company and Idaho Power Company

F-2441(8), State Highway 24, Heyburn - Rupert, Minidoka County - Farmers Electric Company, Limited; and Rural Electric Company

F-4113(20) & F-4113(13)R/W, US Highway 95, Whitebird Summit - North, Idaho County - Idaho County Light & Power Cooperative Association and Pacific Northwest Bell Telephone Company

S-1828(2) & 1888(1), Tilden Bridge, Bingham County - Mountain States Telephone & Telegraph Company and Idaho Power Company

F-6471(18), US 191, Snake River Bridge in St. Anthony - Utah Power & Light Company

Board Policy Revised. The Board approved the revision of their Policy No. 305-A, dated August 13, 1963, as follows:

Approval of Rotary Account for Acquiring Full Parcels of Right of Way where Fractions Remain Beyond Right of Way Requirement.

The Board authorized the Highway Department to set up a \$100,000 rotary account for the purpose of acquiring full parcels of right of way where total buyouts are determined advantageous to the Department in the purchase of right of way and would expedite proposed construction projects.

It is proposed that the remaining fractional parcels be held by the Department and sold after the highway project has been completed. Reimbursement of the fund up to \$100,000 would be made upon sale of the remaining fractional parcels of land not used for road construction right of way.

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

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F-UG-1024(13)	Benton Street Overpass, Pocatello
S-1778(6)	Cleveland - Thatcher
I-80N-3(14)185	SH 50 I.C. (incl) - Eden-Hazelton I.C. (incl)
S-2741(4)	2 Mi. No. of Hansen - Jct. I-80N
I-80N-3(7)199	I.C. Jct. SH 25 (incl) near Minidoka Co.
	Line - I.C. Jct. SH 27 (excl)
I-80N-3(15)176	Jct. US 93 I.C. (excl) - Jct. SH 50 I.C. (excl)
I-IG-80N-1(23)35	W. Nampa I.C. (excl) - I.C. Jct. US 30 NE
	of Nampa (excl)
U-3021(21)	One-way couplet in Boise, 27th Street -
	Capitol Blvd.
F-3112(13)	16th St. route & 3rd Ave. Spur in Payette
S-3782(1)	I.C. S. of Meridian - Meridian S.C.L.
F-3281(7)	Blaine Street in Caldwell
S-3832(3)	Ada County Line - Emmett
F-4113(35)	Craigmont - Reubens Road
F-4114(12)	Coyote Gulch - Lewiston Dam
F-4201(8)	Lenore Section
F-5116(10)	Naples Overpass - Peterson Hill
SG-5732(5)	Newport - Oldtown
F-6033(23)	Shelley Connection - S.C.L. Idaho Falls
I-IG-15-3(18)119	John's Hole I.C. Completion
F-6471(17)	John's Hole Br. & Conn. to Idaho Falls
F-6521(3)	4 Mi. E. of Newdale - Clementsville
ST-5115(524)	Latah County
STM-5152(514) &	
Stkp. 5484	Benewah County
STM-5116(532)	Painting District 5 Bridges
Stkp. 3473	Canyon County
S-1828(2) &	
S-1888(1)	Bingham Co. Project - Tilden Ferry Butte Br.
PW-224(2)	BST - Idaho State School at Gooding
Stkp. 3472	Adams County
STM-3291(513) &	
ST-3291(514)	Robie Cr. - Idaho City and Edna Cr. to Lowman
STM-3021(520),	
3111(514), 3261(508)	
& 3856(503)	Seal Coating, Vicinity of Boise, Notus,
	Horseshoe Bend & Payette

Improvement of US 95 Requested - Oregon Border to Johnson Ranch.

A letter from the Highway 95 Association concerning the improvement of US 95 from the Oregon border to the Johnson Ranch was read by the Board. The Association urges this section be improved to neutralize, as much as possible, Oregon's improving a road from US 95 via Sucker Creek to Oregon and State route 201 near Homedale.

The Board concurred in the need for improvement of this section and stated that it would be considered on the basis of need along with other State Highway System needs when future programing is entered into.

Union Pacific Railroad's Participation in Benton Street Overpass, F-UG-1024(13). Urban Engineer Crossley advised the Board of a recent meeting held with the Union Pacific Railroad and the City of Pocatello regarding closure of the Halliday Street underpass when the Benton Street overpass is built.

After a discussion, Mr. Bennett stated that a clause should be included in the Railroad agreement of the Benton Street Overpass project obligating the Railroad to do the work required to close the Halliday Street underpass and obligating the State to reimburse the Railroad on the basis of an agreed estimated cost. It appears that the estimated cost will be around \$60,000 for the Halliday Street underpass fill and closure.

The Board concurred in these recommendations.

Financing Idaho Falls, Anderson Avenue Spur. Urban Engineer Crossley reviewed a meeting held with the City of Idaho Falls regarding selection of a plan and financing of the connections to local streets between John's Hole and the Butte Branch, U.P.R.R., on the proposed US 20 from Idaho Falls to Ucon.

Mr. Crossley described the two plans which had been presented at the meeting and stated that the majority of persons in attendance favored Proposal "A", which includes construction of a spur off Anderson Avenue between Wadsworth Drive and Fairview Street parallel to the Butte Branch, U.P.R.R.

Lewiston's Main Street L.I.D. Improvement Participation by the State Denied. Urban Engineer Crossley informed the Board that a Local Improvement District for widening Lewiston's Main Street from the Court House east to 18th Street was proposed by the City and the property owners at an estimated cost of \$52,000, of which State participation was asked in the amount of \$10,221.

The City plans to widen the present 48-foot section to 60 feet between curbs and reinstate parking on both sides.

The Board decided that the State should not participate in the Local Improvement District because there appeared to be no advantage to the highway user, the benefit of the improvement consisting only of parking.

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Revision of Retained Percentages Approved. The Construction Division presented for the Board's consideration the need for revising the contractors retained percentage as now in the construction specifications. It was pointed out that the Department, under the present 5% retainage provision, is now withholding approximately \$600,000 of retained percentages on 9 projects that are over 90% complete.

To ease the financial burden of the contractor in this respect, the Board concurred in the following modification of Standard Specifications for Highway Construction as provided

On Page 77, Subsection 109.08, Partial Payments, add the following paragraph:

"Whenever the work is 90% or more complete, the engineer, if he considers the total amount retained to be in excess of the amount adequate for the protection of the State, may release to the contractor a portion of such excess retained amount, provided:

1. The contractor shall request a partial release of retained amount in writing and certify that current bills against the project have been paid.
2. The contractor shall produce evidence that a partial release of the retained amount is acceptable to the bonding company.
3. Major items of the contract must be 90% or more complete.
4. In no case will the retained amount be reduced to less than double the un-completed work.

The above provisions are made to alleviate the financial burden of the contractor occasioned by winter shut down."

Council of State Governments to View Highway Needs After 1972. At the invitation of the Highway Board, Senator Lloyd Barron appeared outlining the need of the Subcommittee on Highway Policy Problems of the Council of State Governments for the Department and Board's

thinking as to what type of standards Idaho's share of the Interstate Trust Fund money should be used for in Idaho after 1972, when the present program is completed.

The Board told Senator Barron that there is a greater need for a facility with standards between the primary and Interstate in Idaho than for more full control Interstate standard facilities, that a more favorable Federal Aid participating ratio would be to the State's advantage, rather than having the trust fund moneys continue on an Interstate standard basis after 1972.

Senator Barron needed Idaho's views in this regard as the agenda of the April meeting of the Council of State Governments covered "What to do with the Highway Trust Fund after 1972".

The Senator was reminded, also, that Congress has asked the state highway departments and the U.S. Bureau of Public Roads for a need study after 1972, to be compiled and presented to the Congress in 1967, and that the views expressed today by the Department and the Board are very preliminary and are not based on a complete needs study analysis, which is to be developed.

The Board directed the Department to prepare more detailed recommendations for their review at the next Board meeting. Senator Barron was invited to meet with the Board again at that time for further discussion of this important subject.

Re-Programing of Slate Creek Section, US 95, F-4113(29). The Board approved the re-programing of F-4113(29), Slate Creek Section of US 95, from a 1.2 mile section to a 4 mile project, making a total of \$2,300,000 project for 1965 program consideration. This project would lend itself to stage construction over a two-year period.

Two locations were considered: one above the Lower Canyon Dam site level at a cost of \$3,800,000; and one below the dam site level at a cost of \$2,300,000.

The Board determined in favor of the route location below the dam site level because of a saving of \$1½ million in construction costs. It was pointed out that the Department had been put on notice concerning the pool elevation of the Lower Canyon Dam site by the Federal Power Commission. It was also brought out that the present road was established in the early part of this century and would have precedence over such notice, and accordingly not preclude the State from improving the present highway facility below the pool elevation of the said dam site.

Re-Programing -- Hope-Denton Curves Forest Highway 1964 Funds, F-5121(13). Planning & Traffic Engineer Pearring went over, with the Board, the 1964 Forest Highway Program, outlining those projects that, for one reason or another, are not anticipated to be put under contract this year.

Mr. Bennett recommended, and the Board approved, that \$600,000 allocated for the Hope-Denton Curves project be transferred and the money applied to the Warren Wagon Road, 7.7 miles, grading and asphalt paving; and asphalt pavement be applied on 10.3 miles of the St. Joe River Road. This latter project entails asphalt pavement over the BST of the 1963 project and changes the specifications of the adjoining 1964 project from BST to plantmix.

The above re-programing is subject to the concurrence of the U.S. Bureau of Public Roads and the U.S. Forest Service.

Right of Way complications precluded the Hope-Denton Curves project from using 1964 Forest Highway funds. The Planning & Traffic Division is maintaining a running record of credits and debits from District 4 to District 1 for future Forest Highway fund allocation consideration.

To expedite the Enaville-Murray project and the Porthill (Southerly) -Copeland Jct. projects held up for right of way and railroad agreements, it was agreed to shorten the projects and proceed to advertise for bids, subject to the concurrence of the Forest Service and the Bureau of Public Roads.

Ucon - Sugar City Route Study Review and Route Selection. The Planning & Traffic Division reviewed for the Board the Ucon - Sugar City section of US 20-191, after which the Board determined to bring to hearing the improved existing route with alternate through Rexburg.

Interstate Location, Colton Road to Virginia, I-15, Review and Route Selection. The Board concurred in the Department's recommendation of Plan 2-B, which provides an interchange $1\frac{1}{2}$ miles west of Downey with a grade separation of the existing US 91 southwest of Downey.

The Downey proposed connection would be added to the State Highway System and the present section of US 91 southwest of Downey would be removed from the State Highway System in its entirety.

It is understood that this proposal will have to be submitted and concurred in by the Bureau of Public Roads and a public re-hearing be offered.

February 27, 1964

City of Wallace Approves Overhead Interstate Route. Planning & Traffic Engineer Pearring reported that the City of Wallace took official action approving the overhead route for Interstate 90 through Wallace. The City, however, requested a full intersection be designed at the east end of Wallace and that, in the design stage of the project, every step be taken to reduce the noise factor of the facility in the vicinity of the school and public library.

Bonnors Ferry Maintenance Site Approved. Assistant State Highway Engineer McCrea submitted five alternate locations for a new maintenance shed and yard site to serve the Bonners Ferry area. The site approved was that of property owned by the W.E.R.L. Investment Company, located 1½ miles south of Bonners Ferry on US 95. It is a 9 acre site of clear, level farm land served by city water, power and telephone service and priced at \$1,000 per acre. Frontage on US 95 is 660 feet.

It was determined to retain the present shed and yard site until definite right of way needs are established at that point when the present US 95 is improved.

Requested Exchange of District 5 Site Property for Lavin Property. Appearing before the Board was Sid Smith of Coeur d'Alene, Board Member of the Kootenai Hospital District. Mr. Smith explained to the Board the need for property owned by the Highway Department on the west side of Lincoln Way (future US 95) and on the south approach to the City from the Interstate. The Department's small acreage is the only access from the highway that would serve property owned by a Mr. Lavin, which is being negotiated for by the Hospital District for a new hospital site. Mr. Smith stated that Mr. Lavin proposes to trade acreage adjoining the Department's District 5 office, but would withhold out of the trade one acre of frontage of his property on Government Way.

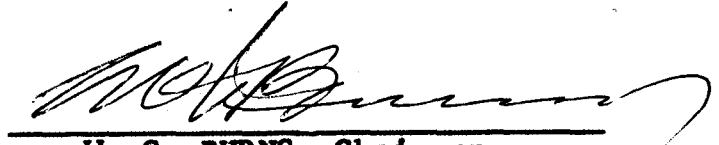
The Board told Mr. Smith that the Department wishes to cooperate with the hospital in their program and will be interested in negotiating a trade on an actual appraised value basis of the two properties involved, but does not feel it is in position to donate land owned by the Highway Department in the way of compromising appraisals.

The Right of Way Division was instructed to appraise the Lavin property, without the one acre of frontage on Government Way, and the Department's property east of Lincoln Way on the basis of a 40-foot curb cut approach for egress to the proposed hospital site. When these appraisals are made, the Right of Way Division was instructed

to review the appraisals of the two comparables, but since time is of the essence, the Department was authorized to negotiate the transfer of the two properties on the basis of the comparable values.

Mr. Smith pointed out the urgency of resolving the matter, as the Department's property and Mr. Lavin's property is the No. 1 choice of the sites under consideration because of being so directly served by the Interstate Lincoln Way interchange and US 95, when relocated.

WHEREUPON, the Board adjourned until its next meeting scheduled for March 16, 17 & 18, 1964.



W. C. BURNS, Chairman

Read and Approved
March 17, 1964
Boise, Idaho

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

March 16, 17 & 18, 1964

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, March 16, 1964. Present were:

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

State Highway Engineer Bennett's Leave of Absence. Mr. Bennett informed the Board that he has accepted a position as an engineering consultant with the International Engineering Company for a two-year assignment in Santiago, Chile, heading a team of highway consultants to the Chilean government. Mr. Bennett's leave will become effective June 1, 1964. His letter to the Board regarding his leaving the Department is in Central Files.

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At the request of the Board, Mr. Bennett agreed to consider his leaving as that of a leave of absence rather than termination. It is the Board's wish that, should Mr. Bennett's new assignment not work out to his satisfaction, the Board would prefer to leave the door open for his services. To this Mr. Bennett agreed.

The Board then, after considering Mr. Bennett's replacement, discussed with Mr. Ellis Mathes their desire to have him step up as Acting State Highway Engineer, effective June 1. The Board then directed Mr. Mathes to report at the April Board meeting his thinking regarding replacements in the Department caused by his assuming Mr. Bennett's position.

Boise River Bridge on One-way Couplet Authorized. The Board directed the Department to proceed to bid letting the one-way couplet Boise River Bridge regardless of the fact that right of way from the approaches on either end of the bridge has not yet been obtained.

Maintenance of Automatic Signal Installations at Railroad Crossings. In reviewing the railroad agreements pertaining to maintenance of railroad crossings outlining the responsibilities of the railroad and those of the Department, the Board authorized the following change in the revised agreement submitted by the railroad:

1. That the Department should participate in 75% and the railroad should participate in 25% in damages to railroad crossing automatic installations caused by motor vehicles.
2. Before the Department participates in reimbursement, the railroad company should submit written proof that diligent effort was made to collect from motorists having caused the damage.
3. The above participation by the State is contingent upon the railroad eliminating flagging costs while the automatic signal installation is inoperative and under repair because of the above type of damage.

Winter Road Maintenance Problems Discussed. State Maintenance Engineer Roy Jump discussed at length with the Board winter maintenance problems and pointed out the need for a complete review towards the modernization of rotary snow plow equipment. Mr. Jump stated that because of the mild winters and minimum snow fall in the last 10 years, that all of the State rotary plows should be replaced with new and more powerful rotaries than presently used. Modern rotaries

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are now being designed and powered sufficiently to enable the blowing of snow over and clear of moving traffic while the rotary is in operation. This is particularly necessary and desirable in winter maintenance of multi-lane highways.

Mr. Jump also stated that the Department has to take a fresh look at all of its winter maintenance, from the placing of more willows on the road shoulders, to painting delineators black, to speeding up the melting of the adjacent snow.

Rigby Cooperative Petition regarding Relocation of US 191. The Board read petitions from various highway users opposing the relocation of US 191 along the west side of the railroad tracks in Rigby, stating that such relocation would adversely affect the Rigby Cooperative property.

Request Oregon Commission to Place Brownlee - Oxbow Road on Oregon State System. State Engineer Bennett informed the Board that the Idaho Power Company is ready to spend \$320,000 of its money to bring the Brownlee-Oxbow road on the Oregon side up to oil surface standards for a distance of 10 miles. This is contingent upon the Oregon Highway Commission placing the 10 mile section on the State Highway System, which would mean an extension of Oregon State Highway 86 and would connect the Brownlee bridge with Idaho State Highway 71.

The Board directed Board Secretary Summers to write the Oregon Highway Commission to the effect that the Highway Board hopes that the Oregon Commission may see its way clear to accept the Idaho Power Company's offer and, in turn, place the 10 mile section on the Oregon State Highway System.

It was the thinking of the Idaho Board of Highway Directors that when it spent \$2 million on the Brownlee-Cambridge road improvement, which is now State Highway 71, that it would one day be connected to an Oregon State Highway. At that time, it was not certain whether the Oregon State Highway would join the Snake River by coming down Powder River and thence to Brownlee or down Pine Creek from Richland and up the river to the Brownlee Snake River Bridge.

Board discusses with Governor Smylie the Relocation of US 10A in Hope. The Board met with Governor Smylie and informed him of the Board's desire to continue acquiring right of way and ultimately proceed to contract letting of the Hope section as relocated along the lake shore of US 10A, a Forest Highway project.

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The Board outlined for the Governor the engineering problems encountered on improving the present alignment, and the fact that public hearings and Board determination dictated locating a lake shore route in place of a route through Hope and East Hope as offered at a previous public hearing. Considerable pressure has been growing in the Hope and East Hope area against the lake shore location because of the irreplaceable beach sections that will be taken up by the highway location. The Board and the Governor recognized that the timing of these complaints is quite late in that the engineering and design has been completed by the U.S. Bureau of Public Roads and right of way acquisition has started on the lake shore route.

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

US 30	F-3281(7)	C. R. & Vera V. Leighty	Parcels 3, 3-E-1 & 3-E-3 incl.
"	"	Oscar A. & Debby Payne	Parcels 7, 7-E-1, 7½ & 7½-E-1
"	"	T. D. Griffith and Harriet A. Griffith	Parcels 8 & 8-E-1

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-80N	I-80N-3(14)185	Parcels 8 & 9, E. C. Montgomery and Clyde A. Montgomery - \$51,150
"	"	Parcel 24, Walter W. Thomas and Wilma I. Talley Thomas - \$26,700
"	"	Parcel 25, North Side Canal Co., Ltd. - Maximum of \$122,000 (includes 3 other projects)
I-15	I-15-1(20)66Const. I-15-1(13)66R/W	Parcel No. 7, F. M. Bistline & Nema Ashton - \$36,000
"	"	Parcel Nos. 16 & 17, Homer S. Satterfield & Satterfield Realty & Insurance, Inc. - \$25,150

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Special Warranty Deeds. The Board approved Special Warranty Deeds on the following:

I-80N I-80N-1(6)14 Clement C. Marsh, et al Parcel 17A

The Board executed this deed to correct an improper deed previously executed by the Board in favor of Clement C. Marsh on February 29, 1960.

I-90 I-IG-90-1(30)46 Seattle First National Bank, successor to Spokane & Eastern Trust Company Parcel 4½A

SH 21 Lucky Peak Dam United States of America & Reservoir

A report was given on the progress of negotiations on project I-80N-3(14)185, Parcel No. 5, Irving McDonald, et al.

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

Stockpile 3473, Access Road to Materials Source Cn-52, Canyon County - Mountain States Telephone & Telegraph Co.

TUESDAY, MARCH 17, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

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

Minutes. The Board approved the Minutes of the February 24, 25, 26 & 27, 1964 meeting.

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

I-80N-3(31)164 - The work consists of constructing 2 concrete underpasses, 1 steel and concrete underpass and 2 concrete overpasses at various locations on Interstate Highway 80N, W. Jerome - U.S. 93 I.C., in Jerome County - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller, Twin Falls, Idaho, the low bidder, on March 12, 1964 in the amount of \$698,608.23.

I-80N-3(11)164 & F-2441(12) - The work consists of constructing the roadway, drainage structures, 4 concrete bridges, a plantmix bituminous surface and seal coating of shoulders on 8.882 miles of Interstate 80N south of Jerome, reconditioning the roadbed and placing a plantmix bituminous surface on 0.722 mile of SH 25 West of Jerome, in Jerome County - Federal Aid Interstate, Primary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on March 10, 1964 in the amount of \$4,289,386.25, Alt. #2.

S-2790(10) - The work consists of reconstructing the roadway, constructing an aggregate base and a Type "B" bituminous surfacing on 10.298 miles of SH 24, Lincoln Co. Line - East, in Minidoka County - Federal Aid Secondary and State financed. The contract was awarded to Twin Falls Construction Company, Twin Falls, Idaho, the low bidder, on March 13, 1964 in the amount of \$203,059.75, Alt. #1.

F-4113(20) - The work consists of constructing the roadway, drainage structures, a plantmix bituminous surface and seal coat on 7.186 miles of US 95, Whitebird Saddle - North, in Idaho County - Federal Aid Primary and State financed. The contract was awarded to Goodfellow Brothers, Inc., Wenatchee, Washington, the low bidder, on March 13, 1964 in the amount of \$2,681,767.00, Alt. #1.

ST-6354(514) & STOCKPILE NO. 6466 - The work consists of constructing a roadmix bituminous surfacing and seal coating on approximately 3.8 miles of US 93, Salmon-Carmen Bridge, and furnishing aggregate base material in stockpile, in Lemhi County - State financed. All bids were rejected. The crushing will be taken out and advertised separately -- we will do the half-sole and surface work with our forces.

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F-6471(18) - The work consists of constructing a 104' concrete and steel bridge and approaches, over the Snake River in St. Anthony, in Fremont County - Federal Aid Primary and State financed. The contract was awarded to Portneuf Lumber & Supply Company, Inc., Pocatello, Idaho, the low bidder, on March 19, 1964 in the amount of \$113,936.38.

S-4818(1) - The work consists of constructing a 193' concrete bridge over the Palouse River and grading the approaches, in the vicinity of Potlatch, in Latah County - Federal Aid Secondary and County financed. The only bid received was \$64,946.00, 36.084% over the engineer's estimate. The bid was rejected and the project will be re-advertised at the April 21 bid letting.

STM-6501(511) - The work consists of seal coating approximately 11.4 miles of US 26, Clark Hill - Granite Hill, in Bonneville County - State financed. The contract was awarded to Winn & Company, Inc., Buhl, Idaho, the low bidder, on March 19, 1964 in the amount of \$26,022.50.

STOCKPILE NO. 3473 - The work consists of constructing an access road and furnishing aggregate surfacing material and cover coat material in stockpiles, west of Caldwell, in Canyon County - State financed. The contract was awarded to Bryan C. Rambo Crushing Co., Nampa, Idaho; the low bidder, on March 19, 1964 in the amount of \$20,946.00.

City of Boise's request for Relocation of State Highway 21.
Appearing before the Board were the Boise City Council, Mayor and City Engineer, urging the Department to consider relocating State Highway 21 from Capitol Boulevard east along Myrtle and thence through to the Braves Ball Park, recently purchased by the Fish & Game Department.

Councilman Jones stated that this relocation is necessary because they understand that 2600 new homes are to be built in the Barber flats area. Councilman Koch, however, stated that the planning and relocation of this highway is the responsibility of the Metropolitan Transportation Study Committee. Mr. Bennett agreed that this is the case. He further stated that the Department, at this time, has not entered into a location study regarding State Highway 21 and that any recommendation for a relocation of State Highway 21 by the Department must await the completion of such a study.

Boise State Highway 21 Connection with Grove & Front One-way Couplet.

The Council then asked the Board to extend State Highway 21 south on 6th Street from Front Street to Myrtle Street and thence to

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Capitol Boulevard for east and southbound traffic and from 6th Street and Grove to Capitol Boulevard for westbound traffic.

The Department had suggested to the City that it consider routing westbound traffic from 6th Street on to Grove with southbound traffic turning south at Capitol and Grove. The routing for eastbound traffic would remain as it now is -- north on Capitol Boulevard from Front and Capitol to Main Street; then east on Main Street.

Chairman Burns said, "We looked over your proposal on 6th from Front to Myrtle and thence to Capitol Boulevard, and it doesn't look like a safe deal to us. We cannot justify having two State highways parallel one another on 6th and Capitol Boulevard between Front and Myrtle. If the Department had come up with such a suggestion, the Board would not have approved it."

Mr. Burns told the Boise City officials that if they did not see fit to accept the revision suggested by the Department, that the State would retain the present connections of State Highway 21 from and to the proposed one-way couplet.

Mayor Shellworth informed the Board that the Boise Metropolitan Transportation Study Committee needed a coordinator and asked if the Department could furnish the services of such a man. Mr. Pearring stated that he thought the Department could furnish someone and would look into it.

The City Council also asked the Board for favorable consideration in allocating to Ada County, and thus to the City of Boise, an additional \$125,000 of Federal Aid to be applied to the improvement of Overland Avenue from Vista to Orchard -- a \$300,000 project. The Federal Aid funds asked for would come from those funds not used by several of the Idaho counties which the Board would declare surplus if not committed by the various counties by April 1, 1964.

Mayor Starr Outlines Nampa's Arterial Needs. Next appearing before the Board was Mayor Starr of Nampa outlining various arterial needs in Nampa; among those were the improvement of Franklin Boulevard (Central Federal Interstate connection) for \$87,000; widening Yale Avenue (\$25,000) and 7th Street (\$78,000) to improve the Northwest Boulevard Interstate connection. These items are included in the Nampa Metropolitan plan.

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The Mayor discussed the need for improving the clearance of the 16th Avenue underpass, which is not on the State Highway System; also that 17th Avenue North needs widening. He asked the Department to investigate the feasibility of improving the intersection where State Highway 45 leaves US 30. He stated that the turning radius is difficult for eastbound traffic at 11th and 3rd. The Department will look at the intersection to see how it may be improved. He also asked the Department to consider converting a leg of State Highway 45 to 7th Avenue and Yale.

Oregon Delegation regarding Ontario Bridge. Next appearing before the Board were:

Anthony Yturri, Ontario - Oregon State Senator
J. A. Phillips, Ontario Chamber of Commerce

Jacob Fischer, Nyssa
Earl Flock, Ontario Malhuer County Commissioners

The delegation inquired as to when the Department can see its way clear to participate with Oregon in building the additional one-way bridge across the Snake River, connecting Ontario with US 95 at Gayway Junction.

Mr. Burns stated that it was the thinking of the Board to build and improve US Highway 95 from the Gayway Junction to Payette before financing of the Ontario Bridge could be entered into by the Department. It appeared to the Board that it would be at least two years before such an improvement could be entered into due to other project priorities requiring Primary Federal funds, especially those projects on US Highway No. 95.

Mr. Burns stated that, "You have your Highway Department pumped up to where they are way ahead of us in financing the Ontario Bridge."

Mr. Burns asked if they were aware of Oregon's desire for Oregon cooperation on the Olds Ferry Bridge. They answered in the affirmative.

The delegation then discussed Ontario's formula for financing county and city roads and opinioned that Idaho's formula gave the rural roads a better financial break than that now enjoyed by the counties in Oregon.

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LaVern Anderson's Access Request, SH 27, North of Burley. Next appearing before the Board was Mr. LaVern Anderson concerning access to his property on State Highway 27 north of the Burley interchange where the Department is about to let a contract from the Snake River Bridge north to the south end of the Paul State Highway 27 section.

LaVern pointed out that two years ago the Right of Way Division revised, to his satisfaction at that time, access which would permit him to develop his property as he requested. Mr. Anderson now appeared before the Board stating that the present crossing and median cut permitting him to cross the proposed new facility was such that he would like an additional crossing located closer to the intersection to the north.

After considerable discussion and showing Mr. Anderson that, in the Board's opinion, his original request regarding access and median cut included in the finished road design and as outlined in his deed and in the proposed highway construction plans, would afford him all the flexibility that he would need to develop his land for subdivision or commercial purposes, it now being strictly farm land. Whereupon, Mr. Anderson agreed that he had been given everything that he had asked for by the Right of Way Division, but would like the cross-over location changed. His request was denied by the Board.

Request for Improvement of SH 39, Aberdeen North. Next appearing before the Board was the following delegation from Aberdeen and Blackfoot:

Theodore Wren,	Mayor of Aberdeen
Clifford Wride	Past Mayor of Aberdeen
Lou Haller	Mayor of Blackfoot

D. T. Dance	State Representative, Bingham Co.
J. C. Sandberg	State Senator, Bingham County

Elbert Gossen	
Merle W. Terry	
Alvin L. Funk	Aberdeen Chamber of Commerce
Everett Landvetter	

J. C. Jones	
L. G. McCarley	
Charles Packham	Blackfoot Chamber of Commerce
E. F. Berry	
Howard Fitzpatrick	

Robert M. Bishop	Blackfoot City Council
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George Brower Bingham County Commissioner
Robert Lee Bingham County Commissioner

Chamber of Commerce Highway Committee Chairman Funk asked that the Board program, in 1965, a 13.7 mile section improvement from Aberdeen North to 2½ miles west of Springfield.

The Board reminded the delegation that the Board will enter into programing 1965 construction moneys this Fall, but it is quite confident that available moneys will not permit constructing such a large job in one year as requested by the delegation. The Board, however, would take under consideration some improvement of State Highway 39 in Aberdeen and north this Fall when programs are under consideration. No commitments, however, were made to include this section in the construction program in 1965.

Mr. Burns pointed out to the delegation that in the 5-year planning program the Riverside section of 8.7 miles looms up pretty big and asked the delegation if they would rather defer this Riverside section until such a time as the Board could find its way clear to accumulate and allocate sufficient funds for the 13.7 mile section.

The delegation hastily assured the Board that they would be glad to take whatever section the Board sees fit to apply first and would not suggest holding up everything for the contracting of the complete section. The delegation asked the Department to consider buying right of way this Fall for this project so that if it is programed in the 1965 Construction Program, the timing of right of way acquisition would be that far advanced. The Board stated that we would not buy right of way that far ahead of the programing for a project.

Howard Fitzpatrick of the Blackfoot delegation indicated disapproval of the inadequate location and number of Interstate signs north and south of the Interstate interchanges serving Blackfoot. Also, that food and lodging signs appear without the City's name with it. Their position of signing stemed from comparison of the number and type of Interstate signing installed that serves Idaho Falls. Mr. Fitzpatrick pointed out that the sign as approaching the south Blackfoot interchange from the south is hidden from view the way it is now located. The delegation asked that the town of Aberdeen and the State experiment station be mentioned on the south Blackfoot Interstate lane approaching the Blackfoot interchange.

Mr. Burns stated that the Department would have the district engineer and a traffic man meet with the delegation, who would go

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over with the Blackfoot Chamber of Commerce Highway Committee and outline to the Committee where signing can be improved and still conform to the Interstate signing policy. The delegation was reminded that the number and location of such signs, however, must conform to the Interstate AASHO Sign Manual as it applies to cities that are not terminal cities, such as Idaho Falls and Pocatello.

Urban Maps at Interstate Rest Areas. Next appearing before the Board were Chamber of Commerce representatives from the following cities:

Roger B. McGinnis, Boise
 Lyman S. Pierce, Idaho Falls
 Ray Goshert, Idaho Falls
 J. H. Boozer, Idaho Falls
 J. E. Hahn, Twin Falls
 Bill Grange, Twin Falls
 Charles W. Glasby, Twin Falls
 Karl S. Cayford, Pocatello

Delegation Chairman Lyman S. Pierce, Chairman of the Transportation Committee - Idaho Falls Chamber of Commerce, outlined the need for adequate urban and points of interest map installations at Interstate rest areas near terminal cities served by the Interstate. The Committee, he stated, discourages any commercial subject matter on the signs. After considerable discussion, the Committee agreed with the Board that a sign 4' x 8' or 5' x 8' should be developed, as that size will permit reading from a vehicle. The Department will submit a proof to the Committee for their views. A pilot installation and a subsequent study of the sign will then be set up for public reaction and possible revisions.

Vice-chairman Gaffney stated the Board's concern of cost to the Department of the future demand for a signing program by all other towns on the Interstate, as well as the primary system, but thought that a smaller sign than the terminal cities' signs would probably suffice. He emphasized that caution should be used in not developing too large a sign in the first instance, lest the program defeat itself from the overall cost standpoint. Mr. Gaffney reminded the delegation that basically we are in the business of building and maintaining highways and should not overdo the signing program.

Bill Grange, Secretary of the Twin Falls Chamber of Commerce, agreed that two sizes of signs would have their place in his thinking, that a smaller sign would lend itself to towns on the primary and Interstate Systems, other than that applying to the five terminal city locations.

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As an outgrowth of the meeting, Traffic Engineer Lotspeich will develop a proof for a sign and recommend sizes and submit same to the Board for their approval. Department representatives will then meet with representatives of the delegation for further discussion.

Construction of the Snake River Homedale Bridge was urged by the following delegation from Homedale:

Everett A. Colley	Les Carter
Frank J. Matteson	James R. Duncan
Homer Anderson	Mark S. Hamilton
Kenneth Downing	Arlie L. Parkins (Marsing)

Pictures and local letters recounting the need for replacing the present US 95 Homedale Snake River Bridge with a modern two-way traffic facility were presented to the Board. The delegation stated that they didn't care where the bridge is to be located as long as the southwest end of the bridge was located at the present location.

Mr. Burns told them, "It is quite evident that you need a new bridge" and that this Fall the Board will enter into programing for the coming year and the Board would give consideration to their request. No date commitment was made regarding the bridge, but Mr. Burns told them that this project was in the Department's 5-year planning program. Planning & Traffic Engineer Pearring stated, "Our relocation study of the bridge and routing of US 95 north of the bridge should be completed by the end of this summer".

The delegation stated that they would cooperate by lengthening or shifting the airport runway to keep the southwest bridge approach where it is in order to have US 95 go through town on its present location. The delegation stated that they were willing to compromise on the location of the bridge should a State study dictate it, ". . .as long as you don't hurt us".

Delegation Supports Railroad Route Through Fruitland. Next appearing before the Board was a Fruitland, Payette & Weiser delegation composed of:

Howard Hatch	
Otis Smith	Fruitland
Kent W. Gist	
Ted Knox	
C. M. May	Payette
Jim McClure, State Senator	

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Bill Baker
 John B. Lloyd Weiser
 Hal Ryan, State Senator

J. Ben Wherry New Plymouth, State
 Representative

The delegation was headed by Senator James McClure. The policy statements of the delegation and the three towns' Chambers of Commerce were presented to the Board in order of priority.

First, that the group prefer what is known as a railroad route bypassing Fruitland on the northwest instead of Route 1, which bypasses it on the southwest. The delegation argued, however, that a bypass of that City should be determined at a later date without endangering construction on the rest of the project.

After considerable discussion of priorities the Senator said, and the delegation agreed, that the matter should be brought to hearing and, regardless of where the bypass was located, it should not interfere with getting the projects underway.

Mr. Bennett stated that construction of the project, except as to the bypass of Fruitland, could be entered into without a hearing; however, the Bureau of Public Roads would not approve construction from Gayway, particularly to Fruitland, until a full route could be determined, including the manner in which Fruitland would be served, be it a bypass or otherwise.

The delegation urged the Department to take what steps are necessary to rename and redesignate Palisades Interstate 95 Junction as Hells Canyon Junction. The Board assured them that the Department would take notice of this request.

WEDNESDAY, MARCH 18, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

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

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Out-of-State Travel was authorized by the Board for the following:

Personnel Director George Neumayer to attend the Annual Highway User-AASHO sponsored Management Conference at either Santa Fe, New Mexico, July 5 to July 10; or at Boyne Falls, Michigan, September 13 to September 18; which meeting best fits into Mr. Neumayer's work schedule.

Attorney Anton Hohler to Baton Rouge, Louisiana, April 13 - 17 to attend the Highway Research Board's Highway Law Workshop at Louisiana State University.

Access Control approved by the Board:

F-4201(16), Orofino Bridge, South Approach Partial - Type "A" *

F-4201(6), Orofino West

M.P. 38.9 - 40.0

M.P. 40.6 - 41.3

M.P. 42.6 - 44.1

Partial - Type "A" *

M.P. 40.0 - 40.6

M.P. 41.3 - 42.6

Standard Approach Policy

F-2361(11), Cedar Crossing East of Buhl - Filer

M.P. 183.8 - 189.6

M.P. 189.6 - 190.1

Partial - Type "A" *
Standard Approach Policy

S-2809(13), Jct. US 93 & SH 68 - Picabo

Partial - Type "A" *

I-80N-4(4)266, Juniper I.C. (excl) -
Utah State Line

Full Control

* PARTIAL ACCESS CONTROL

ACCESS TYPE "A":

Public Road Connections

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

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

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation, as shown by the plans, 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, as shown on the plans, for ownerships not now having an approach to the highway.

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

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

Use of Private Approaches

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

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

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All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs.

State Highway 68, Hill City to Cat Creek Summit. The following delegation appeared inquiring as to whether or not Forest Highway funds were allocated to State Highway 68, Hill City to Cat Creek Summit, on this year's contract:

State Senator Lloyd Barron
Homer Jewett, Camas Co. Commissioner
John Bahr, Camas County Commissioner
James E. Kevan, Camas Co. Commissioner
J. J. Thornton, Camas Co. Commissioner
Victor Lasuen, Elmore Co. Commissioner

They were told that the present project is being done with County Federal Aid moneys from Blaine, Elmore and Camas Counties, together with State Highway funds, which were used to match the Federal Aid.

The Board told the delegation that consideration would be given to this project when the Forest Highway funds that may be allocated for construction in 1965 will be under consideration by the Forest Service, the U.S. Bureau of Public Roads and the Idaho Board of Highway Directors.

The delegation endorsed the Board's thinking on the improvement of this route that the grading for the entire route be accomplished before work is started on providing base and paving.

Board discusses Idaho's Highway Needs After 1972. Senator Lloyd Barron met with the Board and was shown a very preliminary network of State Highway improvement which the Federal Highway Trust Fund might assist the State in bringing up to expressway or such improved standards, somewhere between the present primary and Interstate System standards. The desired network included US 95, US 20 and US 93, and other primary routes, as was shown by the Planning Section, would lend themselves to a higher system standard than now prevailing, providing a matching ratio of Federal moneys would be offered Idaho in the 90% plus bracket. The Board viewed, and Senator Barron concurred, that Idaho should press for improvement of its primary system on that basis and pointed out that any lower matching ratio would necessitate a substantial increase in the Idaho State highway users revenue.

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Mr. Barron asked for a chart of the proposed "After 1972" system improvement as shown to and approved by the Board, that he may submit it to the Council of State Governments' Portland May meeting as requested by California State Senator Randolph Collier. Mr. Bennett again emphasized this is very preliminary thinking on the part of the Board and the Department of the future needs after 1972; that a complete study of Idaho's needs for that period will be compiled between now and 1965, after which all of the state highway departments and the U.S. Bureau of Public Roads will make their study findings known to the 1967 Congress. For this reason, the recommended improvements to the State Highway System shown the Board at this meeting was very broad and all-inclusive in order that more flexibility could be had as future study findings and moneys might dictate.

Request for Decrease of Buhl's Rural Speeds Denied. Planning & Traffic Engineer Pearring presented a request by the Mayor of the City of Buhl for the reduction of speed zones beyond the City Limits north and south of Buhl. Although there have been no pedestrian accidents of record in the area in question on State Highway 30N, the Mayor of Buhl has been pressing for a reduction in the existing speed control zone on these sections.

District Engineer Sessions recommends that the shoulders of the present road would lend themselves to widening without major reconstruction and thus afford more walk or bicycle traveling areas. The Board agreed that the Department should proceed on this basis. It was pointed out by Traffic Engineer Lotspeich that the present speed zones are adequate as shown to be within the 85 percentile radar speed check made recently.

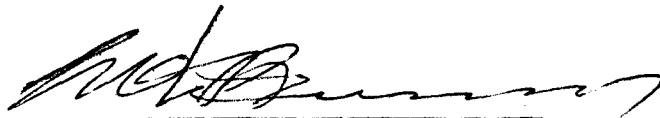
Route Selection Study approved for SH 50, Hansen Bridge to North Kimberly. The Board concurred with Planning & Traffic Engineer Pearring's recommendation that State Highway 50, when the new Hansen Bridge becomes operational, should be relocated southwest from the bridge site to Red Cap Corner of US 30 - Kimberly Road. When this is done, present US 50 on Addison Avenue will be removed from the State Highway System.

The Board authorized the Department to bring the relocated route to a hearing basis and report back to the Board after contacting the City of Twin Falls as to their views, at which time the Board will approve a hearing date. This change in route designation was requested in 1962 by the Twin Falls Chamber of Commerce delegation, at which time the Board concurred in their thinking and indicated they would include it in the Department's planning.

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May Board Meeting & North Idaho Tour. The Board set their regular May meeting to convene in Boise May 18 & 19, and scheduled a tour of North Idaho Highways May 20 through 23.

WHEREUPON, the Board adjourned until its next meeting scheduled for April 13, 14 & 15, 1964.



W. C. BURNS, Chairman

Read and Approved
April 14, 1964
Boise, Idaho

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

April 13, 14 & 15, 1964

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, April 13, 1964. Present were:

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

Mathes appointed Acting State Highway Engineer. To facilitate the transition in State Highway Engineers with Mr. Bennett leaving June 1, acting upon the recommendation of Mr. Bennett, the Board concurred in appointing Ellis Mathes as Acting State Highway Engineer to become effective May 1, 1964.

Mr. Mathes outlined to the Board the various personnel changes contemplated through the Department as affected by his promotion as Acting State Highway Engineer, with which the Board concurred.

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BPR Officials Review with Highway Board a Study of the Various Relocation Proposals of US 10A between Hope and Clark Fork. Present were:

Henry Gunderson, Idaho Division Engineer, U.S.
Bureau of Public Roads, Boise
Cliff Hallvik, Idaho District Engineer, U.S.
Bureau of Public Roads, Boise
Norman Wood, Federal Projects Engineer, U.S.
Bureau of Public Roads, Portland
Lynn D. Tingey, Highway Engineer, U.S. Bureau
of Public Roads, Vancouver

The Board questioned the Bureau engineers at length on lines of relocation studied and discussed the practicality of a minor improvement on the present alignment of US 10A through Hope and East Hope as suggested by some of the local people. It was the Board's thinking, and concurred in by the Bureau Engineers, that such stopgap construction would only be wasted as ultimately a major relocation would become necessary. Mr. Wood pointed out that it would take \$1,000,000 of construction moneys to bring a satisfactory standard through the Village of Hope for a distance of 1400 feet.

After going over the letters of approval, as well as opposing complaints and petitions, regarding the Hope - East Hope area of the line south of the railroad tracks; and after considering all economic factors, as well as engineering considerations, of the various previously proposed relocation lines, the Board was again convinced that the present proposal along the lake shore or south of the Northern Pacific Railroad was, and is, in the best public interest.

The Board plans to go over the line again, on the ground, with the Bureau of Public Roads while on its North Idaho Board tour in May, and authorized a public meeting for all State highway matters pertaining to the Bonner County area in general to be discussed with the local people Friday evening, May 22. The Board proposes at that meeting, and after touring the various State highway sections in Bonner County, to further define the reasons for selecting from the Bureau of Public Roads location studies, a realignment of US 10A south of the Northern Pacific Railroad tracks between Hope and Clark Fork.

The Board directed the Department to proceed with right of way settlements and to continue right of way acquisition and/or condemnations on the relocation route south of the railroad.

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Revising Region I's Forest Highway 1964 Construction Program.

In considering where the \$550,000 Clark Fork withdrawn project moneys should be spent in 1964, the Board determined, and the Bureau of Public Roads concurred, that \$300,000 should be allocated for the Warren Wagon Road for base and paving a 7.7 mile section; \$175,000 for the Mount Idaho Road; \$10,000 for the Wayan - Freedom project for slope protection; and \$65,000 to the unprogramed construction balances. This will leave \$50,000 currently programed on the Clark Fork project. Right of Way acquisition with Federal Aid funds is continuing on the Clark Fork project. (Refer to February minute entry).

Re-naming Interstate US 95 Junction 'Hells Canyon Junction' not Permitted under AASHO Signing Standards. The Board was advised that the Payette-Weiser recent request for redesignating Palisades or Interstate US 95 Junction to Hells Canyon Junction would not conform to AASHO Interstate signing policies.

The Board then instructed the Department to so advise the Payette and Weiser delegation that made the request. It was pointed out, however, that there was nothing to prevent commercial signs outside of the Interstate right of way to indicate where traffic destined for Hells Canyon might turn off the freeway.

Tri-State Construction Company's Claim Settled. Construction Engineer R. B. Christensen reported to the Board that the claim by the Tri-State Construction Company on the Grangeville Streets project, F-4211(2), had been settled to the satisfaction of the Department and the Tri-State Construction Company in the amount of \$2,072.21. An additional \$174.86 was allowed for extra work performed by Subcontractor Sharp and Kearney.

The Board complimented the manner in which the Construction Division handles construction claim items.

Construction Contract Retainages Approved. The Board approved a policy for the Department covering the partial release of retained amounts on highway construction contracts as follows:

It shall be the policy of the Idaho Department of Highways to allow a partial release of retained amount prior to final completion of the contract when final completion is delayed due to seasonal suspension of work and the status of completion of a project is such that the amount retained exceeds that necessary to protect the State. In no case shall the retained amount be reduced to less than twice the estimated cost of the uncompleted work.

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The Department is hereby authorized to institute within its specifications provisions implementing this policy.

(This entry replaces and supersedes similar subject minute entry dated February 27, 1964)

The Using of Employee's Compensatory Time Off. Upon the recommendation of the Personnel Director, and concurred in by the State Highway Engineer, the Board approved a revision in the second paragraph of that section in the Personnel Manual dealing with when overtime is to be taken as compensatory time off.

"All earned overtime must be taken as compensatory time off before the effective date of any approved leave without pay can officially begin. Also, compensatory time must be taken before any accrued annual leave, providing the employee does not stand to lose any annual leave because of the maximum accrual policy (18-018.010).

"Employees will not be required to take compensatory time in lieu of sick leave unless he so requests it or unless all earned sick leave has been exhausted."

Lochsa River Bridge Declared Surplus. Upon the recommendation of Assistant State Highway Engineer, Operations, McCrea, the Board declared surplus a bridge on the Lochsa River in the vicinity of the Powell Ranger Station and within the U.S. Forest. The bridge no longer is on a usable road and the Forest Service requested its removal as they anticipate no use for the structure.

The Board instructed the Department to notify the counties and highway districts in the area as to the possibility of their being able to use the structure. Otherwise, the Department should advertise for its dismantling and disposal.

Prohibiting Use of Certain Sections of Interstate by Non-Motorized Traffic, etc. The Board executed a resolution designating those sections of Interstate Routes I-15, I-90 and I-80N that are now completed and that offer alternate routes of travel for livestock, pedestrians and non-motorized traffic, etc., to so prohibit the use of the Interstate facilities by these types of traffic as shown in marked Exhibit C-7, which is made a part hereof with like effect as though extended in full herein.

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Moscow Traffic Signals. The Board authorized the City of Moscow to operate and maintain traffic control signals at the following locations:

SH 8 and Line Street
 US 95 (Main St.) and Lewis St. (SH 8)
 US 95 (Main St.) and Matheny Street
 US 95 (Main St.) and 6th Street
 US 95 (Main St.) and 3rd Street
 US 95 (Main St.) and A Street

as recommended and stated in marked Exhibit A-55, which is made a part hereof with like effect as though extended in full herein.

Hayden Village Traffic Signals. The Board authorized the Village of Hayden Village to operate and maintain traffic control signals at the following locations:

US 10A, 95 - south of intersection with
 Hayden Avenue
 US 10A, 95 intersection with Hayden Avenue
 US 10A, 95 - north of intersection with
 Hayden Avenue

as recommended and stated in marked Exhibit A-56, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 4 (SH 62). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 62 from the Kamiah urban extension to a junction with State Highway 7, as recommended and stated in marked Exhibit A-54 which is made a part hereof with like effect as though extended in full herein.

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

US 30	F-3281(7).	O. A. & D. E. Payne	Parcel No. 7½
"	"	Honda of Idaho, Inc.	Parcel No. 12
"	"	O. A. & D. E. Payne and Lynn J. & Nina L. Prehaska	Parcel No. 13
I-15	I-15-3(6)133	Neil & Helen Barrett	Parcel Nos. 3, 3-E-1 & 3-E-2

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

SH 52	S-3836(1)	Portion NW $\frac{1}{4}$ NE $\frac{1}{4}$, Section 18, Township 6 North, Range 1 West, Boise Meridian, on Westerly side of highway - to be sold for not less than \$500.00.
SH 52	S-3836(1)	Portion NW $\frac{1}{4}$ NE $\frac{1}{4}$, Section 18, Township 6 North, Range 1 West, Boise Meridian, on Easterly side of highway - to be sold for not less than \$200.00.

TUESDAY, APRIL 14, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

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

Minutes. The Board approved the minutes of the March 16, 17 & 18, 1964 meeting.

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

S-1828(2) & S-1888(1) - The work consists of constructing a 482' concrete and steel bridge and approaches, over the Snake River, on 0.437 mile of the Ferry Butte Road, Tilden (Ferry Butte) Bridge, in Bingham County - Federal Aid Secondary and County financed. The contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, on March 26, 1964, in the amount of \$203,864.00, Alt. 2 & 3.

ST-5115(524), STM-5152(514). & STOCKPILE NO. 5484 - The work consists of construction a roadmix bituminous surfacing (half-sole) on 6 miles of US 95, Tensed North, seal coating 8 miles of US 95A, Latah County Line - Emida, and furnishing aggregate surfacing and cover coat

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material in stockpile, south of Tensed, in Benewah County - State financed. The contract was awarded to Zanetti Brothers, Osburn, Idaho, the low bidder, on March 26, 1964, in the amount of \$90,612.00.

S-1778(12) - The work consists of repairing eroded ditches and slopes, reconditioning and replacing aggregate base at intermittent locations along the roadway, and placing a plantmix bituminous surface on 6.202 miles of State Highway No. 34, Preston North to Riverdale Curves, in Franklin County - Federal Aid Secondary and State financed. The contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on March 26, 1964, in the amount of \$80,288.40.

STM-5116(532) - The work consists of painting 5 steel bridges at various locations in District No. 5, in Boundary, Bonner and Kootenai Counties - State financed. As the only bid received was 32.7% over the engineer's estimate, the bid was rejected and the project will be readvertised at a later date.

STOCKPILE NO. 3472 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles at the New Meadows Maintenance Yard (MP 165.2, US 95), known as Idaho Stockpile Project No. 3472 in Adams County - State financed. The contract was awarded to Aslett Construction Company, Twin Falls, Idaho, the low bidder, on April 2, 1964, in the amount of \$31,250.00.

F-2441(20) - The work consists of grading portions of and reconditioning the existing roadway, constructing drainage structures, a plantmix bituminous surface, and constructing a bituminous surface treatment of the shoulders on 3.250 miles of State Highway No. 25 east city limits of Jerome - East, in Jerome County - Federal Aid Primary and State financed. The contract was awarded to Aslett Construction Company, Twin Falls, Idaho, the low bidder, on April 23, 1964 in the amount of \$197,119.50, Alt. #2.

PW-224(2) - The work consists of widening a portion of the roadway, reconditioning the existing roadbed, placing a leveling course on the parking area and placing a roadmix bituminous surface and seal on the entire area, known as Idaho Project No. PW-224(2) in Gooding County - State financed. The contract was awarded to Winn & Company, Inc., Buhl, Idaho, the low bidder, on April 2, 1964, in the amount of \$8,140.00.

STM-3021(520), 3111(514), 3261(508) & 3856(503) - The work consists of seal coating approximately 36.05 miles on various sections of US 20-26-30-95 and SH 52 in the vicinity of Boise, Notus, Horseshoe

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Bend and Payette, in Ada, Boise, Canyon, Gem and Payette Counties - State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, on April 9, 1964, in the amount of \$34,983.25.

STM-3291(513) & ST-3291(514) - The work consists of seal coating approximately 16.9 miles (MP 22.0 - 38.9) and 17.5 miles (MP 55.0 - 72.5) on SH 21, Robie Cr. - Idaho City and Edna Cr. - Lowman, in Boise County - State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, on April 9, 1964, in the amount of \$28,918.60.

ST-5760(501), STM-5041(542) & STOCKPILE 5485 - The work consists of constructing a roadmix bituminous surfacing (half-sole) and seal coat on approximately 4 miles of SH 4 near Burke, seal coating approximately 5 miles of US 10, Mullan-Lookout, and furnishing sanding material in stockpiles at Osburn and Mullan, in Shoshone County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to J. F. Kenen Construction Company, Inc., Lewiston, Idaho, the low bidder, on April 17, 1964, in the amount of \$77,033.25).

ST-4780(509) & STOCKPILE NO. 4454 - The work consists of constructing a plantmix bituminous surfacing on approximately 8.4 miles of SH 11, Weippe-Fohl Park, and furnishing cover coat material in stockpile at Weippe, in Clearwater County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to McAtee & Heathe, Inc., Spokane, Washington, the low bidder, on April 17, 1964, in the amount of \$120,000.75.)

STM-4113(529) & STOCKPILE NO. 4453 - The work consists of seal coating approximately 15.8 miles on US 95, Fenn-Lewis County Line and furnishing aggregate surfacing and cover coat material in Stockpile in the vicinity of Cottonwood, in Idaho County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Grant Construction Company, Hayden Lake, Idaho, the low bidder, on April 17, 1964, in the amount of \$50,420.00).

Removals from the State Highway System (SH 21, US 10)

The Board approved the removal of a portion of State Highway No. 21 beginning at a point 8.390 miles easterly from Boise and extending to a point 1.250 miles north of the Robie Creek Bridge, as shown in official Exhibit B-12, which is made a part hereof with like effect as though extended in full herein.

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The Board approved the removal of a portion of State Highway No. US 10 beginning at a point 1.924 miles northwest of SH 3 interchange and ending at a point 1.607 miles east of said interchange as shown in official Exhibit B-13, which is made a part hereof with like effect as though extended in full herein.

Proof of Map Boards at Rest Areas Approved. Traffic Engineer Lotspeich presented rest area signs for Idaho Falls and vicinity, and the Warm River scenic loop north of Ashton, for final approval of the Board. The Board having approved same, the Department will now erect the signs and study motorists acceptance as to their application in assisting tourists with the information intended.

Traffic Section's report on Accident Frequency of Sunny Slope - Marsing and Midway School Sections. Traffic Engineer Lotspeich submitted a report on the accident frequency of the Sunny Slope and the Marsing and Midway section of State Highway 72 and US 30, pointing up the fact that the accident frequency is slightly below average for the annual vehicle miles traveled on those sections of State highways.

Hansen Bridge - Red Cap Corner, State Highway 50 Relocation Delegation. Appearing before the Board were:

C. W. Coiner
G. J. Frahm
Harold Koenig
George L. Coiner

all of Hansen and presently owners whose land will be affected by the proposed relocation of State Highway 50 from the Hansen Bridge to Red Cap Corner. The delegation preferred that the Board retain State Highway 50 in its present location and not relocate to Red Cap Corner; but, should it be necessary, to cross over at some other point other than through their lands. Failing in this, the delegation urged the Board to use Line 1 instead of Line 2; Line 1 following as near as practical the present county road system.

The Board assured the delegation that it is not the desire of the Department to indiscriminately locate highways in farm lands, but that the Board in this instance would prefer again looking at the proposed alignment on the ground with the farmers before a hearing on the matter was authorized by the Board. Thus, a commitment was made to go over the line with the farmers at the proposed relocation. (See meeting of April 15 regarding Board's on-the-ground review of the location)

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Law Enforcement Discusses with Board Prima Facie Speeds on Highways. At Commissioner Hopper's request, Superintendent A. E. Perkins, Captain Clark Hand, and Law Enforcement Legal Counsel Tom Nelson, met with the Board outlining the problems that Law Enforcement was experiencing in enforcing and obtaining convictions for highway speed violations under present prima facie law.

The delegation stated that they would not have any recommendation at this time regarding a change in the prima facie speed statute, but wanted to acquaint the Board with those problems of enforcing the law under the present prima facie statute rather than absolute maximum speeds that some states have.

The Department's Traffic Engineer Marvin Lotspeich mentioned that the State of California is making a study of various engineering and law enforcement problems that exist under those states with absolute posted speeds vs. those states operating under the prima facie speed statutes. Vice-chairman Gaffney urged the delegation to prepare themselves with ample factual information regarding the administration of both types of speed laws before recommending to the legislature any change in our present statutes regarding this subject. The Board indicated they would look with interest at the summary of the present questionnaire and study being conducted by the State of California on this controversial legal subject of absolute maximum speed postings vs. prima facie speeds.

Mr. Lewandowski's Offer to Sell Additional Land. Next appearing before the Board was Ernest Lewandowski of Boise urging the Board to purchase additional acreage over and above that needed within limits of the proposed highway right of way on the Boise Interstate connection proposed to connect at Federal Way and Broadway.

The Department has made considerable effort in the past year since Mr. Lewandowski first appeared asking for early purchase of needed highway right of way that will be going through part of his property.

Mr. Lewandowski attempted to convince the Board that since the connection to the Interstate disrupted his subdivision planning and financial schedule of paying off his land purchases to the point that his contract for the original land purchase is about to be foreclosed, that the Department is morally obligated to buy additional acreage from Mr. Lewandowski in order to keep him harmless under his original purchase contract. Chairman Burns assured Mr. Lewandowski that in determining the location of this road that it was done with

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no thought of injuring Mr. Lewandowski's subdivision real estate venture and that if he has been injured thereby, the Board sincerely regrets to see him in this position, but is powerless to assist him by buying any more of his land than is actually needed for the construction of said highway. It was because of the position of such property owners as Mr. Lewandowski that the Department requested special permission from the U.S. Bureau of Public Roads to grant the Department advanced authorization to purchase right of way ahead of the timing of the Interstate and its connectors, which was granted and on which the Right of Way Division is now buying.

The Right of Way Division pointed out to the Board that a small sliver of land, which would remain landlocked as far as access was concerned, was being added to that amount of land needed from Mr. Lewandowski for the highway right of way. Mr. Lewandowski indicated his appreciation for this additional assistance and thanked the Board for what consideration they had been able to grant him in his financial dilemma.

Rader Engineering Company Soliciting Consultant Work. Next appearing before the Board was James N. Condon, Consulting Engineer for Rader and Associates, Miami, Florida, concerning the potential use of their consulting engineering service by the Department. This Company has been in contact with the Department several times. This firm has apparently established a good rating as an engineering consulting firm with several other state highway departments and other organizations.

Mr. Condon stated that they are now doing Interstate work for the State of Montana. Chairman Burns stated he was familiar with their Company and personally acquainted with Mr. Rader. Mr. Mathes inquired as to whether they would be interested in bridge structures, to which Mr. Condon said they were very much interested and had a capable bridge design division, there being approximately 300 people in their company. Mr. Mathes stated that the Department plans to utilize in-State consultants who can meet our requirements to the maximum extent possible before going outside the State for this type of service. However, the Blackwell Bridge may be one for which the Department may be looking to for out of the State consultant work.

Mr. Condon was told that his Company would be kept in mind by the Department's engineering consultant committee should consideration be given to out-of-state firms for work in Idaho.

Conrad-Bischoff Access Change Request. Mr. Bischoff of Conrad & Bischoff Company, 413 South Broadway, Idaho Falls, appeared before

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the Board asking that a 20 foot farm approach presently serving the former W. W. Wattenbarger property on the south connection road to Idaho Falls from Interstate 50, be changed to a 40 foot approach with unrestricted type of use.

In checking into the matter, the Right of Way Division advised the Board that the approach in question was granted an unrestricted use by the District Court stipulated judgment in settlement at the County Court House steps of a condemnation action involving the said property.

Chairman Burns stated that he could see the advantage of a 40 foot approach instead of the 20 foot approach if the facility were to adequately serve the movement of trucks and trailers. The Board requested the Department to process the request for the increased width of the approach to 40 feet to the Bureau of Public Roads for their concurrence, advising Mr. Bischoff that it could take considerable time before processing is made through the Bureau of Public Roads channels. Mr. Bischoff, on leaving, thanked the Board for their favorable consideration to his request.

Delegation Urges Fish Creek Summit Relocation of US 30N. Next appearing before the Board was a delegation from southeast Idaho composed of the following:

M. E. Fountain, Pocatello
 Frank K. Ramey, Inkom
 Carl M. Friedel, Lava Hot Springs
 Don Pinson, Lava Hot Springs
 Wayne Murphy, Twin Falls
 Lynn Richards, Lava Hot Springs
 Dale Koester, Lava Hot Springs
 C. A. Smith, Lava Hot Springs
 Frank W. Sorgatz, Montpelier
 Francis J. Rasmussen, Soda Springs
 Charles L. Reagan, Soda Springs

The delegation, headed by M. E. Fountain of the Pocatello Chamber of Commerce Highway Committee, urged the Board to advance this important highway construction project in the Department's planning program as rapidly as possible. The delegation pointed out that in addition to the saving of 11 miles in distance, the Fish Creek Summit location would mean considerable saving of property damage to highway motorists, as well as injuries and lives. From 1959 to 1963, it was stated that there were 171 accidents on the present

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section between Lava and Alexander on US 30N, of which 107 involved considerable property damage; 6 resulted in 8 fatalities; and 58 of the accidents injured 91 people.

Chairman Burns stated that we cannot change our program at once, but the Board would keep this relocation of US 30N in mind and will make every effort to get a project into the construction program at the earliest possible time.

Frank Sorgatz reminded the Board that the people of his area do not want to interfere with anything in the present planned construction program, such as the improvement of US 30N from the border to Montpelier, as well as the Montpelier overpass on US 89 from Ovid to Montpelier.

City of Lewiston Urges Department's Participating in Improvement of Main Street between 13th and 18th Streets. Next appearing before the Board was City Attorney James Givens and City Street Commissioner and Councilman Robert W. Olin, urging the Department to reconsider its position taken at the February Board meeting in refusing to participate in the local improvement district project contemplated on the above section of Main Street. The total cost of the curb and sidewalk improvement being approximately \$52,000, of which approximately \$31,300 will be borne by the abutting property owners; \$10,500 by the City; and approximately \$10,221 by the State Highway Department, according to the City's projection.

At its February meeting, the Board denied the request that the Department participate in this project since the net result of the proposed improvement would not produce any material benefit to this section of State Highway in-so-far as the highway user is concerned. The Board's position remained unchanged at the conclusion of the delegation's presentation of proposal, since it still included a provision for parking on each side of the street. It was the Board's suggestion that an attempt be made to sell to the City and local property owners the idea of parking on one side of the street only. If this could be done, the Board would further reconsider its position concerning State participation in the proposed improvement. The Board assured Mr. Olin and Mr. Givens, however, that the State would not be in a position to participate in the proposal as presented.

WEDNESDAY, APRIL 15, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

April 15, 1964

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

Control of Access approved by the Board:

S-1721(5), Riverside - Collins

Partial Control *

F-2441(19), SH 25 Conn. to Greenwood I.C. /
8 Stations of Project No. I-80N-3(18)191

Partial Control *

F-3281(17), 11th & Franklin Intersection
in Nampa

Standard Approach Policy

(I-80N-1(25)50 Orchard - Garden in Boise
(U-3281(14))

Full, Partial ** and
Standard Approach Policy
 (See attached Exhibit
 "A") rev. 4/13/64

FH-18-3(2), Elk City Highway, Fall Creek, East

Standard Approach
Policy

* PARTIAL ACCESS CONTROL

Public Road Connections

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

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

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation, as shown by the plans, is necessary to provide safe unrestricted highway operation.

April 15, 1964

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, as shown on the plans, for ownerships not now having an approach to the highway.

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

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

Use of Private Approaches

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

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

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs.

**** PARTIAL ACCESS CONTROL**

Public Road Connections

Existing public road connections will be permitted, as shown on the plans. No new public road connections will be allowed.

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Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation, as shown by the plans, is necessary to provide safe unrestricted highway operation.

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

New Private Approaches

No new private approaches will be allowed.

Use of Private Approaches

All existing private approaches will be unrestricted as to use.

Removal from the State Highway System (SH 44). The Board approved the removal of a portion of State Highway No. 44 beginning at Station 909 and ending at Station 915 within the Community of Eagle, and abandoned excessive right of way beyond 60' from centerline to adjacent property owners, as shown in official Exhibit B-14, which is made a part hereof with like effect as though extended in full herein.

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(9)61, Portneuf I.C. - South Pocatello I.C., Bannock County - Intermountain Gas Company, Mountain States Telephone & Telegraph Company and the Idaho Power Co.

F-1481(19), US 30N, 12.6 Mi. E. of Montpelier - 4.8 Mi. W. Wyoming State Line - Mountain States Telephone & Telegraph Company and Utah Power & Light Company

F-5116(10), Naples - Peterson Hill, Boundary County - Bonneville Power Administration, General Telephone Co. of the Northwest, Northern Lights, Inc., and Village of Bonners Ferry, Light & Water Department

April 15, 1964

After reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

FHP 2-1(1), US Highway 2, Moyie Springs, Boundary County - General Telephone Company of the Northwest, Northern Lights, Inc., and Bonners Ferry Light & Water Department

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-80N I-80N-1(23)35, Parcel Nos. 4 & 5, Bernard and Lisa Warntjes - \$23,610

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

F-2361(18)	Malad River Bridge (excl) - Gridley Bridge (excl)
I-90-1(21)42	1.3 Mi. E. of Cataldo - Pinehurst I.C. (excl)
S-6749(2)	Roberts I.C., East to US 91
F-2441(20)	E.C.L. Jerome - East
ST-3111(513)	Nyssa Jct. - Palisades
ST-4780(509) & Stkp. 4454	Weippe - Fohl Park
STM-4113(529) & Stkp. 4453	Fenn - Lewis Co. Line & Cottonwood Stkp.
ST-5760(501), STM-5041(542) & Stkp. 5485	Burke & Mullan - Lookout
S-6862(1)	Dubois East
S-4745(6)	Gifford - Cottonwood Creek
I-15-1(8)57 (WELL)	Portneuf Port of Entry Well, Bannock Co.
I-80N-1(19)25 (WELL)	Caldwell Port of Entry Well, Canyon Co.

Out-of-State Travel was approved by the Board for the following:

Clarence Larson, Assistant Bridge Engineer, to AASHO Committee on Bridges & Structures, May 3 - 7, Phoenix, Arizona

Ed Equals, Planning Survey Manager, and Dean Tisdale, Planning Engineer, to Highway Planning Conference, May 7 & 8, Reno, Nevada

April 15, 1964

L. F. Erickson, Research Engineer, to Highway Research Board AASHO meeting, April 21, Washington, D. C. - at no expense to the Department.

Wayne Summers, Highway Board Secretary, to Council of State Governments' Subcommittee on Highway Policy Problems, May 25 through 27, Portland, Oregon

Relocation Studies Reviewed — Sugar City - St. Anthony, US 191.

The Planning & Traffic Division submitted to the Board the relocation studies of US 191 between Sugar City and Chester through St. Anthony, recommending to the Board that Route "A" through St. Anthony was No. 1 and Route "C" was the Division's second recommendation.

Analyzing the previously indicated desires of the city officials of St. Anthony, the Board directed the Department to offer to the community Route "C" and to report back to the Board the community's reaction before going to hearing.

Report on City of Twin Falls approval of Relocating SH 50 between Hansen Bridge and Red Cap Corner north of Kimberly. Planning & Traffic Engineer Pearring submitted again, for Board review, the two alternate location lines of the proposed relocation of State Highway 50 from the present Addison Avenue location to a route southwest from the Hansen Bridge to Red Cap Corner, as recently approved by the City of Twin Falls and the Twin Falls Highway District.

The Board concurred in Planning & Traffic Division's recommendation of Line 2 with its easier curvature and better design characteristics for a modern highway over that offered by Line 1 which attempted, as closely as feasible, to follow the present county road system between Hansen Bridge and Red Cap Corner.

Previously, a delegation of farmers in the area adjacent to and southwest of the west end of the Hansen Bridge site appeared before the Board protesting any change in State Highway 50 and particularly Line 2. They stated that if State Highway 50 had to be taken off Addison Avenue, that the Board should select Line 1 for its relocation. (See Twin Falls farmers Hansen Bridge delegation)

Board Reviews On-the-Ground Alternate Proposed Relocations of SH 50, Hansen Bridge - Red Cap Corner. The Board traveled to the C. W. Coiner Ranch adjoining the Hansen Bridge and there met affected

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farm property owners Mr. Frahm, George Coiner, Harold Koenig, and others. The Board had an on-the-ground look at the alternate proposed Lines 1 & 2 route relocations of State Highway 50. Accompanying the three Board members were:

State Highway Engineer G. Bryce Bennett
 Asst. State Highway Engineer Ellis Mathes
 District Engineer at Shoshone Blaine Sessions
 Asst. District Engineer at Shoshone Max Jensen
 Board Secretary Wayne Summers

The Board pointed out to the farmers that 120 to 140 feet required right of way for the proposed 4-lane facility would come very close to the front of some of their houses if Line 1 were used.

After reviewing the entire route relocation alignment on both Line 1 and Line 2, the Board determined to bring the matter to public hearing using the alignment of Line 2.

The Department engineers pointed out to the Board that with some shifting of Line 2 at various points, the proposed line would miss most of the farmers improvements in the area, including Charles Coiner's feed lots.

The Board directed the Department to keep the above factors in mind if, after public hearing, Line 2 should be firmed by the Board.

North Idaho Tour Itinerary Approved. A proposed outline of the spring North Idaho Board tour was shown to the Board and so approved with meetings at Cottonwood, Orofino, Lewiston, Coeur d'Alene and Sandpoint. Vice-chairman Gaffney thought a meeting at Orofino would be advisable because of the increasing need for road improvement in that area.

Public Hearings of Route Locations Approved. The Board approved the Department going to public hearing on Interstate Route 90 at Wallace, Silverton and Mullan. Also, at Twin Falls on Line 2 of State Highway 50 when ready.

Board to Bureau of Public Roads, Washington, D.C., regarding Mountain Home to Bliss Interstate Location. The Board directed that an appointment be set up with Federal Highway Administrator Rex Whitton in Washington, D. C., May 25th to clearly set forth the State's position as to the Interstate location of I-80N between

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Mountain Home and Bliss, as submitted in the hearing to people of that area in November 1963. Line 1 or 1-A between Mountain Home and Glenns Ferry -- serving the Hammett area -- is the section approved by the Board and, as yet, not concurred in by the local or regional offices of the Bureau of Public Roads. Line 3 between Glenns Ferry and Bliss is the section approved by the Board. Neither the local or regional offices of the Bureau of Public Roads have concurred in this location for this section of I-80N.

Right of Way Division authorized to Negotiate with Ada County for Strawberry Glenn Stockpile Site Replacement. Chief Right of Way Agent Mix asked Board approval for the Department to negotiate with Ada County for the adequate replacement of a stockpile site now owned and used by the Department at the north end of the Strawberry Glenn Road where the County road is to be relocated and a proposed new county bridge would span the Boise River.

The Board authorized the Department to enter into negotiations which will satisfy the Department's operation as previously affected by the present stockpile site.

Request for Approximately 1/4 mile of Right of Way Fence for Darwin Noe - Herbert W. Morford Property on US 95 Wilder Project. Appearing before the Board was Attorney William Gigray, Jr., with a court transcript as a basis of obligating the Department to install a fence on the former Herbert W. Morford property, the contract seller, now purchased by Darwin Noe, on US 95 and on the current Wilder North project.

In the absence of legal counsel, the Board assured Mr. Gigray that the matter would be taken up at the May meeting of the Board and a determination made as to the legal obligation of the Department in this request.

WHEREUPON, the Board adjourned until its next meeting scheduled for May 18 & 19, and a North Idaho tour scheduled May 20 - 23.


 W. C. BURNS, Chairman

Read and Approved
 May 19, 1964
 Boise, Idaho

April 15, 1964

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

Boise - May 18 & 19, 1964

North Idaho Tour - May 20, 21 & 22, 1964

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, May 18, 1964. Present were:

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

Fencing Darwin Noe Right of Way Fence Line on Wilder North Project.
After discussing the court transcript in the Darwin Noe condemnation matter regarding right of way fencing, which was not included in the plans, the Board determined that the Department should fence the property within the ownerships property line. The District Engineer should be so directed.

Carmen Bridge Repairs. The Board approved the Department's negotiating with a contractor for immediate emergency restoration of the Carmen Bridge to legal load standards. The Board of Examiners approved a bid proposal of W. R. Cahoon and Company under the name of Portneuf Lumber Company, Pocatello, Idaho, of \$8,879.00, to proceed with the work. The structure was damaged by a truck log load in excess of 15 feet high on May 11th.

State Maintenance Oiling requested for State Highway 51. State Highway 51 Association's request that the Board implement this season a State maintenance betterment project on State Highway 51 in the vicinity of Grasmere was considered by the Board. The Board determined that the request would be considered when the 1965 maintenance budget comes under Board review.

Personnel Reclassifications were approved by the Board, effective June 1, 1964, as follows:

Elroy E. Harden:

From: Highway Design Engineer II, \$786, Code 483, Group F-3
To: Assistant District Engineer, \$825, Code 479, Group G-1

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Orion L. Grunerud:

From: Assistant Construction Engineer, \$825, Code 113, Group G-1
 To: District Engineer, \$954, Code 130, Group G-4

R. B. Christensen:

From: Construction Engineer, \$1052, Code 112, Group H-1
 To: Assistant State Highway Engineer (Engr), \$1105, Code 105, Gp.H-3

V. N. Richardson:

From: District Engineer, \$1002, Code 130, Group G-4
 To: Construction Engineer, \$1052, Code 112, Group H-1

E. L. Mathes:

From: Assistant State Highway Engr. (Engr.), \$1160, Code 105, Group H-3
 To: State Highway Engineer, \$1300, Code 104, Group:Special Application

The Board indicated that Mr. Mathes' salary should be reviewed before not too long a time.

Mountain Home - Glenns Ferry Interstate Location, I-80N-2(4)91.
 State Highway Engineer Mathes informed the Board that the Idaho Division Engineer and Regional Engineer, U.S. Bureau of Public Roads, have recommended to their Washington office that Line 1-A, which would approach Hammett within 1-3/4 miles, was acceptable to them.

Line 3 between Mountain Home and Glenns Ferry has been written off by the Bureau in their acceptance of Line 1-A.

Because of this compromise in Interstate route location, the Board determined to cancel an appointment in Washington, D.C., with Federal Highway Administrator Rex Whitton, which was scheduled for May 25; it now is assumed that the Washington office would go along with the local and regional offices' Line 1-A concurrence.

Mr. Mathes informed the Board that the Bureau of Public Roads also has approved Line 3 between Glenns Ferry and Bliss, but on a line approximately 3/4 to a mile south of the previously proposed Line 3 easterly crossing of the Snake River. Hearing Officer Summers expressed concern as to whether or not a second Federal Aid Hearing would be necessary because of the revised alignment east of the Snake River. Mr. Gunderson stated he would seek a ruling on it.

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Hearing Determination - Location of I-90 through Wallace, I-90-1(47)61. A public hearing was held under Federal and State statutes at the Wallace High School, Miner Hall, Wallace, Shoshone County, Idaho, at 8:00 p.m. Monday, May 11, 1964.

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

The Idaho Board of Highway Directors finds and determines that:

1. That the Idaho Department of Highways will proceed with the design and construction of the proposed Interstate Route 90 on the approximate location and with the provisions as shown in the hearing brochure dated May 1964.
2. The Board looks with favor on providing an additional off ramp at the proposed east Wallace interchange location.

The physical problems and safety design considerations at the east Wallace interchange are recognized.

The Department will explore various possibilities and if acceptable safe and economic design can be developed, the additional off ramp at the east Wallace interchange will be included in the project.

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

Hearing Determination - Location of I-90, E.C.L. Osburn - W.C.L. Wallace, I-90-1(17)60. A public hearing was held under Federal statutes at the Memorial Hall, Silverton, Shoshone County, Idaho, at 10:00 a.m. Tuesday, May 12, 1964.

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

The Idaho Board of Highway Directors finds and determines that:

1. That the Idaho Department of Highways will proceed with the design and construction of the proposed Interstate

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Route 90 on the approximate location and with the provisions as shown in the hearing brochure dated May 1964.

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

Hearing Determination - Location of I-90, Mullan to Lookout Pass, I-90-1(43)69. A public hearing was held under Federal statutes at the Morning Club in Mullan, Shoshone County, Idaho at 3:40 p.m. Tuesday, May 12, 1964.

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

The Idaho Board of Highway Directors finds and determines that:

1. The Idaho Department of Highways will proceed with design and construction of Interstate Route 90 between Mullan and Lookout Pass as provided in hearing plans sheet dated April 1964.
2. That the specific location of the detour road to be used during the construction of Interstate 90 between Mullan and Lookout Pass will be determined on the basis of further evaluation of the possible alternates and the costs thereof.

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

Hearing Determination - Location of I-90 through Mullan, I-90-1(43)69. A public hearing was held under Federal and State statutes at the Morning Club in Mullan, Shoshone County, Idaho at 2:30 p.m. Tuesday, May 12, 1964.

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

The Idaho Board of Highway Directors finds and determines that:

1. That the Idaho Department of Highways will proceed with the design and construction of the proposed Interstate

May 18, 1964

Route 90 through Mullan on the approximate location and with the provisions as shown in the hearing brochure dated May 1964.

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

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-4745(5)PE, S-4745(6)Const., Gifford - Cottonwood Creek, Nez Perce County -- Gifford Farmers Mutual Telephone Company and Clearwater Power Company

S-2862(3), State Highway 27, Overland Bridge, 2 Mi. South of Paul, Minidoka County -- Burley City Light & Power Department, Rural Electric Company, Intermountain Gas Company, Bonneville Power Administration, and Mountain States Telephone & Telegraph Company

S-6826(1), SH 33 - Darby Road, Teton County -- Fall River Rural Electric Co-op and Mountain States Telephone & Telegraph Company

S-5804(1), Lost Creek North, Boundary County -- Northern Lights, Inc., and General Telephone Company of the Northwest

F-2361(18), US Highway 30, Malad River Bridge - Gridley Bridge, Gooding County -- Mountain States Telephone & Telegraph Company, and Idaho Power Company

S-4746(1), Reubens Road, Lewis County -- Clearwater Power Company, Washington Water Power Company and Pacific Northwest Bell Telephone Company

I-IG-90-1(30)46, Pinehurst I.C. - East Smelterville I.C., Shoshone County -- Washington Water Power Company, General Telephone Company of the Northwest, and Pacific Northwest Bell Telephone Company

Orders of Condemnation were approved and signed by the Board on the following:

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I-80N	I-80N-3(14)185	Lois E. Day Deters	Parcel Nos. 13 & 13-E-1
US 95	F-4113(35)	Richard & Neillie Renner	Parcel No. 3
US 95	F-4113(35)	Aubrey & Audrey Pratt	Parcel Nos. 6, 6-E-1, 6-E-2 & 6-E-3
US 95	F-4113(35)	Hobart Randall	Parcel Nos. 8, 8-E-1 & 8-E-2

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

I-80N	I-80N-3(18)191	Charles D. & Minnie J. Howard	Parcel No. 10 & Borrow No. 4
		\$35,000	
I-80N	I-80N-1(24)28	Anton Chacartegui & Eusebio Chacartegui	Parcel No. 28 & Borrow No. 1
		\$80,000	
I-80N	I-80N-3(18)191	Mabel L. Budd -	Parcel No. 16
		\$36,350	

Special Warranty Deeds were approved on the following:

US 95	F-4113(35)	Clara B. Westfall, et al	Parcel No. 13½A
Lincoln Way	F-5115(6)	Thomas E. Lavin, et al	District 5 Office Site

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

MtIs.		
Source G-2	Wendell, Idaho	Portion Blocks 141, 160, 161, 162, 191 & 192 Village of Wendell - to be sold for not less than \$80.00
Mtce.		
Shed 22800	Buhl, Idaho	Lots 27, 28, 29, 30, 31, Block 69 Buhl Townsite, -- to be sold for not less than \$4,500

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Settlement approved on Project F-3281(7), Parcel No. 3. The Board authorized a settlement in the amount of \$18,800 to C. R. and Vera V. Leighty for Parcel No. 3 and necessary easements on US 30, Project No. F-3281(7).

TUESDAY, MAY 19, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman
Ernest Gaffney, Vice-chairman
R. Doyle Symms, Member
G. Bryce Bennett, State Highway Engineer
E. L. Mathes, Acting State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board approved the minutes of the April 13, 14 & 15, 1964 meeting.

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

S-4818(1) - The work consists of constructing a 193' concrete bridge over the Palouse River and grading the approaches, in the vicinity of Potlatch, in Latah County - Federal Aid Secondary and County financed. The contract was awarded to Howard L. Fosnot Company, Vale, Oregon, the low bidder, on May 11, 1964 in the amount of \$54,312.50, Alt. #1.

S-4745(6) - The work consists of constructing the roadway, drainage structures, and a Type "D" bituminous surface treatment on 3.807 miles of the Reubens No. & So. Road, Gifford - Cottonwood Creek, in Nez Perce County, located approximately 10 miles north of Reubens - Federal Aid Secondary and County financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on May 1, 1964 in the amount of \$306,543.45.

U-3021(23) - The work consists of constructing a 284' concrete bridge across the Boise River on West Main Street (Boise One-Way Couplet) in Ada County, - Federal Aid Urban and State financed. The contract was awarded to Watkins Construction Company, Boise, Idaho, the low bidder, on May 12, 1964 in the amount of \$182,512.00.

I-15-1(8)57 (WELL) - The work consists of drilling and casing an 8" well at the Portneuf Port of Entry, on Interstate Highway No. 15,

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in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to Sigman Drilling Company, Pocatello, Idaho, the low bidder, on May 12, 1964 in the amount of \$2,400.25 (125' - 200').

I-80N-1(19)25 (WELL) - The work consists of drilling and casing an 8" well at the Caldwell Port of Entry, on Interstate Highway No. 80N, in Canyon County - Federal Aid Interstate and State financed. The contract was awarded to Rich Knoblock, Caldwell, Idaho, the low bidder, on May 11, 1964 in the amount of \$3,156.00 (300' - 400').

F-1481(19) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surfacing on 3.246 miles of US 30N, 12.6 miles east of Montpelier - 4.8 miles west of Wyoming State Line, in Bear Lake County - Federal Aid Primary and State financed. State Highway Engineer Mathes stated that the District had erred in arriving at the engineer's estimate and that in re-figuring the job, the low bidder's price can be justified to be within 10% of the engineer's estimate. Because of the lateness of the working season in that elevation and with the new cost estimating, the Board concurred in the State Highway Engineer's recommendation that the award be made to the low bidder, Peter Kiewit Sons' Co., Idaho Falls, Idaho, in the amount of \$407,426.50, Alt. #1.

S-6862(1) - The work consists of reconstructing the roadbed, placing an aggregate base and a bituminous surface treatment on 6.092 miles of the Dubois - Kilgore Road, Dubois East, in Clark County - Federal Aid Secondary and County financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract, subject to concurrence by the County and subject to the contractor being qualified, to the low bidder. (The contract was awarded to Winslow Construction, Inc., Whitehall, Montana, the low bidder, on May 26, 1964 in the amount of \$111,923.00, Alt. #1.)

MAINTENANCE BUILDING AT SALMON, IDAHO, Lemhi County - The work consists of constructing a shop and office structure at Salmon, Idaho, and includes all electrical, plumbing, heating and mechanical installations - State financed. The contract was awarded to Portneuf Lumber & Supply, Inc., Pocatello, Idaho, the low bidder, on May 14, 1964 in the amount of \$65,500.

I-15-1(9)61, Section "A" - The work consists of constructing 2-281' concrete overpasses on Interstate Highway 15, South Pocatello I.C., in Bannock County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to concurrence by the Bureau of Public Roads. (The contract was awarded to Max A. Boesiger, Mountain Home, Idaho, the low bidder, on June 5, 1964 in the amount of \$170,779.50).

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I-15-1(9)61, Section "B" - The work consists of constructing a 4-lane divided roadway, a concrete machine pass, and a plantmix bituminous surfacing on 3.770 miles of Interstate Highway 15, in Bannock County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to concurrence by the Bureau of Public Roads. (The contract was awarded to Rogers Construction Company, Portland, Oregon, the low bidder, on June 5, 1964 in the amount of \$1,257,876.25, Alt. #2).

S-5804(1) - The work consists of construction of the roadway, a concrete culvert, drainage structures and base on 2.958 miles of the West Side Road, Lost Creek North, in Boundary County - Federal Aid Secondary and County financed. The contract was awarded to Wolfe & Farstad, Bonners Ferry, Idaho, the low bidder, on May 18, 1964 in the amount of \$124,454.00.

ST-3021(521) - The work consists of repairing a 212' concrete underpass on Interstate Highway 80N, Black Canyon Interchange, in Payette County - State financed. Duplicate low bids were submitted by the W. H. Gregory Company, Spokane, Washington and Watkins Construction Company, Boise, Idaho. The contract was awarded to Watkins Construction Company, Boise, Idaho, on May 19, 1964 in the amount of \$5,350.00. (Refer to Board Policy Minute Entry of this date regarding tie low bids)

STM-5116(532) - The work consists of painting 5 steel bridges at various locations in District No. 5, in Boundary, Bonner and Kootenai Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Gardin Paint Company, Boise, Idaho, the low bidder, on May 20, 1964 in the amount of \$7,463.50.)

STM-5738(504) - The work consists of seal coating approximately 7.6 miles of SH 54, Athol - Bayview, in Kootenai County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, on May 20, 1964 in the amount of \$14,042.00)

S-6826(1) - The work consists of constructing the roadway, drainage structures, and crushed gravel base material on 3.230 miles of the Darby Road, Darby East and West, in Teton County, commencing approximately 2 miles south of Driggs and extending in an easterly direction - Federal Aid Secondary and County financed. The Board concurred in the

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recommendation of the State Highway Engineer to award the contract to the low bidder subject to the County's financing the project. (The contract was awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, on May 21, 1964 in the amount of \$71,798.45.)

Consulting Engineering Services authorized on Maple Grove Interchange - Isaac's Canyon Project, I-80N-2(15)50 & I-IG-80N-2(16)54. State Highway Engineer Mathes presented for Board consideration consulting engineering services for 10.25 miles of 4-lane Interstate highway, Maple Grove Interchange to Isaac's Canyon, known as the Boise Interstate bypass.

Upon the recommendation of the Department's consulting engineering committee and State Highway Engineer Mathes, the Board approved the Department's entering into the contract with the firm of Cornell, Howland, Hayes & Maryfield. The firm was selected after interviewing several other consultants offering their services for the project. The approved fee for the services is \$12,500 per mile. Mr. Christensen pointed out that this figure might seem low, but is so because of the preliminary location work, etc., that had previously been done by the Department.

The scope of the work under the 21 page contract includes survey work, soil investigation, foundation for structure, complete roadway plans, complete structure plans, complete design of traffic control lanes, writing of special provisions, and summary of quantities.

Fiscal 1965 Federal Lands Funds Application on State Highway 21. The Board concurred in the recommendation of the Department and the U.S. Bureau of Public Roads that the recent \$400,000 Federal Lands Funds allocated to State Highway 21 be applied to begin at the east end of the present Cape Horn section project and to be built on similar standards for a distance as far as the money will permit.

Curtis Road Extension, request for State Highway System Action. Letters were read by the Board from the Ada County Commissioners, the City of Boise, and the Village of Garden City, requesting that the State construct the Curtis Road extension across Garden City to State Highway 44.

The Board Secretary was instructed to reply to the effect that the route suggested has merit, but because of the scope of the present long-range State Highway Program, the Board felt that development of the proposed road might sooner be made possible were the County to place it on the County Federal Aid Secondary System.

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An Inventory of Possible Access Roads to the Mountain Sheep Dam were recited to the Board. The inventory was prepared by the Department and District 4 at the request of Governor Smylie since the last Board meeting. Two means of access were considered: one to the pool area in the vicinity of Pittsburgh landing, and the other to the dam site.

Policy of Awarding Bids where Two or More Bids are the Same. The Board determined, by policy, that where there are two or more low bidders whose total bid price on a project are of the same amount, with other considerations being equal, and one is an Idaho resident licensed contractor, that the award should be made to the Idaho resident licensed contractor.

Adding Cambridge North Project to the 1964 Construction Program. The Board approved an 8 mile roadmix and sealcoating project improving State Highway 71, Cambridge North, at the estimated cost of \$95,000 (Project No. S-3882(3)) to be undertaken during the current construction year.

Damages to Abutting Property from Raised Median on Rupert Streets Project, F-2441(7). The Board read a letter from Kales E. Lowe, Burley attorney, demanding of the Department \$3,087.67 for the taking of property or because of the construction of a raised median divider on the Rupert Streets Project.

Legal Counsel recommended that the Board deny the claim for damage because:

1. No property was purchased as claimed.
2. "An abutting property owner on a street or highway has no property right in the free flow of traffic past his property and no compensation can be claimed by him if such traffic is diverted from his premises or it made to travel a more circuitous route to reach them."

"An abutting property owner on a street or highway is not entitled to compensation for the diminution of the value of this property, for loss of business occasioned by diversion of traffic or circuitry of travel by reason of a one-way traffic-control device, such as a median divider strip."

"The construction of a median divider strip in the highway is for the purpose of traffic regulation and

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control, limiting access to one direction, and this is properly done under the police power of the State and not under eminent domain."

"The erection of a median divider which alters the traffic pattern by prohibiting left turns and cross-overs, and which limits direct access to the current flow of traffic in one direction, is not a taking or damaging of access, or if access is limited thereby, the damage therefor is non-compensable."

The Board concurred with Legal Counsel's recommendations and instructed the Secretary to so reply to Mr. Lowe's demands.

The following Miscellaneous Correspondence was read by the Board:

1. Mrs. Vern Lockwood's (Eden, Idaho) letter of March 6.
2. Raymond Kooi's (Moscow, Idaho) letter urging improvement of US 95.
3. M. E. Fountain's (Pocatello Chamber of Commerce) letter urging Fish Creek cutoff project.
4. Aman C. Hatch's (Bancroft Village Board Trustee) letter countering Mr. Fountain's statements.
5. Deputy Federal Highway Administrator Gridwell's letter to Senator Church regarding complaint of too many large contracts.
6. T. J. Stulz' (Box 297, Hammett, Idaho) letter of May 12 regarding his opposition to the Interstate being located near Hammett.

Disfiguring Highway Right of Way Discussed. The Board heard reports on disfigurement with painting of cliffs on highway rights of way by high school age students. The Board recommended that during the spring months when this practice is about to prevail, news releases should be given wide circulation, as well as bulletins to schools throughout the State, reciting to the effect that it is unlawful to deface the highway right of way and quote the law in the bulletin.

Report of Coeur d'Alene - West Interstate Planning Study. Planning & Traffic Engineer Pearring presented a study of the alternate Interstate locations from Coeur d'Alene West to the Washington State

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Line, after which the Board concurred in the Department's recommendation of the ridge location west from Coeur d'Alene to Ross Point and thence passing through Post Falls a few blocks south of the present location of US 10. The Board authorized the Department to contact the local governments on this routing location and then, if acceptable, to proceed to public hearing.

The Board requested the Department to press in review with the U.S. Bureau of Public Roads and the Village of Post Falls, for a split diamond interchange south of the business district.

State-wide School Bus Study Report Given. Traffic Engineer Lotspeich described to the Board the manner in which a State-wide study was conducted of traffic hazards encountered by school bus routes throughout the State, and the fine acceptance in which the study was received by school administrators.

The school bus routes were studied and analyzed from a traffic hazard standpoint to school buses as related to other motorized traffic. Suggestions as to routing and stops were made which have potentially reduced the accident factors. This study is planned on an annual basis and is another engineering contribution to highway safety.

Cambridge Maintenance Shed Site Approved. Upon the recommendation of Assistant State Highway Engineer, Operations, McCrea, the Board approved the purchase of a maintenance shed site at Cambridge in the amount of \$1900. The 9.2 acre site is on the south side of the Brownlee Road just outside of the Cambridge City Limits. The Board viewed the location while on tour May 19th.

SH 16 Relocation through Orchard Area; Right of Way Problems Heard. Appearing before the Board were several orchard property owners affected by the relocation of State Highway 16 over Freezeout Hill near Emmett. They were:

Wayne Harper, Emmett
Maurice Sanders, Emmett
Stella Obermeyer, Emmett

F. C. Hogue, Jr. (Boise)
Herbert Hetherington, Emmett
(C. H. Higer, Legal counsel
for Mrs. Obermeyer)

The delegation was particularly concerned with the low price of orchard land used in the appraisals as well as figuring severance damages. It was pointed out the related investment that is contained in an orchard depends on the age of the trees and should be recognized in appraisals.

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The degree of slope as offering frost free conditions as an element of damage and valuation was recited by Attorney Higer, speaking for his client, Mrs. Obermeyer, whose land has more slope than most of the other people involved on the route.

Mr. Park of the Right of Way Division stated that they would take another look at the appraisal figures in the light of the remarks made by the delegation. Board Member Symms stated he was inclined to think the valuation should be reviewed again with the element of air drainage and frost prevalent areas given their proper relative valuation.

Board Vice-chairman Gaffney opinioned that what orchard or other properties sell for is basic to appraisal valuations.

Out-of-State Travel was approved by the Board for Traffic Engineer Marvin Lotspeich to attend the AASHO Traffic Committee meeting at Delavan, Wisconsin, June 22 through 25.

Alleged Drainage Damage to Emery Lent, Newdale, Potato Cellar. Chairman Burns inquired of the Department as to facts relating to the alleged caving in of a potato cellar at Newdale along State Highway 33. Mr. Lent is said to have attributed the damage to the Department's plowing snow onto his property which, when melted, undermined the supports and caused the cellar to cave in.

Chairman Burns asked that Mr. McCrea, Assistant State Highway Engineer, Operations, contact Mr. Lent in an effort to obtain a written statement as to his position regarding the matter and stated he would like to accompany Mr. McCrea when the contact is made.

Right of Way Use Permit Conditionally Granted Wallace J. Belnap on West Interstate Connection at Blackfoot, F-1381(10), Sheet 6. The right of way use permit would afford Mr. Belnap's grocery store a 200' area along the highway 30' deep for public parking. The use permit was authorized by the Board subject to the concurrence of the City of Blackfoot.

Adequate safety and setback provisions will be determined by the Department and incorporated in the permit.

Mud Lake Right of Way Encroachment -- Serving Vehicles from Service Station Gas Pumps. Legal Counsel Tway brought the Board up to date on the District Court's findings regarding the trial in the above matter.

The Board determined that the case should be appealed in order that the Department might be guided in the future by what means of

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enforcement of "duties and powers" may be applied by the Board regarding private use of State highway right of way.

Legal Counsel Tway is to report progress in the matter at the June Board meeting.

Policy requested regarding the Clearance of Uncollectible Motor Vehicle Damages to Highway Department Property Improvements. Chief Legal Counsel Tway recommended that the Board approve some type of policy that would write off uncollectible damages from motor vehicles to Highway Department property improvements suffered by motor vehicle accidents. The need is brought about by many of the reported damages being uncollectible for various reasons, such as out-of-State motorists, or where the damages are too small to pay for further efforts of collection.

City of Pocatello and Idaho State University's request for a 4-lane structure on Pocatello Interstate Bypass at Terry Street (west) and/or Buckskin Road (east). It was brought to the Board's attention that the City of Pocatello and Idaho State University, with whom right of way negotiations have to be concluded for the Pocatello Interstate bypass, have requested that a 4-lane structure be incorporated in the plans to serve Terry Street from the west and Buckskin Road from the east. The City and University expect that the future development of the area east of the Interstate will require four-lane traffic service crossing the Interstate. The University is also concerned as to future utility crossings of the Interstate to serve areas to the east.

The Board determined to leave State Highway Engineer Mathes with as much leeway as possible to work out the problem when negotiating for the right of way needed from the City of Pocatello and the University.

Removal from the State Highway System (US 95). The Board approved the removal of a portion of State Highway No. US 95 in the vicinity of the Community of Lucile, as shown in official Exhibit B-15, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 20, 26). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20, 26 from the Arco Urban Extension to the Junction of US 20, 26, as recommended and stated in marked Exhibit A-57, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 20). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20 from the Junction with US 26 to the Bonneville

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County Line, as recommended and stated in marked Exhibit A-58, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 26). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 26 from East of Junction with US 20 to the Blackfoot Urban Extension, as recommended and stated in marked Exhibit A-59, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 30N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 30N from East of the Cassia County Line to the Pocatello Urban Extension, as recommended and stated in marked Exhibit A-60, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (US 30N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 30N from the Burley Urban Extension to the Power County Line, as recommended and stated in marked Exhibit A-61, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 20). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20 from East of the Bingham County Line to the Idaho Falls Urban Extension, as recommended and stated in marked Exhibit A-62, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 28, 88). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 28, 88 from West of Junction with I-15, US 91 to a Junction with SH 88, as recommended and stated in marked Exhibit A-63, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 28). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 28 from North of the Junction with SH 88 to the Salmon Urban Extension, as recommended and stated in marked Exhibit A-64, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 22, 88). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 22, 88 from a point through Howe to a junction with

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SH 88, as recommended and stated in marked Exhibit A-65, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 88). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 88 from a Junction with SH 22 to the Rexburg Urban Extension, as recommended and stated in marked Exhibit A-66, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (US 93). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 93 from North of the Nevada State Line to North of Challis, as recommended and stated in marked Exhibit A-67, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 95 & 10A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95 & 10A from the Coeur d'Alene Urban Extension to Milepost 495.05, entered as US 95, US 2, US 10A, as recommended and stated in marked Exhibit A-68, which is made a part hereof with like effect as though extended in full herein.

Access Control approved by the Board:

S-3754(4), Nampa South

Partial Control *

S-1778(10), Riverdale - Treasureton
Summit

Standard Approach Policy

* PARTIAL ACCESS CONTROL

Public Road Connections

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

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

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation, as shown by the plans, is necessary to provide safe unrestricted highway operation.

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

New Private Approaches

New private approaches may be allowed, as shown on the plans, for ownerships not now having an approach to the highway.

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

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

Use of Private Approaches

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

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

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs.

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

I-80N-1(29)45

I.C. Jct. SH 69 South of
Meridian (excl) - Maple
Grove I.C. (excl)

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Bldg. 2341	Cotterell Port of Entry Bldg.
S-6826(1)	Darby Road - East & West -
	Teton County
S-5711(3)	St. Joe River Road
S-4746(1)	Reubens Road South - Lewis Co.
ST-3021(521)	Black Canyon Interchange Structure
	Repair
Stkp. 5476	Heyburn Park, SH 5
Stkp. 3471	East of Lowman, SH 21
Stkp. 6466, 6488,	North Fork & Salmon, US 93
F-5116(1)	US 95, Naples - Peterson Hill
S-6871(1)	Salmon - Kirtley Road, Lemhi Co.
ST-3111(513)	US 95, Nyssa Jct. - North (widening
	& BST 7 Miles)
I-15-1(9)61	Section A, South Pocatello Inter-
	change
I-15-1(9)61	Section B, Portneuf - South
	Pocatello Interchange

WEDNESDAY, MAY 20, 1964

The Board convened in Boise Wednesday morning, May 20, for a tour of North Idaho. Those on the tour were:

W. C. Burns, Chairman
 Ernest Gaffney, Vice-chairman
 R. Doyle Symms, Member
 G. Bryce Bennett, State Highway Engineer
 E. L. Mathes, Acting State Highway Engineer
 Wayne Summers, Secretary of the Board
 Respective District Engineers
 H. T. Gunderson, Idaho Division Engineer,
 U.S. Bureau of Public Roads, Boise

The Board, in touring North Idaho, covered routes US 95, SH 7, SH 64, US 12, SH 5, SH 3, US 10 - I-90, US 10A, US 2, SH 54 & SH 41.

Cottonwood Meeting, May 20. At the request of the Cottonwood Village Board, the Board met with the Village Board regarding the improvement of the Main Street on which Highway US 95 goes through town.

The Village Board said in anticipation of the request for this improvement, they are holding up replacing all the water mains on the street, and that the Village would go along with parallel parking when

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the major improvement is put in. They would like to begin improving their sidewalks as soon as elevations of the requested project are known. District Engineer Sachet said the District office would furnish them. Mr. Bennett estimated the project might require the excavation of as much as 3 feet of the present street material. Definite information could be obtained by core testing -- if no great depth is found, the project might commence sooner than otherwise feasible, it now being on the 5-year planning program.

Vice-chairman Gaffney stated, "Yours is one of the more deserving and urgent projects".

Member Symms stated, "We will give it a good look".

Orofino Meeting, May 20. The Board met with people of the Orofino and Clearwater Valley area interested in State highways.

LEONARD A. FOSTER of Elk River asked for improvement of the hair-pin turns on the Elk River highway at the edge of Bovill, stating that the 'S' turn is very treacherous in winter-time driving.

He reported also that he just received information to the effect that the Milwaukee Railroad is willing to bear 80% of the cost of daylighting the Neva Hill Summit cut if arrangements could be made, by joint venture, for occupancy of the cut by the railroad and the highway. This offer by the railroad was news to the Department as well as the Board.

BUD JUDD, Weippe Community Grange, asked for the straightening of the curves on the Greer Hill. Mr. Mathes stated this improvement was not in the current planning program.

E. L. BROWN, Councilman of Kooskia, stated that the City of Kooskia still wants the Department to maintain the old highway from town to the east approach of the old Clearwater Bridge, which is now bypassed on the south side of the river by US 12.

He complained that there were no delineators to guide westbound motorists in negotiating the turn on the newly constructed bypass on the east end of the Kooskia Bridge. It is quite deceptive, he said, as the bridge is 2½ feet lower than the bypass which is on a curve with super at that point. Mr. Mathes stated we would look into the problem and see what can be done to improve the operational safety factors at that point.

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State Representative AL WHITE of Orofino asked for the improvement of State Highway 7 to Ahsahka. Mr. Mathes stated that the reconnaissance surveys have been entered into but no construction has been programmed. Both load and speed restrictions might be required should the roadway require protection from excessively heavy loads and traffic during the Dam construction period.

FRANCIS PORTFORS, Orofino Chamber of Commerce Chairman, said, "We are pleased with the plans the Department has for this area. A future project that is needed is the improvement of the Gilbert grade road, our best access to the prairie, as we feel we would be losing something in turning back the Gilbert grade road to the County. Your highway engineers have been real considerate of the municipal airport as affected by the planned relocation of State Highway 12."

ELLIS SNYDER, Clearwater Highway District Commissioner, asked if there is any provision for fencing highways from livestock, particularly between Weippe and the three mile corner west of Weippe. He suggested warning signs for livestock on the road be placed at a corner three miles west of Weippe and one mile east of Weippe, as well as just west of Pierce.

Mr. Bennett explained the fallacy of fencing both sides of a highway from the safety standpoint of both the livestock and the highway user, as previous studies have shown fencing serves as a bottleneck and offers little escape once cattle get on the highway right of way.

ROBERT WERNER, Editor of the Orofino paper, asked what disposition is planned for the surplus material that will be developed in the airport bypass relocation project, asking if it could be applied to the airport. Mr. Mathes stated the matter is under study and a determination will be made when the design of the project is completed.

MAJOR WILLIAMS, U.S. Army Engineer, stated that it was not contemplated that money for the construction of the Dworshak Dam be shared with needed improvement of the State Highway System in the area, and that the only financing that they have planned is for replacement of the roads flooded out by the dam, and needed access roads to the dam site.

Lewiston Meeting, May 21. MR. STELLMON, Attorney at Lewiston, asked when the 4-lane section would be completed between Lewiston and Spalding. Mr. Mathes stated there was no financing for the project this year other than the current Spalding to Lapwai project.

The Board was asked to step up the planning of the Clearwater River crossing at Arrow due to the inadequacy of the present US 95

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Bridge at Spalding. The group was reminded that the traffic on the present bridge would be reduced 50% when the new Coyote Creek, Clearwater River Bridge is put in operation.

The extension and widening of present Lewiston Hill truck passing bays were urged. There was also a request for the relocation of US 95 so that the entire section north of Lewiston would be in Idaho and not go into the State of Washington at the head of Hataway Creek.

Access route to the High Mountain Sheep Dam Reservoir site was mentioned in that the Department might consider in the route inventory, the Warshilla Creek Road, which the Bureau of Land Management is contemplating improving down to the Salmon River from the Waha area.

The Board also was asked to urge the Montana Highway Department to adequately sign US 12 in Missoula so as to enable traffic destined for Lewiston to readily find its way to US 12 westbound from Missoula. Pictures were presented to the Board showing the even break that Idaho, in Lewiston, is giving US 12 traffic destined for Missoula by adequate overhead signing at the Lewiston Junction of US 95 and US 12.

The question of a bypass down the north side of the river was mentioned, to which Vice-chairman Gaffney stated that in his opinion eventually opening a bypass on the north side of the river would be necessary to give additional relief to the tight traffic demands through downtown Lewiston.

MR. SIMMONS stated that they were pleased with the Board's thinking of considering US 95 (after 1972) to be graded up to a higher standard design somewhere between primary and Interstate standards.

Former Board Vice-chairman LEONARD FLOAN made appropriate farewell remarks concerning Mr. Bennett's tenure and service to the State as State Highway Engineer and wished him success in his assignment in Chile, South America.

Carl Sturts' Kellogg Property Viewed. The Board viewed the rear of the Carl Sturts property at 223 Gold Avenue, which abuts the Interstate 90 right of way line.

Mr. Sturts had to replace his garage because of an alley that was rededicated and reopened by the City of Kellogg to replace part of the previous alley taken by the State for Interstate right of way.

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District Engineer Harding stated that District Right of Way Agent Nash had appraised the damages to Mr. Sturts at approximately \$400, although no property had been taken from Mr. Sturts.

Whereupon, the Board directed the Right of Way Division to negotiate with Mr. Sturts on the basis of \$400 damages - a figure arrived at by the District Right of Way Division.

Bonnors Ferry Meeting, May 22. The Board briefly met with the Bonners Ferry Chamber of Commerce who did not have any program in particular to request of the Board but met more in appreciation of the highway projects that are presently being programed in the area.

The need was mentioned for the improvement of US 95 from Copeland Junction between East Portland and a bridge across the Kootenai River to replace the present ferry system across the river downstream from Bonners Ferry, which serves the west side of the river.

The Board drove from Hope to the eastern end of the Denton curves project looking at the proposed line of relocating US 10A and viewing particularly the right of way line as related to beach area, properties and improvements through Hope and East Hope.

Sandpoint Meeting, May 22. Approximately 85 people were present at an evening public meeting at the Bonner County Court Room to discuss State highway matters in Bonner County.

The matter of the relocation of US 10A between Hope and through the Denton curves section prevailed throughout the entire meeting. Federal Projects Regional Engineer Norman Wood, U.S. Bureau of Public Roads, Portland, explained and defended the relocated route south of the Northern Pacific Railroad tracks and partially along the lake shore.

Those speaking in opposition to the route south of the railroad were:

Mrs. Guy Butler, East Hope
 F. E. Hallett, Chief of Police
 D. J. Blackner, Hope Village Board Member
 Mrs. P. M. Butler, Hope
 Miss Thornton, & Rita Grim of East Hope
 E. G. Ponack, Hope Lumber Company
 Guy Butler, Hope Saw Mill Operating Partner
 Leslie Anderson, Hope
 C. W. Colwell, Hope Village Board Chairman
 Art Pedersen, East Hope Village Board Chairman

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Those supporting the route south of the tracks were:

Ed Hawkins, owner - Hershel's Light House Cafe, East Hope
Frank Tibbitts, East Hope

SENATOR DON SAMUELSON asked that the Right of Way Division appraise the price of land taken on the basis of residential lots rather than per acre price.

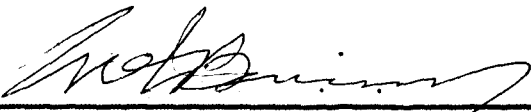
STATE REPRESENTATIVE DON MAYNARD criticized the Right of Way Division in the employment of a 22-year-old man as buyer of right of way for the State.

J. F. BRASHEAR, Clark Fork Village Board Treasurer and Police Judge, asked that the Hope - Denton curves construction moneys be applied to include US 10A from Clark Fork east.

The Highway Board unanimously, in summarizing their views regarding the Hope - Denton curves project, told the delegation that the economics of putting a modern highway through the Hope - Denton curves section dictates that the line be located south of the railroad as contemplated. Further, that the Board was of the opinion that when the project was completed the line would serve the local area better than trying to improve to lesser standards the present highway through Hope and East Hope, and that it would serve the highway user to much better advantage. The Board also informed the delegation that the Department would proceed with right of way acquisition and ultimate construction south of the railroad track as planned.

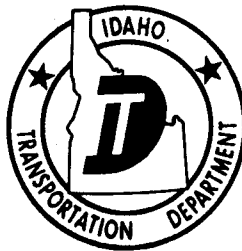
Saturday, May 23. The Board enplaned to return to their respective homes from Spokane at 8 a.m.

WHEREUPON, the Board adjourned until its next meeting scheduled for June 22, 23, 24 & 25, 1964.



W. C. BURNS, Chairman

Read and Approved
June 23, 1964
Boise, Idaho



HISTORICAL RECORDS

Dated June 22, 1964 to November 17, 1965

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 8 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

June 22, 23 & 24, 1964

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, June 22, 1964. Present were:

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

Report on Alleged Damage to Newdale Potato Cellar. Chairman Burns reported to the Board that it is his opinion that alleged damage to a Newdale potato cellar belonging to Emery Lent, which adjoins the highway, was not caused by negligence on the part of the State Highway Department. Chairman Burns and Assistant State Highway Engineer (Operations) McCrea conducted an investigation on the ground regarding the alleged damages.

Mr. Burns recommended that the Board deny all claims; whereupon, the Board determined the matter to be closed.

Damage Settlement made on Carl Sturts' Kellogg Garage Property. Chief Right of Way Agent Mix informed the Board that Carl Sturts accepted the \$400 offer of settlement of damages to the Carl Sturts' garage property in Kellogg, bordering Interstate 90.

Approach Change Request of Conrad-Bischoff Approved. Chief Right of Way Agent Mix informed the Board that the Bureau of Public Roads concurred in the requested change in size of opening of a curb cut access to the Conrad-Bischoff property on the south connection to the Interstate from Idaho Falls. A permit granting the requested change has been executed by the Department.

Progress Report of Right of Way Acquisition and Requested Buckskin Road Public Utility Crossing Needs for Idaho State University and City of Pocatello on Interstate 15 Bypass. The Board complimented the Department on the progress being made in solving the request for public utilities crossing under the Interstate at the Buckskin Road crossing, together with right of way acquisition that will be needed from the Idaho State University and the City of Pocatello.

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Assistant State Highway Engineer (Engineering) Christensen reported that the cooperative effort of the University and the City of Pocatello in meeting with utilities Interstate structure requirements and the right of way needs appears to be progressing satisfactorily.

Abandonment of State Highway Property, Ada County. Acting upon the recommendations of the Chief Right of Way Agent and Chief Legal Counsel, the Board determined to abandon to the abutting property owners a portion of ground being a strip of land 40' wide extending across Lot 5, Section 6, Township 3 North, Range 2 East, Boise Meridian, in Ada County that had been acquired from John L. Porter, et al, for highway right of way purposes.

Said property was not acquired in fee and has not been used for periods in excess of 5 years and the Department does not intend to use said property for right of way purposes as a highway.

Cambridge Maintenance Shed Site Purchased. Assistant State Highway Engineer (Operations) McCrea reported that the maintenance shed site at Cambridge has been purchased for the appraisal price of \$1900, the site containing 9.2 acres.

Special Warranty Deeds. The Board approved Special Warranty Deeds on the following:

SH 57	FHP 6 H	Owen & Corrine M. Raine	Parcel 2
Strawberry Glen			
Stockpile Site	Ada County		Parcel 1-A

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

SH 24	F-2441(8)	Clyde W. & Audrey A. Holden	Parcels 12-A & 13-A
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Access to Willis H. Hobson Property, SH 24, F-2441(8). Access to the W. H. Hobson property, State Highway 24, was discussed. The Board instructed the Department to reach a solution satisfactory to both the Department and the Bureau of Public Roads.

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

I-80N-1(24)28	East Caldwell I.C. (incl) - West Nampa I.C. (incl)
I-80N-3(33)206 & S-2862(3)	SH 27 I.C. signing & Overland Bridge - 2 Mi. South of Paul

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F-1381(12)	Relocation US 26, Blackfoot
S-4201(16)	Orofino Bridge, South Approach
S-4771(6)	Orofino Bridge, North Approach
S-6851(1)	Taylorville Road
STR-1151(501), 1152(503), (504), (505) & (506)	Various Rest Areas, Interstate Route 15

Orders of Condemnation were approved and signed by the Board on the following:

I-15	I-15-3(6)133	Bert B. & Wanda V. Berrett	Parcels 4 & 4-E-1
I-15	I-15-1(20)66 Const. I-15-1(13)66 R/w	Larry S. & Ruth M. Davis	Parcel 15
SH 48	S-6749(2)	Bert B. & Wanda V. Berrett; Carrie LaBlanc	Parcel 3

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

I-80N	I-80N-3(18)191	Nancy Murphy	Parcel 23 - \$21,000
US 30N	F-FG-1024(13)Const. U-UG-1024(21)R/W	Old Faithful Beverage Co.	Parcel 9 - \$30,000
Boise One- way Couplet	U-3281(13)R/W U-3281(14)Const.	Home Finance Co.	Parcel 1 - \$55,000

Public Hearings Authorized. The Board gave the Department its approval to go to public hearings on the following highway projects:

1. Relocation of US 95 bypassing Fruitland to the South
2. Relocation of US 30 between Buhl and Filer
3. Upper Snake River relocation and urban business loops on US 191 -- Hearings at Ucon, Rigby, Rexburg, Sugar City and St. Anthony

At Rigby, the Board directed the Department to go to hearing showing a filled underpass on present US 191 and permitting staying closer to the railroad in crossing the present highway at that point.

At Sugar City -- State Highway 33 should terminate at the present 'Y' location north of town with a 'T' connection.

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St. Anthony -- to go to hearing on Route C. The question of what type of crossing is contemplated at the Remington Spur track will be determined after the hearing when the proposed project is in the design stage.

Hearing Determination - Relocation of SH 50, Twin Falls to Hansen Bridge, S-2741(5). A public hearing was held under State and Federal statutes at the Twin Falls City Auditorium, Twin Falls, Idaho, at 2:30 p.m., Thursday, June 11, 1964.

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

The Idaho Board of Highway Directors finds and determines that:

That the relocation and construction and abandonment of State Highway 50 should proceed as submitted in public hearing at Twin Falls on June 11, 1964, and as outlined in full in hearing brochure dated June 1964 at said hearing,

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Twin Falls, Idaho.

Orchard Street, Ada County, Federal Aid Hearing. Board Secretary and Hearing Officer Summers conducted a hearing for the Ada County Commissioners concerning the Orchard Street Extension, Project No. US 3788 (1), on Friday, June 12, 1964, at the Franklin Elementary School, Boise.

Reconstruction of Mountain Home East Jackson Street and North Second East Street, westbound one-way couplet lanes. Assistant State Highway Engineer (Engineering) Christensen reported to the Board the prevalence of weakness in the pavement section of the above location on US 30; whereupon the Board directed the Department to see how long the pavement would remain usable and when failure occurs, to then proceed with a reconstruction project.

The section involved was built in 1962 with a local improvement district project by the City of Mountain Home, after which, when the one-way couplet was built by the State, it then became a part of the one-way couplet.

Base failure is attributed to be the cause of the present indicated surface failure.

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Improving Signing of US 12 at Missoula for Lewiston Destination is being done by the Montana State Highway Department's Traffic Engineering Division, who will transmit pictures of the resulted signing to the Department when complete.

Improved Signing of US 95 Southbound in Coeur d'Alene. Planning & Traffic Engineer Pearring outlined to the Board the various manner in which motorists are directed from the east and west desiring to proceed southbound out of Coeur d'Alene on US 95.

The Board determined that Northwest Boulevard should be signed for eastbound Interstate 90 traffic wishing to go south on US 95. This will be in addition to present signing for east and west traffic desiring to go southbound on US 95.

Burley Y-Del Jct. US 30N - 30S Airport Connection Area Lighting Problem Reviewed. Planning & Traffic Engineer Pearring reviewed to the Board the problem of highway lighting conflict with airport runways of the Burley Airport that have arisen during the past 10 years and which have not been resolved.

The review was made for the benefit of the new Burley City Electrical Engineer who has not been aware of the conflict in adequately lighting the highway at that point because of the conflicting glide angle of the Burley Municipal Airport runway.

The Board suggested that the Department make the information available to Burley's City Electrical Engineer.

Board Preliminarily Approved Coeur d'Alene East Hillside Interstate Route Location. The Planning & Traffic Division presented three alternate routes for Board consideration prior to going to public hearing for Interstate Route 90 from Coeur d'Alene East (Silver Beach to Wolfe Lodge).

First, the improvement of the present US 10 location along the beach of Coeur d'Alene Lake. Second, the Bennett Bay structure route, and third, the hillside route.

The Board determined in favor of the hillside route to be in the best interests of the State of Idaho, from the cost standpoint as well as damages preserving the view of the lake and access to the lake from home sites and preserving the present beach area along the lake.

The Department will now go to the City with the proposal and report back to the Board before offering the location for public hearing.

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Idaho Falls' request for Modification of "E" Street - Yellowstone Avenue Intersection, U-6471(11). The Board considered the June 1st, 1964, request of the City of Idaho Falls for a modification of the "E" Street - Yellowstone Avenue intersection on Project U-6471(11). The requested modifications result from the City's planned conversion of "E" Street from one-way eastbound operation to two-way operation.

The Board agreed to the modification of the intersection, including a left turn bay to accommodate northbound traffic turning west.

The Board further agreed that the planned signalization of this intersection should be retained as a two-phase signal. Should three-phase signalization be required at some future time, the cost of conversion would be the responsibility of the City of Idaho Falls.

Orofino Retaining Wall, US 12, West End of Bridge Approach. Assistant State Highway Engineer (Engineering) Christensen reported that right of way costs, together with the construction required in solving the need for a 4-lane approach to the Orofino City Bridge on US 12, would amount roughly to \$215,000.

Because of the instability of the water-bearing hillside ground that is involved and the uncertainty of future slide correction-maintenance costs, the Board requested the Department to report at the July meeting on the feasibility and costs of a structure bridging the Clearwater River downstream from the present structure to serve the City of Orofino from US 12.

The City of Orofino previously requested the Department to consider replacing the present structure with a new one downstream, but north of the airport.

Rogers Construction Company's Claim, Payment Approved - Project F-1481(20). The claim of Rogers Construction Company in the amount of \$1787.18 for the repair of flood damage channel on Project No. F-1481(20) was presented to the Board.

In view of the facts presented, the Board determined that the claim be honored and paid.

Consulting Engineering and Negotiations for Interstate 90, Mullan to Lookout Pass, I-90-1(43)69. State Highway Engineer Mathes reported that the consulting engineering committee is in session and is contemplating calling Rader & Associates to be the first of several consultants for interviewing and negotiations concerning this section of the Interstate.

A report of the committee's findings and recommendation will be made to the Board at their July meeting.

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Unused Federal Aid County Secondary Funds all Claimed. Secondary Roads Engineer Short reported to the Board that the counties with projects engineered and ready to use unused Federal Aid County Secondary Funds that would become delinquent July 1, have claimed all of said unused funds.

Miscellaneous Correspondence was read by the Board as follows:

1. A telegram from the Nez Perce Chamber of Commerce requesting permanent improvement of State Highway 64 as a bypass route when US 12 is under flood waters and closed west of Kamiah.
2. North American Highway Association's (Ely, Nevada) telegram urging a new bridge at Carmen, US 95, Lemhi County.

Roger Batt Approach on Wilder North Project, F-3311(4), SH 95. Assistant State Highway Engineer (Engineering) Christensen reported that the Resident Engineer, at the request of property owner Roger Batt, put in an approach at Station 14+75, which had not been included in the plans.

The approach was so located that it would not be in conflict with standard approach policy and was approved by the Board, subject to the Department's obtaining Bureau of Public Roads concurrence.

Approach to Francis Dunn Property, Cascade, Denied. Assistant State Highway Engineer (Operations) McCrea presented a request by Francis Dunn of Cascade for the Department to put in an approach to his property on the east side within the city limits of Cascade at the Department's expense.

In 1956 an improvement project on State Highway 15 in Cascade was built and all requests by property owners for approaches were complied with. There were no requests from other property owners in the vicinity of the property now owned by Francis Dunn.

Access is available from a city street to the said property. Should Mr. Dunn care to apply for an approach to his property in the usual manner with the appropriate fee to be built at his expense, the Department would process the permit, Mr. McCrea indicated.

Whereupon, the Board denied the request of Mr. Dunn.

Flood Damage Report. Assistant State Highway Engineer (Operations) McCrea recommended that application be made for emergency funds for the following:

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US 12, between Orofino and Kooskia, \$18,000
 US 12, Kooskia bypass, \$240,000
 SH 14, South Fork of Clearwater River, \$100,000

for a total amount of \$358,000. The Board determined that there was sufficient damage to request emergency (E.R.) funds in the amount of \$358,000 and directed the Department to initiate the necessary paper work with the Governor's office regarding an "emergency".

Long-Range Maintenance Building Program Approved. The proposed long-range maintenance (shed) building program from 1963 through 1969 was submitted to the Board for their consideration, at which time the construction of Port of Entry buildings serving both directional lanes of the Cotterell interchange was approved.

The program was based on a \$150,000 allotment for every six-month period. Expenditures for 1964 included:

Salmon,	\$65,000	
Lowman,	38,000	
Montpelier,	35,000	
Pocatello,	10,000	(shed & carpenter shop)
Bonnors Ferry,	36,000	
Wayan,	5,000	
Dubois,	36,000	
Cotterell,	100,000	(Port of Entry)
Portneuf,	100,000	(Port of Entry)
Sand Sheds,	8,000	

Expenditures for 1965:

Macks Inn,	35,000
District 4,	20,000 (Materials Lab)
Lewiston,	230,000 (Shed & Service Station)
Sand Sheds,	8,000

Construction Program Changes Approved. The Board approved the transfer of the Bannock Creek Interstate project to West Pocatello Interstate 15 project in 1965; the Bannock Creek to Igo section in 1965; the Downey to Deep Creek section from 1965 to 1966; and the Downey to Virginia Interstate section from 1966 to 1967.

Out-of-State Travel Approved. The Board approved out-of-State travel for Mahlon P. Goodwin, General Highway Auditor, to Everett, Washington, August 3 through 6, to Radiological Civil Defense Conference. Travel and subsistence is at the expense of the State Civil Defense Department.

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Posting Vehicle Weights and Sizes -- Policy Revised. The Board approved a revision to its policy regarding posting vehicle weights and sizes as follows:

As previously announced in September of 1951 and in March of 1952, the policy of the Idaho Board of Highway Directors is not to post highways for overwidth and overweight as permitted under the so-called "Posting Laws", specifically Sections 49-911 and 49-913 of the Idaho Code.

These statutes provide that the Highway Board may, at its discretion, permit portions of the State Highway System to be used for the transportation of logs, poles, piling and material from mines which have not been finally processed in continuous overwidth and overweight operations.

The Board of Highway Directors has so re-examined its decision and has continued an extensive study of the road conditions and other factors involved, and has concluded that posting for weight beyond those provided in Section 49-911 is not feasible in the overall consideration of the welfare of the people of the State of Idaho. *

* Specifically, no highways on the designated State System will be posted to permit transporting in continuous operation by motor vehicles in excess of weight provided by applicable portions of Section 49-901.

The policy of issuing special permits for over-length loads will continue to be applied to vehicles having a length beyond that maximum legal length set up by Section 49-913 of the Idaho Code. Permits will continue to be used for loads thereon, which loads may protrude more than 3' in front of the vehicle, but no special permits will be necessary where the vehicle is in conformity with the above law. The law specifically states that certain safety factors should be observed, such as red flags being required on any load extending more than 4' beyond the rear of the vehicle and that clearance lights shall be provided if such haul is made one-half hour after sunset or one-half hour before sunrise, in accordance with the same law. (Supersedes policy dated 3/15/52)

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Access Control was approved by the Board as follows:

F-2441(8), F-2441(11), Heyburn - Rupert

Full, Partial and
Standard Approach
Policy *

* Access control on this project between approximate Stations 100 and 168 within the Village of Heyburn shall be by Standard Approach Policy.

Between approximate Stations 168 and 185 and between approximate Stations 226 and 365 of Project F-2441(8), access shall be by partial control with the following limitations:

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

Between approximate Stations 185 and 226 of Project F-2441(11) within the Interchange area, full control of access will prevail.

(Supersedes entirely entries of August 22, 1961; January 17, 1962; March 20, 1962; and January 22, 1963.)

F-2391(1), US 93, Perrine Bridge - Jct. SH 25 Partial *

(Supersedes entirely the entry of May 1, 1959)

S-3832(3), Ada County Line - Emmett Partial *

(Supersedes entirely the entry of December 12, 1962)

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FHP 5-1(1) & (2), Denton Curves to Hope

Partial *

(Supersedes entirely the entry of September 20, 1962)

* PARTIAL ACCESS CONTROL

Public Road Connections

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

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

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation, as shown by the plans, 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, as shown on the plans, for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed, as shown by the plans, 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.

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

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs.

Speed Control Zones in District 1(US 30N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 30N from the Soda Springs Urban Extensions to the Wyoming State Line, as recommended and stated in marked Exhibit A-69, which is made a part hereof with like effect as though extended in full herein.

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-6879(1), Kirtley Creek Road, Lemhi County -- Idaho Power Company and Lemhi Telephone Company.

I-90-1(21)42, 1.3 mile East of Cataldo - Pinehurst I.C. - Shoshone County -- Washington Water Power Company.

US 3788(1), Orchard Avenue, Franklin-Denton, Ada County -- Idaho Power Company, Mountain States Telephone & Telegraph Company; Intermountain Gas Company; Boise Water Corporation and Bench Sewer District.

TUESDAY, JUNE 23, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman
Ernest Gaffney, Vice-chairman
R. Doyle Symms, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board approved the minutes of the May 18 & 19 Board meeting and the North Idaho Tour of May 20 through 22, 1964.

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

S-5711(3) - The work consists of constructing the base and bituminous preservative treatment on 4.664 miles of the St. Joe River Road, commencing at St. Maries and extending in northeasterly direction, in Benewah County - Federal Aid Secondary and County financed. The contract was awarded to Max J. Kuney Company, Spokane, Washington, the low bidder, on June 3, 1964, in the amount of \$52,415.00. (This project let with project FH 50-1(3), bid at \$455,787, for a total amount of \$508,202.00)

STOCKPILE NO. 3471 - The work consists of furnishing aggregate surfacing material in stockpile on SH 21, approximately 13 miles east of Lowman, in Boise County - State financed. The contract was awarded to Richard Beshey, Boise, Idaho, the low bidder, on May 28, 1964, in the amount of \$13,110.00.

ST-3111(513) - The work consists of widening the roadway and constructing a plantmix bituminous surface on 7.0 miles of U.S. Highway 95, Nyssa Jct. - North, commencing approximately 6 miles north of Parma, in Canyon and Payette Counties - State financed. The contract was awarded to Carl E. Nelson Construction Company, Inc., Logan, Utah, the low bidder, on May 28, 1964, in the amount of \$90,394.00.

STOCKPILE NO. 5476 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles, adjacent to SH 5, near Heyburn Park, in Benewah County - State financed. The contract was awarded to Zanetti Brothers, Osburn, Idaho, the low bidder, on May 28, 1964, in the amount of \$35,368.00.

PORT OF ENTRY BUILDING NO. 2341, Cotterell - The work consists of constructing a Port of Entry Building, including scales, pump, all electrical, plumbing, heating, air conditioning, and mechanical installations, in Cassia County - State financed. As the only bid received, \$57,574.00, was 37.1% over the engineer's estimate, the bid was rejected. The project will be readvertised at the earliest possible date for ports serving both directional lanes of the Cotterell interchange.

S-4746(1) - The work consists of constructing the roadway, drainage structures and a Type "D" bituminous surface treatment on 4.567 miles of the Reubens South Road, in Lewis County - Federal Aid Secondary and County financed. The low bid was \$212,845.00, 20.509% over the engineer's estimate. The County rejected the bids and the project will be readvertised in late July.

US-3788(1) - The work consists of constructing the roadway, curb and gutter, and a plantmix bituminous surfacing on 0.336 mile of Orchard St., Orchard St. Ext., in Ada Co. - Federal Aid Urban Secondary & County financed. The contract was awarded to Morrison-Knudsen Co., Inc., Boise,

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Idaho, the low bidder, on June 23, 1964 in the amount of \$66,963.50, Alt. #1.

F-5116(10) - The work consists of constructing the roadway, drainage structures, aggregate base course, prime coat and 2 concrete bridges on 8.437 miles of Highway US 95, Naples - Peterson Hill, in Boundary County - Federal Aid Primary and State financed. The contract was awarded to Max J. Kuney Company, Spokane, Washington, the low bidder, on June 15, 1964, in the amount of \$1,276,252.25, Alt. #1.

STOCKPILE PROJECTS NO. 6465 & 6467 - The work consists of furnishing aggregate surfacing material in stockpiles adjacent to US 191, in the vicinity of Island Park and Last Chance, in Fremont County - State financed. A revision in the engineer's estimate from \$19,630 to \$27,390 showed the low and only bid of \$29,915 to be within 10% of the engineer's estimate. Thus, the Board authorized the award of the contract to the Hartwell Excavating Company, Idaho Falls, Idaho, on June 22, 1964 in the amount of \$29,915.00.

S-6879(1) - The work consists of constructing the roadway, drainage structures, a bituminous surface treatment, and an 80' concrete bridge on 2.229 miles of the Salmon-Kirtley Road, Salmon-Kirtley Creek, in Lemhi County - Federal Aid Secondary and County financed. The low bid of \$174,710.65 was 33.039% over the engineer's estimate; thus, the bid was rejected and the project readvertised for the August 4th bid letting.

I-80N-3(33)206 & S-2862(3) - The work consists of signing SH 27 I.C. on Interstate Highway 80N and constructing a 4-lane divided roadway, drainage structures, and a plantmix bituminous surface on 1.023 miles of SH 27, Overland Bridge - 2 miles South of Paul, in Minidoka County - Federal Aid Interstate, Federal Aid Secondary and State financed. A revision in the engineer's estimate from \$162,466.00 to \$182,846.00 showed the low bid of \$191,417.45 (Alt. #1) to be within 10% of the engineer's estimate. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to the concurrence of the Bureau of Public Roads. (The contract was awarded to Bannock Paving Company, Pocatello, Idaho, the low bidder, on July 1, 1964 in the amount of \$191,417.45, Alt. #1).

STOCKPILE PROJECTS NO. 6466 & 6488 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles on US 93, in the vicinity of North Fork and Salmon, in Lemhi County - State financed. The contract was awarded to Duffy Reed Construction Company, Twin Falls, Idaho, the low bidder, on June 22, 1964 in the amount of \$24,750.00.

STR-1151(501), 1152(503), (504), (505) & (506) - The work consists of constructing various rest areas and facilities adjacent to Interstate Highway 15, in the vicinity of Inkom and Blackfoot, known as Idaho Projects No. STR-1151(501), 1152(503), (504), (505) & (506) in Bannock and Bingham Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to

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the low bidder. (The contract was awarded to Clontz Construction Company, Kimberly, Idaho, the low bidder, on June 25, 1964 in the amount of \$35,131.00)

Personnel Raises. Ingrade merit raises were approved by the Board for Bill Park, Assistant Chief Right of Way Agent, from \$749 to \$786; and for Bob Moore, Assistant Chief Right of Way Agent, from \$749 to \$786, effective August 1, 1964.

Salmon Chamber of Commerce -- Carmen Bridge Request. A delegation consisting of Charles Herndon, Max Hemmert and Kenneth Swift of the Salmon Chamber of Commerce appeared requesting construction of a new bridge downstream from the present Carmen Bridge to replace that bridge that was recently damaged and repaired.

The delegation stressed the impact to the economy of the area, recently caused by closing US 93 when the Carmen Bridge was damaged by an overheight logging truck, was such that a new bridge is needed as soon as moneys can be made available.

Mr. Herndon stated that a better alignment can be had downstream from the present structure when moneys are available to replace the present structure that is located with curved approaches.

The Board pointed out that the replacement of this structure is not in the current 5-year planning program. During a discussion of ways and means of financing a replacement, it developed that, should the local counties interested be able to apply County Secondary Federal Aid moneys and/or local Federal Aid levies that are not now being levied, that the Board felt that earlier consideration for the bridge replacement could be taken under consideration than would otherwise be possible.

The delegation stated that they are aware that there are several bridge structures on State highway roads with higher traffic volumes that need replacement also. However, because of the damage suffered to the economy of the mill and logging industry, as well as the gas gallonage at service stations, experienced when the Carmen Bridge was recently closed to traffic for 7 days, a need of a replacement has made the area conscious that something must be done locally and by the Department to expedite an early replacement of the structure.

The delegation took home with them pertinent highway financing possibilities at the local level with the thought in mind of instituting the self-help program to assist the State in an earlier than otherwise replacement of the Carmen Bridge. Mr. Herndon stated he was grateful for the help in pointing the way towards an earlier replacement of the structure than had previously been contemplated.

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Payette Jr. High School Sidewalk Request. Appearing before the Board were: Ken Kirk, Chairman, and Elden Adams, Clerk, Payette Schools, requesting the Department to include in the Payette 16th Avenue - US 95 project, sidewalks to serve the Jr. High School that has now been built on the 16th Avenue Project.

The delegation was reminded that a 15-year standing policy agreement between the Department and the Municipal League provides for abutting property owners to pay for sidewalks that are nonexistent when a State highway project is under construction. The delegation was reminded, also, that in 1959, when a public hearing was held regarding the project, the school did not then exist and that although the school has since been built, no sidewalks were included in the project as none were in existence at the area in question. Therefore, the Board denied the school district's request that the Highway Department finance the construction of the requested sidewalks.

It was pointed out to the delegation that the Department had reserved in the project plans an 8' area for sidewalks in this project, should the property owners, including the school district, wish to put them in at their expense to match the curb and gutter that is being built into the project.

Needed Highway 95 Improvements were discussed with the Highway 95 Association composed of:

Perry F. Ward, Parma
 Charles Winkler, Council (Adams County Representative)
 W. Clay Sutton, Midvale (Washington Co. Representative)
 Evan Dixon, New Meadows
 Arthur Wilson, Cambridge
 Robert E. Kniefel, Council
 Roger Swanstrom, Council

Roger Swanstrom and other members set forth, in their opinion, needed future projects on US 95 in the following order:

1. Oregon Border to the Johnston Ranch
2. Mesa Hill South of Council
3. Complete road reconstruction and modernization from the present Mann Creek Hill project to Weiser

The delegation also requested that at the Oregon Interstate 80N - Weiser interchange near Farewell Bend, that some designation be made, in addition to Weiser, indicating to travelers desiring to go north on US 95 to Grangeville or Lewiston to turn off the Interstate at that point. State Highway Engineer Mathes told the delegation he would contact the Oregon Highway Department to see what might be done to

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meet this request. The possibility of a large commercial sign off the right of way northwest of the interchange so advising tourists, was also suggested to the delegation.

Virgil Lickley Livestock Underpass Request, I-80N, Jerome County. Next appearing before the Board were Virgil Lickley; Donovan Yinges, U.S. Bureau of Land Management; Milford Jones and Robert Hinderliner, Secretary of the Idaho Cattlemen's Association.

Mr. Lickley, with whom the Department is negotiating for right of way, requested the Department to include in the right of way negotiations the construction of a 6' x 7' livestock underpass at State expense.

The Right of Way Division stated that they tried to justify this livestock underpass for Mr. Lickley on the basis of moving his 200 or more livestock from his property to the Bureau of Land Management land on the other side, but could not justify the inclusion of the underpass to the Bureau of Public Roads.

Mr. Lickley and the Board agreed that an interchange nearby was a poor substitute on which to get livestock from one side of the Interstate highway to the other.

In conclusion, Mr. Lickley offered to finance 92% of the cost of construction of the stock underpass if the Department could finance the remaining 8%. Whereupon, the Board agreed to the proposal, subject to concurrence by the Bureau of Public Roads. The livestock underpass will also eliminate the need for a drainage culvert that had been included in the design to supply water for Mr. Lickley's cattle.

Buhl Chamber of Commerce Urging Construction of Bridge Across Snake River. Next appearing before the Board were the following members of the Buhl Chamber of Commerce:

Kenneth Curtis, Buhl
Mark Strickland, West Point Highway District, Wendell
George T. Smith, Buhl Highway District
Chuck Luntz, Buhl
Bart Chandler, Buhl
Elmer Hansen, Buhl

The delegation asked for help and guidance that the Board might give concerning the replacement of an old highway district bridge built in 1912 crossing the Snake River six miles north of Buhl and near the Snake River trout farm, which bridge also connects the Buhl Highway District of Twin Falls County and the West Point Highway District of Gooding County.

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A discussion acquainted the delegation with local tax levying ability for matching County Federal Aid moneys, together with Federal Aid moneys approved in both highway districts, which might be a solution for the delegation in planning during the next few years until there are sufficient funds with which to construct the bridge.

It was pointed out to the delegation that the Highway Department cannot, by law, spend moneys off of the State Highway System fund as would be the case in this bridge. The delegation indicated that they would go to their respective areas and look into the possibilities of planning ways and means of financing a replacement of the structure during the next few years. Chairman Burns pointed out to them that it is well to make such planning while they still have a bridge that is usable.

The delegation then inquired as to the approximate location that the Department has in mind for US 30 between Filer and Buhl. State Highway Engineer Mathes stated that the route would adhere to the alignment of the railroad from Cedar crossing southeast to a draw about 1-1/2 miles northwest of Filer and down the draw to a proposed extension of present US 30 west of Filer.

The delegation stated they were pleased and approved of this location and inquired as to when hearings would be held, to which the reply was sometime in August.

Don McDonald's Request for Livestock Pass on the Hazelton Section of Interstate 80N. Don McDonald appeared requesting the Board to grant a livestock underpass between his two properties on Interstate 80N south of Hazelton, which could not be justified by the Right of Way Division in current right of way negotiations.

After considerable discussion, Mr. McDonald and the Board agreed that Mr. McDonald would stand a better chance of obtaining the stock pass requested if he made the request to the court in the current condemnation matter that is before the Federal Court.

The Board stated that they were sympathetic to his problem of having two properties on either side of the Interstate. But, since court rulings have set forth certain guide lines for our appraisal section to go by, there is nothing the Board can do to meet his request in this instance, as State funds would have to be used where the structure cannot be justified under guide lines under which the Right of Way acquisition has to operate.

Request for Cut in Median on Heyburn-Rupert Project, F-2441(8). William Lott, property owner adjoining the Heyburn-Rupert project on State Highway 24 now under construction, appeared before the Board requesting a cut in the median in addition to the one now serving his property.

For operational safety of the facility, the request was denied, and the planned location of median cuts would have to be built as located in the plans.

WEDNESDAY, JUNE 24, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman
Ernest Gaffney, Vice-chairman
R. Doyle Symms, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

Legal Counsel Reports. Chief Legal Counsel Tway reported on the following legal matters:

1. Mud Lake encroachment court appeal is still on appeal.
2. A small claims damage write-off policy is being formulated and will be submitted at the July meeting.
3. The status of the Woodville Bridge still remains to be settled with the canal company.
4. The court decision on the King property, Boise one-way couplet, is pending in the Third District Court, Judge Budge's Court.
5. Carmen Bridge damage claim, together with the Interstate 80N overpass structure damage, awaits final summation of a pair of claims before presenting to the US F & G Insurance Company, insurer for damaged vehicles.
6. Oldtown beer tavern right of way matter is pending by filing for a motion for a new trial.
7. AEC gas tax matter in U.S. Supreme Court is set for the fall term of that court.
8. The Legal Division was requested to prepare a bill for the forthcoming legislature repealing the last sentence of Idaho Code 7-712, Damages - Date of Accrual, recently amended by the legislature, which reads: "The compensation and damages awarded which draw lawful interest from the date of the summons".

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Soda Springs City Council's Request for Oversized Equipment to Use SH 34, One Mile. Soda Springs Councilman Ray Bitton appeared before the Board citing the desire of the City of Soda Springs to resurface the airport runways with slag material from the Monsanto Plant north of town. Oversized equipment belonging to the Wells Cargo Company would haul the slag to the airport and would necessitate using State Highway 34 for a distance of approximately one mile.

The Board stated that they would look favorably upon the request if an agreement was entered into by the City for the requested haul over State Highway 34. The Board directed Assistant State Highway Engineer (Operations) McCrea to draw up an agreement by the City holding the State Highway Department harmless from road damage on State Highway 34 during the haul period.

Mr. Bitton stated that the hauling equipment would be used at such various times when it could be spared from the current contract of hauling phosphate ore from the mine to the Monsanto mill; that completion of the airport hauling needs should be anticipated by September 1, 1964.

The 19,000 yards, Mr. Bitton stated, would be the approximate amount and could be hauled in a matter of four days time.

AFL - CIO Dorman Delegation requesting Mountain Sheep Dam Access Road. A delegation of Idaho labor officials appeared before the Board composed of:

Darrell Dorman, President, Boise
 W. H. Dunn, Business Agent, Spokane
 Kenneth Stevenson, Business Agent, Boise
 Hugh Archer, Business Agent, Boise
 Arthur Hall, Secretary, Boise
 Earl Jensen, Business Agent, Boise
 Carl H. Marcum, Business Manager, Boise
 Carl Kinney, Business Agent, Boise

The delegation urged the Board to program construction of an access road to the High Mountain Sheep Dam site in Idaho County on the Snake River above the mouth of the Salmon River. They stressed the economic impact to Idaho if Idaho labor could be given an even break with Oregon labor by having a road to the dam site from the Idaho side. The dam licensee is planning on the principal access road for material and dam workers to be built from Enterprise, Oregon, to the dam site.

William H. Dunn, the operating engineers field representative, Spokane, stated that he had just met with Kinzey Robinson of the Washington Water Power Company and that if a road were built from the

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Winchester area to the mouth of the Salmon River and from the dam site north to the mouth of the Salmon River, the Power Company would build a bridge connecting the two roads.

The rest of the delegation were more interested in an access road to the dam site from the Whitebird area which would give south Idaho labor an even break for distance with north Idaho to the dam site.

The delegation was unanimous, however, that a road to the dam site from any place in Idaho is of paramount consideration and no one of the delegation was trying to dictate where it should be.

Chairman Burns assured them that the Board was cognizant of the need of such a road as an aid to Idaho's labor supply to the construction of the dam. Mr. Burns stated that it appeared that such a road might take 5 years of Idaho's ABC construction moneys and asked the delegation if, in their opinion, this road would justify diverting such road funds for such a period. No answer was forthcoming from the delegation.

The delegation then urged the Board to arrange a meeting with the dam licensee with the hope of working out financing problems for a road. The Board stated they would take the suggestion under consideration.

E. J. Olson, Heyburn-Rupert Condemnee, Compromise Denied, F-2441(8). Next appearing before the Board were abutting property owners of the Heyburn-Rupert project, E. J. Olson and Emery Carson. The men were represented by legal counsel Sam Kaufman of Boise.

Mr. Olson, whose property is under condemnation in the Federal Court, attempted to make a compromise settlement requesting the State to pay him approximately \$1400 in lieu of a frontage road that, in Mr. Olson's opinion, his property requires for the purpose of adequate subdivision promotion. Mr. Olson's land is presently farm land and approaches are being permitted where they now exist.

After considerable discussion of property values, appraisal prices and frontage road costs, the Board told Mr. Olson that, in their opinion, since the condemnation has been filed and is before the Federal Courts for trial setting, that he had best acquaint the Court with his position -- the \$1400 compromise not being acceptable to the Board.

I-80N Location between Glenns Ferry and Hammett. Next appearing before the Board were Clint Berg, Glenns Ferry Superintendent of Schools and Lions Club Member, and Carl Arnold, Glenns Ferry Councilman and Lions Club Member, inquiring as to the location of the proposed Interstate 80N as affecting farms between Glenns Ferry and Hammett.

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The delegation was particularly concerned about how it affected the Mule Shoe Ranch near Hammett, thinking that Line 3 from Mountain Home to Glenns Ferry would spare some of the irrigated land that may be affected by Line 1-A from Hammett to Glenns Ferry.

The Board assured them that every effort would be made by the Department in design to minimize the taking of irrigated land. However, some taking could not be avoided. Until the design is made, the Department is unable to identify how much of which farms will be needed for the construction of the freeway.

Request for Teton Canyon Ski Road. Next appearing before the Board were Duane H. Kunz, Teton County Commissioner, Victor; and John M. Wilson, Driggs, urging the Board to lend what assistance it can in helping them improve a county road east of Driggs three miles to the Idaho-Wyoming State Line, and thence to a ski area presently under development in Wyoming.

Mr. Wilson, who lives in Wyoming and in the Canyon, stated that the ski area annually has unprecedented snow slopes, the hill being 10,000 feet long with a 2,000 foot vertical run and on an 8,000 foot slope run. Teton County, and Driggs in particular, needs assistance in development of the ski area for general economic reasons.

The delegation quoted Wyoming's Governor Hansen in committing the State of Wyoming to pay Idaho for snow removal in Wyoming if rotary plow equipment could be made available from the Department on a rental basis. State Highway Engineer Mathes pointed out that the nearest rotary that the Department has would be at Ashton or Rigby, and that to station a rotary at Driggs for this purpose, in view of the scarcity of equipment to take care of our own needs, would present a real problem as to proper snow removal of US 191 when winter storms occur.

Chairman Burns promised the delegation that the Department would study the matter and report to the Board at the July meeting as to what assistance, if any, the Department can lend to the request.

Request for Assistance in building Jefferson-Bonneville County Line Road from I-15. Next appearing before the Board were County Commissioners from Jefferson and Bonneville Counties, together with Bonneville County Road Engineer Jay E. Painter. The delegation consisted of:

T. L. Owens, Bonneville County Commissioner
 E. W. Huntsman, Bonneville County Commissioner
 John Burtenshaw, Bonneville County Commissioner
 William Shuldborg, Jefferson County Commissioner
 J. Elmer Moss, Jefferson County Commissioner
 C. M. Bright, Jefferson County Commissioner

The Board assured the delegation that, by law, the State Highway Department could not assist the counties with State Highway Funds for this road. They suggested that the two counties write a letter to Secondary Roads Engineer C. W. Short requesting the commitment of surplus unused Federal Aid County Secondary funds next April when a review of such unused funds, if any, will be made by the Department. It was pointed out to the delegation that no commitment can be made at this time regarding these funds and that Mr. Short must be advised by April 1, 1965, as to the counties' programing intentions regarding this road in order to be eligible for the surplus funds, if such unused County Secondary Federal Aid funds are then available.

On leaving, the delegation thanked the Board and the Department for clarifying the manner in which unused surplus Secondary Road Federal Aid funds accrue and are reallocated once a year.

Re-Programing 1964 Forest Highway Funds Balances. The Board concurred in the recommendation of the Department to transfer \$175,000 of unprogramed balances for the current fiscal Forest Highway Program to the surveys and design fund.

Replacement of Poplar Trees Removed in Hagerman Project, F-2361(18). In response to a letter from Governor Smylie and his letter to Mrs. Charlotte Callow, Cucamonga, California, indicating the Department's replacing poplar trees removed in the highway construction, the Board requested the Department to contact the owners of property from which the trees were removed as to their desire in having the trees replaced, and to report back to the Board at the next meeting for Board consideration.

The Board scheduled their August meeting for Monday, August 17, through Wednesday, August 19, 1964.

WHEREUPON, the Board adjourned until its next meeting scheduled for July 27, 28 & 29, 1964.


W. C. BURNS, Chairman

Read and Approved
July 28, 1964
Boise, Idaho

June 24, 1964

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

July 27, 28 & 29, 1964

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, July 27, 1964. Present were:

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

Teton County's Request for Snow Plowing of County Ski Road 3 Miles East of Driggs. Assistant State Highway Engineer (Operations) McCrea reported that due to the demands of snow plow equipment presently operated by the Department, it would be at the sacrifice of plowing snow on the State Highway System to release any of the equipment to the Teton ski basin road.

The Board directed the Secretary to advise Teton County Commissioner Kunz that such was the case and that they should look elsewhere for plowing equipment to take care of this road's needs.

Surplus Pony Bridge Truss Approved for Shoshone County. Assistant State Highway Engineer (Operations) McCrea submitted a request from Shoshone County for a surplus pony bridge truss coming from the Wallace-Mullan project to be used on their county road system. To this the Board concurred, subject to a request in writing from the County designating the place it is to be used on the county system; terms - f.o.b. present storage site.

Kellogg-Smelterville Opening of Interstate -- Fatalities Analyzed. Assistant State Highway Engineer (Operations) McCrea advised the Board of the three fatalities that occurred 18 hours after the opening of the Kellogg-Smelterville section of the Interstate.

The State Police investigation into the incident determined that a car violated the "Do Not Enter" off ramp into Kellogg, and supported the Department's position that all regulatory signing was in operation on the project before it was opened.

A suggestion that the bridge railings on the approach to the Interstate of Division Street be removed for better signing visibility was approved by the Board, and will be a Federal Aid participating item.

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Report on Mission Flats Interstate Materials Pit Gas Line Explosion. Chief Legal Counsel Tway reported on the recent gas line explosion in a materials pit being operated by Goodfellow Brothers, Inc., advising the Board that the contractor had been verbally notified of a gas line being in the materials pit area -- absolving, in his opinion, the Department from liability. Legal Counsel Tway participated in an on-the-ground inspection of the explosion on the second day following the incident.

Controlled Access Signing Program Submitted. Planning & Traffic Engineer Pearring submitted alternate controlled access signs for Board consideration. After reviewing them, the Board determined that the present signing program should be continued.

Truck-Train Pilot Run Information Recited. Research Engineer, L. F. Erickson, reported on the 100-foot, truck-train pilot run conducted by the Idaho Motor Transport Association from Boise to Pocatello and return in June. Supplementing his discussion was a short movie presented by Idaho Motor Transport Secretary Ollie Arbelbide, showing the off-tracking at right angle intersections and other operational characteristics of the 100-foot vehicle combinations.

Highway Research Correlation Service Approved. The Board considered Highway Research Correlation annual service charges for Idaho for \$8,847 and approved the same.

Legislation Compelling appointment of Resident Agents by Railroads proposed by Sam Guess, Washington State Senator and Spokane AGC Secretary. Assistant State Highway Engineer (Engineering) Christensen discussed with the Board the proposal of Washington State Senator Sam Guess, Spokane AGC Secretary, wherein he proposes for the western states, and Washington in particular, to cause legislation to be drafted compelling the railroads to appoint resident agents within each state to serve as expeditors in railroad-highway department agreements and paper work relating to highway construction involving railroads.

The Board's reaction was favorable, pending a review of the legislative proposal.

Shoshone County's Request for Wallace-Avery Road Funds. Vice-chairman Gaffney reported on his meeting with Shoshone County Commissioners and Senator Frank Church regarding the County's desire to improve the Wallace-Avery Road with Secondary Road Funds and/or Forest-Highway Funds.

Mr. Gaffney pointed out to the group how the road may be placed on the County Secondary System in order to become eligible for Federal Aid Secondary Funds; at the same time, pointing out to them that the Forest-

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Highway Funds were not necessarily contingent upon the secondary road designation. Secondary Roads Engineer Short is to call upon the County Commissioners and is to advise them further regarding the matter.

High Mountain Sheep Dam Access Field Trip Report. Vice-chairman Gaffney reported on a field trip into the High Mountain Sheep Dam area, exploring access road possibilities with Washington Water Power people, Cottonwood Chamber of Commerce and other interested parties.

Mr. Gaffney's conclusions were that the moneys that would be required to build such a road would be prohibitive as far as the Highway Department's financing the road is involved, in lieu of current State Highway System demands and revenues.

Re-Programing from 1965 to Current Construction Year, Project No. I-80N-3(15)176, US 93 to Jct. SH 50 (excl). The Department advised the Board that the above project is now ready for contract letting, the right of way having all been acquired. Whereupon, the Board authorized a transfer from the '65 Program to this year's construction, the 8.7 mile section of Interstate 80N in Jerome County.

Hobson Property Access Provision, SH 24, F-2441(8). The matter of the access provision to the W. H. Hobson property on the Heyburn-Rupert project was reported to the effect that it would be necessary to take the matter to the U.S. Bureau of Public Roads' Washington, D.C., office. To this the Board agreed, and the Right of Way Division was instructed accordingly.

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

I-15	I-15-1(20)66 Const. I-15-1(13)66 R/W	E. I. du Pont de Nemours & Company, a corporation	Parcel No. 5
"	"	F. M. & Ann Bistline Nema Ashton	Parcel No. 7
US 30N- 95	F-3112(13)	Jim L. & Ethel M. Goff Virgil & Dorothy Goff	Parcel Nos. 2, 2-E-1, 2-E-2, and 2-E-3
"	"	S. C. & Idell C. Brown	Parcel Nos. 8 and 8-E-1
"	"	Leo G. & Connie S. Sage	Parcel Nos. 38 and 38-E-1
US 30	F-3281(7)	T. D. & Harriet A. Griffith	Parcel Nos. 8 and 8-E-1

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Orders of Condemnation, continued:

SH 16	S-3832(3)	Heirs & Devisees of Edwarth & Hattie Modin, deceased	Parcel No. 5
"	"	F. H. Hogue, Inc.	Parcel No. 9
"	"	H. C. & Pauline Werle	Parcel Nos. 12 and 12-E-1

Special Warranty Deed. The Board approved a Special Warranty Deed on the following:

I-90	I-90-1(2)11	Union Oil Company of California	Parcel No. AA
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Exchange of Access Deed. The Board approved an Exchange of Access Deed on the following:

US 95	F-5116(10)	Thomas F. & Nell D. Lipp	Parcel No. 37A
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Requests for Point of Access. The Board reviewed two requests for point of access and approved the following:

US 95	F-4113(14)	Clifford Powell -- 24' approach left Sta. 486+00	Parcel No. 9
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The Board denied the following request for point of access:

US 95	F-4113(14)	Milton Johnson -- 20' approach 90' left of Sta. 539+80 and connecting with Village of Spalding approach road on northerly side of highway	Parcel No. 22
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Sandpoint Maintenance Shed to be Sold. The Board gave its approval to sell the Sandpoint Maintenance Shed in Lot 13, Block 23, Farmin's 2nd Addition to Sandpoint, at \$3500.

Gooding Acreages on SH 46 to be Sold. The Board gave its approval to sell a portion of Tract No. 14 of South Gooding Acreages on State Highway 46, Project No. F-2351(2) in Gooding at \$7,000.

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-80N	I-80N-3(18)191	Barlow - \$22,000	Parcel No. 3
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Boise One- Way Couplet	U-3021(22)	B. C., Inc. - \$22,500
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Approval of Total Buyout was given by the Board on the following:

I-80N I-80N-3(15)176 McLeod - \$39,100 Parcel No. 2

Application for Permit to Use Right of Way, Project No. S-2779(1).

The Board approved the application of Eusebio Astorquia for a permit to leave his fence on the right of way and use that portion of the right of way outside the fence.

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

F-2351(3)	T.B. Hospital in Gooding to
	5.4 Miles West of Shoshone
Bldg. 5061	Bonnors Ferry Maintenance Building
S-3882(3)	SH 71, seal coat
I-IG-90-1(30)46	Pinehurst to Smelterville
S-3778(1)	Ada County, Strawberry Glen Road
S-4782(6)	Clearwater County, Orofino to
	Grangemont Ext.
S-5722(3)	Kootenai County, Worley - Heyburn Park
Stkp. 1479, 8089,	
& 9091	Caribou & Bear Lake Counties
S-4746(1)	Lewis County, Reubens (South) Road
STM-1701(509)	Oneida and Power Counties
S-2730(1)	Airport Road North, Twin Falls Co.
S-6768(3)	Archer - Ririe, Jefferson and
	Madison Counties
I-80N-3(14)185	Section B, SH 50, Eden-Hazelton
	I.C., Jerome County
S-6851(1)	Taylorville Road, Bonneville County
U-3021(21), (22)	Boise One-way Couplet, Ada County

TUESDAY, JULY 28, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman
 Ernest Gaffney, Vice-chairman
 R. Doyle Symms, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Secretary of the Board

Minutes. The Board approved the minutes of the June 22, 23 & 24, 1964 Board meeting.

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

STM-1701(509) - The work consists of seal coating approximately 33.2 miles of SH 37, 4.8 miles south of Roy - Jct. SH 37 and I-15W, in Oneida and Power Counties - State financed. The contract was awarded to Winn & Company, Inc., Buhl, Idaho, the low bidder, on July 8, 1964, in the amount of \$54,753.75.

STOCKPILE PROJECT NOS. 1479, 1480, 1489, 1490 & 1491 - The work consists of furnishing aggregate surfacing, cover coat material and sanding material in various stockpiles in the vicinity of Pebble, Montpelier, Alexander, Grays Lake and Soda Springs, in Caribou and Bear Lake Counties - State financed. The contract was awarded to Jack B. Parson Construction Company, Smithfield, Utah, the low bidder, on July 27, 1964, in the amount of \$70,810.00.

S-4746(1) - The work consists of constructing the roadway, drainage structures and a Type "D" bituminous surface treatment on 4.567 miles of the Reubens South Road in Lewis County - Federal Aid Secondary and County financed. The low bid of \$213,905.00 was 13.720% over the engineer's estimate. The project was recommended for 'No Award' subject to the County's concurrence.

I-IG-15-3(18)119 - The work consists of constructing a 146.4' steel and concrete railroad O.P., a 117.1' concrete O.P. (highway) and partial approach fills with a plantmix bituminous surface, signing and illumination on 0.039 mile of Interstate Highway 15, in the vicinity of Idaho Falls, in Bonneville County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to concurrence by the Bureau of Public Roads. (The contract was awarded to Max A. Boesiger, Inc., Mountain Home, Idaho, the low bidder, on August 4, 1964, in the amount of \$270,293.50, Alt. #1.

Hearing Determination - Relocation of US 95-30 in and in the Vicinity of Fruitland, Payette County, Idaho, F-3111(10). A public hearing was held under State and Federal statutes at the Fruitland High School Auditorium, Fruitland, Idaho, at 8:00 p.m., Thursday, July 16, 1964.

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

The Idaho Board of Highway Directors finds and determines that:

1. The Idaho Department of Highways will proceed with the relocation, construction and improvement for the routing

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of US 95-30 and a designated business loop through Fruitland as shown in said hearing brochure dated July 1964.

2. Details of signing roadway connections and intersections will be considered in line with sound traffic engineering principals concurrent with the established policy of the American Association of State Highway Officials.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Fruitland and Payette County from said proposed changes.

Hearing Determination - Relocation of US 191-20 in and in the Vicinity of St. Anthony, Fremont County, Idaho, F-6471(19). A public hearing was held under State and Federal statutes at the St. Anthony High School Auditorium, St. Anthony, Idaho, at 10:00 a.m., Monday, July 20, 1964.

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

The Idaho Board of Highway Directors finds and determines that:

That the Idaho Department of Highways will proceed with the construction and improvement of Route C, as proposed, involving the said US Highway 191-20 as outlined in said hearing brochure dated July 1964,

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

Hearing Determination - Relocation of US 191-20 in and in the Vicinity of Sugar City, Madison County, Idaho, F-6471(19). A public hearing was held under State and Federal statutes at the Sugar City High School Auditorium, Sugar City, Idaho, at 2:00 p.m., Monday, July 20, 1964.

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

The Idaho Board of Highway Directors finds and determines that:

1. The Idaho Department of Highways will proceed with the relocation, construction and improvement of the routing of US 191-20 as outlined in the hearing brochure submitted at said hearing.

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2. That the Idaho Department of Highways give further study as to the possibilities of taking all of the needed additional right of way from the properties on the west side of East Front Street.
3. The Department should consider the possibility of widening the road bed of East Front Street in the vicinity of the potato cellars to accommodate storage of potato trucks while waiting to be unloaded.

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

Hearing Determination - Relocation of US 191-20 in and in the Vicinity of Rexburg, Madison County, Idaho, F-6471(19). A public hearing was held under State and Federal statutes at the Madison County Court House, Rexburg, Idaho, at 8:00 p.m., Monday, July 20, 1964.

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

The Idaho Board of Highway Directors finds and determines that:

1. The Idaho Board of Highway Directors has withdrawn its proposal as submitted at above hearing in said hearing brochure dated July 1964.
2. A hearing on a different proposed location of US 191-20 through Rexburg will be presented to the City of Rexburg in public hearing September 14, 1964.

Thornton Federal Hearing Transcript Read, F-6471(19); US 191-20 Relocation. Upon reading the testimony presented at Rexburg by interested citizens of Thornton, July 20, 1964, the Board requested that the Department consider the economic feasibility of moving the present overhead crossing now south of Thornton to a point north of the Community, when preliminary engineering of US 191-20 is considered in that area.

Hearing Determination - Relocation of US 191-20 in and in the Vicinity of Rigby, Jefferson County, Idaho, F-6471(19). A public hearing was held under State and Federal statutes at the Rigby High School Auditorium, Rigby, Idaho, at 10:00 a.m., Tuesday, July 21, 1964.

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

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The Idaho Board of Highway Directors finds and determines that:

The Idaho Department of Highways will proceed with the relocation and construction of the routing through and in the vicinity of Rigby of US 191-20 as submitted in said hearing and as shown in said hearing brochure dated 1964

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

Lorenzo Federal Hearing Transcript Read, F-6471(19); US 191-20 Relocation. Upon reading the testimony presented at Rigby by interested citizens of Lorenzo, July 21, 1964, the Board requested the Department, when entering into the preliminary engineering and design of US 191-20 through Lorenzo, that consideration be given in minimizing disruption to buildings on the west side of the highway in Lorenzo to use the additional right of way needed through Lorenzo to be taken from the railroad right of way on the east side of the facility.

Hearing Determination - Relocation of US 191-20 in and in the Vicinity of Ucon, Bonneville County, Idaho, F-6471(19). A public hearing was held under State and Federal statutes at the Ucon Elementary School Gymnasium, Ucon, Idaho, at 2:00 p.m., Tuesday, July 21, 1964.

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

The Idaho Board of Highway Directors finds and determines that:

The Idaho Department of Highways will proceed with the relocation and construction of the routing through and in the vicinity of Ucon of US 191-20 as submitted in said hearing and as shown in said hearing brochure dated 1964.

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

Encroachment on Ray Korb Property Eased by Agreement. Attorney Tom Church of Burley appeared requesting the Board give consideration to waiving a setback provision in the deed that was violated concerning the Ray Korb property on South Overland Street, Burley, involving a building that in 1959 was built 8 feet into the setback area. Mr. Church stated the setback violation is giving his client and father, P. K. Church, difficulty in acquiring title insurance.

The Board refused to waive the setback provision in the deed, but did direct the Department to enter into an agreement with P. K. Church,

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as well as the owner of the adjoining building which also violated the setback provision, to the effect that if and when the present buildings are removed or rebuilt, that the succeeding structure would be set back to the 20 foot line as provided in the original Dale Korb deed; provided further that no vehicle access to Overland Street would be built, but vehicle access will continue to be made to the buildings at the rear from the alley.

The Legal Division was instructed to draw up the agreement accordingly.

Howard Perry Access Action Approved by Board. The non-compliance by Mr. Perry still permitting an open fence approach in a stationing not authorized by the right of way agreement on the Chester-Ashton project caused the Board to direct Chief Legal Counsel Tway to personally contact Mr. Perry with a final effort of urging his compliance with his right of way contract pertaining to access location. The U.S. Bureau of Public Roads is threatening to withhold its participating of funds necessary in closing out the project.

Request to Place the Bruneau-Hammett Road on the State Highway System. Owyhee County Commissioner Carl Agenbroad, together with the following delegation, appeared urging the Board to place the Bruneau-Hammett Road on the State Highway System.

John Shrum, Elmore County Commissioner
 Victor Lasuen, Chairman, Elmore County Commissioners
 James Kent, Marsing
 Darwin Feller, Caldwell
 Kenneth Downing, Owyhee County Commissioner
 H. Robinson, Glenns Ferry Highway District
 Daniel E. Wicher, Glenns Ferry Highway District
 Marvin Wootan, Glenns Ferry Highway District

Sparking the request was the demand for a modern bridge across the Snake River southwest of Hammett to serve the hauling of approximately 1,000 legal loads of potatoes that are due to come off of the bench farm land south of Hammett this fall.

Mr. Agenbroad concluded saying, "Even after we have built the Hammett bridge ourselves, we are still looking forward to your taking the road onto the State Highway System".

The Board denied the request and stated that in the future such a request, if made, would be strengthened were a new legal standard bridge built across the Snake southwest of Hammett.

Jerome Chamber of Commerce Urging Improvement of SH 25 from Junction US 93 to Perrine Siding. The following delegation appeared urging

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Board consideration -- later this year when reviewing the 1965 Construction Program -- for the improvement of the above section of State Highway 25.

Murray O'Rourke, Jerome Chamber of Commerce
Wilson Churchman, Jerome Chamber of Commerce
Clark Heiss, Jerome Chamber of Commerce
Tom Mahan, Jerome Chamber of Commerce

The Board assured the delegation the request would be given consideration.

The delegation inquired as to the lighting policy that would prevail on the Interstate connection west of Jerome to the present light on State Highway 25, within the city limits. It was pointed out that no lighting was contemplated between the Interstate and the city limits.

Murray O'Rourke complimented the Department and the Interstate contractor from Peter Kiewit and Company for the fine public relations that is prevailing with the people in the area during the progress of the present Interstate construction.

Bancroft Flood Protective Measures Requested. Next appearing before the Board were:

Herbert Whitworth, State Senator, Caribou Co.
Ellis Higginson, Mayor of Bancroft
Seth Bailey, Bancroft
J. W. Creer, Bancroft

asking assistance of the Department in the construction of a drainage ditch following along the south side of Highway 30N west of Bancroft.

Going over the request, the Board saw merit in any assistance that can be given the delegation, providing the Union Pacific Railroad can be prevailed upon to assure that the area west will carry the drainage once the channel has been provided along the highway.

Assistant State Highway Engineer (Engineering) Christensen is to check out the profile with the District and confer with the Union Pacific Railroad as to its ability to provide getaway for the water to the west of the channeling requested.

The subject is one of unfinished business which will be reported back to the Board when the railroad has been contacted and the District further evaluates the problem.

The delegation stated that they thought sufficient right of way, where necessary, would be donated for the channel.

The delegation then urged the Board to improve the present highway

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US 30 from Bancroft to Lava and put it on the Federal Aid System. Chairman Burns stated that it is impossible to meet this request as the U.S. Bureau of Public Roads would not permit jockeying the Federal Aid System from one location to another merely to bring an old road up to standards. This road will eventually be replaced by the Fish Creek cutoff, which has been a Federal Aid route for many years in visioning the ultimate completion of the Fish Creek cutoff, Mr. Burns informed the delegation.

The delegation then inquired as to where the Fish Creek cutoff project is on the construction program, the reply being sometime during the next 4 or 5 years or longer.

Homedale Delegation Regarding Homedale Bridge. The following delegation appeared pressing for the early construction and replacement of the present Homedale bridge.

Merle Hamilton, Homedale Chamber of Commerce
 Jim Duncan, Homedale Chamber of Commerce
 A. E. "Spud" Murphy, Homedale Chamber of Commerce
 Paul Zatica, Homedale Chamber of Commerce
 Frank J. Matteson, Homedale Chamber of Commerce
 Victor Uria, Homedale Chamber of Commerce
 Orville Soper, Homedale Chamber of Commerce
 Everett A. Colley, Homedale Chamber of Commerce

They were assured that when the study is completed of the location of US 95 from Wilder to Homedale and a proposed route and bridge location is recommended by the study, that a public hearing will be held with ample notice given as to the location changes, and so forth, that may be contemplated concerning this structure.

The delegation again, as in previous meetings with the Board, stressed the need of a new bridge first and the matter of route location to be settled afterwards. They were assured that the two were tied together and that one cannot be separated from the other.

Public Hearings Authorized. The Board authorized the scheduling of public hearings as follows:

REXBURG, September 14th - a rehearing regarding
 a second proposed relocation of US 191-20
 through Rexburg
 POST FALLS, HEUTTER, STATE LINE & COEUR D'ALENE,
 September 16th-17th - regarding the pro-
 posed location of Interstate Route 90,
 Coeur d'Alene to the Washington State Line.

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COEUR D'ALENE, August 14th - regarding the proposed
location of Interstate Route 90, Coeur
d'Alene East to Junction US 95 A

WEDNESDAY, JULY 29, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman
Ernest Gaffney, Vice-chairman
R. Doyle Symms, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

Coeur d'Alene East to Wolf Lodge, Jct. US 95 A, Community Thinking Report. J. F. Pearring, Planning & Traffic Engineer, reported to the Board the intense interest and diverging views of the local people, particularly from residents in the Silver Beach to Bennett Bay area, concerning the hill side route submitted since the last Board meeting to the local governing officials.

Because of the interest and considerable misinformation of local citizens regarding the proposal, the Board determined to proceed to public hearing as soon as possible on the hillside route as submitted at the June Board meeting. A hearing date of August 14th was approved.

Results of 1965 Interstate Estimate Submitted. Planning & Traffic Engineer Pearring submitted the review of the Department's 1965 Interstate cost estimate required to complete the Interstate by 1972, as will be submitted to Congress next year, barring any revisions by the U.S. Bureau of Public Roads enroute.

Access Control was approved by the Board as follows:

<u>F-2392(8), Shoshone North</u>	<u>Partial *</u>
<u>F-2361(25), Red Cap Corner South **</u>	<u>Partial *</u>
<u>S-2741(8), Jct. US 30 - 2 Miles North of Hansen</u>	<u>Partial *</u>

** Right of Way for the portion of Project F-2361(25) west of Red Cap Corner (Station 380+99.3 to 407+00) was previously purchased under Project F-2361(14) and as such is subject to the partial control policy listed in Board Minutes dated May 24, 1962. The remainder of Project F-2361(25) from Red Cap Corner South (Station 407+00 to 424+00) is to be purchased with Partial Control of Access.*

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F-1381(12), Relocation of US 26 in BlackfootFull and
Partial Control *

Between approximate Station 79 and 123/00 of Project F-1381(12), access shall be designated as "Partial Control". Between approximate Stations 123 and 130/50, access shall be designated as "Full Control".

(Supersedes entirely that of July 11, 1960)

S-1721(5), Riverside, CollinsPartial * and
Standard Approach
Policy

From Station 0/00 to approximate Station 26/00, access shall be designated as "Standard Approach Policy". From approximate Station 26/00 to Station 203/15, access shall be designated as "Partial Control".

(Supersedes entirely minute entries dated
July 7, 1960 and April 15, 1964)

F-4114(2), Lewiston Dam - Lewiston

Remove existing approach to frontage road located at Station 97/50 and replace with proposed approaches located at Station 89/10 and Station 115/70, as requested by Nez Perce County.

* PARTIAL ACCESS CONTROLPublic Road Connections

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

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

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation, as shown by the plans, 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.

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New Private Approaches

New private approaches may be allowed, as shown on the plans, for ownerships not now having an approach to the highway.

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

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

Use of Private Approaches

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

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

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs.

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-15-3(18)119, Johns Hole I.C., Bonneville County - Mountain States Telephone & Telegraph Company and City of Idaho Falls, Electric Light Division

FHP 22-1(5), Cascade - Warm Lake, Valley County - Idaho Power Company

FHP 51-2(2), Trail Creek Highway, 5.4 Miles West of Jct. US 93A - West 5 Miles, Custer County - Mountain States Telephone & Telegraph Company and Lost River Electric Cooperative, Inc.

After reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-3778(1), Strawberry Glen, Bridge and Approach, Ada County - Idaho Power Company and Mountain States Telephone & Telegraph Company

S-6851(1), Taylorville Road, Bonneville County - Utah Power & Light Company and Mountain States Telephone & Telegraph Company

S-2730(1), Airport Road, Twin Falls County - El Paso Natural Gas Company, Mountain States Telephone & Telegraph Company, Intermountain Gas Company and Idaho Power Company

U-3021(21), One-Way Couplet, 27th Street - Capitol Boulevard, Ada County - Boise Water Corporation, Intermountain Gas Company and Mountain States Telephone & Telegraph Company

Removal from the State Highway System (US 191). The Board approved the removal of a portion of State Highway No. US 191 beginning at a point 4.175 miles north of the junction with State Highway No. 37 in Malad and ending at a point 3.016 miles south of the Oneida - Bannock County Line, as shown in official Exhibit B-16, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (I-80N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N from the interchange with I-15W to the temporary connection with US 30 South, as recommended and stated in marked Exhibit A-70, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (I-80N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N from SH 27 interchange north of Burley to US 30N interchange north of Heyburn, as recommended and stated in marked Exhibit A-71, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (I-15W, US 30N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-15W, US 30N from the interchange with I-80N to the temporary connection to US 30N, as recommended and stated in marked Exhibit A-72, which is made a part hereof with like effect as though extended in full herein.

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Speed Control Zones in District 2 (I-80N, US 30N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N, US 30N, from the US 30N interchange north of Heyburn to the interchange with I-15W, as recommended and stated in marked Exhibit A-73, which is made a part hereof with like effect as though extended in full herein.

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

Intersection of State Street and
Main Street - Pretimed traffic signal

as recommended and stated in marked Exhibit A-74, which is made a part hereof with like effect as though extended in full herein.

Traffic Control Signals in St. Anthony Revoked. Whereas the traffic control signals at the intersections of:

Bridge Street and Main Street
Bridge Street and West 6th South Street
Bridge Street and 4th North Street

within the corporate limits of the City of St. Anthony do not conform to the requirements of the Manual on Uniform Traffic Control Devices for Streets and Highways, the Board ordered the minute entry of April 22, 1954 with respect to traffic control signals in the City of St. Anthony be rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-75, which is made a part hereof with like effect as though extended in full herein.

Out-of-State Travel was approved by the Board for the following:

Frank Leonard, Design Engineer, to Phoenix, Arizona, September 14 - 16, to Region 4 Annual Meeting of AASHO Operating Committee on Design.

H. K. Litchfield, Project Chief, District 4, to attend Civil Defense course on Radiological Monitoring for Civil Defense instructors, Alameda, California, August 3 - 7.
(No expense to the Department -- Nez Perce County and Civil Defense picking up tab.)

Marion Whaley, Controller, to BPR Financial Management Conference, Portland, Oregon, September 24 - 25.

L. F. Erickson, Research Engineer, to Washington, D.C., July 18 - 21 to National Academy meeting of N.C.H.R.P. on highway information storage and retrieval (National Academy funds to pay expenses.)

Request for Board Approval of 40-foot, 4-axle, single-unit trucks to operate in Idaho. AMF Beaird, Inc., (subsidiary of American Machine and Foundry Company) of Shreveport, Louisiana, requested Board consideration to operate, in Idaho, a 40-foot length, single facility truck with 4 axles.

The Board directed the Department to grant permission to the Idaho operation of the 40-foot, 4-axle unit and to restrict the operation to a prescribed network of Idaho highways. Said routes or network will be determined by the Department based on routes that will permit safe operation of this type and size vehicle.

Request for Deep Creek Park, Boundary County, to be Included in Park Road System. State Highway Engineer Mathes reported on a request of John Soderblom, State Park Director, to have the Department include in its in-park road system the Deep Creek Park located midway between Bonners Ferry and Naples on present US 95.

The Board determined that before additional parks are added to those presently eligible for Department road construction and improvement, that it would be more practical, in the light of current moneys available, to complete the improvements on those parks presently on the so-called in-park road system. The Secretary was instructed to so reply to the request.

Old US 191 at Last Chance -- Right of Way Status Cleared. Appearing before the Board was Rex Price from St. Anthony, representing Last Chance Ranch, Inc., owners of the property at Last Chance located west of the present US 191 and through which property lies old abandoned US 191. To clear the title for said abandoned highway right of way, the owners request that a quitclaim deed be granted by the Department. The District Engineer recommends that the area west of the old US Highway 191 be plated of record showing a frontage road adjacent to the present US Highway 191 and that when and if this is done, a quitclaim to old, abandoned right of way be granted.

The Board concurred in the District Engineer's recommendations.

Department Audit by Public Accounts Presented to the Board. The Board reviewed the public accounts audit of the Idaho Department of Highways annual audit.

Median Cut Request Denied in Heyburn-Rupert Project, F-2441(8). Service station operator Bob Clark of Heyburn appeared before the Board requesting an additional median cut to a station opposite his service station. The station was built after the plans had been completed and median cuts determined at stated intervals by the Board.

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Mr. Clark's request was the same as that presented to the Board at the June meeting by William Lott, previous property owner. His request was denied for the same reasons given Mr. Lott, "for operational safety in the traffic handling of the facility".

Virgil Lickley Right of Way Contract. The Board considered and approved a proposed right of way contract with Mr. Virgil Lickley, a property owner on Project I-80N-3(15)176. This contract provides that the State will construct a cattle pass structure through the Interstate highway near Mr. Lickley's stock pond and in consideration of this cattle pass, Mr. Lickley will furnish to the State or its contractor an estimated 22,000 M.G. of water for use in construction. The value of the water equals or exceeds the estimated cost of the cattle pass.

The Board scheduled its September meeting for Monday, September 21, through Wednesday, September 23, 1964.

WHEREUPON, the Board adjourned until its next meeting scheduled for August 17, 18 & 19.


W. C. BURNS, Chairman

Read and Approved
August 18, 1964
Boise, Idaho

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

August 17 & 18, 1964

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, August 17, 1964. Present were:

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

State Park, Institutional, 1965 Road Maintenance Fund Allocation. The Board discussed funds to be spent on roads in State Parks and State Institutions during calendar year 1965. Informal information received from the State Land Board indicated that the Governor had expressed that all, or a considerable portion of the \$30,000 annually budgeted by the Department, should go to the roads in Farragut.

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It was the decision of the Board to discuss this matter with the Governor before proceeding further in allocating from this annual fund.

City of St. Anthony's Appeal of Hearing Decision regarding Relocation of US 191-20 in St. Anthony, F-6471(19). Chief Legal Counsel Tway discussed with the Board the various aspects of answering the District Court appeal filed by the City of St. Anthony regarding the relocation of US 191-20.

Pinehurst-Smelterville -- Kuney Notice of Protest; I-IG-90-1(30)46. The Board was advised by Chief Legal Counsel Tway that Charles F. McDevitt is attorney in fact for the Max J. Kuney Company, who protested by letter the award to Holland Construction Company on a construction contract for the above project, on the grounds that, in McDevitt's opinion, Kuney's bid was the only responsive low bid as the apparent low bidder (Holland Construction Company) failed to comply with the Idaho Code by failing to list an electrical subcontractor in the blank provided in said bid form.

The letter further advised that Max J. Kuney would take steps to set aside any award to any bidder other than Max J. Kuney Company.

Upon the advise of Counsel, the Board instructed the Department to award the contract to the low bidder, Holland Construction Company.

Orofino Bridge Improvement Determined. Reporting on a meeting held last week with the U.S. Army Engineers in Walla Walla regarding their plans that might include the need for an additional bridge across the Clearwater River downstream from the present Orofino Bridge to serve the project, Mr. Christensen and State Engineer Mathes stated that no plans for such a bridge were contemplated within the scope of the dam construction.

The Board then authorized the Department to proceed with the improvement of US 12 at the west end of the bridge at the estimated cost of approximately \$191,000. This project would entail right of way acquisition of the hill slope, to permit a left turn bay for traffic approaching the bridge from the west to be inserted between two 20-foot through roadways.

Consultant Firm Authorized on Mullan-Lookout Pass Section of Interstate. The Board heard a summary report of negotiations with the engineering firm of Rader and Associates of Miami, Florida, for performing engineering services on projects I-90-1(18)67 and I-90-1(43)69, Mullan to Lookout Pass. The negotiations indicate that Rader and Associates are qualified to perform the work; that a lump sum fee of \$402,000 plus the actual cost of subsurface excavations and borings (estimated to be about \$40,000) is reasonable; and that the schedule for completion of the work is acceptable.

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Hearing this report from the Department's Engineering Board, the Board authorized the Department to enter into an agreement with Rader and Associates based on the terms outlined and subject to approval of the Bureau of Public Roads.

Review of Department Salaries. The Board heard a presentation by Personnel Director Neumayer and State Highway Engineer Mathes concerning the present status of the Department employees' salaries. The review consisted of a salary comparison of sixteen key positions of Idaho and the states of Washington, Oregon, Nevada, Utah, Wyoming and Montana.

Since the revision and salary increase to most of Idaho's positions on January 1, 1964, several states in the area have given increases. As a result, many of Idaho's salaries are again falling behind.

The Board indicated their continued interest and desire for the Department to maintain average salaries with the intermountain states of Nevada, Utah, Wyoming and Montana. They directed the Department to prepare a salary analysis of these states with Idaho for presentation to the Board at their September meeting. The increases, the Board thought, if allowed should be given to those positions below average -- not to those already average or above. Further, they agreed that needed action should be taken before January 1, 1965.

Coeur d'Alene Hearing Transcript Reviewed -- Location of Interstate Route 90. The Board heard the complete transcript of the public hearing held in Coeur d'Alene, August 14, regarding the proposed hill side location of Interstate Route 90 from the East City Limits of Coeur d'Alene to the junction of US 95 Alternate.

Also reviewed and read were supporting exhibits and letters submitted at the hearing.

Whereupon, the Board then determined to make no decision in the matter at this time, but to look over the alternate routes, including the hill top route, on the ground this fall.

The Department was requested to develop additional engineering information concerning maintenance and snow removal problems that would be encountered, as well as estimates of costs for several gradients on the hill top location. Also requested by the Board was more information as to the feasibility of additional frontage road or other access provisions to rest areas, boat launching ramps and lake accesses in general between Bennett Bay and the junction of US 95 Alternate.

The Board further requested the Department to assemble any additional data which could assist in fully evaluating all economic facets accurately, including those pertaining to recreational features, before arriving at a decision in this case.

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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:

U-3021(21), One-way Couplet, 27th Street - Capitol Boulevard, Ada County -- Idaho Power Company

U-3021(22), (8), One-way Couplet, Boise - Jct. US 20-26 & 30 I.C. - 27th Street, Ada County -- Idaho Power Company and Mountain States Telephone & Telegraph Company

I-80N-3(14)185, SH 50 I.C., Eden-Hazelton I.C., Jerome County -- Idaho Power Company and Mountain States Telephone and Telegraph Company

S-6768(3), Archer-Ririe Road, Jefferson & Madison Counties -- Fall River Rural Electric Cooperative, Utah Power & Light Company, Mountain States Telephone & Telegraph Company

Request for Point of Access. The Board approved the following request for point of access:

US 95 F-3311(5) Ray Obendorf Parcel No. 8

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-80N I-80N-3(15)176 Burd M. Wall - \$20,000 Parcel No. 4

Approval of Total Buyout was given on the following:

I-80N I-IG-80N-1(23)35 Herbert H. & Goldie E. Parcel No. 2
Johnson - \$20,000

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

I-80N	I-80N-3(18)191	F. F. & Ester Phillips	Parcel Nos. 1, 1-E-1 and 1-E-2
"	"	Bert Barlow, Trustee for J. Barry Barlow, a minor	Parcel Nos. 3, 3-E-1 and 3-E-2
"	"	Floyd W. & Louise Trail; Glen & Violet A. Trail; David & Edna Bolingbroke	Parcel Nos. 5 and 5-E-1

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I-80N	I-80N-3(18)191	Charles & Margaret Hohnhorst	Parcel Nos. 7, 7-E-1, 7-E-2 and 7-E-3
"	"	Frank & Alice Hohnhorst; Delmar & Madora Mecham; Norma C. Larson, a widow; Rex & Jessie Greer	Parcel Nos. 9, 9-E-1 to 9-E-4 incl.
"	"	Charles D. & Minnie J. Howard	Parcel Nos. 10, 10-E-1, 10-E-2 and 10-E-3
"	"	Thelma Perry; W. R. & Iris Short	Parcel Nos. 11, 11-E-1, 11-E-2 and 11-E-3
"	"	William H. & Gertrude H. Detweiler	Parcel Nos. 12, 12-E-1, 12-E-2 and 12-E-3
"	"	Marvin W. & Irene M. Johnson	Parcel Nos. 15, 15-E-1 and 15-E-2
"	"	Mabel L. Budd	Parcel Nos. 16, 16-E-1 to 16-E-4 (incl)
I-80N	I-IG-80N-1(23)35	Bonita F. Clark	Parcel Nos. 7, 7-E-1 & 7-E-2
"	"	Effie E. Beanblossom	Parcel No. 10
I-15	I-15-3(6)133	Reed L. & Mary W. Berrett	Parcel Nos. 5, 5-E-1 to 5-E-5 (incl)
SH 16	S-3832(3)	Little & Wilson Sheep Co.	Parcel No. 1
SH 21	F-3291(5)	Marvel O. Castle	Parcel No. 4
SH 25	F-2441(19)	Mabel L. Budd	Parcel No. 1, 1-E-1 & 1-E-2
"	"	Marvin W. & Irene M. Johnson	Parcel No. 2 and 2-E-1
US 93	FH 30-3(1)	United States Chemical Corporation & Leo and Mary Truofreh	Parcel Nos. 1 and 1-E-1

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US 93 FH 30-3(1)

Reinhold & Lillian
Grace WenzicParcel Nos. 3
and 3-E-1

" "

Leo & Mary Truofreh &
United States Chemical
Corporation

Parcel No. 4

Closure of Howard Perry Approach (US 191) Ordered. The Board directed the Department's Legal Counsel to initiate legal action to close the unauthorized approach to US 191 (Chester-Ashton project) from the Howard Perry property.

TUESDAY, AUGUST 18, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman
Ernest Gaffney, Vice-chairman
R. Doyle Symms, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

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

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

S-6879(1) - The work consists of constructing the roadway, drainage structure, a bituminous surface treatment and an 80' concrete bridge on 2.229 miles of the Salmon-Kirtley Road, Salmon-Kirtley Creek, in Lemhi County - Federal Aid Secondary and County financed. The low and only bid received was 11.006% over the engineer's estimate. The County rejected the bid and plan to do the work themselves.

PORT OF ENTRY BUILDING NO. 2341 - the work consists of constructing a Port of Entry Building, including scales, pump, all electrical, plumbing, heating, air conditioning, and mechanical installations, Cotterell Port of Entry, Cassia County - State financed. The low and only bid received was 23.95% over the engineer's estimate. The bid was rejected and the project will be readvertised at the October 13 bid letting.

S-4782(6) - The work consists of reconditioning the existing roadway, placing a roadmix bituminous or plantmix bituminous surfacing and seal coating on 5.2 miles of the Orofino-Grangemont Road in Clearwater County - Federal Aid Secondary and County financed. No bids were received on the project. It will not be readvertised, as the County plans to do the work themselves.

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S-3882(3) - The work consists of constructing a roadmix bituminous surfacing and seal coating 8.06 miles on SH 71, Cambridge N.W., in Washington County - Federal Aid Secondary and State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, on August 13, 1964 in the amount of \$81,000.50.

S-5722(3) - The work consists of constructing a plantmix bituminous surfacing and seal coat on 5.736 miles of the Worley-Heyburn Park Road, in Kootenai County - Federal Aid Secondary and County financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, on August 17, 1964 in the amount of \$79,532.00.

I-IG-90-1(30)46 - The work consists of constructing a 4-lane divided roadway, asphalt treated base, a plantmix bituminous surfacing, 2-concrete bridges and 2-twin concrete overpasses on 2.281 miles of Interstate Highway No. 90, Pinehurst-Smelterville, in Shoshone County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to Holland Construction Company, Billings, Montana, the low bidder, in the amount of \$1,982,292.00, Alt. #2; to be awarded when the contractor obtains an Idaho contractor's license.

S-3778(1) - The work consists of constructing the roadway, drainage structures, plantmix bituminous surfacing and a 337.5' concrete bridge and approaches over the Boise River on 0.663 mile of the Strawberry Glen Road, in Ada County - Federal Aid Secondary and County financed. The contract was awarded to Watkins Construction Company, Boise, Idaho, the low bidder, on August 17, 1964 in the amount of \$154,336.26, Alt. #1.

BUILDING NO. 5061 - The work consists of constructing a shop and office structure at Bonners Ferry, including all electrical, plumbing, heating, and mechanical installations, Boundary County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. The contract was awarded to Walter M. Varnum, Coeur d'Alene, Idaho, the low bidder, on August 20, 1964, in the amount of \$44,714.00.

Homedale - Wilder Jct. US 95 Route Study Submitted. The Planning & Traffic Division submitted the above route study to the Board. After considerable analysis, the Board determined to bring Plan 2 to public hearing at Homedale. To be presented at the hearing also would be the Board's authority for the Department to acquire right of way for an eventual (10 to 15 years in the future, when bypassable traffic desires warrant) relocation of US 95 along Homedale's southeast perimeter, on a partial access control basis.

Review of 1965 Construction and 5-Year Planning Program. The first presentation to the Board for a proposed 1965 Construction Program and correlated 5-Year Planning Program was submitted by the Planning & Traffic Division for Board review.

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Review of 1965 Forest Highway Construction Program and 5-Year Planning Program. The Planning & Traffic Division submitted to the Board a proposed 1965 Forest Highway Construction Program and correlated 5-year Planning Program for its review.

Lewiston Shop and Service Station Construction Architect Approved. Submitted for Board consideration by the Department were the results of three invitations for architects to perform the designing of the Lewiston shop and service station facilities. They were:

Putnam & Dimke	\$9,500.00
Hugh Richardson	No Quotation
William I. Parr	\$4,850.00

The Board determined that the Department should engage William I. Parr for his architectural services on these buildings, which are estimated to cost \$250,000. The said architectural services amounted to 1.9% of the total cost.

Out-of-State Travel Authorized. The Board authorized Materials Engineer Harry Day to attend the AASHO Materials Committee meeting in Washington, D. C., September 29 - October 2.

The Board authorized State Highway Engineer Mathes to attend the AASHO meeting in Atlanta, Georgia, December 7 - 11.

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

Intersection of West Main St. & 2nd West Street
 Intersection of Main Street & 1st West Street
 Intersection of Main Street & Center Street
 Intersection of Main Street & 2nd East Street
 Intersection of 2nd East Street & 1st North Street

as recommended and stated in marked Exhibit A-76, which is made a part hereof with like effect as though extended in full herein.

The Board approved Plans, Specifications and Estimates for the following contemplated project previously authorized by the Board:

Building 6022 Dubois Maintenance Building, Clark County

Petition Reviewed Regarding the Johns Hole Interchange and Access Road in the Vicinity of Jefferson Avenue, Idaho Falls. The Board read a petition from residents of Idaho Falls in the vicinity of Fremont Avenue requesting that the Johns Hole interchange and access road be changed back to the Jefferson Avenue area as originally planned.

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The Board took no action regarding this request, which appears to be a local matter as the City of Idaho Falls is in agreement with the Department on the Fremont Avenue location, the plans of which are well along.

Coeur d'Alene Delegation Regarding Hill Side Route Interstate Location, Coeur d'Alene East. Appearing before the Board were:

George Hamilton
John D. Sprinkle
Don R. LaVoie

all of Coeur d'Alene, expressing their concern with respect to the proposed hill side route location which was submitted in public hearing August 14th at Coeur d'Alene.

The delegation was put at ease regarding their varied concerns and interests as would be affected by the hill side route when the Board informed them that no decision was being made at this time and that the Board was planning personally to go over the three studies route locations on the ground and would give every consideration to all the economic facets of each route.

The delegation was pleased that the Board was getting additional engineering information regarding the gradients and snow removal problems, if any, that might be anticipated on the hill top route. Also, the Board stated that they desired to further study lake shore access feasibility at boat launching and rest areas from Bennett Bay east before making a determination. This, too, pleased the delegation, who stated that they could ask for nothing more of the Board regarding this matter.

Board Meeting Dates Scheduled. The Board set the South Idaho Board State highway tour program for October 28 through 31, and the regular stated meeting at Boise, Monday, October 26 and Tuesday, October 27.

The November Board meeting was set for Monday, November 16, through Wednesday, November 18; with the Forest Highway 1965 Construction Fund allocation public hearing to be held Thursday, November 19, subject to the concurrence of the U.S. Bureau of Public Roads and the U.S. Forest Service.

The Board set Thursday, October 8, for the on-the-ground review of various alternate routes on the Coeur d'Alene East Interstate location. State Highway Engineer Mathes was requested to urge U.S. Bureau of Public Roads' Idaho Division Engineer Gunderson to accompany the Board. No local meetings are contemplated by the Board on this visit.

WHEREUPON, the Board adjourned until its next meeting scheduled for September 21 through September 23, 1964.

Read and Approved
September 22, 1964
Boise, Idaho



W. C. BURNS, Chairman

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

September 21, 22, & 23, 1964

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 21, 1964. Present were:

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

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

S-6768(3) - The work consists of constructing the roadway, drainage structures, 140' and 320' concrete bridges and a roadmix bituminous surfacing on 5.210 miles of the Lyman Sunnydell Road, Archer - Ririe, in Jefferson and Madison Counties - Federal Aid Secondary and County financed. The contract was awarded to Portneuf Lumber & Supply Company, Inc., Pocatello, Idaho, the low bidder, on August 31, 1964 in the amount of \$363,589.85.

S-2730(1) - The work consists of constructing the roadway, drainage structures, base course and a roadmix bituminous surface on 4.576 miles of the Airport Road, in Twin Falls County - Federal Aid Secondary and County financed. The contract was awarded to Twin Falls Construction Company, Twin Falls, Idaho, the low bidder, on August 31, 1964 in the amount of \$261,394.45.

S-6851(1) - The work consists of placing aggregate base, a roadmix bituminous surface and seal coat on 6.443 miles of the Taylorville Road, in Bonneville County - Federal Aid Secondary and County financed. The contract was awarded to Carl E. Nelson Construction Company, Inc., Logan, Utah, the low bidder, on August 31, 1964 in the amount of \$136,405.80.

I-80N-3(14)185 (Sec. "A") - The work consists of constructing a 4-lane divided roadway, drainage structures, a concrete machine pass, a cement stabilized base, a plantmix bituminous surfacing and signing on 7.093 miles of Interstate Highway No. 80N, SH-50 - Eden Hazelton I.C., in Jerome County - Federal Aid Interstate and State financed. The contract was awarded to Earl L. McNutt Co. & Robert V. Burggraf Co., Boise, Idaho, a Joint Venture, the low bidder, on September 1, 1964 in the amount of \$2,903,587.70.

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I-80N-3(14)185 (Sec. "B") (Structures) - The work consists of constructing 2-concrete underpasses and 2-concrete overpasses on 0.044 mile of Interstate Highway No. 80N, SH-50 - Eden Hazelton I.C., in Jerome County - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller Construction Company, Twin Falls, Idaho, the low bidder, on September 1, 1964 in the amount of \$280,852.25.

U-3021(21) & U-3021(22) - The work consists of constructing the roadway, drainage structures, an asphalt stabilized base, plantmix surfacing, illumination and signalization on 1.248 miles of US-30-26 & 20 between Capitol Blvd. & 27th St., known as Idaho Project No. U-3021(21) and for constructing the roadway, drainage structures, an asphalt stabilized base, plantmix bituminous surface, illumination, signing on 0.423 mile of U.S. 30-26-20, and a 26' concrete bridge on connecting road, known as Idaho Project No. U-3021(22) in Ada County - Federal Aid Urban and State financed. The low and only bid received was 18.8% over the engineer's estimate. The bid was rejected and the project will be readvertised at the October 13 bid letting.

Building No. 6022 - The work consists of constructing a shop and office structure at Dubois, Idaho, including all electrical, plumbing, heating, and mechanical installations, Clark County - State financed. The contract was awarded to Aiman Construction Company, Idaho Falls, Idaho, the low bidder, on September 17, 1964 in the amount of \$47,489.00.

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

I-80N-3(18)191	Eden Hazelton I.C. (excl.) - Greenwood I.C. (incl.)
F-2441(19)	S.H. 25 Conn. to Greenwood I.C.
S-SG-3712(3)	Greenleaf Section, East
S-3806(14)	Duck Valley Indian Reservation, North
S-4802(1)	Troy - South
I-15-1(30)17	Deep Cr. - Colton (Slope Repair)
Bldg. No. 1161	Portneuf Port of Entry Bldgs.
S-1707(4)	Deep Cr. Road (Weston Canyon)
I-15-1(20)66	S. Pocatello I.C. - Pocatello Cr. I.C., Bannock County

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F-4201(18) & FL-16(9)	Kooskia - Montana St. Line (U.S. 12)
I-80N-3(15)176	U.S. 93 I.C. - S.H. 50 I.C.
STR-3022(537)	Blacks Cr. Rest Area
F-2361(18)	Malad Riv. Br. - Gridley Br.
S-1847(2)	Shelley Br. & Approaches
I-90-1(50)49	Smelterville I.C. - W.C.L. Kellogg (Riprap)
ST-6471(539)	Rigby N. Culvert Ext. (Jefferson County)

1965 Institutional Road Construction Discussed. The State Park Department presented a list of State institutional road improvements to be considered after the requirements of Farragut (1965 Girl Scout Encampment) needs are met.

In discussing the matter with Governor Smylie, the Governor stated that the Department should check with General Walsh on his return from Washington, D.C. as to his opinion of priority needs of streets and roads in Farragut State Park before allocating any specific amount to Farragut versus other institutional and park roads in the State.

Legal Opinion Rendered on State Highway System in State Parks. Faber Tway, Chief Legal Counsel, informed the Board that, in his opinion, expenditure of State Highway Funds on State park needs would necessitate those roads being placed on the State Highway System, but that connecting roads outside the park not on the State Highway System need not be designated. Roads connecting State parks with State Highways need not be a part of the State Highway System.

Mullan-Lookout Pass Consultant Contract, I-90-1(18)67 & I-90-1(43)69. Assistant State Highway Engineer (Engineering) and Consultant Committee Chairman Christensen reported to the Board that in conformance with the Board's instruction at its August Meeting the Rader contract for Mullan to Lookout Interstate Route 90 had been signed and executed. The contractor hopes to fly the area and get aerial photography done before snow fall might shut the project down until springtime. The extent of work which can be done this fall will be an important factor in meeting dates set forth in the contract.

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Status of City of St. Anthony Appeal to Highway 191 Relocation, F-6471(19). Chief Legal Counsel Tway reported to the Board that he and the St. Anthony City Attorney have stipulated to postpone the matter at issue until November. It appeared that the City Council does not care to finance the court matter and has referred the matter of financing it to the St. Anthony Chamber of Commerce.

Perry Approach Violation Cleared on Chester-Ashton Project. Chief Legal Counsel Tway advised the Board that the approach violation at the Perry property on U.S. 191 on the Chester-Ashton project has been corrected by Mr. Perry. Mr. Perry has agreed to surrender a field approach in exchange for an approach to his house and has agreed to waive any future damage to the potato cellar approach. This was accomplished only after an injunction was served on Mr. Perry regarding the matter.

Report on Bancroft's Request Regarding Flood Drainage Ditch. Assistant State Highway Engineer Christensen reported that the Department recommended "no present action" on Bancroft's request of July 28 until the railroad made a determination as to how they would handle flood drainage as effecting their system in the area, and also subject to the Village of Bancroft's determination regarding the matching of Army Corps of Engineers flood funds offered to the community.

Right of Way Sign Encroachments. State Highway Engineer Mathes reported on outdoor advertising sign encroachments in the various parts of the State, particularly that of the Markham outdoor advertising sign on Interstate Route 90 south of Idaho Falls, "Westbank Motel" and Harding political signs in District 3, District 1, and District 6.

The Board instructed the Department to continue its housekeeping regarding non-highway signs within the highway right of way and easement and setback areas as provided by right-of-way deed.

Upon inquiring of legal counsel regarding adequate notice to violators regarding the removal of signs when found in violation, Mr. Tway recommended that a waiting period after written or verbal notice is given to the owners of the signs in violation of Idaho Code 18-1709 and Idaho Code 40-120, Subsection 18. Specific instructions concerning this matter for the guidance of Department personnel were to be prepared by legal counsel. This was subsequently done and forwarded to each District under date of 24 September 1964.

Close Out of Uncollectible Damage Claims. The Board granted authority to the Legal Division to close out the following claims of damages to State property as uncollectible:

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Donald D. Gudger, guard rail, \$17.57, no address
 Johnathan A. Stroud, guard posts, \$17.45, no address
 James A. Menning, shoulder marker, \$6.77, no address
 Larry G. Morris, highway markers, \$18.18, no address
 Arthur J. Mitchell, post, \$9.53, no address
 Carl J. Hoornaert, marker, \$6.77, no address
 Richard A. Quammen, post, \$6.35, no liability
 William R. Terwilliger, guard rail and post, \$21.56,
 no address
 LaVoy Metzner, guard rail, \$35.97, no address
 Bill Bowne, oil mat, \$195.69, no negligence by Bowne
 Richard J. Capps, posts, \$320.46, damage done while
 car was stolen
 Stan Welch, 1963 Plymouth, \$116.46, no liability
 Emery Allen, guard rail, \$49.87, no liability
 Archie L. Hughes, sign, \$11.75, no address
 Fausteno Flores, highway marker, \$6.28, no address
 Ernest Layland, bridge, \$73.04, no address
 Robert Yozzi, guard posts, \$32.08, no address
 Thomas Kjeldgard, post, \$7.71, no address
 John Taylor, post, \$58.60, no liability
 Berties Poultry Farm, \$7.99, marker, no negligence
 Julius Huber, sign & post, \$26.25, no liability

Chief Legal Counsel Tway reported the collection of \$6,000 for damages to the Emmett Interstate Overpass by the Black Canyon Canal Company. Payment was made by the U.S. Guarantee & Fidelity Company.

Department Statement to Nez Perce National Historical Park Hearing Considered. State Highway Engineer Mathes informed the Board concerning a public hearing that is scheduled at Lewiston, October 9, and expressed the need for Department participation to outline the Department's thinking as to the proposed relocation of U.S. 95 contemplated a short distance north of Whitebird.

Board Chairman Burns directed Mr. Mathes to submit a statement to the Lewiston hearing and to first clear it with Governor Smylie, as the Governor will also testify before the hearing.

Authority for Legal Counsel to Settle with Litigants. The Board authorized Chief Legal Counsel Tway to settle the George Perry and Earl Alexander right of way matter on the west end of the Coeur d'Alene belt loop, up to \$15,000. Authority was also granted for total buyout on the Arthur M. and Dorothy Tate property on the same project in the amount of \$32,500.

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Authority was granted Legal Counsel to negotiate up to the amount of \$15,000 regarding the Lobdell matter in Oldtown on the Oldtown-Priest River Project constructed in 1956.

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

I-80N	I-80N-1(29)45	Nampa-Meridian Irrigation District - \$40,000	
I-80N	I-80N-3(18)191	North Side Pumping Company - \$47,000	
US 20-26-30	F-FG-3022(16)	Minard F. & Cleva Lindsay - \$52,000	Parcel No. 5
I-80N	I-80N-3(18)191	Charles Howard - \$21,900 plus allowing the owner to keep 12 shares of water and retaining and moving his house.	Parcel No. 10

Approval of Total Buyout was given on the following:

I-80N	I-80N-3(18)191	Charles Hohnhorst - \$15,000 total buyout	Parcel No. 7
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Special Warranty Deeds. The Board approved the following special warranty deeds:

I-80N	I-80N-3(15)176	Frederick L. & Ivera Tattersall	Parcel No. 5A
"	"	Arthur N. & Martha Lee Tattersall	Parcel No. 7A

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

US 191	F-6471(13)	Howard & Ruby Perry	Parcel No. 18A
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Request for Point of Access. The Board reviewed two requests for point of access and acted as follows:

US 2	FH 2-1(1)	Larry Billingsley - The Board denied the request for an additional approach but approved a change in use for the existing approach from a farm use to a commercial use.	Parcel No. 15
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US 95 F-4113(20) Weber - Huffman - Parcel No. 3
 The request to change the
 location of approach was
 approved providing he would
 pay the difference between
 the costs of the two approaches.

Orders of Condemnation.
 of condemnation as follows:

The Board approved and signed the orders

I-80N	I-IG-80N-1(23)35	Ambrose W. & Leta F. Johnson	Parcel Nos. 11, 11-E-1 & 11-E-2
I-80N	I-IG-80N-1(23)35	Harmon & Alpha Blalock (Recontact and offer to buy out south portion)	Parcel Nos. 12 and 12-E-1
I-80N	I-IG-80N-1(23)35	Archie R. & Margaret L. Rutledge	Parcel Nos. 13 and 13-E-1
I-80N	I-IG-80N-1(23)35	The Amalgamated Sugar Company	Parcel Nos. 15 & 15-E-1 to 15-E-7 incl.
I-80N	I-IG-80N-1(23)35	Virginia Mervin & the Heirs & Devisees of Chester Mervin, Deceased	Parcel Nos. 16 and 16-E-1
US 30N	F-FG-1024(13) Const. U-UG-1024(21) R/W	Stephen S. & Audrey E. Blair	Parcel No. 19
SH 34	S-1778(6)	Don Richard & Josie H. Telford	Parcel Nos. 6 and 6-E-1
SH 16	S-3832(3)	Herbert G. & Lois Hetherington	Parcel No. 6
SH 16	S-3832(3)	Stella Obermeyer (full offer of correlated re-view plus the pass)	Parcel Nos. 7 and 7-E-1
SH 16	S-3832(3)	Maurice W. & Helen B. Sanders	Parcel Nos. 8 and 8-E-1 to 8-E-5 incl.
SH 16	S-3832(3)	Ellen & Walter P. Scott; Clarence & Alice Beckman	Parcel Nos. 13 and 13-E-1

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Review of Cases Previously Presented to Board. The Board reviewed the following two cases, previously presented, and signed orders of condemnation for the two:

US 30N	F-FG-1023(13) Const.	Old Faithful Beverage Company, a co-partnership composed of W. C. Skinner, Ray E. Groth, and L. Stanley Sell	Parcel No. 9
US 30N	F-FG-1024(13) Const.	Ora Roselle, also known as	Parcel Nos. 12
	U-UG-1024(21) R/W	Ora Thomas Roselle & Mildred Roselle	& 12-E-1

Approval of Agreement Waiving Building Restriction. The Board approved an agreement waiving the building restriction on the following:

SH 27	U-2862(1)	Dale O. & Viola E. Korb
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Approval of Return of House to Property Owner was given on the following:

SH 34	S-1778(6)	Ethel Wireman Erhardt	Parcel No. 4
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TUESDAY, SEPTEMBER 22, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman
 Ernest Gaffney, Vice-chairman
 R. Doyle Symms, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Secretary of the Board

Minutes. The Board approved the minutes of the August Board meeting.

Improvement of West Idaho & West Main Street, Weiser. Mayor Ray Jackson, Councilman Ace Guiver and City Superintendent Charles Stiles, of Weiser, met with the Board urging the improvement of West Idaho and Main Streets State Highway One-way Couplet from West Second to West Seventh Streets. This had been included in the West Seventh Street 1957 overpass project, but was deleted from the project as the City of Weiser was not ready to fulfill its commitments on this section of the one-way couplet in time for contract letting.

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The Board told the delegation the matter would be taken under consideration in future programing.

Realtor and City of Hagerman Requests Exchange of Property in Hagerman. Realtor D. P. Nicholson appeared offering to exchange property owned in Hagerman for the Department's maintenance shed property in Hagerman. The Board stated that, at this time, they did not intend to declare the Department's property as surplus, but would consider an offer from Mr. Nicholson at such time that the property was not needed.

A letter from Hagerman Village Board Chairman Emerson Pugmire was read, wherein the Village of Hagerman would also like to negotiate or trade some Bliss property at such a time as the Department would no longer need the Hagerman shed site property. The Board replied to the letter to the effect that when the Hagerman shed no longer is needed, the Village of Hagerman would be contacted as to what exchange of property or negotiations the Village might have in mind at that time.

Phillips Interstate Right of Way Matter, Hazelton. Next appearing before the Board was Mr. F. F. Phillips of Hazelton regarding right of way negotiation progress of his property needed for the Interstate between the Hazelton-Eden section and State Highway 25.

Mr. Phillips stated he did not care to go into condemnation on the matter and, after the Right of Way Division considered cost of an additional appraisal, together with finding justification for additional damages, was able to settle the matter. Mr. Phillips also reducing his asking price by approximately \$1,300.00. The Board approved a total settlement of \$16,865.00.

Hazelton Right of Way Matters. Appearing before the Board was Attorney Frank Rettig, representing and having with him William Detweiler, W. R. Short and Marvin W. Johnson, all regarding right of way matters on the east end of the Hazelton to State Highway 25 Interstate project.

Mr. Detweiler's position was that the price offered for his land was not comparable to that offered on the Interstate project east of the present one. William Park, Assistant Chief Right of Way Agent, then stated that prices on Detweiler's land were based on land sales found to exist in that part of the country and within that current Interstate Highway project. Chairman Burns explained to Mr. Detweiler that the Department has to abide by regulations that are set forth by the Bureau of Public Roads, tying the Right of Way Division down to what can be justified. Any funds in addition to what can be justified under established right of way negotiation procedure have to come out of State Highway funds and are not participated in the 92% Federal payment for Interstate right of way.

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Mr. W. R. Short desires to sell to the State his entire farm on the appraisal price, but the price of the land needed was not satisfactory to him.

Marvin W. Johnson was not satisfied with the damages and land price. Whereupon, the Right of Way Division, at the suggestion of the Board, agreed to have an additional appraisal made by a fee appraiser on the three projects.

Mr. Rettig agreed then that the Department was negotiating in good faith and agreed to stipulate possession of the properties to include a clause stating that the Department did bargain in good faith.

Rader Consultant Contract Objection. Next appearing before the Board was Senator Cecil Andrus, Clearwater County, taking exception to the Board's participation in developments leading to the contracting with Rader & Associates of Miami, Florida, of Interstate Route 90, Mullan to Lookout Pass, for consulting engineering design and complete plan service by this consulting engineering firm.

Chairman Burns explained to Senator Andrus several times that the Montana Highway Commission had contacted the Board of Highway Directors stating that they were negotiating with Rader & Associates for the Saltese to Lookout section in Montana, and that, should Idaho be able to successfully negotiate contract with Rader, there might be substantial savings effected thereby to both Idaho and Montana.

Chairman Burns explained that the two commissions met in Coeur d'Alene to discuss the matter. The Board then instructed the Department's consulting engineering negotiating committee to include Rader & Associates among the consulting engineering firms to be contacted relative to an interest in Interstate design.

Mr. Christensen then explained to Senator Andrus that Rader & Associates was one of five firms considered by the Department, including two Idaho firms, all being capable of doing the work. In consideration of the Montana request, Rader & Associates was selected first for interview and negotiation. After two meetings, the negotiation was successful, at approximately a 5 per cent saving below the normal "consulting engineering curve" of recommended fees for such a combination sized project amounting to approximately \$17 million in construction costs; the fee negotiated for the Idaho section being \$402,000.00.

Before leaving, Senator Andrus stated that he thought the Board completely disregarded the Idaho firms, which was a mistake and contrary to Board policy dated August 18, 1962. Chairman Burns stated that policies are solely that of the Board and can be waived by the Board when it sees fit, should such waiver be to the benefit of the State of Idaho. In this case, there is a \$22,000 benefit to the State of Idaho.

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Senator Andrus stated that at the rate of 3 per cent which Idaho firms have been doing work for the State, the savings should have been \$75,000 to \$100,000.

Senator Andrus asked if it is too late to nullify the agreement. Chairman Burns stated time is getting late and the firm must get the aerial photographing and plotting this fall.

Clarence Beckman Regarding Right of Way Matter, Southeast of Emmett.
Next appearing before the Board was Clarence Beckman regarding right of way matters of his property as it will be affected by the relocation of State Highway 16 southeast of Emmett. After Mr. Beckman stated his need for livestock water on his property that will be separated from a drainage ditch that now waters his livestock. The Board suggested to the Department that in negotiating with Mr. Beckman two or four 12" equalizer pipes might be placed under the highway to enable Mr. Beckman to continue the watering of his livestock from the same drainage ditch now being used.

Mr. Beckman, in leaving, thought this would solve the problem that was holding up the right of way negotiation.

WEDNESDAY, SEPTEMBER 23, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman
Ernest Gaffney, Vice-chairman
R. Doyle Symms, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

Access Control was approved by the Board as follows:

<u>I-90-1(45)67</u>	<u>Mullan East and West</u>	<u>Full Control</u>
<u>I-90-1(44)69</u>	<u>Montana State Line - West 3.4 Miles</u>	<u>Full Control</u>
<u>I-IG-80N-1(23)35</u>	<u>I-80N, West Nampa Interchange (excl.) to U.S. 30 Interchange Northeast of Nampa (excl.)</u>	<u>Full Control</u>
<u>F-2441(9)</u>	<u>S.H. 25, Jerome East 8.3 Miles</u>	<u>Standard Approach Policy</u>

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F-3281(9)

Urban connection from West Nampa Interchange of I-80N to U.S. Highway 30 in Nampa - Full Control from the Interstate Interchange to Barbara Street. Partial Control, limited to existing approaches both in number and type of use to be extinguished when use changes, and to existing and future public thoroughfare connections as shown on plans for this project from Barbara Street to U.S. Highway 30.

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:

FHP 4-1(2), Copeland - Porthill, Boundary County - Northern Lights, Inc. and General Telephone Company of the Northwest.

I-90-1(21)42, 1.3 Mi. East Cataldo - Pinehurst I.C., Shoshone County - General Telephone Company of the Northwest.

S-1847(2), Shelley Bridge & Approach, Bingham County - Mountain States Telephone & Telegraph Company and Utah Power & Light Company.

After reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

I-15-1(13)66, (20)66, South Pocatello I.C. - Pocatello Cr. I.C., Bannock County - Idaho Power Company, Intermountain Gas Company and Mountain States Telephone & Telegraph Company.

Speed Limits in Kellogg (I-90, US 10). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on I-90 and US 10 in the City of Kellogg, from the west city limits (MP 50.55) to Interchange with I-90, US 10, as recommended and stated in marked Exhibit A-77, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Shoshone (US 93, 20T, 26). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 93, 20T, 26 in the City of Shoshone, from the south city limits (MP 73.35) to east city limits (MP 180.30), as recommended and stated in marked Exhibit A-78, which is made a part hereof with like effect as though extended in full herein.

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Speed Control Zones in District 4 (US 12 & SH 7). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 12 & SH 7, from the east of junction with US 95 to Kooskia to Montana State Line, as recommended and stated in marked Exhibit A-79, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 4 (US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95, from north of Adams County line to Benewah County Line, as recommended and stated in marked Exhibit A-80, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (I-90, US 10). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-90, US 10, from Coeur d'Alene urban extension to east of Kellogg, as recommended and stated in marked Exhibit A-81, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 10). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 10, from State Line Village to Montana State Line, as recommended and stated in marked Exhibit A-82, which is made a part hereof with like effect as though extended in full herein.

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

Intersection of Fairview Avenue and Orchard Street
to

Intersection of Warm Springs Avenue and Broadway Avenue

as recommended and stated in marked Exhibit A-83, which is made a part hereof with like effect as though extended in full herein.

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

Intersection of U.S. Highway 30 and State Highway 51

as recommended and stated in marked Exhibit A-84, which is made a part hereof with like effect as though extended in full herein.

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Lewiston Traffic Control Signals. The Board authorized the City of Lewiston to operate and maintain traffic control signals at 16 intersections in the City of Lewiston, as recommended and stated in marked Exhibit A-85, which is made a part hereof with like effect as though extended in full herein.

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

Intersection of 11th Avenue South and 1st Street South
 Intersection of 11th Avenue South and 2nd Street South
 Intersection of 11th Avenue South and 3rd Street South
 Intersection of 3rd Street South and 7th Avenue South
 Intersection of 3rd Street South and 12th Avenue South
 Intersection of 12th Avenue South and 7th Street South
 Intersection of 3rd Street South and Ord Boulevard

as recommended and stated in marked Exhibit A-86, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 95). The Board approved the removal of a portion of State Highway No. US 95 beginning at a point 1.055 miles north of Lapwai and ending at a junction with State Highway No. US 12, 6.822 miles east of Lewiston, as shown in official Exhibit B-17, which is made a part hereof with like effect as though extended in full herein.

Designation of State Highway 18. The Board approved the designation of State Highway No. 18 beginning at the Oregon State Line west of Roswell and extending east via Roswell to a junction with US 20 in Parma, as shown in official Exhibit B-18, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 95). The Board approved the removal of a portion of State Highway No. US 95 beginning at a point 1.725 miles north of Wilder and ending at a junction with State Highway No. 18, 0.5 mile east of Roswell, as shown in official Exhibit B-19, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (S.H. 68). The Board approved the removal of a portion of State Highway No. 68 beginning at a point 18.145 miles northeast of Mountain Home and ending at a point 1.560 miles north of Cat Creek Summit, as shown in official Exhibit B-20, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 93A-26). The Board approved the removal of a portion of State Highway No. US 93A-26 beginning at a point 5.720 miles east of Richfield and ending at a point 8.776 miles west of Carey, as shown in official Exhibit B-21, which is made a part hereof with like effect as though extended in full herein.

Hearing Determination, Buhl to Filer US 30 Relocation, F-2361(11). The Board considered the transcript taken at the public hearing held in Buhl, Idaho, August 26, and having considered the economic effects of the location, instructed the Department to proceed with engineering on the corridor location as developed in the hearing plan sheet submitted at said hearing.

Construction moneys have not been programed for this project.

Hearing Determination - Location of Interstate Route 90 from Coeur d'Alene West, Kootenai County, Idaho, I-90-1(24)0. A public hearing was held under State and Federal statutes at the Coeur d'Alene City Hall, Coeur d'Alene, Idaho, at 8:00 p.m., Thursday, September 17, 1964.

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

The Board finds and determines the following changes in the State Highway System as proposed in the hearing brochure dated September 1964, and the same being the subject of said hearing concerning the above project within and in the vicinity of Coeur d'Alene, Kootenai County, Idaho, to wit:

1. The Idaho Department of Highways will proceed with the proposed location and construction of Interstate Route 90 and the proposed changes in the State Highway System as outlined in the hearing brochure submitted at said hearing.
2. The Board has directed the Department to completely analyze the effect this Interstate routing will have on the existing Northwest Boulevard interchange and the frontage road network that will be required to properly serve the West Coeur d'Alene area.

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

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Hearing Determination - Location of Interstate Route 90 Through State Line, Kootenai County, Idaho, I-90-1(24)0. A public hearing was held under State and Federal statutes at State Line Gardens, in the Village of State Line, Idaho, at 2:30 p.m., Thursday, September 17, 1964.

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

The Board finds and determines the following changes in the State Highway System as proposed in the hearing brochure dated September 1964, and the same being the subject of said hearing concerning the above project within and in the vicinity of State Line, Kootenai County, Idaho, to wit:

1. The Idaho Department of Highways will proceed with the proposed location and construction of Interstate Route 90 and the proposed changes in the State Highway System as outlined in the hearing brochure submitted at said hearing.
2. An interchange in the vicinity of the Pleasant View Road will require justification based on an engineering analysis during design of the project.

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

Hearing Determination - Location of Interstate Route 90 Through Post Falls, Kootenai County, Idaho, I-90-1(24)0. A public hearing was held under State and Federal Statutes at the Odd Fellows Hall, in the Village of Post Falls, Idaho, at 2:30 p.m. Wednesday, September 16, 1964.

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

The Board finds and determines the following changes in the State Highway System as proposed in the hearing brochure dated September 1964, and the same being the subject of said hearing concerning the above project within and in the vicinity of Post Falls, Kootenai County, Idaho, to wit:

1. The Idaho Department of Highways will proceed with the proposed location and construction of Interstate Route 90 and the proposed changes in the State Highway System as outlined in the hearing brochure submitted at said hearing.

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2. Before the present US 10 is removed from the State Highway System as covered in the hearing brochure, the Department will provide Fifth Street and Sixth Street, between Spokane Street and Idaho Street, and Fourth Street East from Spokane Street to present US 10, with an oiled surface, to be maintained by the Village of Post Falls.

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

Hearing Determination - Location of Interstate Route 90 Through Huetter, Kootenai County, Idaho, I-90-1(24)0. A public hearing was held under State and Federal statutes at Joe's Cocktail Bar, in the Village of Huetter, Idaho, Wednesday, September 16, 1964, at 8:00 p.m.

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

The Board finds and determines the following changes in the State Highway System as proposed in the hearing brochure dated September 1964, and the same being subject of said hearing concerning the above project within and in the vicinity of Huetter, Kootenai County, Idaho, to wit:

The Idaho Department of Highways will proceed with the proposed location and construction of Interstate Route 90 and the proposed changes in the State Highway System as outlined in the hearing brochure submitted at said hearing,

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

Hearing Determination - Relocation of US 191-20 Through Rexburg, Madison County, Idaho, F-6471(19) & (29). A public hearing was held under State and Federal statutes at the Madison County Courthouse, Rexburg, Idaho, at 8:00 p.m., Monday, September 14, 1964.

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

The Board finds and determines the following changes in the State Highway System as proposed in the hearing brochure dated September 1964, and the same being the subject of said hearing concerning the above project within and in the vicinity of Rexburg, Madison County, Idaho, to wit:

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The Idaho Department of Highways will proceed with the proposed relocation and construction of US 191-20 and the abandonment of the State Highway System as outlined in the hearing brochure submitted at said hearing,

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

Report on Homedale City Council Meeting Regarding US 95. The Planning & Traffic Division reported on a meeting with the Homedale City Council, where the proposed relocation of US 95 in the vicinity of Homedale was conveyed to them from the Board's Thinking presented at the August Board Meeting.

No opposition was indicated by the City and at the conclusion of the meeting, Urban Engineer Crossley asked for the City's position in writing at an early date regarding the proposed location as presented.

Coeur d'Alene East Interstate Route Location Study Revised, I-90-1(15)16, I-90-1(16)21 and I-90-1(14)21. The Planning & Traffic Division brought the Board up to date on a revised corridor location line higher on the hill side from Coeur d'Alene to Blue Creek Bay than that presented at public hearing in Coeur d'Alene on August 14, where opposition was demonstrated to the then proposed hill side route. The revised proposal would also restore all lake shore accesses from Blue Creek Bay Bridge to Wolf Lodge interchange by means of a frontage road costing approximately \$300,000.

Additional engineering data and information requested of the Department regarding the hill top route will not be available until sometime in November, the Board was told. The Board determined, however, to go over the various lines on the ground October 8, rather than wait until all the data is available. Later the likelihood of snow in the area would prevent a satisfactory on the ground inspection of the alternate location lines.

The Board again withheld its determination of the hillside route presented at public hearing in July.

Bliss to Jerome, Interstate Route Locations Presented. The Planning Section submitted, for Board consideration, a review of proposed locations for Interstate Route 80N between Bliss and Jerome. The proposals included: an alternate overlaying the present State Highway 25 location; a second alternate being east of the railroad between Bliss and Jerome; and a combination route laying east of the railroad from Bliss to Wendell and overlaying State Highway 25 from Wendell to Jerome.

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After analyzing all economic considerations and engineering data, the Board requested the Department to proceed on the basis of improving the present State Highway 25 location for the entire section between Bliss and Jerome, and to report back to the Board after discussing the information with Bliss, Wendell and Jerome local governing officials. The discussions should solicit their support of the proposed location before going to public hearing.

Improved Signing Considered at Lost Trail Pass. Planning & Traffic Engineer Pearring reported to the Board that the Department, the Forest Service, and the U.S. Bureau of Public Roads are having a meeting arranged at Lost Trail Pass to improve signing at the Idaho border.

Study of 70 Mile Per Hour Section of State Highway 28 Explained. State Traffic Engineer, M. W. Lotspeich, described to the Board the location of the north end of the 70 mph zone on State Highway 28 which begins just north of Mud Lake and extends to the Gilmore Divide. He reported the 70 mile zone ended at MP 228 which is approximately 6 miles north of the Gilmore Summit sign. This is approximately 1 mile south of the first curves and 2 miles south of the creek. This is south of the area frequented by black cattle.

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

Chief Legal Counsel Tway to Hesperia, California,
October 20 to take deposition in current legal case

Board Secretary Wayne Summers to Sacramento, California,
October 3 to Council of State Governments Committee on
Highway Policy Problems

Public Information Director Del Klaus to Tuscon, Arizona,
October 20-22 for American Road Building Association Con-
ference

Kent Barber and Reg Good to Portland, Oregon, September
22-25 to confer with BPR on Forest Highway in redesign and
use of BPR computer, Cat Creek Summit to NFD Road project

Personnel Director George Neumayer to Joint BPR-Management
Conference, Portland, Oregon, September 23-25.

Radio Engineer Tony Sternling to AASHO Communications
Conference, Gilbertsville, Kentucky, September 30 to
October 1. Travel authority was previously approved
to attend the meeting May 5 to 9 at Boyne Falls, Michigan.
That meeting was canceled.

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Personnel Actions were approved by the Board effective October 1, 1964:

C. W. Short, Secondary Roads Engineer, to Assistant Secondary Roads Engineer (same salary) (to retire in March 1965)

M. M. Laragan to Secondary Roads Engineer, \$825 to \$909

Clarence Larson to Bridge Engineer

The Board approved the retirement of Walter Albrethsen, Bridge Engineer, to be effective September 10, 1964.

Review of Department Salaries. State Highway Engineer Mathes and the Department Personnel Director Neumayer presented an analysis and comparison of the Department's salaries with those of the States of Nevada, Utah, Wyoming, and Montana.

This analysis shows that Department salaries have fallen behind with indications of further discrepancies when reflected with the increases already given by the other States this year and those proposed for 1965.

After noting that a 5 per cent increase would bring the salaries up to the average of the four surrounding States and after discussion of the current and proposed 1965-67 budget, the Board determined that Department salaries should be increased by this amount.

They directed the Department to work with the Budget Director on the details of the increase but to withhold any announcement pending discussion with the Governor when they meet in October. They further indicated that the Department should direct their efforts towards an effective date of November 1, 1964.

The Board commended the Department for their progressive attitude in several management improvement areas. They singled out the recent program of Construction Inspection and Certification Training which has received national attention. Also recognized was the Department's program of manpower planning, organization, and control. The evidence of the Department's reduction of numbers of personnel and their better utilization speaks well of the employees and Department management.

Chairman Burns observed that the Department should publicize their efforts in order that the citizens of the State are aware of the Department's modern and progressive actions.

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Tel-Pak Comments Discussed. Administrative Officer James Reid and Maintenance Engineer Roy Jump discussed with the Board the present overloading of some of the Tel-Pak lines and envisioning the forthcoming legislative session that the lines will be carrying additional loads. The Board was asked for any solutions it may see in meeting the situation.

Chairman Burns substantiated the overloading of lines by noting that he could not satisfactorily reach Boise from Idaho Falls with Tel-Pak.

Nothing was resolved in solving the problem, but the Department was asked to monitor the Idaho Falls Tel-Pak traffic.

Request to Add Orofino - Grangemont Road to State Highway System Denied. State Highway Engineer Mathes advised the Board of Orofino's desire to place the Orofino - Grangemont road, now on the County Secondary System, on the State Highway System because of the four million dollar plywood plant considered for the Pierce area. In discussing the matter the Board determined that with the present needs and programmed highway construction on the present State Highway System in the Orofino area, that improvement of the Grangemont road could probably be realized sooner if it were to remain on the Clearwater Secondary Road System.

Request for Change in Location of Two Approaches to Huffman Property, Whitebird Hill Summit Project. Assistant State Highway Engineer Christensen presented the application of Wayne Huffman requesting the change in location of two approaches to his property on the Whitebird Hill Project.

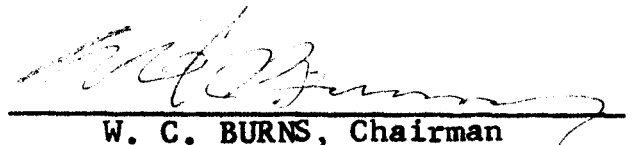
The Board authorized the change provided:

1. That there would not be a traffic hazard because of the change from a location of unlimited sight distance to a location of restricted sight distance.

2. That the applicant pay the additional cost of constructing the approaches at the new locations, estimated at \$1,250.

WHEREUPON, The Board adjourned until its next meeting scheduled for October 26 & 27, 1964.

Read and Approved
October 27, 1964
Boise, Idaho


W. C. BURNS, Chairman

September 23, 1964

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

Boise - October 26 & 27, 1964

South Idaho Tour - October 28, 29, 30 & 31, 1964

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, October 26, 1964. Present were:

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

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

I-15-1(30)17 - The work consists of repairing slopes and placing embankment protectors at various locations on the Deep Creek - Colton section of Interstate Highway 15, in Oneida County - Federal Aid Interstate and State financed. As there were no bids received, the project will be readvertised in the spring.

I-15-1(20)66 - The work consists of constructing a 4-lane divided roadway, 3 twin concrete overpasses, 1 concrete underpass, a concrete retaining wall, drainage structures, a plantmix bituminous surface, signing and illumination on 4.016 miles of Interstate Highway No. 15, So. Pocatello I.C. - Pocatello Creek I.C., in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to Rogers Construction Company, Portland, Oregon, the low bidder, on October 5, 1964 in the amount of \$2,273,003.00, Alternates No. 1 & 3.

F-4201(18) & FL-16(9) - The work consists of installing delineators and guard rail at various locations along Highway U.S. 12, between Kooskia and the Montana State Line, in Idaho County - Federal Lands Project and Federal Aid Primary and State financed. The contract was awarded to Howard L. Fosnot Co., Potlatch, Idaho, the low bidder, on October 12, 1964 in the amount of \$121,501.75.

F-2361(18) - The work consists of constructing the roadway, drainage structures, an 87' concrete bridge and a plantmix bituminous surface on 6.000 miles of U.S. 30 & 30S., Malad River Bridge to Gridley Bridge, in Gooding County - Federal Aid Primary and State financed. The contract was awarded to Duffy Reed Construction Co., Twin Falls, Idaho, the low bidder, on October 12, 1964 in the amount of \$866,969.65.

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S-1707(4) - The work consists of constructing the roadway, drainage structures and roadmix bituminous surfacing on 2.691 miles of the Deep Creek Road, Weston Canyon, in Franklin County - Federal Aid Secondary and County financed. The contract was awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, on October 12, 1964 in the amount of \$109,046.65.

Building No. 2341 - The work consists of constructing a Port of Entry Building, which includes scales, pump, all electrical, plumbing, heating, air conditioning, and mechanical installations, Cassia County - State financed. The contract was awarded to Hunter-Saucerman Construction, Inc., Idaho Falls, Idaho, the low bidder, on October 19, 1964 in the amount of \$91,980.00.

Port of Entry Building No. 1161 - The work consists of constructing a Port of Entry Building, which includes scales, pump, all electrical, plumbing, heating, air conditioning, and mechanical installations, in Bannock County - State financed. The contract was awarded to Hunter-Saucerman Construction, Inc., Idaho Falls, Idaho, the low bidder, on October 19, 1964 in the amount of \$88,690.00.

I-80N-3(15)176 - The work consists of constructing the roadway, drainage structures, cement treated base, plantmix bituminous surfacing, 220' concrete underpass and 2 - 24' concrete overpasses on 8.118 miles of Interstate Highway I-80N, U.S. 93 (I.C.) to SH-50 (I.C.), in Jerome County - Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on October 20, 1964 in the amount of \$2,262,706.60.

U-3021(21) & U-3021(22) - The work consists of constructing the roadway, drainage structures, an asphalt stabilized base, plantmix surfacing, illumination and signalization on 1.248 miles of US 30-26 & 20, between Capitol Boulevard & 27th St., known as Idaho Federal Aid Project No. U-3021(21) and for constructing the roadway, drainage structures, an asphalt stabilized base, plantmix bituminous surface, illumination, signing on 0.423 mile of U.S. 30-26-20, and a 26' concrete bridge on connecting road, in Ada County - Federal Aid Urban and State financed. The contract was awarded to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, on October 20, 1964 in the amount of \$884,835.65.

ST-6471(539) - The work consists of extending 4 existing concrete culverts on US-191, Rigby North, in Jefferson County - State financed. The contract was awarded to Portneuf Lumber & Supply Co., Pocatello, Idaho, the low bidder, on October 23, 1964 in the amount of \$13,369.00.

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Stockpile Project No. 4499 - The work consists of furnishing aggregate surfacing and sanding material in stockpiles adjacent to the Jct. of US-95 & 95 Alt., near Potlatch, in Latah County - State financed. The low and only bid received was 76.09% over the engineer's estimate. The bid was rejected and the project will be readvertised in February.

STR-3022(537) - The work consists of constructing the Blacks Creek Rest Area facilities adjacent to Interstate Highway No. 80N, approximately 10 miles east of Boise, in Ada County - State financed. The contract was awarded to Mel Charlton Excavating, Boise, Idaho, the low bidder, on October 27, 1964 in the amount of \$14,727.85.

SG-5732(5) - The work consists of constructing the roadbed, drainage structures, a roadmix bituminous surface and seal coat and a 175' steel and concrete R.R. Overpass on 0.404 miles of SH-41, Newport-Oldtown, in Bonner County - Federal Aid Secondary and State financed. Five bids were received, with the low bid being 24.863% over the engineer's estimate. The bid was rejected and the project will be readvertised in March.

S-1847(2) - The work consists of constructing a 416' bridge and approaches, a roadmix bituminous surfacing on 0.465 mile of a county road, approximately 2 miles west of Shelley, in Bingham County - Federal Aid Secondary and County financed. The contract was awarded to Portneuf Lumber & Supply Co., Pocatello, Idaho, the low bidder, on October 23, 1964 in the amount of \$207,862.20, Alternates No. 1 & 3.

Stockpile Projects No. 4493 & 4496 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Craigmont and Kamiah, in Lewis County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on October 28, 1964 in the amount of \$65,900.00.

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

S-3803(1)	Mountain Home Air Force Base- Jct. Rt. 3804 (Grandview Road)
S-3804(2)	Jct. Grandview Rd. - Jct. US 30 in Mountain Home
STR-4113(531)	Sheep Creek Roadside Rest Area
F-4114(19)	Jct. US 95 & SH 6 and Jct. US 95 & 95A
I-90-1(29)50	E.C.L. Kellogg - E.C.L. Osburn

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F-FG-5116(8)	Bonnors Ferry Overpass and Business Route
I-15-3(10)179	China Point - 0.5 Mi. S. of Pleasant Valley
F-3281(17) & SU-3752(1)	11th Ave. I.S. & Franklin Road Connection
S-3782(1)	Meridian I.C. - Meridian S.C.L.
S-2703(1) & S-2707(1)	Low Line Canal & Deep Cr. Structures
I-90-1(50)49	Smelterville I.C. & W.C.L. Kellogg
ST-1491(508)	Concrete Culvert on U.S. 91 North of Utah State Line

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-80N-3(15)176, Jct. US 93 I.C., Jct. SH 50 I.C., Jerome County - Mountain States Telephone & Telegraph Co. and Idaho Power Company.

S-SG-5732(5), SH 41, PSH No. 6, Newport, Washington, Oldtown, Washington - Pacific Power & Light Company and Inland Power & Light Company.

SU-3752(1) & SUG-3752(3), Grading & Automatic Crossing Signals, Franklin Road, Nampa - Idaho Power Company and Mountain States Telephone & Telegraph Co.

S-3782(1), SH 69, I.C.S. of Meridian - Meridian S.C.L. - Intermountain Gas Company, Mountain States Telephone & Telegraph Company and Idaho Power Company.

Farragut Park Road Improvement Authorized. The Board authorized the Department to proceed with the road rehabilitation at Farragut State Park and State Highway 54 detour in accordance with the State agreement with the Girl Scout National Council and; this to be accomplished using funds allotted for state parks at an estimate of \$25,000. This estimate encompasses Category I of July 29, 1964 District 5 estimate and covers the roads shown in red on the map attached thereto.

Aerial Mapping Contract Mountain Home - Glenns Ferry Interstate Approved. The Board concurred in the Department's contracting with Aerial Mapping Company and Columbia Aerial Mapping Company for aerial mapping a corridor between Sebree and Glenns Ferry for Interstate Project No. I-80N-2(18)94, Elmore County, as outlined in said contract for \$44,000.

Village of Huetter Interstate Interchange North of Village. The Board read the request dated October 5 of the Village of Huetter, Louis A. Weaver Board Chairman's request that the Village would approved the proposed location of Interstate Route 90 in the vicinity of Huetter only if a interchange were provided at Huetter. The letter stated that the Village, whose total revenue in 1963 amounted to \$1,455.30, would suffer a economic loss without the requested interchange.

The Board determined not to reopen the hearing decision of the Board dated September 23, as similar economic factors brought out by Chairman Weaver's letter were considered in their full light when the Board made its decision and directed the Board Secretary to so inform Chairman Weaver.

LaVern Anderson North Approach - Project S-2862(3). LaVern Anderson's request to have the two lanes in front of his north approach closed (median gore moved southerly to clear his approach) to make it more convenient. The Board denied the request and directed the Board Secretary to so inform Mr. Anderson.

State Forester's Request for Department's Surplus Land at Beeches Corner. State Highway Engineer Mathes presented a request from the State Forester for 3.6 acres of land at Beeches Corner. The State Forestry Department desires to build an eastern Idaho Forestry Division Office should the Department declare surplus that part of land owned at the Y adjacent at the east side of the intersection U.S. 20-191 and U.S. 26. This property was originally purchased when the present highway location was built at that point for the purpose of building an interchange.

U.S. 20-191 now being planned to bypass this section to the northwest enabled the Board to declare the 3.6 acres surplus and to be sold to the State Forestry Department at its appraised value. The Right of Way Division will proceed with the appraising of the property.

Maintenance Shed Site and Stockpile East of Fairfield. Assistant State Highway Engineer McCrea presented for Board consideration the purchase of a maintenance shed site and stockpile site east of Fairfield on the north side of S.H. 68 containing 10 acres which can be purchased for \$2,000. To this the Board concurred.

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Snow Removal Contract with Ada County for Bogus Basin Road Terminated. The Board concurred in the Department's negotiation with Ada County wherein said County will henceforth do the snow removal on Bogus Basin Road. The snow removal has been done by the Department on a cost contract basis.

The Board declared surplus two pieces of snow removal equipment which has been in use in the Department for 26 years and at the request of Ada County has approved turning said equipment over to said County.

Research Project No. 35, Truck - Trailer Double and Triple Units, Dated September 1964, Review. The Board reviewed the Research Project publication and authorized the Department to charge a cost of printing fee for reruns of the booklet.

The Department entered into the Research Project strictly as an observer of its relation to highway operations. For this reason, the Research Project booklet contains no conclusions.

\$100,000 of Land and Water Conservation (Department of Interior) Federal Aid Moneys Requested. The Board in response to the Governor's office inquiry of the amount of federal aid moneys available under H.R. 3846 the Department might use in the next fiscal year for highway roadside park improvements. The Board requested the ear-marking of \$100,000 of federal aid funds to be used in 1965. This is to be matched 50-50 with the state highway funds for the purchase or improvement of roadside rest areas on the State Highway System.

Participation Denied in Damage Claim on Fourth of July Canyon - Roselake Jct. Project. Coeur d'Alene Attorney Gene Miller, Attorney for Slate & Hall, Inc. and the contractor's insurance carrier, requested Department's participation in the amount of \$250 of a \$800 settlement they have negotiated in a damage claim brought by property owners against Slate & Hall, Inc., prime contractor for Project I-90-1(1)21.

Damage was occasioned by unprecedented spring runoff depositing soils from the Interstate project while under construction on farm land downstream from said highway project. The Board denied Department participation in the damage claim.

Extension of State Highway 77, Malta to Interstate at Sublet, Receives No Action. The Board, after reading a request of the Raft River Highway District for the Board to extend State Highway 77 to Malta to the Interstate I-80N at Sublet proposed interchange, directed the Board Secretary to reply that no action on the request was taken by the Board. The Board did note that the Highway District has not applied as yet to have the proposed road placed on the County Highway District Secondary Road System.

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Board Meets with Governor Smylie. The Board discussed the matter of contemplated Department salary raises December 1 with Governor Smylie, who approved the request with the provision that the Department retain sufficient moneys in its forthcoming legislative budget to adequately finance the State Employees Retirement Program, due to be activated July 1, 1965, as provided by the 1963 Legislation.

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

Assistant State Highway Engineer N. L. McCrea to Council of State Governments Meeting, Cheyenne, Wyoming, November 16 - 20.

Material Engineer Harry Day to Portland November 15-16 for Bureau of Public Roads Materials Regional Meeting.

Chief Legal Counsel Faber Tway to Hesperia, California November 10 to take deposition in East Idaho Snake River Mining Claim Litigation.

Chief Legal Counsel Faber Tway to represent the Department and the U.S. Attorney General in the American Oil Motor Fuels Tax Case December 7 before the U.S. Supreme Court in Washington, D. C.

Personnel Actions were approved by the Board effective November 1, 1964:

Design Engineer Frank Leonard's resignation.

M. N. Jensen's promotion from Assistant District Engineer, District 2, to Design Engineer, Boise (\$786 - \$866).

Stella Obermeyer and Legal Counsel, Clarence Higer, Appearing Before the Board Regarding Her Right of Way Matters on S.H. 16 - Freezeout Hill Project. Mr. Higer attempted to have the cost of a vehicle pass amounting to \$12,872 deleted from the plans and in lieu thereof add that to the damages offered without constructing the underpass.

The Board informed them that the Department could not collect the cost of an underpass that was not built into the project and therefore was in no position to pass on to the property owner said costs.

The Board offered Mrs. Obermeyer \$3,693 provided she build the access road across the Sanders property to the north to standards that she would determine fit. Also, this amount would be paid in addition to our \$13,300 appraisal and only if the pass was not installed. The access road across the Sanders property is necessary only if the pass is not installed.

In conclusion, the Right of Way Division stated that they were in a position to settle the right of way matter for \$13,300 without the underpass or for \$7,700 plus the construction of the underpass. Mr. Higer requested two weeks time to make the decision as to whether they would accept or reject the two alternates offered.

TUESDAY, OCTOBER 27, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman
Ernest Gaffney, Vice-chairman
R. Doyle Symms, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board approved the minutes of the September Board meeting.

Access Control was approved by the Board as follows:

<u>F-4113(33)</u>	<u>McKinzie Creek Section</u>	<u>Partial *</u>
<u>F-4113(37)</u>	<u>Slate Creek Section</u>	<u>Partial *</u>

* PARTIAL ACCESS CONTROL

Public Road Connections

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

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

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation, as shown by the plans, 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.

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New Private Approaches

New private approaches may be allowed, as shown on the plans, for ownerships not now having an approach to the highway.

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

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

Use of Private Approaches

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

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

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs.

Speed Control Zones in District 1 (SH 34). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 34, from the Utah State Line to the Wyoming State Line, as recommended and stated in marked Exhibit A-87, which is made a part hereof with like effect as though extended 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 12 intersections in the City of Coeur d'Alene, as recommended and stated in marked Exhibit A-88, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (SH 86). The Board approved the removal of State Highway No. 86 beginning at a junction with Federal Aid Secondary Route No. 1731 at Dayton and extending easterly to a junction with State Highway No. US 91 in Preston, as shown in official Exhibit B-22, which is made a part hereof with like effect as though extended in full herein.

Coeur d'Alene East Interstate Hearing Planned for December 14. The Highway Board, having gone over on the ground the various routes under study east of Coeur d'Alene to Wolf Lodge Bay October 8th, as proposed for Interstate Route 90, inquired of the Department if the additional cost data requested and the southern limits of the Hillside route could be staked on the ground for public viewing by December 1st. If so, the Board would like to hold a public hearing on a route by December 14th, and on the basis of the above data, choose a route at the November meeting on which to base the December hearing.

Planning & Traffic Engineer Pearring stated that the Planning & Traffic Division would gear their work to meet those dates and the Board could expect a recommended route location to be laid before them at the November 17 Board meeting for their consideration.

Bliss to Jerome Interstate Route Reviewed with Local Government. Planning & Traffic Division reported on meeting with Bliss, Wendell, and Jerome that the proposed railroad route interstate location between Bliss and Jerome was met with mixed views by the local divisions of government.

Due to the work load of Planning & Traffic Division, the Board authorized the requested public hearings to be held sometime in March or April and made no expression of changing their position taken at their September meeting from that of the so-called railroad route which overlays in most part the present location of State Highway 25.

Northwest Nampa Interstate Connection Approved. The Board read the hearing transcript taken at the September 30 public hearing and after considering the economic effects of the proposed location made no changes. The hearing was held under Federal statutes.

1965 Construction Program and Five Year Planning Program Reviewed. The Board again reviewed the 1965 Interstate Primary and Secondary Construction Program as well as the Five Year Planning Program.

Various Modifications and Treatment of Jct. US 30 North and SH 34 at Alexander Submitted to Board. Assistant State Highway Engineer Christensen reported on the various modifications that might be considered by the Board regarding the improved operation of Jct. US 30 North and SH 34 at Alexander.

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Orders of Condemnation. The Board approved and signed the orders of condemnation as follows:

US 30N	F-FG-1024(13) U-UG-1024(21) R/W	Old Faithful Beverage Company, a co-partnership composed of W.C. Skinner, Ray E. Groth, & L. Stanley Sell	Parcel No. 9
US 30N	F-FG-1024(13) U-UG-1024(21) R/W	Ora Roselle, also known as Ora Thomas Roselle & Mildred Roselle	Parcel Nos. 12 & 12-E-1
US 95	F-3112(13)	G.B. & Marion Esther Sallee; Roger Lincoln & Helen M. Lincoln	Parcel No. 50
SH 34	S-1778(6)	Gloyd L. & Geraldine S. Bennett	Parcel Nos. 16, 16-E-1, 16-E-2 and 16½

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

US 30N	F-FG-1024(13) U-UG-1024(21) R/W	Gregoire & Desault Investment Company (City Motors) - \$45,000	Parcel Nos. 3 and 3½
I-80N	I-80N-1(22)50	Ada County - \$350,000	Parcel No. 49
I-80N	I-IG-80N-1(23)35	The Amalgamated Sugar Company - \$24,930	Parcel No. 15
I-80N	I-80N-3(18)191	Northside Pumping Co. - \$30,101.86	

Log Regarding Condemnation Cases Requested. The Board requested the Right of Way Division to submit a log of the following information regarding condemnation cases:

1. Coordinated appraisal prices.
2. Settlement prices.
 - a. When settlement is obtained without going to court.
 - b. Settlement obtained in court.

Approval of Special Deed was given on the following:

US 191 FHP-34-A7 Rex Price etal Last Chance

Approval of Condemnation Settlement was given on the following:

SH 74 U-2727(2) Kenneth Webb - Parcel No. 9
 The Board approved a
 settlement of \$8,000
 plus return of the
 improvements to the
 owner.

Final Condemnation Offer Requested. The Board instructed the Chief Right of Way Agent to make a final offer of \$10,200 for right of way and damages to the remainder to George W. & Dorothy A. Wurst, owners of Parcel No. 10 on Interstate I-80N-1(29)45.

WEDNESDAY, OCTOBER 28, 1964

The Board convened in Boise Wednesday morning, October 28, for a tour of South Idaho. Those on the tour were:

W. C. Burns, Chairman
 Ernest Gaffney, Vice-chairman
 R. Doyle Symms, Member
 E. L. Mathes, State Highway Engineer
 R. B. Christensen, Assistant State
 Highway Engineer (Engineering)
 Wayne Summers, Secretary of the Board
 H. T. Gunderson, Idaho Division Engineer,
 U. S. Bureau of Public Roads, Boise

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

The Board toured S.H. 21, U.S. 93, U.S. 30 to Burley; I.S. 80N & 15W to Pocatello; I.S. 15 & U.S. 91 to Preston; S.H. 36 to Montpelier; U.S. 30N to Wyoming border and return to Pocatello. I.S. Route 15 to Idaho Falls; U.S. 191 to St. Anthony; S.H. 88 to Sage Jct.; I.S. 15 to Armstead, Montana; and S.H. 29 from Montana Line to Leadore; and S.H. 28 to Salmon. U.S. 93 - Lost Trail Pass thence to Challis and Arco, and U.S. 20 to Idaho Falls, concluding the tour.

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Jerome Meeting, October 28. The Board met with the Jerome Chamber of Commerce where Blake Patterson, President, requested Board consideration for early reconstruction of S.H. 25 from the Jct. U.S. 93 east to Perrine siting.

The group indicated pleasure with the present highway construction in the area.

Preston Chamber of Commerce Meeting, October 29. Tom Heath urged the Department to extend the length of the Cleveland Thatcher job and offered to assist in solving any right of way problems that might occur as the project progresses.

The Delegation urged an accelerated construction program of S.H. 34 toward Alexander as it is the life line of tourist travel for Yellowstone Park traffic that is being routed elsewhere over more modern highway facilities.

Montpelier Meeting, October 29. Frank Sorgatz urged the completion of U.S. 30N to the Wyoming line and the expediting of the Washington Street Overpass in Montpelier.

Reconstruction of the Georgetown U.S. 30N "bottleneck" was requested if highway moneys are accelerated.

President Tapper of the Montpelier Chamber of Commerce urged early construction of U.S. 89 from Paris to Montpelier as it is dangerous and Yellowstone traffic is being lost to other routes.

Car dealer Mr. Rich repeated the request for a sign to the Municipal Airport off of U.S. 89.

Senator Transtrum mentioned the matter of widening the road and narrow bridge from Paris to Montpelier and that the shoulders should be bladed up from St. Charles to Montpelier.

Meeting at Jct. U.S. 30N & S.H. 34 Alexander, October 29. The Board and Engineers met with Senator Whitworth (Caribou) on the ground at the junction of S.H. 34 and U.S. 30N as a result of the local opinion being that improvements could be made in the traffic operation characteristics of the junction.

It was determined by the Board that the Department would undertake a minor improvement project to develop a (T) intersection of S.H. 34 with U.S. 30 and provide additional width on U.S. 30 to accommodate left turning traffic.

October 29, 1964

Soda Springs Meeting, October 29. The Board met with Soda Springs Mayor and City Council who urged a railroad overpass or underpass on U.S. 34 for better connection to U.S. 30.

Employment of 175 additional people with the El Paso Gas Company's new fertilizer installation is contemplated and will accelerate the need for the improved connection to U.S. 30N.

Mayor Stoddard requested that the overpass be given priority over the urban section proposed on U.S. 30N.

Mr. Mathes stated that the grade separation project is not in the five year planning program or five year reconnaissance survey and right of way program. He stated that a number of problems are involved that will have to be answered before programing can be entered into. The selection of a structure type (overpass or underpass) must be determined along with its location and confirmation of what existing at grade railroad crossings would be closed. He explained that the street improvement program contemplated has not been advanced because its deficiency is not too bad.

In resolving many of these questions, Mr. Mathes stated that it would be very much in order for the City and the Department to arrange meetings and resume planning studies to help solve these problems.

Mr. Burns stated that street improvement of U.S. 30N is scheduled for 1967 in the five year program, and that these construction moneys are programed solely on a year to year basis and therefore is not a definite commitment for the year 1967.

The Mayor asked that someone from the Department Planning Section meet with the City Council.

Pocatello Meeting, October 30. Earl Pond Chairman Pocatello City Commission, asked the Department to study the feasibility of a interchange closer to the airport than the one planned for the Westvaco area.

The stepping up for early construction status on Fish Creek Cutoff was requested.

The Board traveled to Idaho Falls visiting the Lava Flow rest area enroute.

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At Idaho Falls the railroad crossing request of Rogers Brothers Processing Plant was viewed. The Board agreed that the requested railroad crossing to serve Rogers Processing Plant in southern Idaho Falls would present severe traffic problems on U.S. 191 and approved the Department's reluctance in granting the request.

Salmon Meeting, October 30. Meeting with the Salmon Chamber of Commerce and Lemhi County Commissioners.

Commissioners Charles Kane and Sam McKinney requested a replacement project for the Carmen Bridge downstream from Salmon on U.S. 93. It was agreed and concurred in by both the County Commissioners and the Highway Board that sometime in the next two or three years the \$200,000 project could be financed with Lemhi County (with possible assistance of other counties) furnishing approximately \$120,000 Federal Aid Secondary Funds and the State Highway Department and Lemhi County splitting evenly the matching moneys required. The Commissioners stated that they would advise the Department of their position when in Boise November 19 at the Forest Highway Meeting.

Charles Herndon and the County Commissioners stressed the importance of modernizing the alignment of the last four miles on U.S. 93 approaching the Lost Trail Summit and stressing the accident record of that section.

The Board Scheduled its December Meeting for Wednesday, December 16 through Friday, December 18, 1964.

WHEREUPON, The Board adjourned until its next meeting scheduled for November 16, 17 & 18, 1964 and the Forest Highway Meeting to be held on November 19, 1964.



W. C. BURNS, Chairman

Read and Approved
November 17, 1964
Boise, Idaho

October 30, 1964

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

November 17 & 18, 1964

Forest Highway Public Hearing - November 19, 1964

Forest Highway Executive Session - November 19, 1964

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 17, 1964. Present were:

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

Minutes. The Board approved the minutes of the October Board meeting.

Village of Osburn Delegation. George Deshler, Acting Chairman Osburn Village Board, and Harvey J. Curtis, Village Board of Trustees, requested that the Department place a business route to serve Osburn on the State Highway System from the Osburn Interchange to the Silverton Interchange.

To conform to the policy of where possible to provide a business route for towns served by the Interstate, the Board instructed the Department to place on the State Highway System Third Street from the Osburn Interchange to Mullan Avenue and to retain that portion of U.S. 10 easterly from Third Street to the Silverton Interchange on the State Highway System. Such system action will become effective when the Interstate is completed and operational between the Osburn and Silverton Interchanges.

Owyhee Plywood Company's Request to Purchase the Department's Boise 27th and Fairview Building. M. F. Talbot, Owyhee Plywood Company's Secretary - Treasurer, Clay Simons, President, and R. A. Weber, Vice-President, appeared before the Board requesting that the Department declare the presently leased and occupied property surplus that Owyhee Plywood Company might purchase at public auction said property.

An appraisal, 18 months old, showed a correlated appraised value for the property at \$68,000 to \$70,000. The Board stated that in view of the forthcoming completion of the one-way couplet and Interstate project, that a more current appraisal was desirable.

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Later in the day Mr. Talbot called stating that the top price that they would pay was \$60,000. Whereupon, the Board cancelled the request for a current appraisal and dismissed the matter.

Payette Chamber of Commerce Delegation. Next appearing before the Board was the Payette Chamber of Commerce composed of: Bob Cushman, Dick Clay, Ron Manser, Verne B. Swanson, Ted Knox, and Dick Whiting.

A discussion of the 16th Street project and the future Gay Way to Payette U.S. 95 project was had. The delegation suggested that if right of way problems should hold up the 16th Street project, would the Department push in its place the Gay Way to Payette project. The Board informed them that the Gay Way project was not that far along.

Ted Knox, Chamber of Commerce President, asked the Department to notify him when the condemnees of the 16th Street project are known, as the Chamber of Commerce would like to lend the Department their assistance in resolving the differences in order to save further delay of the project.

Aberdeen Springfield Canal and Woodville Canal Matters Resolved. Attorney William Holden and his assistant appeared before the Board regarding the above matters, that have been pending for several years and scheduled for court trial in December, and resolved the matters by accepting settlement offered by the Board by payment to the Aberdeen Springfield Canal Company of \$7,800 and the Woodville Canal Company for \$3,421.03. The claims have been pending since Projects I-15-2(7)96 and I-15-2(8)104 were built in 1960.

Aberdeen Chamber of Commerce and Improvement of S.H. 39, Aberdeen North. Appearing before the Board were: Alvin Funk, Theadore Wren, Elbert L. Gossen, and Dee N. Monsen, urging that the 7½ mile Aberdeen North project on S.H. 39 not lose its place on the construction calendar, it being tentatively planned for 1966.

The Board stated that they could make no commitments on this in advance, but would consider the delegation's request when the 1966 program is considered in late 1965.

Laclede Curves Requested by Priest River Delegation. Appearing before the Board were: Art Nelson, Robert Doolittle, and Jim Mickelson, Chairman, Bonner County Commissioners, urging early construction of the Laclede curves east of Priest River on U.S. 2.

They were informed that the project is not being considered on the 1965 program but is in the five year planning program; and, that instead of doing two of the worst sections in stage construction, it has now been determined that the two projects would be combined into one project.

The Board assured them that consideration would be given when future years construction moneys are under consideration.

WEDNESDAY, NOVEMBER 18, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman
Ernest Gaffney, Vice-chairman
R. Doyle Symms, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

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

ST-1491(508) - The work consists of constructing an 18' concrete culvert on U.S. Highway 91, approximately 1.67 miles north of the Utah State Line, in Franklin County - State financed. The contract was awarded to Brennan Construction Co., Inc., Pocatello, Idaho, the low bidder, on November 18, 1964 in the amount of \$16,783.00.

S-3782(1) - The work consists of constructing a 4-lane divided roadway, curb and gutter, and a plantmix bituminous surfacing on 0.669 mile of SH-69, Meridian I.C. - Meridian S.C.L. in Ada County - Federal Aid Secondary and State financed. The contract was awarded to Morrison - Knudsen Co., Inc., Boise, Idaho, the low bidder, on November 18, 1964 in the amount of \$165,622.60.

S-2703(1) & S-2707(1) - The work consists of constructing 2-34' concrete bridges and a 12' corrugated multi-plate pipe culvert on the Castleford-Filer and Deep Creek Road, Low Line Canal and Deep Creek, in Twin Falls County - Federal Aid Secondary and County financed. The contract was awarded to Ben F. Walton, Twin Falls, Idaho, the low bidder, on November 24, 1964 in the amount of \$48,783.02.

F-3281(17) & SU-3752(1) - The work consists of rebuilding the 11th Avenue Intersection and constructing the roadway, drainage structures and a plantmix bituminous surfacing on 0.749 mile of the Franklin Road, Nampa North, in Canyon County - Federal Aid Primary, Secondary Urban, State and City of Nampa financed. The contract was awarded to Morrison - Knudsen Co., Inc., Boise, Idaho, the low bidder, on November 18, 1964 in the amount of \$97,908.75, Alternate No. 1.

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I-90-1(50)49 - The work consists of placing riprap adjacent to the roadway on 1.767 miles of Interstate Highway No. 90, in Shoshone County - Federal Aid Interstate and State financed. The contract was awarded to Western Paving Company, Spokane, Washington, the low bidder, on November 18, 1964 in the amount of \$67,590.00.

STR-4113(531) - The work consists of constructing a rest area, facilities, planting trees, seeding and water distribution system on U.S. Highway 95, Sheep Creek Rest Area, in Idaho County - State financed. The contract was awarded to Robinson & Robinson, Ephrata, Washington, the low bidder, on November 18, 1964 in the amount of \$31,550.00.

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

I-80N-3(17)196	Greenwood I.C. (excl.) - I.C. Jct. SH 25 (excl.)
STR-2023(512)	Raft River Rest Area
S-2809(10)	4.7 Mi. W. of Carey - Carey
F-3271(9)	Spring Valley Creek Hill
Stockpile 4497	Harpster Hill
Stockpiles 4492, 4498 & 4499	Bovill, Deary & Potlatch
US-2727(2)	Rock Cr. Br. So. to Highland Ave.
I-15W-5(8)118	Seal Coating Jct. I-80N & I-15W Raft River I.C.
I-80N-3(27)206 & I-80N-4(7)220	Jct. SH 27 - Jct. I-80N & I-15W & Jct. I-80N & 15W - Cotterell I.C.

Utility Facility Relocation Determinations. 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:

US-2727(2), Rock Creek Bridge - South Twin Falls - Intermountain Gas Company, Idaho Power Company, and Mountain States Telephone & Telegraph Company.

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Orders of Condemnation. The Board approved and signed the orders of condemnation as follows:

US 95	F-3112(13)	Jim L. & Ethel Goff; Gladys Drinkwine & the Heirs & Devisees of C. H. Drinkwine, Deceased	Parcel Nos. 7½ & 7½-E-1
US 95	F-3112(13)	G. O. & Lyda Conover	Parcel No. 28 & 28-E-1 to 28-E-3 incl.
US 95	F-3112(13)	Lester T. & Nellie E. Reimers	Parcel Nos. 32 & 32-E-1
US 95	F-3112(13)	Frank & Grace Sodja	Parcel Nos. 37, 37-E-1 & 37-E-2
I-80N	I-80N-1(29)45 I-IG-80N-1(28)45 R/W	Lloyd E. & Viola Teeter	Parcel Nos. 20 & 20-E-1
I-80N	I-80N-1(29)45 I-IG-80N-1(28)45 R/W	Emelia P. Oliason etal	Parcel Nos. 13, 13-E-1 to 13-E-3 incl.
I-80N	I-80N-1(29)45 I-IG-80N-1(28)45 R/W	George W. & Dorothy A. Wurst	Parcel Nos. 10 & 10-E-1 to 10-E-4 incl.
I-80N	I-80N-1(29)45 I-IG-80N-1(28)45 R/W	Frank O. & Louisa C. Ragsdale; C. W. & Phyllis M. Hansen	Parcel Nos. 21, 21-E-1 to 21-E-3 incl.
I-80N	I-80N-1(29)45 I-IG-80N-1(28)45 R/W	E. C. Biesecker	Parcel Nos. 22, 22-E-1 & 22-E-2
I-80N	I-80N-1(29)45 I-IG-80N-1(28)45 R/W	Theodore I. & Cleo W. Rothman; R. J. & Velma L. Stout	Parcel Nos. 17, 17-E-1 to 17-E-3 incl.
I-80N	I-80N-1(29)45 I-IG-80N-1(28)45 R/W	Albert E. & Ruth L. Blaser; Stephen C. Perry	Parcel Nos. 8 & 8-E-1

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

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I-90-1(9)34	NW $\frac{1}{2}$ SE $\frac{1}{2}$, Section 23, Township 49 North, Range 1 West, Boise Meridian, to be sold for not less than \$1,000.00.	Parcel No. 26R
Materials Source	NW $\frac{1}{2}$ NW $\frac{1}{2}$ SW $\frac{1}{2}$, Section 3, Township 4 North, Range 3 West, Boise Meridian - to be sold for not less than \$10.00	Cn-9
Materials Source	SW $\frac{1}{2}$ NW $\frac{1}{2}$, Section 4, Township 12 North, Range 4 East, Boise Meridian - to be sold for not less than \$110.00.	Vy-36
Maintenance Shed	Banks (Disposal of residence)	

Approval of Agreement Waiving Building Restriction was given on the following:

State and Custom Body Works, U.S. 26, Project No. F-1381(6)

Approval of Condemnation Settlement was given on the following:

I-15	I-15-1(20)66 I-15-1(13)66 R/W	F. M. Bistline, Ann Bistline & Nema Ashton - \$38,500	Parcel No. 7
I-80N	I-80N-3(18)191	W. H. & Gertrude H. Detweiler - \$18,000	Parcel No. 12
I-80N	I-IG-80N-1(23)35	Ambrose Johnson & Leta Johnson - up to \$23,000	Parcel No. 11

Grant of Request for Additional Access was approved by the Board subject to concurrence of the Bureau of Public Roads on the following:

US-30	F-2361(3)	Everand Jensen	Parcel No. 6
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Approval of Purchase of Entire Ownership. The Board authorized the Chief Right of Way Agent to attempt to purchase the entire ownership of Juanita Lizaso, Parcel 21 on Project I-80N-1(29)45.

Right of Way Monthly Report Requested. The Board requested a monthly report on the running balance of the \$100,000 revolving fund authorized for total buyouts of right of way parcels.

Access Control was approved by the Board as follows:

<u>I-IG-15W-4(12)81</u>	<u>Igo Overpass (excl.) -</u> <u>Bannock Cr. I.C. (incl.)</u>	<u>Full Control</u>
<u>I-IG-15W-4(11)76</u>	<u>Bannock Cr. I.C. (excl.) -</u> <u>W. Pocatello I.C. (excl.)</u>	<u>Full Control</u>

Speed Control Zones in District 4 (SH 7). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 7, from the North of Jct. with US 95 to Ahsahka, as recommended and stated in marked Exhibit A-89, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 4 (SH 64). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 64, from Craigmont Urban Extension to Kamiah Urban Extension, as recommended and stated in marked Exhibit A-90, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 4 (SH 7, SH 64). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 7, SH 64, from the Nez Perce Urban Extension to Jct. with SH 7, as recommended and stated in marked Exhibit A-91, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 28). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 28, from North of Jct. with SH 88 to Salmon Urban Extension, as recommended and stated in marked Exhibit A-92, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in St. Maries (SH 5 & US 95 Alt.). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 5 & US 95 Alt. in the City of St. Maries, as recommended and stated in marked Exhibit A-93, which is made a part hereof with like effect as though extended in full herein.

Idaho Falls Traffic Control Signals. The Board authorized the City of Idaho Falls to operate and maintain traffic control signals at 22 intersections in the City of Idaho Falls, as recommended and stated in marked Exhibit A-94, which is made a part hereof with like effect as though extended in full herein.

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Removal from the State Highway System (SH 7). The Board approved the removal of a portion of State Highway No. 7 beginning at a point 0.928 mile north of the Idaho-Lewis County Line and ending at a point 2.887 miles south of the South City Limits of Nezperce, as shown in official Exhibit B-23, which is made a part hereof with like effect as though extended in full herein.

Report on Accident Record Jct. SH 72 and US 95 West of Marsing. Marvin Lotspeich, State Traffic Engineer, submitted a report on the above intersection in Owyhee County which was occasioned by a fatality involving two trucks and trailers colliding head-on. "This (Y) type of intersection, of which there are 30 located throughout the State Highway System, prior to this accident did not have a particularly bad accident record; but, such (Y) designed intersections are always a potential factor for severe collisions," Mr. Lotspeich stated.

The Department several years back eliminated this type of design, and plans to make (T) connections at these points throughout the State System as warrants and moneys become available.

A "Yield Right of Way" sign has now been installed at that part of the intersection where the collision occurred.

A left hand turning movement across the lane of the oncoming truck combination contributed to the accident.

1965 Forest Highway and 1965 State Construction Program Reviewed. The Board again reviewed the proposed Forest Highway program and the State construction program for 1965 as well as the five year planning program for the respective systems.

Out-of-State Travel. The Board authorized travel for Tony Hohler to Washington, D. C. to assist Chief Legal Counsel Tway in the U.S. Supreme Court American Oil Case December 7.

Action Concerning Overage Employees. The Board determined that the following actions would be taken with respect to Department personnel who will be at age 65 or more on March 31, 1965:

<u>Employee</u>	<u>Position</u>	<u>Birth Date</u>	<u>Age</u>	<u>Action</u>
<u>District 1</u>				
Claude Fleming	Instrumentman II	3/4/98	67	Retire
W. L. Howard	Shop Foreman	7/27/99	65	Retire

District 2

<u>Employee</u>	<u>Position</u>	<u>Birth Date</u>	<u>Age</u>	<u>Action</u>
Flavel Popham	Maintenance Man	8/3/99	65	Retire

District 3

Gus Anderson	District Engineer	2/8/00	65	Extension to 3/31/66
George Cornforth	Dist. Locating Engr.	12/25/97	67	Retire
Glen Thompson	Resident Engineer	3/24/96	69	Retire
W. J. Hartman	Mechanic	10/17/99	65	Retire

District 4

Oscar Dehlin	Dist. Matls. Engr.	9/14/99	65	Retire
M. A. LaMarche	Equip. Oper. III	4/14/99	65	Retire
E. E. Montgomery	Dist. Locat. Chief	7/28/99	65	Retire
Harold Beam	Maint. Foreman	2/10/00	65	Retire

District 5

Mike Veltri	Maintenance Man	6/24/99	65	Retire
Irvin Skogstad	Mechanic	2/23/00	65	Retire

Headquarters

Walt Albrethsen	Bridge Engineer	10/14/99	65	Retired 10/14/64
Richard Naish	Area R/W Agent	10/15/99	65	Extension to 3/31/66
Lewis Hamblin	R/W Prop. Manager	10/9/97	67	Retire
Cliff Colville	Traffic Analyst	4/16/99	65	Retire
John Stevens	Statistician II	7/24/99	65	Retire

All employees who are indicated for retirement are to be placed on leave of absence without pay for an indefinite period.

It was further determined that tenure of service for James Reid, Administrative Officer, and C. W. Short, Assistant Secondary Roads Engineer, was extended to April 1, 1966 because of their continued production and good health.

THURSDAY, NOVEMBER 19, 1964

Forest Highway Public Hearing. The Board reconvened in regular session together with the U.S. Forest Service and the U.S. Bureau of Public Roads at 9 a.m., November 19, 1964, in the State Highway Building Auditorium in public hearing concerning the needs throughout the State on the Forest Highway System.

Hearing the delegations were:

W. C. Burns, Chairman, Board of Highway Directors
Ernest Gaffney, Vice-chairman, Board of Highway Directors
R. Doyle Symms, Member, Board of Highway Directors
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary, Board of Highway Directors

Hal Williams, Assistant Regional Engineer
U.S. Forest Service, Missoula, Montana
Clifford Miller, Regional Engineer
U.S. Forest Service, Missoula, Montana
James Usher, Regional Engineer
U.S. Forest Service, Ogden, Utah
Emmett Barton, Cooperative Projects Engineer
U.S. Forest Service, Ogden, Utah
B. H. Glaus, Roads and Trails Chief
U.S. Forest Service, Ogden, Utah

H. T. Gunderson, Idaho Division Engineer,
U.S. Bureau of Public Roads, Boise
Norman Wood, Federal Projects Engineer,
U.S. Bureau of Public Roads, Portland, Oregon

Allocation of \$3,200,000 for 1965 construction plus carryover of \$600,000 for 1964 fiscal year is to be reallocated.

The following delegations appeared during the hearing requesting improvement of respective Forest Highway routes in Idaho.

Copeland Stub. Representatives Marion Davidson, Senator Don Howe, Boundary County Commissioner Roy Glauner, and William Chronic, Professional Engineer, Boise, asking for a connecting stub across the Kootenai River from the West Side Road to US 95 near Copeland.

Enaville - Murray. Shoshone County Commissioner Ewing H. Little, Senator Arthur P. Murphy, and County Commissioners Alexander and Powers urging allocation for the paving of Enaville - Murray route for 15 miles between Kingston and Prichard.

November 19, 1964

Wayan - Freedom. Senator H. R. Whitworth; Reed Stoddard, Soda Springs Mayor; and Chamber of Commerce representatives from Soda Springs, Preston, and Bancroft urging continued reconstruction of the Wayan - Freedom section of SH 34.

Grangemont Cutoff Road. Appearing were: A. B. Curtis, Mayor of Orofino; Senator Cecil Andrus, Clearwater County; G. H. Lomper; C. A. Cuddy; J. A. Portfas; and Floyd Bowdish, all of Orofino, urging that the Grangemont Cutoff Road to Pierce from Orofino be placed on the Forest Highway System and 1965 construction moneys be allocated.

St. Maries - Avery. Benewah County Commissioners Leuty and Hicks urging continued improvement of the St. Maries - Avery Road in Shoshone County.

Dixie - Hill City. Wayne Clark, President Sun Valley - Boise Highway Association; Representative Fred Walton; and seven others urging an oil mat for 15 miles of the Forest Highway section of SH 68 between Dixie and Hill City.

Cascade - Knox Road and Warren - Wagon Road. Bob Remaklus, Cascade, and J. D. Farrell, McCall, offering \$50,000 Valley County matching moneys to be equally divided between the Cascade - Knox Road and the Warren Wagon Road.

Lowman - Stanley. Truman Joiner, President Boise Stanley Highway Association and others urging moneys to improve the Kirkham Hot Springs to Jordan Bridge section east of Lowman. Next in importance being Stanley Lake Creek Bridge to Stanley.

Elk City Road. Miles Flanigan of Grangeville urged the continued improvement of the Elk City Road, SH-14.

EXECUTIVE SESSION

Meeting in an Executive Session in the afternoon, the Highway Board of Directors, the U.S. Bureau of Public Roads, and the U.S. Forest Service unanimously allocated the following moneys for the 1965 Forest Highway Construction Program:

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	1965 FY Funds <u>Reallocated</u>	1966 FY Funds <u>Funds</u>	Total Funds <u>Funds</u>
<u>REGION I</u>			
Hope-Denton Curves (carryover) Railroad Overpasses and Ap- proaches, 1.5 Mile	50,000	550,000	600,000
Mt. Idaho Road East of Grange- ville (carryover), Grading 1.0 Mile	100,000	250,000	350,000
St. Joe Highway East of Shoshone County Line, Grading, Base & Surfacing 3.5 Miles		600,000	600,000
Enaville-Murray, Base & Paving 9.0 Miles		400,000	400,000
Total FH Funds	\$150,000	\$1,800,000	\$1,950,000

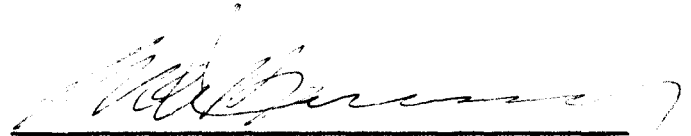
REGION IV

4.0 Miles East of Lowman, Easterly, Grading, Base & Surfacing 2.5 Miles		350,000	350,000
North of Gibbonsville (carry- over), Grading, Base & Surfacing 5.3 Miles	450,000	150,000	600,000
Dixie to Cat Creek Summit, Base & Paving 12.8 Miles		500,000	500,000
Total FH Funds	\$450,000	\$1,000,000	\$1,450,000
Total Region I FH	150,000	1,800,000	1,950,000
Total Region IV FH	450,000	1,000,000	1,450,000
Surveying, Engineering & Contingencies		400,000	400,000
Total FH Funds	\$600,000	\$3,200,000	\$3,800,000

\$700,000 in F.A.S. Funds will be provided for grading 8.3 miles east of Cat Creek Summit.

The Board Scheduled its January Meeting for Monday, January 11 through Wednesday, January 13, 1965.

WHEREUPON, the Board adjourned until its next meeting scheduled for December 16, 17 & 18, 1964.



W. C. BURNS, Chairman

Read and Approved
December 17, 1964
Boise, Idaho

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

December 16, 17 & 18, 1964

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, Wednesday, December 16, 1964. Present were:

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

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

I-15W-4(10)73

W. Pocatello I.C. (incl.) -
Chubbuck I.C. (excl.)

STR-3021(522)

Snake River View Point

I-80N-3(18)191 Sec. "B"

Eden-Hazelton I.C. -
Greenwood I.C.

I-80N-3(18)191 Sec. "A"
& F-2441(19)

Eden-Hazelton I.C. - Greenwood I.C.
& Greenwood I.C.-S.H. 25

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F-6471(17) &
I-15-3(25)111

Johns Hole Conn. & I-15 Signing

S-1778(6)

Cleveland - Thatcher

Stockpile No. 5483

Clark Fork Stockpile

I-80N-2(13)62

Isaacs Canyon - Sebree

Stockpile No. 1481

Cleveland

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-80N-3(18)191, Eden Hazelton I.C. - Greenwood I.C., Jerome County - Idaho Power Company, Mountain States Telephone & Telegraph Company and North Side Canal Company.

F-2441(19), SH 25 Conn. to Greenwood I.C., Jerome County - Mountain States Telephone & Telegraph Company and Idaho Power Company.

F-6471(17), Johns Hole Bridge & Connection to Idaho Falls - City of Idaho Falls, Electric Light Division and Mountain States Telephone & Telegraph Company.

S-1778(6), SH 34, Cleveland - Thatcher, Franklin County - Utah Power and Light Company and Mountain States Telephone & Telegraph Company.

Out-of-State Travel. The Board authorized travel for L. F. Erickson, Research Engineer, to Highway Research Board Meeting January 10 - 16, Washington D. C. along with one other employee. Mr. Erickson's travel and subsistence is to be paid by the Research Board.

The Board authorized travel for Duane Milstead, Statistician Planning, to Traffic Assignment and Forecasting Training Course, Washington, D. C., January 25 to February 5.

The Board authorized travel for one person to the University of Washington, Seattle, January 27 - 29, Northwest Roads and Streets Conference.

State Budget Director Denies Salary Increase. Budget Director Don Walker, upon the request of State Highway Engineer Mathes, met with the Board outlining the Budget Director's views concerning a 5 per cent general salary raise approved by the Board at their October Board meeting.

Mr. Walker stressed the importance of the Highway Department not disturbing the General Fund Division's present salary status by requesting raises for the Highway Department. Mr. Walker stated he did not take issue with the request for raises but the timing of the request. He thought that it would be appropriate to resubmit the request in March or April and predicted favorable consideration by the Budget Director at that time.

The Board took issue on this suggestion in that it had the appearance of deceiving the Legislators by withholding the action until the Legislation adjourns, further the Board indicated the pressure of the Highway program throughout the United States and its subsequent demand for professional and technical personnel demands continuous attention.

Mr. Walker suggested that if the Department didn't see fit to wait until March or April, the next recourse would be to submit to the Board of Examiners and when the matter was referred to the Budget Director, he, of course, would turn the request down.

In discussing the issue later in the day with Governor Smylie, the Governor indicated that in his opinion the matter of salary adjustments could be taken care of in the not too distant future, providing it was not pushed too fast.

The Board then decided to table the salary adjustment matter until a more propitious time presented itself.

Carmen Bridge Claim. Upon the recommendation of Chief Legal Counsel Tway, the Board authorized court action as a means of collecting the bridge damage claim of \$15,308.06 pending since last summer. The United States Fidelity and Guaranty Company has withheld settlement because of their position that damage by previous vehicles had contributed to the cost of the bridge repair, other than the damage the bridge suffered by their insured on May 11, 1964.

Contractor's Claim on Priest River Utility Relocation. On the recommendation of Chief Legal Counsel Tway, the Board authorized a writ of prohibition to proceed further in the district court and to verify the complaint. It being the opinion of Legal Counsel Tway that the district court is without jurisdiction as to the matter of sovereign immunity of the State of Idaho.

City of Bancroft Drainage Problem. R. B. Christensen, Assistant State Highway Engineer (Engineering) advised the Board that the Union Pacific Railroad Company has agreed to a larger drainage pipe under the railroad west of Bancroft which will no longer restrict drainage to the west of the problem area. There is a recommendation pending from the

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U.S. Army Engineers which recommends the construction of several small reservoirs south and east of Bancroft that would, when the Village participated with the Army Engineers in that project, no longer need a drain along side of the highway.

Claim Against Imperial Constructors and Northern Contracting Corp.

The Board authorized legal action to collect a damage claim of \$753.88 from Imperial Constructors and Northern Contracting Corp., contractors on the Moyie Bridge Bureau of Public Roads project, who damaged a surface of the State highway in the above amount during bridge construction operations.

St. Anthony U.S. 191 Relocation Appeal. Chief Legal Counsel Tway advised that St. Anthony Attorney Keith Jorgansen representing the St. Anthony business men who have not as yet completely financed the appeal that they would drop the matter if the Board would designate the "US 191-20 bypass" of St. Anthony as such and assign the route through the City of St. Anthony as US 191-20. On the recommendation of the State Highway Engineer, the Board requested Counsel Tway to advise Mr. Jorgansen that when the bypass is built it will then be designated as US 191-20 and that the loop through town would be posted with a "Business US 191-20" shield.

This problem of route designation is a matter of policy set forth by the Route Numbering Committee of the Association of State Highway Officials. The requested designation is contrary to the Numbering Committee's policy. The business loop US 191-20 through the business section of St. Anthony will when requested by the Department have to be concurred in by the Route Numbering Committee. No problem is anticipated as it conforms to the present policy of the Route Numbering Committee.

Joint Right of Way Participation with City of Boise on Connection.

The Board authorized the Department to participate on a 50-50 basis in right of way acquisition for a street access from Capitol Boulevard to Boise Avenue immediately south and east of the Cottage Avenue connection. The parcel price being a total of \$6,500. The title for said street to go to the City of Boise, it being off of but will be connected to the State Highway System.

Surplus Right of Way Parcel Sale to be Added to Total Parcel "Buyout" Revolving Fund. All moneys derived from the sale of surplus right of way property should go into the present \$100,000 revolving fund used to purchase total buyout parcels when it is to the advantage of the Department, the Board determined.

Orders of Condemnation. The Board approved and signed the orders of condemnation as follows:

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US 12	F-4201(16)	Roy A. Brooks	Parcel No. 2
US 12	F-4201(16)	Roy J. & Gladys J. Brooks	Parcel No. 3
SH 34	S-1778(6)	Wilford & Vinnie Panter	Parcel Nos, 10, 11 and 14
SH 34	S-1778(6)	Dean & Marjorie Panter	Parcel Nos. 10½ & 10½-E-1, 14½ & 14½-E-1
I-80N	I-80N-3(7)199	Nell I. & Arthur K. Murphy; Wilma Nan & John M. Carroll; & Mabel Dorothy Jones	Parcel Nos. 14 & 14-E-1
I-80N	I-80N-3(7)199	Clifford C. Barlow	Parcel Nos. 19 & 19-E-1
I-80N	I-80N-3(7)199	Winifred Cloughley & Reinhart Graf	Parcel Nos. 16 & 16-E-1 to 16-E-3 incl.
I-80N	I-80N-3(7)199	Richard & Lujean H. Graf	Parcel Nos. 12 & 12-E-1 to 12-E-3 incl.
I-80N	I-80N-3(7)199	Steve & Reva Uscola	Parcel Nos. 11 & 11-E-1 to 11-E-3 incl.
I-80N	I-80N-3(7)199	Laura E. Moncur	Parcel Nos. 10, 10-E-1 & 10-E-2
US 10-A	FHP 5-1(2) F-5121(13)R/W	Eugene W. Butler & Hope Lumber Co.	Parcel No. 9
"	"	Freda Pringle	Parcel Nos. 11, 11-E-1 & 11½
"	"	Village of East Hope & Freda Pringle	Parcel Nos. 14 & 14-E-1
"	"	Charles E. & Thelma J. Butts	Parcel No. 23
"	"	Jack W. & Arlene S. Allured	Parcel Nos. 10 & 10-E-1

US 10-A	FHP 5-1(2) F-5121(13)R/W	Chester & Merle Jane Van Stone	Parcel No. 31
"	"	Coe V. & Judith Kiebert	Parcel No. 40
"	"	Gretta L. Graham	Parcel No. 21
"	"	E. Deming & Jeanne S. Williams; Donald M. & Mamie M. Ferrell	Parcel No. 26 & 26-E-1
"	"	Lee E. & May Lagerquist, Nicholas E. & Florence Ethel Beck, Frank F. & Roberta V. Fletcher	Parcel Nos. 28 & 28-E-1
"	"	Frank F. & Roberta V. Fletcher	Parcel Nos. 29 & 29-E-1
"	"	Lester S. & G. Margaret Leonard W. & Helen Anderson	Parcel No. 15
"	"	Wesley Kojan	Parcel No. 20
"	"	Carroll Reichert & David Rush, a minor, Life Estate of Grace Rush, Marie L. Garrett, formerly Marie L. Grant, & Frank C. Garrett	Parcel No. 37
"	"	Erling & Vera Gasman	Parcel No. 17
"	"	Harvey A. & Elsie V. Finley	Parcel No. 22
SH 68	S-3809(9)	Louis Solosabal	Parcel No. 3

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

US 95	F-4113(20)	Sarah F. Pugh	Parcel No. 10A
"	"	J. Loyal & Eunice S. Adkison	Parcel No. 13A

Approval of Easement was given on the following:

US 95 F-4114(4)

Earl H. Sampson

Parcel No. 14A

Approval of Purchase of Materials Source was given on the following:

Bn-111 in NE $\frac{1}{4}$ SE $\frac{1}{4}$ and SE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 35, Township 3 North,
Range 37 East, Boise Meridian. The Board approved
23.24 acres at \$1,000 per acre.

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

"Beeches Corner" Intersection U.S. 26 and 191 Portion
of SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 35, Township 3 North, Range 38
East, Boise Meridian - to be sold for not less than
\$2,500 per acre.

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-80N	I-80N-1(29)45	Ragsdale - Hansen	Parcel Nos. 21,
	I-80N-1(28)45 R/W	\$24,000	21-E-1 through
			21-E-3

Overage - Retiring Employee. Through an omission in the November minutes, the Board approved the retirement of George W. Wilson, Janitor I, District 6, Retirement Age 65, July 20, 1964, to be retired March 31, 1965.

THURSDAY, DECEMBER 17, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman
Ernest Gaffney, Vice-chairman
R. Doyle Symms, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board approved the minutes of the November Board meeting.

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

Stockpile Project No. 4497 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to SH-13, Harpster Hill southwest of Harpster, in Idaho County - State financed. The contract was awarded to Overman Construction, Lewiston, Idaho, the low bidder, on November 25, 1964 in the amount of \$38,750.00.

Stockpile Project Nos. 4492, 4498 & 4499 - The work consists of furnishing aggregate surfacing and cover coat materials, in various stockpiles in the vicinity of Bovill, Deary and Potlatch, in Latah County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on December 16, 1964 in the amount of \$84,050.00.

US-2727(2) - The work consists of constructing the roadbed, drainage structures and a plantmix bituminous surface on 0.339 mile from Rock Creek Bridge south to Highland Avenue in Twin Falls, in Twin Falls County - Federal Aid Urban, Secondary and State financed. The contract was awarded to Aslett Construction Company, Twin Falls, Idaho, the low bidder, on December 16, 1964 in the amount of \$114,292.95.

I-80N-3(27)206 & I-80N-4(7)220 - The work consists of constructing a plantmix bituminous surfacing and seal coating the shoulders on 14.293 miles, Jct. SH-27 - Jct. I-15W, and a plantmix bituminous surfacing, seal coating and shoulders, highway illumination, signing and Port of Entry landscaping on 7.486 miles Jct. I-15W - Cotterell, of Interstate Highway I-80N, in Minidoka and Cassia Counties - Federal Aid Interstate and State financed. The contract was awarded to Bannock Paving Co., Pocatello, Idaho, the low bidder, on December 21, 1964 in the amount of \$551,937.25.

I-15W-5(8)118 - The work consists of constructing a plantmix bituminous surfacing and seal coating the shoulders on 14.678 miles of Interstate Highway 15W, Jct. I-80N - Raft River, in Cassia County - Federal Aid Interstate and State financed. The contract was awarded to Rogers Construction Co., Portland, Oregon, the low bidder, on December 21, 1964 in the amount of \$271,501.25.

Access Control was approved by the Board as follows:

<u>I-15-3(10)179</u>	<u>China Point - 0.5 Mi. So. of Pleasant Valley</u>	<u>Full Control</u>
<u>F-FG-4201(17)</u>	<u>Clearwater River Bridge at Arrow Junction</u>	<u>Partial *</u>

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<u>S-2790(7)</u>	<u>Kimama, East and West</u>	<u>Standard Approach Policy</u>
<u>F-4114(19)</u>	<u>Jct. US 95 & SH 6 and Jct. US 95 and 95A</u>	<u>Standard Approach Policy</u>
<u>S-6751(2)</u>	<u>Mud Lake Junction, Northwest</u>	<u>Standard Approach Policy</u>

*Public Roads Connections

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

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

Spacing of Existing Private Approaches

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

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

New Private Approaches

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

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

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

Use of Private Approaches

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

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

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs.

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

Board Requests the Department be Excluded from Proposed Merit System Legislation. Personnel Director George Neumayer, Chief Legal Counsel Tway, and Ellis Mathes, State Highway Engineer, reported to the Board concerning proposed merit system legislation which may be presented to the next legislature.

After considerable discussion, the Board determined that the Department of Highways should be permanently eliminated from inclusion in such a merit system since the intent of the Legislature in establishing the Idaho Board of Highway Directors appeared to direct that the Highway Board should exercise exclusive jurisdiction over the personnel management of Highway Department employees. Legal Counsel stated that a conflict of statutes could exist if the Department of Highways was not excluded from coverage under such a proposed merit system. The Board then directed that should legislation on this matter be introduced in the 1965 session of the legislature that the department should seek an amendment to exclude all employees of the Department of Highways from coverage therein.

Yellowstone - Sun Valley Highway Association Requesting Dubois - Macks Inn Road be Placed on the State Highway System. The following delegation: K. J. Sims, John Bahr, Glenn Gill, Fred Reich, L. E. Haight, Wayne Clark, R. Rhule Leonardson, Verl Waite, Herbert P. Sill, Tom Mitchell, W. Stearns, Alfred Vadnais, Pete Heiser, Jr., Edward Striker, F. A. Laverty, Mary Brooks, Lyndon Laird, A. James Laird, J. Albert Laird and Elmer C. Leonardson urged the Board to place on the State Highway System the present Fremont and Clark Counties F.A.S. route between Dubois and US 199 near Macks Inn. Clark County Senator Harry Harn and Association President Wayne Clark appealed to the Board on the basis of the route being a recreational as well as a natural resource access route to timber land and a large phosphate deposit as a reason for putting the said route on the State Highway Secondary System.

Lloyd Haight, Simplot Company official, stated that the huge, rich phosphate ore department eventually will be moved to Pocatello by rail and would need a road or railroad extension to the mill site when its present sources would be needed to supplement the Pocatello factor for supplies.

U.S. Forest Service Engineer Verl Waite stated they are building a 28' subbase standard road with 6' ditches to move 5½ million board timber feet annually to the mills in St. Anthony because of unsatisfactory roads to Macks Inn. The wood is being hauled south over roads that are open only a few months in the summer.

Senator Harn stated it would take the next 20 years at the present rate of Clark County road finances to bring the Clark County section up to a graveled surface standard.

Mr. Mathes informed the delegation there would be little need for the Board to put it on the State Highway System until the present State Highway System is brought up to modern standards and that is such a far distant reality that it would not be feasible at this time to recommend placing it on the State Highway System.

Fred Reich, Arco, stated the road would be of great benefit to the State as well as the three counties involved and that Butte County would be willing to put its surplus F.A.S. moneys on the Dubois to Macks Inn section. He did not know of the County's ability to match the federal aid with County moneys.

Mr. Mathes stated it would take several years yet before S.H. 68 between Mountain Home and U.S. 93 would be brought up to a modern oil surfaced Secondary State Highway standard. In addition, that section between U.S. 93 and Picabo would have to be improved to State Highway standards. Also, it is the thinking that some of the present oiled sections between Carey - Mountain Home should be brought up to acceptable roads standard before a connection east to U.S. 191 from Dubois to Macks Inn should be considered.

Chairman Burns stated that the Board would like to put the road on the State Highway System as much as any other road that has been considered to date; but, because of the needs on the present system that have not been satisfied, nor can be satisfied in the foreseeable future, the Board could see no advantage to the State or the County in adding the requested road to the State Highway System at this time.

Twin Falls Chamber of Commerce requesting information from the Department of the Hansen Bridge Connection and U.S. 93 Improvement South of Twin Falls. The following delegation appeared: R. J. Holmes, Ray Rostrom, Max L. Brown, Oren Fisher and William Hoops, Jr.

The delegation inquired as to the planned completion date of the Hansen Bridge and the Kimberly Road Connection. Mr. Mathes stated the target date for the completion for both projects is the end of the 1966 construction season.

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The delegation offered any assistance it might lend in making contacts that might expedite the acquisition of right of way for Kimberly Road - Hansen Bridge Connection. The Board stated that at this time right of way problems can not be foreseen sufficiently to cause the Chamber of Commerce to be of assistance as yet; but, the planning is to make every effort to have the Hansen Bridge built and the Kimberly Road Connection to the bridge completed at the same time as the Interstate is completed across Magic Valley from Jerome to SH 27.

There are still some big "ifs" that will have to be reconciled in order to meet the schedule and the Department is timing its right of way acquisition and highway design to the above time table.

The delegation was informed that U.S. 93 improvement from Rogerson north for a 3 mile section is in the preliminary engineering stage. It will be under consideration by the Board for "after 1965" construction, sometime during the next two or three years.

Freezeout Hill, Sanders and Hetherington Right of Way Discussed. The above right of way parcel owners appeared before the Board outlining additional severance damages that in their opinion should be recognized by the Right of Way Division when final negotiations are entered into.

The subject evolved mostly around the loss of 25 feet on both sides of the proposed State Highway 16 relocation through their orchards. The parcel owners contend that the Department appraisals did not take into consideration damage to the 25' strips of land that can not be used for orchard purposes because of turn-around movements that are required in irrigation pipe movements and servicing of the orchard when spraying, etc.

The Right of Way Division indicated that they would sit down with both Mr. Hetherington and Mr. Sanders and go over in detail the money allocated for severance damages in the light of their request.

State Highway 51 Delegation. The following delegation: Mrs. Edna Agenbroad, G. Brown, N. A. Wade, J. W. Dunning, Alvin Benson, L. Johnston, J. H. Thomson, Blanche Thomson, Russell Hill, Carl Agenbroad, Arsen Alzola, Edward L. Striegel, Charles A. Brown, Gil States, and Nevada State Senator Warren L. Monroe representing State Highway 51 appeared requesting that the Board provide a project from Riddle North in the 1965 construction program.

They also requested a nine mile section in the Grasmere area be extended to maintenance force account in the summer of 1965 and in addition to the above that funds be requested for modernizing the narrow section north of Grasmere.

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The delegation was pleased that the Department has recommended to the Board a 8.9 mile section from the Duck Valley Indian Reservation north for the 1965 construction program and so far the Board is considering it in a favorable light.

The program will be finalized at this Board meeting and announced December 24.

Carl Agenbroad, a former Owyhee County Commissioner, stated that the Owyhee Commissioners and State Highway 51 Association regretted to hear of Chairman W. C. Burns leaving the Board. "We were kind of worried when you first came on the Board. But we soon learned to appreciate your efforts in behalf of the State and we have enjoyed working with you over the years," Mr. Agenbroad said.

Mr. Symms said Mr. Burns "will be especially missed because he was an engineer himself and knew the business and was able to provide competent and fair direction."

Mr. Gaffney said Mr. Burns had "made a great contribution to the Highway Department. He has been very sincere and fair with all parts of the State, and that is all anyone can do in a position of this kind."

President Alzola requested also that State Highway 68 from Mountain Home to U.S. 93 be redesignated State Highway 51 as Nevada is planning on redesignating the connecting Nevada State Highway from the Idaho line to Eureka, Nevada State Highway 51.

Mr. Mathes explained to the delegation that not only is S.H. 68 a east and west route and would not fit into the numbering planning to that of No. 51, a north and south route; but, also eventually S.H. 68 will become U.S. 20 when brought up to standard.

Carl Agenbroad again asked the Board to place the Murphy - Bruneau County Highway on the State Highway System as a extension of S.H. 45. The Board took no action on the request.

FRIDAY, DECEMBER 18, 1964

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

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W. C. Burns, Chairman
 Ernest Gaffney, Vice-chairman
 R. Doyle Symms, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Secretary of the Board

Merit Increases were approved for:

Don L. Cox, \$825.00 to \$866.00, 2-1-65.
 Howard L. Johnson, \$825.00 to \$866.00, 1-1-65.
 Sherm N. Weisgerber, Jr., Promotion from Bridge Design Engr. II to
 Asst. Dist. Engr., and transfer from Headquarters to District
 3. \$825.00 to \$866.00, 3-1-65.
 Howard L. Pilkington, \$786.00 to \$825.00, 1-1-65.
 James L. Pline, \$786.00 to \$825.00, 1-1-65.
 Eugene A. Burbidge, \$786.00 to \$825.00, 1-1-65.
 Charles A. McDonald, \$786.00 to \$825.00, 1-1-65.
 Lawrence P. Sheesley, \$786.00 to \$825.00, 1-1-65.

Reclassifications were approved by the Board as follows:

Gus Anderson, reclassification from District Engineer to Special
 Assignments Engineer and transfer from District 3 to Headquarters. Change
 in salary from \$1002.00 to \$909.00, effective 3-1-65.

A. J. Sachse, reclassification from Asst. Construction Engineer to
 District Design Engineer and transfer from District 9 to District 5.
 Change in salary from \$909.00 to \$825.00, effective 1-1-65.

Don L. Cox, promotion from Asst. District Engineer, District 3, to
 District Engineer, District 4. Change in salary \$866.00 to \$954.00,
 effective 3-1-65.

The Board was Advised of the Following Personnel Changes:

William W. Sacht - Lateral Transfer from District 4 to District 3
 (No Change in Salary) effective 3-1-65.
 Howard L. Johnson - Reclassification from Asst. District Engineer,
 District 2, to Asst. Construction Engineer, Headquarters,
 (No Change in Salary) effective 4-1-65.
 Dale Harding - Transfer from District 6 to District 2 as Asst.
 District Engineer. (No Change in Salary) effective 2-1-65.
 Howard L. Pilkington - Reclassification from Asst. Planning Engineer
 to Asst. District Engineer and transfer from Headquarters to
 District 4 (No Change in Salary) effective 3-1-65.