

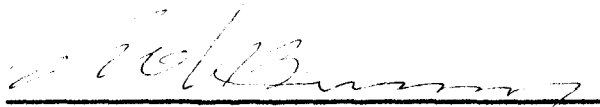
James L. Pline - Reclassification from Asst. Traffic Engineer to Asst. District Engineer and transfer from Headquarters to District 2. (No Change in Salary) effective 3-1-65.

C. B. Humphrey - Reclassification from Asst. District Engineer to Asst. Materials Engineer and transfer from District 4 to Headquarters. (No Change in Salary) effective 3-1-65.

Approval of 1965 Construction Budget. After final review of the 1965 Interstate and A.B.C. proposed construction budget, the Board approved the same and authorized release of the information Thursday, December 24, 1964.

The Board Scheduled its February Meeting for Wednesday, February 24 through Friday, February 26, 1965.

WHEREUPON, the Board adjourned until its next meeting scheduled for January 11, 12 & 13, 1965.

  
W. C. BURNS, Chairman

Read and Approved  
January 12, 1965  
Boise, Idaho

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

January 11, 12 & 13, 1965

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 11, 1965. 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:

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F-1481(15)	6.4 Mi. East of Montpelier - 12.6 Mi. East of Montpelier
I-80N-1(25)50	0.1 Mi. W. of Orchard Ave. G.S. (incl.) - Garden Ave. Connection
U-3281(14)	One-Way Couplet in Boise, Garden Ave. - Jct. US 20-26-30 I.C. (incl.)
S-2781(2)	Big Wood River Road (Strs.)
I-90-1(53)51	Division St. (Kellogg) Bridge Modification
S-2809(10)	Carey - West
SG-5732(5)	Newport - Oldtown
F-4113(35)	Craigmont - Reubens Road
F-6471(17) & I-15-3(25)111	Johns Hole Conn. - I-15 (Signing)
I-15-3(23)119 & I-15-3(24)120	Idaho Falls Landscaping
F-1381(12) Sec. "B"	Relocation of U.S. 26 Blackfoot
F-1381(12) Sec. "A"	Relocation of U.S. 26 Blackfoot
STR-2023(512)	Raft River Rest Area

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-4771(6), S.H. #7, North Approach to Orofino Bridge, Clearwater County - General Telephone Co. of the Northwest

F-4201(16), S.H. #12, Orofino Bridge, South Approach, Clearwater County - General Telephone Co. of the Northwest

F-4113(35), Craigmont - Reubens Road, Lewis County - Washington Water Power Company and Pacific Northwest Bell Telephone Company

Doris Oliason Right of Way Matter. Doris Oliason and her sister of Meridian appeared before the Board regarding a portion of their family's property that would be needed for the construction of Interstate 80N between Maple Grove and Meridian.

The Board determined on a total offer of \$24,781.50 providing the State constructs the approach to the county road or \$24,906.50 and the property owner constructs the said approach. Included in this total figure is the taking of 5.6 acres that would be isolated from the main property when the Interstate is built.

By letter of February 9th from the Chief Right of Way Agent, this offer was made and notice of acceptance or rejection was requested in writing not later than February 12.

Orders of Condemnation. The Board approved and signed the orders of condemnation as follows:

I-80N	I-80N-3(7)199	Wallace & Gladys F. Sherfey	Parcel Nos. 23 & 23-E-1
US 20-26	F-1381(12)	Ruby Company	Parcel No. 8
US 10	FHP 5-1(2) F-5121(13)	Erling & Vera Gasman; Robert G. & Leonora J. McNary; Harold S. & Josephine L. Bourgoïn	Parcel No. 17-1

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

US 30N	F-1481(22)	"Rigby & Sons" et al	Parcel No. 1 A
US 30N	F-1481(19)	Sid & Goldie Teuscher	Parcel No. 6 A
US 30N	F-2361(3) & (18)	Everand & Amy K. Jensen	Parcel No. 6 A
Straw- berry Glen Br. & Ap- roaches	S-3778(1)	Ada County	Parcel No. 1½ A

Interstate Hearing for Coeur d'Alene East Approved. Planning Engineer Dean Tisdale reported to the Board the position of the city of Coeur d'Alene officials and Kootenai County officials with whom a meeting was held last week concerning the location of Interstate 90 east of Coeur d'Alene.

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Mr. Tisdale indicated considerable acceptance to the revised hillside location which is somewhat higher than that presented at the August 14 hearing.

The Board agreed to go into hearing on the revised hillside route location January 21, 1965.

#### Highway Legislation Appearing in Present Session Reviewed.

1. The Board was advised concerning the proposed so-called Wyoming Railroad Crossing Bill that has been before the Senate Transportation and Defense Chairman.

The Board concluded that the matter of financing railroad crossings involved in this Bill was mostly that of county and urban road crossings not on any Federal Aid Systems and that all financing proposed by such a Bill should be sought at the local level.

2. Tire Lugs Discussed. It was the considered opinion of the Board that amendment of either Section 49-839 or 49-904 only of the Idaho Code was necessary to adequately handle this matter. A proposal containing such wordage, leaving tire approval to the Department of Law Enforcement and determination as to periods of use for this type tire to the Board of Highway Directors, was subsequently presented to Senator Lloyd Barron, Chairman of the Senate Transportation Committee.

Later action by the Senate Transportation Committee was to amend both sections of the Code as originally proposed.

Joint Legislature Memorial Regarding U.S. 95 Interstate in Expressway Construction. Mr. Mathes reviewed with the Board a proposed legislature joint memorial, drawn at the request of Representative Molyneaux from Kootenai County. After discussion and revision the Board concurred in the suggested memorial. Copies were later delivered to Representative Molyneaux.

Frahm Property Permits Admittance to Survey Property. The Frahm farm property, which had refused entrance to Department personnel for purposes of completing a survey for the relocation of State Highway No. 50, was discussed with Mr. Frahm by Chief Legal Counsel Tway at the farms. After explanation by Mr. Tway of authority of the Department under law to make surveys for a proposed highway, Mr. Frahm agreed to the Department's admittance to his property. His comment to Mr. Tway was that he wanted to see how far his "bluff" would work.



The project involved is the Hansen Bridge to Red Cap Corner, a connection to the Interstate from Twin Falls.

December Flood Condition Report. R. B. Christensen, Assistant State Highway Engineer (Engineering), reported to the Board the damages to the State Highway System by the late December flooding. Current estimates indicate approximately \$120,000 in damage to roads on Federal Aid Systems, including the County Federal Aid Secondary System. County roads, not on any Federal Aid Secondary System, suffered considerably more damage. Also, damage to the U.S. Forest development and other access roads may be even more than to the County System. The press has reported damage up to approximately \$3 million for the U.S. Forest System.

TUESDAY, JANUARY 12, 1965

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 December Board meeting.

Removal from State Highway System (U.S. 30). The Board approved the removal of a portion of State Highway No. U.S. 30 beginning at a point 0.500 mile north of a junction with State Highway No. 44 and ending at the U.S. 20 Interchange, as shown in official Exhibit B-24, which is made a part hereof with like effect as though extended in full herein.

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

Design Engineer Max Jensen to Helena, Montana, March 2 and 3, for Western States Regional Hydraulics Seminar.

State Highway Engineer Mathes to Washington, D. C., February 14 - 18, to review future Federal Aid Program, discuss President's Highway Beautification Program and AASHO Committee on Planning and Roadside Development.

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Winter Road and Snow Removal Conditions Discussed. N. L. McCrea, Assistant State Highway Engineer (Operations), discussed with the Board snow removal problems on the System. He explained that the amount of salt being used in comparison to sand consists of 20 per cent of the total materials cost although used on only five per cent by comparative material volume. He further reported that only curves and hills are being sanded or salted. Salt costs from \$19.00 to \$24.00 a ton, depending on freight rates and distance from Salt Lake City.

Disbanding of Committee Studying Revision in the Merit System Program. State Highway Engineer Mathes again reviewed the matter of proposed merit system legislation with the Board. He advised that the Committee of State Department Administrative Officials met on December 28, 1964 to review the two draft proposals then existing. Following this meeting, Mr. Mathes prepared a letter report concerning the committee's activities which was subsequently forwarded to the Director of the Budget and Administration. This letter further indicated that the committee considered its assignment complete and the committee discharged. Budget Director Walker, by letter dated December 30, 1964, concurred in the committee's conclusion.

Neither of the drafts on this proposed legislation excludes the Department of Highways from coverage. In conformance with the Board's decision of December 17, 1964, therefore, if such legislation is introduced in the Legislature, the Department will request amendment, as needed, to exclude the Idaho Department of Highways from coverage under such a proposed merit system.

The Board Toured State Highway 30 and Interstate 80N location to Meridian; State Highway 72 to Marsing and U.S. 95 to the Oregon line.

### WEDNESDAY, JANUARY 13, 1965

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

January 13, 1965

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

F-6471(17) & I-15-3(25)111 - The work consists of constructing the roadway, base, plantmix bituminous surfacing, a 179' steel and concrete bridge, 4-36' concrete bridges, on 0.204 mile of U.S. Highway 191, Johns Hole Connection, and furnishing and installing traffic signs on I-15, Bingham County Line North, in Bonneville County - Federal Aid Interstate, Primary and State financed. Four bids were received, with the low bid being 24.5% over the engineer's estimate. The bid was rejected and the project will be readvertised.

I-80N-3(18)191, Section "B" (Strs.) - The work consists of constructing a 2-117' concrete overpasses, 1-220' concrete underpass and 3-202' concrete bridges on Interstate Highway 80N, in Jerome County - Federal Aid Interstate and State financed. The contract was awarded to Max A. Boesiger, Mountain Home, Idaho, the low bidder, on December 28, 1964 in the amount of \$341,406.50.

I-80N-3(18)191, Sec. "A", & F-2441(19) - The work consists of constructing the roadway, drainage structures, cement treated base, a plantmix bituminous surface and 3 concrete bridges on 5.551 miles of I-80N, Eden Hazelton I.C. - Greenwood I.C., and the roadway, drainage structures and a plantmix bituminous surface on 0.426 mile of the Greenwood connection, in Jerome County - Federal Aid Interstate, Primary and State financed. The contract was awarded to Earl L. McNutt & Robert V. Burggraf Co., a Joint Venture, Boise, Idaho, the low bidder, on December 28, 1964 in the amount of \$1,612,939.23.

S-1778(6) - The work consists of constructing the roadway, irrigation structures, a 20' concrete culvert and a plantmix bituminous surfacing on 4.015 miles of SH-34, in Franklin County - Federal Aid Secondary and State financed. The contract was awarded to Fife Construction Co., Inc., Brigham City, Utah, the low bidder, on January 11, 1965 in the amount of \$394,820.45.

Stockpile Project No. 5483 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles, adjacent to U.S. Highway No. 10A, in the vicinity of Clark Fork, in Bonner County - State financed. The contract was awarded to Zanetti Brothers, Osburn, Idaho, the low bidder, on January 11, 1965 in the amount of \$27,405.00.

Stockpile Project No. 1481 - The work consists of furnishing aggregate surfacing and cover coat materials in stockpiles adjacent to SH-34, in the vicinity of Cleveland in Franklin County - State financed. The contract was awarded to J. K. Merrill & Sons Co., Inc., Pocatello, Idaho, the low bidder on January 11, 1965 in the amount of \$11,850.00.

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I-80N-2(13)62 - The work consists of constructing a 0.1' plantmix bituminous surfacing and seal coating the shoulders on 30.028 miles of Interstate 80N, Isaacs Canyon-Sebree, in Ada County and Elmore County - Federal Aid Interstate and State financed. The contract was awarded to Page Paving Company, Salem, Oregon, the low bidder on January 19, 1965 in the amount of \$583,164.00.

Control of Access was approved by the Board as follows:

F-2391(8)

Rogerson North

Partial \*

\* PARTIAL ACCESS CONTROL

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.

F.H. Belts, Lewiston District Court Matter. The Board authorized Legal Counsel to attempt a cash settlement of damage in the amount of \$22,000 in the Belts case which has been in the district and supreme court since the Culdesac - Winchester job was built in 1959. The alternate court finding was to build access structures which would have to be maintained by the Department, which would be located in the Culdesac Canyon.

The Board Met in Session with the Joint House Appropriation and Senate Finance Committees. The Department and the Board submitted the Department's Budget of \$101,946,846.00. It was pointed out to the joint committees that State Highway fund revenues are such that any small loss through legislative and/or revenue changes would adversely affect the State Highway fund. This could cause the State to lose Federal Aid moneys through the Department's inability to match with State Highway fund money.

Increasing maintenance cost of the last biennium and its continued projected increase because of miles of Interstate and public demands for more maintenance service will appreciably eat into State Highway funds, of which 45 per cent is presently going into maintenance of the State Highway System. Some members of the committee seemed surprised that the Department obtains no Federal Aid for maintenance of the Interstate Highway System.

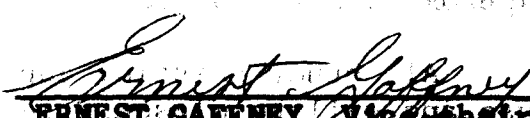
The committee was advised further that the Department anticipated that State Highway funds, if permitted to remain intact, should be sufficient to see the Department through for the next two years. Beyond 1966, however, it may become necessary to look for additional highway user revenues to meet the increasing demands for maintenance and to match Federal Aid moneys for construction. The proposed budget for the 1965-67 biennium will tax to the extreme current estimates of State Highway financing.

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The Board Set the March Meeting Date for Monday, March 22 through Wednesday, March 24. The Board was advised that Board Member Appointee Flandro would be on a world tour during the month of February and the March meeting will be the first Board Meeting that he would be in attendance.

WHEREUPON, the Board adjourned until its next meeting scheduled for February 24, 25 & 26, 1965.

  
ERNEST GAFFNEY, Vice-Chairman

Read and Approved  
February 25, 1965  
Boise, Idaho

*End of Minutes 3/1/65 - E.H.*

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

February 24, 25 & 26, 1965

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, February 24, 1965. Present were:

- Ernest Gaffney, Vice-chairman - Director, District 3
- R. Doyle Symms, Member - Director, District 2
- E. L. Mathas, 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:

F-4201(19)	Kooskia Junction
Stockpile Nos. 5507 & 5513	Farragut & Athol
Stockpile No. 5506	Thorn Creek
Stockpile Nos. 6511 & 6512	So. Gilmore & Salmon Yard

Stockpile Nos. 5508  
& 5509

Copeland & Round Prairie

S-2869(1)

400 West Road

STR-5115(526)

U.S. 95 at M.P. 430.4  
Alexander McDowell Rest Area

Access Control was approved by the Board as follows:

<u>I-90-1(17)60</u>	<u>E.C.L. Osburn -</u> <u>W. Wallace I.C. (excl)</u>	<u>Full</u>
<u>I-90-1(47)61</u>	<u>W. Wallace I.C. (incl) -</u> <u>E. Wallace I.C. (incl)</u>	<u>Full</u>
<u>I-90-1(51)0</u>	<u>Washington State Line -</u> <u>E. Post Falls</u>	<u>Full</u>
<u>I-90-1(48)5</u>	<u>E. Post Falls -</u> <u>Coeur d'Alene</u>	<u>Full</u>
<u>F-FG-3022(17)</u>	<u>E. Connection to Boise</u>	<u>Full</u>
<u>F-FG-6471(29)</u>	<u>Ucon - Rigby</u>	<u>Partial *</u>
<u>F-4113(30)</u>	<u>Cottonwood City Streets</u>	<u>Standard Approach</u> <u>Policy</u>
<u>S-1778(9)</u>	<u>Treasureton Summit -</u> <u>Cleveland</u>	<u>Standard Approach</u> <u>Policy</u>

The following minute entry is submitted for action and entirely supersedes the action of July 31, 1959 concerning access control on this project under Project F-FG-5116(9):

<u>F-FG-5116(21)</u>	<u>U.S. 95 and 10A I.C.</u> <u>and R.R. Grade Separation in Sandpoint</u>	<u>Full and</u> <u>Partial Control *</u>
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From Station 10/00 - 18/20	<u>Full Control</u>
378/00 - 404/00	
0/00 - 10/00	<u>Partial *</u>
18/20 - 39/50	
404/00 - 437/ 8	

February 24, 1965

BBF585

## \* 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 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.

Removal from the State Highway System (US 20-26). The Board approved the removal of a portion of State Highway No. US 20-26 beginning at a point 0.521 mile west of a junction with State Highway No. US 30 and ending on east bank of the Sebree Canal, as shown in official Exhibit B-25, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Mud Lake (SH 28 & 88). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 28 & SH 88 in the Village of Mud Lake, as recommended and stated in marked Exhibit A-95, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 26 & US 91B). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 26 & US 91B from Jct. with I-15, US 91 to Jct. with US 191, as recommended and stated in marked Exhibit A-96, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 26, US 91B & US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 26, US 91B & US 191 from north of Jct. of US 191 to Idaho Falls Urban Extension, as recommended and stated in marked Exhibit A-97, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 31). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 31 from Swan Valley Urban Extension to Victor Urban Extension, as recommended and stated in marked Exhibit A-98, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 28 & SH 88). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 28 & SH 88 from West of Jct. with I-15 to Mud Lake to Jct. with SH 88, as recommended and stated in marked Exhibit A-99, which is made a part hereof with like effect as though extended in full herein.

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Speed Control Zones in District 6 (US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 191 from Bonneville County Line to Jct. with US 26, 91B, as recommended and stated in marked Exhibit A-100, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 22). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 22 from Jct. with SH 88 to Jct. with US 91, as recommended and stated in marked Exhibit A-101, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (SH 24). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 24 from Shoshone to I-80N Interchange, as recommended and stated in marked Exhibit A-102, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (SH 25). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 25 from East of Jct. with US 30 to I.C. with I-80N, as recommended and stated in marked Exhibit A-103, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (SH 51). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 51 from North of Nevada State Line to Mountain Home Urban Extension, as recommended and stated in marked Exhibit A-104, which is made a part hereof with like effect as though extended in full herein.

Winter Closure of (SH 34) Tincup Summit Reaffirmed. The Board read a letter from the Silver Star Telephone Company, Freedom, Wyoming, together with a petition from the State Highway 34 Maintenance Committee urging the Board to consider maintaining an open highway over Tincup Summit this winter.

On the recommendation of the Department and after being advised that the road has in the past been permitted to close only over the summit between the last residents on each side of the hill, the Board determined to not reopen the summit this winter. The road damage when thawing conditions prevail was one of the factors along with the maintenance and snow removal cost economics that were considered in the Board's decision.

Hamilton Brothers Suggested Design of I-90 - Coeur d'Alene, East Through Their Property. Appearing before the Board were the Messrs. George and Dwight Hamilton with several exhibits of a proposed highway Interstate 90 alignment through the Hamilton development east of Coeur d'Alene, as suggested by the development's engineers in New York City.

The proposal included a vista point rest area together with an interchange and structure at the rest area, which would serve the proposed Hamilton development.

The Hamiltons recited present Federal Government views concerning scenic highway development and urged the Department to consider incorporating this feature in the Interstate design when it is under consideration.

The Board made no commitments regarding the request; but, assured Messrs. Hamilton that the economic effects of the proposal would be given due consideration when the Interstate project is in the design stage. The Board further stated that it has what it considers to be a good policy concerning rest areas and highway beautification which will be a factor in the design of this section of Interstate.

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

Materials Engineer Harry Day to Asphalt Users - Producers Conference, San Francisco, California, May 11 - 12.

Ten people to WASHO Conference, Santa Fe, New Mexico, June 14 - 17.

Research Engineer L. F. Erickson to Washington, D.C., to Highway Research Conference March 18 - 21. No expense to the Department.

R. B. Christensen, Assistant State Highway Engineer (Engineering), to Santa Fe, New Mexico, May 23 - 28 to AASHO - National Highway Users Management Development Conference.

Three to five Right of Way personnel to B.P.R. Regional Right of Way Conference, Portland, Oregon, April 7 - 8.

Personnel Actions were approved by the Board:

Merit increase for Jack Stowe, Special Assignments Engineer, \$825 - \$866.

Action taken by the Board at its December Meeting concerning transfer of G. A. Anderson from District to the Construction Division was discussed. It was determined that the effective date of transfer would be 1 March 1965 without salary change at this time.

U.S. 30 Mountain Home Westbound Street Improvement Authorized.

R. B. Christensen, Assistant State Highway Engineer (Engineering), again advised the Board that the breakup of E. Jackson and North Second East Street in Mountain Home is now reaching a point where a major reconstruction surfacing job will be required definitely this season.

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The Board authorized the Department to proceed with the potential development of a Federal Aid project here.

THURSDAY, FEBRUARY 25, 1965

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:

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 January Board meeting.

Uncollectible Accident Claims. The Legal Division requested authority to close out 58 uncollectible claims that have developed during the past year because of: lack of address, no insurance, no liability and in some cases the smallness of the claim in justifying further efforts in attempting collection. The total amount of the claims was \$3,243.17.

After reviewing the claims and accompanying paper work, the Board determined to authorize closing out said claims.

State Highway 45 Delegation. A delegation composed of Melvin Harrison, spokesman; Mr. Wade, representing the Nampa Chamber of Commerce; and local and rural organization representatives Louis Gasby, David Townly, David Jones, Pete Clemmons and John Miller urged the Board to advance the construction date as rapidly as possible for the next 5½ mile section south of the last project on State Highway 45 in Nampa.

It was pointed out that 37 accidents involving damaged vehicles were checked out by Canyon County on this highway during the past year. Particular concern was expressed regarding the vertical curvature at several points, especially at the Missouri Road connection with State Highway 45.

Mr. Harrison urged the Board to look at the problem on the ground when convenient. Vice-chairman Gaffney requested the Board Secretary to include that area of inspection on the Board's fall South Idaho Tour.

The delegation urged the State Highway Maintenance Division to pursue weed control, particularly puncture weed control along this section of State Highway 45.

The delegation was advised that this 5½ mile section south of the last project south of Nampa was in the planning stage and time wise following this project would be the replacement of the Walters Ferry Bridge. Planning & Traffic Engineer Pearring inquired of the delegation if this sequence of the projects met with their concurrence, to which they indicated approval.

Boise One-way Couplet Access Alteration Requested. Next appearing before the Board were property owner Mr. Gabeur and Attorney Ward Rolfe, representing a retail oil company.

Mr. Rolfe stated that Mr. Gabeur desired two 30' approach curb cuts in lieu of the present single 40' curb cut and approach stipulated in the Gabeur right of way deed on the north side of West Main Street opposite the Kopple property. The Board reminded the delegation that such limited access control was a part of the financial consideration in buying the right of way from Mr. Gabeur.

The Board stated that they could see no justification in increasing the hazards to future heavy traffic on this facility by granting additional curb cuts and approaches other than that shown in the right of way deeds.

It was pointed out to the delegation that ample unrestricted access could be had from the property to the unrelocated section of West Main Street. Relocation of the authorized 40' curb cut at some other location which might better fit the use of his property might also be arranged should Mr. Gabeur desire. Early action in this respect would be required, however, since curb construction on this section of the project is, or will be, under way soon.

State Highway 39 - Aberdeen Chamber of Commerce. Next appearing before the Board regarding the Aberdeen north project on State Highway 39 was the Aberdeen Chamber of Commerce urging the advancement of this project from the planning program to the construction program.

The delegation was reminded that the project is in the planning program only tentatively for 1966 contracting and must take its place with other State secondary projects which will come under consideration this fall by the Board for 1966 construction.

The delegation pointed out the heavy truck traffic that uses this road in the harvest season and the excessive vehicle maintenance cost because of the high crown and width deficiency for the amount of traffic it bears. The Board assured them that they did not overstate their case and would give the request consideration when the 1966 construction program is firmed late this year.

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State Highway 37 - Malad Chamber of Commerce. Appearing before the Board were State Representative Jenk Palmer, State Senator Russel Daniels, Mayor John Evans and members of the Malad Chamber of Commerce and Lions Club urging the improvement to an oil mat standard that section of State Highway 37 between Holbrook and Roy which is subjected to flooding and major damage during recent spring runoff seasons.

The delegation was advised that the Department has in mind considerable relocating by getting out of the canyon to the east slope of the valley to avoid the repetitious flooding problems that have beset this section of State highway in recent years.

The delegation was informed that the project is in the five year planning program and would be considered when future construction moneys are available on the basis of other secondary road needs throughout the State. Representative Palmer stated that this road was under consideration by the Highway Board seven years ago when Director Dave Jones of Malad was on the Board. The Board reminded the delegation that the project is now on the Department's planning program.

The delegation urged the Department's maintenance consider sanding the grades of the summit immediately west of Malad on State Highway 37 as the school buses and trucks this past winter experienced some difficulty and hazard because of the lack of sanding operations. Assistant State Highway Engineer McCrea indicated a tail gate sander was needed at the Malad shed.

The matter of using salt on U.S. 191 from Malad south to the Utah line was also requested to meet Utah's winter salt program from the Utah line south. It was pointed out that it is the present policy of the Department to sand only hills and curves and because of the economics, salt is used in very limited areas but in no case on other than curves and grades. The Department will check into Utah's salt program and evaluate it as it might be applied to Idaho.

City of Homedale Regarding Homedale Bridge. The city of Homedale delegation composed of: Kenneth Downing, Jim Duncan, Reed Frye, Victor Uria, Richard B. Eismann, Harper Saunders, Everett Colley, Homer Anderson, Frank J. Matteson, Don L. Shaffer and Herman Koenig met with the Board urging the expediting of the hearing and planning of the Homedale Bridge project.

They were informed by Planning & Traffic Engineer Pearring that the hearing had been deferred because of the Planning Section's work load last year and that the target date for the hearing is now for sometime in April or May. The delegation was put at ease concerning their fears that something had gone awry as to the location and planning of the bridge and relocation of U.S. 95 as submitted to the City for their consideration last fall.

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FRIDAY, FEBRUARY 26, 1965

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:

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:

S-2781(2) - The work consists of constructing a 22' and 52' concrete bridges and a 10' concrete culvert on the Big Wood River Road, east of Gooding, in Lincoln County - Federal Aid Secondary and County financed. The contract was awarded to Kimberly Construction Co., Inc., Kimberly, Idaho, the low bidder, on February 5, 1965 in the amount of \$28,642.00.

I-90-1(53)51 - The work consists of modifying bridge railing and painting steel bridges at Division and Hill Streets, on U.S. Interstate Highway 90 in Kellogg, in Shoshone County - Federal Aid Interstate and State financed. The contract was awarded to Walter M. Varnum, Coeur d'Alene, Idaho, on February 5, 1965 in the amount of \$8,608.00.

S-2809(10) - The work consists of placing a plantmix leveling course at intermittent locations and a plantmix bituminous surface on 4.685 miles of SH-23, Carey West, in Blaine County - Federal Aid Secondary and State financed. The contract was awarded to Kimberly Construction Co., Inc., Kimberly, Idaho, the low bidder, on February 12, 1965 in the amount of \$72,536.40.

F-6471(17) & I-15-3(25)111 - The work consists of constructing the roadway, base, plantmix bituminous surfacing, a 179' steel and concrete bridge, 4-36' concrete bridges, on 0.204 mile of U.S. Highway 191, Johns Hole Connection, and furnishing and installing traffic signs on Interstate Highway 15, Bingham County Line north, in Bonneville County - Federal Aid Primary, Interstate and State financed. The contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on February 17, 1965 in the amount of \$641,345.80.

F-4113(35) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 4.578 miles of U.S. 95, Craigmont - Reubens Road, in Lewis County - Federal Aid

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Primary and State financed. The contract was awarded to Goodfellow Brothers, Inc., Wenatchee, Washington, the low bidder, on February 19, 1965 in the amount of \$848,019.90.

F-1381(12), Section "B" - The work consists of constructing 1-61' concrete bridge over the Trego Canal and 2-466' concrete bridges over the Snake River, Relocation of U.S. 26-Blackfoot, in Bingham County - Federal Aid Primary and State financed. The contract was awarded to Goodwin Construction Company, Blackfoot, Idaho, the low bidder, on February 19, 1965 in the amount of \$350,598.50.

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 mile of SH-41, in Bonner County - Federal Aid Secondary and State financed. After concurrence with the State of Washington, the contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, on March 4, 1965 in the amount of \$152,680.50.

F-1381(12), Section "A" - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 0.8665 mile of U.S. Highway 26, in Bingham County - Federal Aid Primary and State financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on February 26, 1965 in the amount of \$135,690.60.

STR-2023(512) - The work consists of constructing a rest area, facilities, planting trees, seeding, water distribution system and drilling a well on Interstate Highway 15W, Raft River Rest Area, in Cassia County - State financed. The contract was awarded to Kieth Ormond Construction Co., Idaho Falls, Idaho, the low bidder, on February 25, 1965 in the amount of \$61,904.50.

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

F-1381(12), Section A, U.S. Highway 26, Blackfoot, Bingham County - Mountain States Telephone & Telegraph Company, American Telephone & Telegraph Company and Idaho Power Company

Orders of Condemnation. The Board approved and signed the orders of condemnation as follows:

I-80N	I-80N-1(24)28	David & Martha Ochsner	Parcel Nos. 10 & 10-E-1 to 10-E-3, inc.
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I-90	I-90-1(29)50	Heirs & Devisees of Lena Grenfell, Deceased	Parcel No. 14
US 30N	F-FG-1024(13)	Gregoire & Dissault	Parcel No. 3
	U-UG-1024(21)R/W	Investment Co.	3-E-1 & 3½
US 20-26	F-2351(3)	Andrew F. & Betty Jane James	Parcel No. 8 and 8-E-1
US 20-26	F-2351(3)	Purl O. & Clara Massey Herbert R. & Linnie F. Montierth	Parcel No. 19 & 19-E-1
US 20-26	F-2351(3)	Bert & Elsie Leona Weaver	Parcel #21 and 21-E-1 to 21-E-3, inc.
US 20-26	F-2351(3)	Orvil L. & Marie Nielson	Parcel No. 25, 25-E-1 to 25-E-3
US 20-26	F-2351(3)	Emmett A. & Jacoba Lambeth	Parcel No. 28 and 28-E-1
US 30	U-3281(14) U-3281(13)R/W	Home Finance Co. & Randall Realty Company	Parcel No. 1

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

US 30N	F-FG-1024(13)	Fannie F. & C. C. Lewis	Parcel No. 2A
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Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

Materials Source Cm-25	Lots 2, 3, 4, 5, 6 and 7, Block 1, Gardner's First Addition to the Town of Soldier, Camas County, Idaho - to be sold for not less than \$100.00
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Approval for Return of Residence.

I-15	I-15-3(6)133 to:	Neil Berrett	Parcel No. 3
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The Board approved the return of the dwelling to the owner for \$250.00.

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Hearing Determination - Location of Interstate Route 90 from the East City Limits of Coeur d'Alene to Jct. US 95A, Kootenai County, Idaho, I-90-1(15)16, I-90-1(16)21 & I-90-1(14)21. A public hearing was held under State and Federal statutes at the Coeur d'Alene Junior High School North Building Auditorium in Coeur d'Alene, Idaho, at 8:00 p.m., Thursday, January 21, 1965.

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 that:

1. The Idaho Department of Highways will proceed with the location, design, and construction of proposed Interstate Route 90 as shown in the hearing brochure dated December 1964. The location will avoid the taking of right of way below the south limits of proposed right of way between Silver Beach and Bennett Bay, as shown by the brochure's alignment exhibit and as marked in the field by Department personnel.
2. The importance of suitable access between the Sherman Avenue Interchange and the proposed Lakeshore Drive in the vicinity of Rutledge Point is recognized. Further study of the frontage road connection will be made to provide the best possible service commensurate with engineering and economic considerations.
3. Further study of interchange access, frontage roads, and structure width in the vicinity of Blue Creek Bay will be undertaken during design phases of the project. Final determination will be made at that time based on engineering and economic justification.
4. Provision for public and private utilities will be thoroughly investigated during the design of the proposed project to ensure that potential development of property on either side of the Interstate Highway is not adversely affected.
5. The section of Interstate Highway 90 from Hill Road Grade Separation near the east city limits of Coeur d'Alene eastward to U.S. Highway 95A Interchange will be added to the State Highway System.

The section of existing primary highway from Hill Road Grade Separation eastward to the planned Blue Creek Bay Interchange will be removed from the State Highway System.

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6. Frontage roads will be provided as shown in the hearing brochure dated December, 1964.

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.

Boise Cascade Requests Special Routes Designation Permitting Over Weight Log Loads. Appearing before the Board was George Hjort, Manager of Logging Operations, Boise Cascade Corp., Boise, inquiring as to the Board's philosophy in permitting heavier loads than legal on sections of the State Highway System that during certain seasons of the year would support overload logging trucks without damage during that period of the year.

The Board stated that they had considered this possibility in years past, but that it would be very difficult to grant overloads for one class of haul during a limited period or a given route and not be in a position in other sections of the State to grant the same loadings to all highway users on other roads of the State, were such a route found to come under the requested criteria.

Mr. Hjort's request, he stated, came out of the log truck hauling operation which is now in a marginal profit picture because of increasing costs and distances from the logging operations to the presently located mills of the Boise Cascade Corp.

Depleted Gravel Sources Requested for Recreation Purposes - Minidoka County. Minidoka County Commissioners submitted a request to the Board for the release by the Department of a materials source north of Burley and two materials sources south of Rupert to Minidoka County for recreation purposes.

Chief Right of Way Agent Mix stated that the two materials sources south of Rupert are depleted and of no further use to the Department, but the one north of Burley will be needed for the next Interstate project west of S.H. 27 to the Minidoka County line. Mr. Mix stated the Fish and Game Department had indicated that Department's desire to take over depleted materials sources for public use and Fish and Game program when the materials sources are depleted and of no further use to the Department.

The Board gave its approval and requested the Department enter into an agreement with Minidoka County Commissioners and the Fish and Game Department that the ponds which were materials sources be utilized by the public as a recreational area and come under the State Fisheries management program.

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Assistant State Highway Engineer McCrea will proceed along these lines regarding the two materials sources south of Rupert only. The materials source north of Burley will be retained in full by the Department.

Report on Legal Matters:

Chief Legal Counsel Tway reported the collection of the Carmen Bridge claim from the United States Fidelity and Guaranty Company for the full amount of the damage claim.

Payment of Gerry Cromwell claim \$35.20 by legislative concurrence.

Tate Motel at Coeur d'Alene. The Board authorized Legal Division to settle the Tate Motel litigation at Coeur d'Alene on Interstate Route 90 by a total buyout of \$34,000.

Flood Damage Reviewed. Assistant State Highway Engineers McCrea and Christensen reported on the flood damage of various sections of the State.

A decision as to the type of corrective measures to be taken regarding the Clover Cr. damage to U.S. 30 near King Hill was discussed, and whether a structure would replace the present pipe or the pipe enlarged was deferred until next month's Board meeting.

Mr. McCrea outlined damages suffered in the Winchester - Culdesac Canyon and the Board concurred in the Department spending some moneys in improving the surface on the old Winchester - Culdesac grade which will be used by U.S. 95 traffic for several months until a contract has been let and completed, restoring the present damaged highway in the Lapwai Canyon.

It may be necessary to place some restriction on axle and total gross loads on the old Winchester-Culdesac grade section during its use as a detour for U.S. Highway 95.

Legislative Action and Bills Reviewed. The Board was brought up-to-date on the current legislative session as to bills affecting the Department.

Fencing of Right of Way - Picabo. The Board approved the Department entering into an agreement with the U.S. Bureau of Land Management to fence the highway right of way with part of the fence on highway right of way. This is in the Picabo area on State Highway 23.

This is in accord with Board policy of July 25, 1962.

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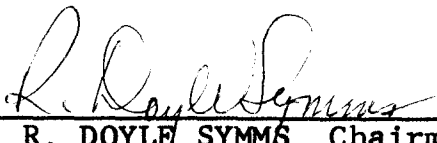
Valley County Road - S.H. 15 Flood Damage Repairs Approved. The Board concurred in the Department's recommendation that two Department maintenance trucks and operators be authorized to work with Valley County road maintenance equipment in replacing a culvert on the county road in the vicinity of Gold Fork, in order to protect from flood damage that has and might accrue to that section of S.H. 15 adjoining said county road.

Use of Consulting Engineer Services Approved. The Board, upon the recommendation of the Consulting Engineering Committee's report to the Board by R. B. Christensen, Assistant State Highway Engineer (Engineering), approved the Department's entering into a contract for the full design of Interstate Route 90 from West Wallace to East Wallace, Shoshone County, Project I-90-1(25)50, 1.8 miles in length, involving two interchanges, one river crossing and a 3,800' elevated structure in the amount of \$259,000 to Barton, Stoddard, Milhollin, Lupton & Meheen Engineering Company of Boise.

The Board was advised also that the Department is negotiating for consulting engineering services for the complete design of Bonners Ferry overpass structure, the Blackwell Bridge and Northwest Boulevard separation structure in Coeur d'Alene, and Interstate Route 90 from the east city limits of Post Falls to the west city limits of Coeur d'Alene.

WHEREUPON, the Board adjourned until its next meeting scheduled for March 22, 23 & 24, 1965.

Read and Approved  
March 22, 1965  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

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

March 22, 23 & 24, 1965

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 22, 1965. Present were:

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

Organization of Board. The Idaho Board of Highway Directors organized itself for the current year by electing R. Doyle Symms, Chairman; Ernest Gaffney, Vice-chairman; and C. Ed Flandro, Member; and continuing the service of E. L. Mathes, State Highway Engineer, and Wayne Summers, Secretary.

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

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

STM-6033(542) & STM-6471(543)	Bingham Co. Line - Idaho Falls & "G" St. Beeches Corner
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STM-1421(502), 6422(504), & Stockpile No. 1514	A. E. C. Jct. - W. Idaho Falls
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Stockpile Nos. 2500, 2502, Vicinity of Gooding & Twin Falls STM-2391(519), 2741(505), 2361(543) & 2727(506)	
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S-3802(1)	Snake River Br. & Apprs.
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ST-2790(508)	Minidoka - Acequia
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STM-6471(544) & Stockpile No. 6510	Thornton O.P. - Rexburg
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I-15-3(23)119 & I-15-3(24)120	Broadway I.C. & Johns Hole I.C.
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S-2741(4) & (6)	Hansen Bridge and Approaches
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STM-6501(513)	Palisades Dam - Wyoming Line
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I-90-1(52)11	Coeur d'Alene Belt Route Roadside Improvement
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ER-60(1)	Repair to Flood Damage Between Winchester to Spalding
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S-3806(14) Duck Valley - North  
 Stockpile No. 3517 Cascade  
 S-2864(5) Jct. U.S. 93 - Barrymore Road,  
 Jerome County

Out-of-State Travel was approved by the Board as follows:

Bridge Engineer Clarence Larson to AASHO Bridge Committee Meeting, San Francisco, California, May 2 - 5.

Design Engineer Max Jensen to AASHO Design Committee Meeting, Cheyenne, Wyoming, May 19 - 21.

State Highway Engineer E. L. Mathes to Western States Military - Civilian Traffic Safety Conference, San Francisco, California, May 4 - 5.

Personnel Action was approved by the Board as follows:

Merit increase for E. E. Harden, Assistant District Engineer - District No. 1, \$825 - \$866.

Merit increase for Howard Mattson, Assistant District Engineer - District No. 3, \$786 - \$825.

Orders of Condemnation. The Board approved and signed the orders of condemnation as follows:

I-80N	I-80N-1(24)28	Calvin & Eileen J. Keffer	Parcel Nos. 23 & 23-E-1
US 95	F-3112(13)	W. A. & Rose Drinkwine; Robert D. & Margaret Cornman	Parcel Nos. 9 & 9-E-1
SH 15	F-3271(9)	Frank O. & Virginia Smith; Melvin D. & Dorla Smith	Parcel No. 3
SH 19	S-SG-3712(3)	Mary R. Tish & The Heirs & Devises of Ira Tish, Deceased	Parcel Nos. 44 & 44-E-1
US 93	F.H. 30-3(1)	Stanley R. & Kathe Bauer; Lawrence J. & Jean Ann Wheeler	Parcel No. 5

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I-80N	I-80N-3(7)199	Nell I. & Arthur K. Murphy; Wilma Nan & John M. Carroll; & Mabel Dorothy Jones (State Board Order - Federal Condemnation Order signed December 16, 1964).	Parcel Nos. 14 & 14-E-1
I-80N	I-80N-3(7)199	Winifred Cloughley & Reinhart Graf (State Board Order - Federal Condemnation Order signed December 16, 1964).	Parcel Nos. 16 & 16-E-1 to 16-E-3 incl.

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

US 30	F-FG-1024(13)	Fannie F. Lewis	Parcel No. 2A
(NOTE: Deed joining husband as a grantee executed at February meeting. Attorney for Grantee has requested revision showing property as being the sole and separate property of Fannie F. Lewis.)			
US 95	F-3311(5)	Rim Ranches, Inc.	Parcel No. 8A
I-80N	I-80N-3(18)191	Jerome County	Parcel No. 2
	Dubois Maintenance Shed & Stockpile Site	Signature of Deed transferring Dubois Maintenance Shed & Stockpile Site to Clark County	

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

I-80N	I-80N-1(24)28	Lamar & Ernestine Hill - \$38,700 for take and damage or \$39,700 for total purchase.	Parcel No. 7
I-80N	I-80N-1(24)28	Walter Griffiths, Jr. & Helen Griffiths - \$20,600.	Parcel No. 17

Purchase of Proposed Maintenance Shed Site at Santa, Idaho. The Board agreed in the purchase of the new site for \$3,000 plus exchange of the existing maintenance shed site.

Reconsideration of Approved Settlement on Parcel No. 38, B. & B. Theatres, Inc., Project No. I-80N-1(28)45. The Board approved a revised top settlement of \$110,000. (Note: Previously approved and discussed in February and April Meetings of 1964.)

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Easement Granted to Utah Power Company. The Board approved the request of the Utah Power Company to grant an easement instead of a warranty deed for right of way required from the Company on Project No. F-1481(15).

Lewiston 21st Street Developers Request Considered. Motel developers request for the removal of certain materials from Department owned property in the vicinity of the 21st Street Interchange in Lewiston was laid before the Board.

The Department reviewed the various problems that would confront the Department should the request be granted. It was pointed out to the Board by the Department that various US 410 routes presently under study and not completed from the Clearwater Bridge west through Lewiston to the Snake River Bridge have not been resolved. One of the routes under consideration would drastically affect the site considered by the motel developers. If that route should be selected, it might jeopardize the needed right-of-way and design requirements of an interchange in that area.

The Board preferred to withhold its decision of the request until viewing the problem on the ground while on tour in North Idaho in May and to so advise the developers.

Bonner County Commissioners Request Schweitzer Basin Road Be Placed On The State Highway System. The Board read a request from the Bonner County Commissioners and the Sandpoint Chamber of Commerce that the nine mile road from Sandpoint to the Schweitzer Basin Ski Resort be placed on the State Highway System.

The Board restated its policy that the many requests of the past to have a State highway stub serve ski areas in the State have been denied and that this request should be treated accordingly.

It was the Board's opinion these roads would have construction moneys available considerably earlier for improvement of the roads if remained a local road than were the Board to place it on the State Highway System and await the allocation of construction moneys by the Board from the State Highway fund.

TUESDAY, MARCH 23, 1965

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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R. Doyle Symms, Chairman  
Ernest Gaffney, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

E. W. Steelsmith Right of Way Matter. E. W. Steelsmith appeared before the Board requesting the Department buy out completely his property, of which a small parcel will be needed for the Broadway Interstate connection.

Mr. Steelsmith stated the price of land offered him by the Department is in line, but he requested that all the buildings be moved and relocated rather than just the main residence.

William Park of the Right of Way Division stated that the price of moving the main dwelling was included in the damages.

The Board informed Mr. Steelsmith they could go no further than the offering that had been made by the Department in the matter of damages.

Teton County Legislative Delegation. State Senator Richard Egbert and State Representative Kitchener Head next appeared before the Board urging the Board to not permit the reconstruction section of State Highway 33, Newdale - Clementsville, to lose its place in the five year planning program.

It was pointed out to the delegation that this project had been deferred, with other primary and secondary projects, while the Department was spending such funds to connect up the State Highway System with the Interstate and that the Board would keep in mind the requested improvement.

Bear Lake County Legislative Delegation. Next appearing before the Board were State Senator Lloyd Dunn and State Representative Frank Hirschi of Montpelier.

Senator Dunn requested that the Board and the Department review the right of way demands of Marriner Jensen, Montpelier, Idaho, who has demanded a stock underpass on Project F-1481(15), U.S. 30N, east of Montpelier. The need for the stock underpass was occasioned by the registered hereford breeding development on the Jensen ranch cut by the proposed improved highway.

The Senator pointed out that the public safety of the motorist was a point that weighed heavier, in his opinion, than the cost of the stock.

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William Park of the Right of Way Division stated there was only \$2,000 worth of right of way taken in going through the ranch with the highway and that the size of the stock operation would not justify damages to the extent of providing a livestock underpass.

The Board asked the Department to review the safety factors involving the sight distance and grade elevations that a livestock crossing at grade might cause, and report back at the next Board meeting.

Representative Hirschi pressed for early construction of the Montpelier overpass and thought that the best location was on Washington Street and that the City was in agreement with this location; but, thought that if another crossing location was recommended by the State, the local people would be willing to review the matter. He personally saw no objection to the Washington Street location.

Boise City Council Requests On-Street Parking, 17th and Main Streets.  
Next appearing before the Board were Boise City Councilmen Buck Jones, Vernon E. Morris, W. H. Bakes, Edward W. Rice and City Engineer J. L. Morris.

The Board, having heard a request from the Boise City Council, agreed to allow a short section of on-street parking within an 8 foot widened area along the north side of Main Street between survey stations 79/87 and 80/45 on Project U-3021(21) at no added cost to the Department.

A tapered transition from the widened on-street parking area into the normal curb is to be constructed by the Department.

The Board expressed concern over the traffic safety effect of on-street parking activities in this area and will reconsider its approval should critical traffic problems develop.

In addition to other parking matters, Councilman Jones requested that the Board remove 23rd Street from State to Fairview from the State Highway System and take on to the System 27th Street from State to Fairview.

The Board made no commitments, but agreed that traffic volumes on 27th Street dictated improvement of the Street. Councilman Jones stated that the Council is presently widening 27th Street to a four-lane section from Main Street to Pleasanton Street and would be happy if the State would improve the balance of the remaining distance to State Street. No commitment was made by the Board concerning this request.

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Councilman Jones also requested that the Department improve and widen State Street from 23rd Street to 27th Street, there being no right of way problems in the needed improvement. Councilman Jones inferred that the City would take on to its street system that section of present State Highway 44 from Fairview at 23rd to State Street and thus to 27th and State, if the Department would take 27th Street on to the State Highway System from Fairview to State Street and improve it to State Highway standards. The Board reminded Councilman Jones this section was on the Department's five year planning program.

Power County Legislative Delegation Regarding Highway Across American Falls Dam. State Senator Vard Meadows, State Representative Ernest Permann, and the Messrs. Joe Allen, Jack Smith, Otto Tiede, Robert Wegner and Dan Neu appeared before the Board urging the Department and the Board to keep in close touch with the Bureau of Reclamation concerning an improved crossing of State Highway 39 west of American Falls in crossing the Snake River, when the Bureau of Reclamation completes its study and findings in their problem of repairing or replacing the American Falls Dam.

The Department assured them that the need for an improved roadway into American Falls on State Highway 39 was not exaggerated and that the Department would work closely with the Bureau of Reclamation in the matter, as in the Board's opinion the State of Idaho should not bear the cost of an improved crossing alone, keeping in mind that there was a road across the river prior to flooding the bridge site and the building of the dam. The Bureau of Reclamation study is contemplated to be completed this coming September.

American Falls Bridge Committee Chairman Joe Allen of the American Falls Chamber of Commerce requested the Department to keep in touch with him on the matter.

State Highway Engineer Mathes stated the Department wants to explore the possibility of federal legislation for a financial assist on the problem.

Franklin County Delegation Requests the Department Improve Old State Highway 35 from the Utah Line to Weston. Next appearing before the Board were Franklin County Commissioners Albert E. Moser, Vaughn J. Larsen and Ted Roper; State Senator J. Clifford Forsgren; and Walter Beutler and Sterling A. Bingham.

The Board replied that this road is not on the State Highway System and that the quickest way to improve it would be that of a Franklin County Secondary Roads project. Commissioner Albert Moser stated they are working to that end and should have a three mile project ready late this year or early next year.

Commissioner Moser inquired as to the status and future programing of projects on State Highway 34 over Tincup Pass and in the Cleveland - Thatcher area. State Highway Engineer Mathes outlined to the satisfaction of the delegation what is being planned on these two sections of State Highway 34.

Goff, Payette 16th Street Right of Way Matter. Representing James Goff and appearing with him was Attorney Dean Miller, who asked the Board to permit an access to Mr. Goff's property at the junction of U.S. 95 and the proposed 16th Street improvement.

The Board reminded Mr. Miller by policy the Board does not try to adjudicate right of way matters that have been through court condemnation and would make no exception on this request.

Idaho Associated General Contractors. Next appearing before the Board were the following members of the Idaho Associated General Contractors: Stanley Quigley, J. L. Seawell, H. R. Watkins, E. Laats, John P. Molitor and Norm Parson.

The delegation discussed highway problems in general and was particularly interested in how the new Idaho sales tax would affect construction of State highway projects commencing July 1. The delegation was informed that the Department's attorneys were also pursuing this question and at present have not arrived at an opinion.

Type of Structure for Clover Creek Drainage Replacement (US 30 - King Hill). Assistant State Highway Engineer Christensen reviewed for the Board the various types of structures that should be considered in relieving the future flood problems at the Clover Creek - US 30 crossing.

After which, the Board concurred with the Department that a structure should be planned and that the Department should coordinate its planning with the Union Pacific Railroad before proceeding with the replacement. The Railroad also suffered structure damage in the December 1964 flood on their Clover Creek trestle which is downstream and adjacent to the highway Clover Creek pipe culvert.

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

F-4114(19), Potlatch Jct. - General Telephone Company of the Northwest and Clearwater Power Company

S-3832(3), Ada County Line - Emmett, Gem County - Idaho Power Company

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

S-3802(1), Snake River (Slick) Br., Elmore County - Mountain States Telephone & Telegraph Company

WEDNESDAY, MARCH 24, 1965

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:

R. Doyle Symms, Chairman  
Ernest Gaffney, Vice-chairman  
C. Ed Flandro, 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:

Stockpiles No. 5507 & 5513 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Farragut and Athol, in Kootenai County - State financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, on March 4, 1965 in the amount of \$46,600.00.

Stockpiles No. 6511 & 6512 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles, adjacent to SH-28, So. of Gilmore and the Salmon Maintenance Yard, in Lemhi County - State financed. The contract was awarded to Maverick Construction Co., Burley, Idaho, the low bidder, on March 10, 1965 in the amount of \$35,275.00.

Stockpiles No. 5508 & 5509 - The work consists of furnishing aggregate surfacing material in stockpiles adjacent to MP-542.9 & 553.5 (US-95), in the vicinity of Copeland and Round Prairie, in Boundary County - State financed. The contract was awarded to W. R. Sutherland, Wilbur, Washington, the low bidder, on March 10, 1965 in the amount of \$31,315.00.

Maintenance Shop - State Police Office - Fallout Shelter & Service Station at Lewiston, Idaho, Nez Perce County - The work consists of the complete construction of two reinforced concrete block buildings, each with prestressed concrete roof slabs, including all electrical, plumbing, heating, and other mechanical installations - State financed. The low and only bid was 10.09% over the Engineer's Estimate. The project will be re-advertised.

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Stockpile No. 5506 - The work consists of furnishing aggregate surfacing and cover coat materials in stockpiles, left and adjacent to US-95A (MP-422.4), in Benewah County - State financed. The Board recommended the award of the contract to Crow Rock Products, Inc., Moscow, Idaho in the amount of \$32,875.00.

S-2869(1) - The work consists of constructing the roadway, base, irrigation structures and a bituminous surface treatment on 4.924 miles of the 400 West Road, N.E. of Paul, in Minidoka County - Federal Aid Secondary and County financed. The Board recommended the award of the contract to Hoops Construction Co., Twin Falls, Idaho in the amount of \$157,212.00.

Latah County Legislative Delegation. Appearing before the Board were State Senator Harold Lough, and Representative Harold Snow and George Brocke urging the Board and the Department to give consideration to the construction of truck passing bays on the hills between Moscow and Potlatch on U.S. 95.

Vice-chairman Gaffney stated, off hand that in his opinion, the need for truck bays was greater south of Moscow.

The Board then suggested that the Department make a study of the request and come up with a recommendation based on need, cost and traffic justification in the areas north and south of Moscow.

City of Blackfoot Delegation. Next appearing before the Board was the following delegation from the City of Blackfoot: Mayor Louis Haller, Lester W. Hopkins, Wayne W. Pixton, Charles O. Parkham, Roy Jacobsen and Robert F. Colson.

The Mayor asked the Department to re-examine the justification for removal of the raised medians on South Broadway, that were built in the U.S. 191 project three years ago. The City contended that since the Interstate is built, traffic volumes do not warrant continuation of the raised medians and that their presence has curtailed any development along this highway in the area of South Blackfoot.

The Mayor stated the channelization section is needed and should remain in the transition at the north end of South Broadway. Additional openings with enlarged storage of left turn bays between Bridge Street and Alice Street should be seriously studied by the Department and the Board.

The Board asked the Department to review the request for openings at dedicated streets, providing the spacing was such that additional left turn storage could be made available.

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Vice-chairman Gaffney informed the Mayor, in his opinion, the channelization should remain on South Broadway and that the request for painted medians, in lieu thereof, was begging the question and inviting left turning violations to the hazard of motor vehicles.

The delegation complained about the signing at the junction of Interstate 15W and 15 that did not show Blackfoot as a destination on the overhead signing. The Department said they would check into the complaint.

Idaho State University Requests Historical Sign. Board Member Flandro conveyed a request from Idaho State University for a historical sign on U.S. 191 in the vicinity of the University, as has been installed at the University of Idaho.

The request is being processed.

Recent Legislation Affecting the Department Reviewed. The Board reviewed recent legislative action on bills affecting the Department with particular attention to the Logging Truck Package Load Bill, H.B. 58.

The Board again reviewed the material opposing H.B. 58 that was laid before the senate and house transportation and defense committees during the legislative session concerning this bill and determined that the same material should be laid before the Governor for his consideration when the bill comes across his desk.

The Board presented the material to the Governor in person, who stated that the bill, as yet, had not come across his desk from the house where the bill had final action.

Department Salary Adjustment. On meeting with the Governor regarding the Department's salary adjustment, that was deferred by him in December, the Board again brought the matter before him.

He reminded the Board the Legislature was still in session and told the Board that it would have his consideration at a later date.

Surplus 90' Pony Truss to City of Orofino. Upon recommendation of the Bridge Section and Maintenance Engineer Roy Jump, the Board approved the transfer of the pony truss from the Lewiston District Yard to the City of Orofino, F.O.B. Lewiston.

Consulting Engineering Agreements Approved. The following consulting engineering agreements pending and having the approval of the Consulting Engineering Committee were presented to the Board, in which the Board concurred:



1. East Post Falls - Coeur d'Alene, Interstate 90, \$145,000 or 3.4% - Johnson, Underkofler, Briggs & Miller, Boise, Idaho
2. Coeur d'Alene Blackwell Bridge and Northwest Boulevard Interchange, F-FG-5115(4), complete design, \$14,400 or 2.2% - Murray V. Johnson & Associates, Boise, Idaho.
3. Bonners Ferry Overpass Structure, U.S. 95, \$24,700 or 5.5% - The Ken R. White Company, Coeur d'Alene, Idaho and Denver, Colorado.

Assistant State Highway Engineer Christensen advised the Board, that in his opinion, the above consulting work should see the Department through as to the hiring of outside consultants for the foreseeable future.

Interstate Route Location Vicinity of Downey Reviewed. Traffic Engineer Dean Tisdale presented various alternate Interstate connections to Downey from a proposed location of Interstate Route 15, in which the Board authorized the Department to go to the Bannock County Commissioners and Village of Downey on Plan 1-B, which connection is three miles in length. The Interstate section has a cost estimate of \$5,500,000, of which \$240,000 is assigned to the Downey connector. The present U.S. 191 west of Downey would revert to Bannock County. It was the Board's thinking this would afford Downey an adequate business loop and a better community service connection than that offered in public hearings in 1957.

State Public Hearings Authorized. The Board authorized the Department to proceed in public hearings in April for U.S. 95 in the vicinity of Homedale and Interstate Route I-80N between Bliss and Jerome.

After being apprised of the Jerome Chamber of Commerce's request for a hearing in Jerome, it was the Board's considered thinking that one central hearing at Wendell should suffice for hearings on Interstate 80N location between Bliss and Jerome.

Additional Exit Road with Interstate at Mullan Requested. The Board took under consideration a petition from Mullan businessmen and citizens requesting an additional exit road at the proposed partial interchange immediately west of Mullan.

After due consideration and consulting with the plans for the project, the Board denied the request as stated in the petition because the volume of anticipated traffic that would be involved would not warrant the necessary expenditure to provide on and off ramps.

The Board instructed the Department to provide adequate signing in advance of the East Mullan Interchange to sufficiently notify the west-bound motorist desiring to get off the facility at Mullan. The Board

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recognized the fact that the few motorists that might miss the exit east of Mullan would have a second opportunity to leave the facility at the Morning Mine Interchange.

Speed Limits in Idaho Falls (US 26, 91B, 191, 20 & I-15). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 26, 91B, 191, 20 & I-15 in the City of Idaho Falls from the south city limits (MP 125.80) to the north city limits (MP 121.65), as recommended and stated in marked Exhibit A-105, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Soda Springs (US 30N & SH 34). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 30N & SH 34 in the City of Soda Springs from the west city limits (MP 366.60) to the north city limits (MP 61.05), as recommended and stated in marked Exhibit A-106, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 30N & SH 34). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 30N & SH 34 from east of junction with SH 34 to Soda Springs urban extension, as recommended and stated in marked Exhibit A-107, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>F-4113(31)</u>	<u>Whitebird Summit South, Section "A"</u>	<u>Partial *</u>
<u>F-4113(32)</u>	<u>Whitebird Summit South, Section "B"</u>	<u>Partial *</u>
<u>F-4113(38)</u>	<u>Whitebird Summit South, Section "C"</u>	<u>Partial *</u>
<u>F-5121(11)</u>	<u>Thama, East, Section I</u>	<u>Partial *</u>
<u>F-5121(14)(15)</u>	<u>Thama, East, Section II</u>	<u>Partial *</u>
<u>S-4709(1)</u>	<u>Jct. US 95 North on SH 7</u>	<u>Standard Approach Policy</u>
<u>S-4800(6)</u>	<u>Troy, East</u>	<u>Standard Approach Policy</u>
<u>S-4809(2)</u>	<u>Bovill to Clearwater County Line</u>	<u>Standard Approach Policy</u>

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\* 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 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.

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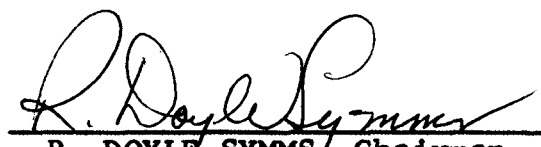
All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

April and May Board Meetings and North Idaho Board Tour Scheduled.

The Board scheduled its April Meeting for Monday, April 26 through Wednesday, April 28, 1965. The May Meeting of the Board is scheduled for Monday, May 17 and Tuesday, May 18. The North Idaho Board Tour is scheduled for Wednesday, May 19 through Saturday, May 22.

WHEREUPON, the Board adjourned until its next meeting scheduled for April 26, 27 & 28, 1965.

Read and Approved  
April 26, 1965  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

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

April 26 & 27, 1965

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 26, 1965. Present were:

R. Doyle Symms, Chairman - Director, District 2  
C. Ed Flandro, Member - Director, District 1  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

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

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

S-3809(9)	Cat Creek Summit Section East (NFD Road)
F-4201(6)	Orofino, West

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S-SG-4780(9)	Pierce Underpasses
Stockpile No. 3518	Mountain Home
I-IG-80N-1(23)35	W. Nampa I.C. - I.C. Jct. US 30
ST-1032(517) & (518)	Maple & Cedar Traffic Signals
ER-60(1) & F-4113(39)	Winchester - Spalding
Building 1311	Montpelier Mtce. Building
STM-3754(510), 3281(522) & Stockpile No. 3519	Murphy - Nampa, Nampa - Meridian & Karcher Lane
STM-3832(506), 3021(524) & 3855(501)	Various, Ada & Payette Counties
I-80N-1(29)45 Sec. "B"	Meridian & Maple Grove
I-80N-1(29)45 Sec. "A"	Meridian & Maple Grove
S-2741(4) & (6)	Hansen Br. & Approaches
F-4114(19)	Potlatch Junction

Meeting with Governor Smylie. The Board discussed the matter of acquiring approximately two acres on the west side of the main office building in order to better square the west property line and provide an expansion for the present Law Enforcement storage building. The legislature allocated construction moneys for the building from the drivers licensing fund.

The Governor suggested the Department clear the matter with the legislative building committee after acquiring an option for the needed property. Application to the City Council should be made changing the zoning of property to "Commercial."

The Governor directed the Department to submit salary adjustments in time to be effective June 1.

The Governor requested Chief Legal Counsel Tway to furnish him with the U.S. Supreme Court opinion on the American Oil case when the opinion is received.

The matter was discussed as to whether or not a 3% sales tax would likely affect materials going into highway construction contracts. The Governor said he was of the opinion that the State of Idaho would be

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exempt, which includes the State Highway Department but not highway contractors; however, the tax commission is presently developing rules and regulations as a guide for the administration of the sales tax.

Carl Carbon Claim Discussed. The Board concurred in Chief Legal Counsel Tway's legal advice in the cancellation of a rehearing before the Board regarding the Carl Carbon Whiskey Creek claim, Project S-4782(4), which had been reviewed and rejected by the Board May 22, 1963.

The request for a Board appointment and review was made by attorney T. J. Jones, Jr. for Carl Carbon.

The matter has been before the State Board of Examiners with no action since May of 1964. The claim file had been sent to the Board Secretary by Mr. Jones and was returned the next day to the State Auditor for action by the Board of Examiners.

Through Wallace Interstate Consulting Engineers Contract Revised. The Board approved, upon recommendation of the Consulting Engineer's Committee as reported by Assistant State Highway Engineer Christensen, a revised agreement covering the complete design of Project I-90-1(25)50, East Wallace to West Wallace in Shoshone County. The revised agreement modifies and supersedes the agreement approved February 26, 1965, by providing for an alternate design through railroad facilities on the west-erly end of the project and adjusts the fee by \$5,600 to a total amount of \$264,600.

The purpose of this revision is to insure the most economic and expeditious treatment of railroad company rights-of-way and facilities.

Clarence Beckman, Right of Way Matter. Appearing before the Board was Clarence Beckman regarding the right of way that is needed for the State Highway 16 improvement near Emmett.

The Board directed the Chief Right of Way Agent to recontact Mr. Beckman in a final offer. This offer to be in writing and signed by the Chairman of the Board lest Mr. Beckman again misunderstand the Board's position in the matter. A copy of the statement is on file in the project right of way file in Central Files.

North Idaho May Board Tour Itinerary Considered. The Board reviewed the itinerary of the May North Idaho Board tour with meetings at Orofino, Lewiston, Moscow, St. Maries and Coeur d'Alene and will again review the itinerary with Vice-chairman Gaffney May 10.

Out-of-State Travel was approved by the Board as follows:

One person from the Legal Division to Right of Way Workshop, Lt. Louis, Missouri, July 12 - 16.

Board Secretary Summers to Western States Committee on Highway Problems, Council of State Government, Billings, Montana, May 24 - 26; and WASHO, Santa Fe, New Mexico, June 14 - 17.

Duane Milstead to Palo Alto, California, to accompany initial computer data to Service Bureau Corporation regarding Boise Metropolitan Study.

E. D. Tisdale, Planning Engineer, and E. W. Equals, Planning Survey Manager, to attend Highway Planning Conference in Portland, Oregon, June 9 - 11.

M. W. Lotspeich, Traffic Engineer, to attend midsummer meeting of AASHO Traffic Committee in Santa Ana, California, July 8 - 10.

#### TUESDAY, APRIL 27, 1965

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:

R. Doyle Symms, Chairman  
C. Ed Flandro, 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:

STM-6033(542) & STM-6471(543) - The work consists of seal coating approximately 9.6 miles of U.S. Highway 191, in Bonneville County - State financed. The contract was awarded to Hartwell Excavating Company, Idaho Falls, Idaho, the low bidder, on April 16, 1965 in the amount of \$26,337.50.

Stockpiles No. 2500 & 2502, and Projects No. STM-2391(519), 2721(505), 2361(543) & 2727(506) - The work consists of furnishing aggregate surfacing and cover coat materials in stockpiles in the vicinity of Gooding and seal coating approximately 23.2 miles of various highways in the vicinity of Twin Falls, in Gooding, Twin Falls and Jerome Counties - State financed. The contract was awarded to Duffy Reed Construction Company, Twin Falls, Idaho, the low bidder, on April 20, 1965 in the amount of \$116,547.50.

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STM-1421(502) & 6422(504) and Stockpile No. 1514 - The work consists of seal coating approximately 37.8 miles on US-20, AEC Jct., - W. Idaho Falls, and furnishing aggregate surfacing material in stockpiles at the AEC Jct., in Butte, Bingham and Bonneville Counties - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on April 13, 1965 in the amount of \$79,810.00.

S-3802(1) - The work consists of constructing a 561.4' concrete bridge and approaches over the Snake River, on 0.247 mile of the Deadman Falls Dam Road, in Elmore County - Federal Aid Secondary and County financed. The contract was awarded to W. R. Cahoon Construction Co., Pocatello, Idaho, the low bidder, on April 27, 1965 in the amount of \$186,736.00.

ST-2790(508) - The work consists of reconditioning the existing road bed and constructing a roadmix bituminous surfacing on 5.751 miles of SH-24, Minidoka - Acequia, in Minidoka County - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on April 19, 1965 in the amount of \$55,877.60.

STM-6471(544) & Stockpile No. 6510 - The work consists of seal coating approximately 6.1 miles of US-191, Thornton O.P. - Rexburg NCL, and furnishing aggregate surfacing and cover coat materials in stockpiles south of Rexburg, in Madison County - State financed. The contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on April 19, 1965 in the amount of \$26,715.60.

STM-6501(513) - The work consists of seal coating approximately 15.1 miles of US-26, in Bonneville County - State financed. The Board concurred in the State Highway Engineer's recommendation of readvertising this job, there being only one bidder and his bid being 11.0% over the Engineer's Estimate.

I-15-3(23)119 & I-15-3(24)120 - The work consists of installing sprinkling system, placing topsoil, planting trees, shrubs, vines and seeding lawn on two interchanges of Interstate Highway 15, in Bonneville County - Federal Aid Interstate and State financed. The contract was awarded to Nelson Brothers Construction Co., Salt Lake City, Utah, the low bidder, on May 3, 1965 in the amount of \$88,021.00.

Stockpile Project No. 3517 - The work consists of furnishing aggregate surfacing, cover coat and sanding materials in stockpiles located approximately 1.5 miles north of Cascade and adjacent to SH-15, in Valley County - State financed. The Board recommended the award of the contract to Quinn - Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$45,850.00.

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S-3806(14) - The work consists of constructing the roadbed, drainage structures and a bituminous surface treatment on 8.886 miles of SH-51, Duck Valley-North, in Owyhee County - Federal Aid Secondary and State financed. The Board recommended the award of the contract to C. E. Leseberg, Nyssa, Oregon, the low bidder, in the amount of \$563,431.25.

S-2864(5) - The work consists of constructing the roadway, reconditioning, drainage and a plantmix bituminous surfacing on 5.005 miles of SH-25, Jct. US-93 - Barrymore Road, in Jerome County - Federal Aid Secondary and State financed. The Board recommended the award of the contract to Aslett Construction Company, Twin Falls, Idaho, the low bidder, in the amount of \$339,254.00.

STR-5115(526) - The work consists of constructing the rest area facilities, water distribution system and drilling a well on U.S. Highway 95, Alexander-McDowell Rest Area, approximately 16 miles southwest of Coeur d'Alene, adjacent to Highway U.S. 95 in Kootenai County - State financed. The Board concurred in the State Highway Engineer's recommendation of readvertising this job, there being only one bidder and his bid being 35.0% over the Engineer's Estimate.

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-2864(5), State Highway 25, Jct. US 93 - East, Jerome County - Mountain States Telephone & Telegraph Company.

S-3806(14), S.H. 51, Duck Valley Indian Reservation - North, Owyhee County - Gem State Utilities Corporation

I-80N-3(7)199, I.C. Jct. SH 25 - I.C. Jct. SH 27, Jerome & Minidoka Counties - Project Mutual Telephone Co-op Assoc., Bonneville Power Administration, Rural Electric Company, Mountain States Telephone and Telegraph Company and Idaho Power Company.

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

F-2351(3), T.B. Hospital in Gooding, 5.4 Mi. W. of Shoshone, Gooding County - Intermountain Gas Company.

I-IG-80N-1(23)35, West Nampa I.C. - Jct. U.S. 30 NE of Nampa, Canyon County - Intermountain Gas Company, Mountain States Telephone & Telegraph Company and Idaho Power Company.

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I-80N-1(29)45, I.C. Jct. S.H. 69 S. of Meridian - Maple Grove I.C., Ada County - Intermountain Gas Company, Mountain States Telephone & Telegraph Company and Idaho Power Company.

Wendell - Bliss Delegation Regarding Interstate 80N Wendell to Bliss. The following delegation appeared before the Board representing interested citizens of Wendell and Bliss including Mr. Bradshaw, a farmer whose livestock property abuts State Highway 25 between Tuttle and Wendell:

Al Meistad	Myron Harbaugh
Charles E. Ireton	E. E. Parr
Bill Bunn	G. M. Gehrke
Charles Miller	Ed McNutt
Harold Butler	William F. Duggan

The group restated their positions taken at the public hearing in Wendell April 19, 1965.

Jerome Delegation Regarding Interstate 80N Wendell to Bliss. A delegation composed of the following appeared before the Board, in support of the desert route between Bliss and Wendell concerning the location route of Interstate 80N, restating their views which were in the main statement at the April 19, 1965 public hearing in Wendell:

Lillie Almberg	Ralph R. Newberry
Murray O'Rourke	Frank Ravenscroft
W. A. Turner	Clark L. Heiss
J. A. Russell	Vernon Ravenscroft
Blake Patterson	

City of Arimo Request for Slip Ramp On and Off the Northbound Lane of Interstate Route 15. A delegation composed of the following appeared before the Board in support of an off ramp connecting with the northbound land south of Arimo not contemplated in the design of the next Interstate project:

Andrew Johnson	L. J. Smith
James A. Criddle	Thomas Heath
Wayne Wheatley	Gaylord Larson

Chief spokesman Andrew Johnson, School Superintendent of Arimo, stressed the minimum cost of such an additional connection to serve Arimo and also pointed out the steep grade at the interchange presently under construction northwest of Arimo.

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State Highway Engineer and the Planning & Traffic Engineer, in reply to a question of Board Chairman Symms regarding the question of the off ramp, stated they could not recommend changing the design by including an off ramp because of the built in traffic hazard which would cause head-on collisions by the willful driver violating the do not enter signs. Chairman Symms told the delegation they are asking for something that the Bureau of Public Roads and the Association of State Highway Officials say is dangerous; however, Chairman Symms said "We will consider the request and if we can do anything we will."

State Highway Engineer Mathes said that the Department is doing what it can to reduce the gradient of the county road going beneath the Interstate at the interchange northwest of Arimo.

Bannock County Commissioner Wayne Wheatley requested an additional cattle underpass under the Interstate now being constructed southwest of McCammon. The Board reminded him that the Bannock County Commissioners concurred in the closure and opening of certain county roads in that Interstate project and that severance damages in negotiating right of way acquisition took into consideration cutting of single ownership parcels and that at this late date the matter could not be reopened.

Marriner R. Jensen Right of Way Matter - Montpelier East, US 30N. Next appearing was Marriner R. Jensen, whose right of way matter is under negotiation east of Montpelier on US 30N. Representing him was Jack M. Murphy of Shoshone, who urged the Board to give Mr. Jensen every consideration in his family operated registered livestock farm for a livestock underpass.

The Board offered to install a cattle pass structure, provided that the property owner would agree to pay one-half of the added cost of such a structure.

Mr. Jensen made a counter proposal to the effect that he would accept the State's offer of \$2,000 for land and damages and allow the State to remove road building material from his property if the State will install the requested cattle pass.

The Board agreed to consider Mr. Jensen's proposal depending on the need and acceptability of the road building material offered.

Moscow Traffic Signal Warrants Requested. Next appearing before the Board were Moscow City Councilmen Max E. Call and Max E. Bingman requesting the State to participate and authorize a traffic signal at the intersection of State Highway 8 and Line Street.

Traffic Engineer Lotspeich recounted for the Board the fact that warrants of only 10% were possible for a traffic signal at this intersection and recounted the manner in which warrants are developed.

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Because of the lack of sufficient warrant for the signal, the Board denied the request at this time but stated that when the Board is on tour in North Idaho next month, they would look at this intersection with the thought in mind that possibly engineering improvements might lessen the traffic hazard stressed by the delegation.

Traffic Engineer Lotspeich pointed out that there was only one accident in 1963 and three in 1964 that would have been prevented had a traffic light been in operation. During these two years the accidents were property damage only with no injuries.

Interstate Off Ramp Connection to Grant Truck Stop Discussed. Next appearing before the Board were the Messrs. Dave and John Grant and Ollie Arbelbide of the Motor Transport Association.

The Messrs. Grant stressed that they were appearing before the Board mainly to facilitate movement of trucks and combinations of vehicles from the Broadway Interstate connector on the Federal Way interchange to the Grant Truck Stop on Federal Way.

They were particularly concerned with the stopping of vehicles coming off of the connector on to Federal Way. However, in their opinion, there would be more traffic than that of the westbound traffic approaching the interchange from east Federal Way.

State Highway Engineer Mathes pointed out to them that the projected 1980 assigned traffic was considerably greater approaching the interchange from east Federal Way than the number of vehicles coming off of the Interstate connector at that point.

Mr. Arbelbide said his Association was considering turn radii "T" connector on to Federal Way from the Interstate, as well as the on ramp radii to the connector that the doubles and future triple combinations might have room in which to make their turning movements.

The Board suggested that they work closely with the District Engineer at District 3 as design develops at this Interstate connector with Federal Way and if necessary appear later should there be any questions regarding the design as it approaches completion by the District engineering personnel.

Hearing Determination - Homedale Relocation and Bypass of U.S. 95 Route Location, F-3311(7) & F-3311(8). A public hearing was held under State and Federal statutes at the Washington Grade School, in Homedale, Idaho, at 8:00 p.m., Wednesday, April 21, 1965.

April 27, 1965

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

The Board finds and determines, in the affirmative, that the following relocation in the State Highway System in this manner, to wit:

1. The Idaho Department of Highways will proceed with the proposed location and construction of U.S. Highway 95 in the vicinity of Homedale, Idaho, as outlined in the hearing brochure dated April 1965 and submitted at said hearing.
2. The proposed improvement to be constructed on the following priority schedule:
  - Priority 1 - New Snake River Bridge immediately downstream from the present structure
  - Priority 2 - Relocation and improvement of U.S. Highway 95 between the proposed new bridge and the junction of State Highway 19 just south of Wilder
  - Priority 3 - Improvement of the existing highway through Homedale to modern urban standards
  - Priority 4 - Relocation of U.S. Highway 95 south of the river when traffic volumes warrant and funds become available
3. The Department is authorized to make advance purchase of Right of Way necessary for relocation of U.S. Highway 95 south of the river on the east route at an early date, preferably concurrent with the acquisition of Right of Way necessary to construct the new Snake River Bridge.

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

Interstate Route Location Bliss to Jerome Considered. The Board considered the Bliss to Jerome Interstate I-80N route location transcript and postponed determination until May 10.

Orders of Condemnation. The Board approved and signed the orders of condemnation as follows:

SH 67-51	S-3804(2)	Arnold & Leona Tweeten	Parcel No. 11
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April 27, 1965

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SH 67-51	S-3804(2)	Arnold & Leona Tweeten & State of Idaho (State Board of Land Commis- sioners)	Parcel No. 13
I-90	I-90-1(25)50	The Teddy Mining & Milling Co., Ltd. & the Heirs & Devises of Lena Grenfel, Deceased	Parcel No. 14½
I-80N	I-80N-1(24)28	Richard V. & Minnie E. Keim	Parcel Nos. 31, 31-E-1 to 31-E-3 incl.
I-80N	I-80N-1(24)28	Richard V. & Minnie E. Keim, Robert J. & Imogene E. Carson	Parcel Nos. 42 & 42-E-1 to 42-E-5 incl.
I-80N	I-80N-1(24)28	H. H. Keim Company, Ltd.	Parcel Nos. 42½, 42½-E-1 & 42½-E-2
SH 19	S-SG-3712(3)	L. Grace Collord & Roy I. & Phyllis Frank & Sam W. & Marie A Cawyer	Parcel Nos. 29 & 29-E-1
Boise One- way Couplet	U-3021(22) U-3021(8) R/W	B. C. Inc.	Parcel No. 11-E-3
US 12	F-4201(19)	Heirs & Devises of Peter Nicodemus, Deceased	Parcel No. 1

Approval of Special Deeds & Easements. The Board approved Special Deeds & Easements on the following:

I-15	I-15-1(8)57	Oregon Short Line Railroad Company	Parcel No. 27A
I-15	I-15-1(8)57	Oregon Short Line Railroad Company	Parcel No. 27½A
US 1	FHP 4-1(2)	Great Northern Railway Company	Parcel No. 29
US 1	FHP 4-1(2)	General Services Administration	Parcel No. 30

April 27, 1965

Materials Sources BN 67A  
and BN 111

North Idaho Falls Stake  
of the Church of Jesus  
Christ of Latter Day  
Saints & Lloyd & Reva  
Mickelsen

Approval of Requests for Change of Approach Locations. The Board approved the following requests:

			Application No.
US 91	F-1491(1)	Dell H. & Colleen Bosen	1-64-68
US 10 Alternate & 95	F-5116(14)	William R. Woolsey	5-65-6
US 95	F-4113(20) F-4113(13) R/W	Edith R. Weber & Wayne Huffman	

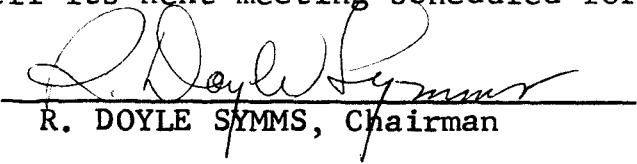
Separate Legal Action Authorized on Grant Construction Company Claim. The Board discussed the claim of the Department of Highways against Pacific Power and Light Company, in connection with Project F-5121(5).

Department Legal Counsel advised that the Department of Highways was obligated to and had paid to Grant Construction Company, et al, the contractor on said project, the sum of \$38,263.04, said claim arising out of Pacific Power and Light Company's delay in removing its utility poles from the highway right-of-way, which delayed the contractor on the project.

Upon advice of Chief Legal Counsel Tway, the Board authorized the filing of legal action against the Pacific Power and Light Company for the amount paid by the Department of Highways to Grant Construction Company, and for such sum, if any, as the Department may be responsible for by reason of the additional claim of the Grant Construction Company against the Department of Highways, which matter is now in litigation.

Department Motor Vehicle Liability Insurance Coverage Increased. The Board concurred in the recommendation of the State Highway Engineer of raising the Department's motor vehicle liability insurance coverage to: Property damage \$25,000, injury to one person \$50,000, multiple personal injuries \$100,000.

WHEREUPON, the Board adjourned until its next meeting scheduled for May 10, 1965.

  
R. DOYLE SYMMS, Chairman

Read and Approved  
May 17, 1965  
Boise, Idaho

April 27, 1965

BBF585

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

May 10, 1965

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 10, 1965. Present were:

R. Doyle Symms, Chairman - Director, District 2  
Ernest Gaffney, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1  
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:

Buildings No. 4145 & 4144 - The work consists of constructing a Maintenance Shop, State Police Office, Fallout Shelter, and Service Station in North Lewiston, Idaho, in Nez Perce County - State financed. The Board recommended the award of the contract to Sceva Construction Co., Inc., Spokane, Washington, the low bidder for the Maintenance Shop, State Police Office and the Fallout Shelter in the amount of \$278,290.00. The Board recommended the award of the contract for the Service Station to Kenaston & Huntley, Lewiston, Idaho, the low bidder, in the amount of \$43,384.00.

Stockpile Project No. 3518 - The work consists of furnishing crushed sanding material (cinders) in stockpile located east of MP-98.8 (US-30) and approximately 3 miles northwest of Mountain Home, in Elmore County - State financed. The Board recommended the award of the contract to Richard Beshey, Boise, Idaho, the low bidder, in the amount of \$14,420.00.

ER-60(1) & F-4113(39) - The work consists of the work of repairing flood damage, including roadway, structures, guard rail, cleaning culverts and channels, replacing pavement at intermittent locations, seal coating from Winchester to Culdesac and seal coating all replaced pavement from Culdesac to Spalding, in Lewis and Nez Perce Counties - Federal Aid Emergency, Primary and State financed. The contract was awarded to Goodfellow Brothers, Inc., Wenatchee, Washington, the low bidder, on May 10, 1965 in the amount of \$676,081.10.

ST-1032(517) & (518) - The work consists of furnishing and installing traffic signals on US-91 & 191 at Maple and Cedar Streets in Pocatello, in Bannock County - State financed. The Board recommended the award of the contract to Babbitt Electric & Refrigeration Co., Idaho Falls, Idaho, the low bidder, in the amount of \$12,393.00.

May 10, 1965



STM-3754(510), STM-3281(522) & Stockpile No. 3519 - The work consists of seal coating approximately 28 miles of SH-45 and US-30, Murphy - Nampa and Nampa - Meridian and furnishing aggregate surfacing and cover coat material in stockpiles south of Karcher Lane, in Owyhee and Ada Counties - State financed. The Board recommended the award of the contract to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, in the amount of \$60,461.25.

Building No. 1311 - The work consists of constructing a shop and office structure at Montpelier, Idaho, including all electrical, plumbing, heating and mechanical installations - State financed. The Board concurred in the State Highway Engineer's recommendation of readvertising this job, the low bid being 20.0% over the Engineer's Estimate.

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

S-4802(1), S.H. 99, Troy - South, Latah County - Pacific Northwest Bell Telephone Company, American Ridge Cooperative Telephone Company, General Telephone Company of the Northwest, Clearwater Power Company, Washington Water Power Company.

Access Control was approved by the Board as follows:

<u>I-80N-2(9)91</u>	<u>Sebree - S.H. 68</u>	<u>Full</u>
<u>F-4201(19)</u>	<u>Kooskia Jct.</u>	<u>Standard Approach Policy</u>
<u>S-6742(4)</u>	<u>Connection to Ririe</u>	* <u>Partial</u>
<u>S-1721(10)</u>	<u>Aberdeen - Sterling Rd.</u>	<u>Standard Approach Policy</u>
<u>F-6501(5) &amp; F-6501(7)</u>	<u>Ririe - Clark Hill</u>	* <u>Partial</u> (This is the same Partial Access as presently designated for these projects)

\* PARTIAL ACCESS CONTROL

#### 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 is necessary to provide safe unrestricted highway operation.

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

#### New Private Approaches

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

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

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

#### Use of Private Approaches

All approaches will be limited to existing land use and will be closed if a change in land and approach use occurs. Access may be restored through connections with local road systems.

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

#### Out-of-State Travel was approved by the Board as follows:

Organization and Training Supervisor David W. Murray, Cheyenne, Wyoming, June 2-4, Western Association of State Personnel Officers Meeting.

State Highway Engineer E. L. Mathes, Washington, D.C., May 23-26, President's Conference on Beautification and Chief State Highway Administrators Meeting.

Interstate Northbound Signing to Blackfoot Reviewed. State Planning and Traffic Engineer Pearring discussed the location of various Interstate signing south of Blackfoot naming Blackfoot as a designation as well as exit signs.

Mr. Pearring reported on a meeting with the Blackfoot Chamber of Commerce and Charles O. Packham who had registered previous complaints in this regard.

The Interstate exit signing at the south Blackfoot interchange will be elevated in order to increase the sight distance of the Blackfoot exit sign which is also under illumination.

The Board concurred that the prevailing wording on northbound major city signs at the 15W-15 Chubbuck Interchange not be changed. The signing conforms with AASHO signing policy for the Interstate and shows Idaho Falls as the next major city.

Village of Pierce State Highway 11 Bypass Request Considered. State Planning Engineer Dean Tisdale submitted an aerial layout showing a possible bypass of the Village of Pierce on State Highway 11 which is being requested by the Village of Pierce and the Potlatch Forest Industries. The request is made in anticipation of expected population increase and haul road needs through the Village to the plywood plant being constructed by the Potlatch Forest Industries.

The Board took no action and await letters of confirmation regarding the donation of sufficient right-of-way through P.F.I. holdings where most of the requested relocation is sought.

Bliss - Jerome Interstate Location Hearing Determination. Having read the hearing transcripts and pertinent correspondence and having considered the economic effects of the location, the Board determined in the affirmative in the matter of the proposed so-called railroad route Interstate location between Bliss and Jerome as submitted in public hearing April 19, 1965, at Wendell.

U.S. 12 Spalding to Arrow Relocation and Clearwater Bridge Hearing Determination. Having read the hearing transcript and having considered the economic effects of the location, the Board determined in the affirmative in the matter of the proposed relocation of U.S. 12 on the north side of the Clearwater River between the Spalding Clearwater Bridge to and including the proposed Arrow Clearwater Bridge. Relocation to occur when the Arrow Bridge is constructed as proposed at public hearing May 3, 1965, in Spalding. Abandonment of the present Spalding Clearwater Bridge and that section of U.S. 12 east to the connection to the south approach of the Arrow Clearwater Bridge to the local governing road jurisdiction to be made on completion of the Arrow Clearwater Bridge.

Department's Twin Falls Martin Distributing Company Warehouse to be Auctioned. At the request of interested Twin Falls people in the Twin Falls Junior College who desire to acquire the Department's surplus Martin Distributing warehouse property on Addison Avenue in Twin Falls, the Board set a floor price of \$55,000 and directed the Right of Way Division to immediately advertise the same to be offered at public auction. Current appraisal of property was made at \$60,000.

City of Mountain Home Requests Urbanized Section West and South of Railroad Tracks. The Board read a resolution from the City of Mountain Home urging that U.S. 30 within the City limits west and south of the Union Pacific Railroad tracks be included in the Air Base road four-lane construction project scheduled this season.

The Board Secretary was instructed to reply that defense moneys are to be used exclusively on the Air Base road and that the Department does not have in its planning program the requested urbanized section of U.S. 30 west and south in Mountain Home. The request will be held in abeyance as future construction moneys are considered for that area.

Pine Creek U.S. 10A Bridge Declared Surplus to City of Kellogg for Salvage Value. Upon the recommendation of the State Highway Engineer, the Board authorized the offer of the surplus Pine Creek (U.S. 10A) Bridge when dismantled, to the City of Kellogg F.O.B. the site, at the contract salvage value of \$2,100.

This structure is the first to come under the salvage value policy of the Bureau of Public Roads, wherein the construction contract is charged to a residual salvage value of bridges that are to be removed from the project.

By policy the Board determined to pass such subject bridges on to other divisions of local government that may request the structures or structure for reimbursement of the actual contract of the charged residual salvage value, if such structures are declared surplus by the Board.

Abandonment of Murtaugh Loop Road Including Maintenance Considered. The Department having outlined to the Board the history of the matter of the Department's maintaining maintenance of the Murtaugh Loop Road as a result of a Supreme Court action years ago, the Board requested the Department's Legal Counsel look into the possibility of abandoning the road and maintenance in perpetuity, and report back to the Board the legality of such action in the light of the Supreme Court decision.

Redistribution of Unused Secondary Federal-aid Funds for Counties Reported. State Secondary Roads Engineer Laragan acquainted the Board with those counties which had not used or committed their current allocation of Secondary Federal-aid moneys and at the June meeting will

view requests from those counties that have projects engineered and ready to go as a basis of redistributing the unused funds. The action is in accordance with the Board's policy of making the redistribution in order to get the money into road projects.

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

SH 67-51	S-3804(2)	Heirs & Devisees of D.E. Cannon & Ora F. Cannon, Deceased	Parcel No. 7
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Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

US 91-191	F-1032(20)	Residence, Alameda Street - \$16,000	Parcel No. 26
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Mtce Yard 60300	Salmon, Ida.	South 200' Lot 12, Block 18 Salmon City Townsite, Lemhi County, Idaho - \$10,950
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Approval of Return of Improvements at Salvage Value to grantors  
Chas. O. & Clairbel Amy, Parcel No. 8 in Project No. I-15-3(10)179.

Report on Parcel Nos. 3 & 3½, US 30N, Project No. F-FG-1024(13),  
Gregoire & Dissault Investment Company (City Motors). The Board approved  
a settlement of \$45,000.00.

Discussion of Request of State of Idaho Fish & Game Department for  
Acquisition of Materials Sources Md 34 & 32. The Board agreed to convey  
the sources with a deed restriction limiting to public use.

Report on Parcel No. 13, SH 16, Project No. S-3832(3), Scott &  
Beckman.

Discussion of Appraisal of Parcel No. 56, Project No. I-90-1(21)42,  
H. C. Buchanan. The Board decided they would view the property on their  
North Idaho tour.

Approval of Purchase of a Maintenance Shed Site at Plummer, Idaho.  
The Board approved purchase of Site No. 1 at a price of \$350.00 per acre.

Report on Condemnation Settlements:

SH 24	F-2441(8)	E. J. Olson	Parcel No. 21
SH 24	F-2441(8)	Emery & Catherine Carson	Parcel No. 22

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I-80N            I-80N-1(12)37            Huter & King            Parcel No. 6

Approval of Special Deeds. The Board approved the following special deed:

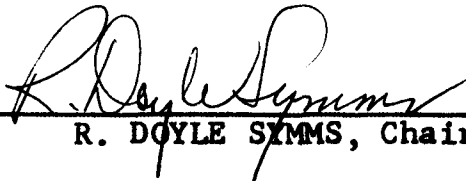
I-15            I-15-3(6)133            Reed L. & Mary W. Berrett            Parcel No. 3A

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

			Permit No.
US 93	FHP 26Q FHP 26-R1 FLP 14 FHP 26-R2 Unit 2	Bureau of Land Management	2-65-13
SH 25	S-2864(5)	C. J. Marshall	2-65-18
SH 24	S-2790(4)	Joe E. Taylor	2-65-25
US 95A	FHP 4(4)	Edgar R. Anderson	2-65-29

WHEREUPON, the Board adjourned until its next meeting scheduled for May 17, 1965.

Read and Approved  
June 21, 1965  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

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

Boise - May 17, 1965

North Idaho Tour - May 18, 19, 20, 21 & 22, 1965

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 17, 1965. Present were:

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

May 17, 1965

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

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

STM-6501(513) - The work consists of seal coating approximately 15.1 miles of US-26, Palisades Dam - Wyoming Line in Bonneville County - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on May 27, 1965 in the amount of \$30,212.50.

ST-3832(506), STM-3021(524) & STM-3855(501) - The work consists of seal coating approximately 18.5 miles of SH-16, US-20 & SH-73, in the vicinity of Star Jct., Garden City and New Plymouth, in Ada and Payette Counties - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on May 27, 1965 in the amount of \$28,870.50.

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

I-90	I-90-1(21)42	Oscar & Bertha Williams	Parcel No. 37
I-90	I-90-1(21)42	Leo J. & Marjorie L. Schueller	Parcel No. 85
		(The Board authorized condemnation but requested an offer of \$1,000 be made in an attempt to settle before proceeding with condemnation)	
I-90	I-90-1(21)42	Pat & Georgia Powers	Parcel No. 115
I-90	I-90-1(21)42	C. M. & Pauline E. Shiplett; Charles Scott & Ann Shiplett	Parcel No. 90
I-90	I-90-1(21)42	John W. Higgins; Jack W. & Helen Virginia Higgins	Parcel Nos. 78 & 78-E-1
		(The Board authorized condemnation but requested an offer of \$900.00 be made in an attempt to settle before proceeding with condemnation)	
I-80N	I-80N-1(24)28	Fred W. Jordan, Jr. & Bettie J. Jordan; Lee Edward Jordan; Charles Workman Jordan & Ella M. Jordan	Parcel Nos. 29 & 29-E-1 to 29-E-4 (incl.)
		(To be re-appraised before going to condemnation)	
I-80N	I-80N-1(24)28	Fred W. Jordan, Jr. & Bettie J. Jordan; Lee Edward Jordan; Charles Workman Jordan & Ella M. Jordan	Parcel Nos. 30 & 30-E-1 to 30-E-3 (incl.)
		(To be re-appraised before going to condemnation)	

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I-80N	I-80N-1(24)28	Paul & Evelyn Uzzel	Parcel Nos. 38, 38-E-1 & 38-E-2
I-15	I-15-3(11)187	Alma E. Rose	Parcel 8½

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

I-80N	I-80N-1(25)50	Clint, Cooper & Graham Company - up to \$200,000	Parcel No. 8
I-80N	I-80N-1(24)28	Lamar Hill - \$41,052	Parcel No. 7

Report on Progress of Negotiations:

I-80N	I-80N-1(24)28	Antone & Fotula Chacartegui; Eusebio Chacartegui	Parcel Nos. 28 & 28-E-1 & Borrow Source
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Report on the Appraisal of the "Breezy Point" Property Owned by Rose Sundeen on Project No. I-90-1(48)5. The Board requested the Right of Way Division to order a new appraisal.

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

US 30N	F-FG-1024(13) U-UG-1024(21)R/W	Portion Lots 9 & 10 of Block 321, Pocatello Townsite - to be sold for not less than \$7,500.	Parcel No. 16R
I-15	I-IG-15-3(3)117	Portion NW¼NE¼ of Section 24, Township 2 North, Range 37 East, Boise Meridian - to be sold for not less than \$12,000.	Parcel Nos. B½ & C½

Discussion of a Request for a Cattle Pass in Connection with Property to be Acquired from Marriner R. Jensen on U.S. Highway 30N, as Parcel No. 7 on Project No. F-1481(15). The Board heard a report concerning Mr. Jensen's April 27, 1965 proposal to supply road building material from his property in consideration for the granting of a cattle pass structure. The District's study indicated that the material being offered was of limited quantity suitable for embankment only and that better quality material is available from presently designated sources at more economical haul. Hearing this, the Board reaffirmed its previous offer to authorize a cattle pass structure providing Mr. Jensen would agree to pay one-half of the cost (estimated to be \$6,037.00).

May 17, 1965



Types of Partial Access Control Approved. In order to standardize the language on the various applications of partial access control, the Board approved the following types of partial access control, to wit:

TYPE "A"

Public Road Connections

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

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

Spacing of Existing Private Approaches

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

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

New Private Approaches

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

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

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

Use of Private Approaches

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

May 17, 1965

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.

TYPE "B"

Public Road Connections

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

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

Spacing of Existing Private Approaches

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

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

New Private Approaches

No new private approaches will be allowed.

Use of Private Approaches

All existing private approaches will be unrestricted as to use.

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

TYPE "C"

Public Road Connections

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

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

### Spacing of Existing Private Approaches

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

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

### New Private Approaches

No new private approaches will be allowed.

### Use of Private Approaches

All existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. Access may be restored through connections with local road systems.

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

### TYPE "D"

### Public Road Connections

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

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

### Spacing of Existing Private Approaches

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

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

### New Private Approaches

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

May 17, 1965

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

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

#### Use of Private Approaches

All approaches will be limited to existing land use and will be closed if a change in land and approach use occurs. Access may be restored through connections with local road systems.

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

SH 15            F-3271(9)            Frank O. & Virginia Smith;  
Melvin D. & Dorla Smith

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

Review Appraiser Paul Volkman to Corvallis, Oregon, June 7 - 12,  
Rural Appraisal School, Oregon State University.

I-80N-3(17)196                      Greenwood I.C. (excl.) - I.C. Jct.  
SH 25 (excl.)

Request for Interstate Slip Ramp at Arimo Determined. A request by the Arimo delegation at the April Board meeting was reviewed by the Board and upon the recommendation of the Department, the Board determined to deny the slip ramp but to pursue the matter of restoring the surface of the old U.S. 191 highway between Arimo and Virginia. In so doing, the Board viewed this answer to the problem and decided it would better serve the Arimo area and avoid the built-in traffic hazards of the requested Arimo slip ramp.

Board Member Flandro stated he would meet with Arimo School Superintendent Johnson and Village officials and brief them on the decision. The District and Department people and local governing officials will then meet and develop an agreement concerning the improvement of old U.S. 191 between Virginia and Arimo.

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The above premise is subject to final concurrence to be obtained from the U.S. Bureau of Public Roads, to which Idaho Division Engineer Gunderson has acquiesced.

Welcome Sign Approved for Farragut State Park, Girl Scout Encampment.  
The Department reviewed the comparable cost of painting a red carpet on the pavement of State Highway 54 at the junction of U.S. 95 and a welcome sign erected to the right of the entrance to Farragut State Park and determined that the welcome sign should be installed in lieu of the red carpet painted roadway.

The sign structure will be so worded to be converted with minimum change should the park be used and the signing be needed for the Boy Scouts of America Jamboree at a later date.

Route of Downey Interstate Connection and Location Favored by Board.  
Planning and Traffic Division reviewed with the Board the Marsh Creek - Virginia Interstate Route 15 study with the connection to Downey and determined in favor of Plan 1-B, as shown in said route study dated April 1965 and presented to Village officials on May 6, 1965. The Board directed the Department to proceed to public hearing.

Report on White Bird Hill U.S. 95 Location Study. Planning and Traffic Division outlined to the Board eight routes that have been under study to determine the best relocation of U.S. 95 from the Salmon River north to the south end of the present White Bird Summit U.S. 95 project.

Line 6-A of the high line location with a 6.8% grade from White Bird to the snow line and 6% from the snow line to the saddle or southern terminus of the present White Bird Summit project was recommended and concurred in by the Board as the best selection of the various line locations studied. This line avoided all known slide areas and crossed White Bird Creek downstream from White Bird on a 140' high structure, crossing Bakers Gulch and joining present U.S. 95 on the Salmon River.

The line has three alternate plans in the vicinity of White Bird, one of which would give access to White Bird from the south side of the White Bird Creek structure.

The line affords a 50 mile an hour speed and was the best alignment of the routes under study.

The Department was directed to proceed with the refinements of the proposed line and meet with local officials as to their thinking regarding the proposed line, the Bureau of Public Roads for their concurrence, preparatory to going to public hearing regarding the location.

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Access Control was approved by the Board as follows:

<u>I-80N-2(10)96</u>	<u>SH 68 I.C. (excl.) -</u> <u>E. Hammett I.C. (incl.)</u>	<u>Full Control</u>
<u>ERFO 55(3)</u>	<u>Elk City Highway</u>	<u>Standard Approach</u> <u>Policy</u>

City of Pocatello Requests Purchase of Surplus Snow Fencing. Board Member Flandro conveyed to the Department the City of Pocatello's request for 5,000 feet of surplus Department snow fencing.

N. L. McCrea, Assistant State Highway Engineer (Operations), reported that such fencing was available and the City would be notified that in line with previous surplus fence sales, the 5,000 feet was available at 5 cents a foot F.O.B. various District headquarters and that the City of Pocatello would be so advised.

The demand for snow fencing has been cut sharply by the completion of modern elevated design of State highways permitting winds to keep the roadway clear of drifting snow, without the benefit of snow fencing.

TUESDAY, MAY 18, 1965

The Board convened in Boise Tuesday morning, May 18, for a tour of North Idaho. Those on the tour were:

R. Doyle Symms, Chairman  
Ernest Gaffney, Vice-chairman  
E. L. Mathes, State Highway Engineer  
N. L. McCrea, Assistant State Highway Engineer (Operations)  
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 Authorized Exchange of Department Property Adjoining Overlander with Pollock. The Board viewed on the ground a request of Mr. Overlander, proprietor of the Pollock store off U.S. 95, and agreed to exchange equal areas of Department property with Mr. Overlander adjoining the west side of U.S. 95 and north of the Pollock access road, subject to the concurrence of Mr. Overlander. By such an exchange, properties of the Department and that of the Overlanders would be joined and mutually benefit both holdings. Both properties are undeveloped.

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The transfer would be made with a joint use, single access by both properties from U.S. 95. It appeared Mr. Overlander could also have access to the Pollock access road at the south of his property.

The proposal was submitted to Mrs. Overlander, subject to her husband's concurrence and so advising District Engineer Cox. The matter will then be submitted to the Bureau of Public Roads for approval prior to the actual exchange of properties.

Grangeville Meeting. The Board met with the Grangeville Chamber of Commerce at their invitation and exchanged views of State highway matters in the area.

Mayor George Cline urged the Department to continue the improvement of U.S. 95 in the vicinity of the golf course as an Elks Lodge building is contemplated on the golf course site and there is a need to know where the future highway right of way line would be before the lodge building is located. District Engineer Cox stated he would advise them of the information the District may have on it.

Kenneth Green urged the early construction of U.S. 95 from the golf course into Grangeville. State Highway Engineer Mathes explained although the section has two bad curves, other jobs have construction priority.

Board Vice-chairman Gaffney recounted the State Highway fund situation that appears to be sufficient during this biennium, but by the 1967 biennium everything points to the need for increased highway revenues if the State is to continue the currently contemplated rate of construction after 1967.

State Highway Engineer Mathes outlined the Department's proposed "high line" on the south side of White Bird Hill and its 6.8% grade below the snow line and its 50 m.p.h. alignment.

#### WEDNESDAY, MAY 19, 1965

Pierce Bypass Location Viewed. The Board viewed on the ground the request for a bypass of Pierce on S.H. 11 with Village Board Chairman Robert W. Richel and Earl Bullock of Potlatch Forest Industries, and a representative of the Cardiff Lumber Company.

The Department has roughly contemplated three possible alternate routes in bypassing Pierce to meet the request. The Cardiff Lumber Company representative agreed to submit a cost proposal of their right of way that would be needed. The remaining needed right of way owned

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by the Potlatch Forest Industries, according to Mr. Bullock, would be available to the Department at no cost. Upon receipt of this right of way cost estimate, the District was requested to work up cost estimates of the alternate routes that the Board may review and consider the matter.

The Cardiff Lumber Company representative pointed out that the bridge to the Cardiff Mill area needs replacing and where it would be located would have a bearing on the route determination. For this reason, they were urged to apprise the District as to their intentions regarding the replacement or relocation of the bridge.

Orofino Chamber of Commerce Meeting and Dam Tour. At the request of Mayor A. B. Curtis, the Board met with the Orofino Chamber of Commerce. Mayor Curtis thanked the Board for the present construction programming of the Orofino Bridge approaches and the U.S. 12 Riverside section and asked Francis Portfours to outline future highway needs of the area.

Mr. Portfours requested the early construction of the Orofino Bridge approaches and U.S. 12 west to Riverside. Also a request to accelerate widening and relocation of U.S. 12 from Riverside to Lewiston was made.

State Highway 7 needs between Orofino and Ahsahka were made as well as the county road from Grangemont to Pierce. The Board was urged to assist the County in finding Forest Highway moneys or other means of financing this improvement to ease the logging and lumber truck traffic to Pierce via State Highway 11 and the Greer grade.

A request was also made to make a study of the Greer grade with the idea of improving the present curvature and alignment.

A request to have the Board return the Ahsahka - Kendrick section of old State Highway 7 on the State Highway System was made as State Highway 7 should be continuous from Grangemont to Alternate 95 at Harvard. Board Chairman Symms indicated the various requests would be given consideration.

Vice-chairman Gaffney recounted the tightness of construction moneys and when the next biennium (after 1967) rolls around, it is becoming quite clear to the Highway Board that new or additional highway user revenues must be forthcoming if the Department is to maintain its anticipated construction program.

The Board toured the Dworshak Dam site construction progress and thereafter proceeding to Lewiston on U.S. 12.

21st Street Property Sale Request Viewed. The Board viewed on the ground property of the Thunderbird Inc., Mr. Grant C. Cluff, Oakland, California, in particular, and after discussing the requested removal of materials from the 21st Street intersection materials site owned by the Department, was unable to reach a mutually agreeable negotiation of the matter.

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Mr. Cluff indicated he would send a revised plan sheet to Mr. Mathes, together with a reproposal of disposing of the needed materials from the State property at the 21st Street intersection.

Lewiston Chamber of Commerce Meeting. The Board met with the Lewiston Chamber of Commerce Highway Committee headed by Senator Carl Moore. Also present from the Lewiston area were:

Robert Purcell, Chamber Secretary	A. L. Alford, Jr.
W. E. Simon	Paul Hayman
Herb Powell	Rod Marsh
Lewis I. Phillips	A. B. McCready
Gifford Dundas	Joe Cox
Howard Engle	Roger Tutty
Joe N. Wagner	Otto Brammer
Tom Feeney	

The Chamber requested the following highway improvements:

1. Re-alignment of Highway 95 over the hill to the Moscow - Pullman area.

Thomas Feeney, attorney for the Lewiston Port District, spoke in behalf of a route capable of adequately handling trucking to the Lewiston Port. He stated that at the present, truckers from the Palouse area are planning to haul to the Whitman County Port because of the present Lewiston spiral grade. He stated plans for a new grade must be announced before plans are firmed to make this haul through the Whitman Port.

Lewis Phillips, manager of the Lewiston Grain Growers, stated that with a new alignment six million bushels of grain will come down from over the Lewiston hill. It will take five million bushels to make grain shipping facilities feasible.

State Highway Engineer Mathes reported that aerial surveys have been made but it is not presently on the five year plan. It is hoped to have studies completed before funds are available. Joe Cox asked if the Highway Board would consider reversing themselves. Board Chairman Symms stated that it would take some time to develop new alignment for construction.

Vice-chairman Gaffney stated that three years ago the new alignment was not popular in Lewiston. He said that to complete Interstates in Idaho by 1972, there will be a need for more State funds than originally anticipated. To get revenue will take support from the legislature.

Senator Moore said that the Lewiston Chamber hopes that the Board will initiate engineering studies so that when moneys are available, construction could be started.

2. Senator Moore requested that there is a large gap in North - South Interstate and recommended that Highway 95 be placed on Federal Interstate System after the present Interstate System is completed.

Chairman Symms answered that the Board recognizes that U.S. 95 is probably the most important North and South route in Idaho. He added that states are now requesting additional Interstate routes after 1972 and that the Idaho Board believed Highway 95 would have a good chance. Because Interstates cause difficulties getting on and off to towns and areas, an expressway would be more in order if a 90% Federal and 10% State support can be arrived at.

State Highway Engineer Mathes stated that in late years, 45% of Primary funds have gone into U.S. 95 and only 28% of the area is affected. Requests for Interstates by state, must be in Washington, D.C. by July 1965.

Senator Moore stated the Lewiston Chamber of Commerce is more concerned with 90% - 10% than whether Interstate and expressway.

State Highway Engineer Mathes said sales tax cannot be used but gasoline tax could be raised and constitution could be changed to allow bonding. Washington has a 7-1/2¢ gas tax as compared to Idaho's 6%. Present budget will allow for engineering for realignment of Lewiston hill but it could not be completed in two years.

Bill Simon stated that it is anticipated that fuel tax growth is estimated at 3-1/2% per year. He requested an announcement of intent to the realignment of Lewiston hill. He asked that the Board consider the increase of revenue be brought about by the increase of truck traffic over Idaho roads bringing increased revenue to the State Highway System.

State Highway Engineer Mathes stated fuel tax growth is now increasing at the rate of 3/4 of 1% per year.

Bill Johnston, editor of the Lewiston Tribune, spoke in behalf of the Nez Perce National Park. He reported the Highway Department was a great help in getting this bill passed and signed. He expects the budget for the Park in the next session of Congress. He expressed concern of preserving and development of Canoe Camp as one of the key sites along the Lewis-Clark trail. Also a possible east access to visitors center at Spalding Park should not be closed. He requested the Highway Board review these plans with the Park Service Commission.

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Joe Wagner stated that traffic on Highway 12 is increasing rapidly and is becoming hazardous. It needs some realignment or three lanes. Doyle Symms said they were aware of the problems and some are on the planning schedule. Mr. Mathes stated that three lanes in a flat area is extremely dangerous. Howard Engle stated that an emergency situation now exists in the area and plans must be made.

THURSDAY, MAY 20, 1965

Moscow Chamber of Commerce Meeting. The Board met with the Moscow Chamber of Commerce and the Potlatch Boosters at the Chamber's office. The latter, represented by Mr. Barker of Potlatch, urged the early allocation of construction moneys for the Harvard - Deary section of State Highway 7. Mr. Barker said considerable study had been made by their group as to the traffic count, with particular emphasis on log trucks through the Harvard - Deary section. The bad road condition that prevails on this section is affecting the economical transportation of logs through the area.

State Highway Engineer Mathes stated that the District Engineer would make available to Mr. Barker accurate traffic counts on this road and would be happy to explain the manner in which the Department arrives at average daily traffic figures.

The Moscow Chamber of Commerce requested the Board make early construction moneys available for the Kendrick hill section of State Highway 99 and the balance of the "top" to connect with the proposed project now programed.

The Chamber also requested early programing of the Troy - Deary section of State Highway 8.

The Chamber stated that, in their opinion, Latah County was not getting their share of construction moneys the last several years. Vice-chairman Gaffney pointed out to the meeting that highway construction moneys are allocated on the basis of need on a statewide comparative need basis and the Board does not propose to break the construction program down into a county share basis.

Chairman Symms indicated the Board would take under consideration their requests as time and construction moneys become available.

State Highway Engineer Mathes pointed out the original plan of the Highway Board to construct the Harvard - Deary section of State Highway 7 and recounted that at that time the reconstruction was based on local

road jurisdiction taking over the road for maintenance after the construction was completed. Agreements to this effect failed and the project has since been dormant.

Vice-chairman Gaffney outlined to the meeting the contemplated need after 1967 for additional highway user revenues should the State expect the present rate of highway construction be continued.

After the meeting the Board viewed on the ground the request for a traffic signal at the intersection of Line and State Highway 8. Concerning which, Mayor Handel at the Chamber meeting stated that the City of Moscow would install the signal with no cost to the State if permission was granted by the Board. The Board made no decision in the matter.

U.S. 95 Truck Bays - North of Moscow. The Board viewed the hills north of Moscow in relation to the requested truck bays, with particular reference to the Viola hill and requested the Department to report to the Board the cost, needed location of bays, right of way adequacy, in order to further evaluate the economic feasibility of the request.

Ireland Cafe Sign, Potlatch Junction - Moving Approved. The Ireland Cafe sign near Potlatch Junction was viewed by the Board and Mrs. Ireland was advised that the Department will move the sign to the west side of her property, it having been located on misinformation from the Department.

The movement is required by a project pending between Potlatch Junction and Palouse Junction on U.S. 95.

St. Maries Chamber of Commerce Meeting. The Board met jointly with the St. Maries Chamber of Commerce and the Kiwanis Club.

The Chamber Highway Committee headed by Joe Mottern urged early consideration of the Board for improvement of State Highway 5 between Plummer and St. Maries, as well as a continuing Forest Highway program of the St. Joe - Avery Forest Highway Road.

Board Vice-chairman Gaffney ventured the observation that eventually 95A should be relocated along the hill side north of the St. Joe River dikes, there being a conflict of interest as long as highway vehicles use the road located on the dike. He pointed out that this relocation would ease the cost of raising the dikes sufficiently to adequately meet potential flood hazards.

The matter of correct and similar population signs at the west and east side of St. Maries was discussed and District Engineer Harding was requested to ascertain the latest census population figures of St. Maries and revise the signs accordingly.

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After the meeting the Board toured the St. Maries plywood mill.

Buchanan Property Interstate 90 - Kingston Viewed. The Board went over the Buchanan property on the Kingston Interstate 90 project with particular reference to the volume of contents of the buildings in question. The Board then directed the Department to proceed with the negotiating at the low appraisal and should that not be accepted by Mr. Buchanan, to permit the Board to review the matter before going to the high appraisal figure.

The Board recognized the unusual cost problem in buying this parcel that would be involved by moving the large amount of merchandise in the low price building structures and that such moving of contents is not a compensable item under Idaho right of way acquisition law.

Meeting with Spokane Chapter Associated General Contractors - Hayden Lake. The Highway Board met with the Spokane Chapter of the Associated General Contractors and exchanged information of mutual interest, such as the increased wage scales which are under negotiation with the unions of North Idaho at the present time.

The Contractors pointed out that labor negotiations are presently underway with the various construction unions and that should a strike be called, they urged the Board and the Department to not advertise projects until the strike was settled. The Board said it would consider the request. The Contractors outlined the various demands of wages and fringe benefits and requested the Department to recognize these cost factors in arriving at the Department's engineering estimates on projects brought to bid letting after they become firm.

Secretary Sam Guess was urged to keep the Department advised promptly as to the final wage and fringe benefits so that engineering estimates may be realistic.

Attending the meeting were Montana Highway Commission Chairman Alex Blewett and former Idaho Board Chairman W. C. Burns, who was presented with a farewell gift of fishing tackle by the Contractors. The Contractors commented that since Mr. Burns went on the Highway Board, Contractor and Department understanding of mutual problems has been of the best, which Chairman Symms and State Highway Engineer Mathes assured them this understanding would be continued.

FRIDAY, MAY 21, 1965

Bonnors Ferry Chamber of Commerce Meeting. The Bonners Ferry Chamber of Commerce in meeting with the Highway Board indicated their pleasure with the highway construction program in the area and that they were looking forward to bringing to advertising stage the Bonners Ferry bypass and a bridge across the Kootenai River to replace the two ferries operated by Boundary County.

Inquiry was made as to how the Department contemplates raising the south end of the Bonners Ferry Kootenai River bridge and still maintain traffic.

Mr. Mathes assured them a solution would have to be arrived at when the project comes closer to letting.

Inquiry was made as to the date of opening the Naples - Peterson Hill U.S. 95 section to traffic and District Engineer Merle Harding stated that the oil mat possibly may not be laid this fall because unforeseen slide conditions have to be corrected before the oil mat can be laid. It being a little early at this time to definitely predict when the project would be open to traffic.

Sandpoint Chamber of Commerce Meeting. Inquiry was made as to when the Denton Curves and Thama Rocks projects might be expected.

State Highway Engineer Mathes stated that the Denton structure project is contemplated this summer and that the Thama Rocks project will be given consideration this fall when the 1966 and long range construction program is considered by the Board.

District Engineer Harding stated that the two sections of Thama Rocks have a distance of 3.3 miles and amounting to a million and a half dollars might have to be deferred until 1967 or 1968 depending on available moneys.

Board Vice-chairman Gaffney brought up the subject of the Board's refusal to place the Schweitzer Basin Road on the State Highway System, stating that the Board viewed the matter as a local or county problem, it not having the characteristic of a road on a State Highway System. The Board over the years has declined many such requests to build roads with State Highway funds to ski resort areas, as all construction moneys allocated by the Board are needed to keep the present Primary and State Highway System construction program on schedule.

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SATURDAY, MAY 22, 1965

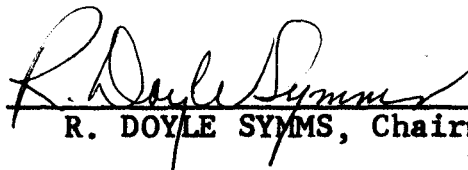
Summary. The Board enplaned at 2 p.m. at the Spokane Airport for Boise.

Roads covered on the North Idaho Tour were:

SH-15 and US-95 to Grangeville; SH-13 and SH-14 to Mount Idaho Road Junction; SH-13, US-12 and SH-11 to Pierce and Orofino; US-12 to Lewiston; US-95 to Moscow and Potlatch Junction; US-95A to St. Maries; SH-3 to I.S. 90 thence to Mullan and returning to Coeur d'Alene; US-95 and SH-54 to Farragut State Park, Bonners Ferry, Copeland Junction, Moyie Springs and returning to Sandpoint; US-2 to Priest River; SH-57 to Nordman; US-2 to Oldtown and SH-41 to US-10 and US-10 to Spokane Airport.

WHEREUPON, the Board adjourned until its next meeting scheduled for June 21, 22 & 23, 1965.

Read and Approved  
June 21, 1965  
Boise, Idaho

  
R. DOYLE SYMMS, Chairman

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

June 21, 22 & 23, 1965

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 21, 1965. Present were:

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

Minutes. The Board approved the minutes of the two May Board Meetings.

June 21, 1965



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

S-1721(5)	Riverside - Collins
U-UG-3281(9)	West Conn. to Nampa
Stockpile Nos. 2501, 2503 & 2504	Vicinity of Mackay, Alturas & Russian John R.S.
I-15-1(30)17	Slope Repair on the Deep Creek - Colton Section of Interstate 15
S-4802(1)	Troy - South
ST-1701(508) & Stockpile No. 1515	Holbrook - Roy

City of Pocatello Requests Use of Department Oiling Equipment for West Alameda Road. The City of Pocatello asked the Department's participation in a seal coating project being done by the City on West Alameda from Highway 30 North to Pole Line Road by the use of some State equipment and material on a reimbursable basis.

This request was occasioned by the heavy State highway traffic using said road between the U.S. 30 North Simplot area and the Chubbuck Interstate Interchange.

The Board directed the Department to cooperate with the City on a reimbursable basis.

Negotiating Dismissal of St. Anthony - U.S. 191 Bypass Court Action. Upon recommendation of the State Highway Engineer and Chief Legal Counsel, the Board agreed that, in the planning and design of the above project, safe and efficient approach access for both northbound and southbound traffic will be designed and provided for at the point where Bridge Street intersects the proposed relocated highway at the southerly end of St. Anthony, Idaho.

That the Board will recommend to and use its best efforts with AASHO to have existing U.S. Highway 191 and 20 designated as business routes through St. Anthony, Idaho, after completion of relocated highway with the relocated routes designated as through traffic routes.

That existing routes through St. Anthony will remain on the State Highway System after completion of the bypass route.

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The above proposals were agreed to as a compromise settlement between the City and the Board of Highway Directors, and if approved by the City the Appeal shall be dismissed. Otherwise, the Legal Counsel shall pursue the court action in accordance with the hearing plans submitted by the Department previously.

Exchange of State and Overlander Property Approved. The Board was advised that Mr. Overlander had concurred in the proposal of an even exchange of property of his and that of the Department in the vicinity of Pollock on U.S. 95, as outlined in the May Board minutes, and directed the Department to proceed with the paper work affecting the transfer.

Report on U.S. 95 Truck Bays North and South of Moscow. In response to a recent Board request of an analysis of the justification for truck bays north and south of Moscow on U.S. 95, R. B. Christensen, Assistant State Highway Engineer (Engineering), reported they were not warranted at this time. An on the ground survey of the traffic indicated no unusual delays to vehicles in passing trucks on said hills and reported to the Board that truck bays were not economically justified at this time. The Board determined to deny the recent request for same at this time but to continue to observe traffic operations and future accident experience on the hills in question.

U.S. 95 - Spalding Park Connection Change Reviewed. Upon the recommendation of the Department and after hearing a report on four alternate connections to Spalding Park, the Board determined that Alternate No. 3, or the Blue Route, which crosses the railroad and Lapwai Creek between old U.S. 95 and present relocated U.S. 95 south of Spalding Park would be the most appropriate. This route is 0.5 mile in length from approach to the center of the Park with an estimated cost of \$5,000. The Board conditioned their determination on closing the existing approach to the Park from relocated U.S. 95.

The present approach is the least desirable of the four alternates studied due to the hazardous nature of the approach, it being on a sweeping curve of present U.S. 95 north of the community with very poor sight distance.

District Engineer Don Cox was advised to contact Park officials, as well as the Highway District whose System has the Alternate 3 road at present and would retain the road on its System after the improvement.

Request for Sidewalk on Greenleaf Project, SG-3112(2), Denied. A petition was presented to the Board from Greenleaf area property owners that a sidewalk be included in the urban section of the project.

The Board having been informed that there were no sidewalks previously and to include sidewalks in a project where sidewalks were not previously located would be contrary to the Department's agreement with the municipal league. There being no sidewalks previously, the Board thereupon concurred in the Department's recommendation to not include sidewalks in the urban section of the project.

Pierce Bypass Status Reviewed. R. B. Christensen, Assistant State Highway Engineer (Engineering), reported the following findings of the District regarding the matter of bypassing Pierce with State Highway 11.

Cardiff Lumber Company is not sympathetic in granting any more of their land than is necessary and the District has recommended shortening the length of the bypass at an estimated cost of \$190,000.

The Board agreed that the alignment of the bypass is desirable and instructed the Department to proceed to firm up a route and consummate a right-of-way grant offered as a donation by the Potlatch Forest Industries subject to the approval of the route by community officials and after a public hearing has been held.

Orders of Condemnation. The Board approved and signed the orders of condemnation as follows:

US 20-26	F-2351(3)	Ira W. & Esther M. Kistler	Parcel Nos. 10, 10-E-1 & 10-E-2
US 20-26	F-2351(3)	Cecil D. & Elizabeth A. Hobdey; Lettie R. & Daniel E. Magnuson	Parcel Nos. 17 & 17-E-1 to 17-E-4 inc.
US 20-26	F-2351(3)	Kearney E. Thomas et al	Parcel Nos. 30, 30-E-1 & 30-E-2
I-80N	I-80N-3(17)196	Emma R. Andrews	Parcel Nos. 1, 1-E-1 & 1-E-2
I-80N	I-80N-3(17)196	Joe Houska, Jr. & Margaret Houska	Parcel Nos. 4 & 4-E-1 to 4-E-3 inc.
I-80N	I-80N-1(24)28	Norman & Ruth Earnest	Parcel Nos. 25 & 25-E-1 to 25-E-4 inc.
I-80N	I-80N-1(24)28	Gwen R. Specht	Parcel No. 1 & 1-E-1 to 1-E-10 inc.

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I-80N	I-80N-1(24)28	Lee and Addie Ross	Parcel Nos. 5 & 5-E-1
I-80N	I-80N-1(24)28	Grover & Kathryn Irvine	Parcel Nos. 9, 9-E-1 & 9-E-2
I-90	I-90-1(29)50	Eugene & Ann Werner	Parcel No. 2
I-90	I-90-1(29)50	Walter W. Amburs	Parcel No. 40
I-90	I-90-1(29)50	Charles M. Hughes, Jr. et al	Parcel No. 1
I-90	I-90-1(29)50	Rex & Adell Russom	Parcel No. 36
I-90	I-90-1(21)42	Mary L. Gardner & the Heirs & Devisees of James J. Gardner, Deceased	Parcel Nos. 122 & 122-E-1
I-90	I-90-1(21)42	Duncan A. McGillivray, Jr. & Madelyn McGillivray	Parcel No. 38
I-90	I-90-1(21)42	H. C. Buchanan	Parcel Nos. 56 & 56-E-1
SH 14	ERFO-55(3) ERFO-55(1) R/W	Herbert C. & Edith Blewett; Edward C. & Evelyn V. Herr; Pottala & Stromberg, A Partnership	Parcel No. 2

Approval of Special Deeds. The Board approved Special Deeds for the following:

I-80N	I-80N-1(24)28	William Shelley Gaither et al	Parcel Nos. 35R and 36R
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Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-80N	I-80N-3(17)196	Harry L. Dodson - \$20,565.	Parcel No. 2
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Approval of Proposed Acquisitions was given on the following:

District 3 Office Site Extension      Lots 10, 11, and S½ Lot 12,  
Strawberry Glen Sub.

The Board authorized the Right of Way Division to make an offer of \$17,000.

Approval of Request for Purchase of Remainder was given on the following:

I-80N      I-80N-3(17)196      Dr. C. R. Fox      Parcel No. 5

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

S-6822(2), Cache Junction - Tetonia, Teton County - Mountain  
States Telephone & Telegraph Company

TUESDAY, JUNE 22, 1965

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:

R. Doyle Symms, Chairman  
Ernest Gaffney, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

Benewah County Requests Milltown Road to be Placed on County F.A.S. System. Gordon Leuty, Benewah County Commissioner, George Moody and State Representative Emery Hedlund appeared urging the Board process a request with the Bureau of Public Roads to enable Benewah County to add the Milltown Road for a distance of one mile to make a safer connection with U.S. 95A and place the same on the Benewah County Federal Aid Secondary System.

The delegation was reminded that much of their Secondary Road System has not been brought up to modern standards; however, since this one mile section on the old Milltown Road has two severe traffic hazard points, the Board agreed to have the Department process the request.

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Highway Bridges Declared Surplus in the Vicinity of Silverton on U.S. 10. The Board, upon the recommendation of the State Highway Engineer, declared surplus two bridges on U.S. 10 in the vicinity of Silverton, which are to be overlaid by the construction of Interstate Route I-90 in Shoshone County and to so notify Shoshone County should they determine to retrieve at their expense and have a use for said bridges in their System.

Soda Springs Requests Union Pacific Railroad Crossing Structure. Appearing before the Board were State Representative Robert Hubbard of Caribou County and Soda Springs Councilman Arthur A. Kelly pointing out to the Board that the town is experiencing growing pains and is badly in need of a underpass or overpass structure across the Union Pacific Railroad for the safety of local traffic.

It was suggested by the Department and agreed to by the delegation that a comprehensive metropolitan planning study be entered into as regarding the needs of Soda Springs and its environs that a location of a railroad underpass or overpass be determined that would best serve the needs of the City, the area and State Highway 34 traffic.

The State Highway Engineer stated a study would be entered into as soon as the Planning Section can fit it into its program.

Walter Griffiths Right of Way Matter. Appearing before the Board were Mr. & Mrs. Walter Griffiths regarding a final effort on their part to arrive at a friendly settlement of their property needed for Interstate 80N between Caldwell and Nampa.

After considerable discussion and Chairman Symms explaining that increased travel caused by a cutting of a property was not a compensable item under Idaho law, Mr. & Mrs. Griffiths agreed to further negotiate the matter with the Right of Way Division.

Change of Location of State Highway 50 Denied. C. O. Coiner, F. J. Frahm, and Ed King appeared before the Board attempting to have the proposed location of State Highway 50 changed, which was a subject of hearing in Twin Falls, to that of connecting with Addison Avenue instead of connecting with Red Cap Corner and going through their farm lands.

The Board assured them that the line was firm and that there was ample justification for locating the new road as outlined in public hearing that was determined shortly thereafter by the Board.

Payette Chamber of Commerce Regarding Status of State Highways in Area. Appearing before the Board were A. R. Megorden, State Senator James McClure of Payette County, and others urging the Board to refulfill its commitment of not permitting the Ontario Gay Way Bridge to proceed in constructing the Gay Way - Payette section of U.S. 95.

The Board pointed out that the bridge designing would probably be ready ahead of the right of way acquisition of the Gay Way - Payette section of U.S. 95 and that the Board and the Department would keep their request in mind as to timing of the two proposed projects.

Fish Creek Intercommunities Delegation. A delegation representing the area from Pocatello to Montpelier, including legislators from Bear Lake and Caribou Counties, headed by C. A. Smith of Lava Hot Springs appeared before the Board presenting written statements from Chambers of Commerce, local government officials and local industry urging the Board consider allocating construction moneys for the Fish Creek Summit for 1966.

The Board assured them that in the present five year planning program the Board has approved for planning purposes a completed road with oil mat from U.S. 30 in the vicinity of Lava over the Fish Creek Summit to Lund, a distance of 7.7 miles with an estimated cost of \$2,500,000. This section would permit a connection by county road to U.S. 30N at Bancroft or Alexander Curves. Said connecting road to have only a gravel surface.

The improvement of the eastern connection would be considered in future long range planning programs beyond the five year planning program by the Board when they are taken under consideration.

John Sanborn Access Matter. Next appearing before the Board was John Sanborn of Hagerman concerning additional accesses to his property from U.S. 30, as shown in construction plans of Project F-2361(18), Malad River Bridge to Gridley Bridge.

The Board heard Mr. Sanborn who contended that because a neighbor was granted three accesses in half the distance of Mr. Sanborn's frontage, that the Board should give him consideration for two additional accesses to his property.

The Board explained to Mr. Sanborn that they were under the impression that the court had heard the right of way matter, including that of accesses requested by Mr. Sanborn's counsel and as reflected on the plans of the project, and that since Mr. Sanborn had received an award of damages of which access was a consideration, that the matter had become final.

Thereupon, the Board denied the request for additional accesses and other various construction item additions over and above that shown on the plans as affecting the Sanborn right of way parcel.

June 22, 1965

Thunderbird Lodge, G. C. Cluff, 21st Street Lewiston Property. Mr. G. C. Cluff representing Thunderbird Lodge, Inc. of Oakland, California appeared before the Board to request a change in the proposed lease terms for limited use of Department property at 21st and "G" Street in Lewiston.

After hearing Mr. Cluff, the Board indicated that a limited quantity of material not to exceed 50,000 cubic yards could be removed from the Department's land at a unit cost of \$0.50 per cubic yard and that credit would be allowed at that rate for the actual cost of a small parcel of land along 21st Street, to be acquired by the proposed leasee and transferred to the Department, such credit not to exceed \$12,000 (24,000 cubic yards of material).

The Department will not act further until Mr. Cluff resolves a firm proposal for consideration. No agreement was made.

Priority of Contemplated Projects to be Let Before September 1. The following Interstate and ABC construction program in Idaho for the next three months was recommended by the Department and concurred in by the Board in the following order of priority:

- |                  |                                       |
|------------------|---------------------------------------|
| 1. I-80N-3(7)199 | Minidoka Co. Line to S.H. 27          |
| 2. I-80N-1(38)0  | Oregon East - Jct. U.S. 30 - Plantmix |
| 3. I-90-1(38)11  | Coeur d'Alene Belt - Overlay          |
| 4. I-15-3(10)179 | China Point to Pleasant Valley        |
| 5. I-80N-1(24)28 | E. Caldwell I.C. - West Nampa I.C.    |
| 6. I-90-1(29)50  | Kellogg to Osburn                     |
| 7. I-15W-4(10)73 | West Pocatello to Chubbuck            |
| 8. I-15-3(19)111 | Bingham Co. Line to Bassett           |
|                  |                                       |
| 1. F-1481(15)    | 6 Miles East of Montpelier            |
| 2. F-4201(16)    | Orofino Bridge - South Approach       |
| 3. F-3281(7)     | Blaine Street in Caldwell             |
| 4. FG-5116(19)   | Naples - Peterson Hill - Plantmix     |
| 5. FG-5116(18)   | Naples Overpass Structure             |
| 6. F-FG-1024(13) | Benton Street - Structure only        |
| 7. F-3271(9)     | Spring Valley Creek Hill              |
| 8. S-SG-4780(9)  | Pierce Underpass                      |

Speed Limits in Blackfoot (US 191, US 91 Bus., & US 26). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 191, US 91 Bus., & US 26 in the City of Blackfoot from the south city limits (M.P. 99.55) to the west city limits (M.P. 320.20), as recommended and stated in marked Exhibit A-108, which is made a part hereof with like effect as though extended in full herein.



Speed Limits in Preston (US 91 & SH 34). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 91 & SH 34 in the City of Preston from the south city limits (M.P. 6.90) to the north city limits (M.P. 8.60), as recommended and stated in marked Exhibit A-109, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Hollister (US 93). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 93 in the Village of Hollister from the south village limits (M.P. 26.75) to the north village limits (M.P. 27.75), as recommended and stated in marked Exhibit A-110, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Ashton (US 20, US 191, SH 32 & SH 47). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20, US 191, SH 32 & SH 47 in the Village of Ashton from the west village limits (M.P. 180.70) to the east village limits (M.P. 28.65), as recommended and stated in marked Exhibit A-111, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Rigby (US 20, US 191 & SH 48). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20, US 191 & SH 48 in the City of Rigby from the south city limits (M.P. 141.60) to the west city limits (M.P. 14.60), as recommended and stated in marked Exhibit A-112, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Roberts (SH 48 & US 91). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 48 & US 91 in the Village of Roberts from West Front Street to the north village limits (M.P. 145.95), as recommended and stated in marked Exhibit A-113, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Sugar City (US 20 & US 191). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20 & US 191 in the Village of Sugar City from the south village limits (M.P. 158.45) to the north village limits (M.P. 159.65), as recommended and stated in marked Exhibit A-114, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Ucon (U.S. 20 & U.S. 191). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on U.S. 20 & U.S. 191 in the Village of Ucon from the south village limits (M.P. 135.55) to the north village limits (M.P. 136.08), as recommended and stated in marked Exhibit A-115, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 95 & US 10A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95 & US 10A from Coeur d'Alene Urban Extension to US 10A, as recommended and stated in marked Exhibit A-116, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 20). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20 from east of Bingham - Bonneville County Line to Idaho Falls Urban Extension, as recommended and stated in marked Exhibit A-117, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 26). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 26 from north of Jct. with US 20-191 to east of Ririe, as recommended and stated in marked Exhibit A-118, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 191, US 20 & US 26). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 191, US 20 & US 26 from Idaho Falls Urban Extension to Jct. with US Highway 26, as recommended and stated in marked Exhibit A-119, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 48). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 48 from Roberts Urban Extension to Ririe (Jct. US 26), as recommended and stated in marked Exhibit A-120, which is made a part hereof with like effect as though extended in full herein.

WEDNESDAY, JUNE 23, 1965

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:

R. Doyle Symms, Chairman  
 Ernest Gaffney, Vice-chairman  
 C. Ed Flandro, Member  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Secretary of the Board

June 23, 1965

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

I-80N-1(29)45 (Section "A") - The work consists of constructing a 4-lane divided roadway, drainage structures, a cement treated base, a cement concrete pavement, illumination and signing on 4.518 miles of Interstate Highway 80N, Meridian - Maple Grove, in Ada County - Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on June 9, 1965 in the amount of \$1,343,116.35.

I-80N-1(29)45 (Section "B" - Structures) - The work consists of constructing 3 concrete underpasses, two 30' concrete bridges and two 16' concrete culverts on Interstate 80N, Meridian - Maple Grove, in Ada County - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller Construction., Twin Falls, Idaho, the low bidder, on June 2, 1965 in the amount of \$217,374.15.

F-4114(19) - The work consists of constructing the roadway, drainage structures, a plantmix bituminous surfacing, signing and illumination on 0.279 mile of US-95, US-95A and SH-6 (Potlatch Junction), in Latah County - Federal Aid Primary and State financed. The contract was awarded to Carl Carbon, Inc. & United Paving Co., Inc., Spokane, Washington, the low bidder, on June 21, 1965 in the amount of \$122,393.50.

S-2741(4) & (6) - The work consists of constructing a 762' concrete and steel bridge on concrete piers 337' in height, over the Snake River, and approaches on 0.507 mile of SH-50, north of Hansen, in Twin Falls and Jerome Counties - Federal Aid Secondary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on June 21, 1965 in the amount of \$1,254,930.70.

I-IG-80N-1(23)35 - The work consists of constructing a 4-lane divided roadway, drainage structures, 3-twin steel and concrete overpasses, 2 concrete underpasses, 49' and 60' concrete bridges and a plantmix bituminous surfacing on 3.181 miles of Interstate Highway 80N, in Canyon County - Federal Aid Interstate and State financed. The contract was awarded to Morrison-Knudsen Co., Inc., the low bidder, on June 21, 1965 in the amount of \$2,384,812.35.

S-3809(9) - The work consists of constructing the roadway, drainage structures and crushed aggregate surface on 8.315 miles of SH-68, from Cat Creek Summit-East, in Elmore County - Federal Aid Secondary and State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on June 21, 1965 in the amount of \$787,956.00.

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STR-5115(526) - The work consists of constructing the rest area facilities, water distribution system and drilling a well on U.S. Highway 95, in Kootenai County, approximately 16 miles southwest of Coeur d'Alene, adjacent to Highway US-95 - State financed. The contract was awarded to Yarno & Associates, Spokane, Washington, the low bidder, on June 21, 1965 in the amount of \$24,152.00.

ST-5736(502) & Stockpile 5505 - The work consists of constructing a roadmix bituminous surfacing on approximately 5.90 miles of SH-53, Rathdrum-Jct. 95, and furnishing aggregate surfacing in stockpile at Rathdrum, in Kootenai County - State financed. The Board recommended the award of the contract to Inland Asphalt Company, Spokane, Washington, in the amount of \$124,467.00.

James L. Muller Right of Way Matter - I-80N-1(24)28, Caldwell - Nampa Interstate. Appearing before the Board was Mr. James Muller advising the Board of the damages that would accrue to his property by the public road servicing his home as proposed in the design of the project, together with the 13 foot fill on which the Interstate would be located approximately 300 feet west of his home.

The Board advised Mr. Muller, in their opinion, the damages outlined by Mr. Muller were not as severe as indicated and stated that the Board could not justify deviating from the Right of Way Division's view in the matter.

The Board requested the Right of Way Division to obtain another appraisal in fee.

Unused County Secondary Federal Aid Funds Reallocated. The following unused County Secondary Federal Aid funds carried over from 1964 allocation were reallocated to the following counties who requested such surplus funds and had in process engineering for said projects:

<u>Agency</u>	<u>Project</u>	<u>Funds Requested</u>
Boundary County	Kootenai River Bridge near Copeland	\$390,000
Franklin County	Utah Line - Dayton Road	71,800
Bear Lake County	Camp Lifton Road	166,200
Ada County	Glenwood Street	86,400
Ada County	Amity Road	72,600

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Glenns Ferry	Indian Cove Bridge	\$ 77,000
Highway District		
Clearwater County	Grangemont Road	73,000
Nez Perce County	Myrtle - Gifford Road Ext.	46,000
City of Nampa	16th St. R.R. Overpass	<u>23,000</u>
		\$1,006,000

Moscow Line Street Signal Denied. On the recommendation of the State Traffic Engineer, who informed the Board that a traffic signal light at Line Street and State Highway 8 in Moscow could not be justified on 1968 traffic signal warrants, the Board agreed to deny the offer of the City of Moscow to finance the cost of said signal installation.

The Board was informed that by 1968 all future traffic signals that could not be warranted by traffic signal projections of 1968 would have to be removed on or before that date.

Arimo Slip Ramp Matter Approved. R. B. Christensen, Assistant State Highway Engineer (Engineering), reported to the Board that the problem of the Arimo slip ramp decreasing the gradient of the approaches to the Arimo Interchange and the improvement of old U.S. 91 between Arimo and Virginia was approved by the local people with whom Mr. Christensen and Board Member Flandro presented the proposal.

Programing of Clover Creek Bridge Structure Approved by the Board. The Board on the recommendation of the State Highway Engineer approved the Department to proceed with plans to replace the Clover Creek pipe under U.S. 30 east of King Hill with a 165 foot bridge for approximately \$100,000 and to consider programing the bridge when the 1966 construction program is under consideration.

The Board upon the State Highway Engineer's recommendation also agreed to reimburse the Union Pacific Railroad Company in the amount of \$4,000 for riprap that Company placed on highway right of way in the Clover Creek drainage to re-establish the stream confines.

Construction of the structure and payment for the riprap are conditioned upon execution by the Union Pacific Railroad Company of a release for any damages against the Department of Highways.

Hemingway Turnout at Trail Creek Approved. Upon the recommendation of the State Highway Engineer, the Board approved the construction of a roadside turnout on State Highway 75 where a proposed memorial to Ernest Hemingway is to be erected.

June 23, 1965

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Department Motor Vehicle Liability Insurance Coverage Increased.

The Board authorized the Department to increase the Department's motor vehicle coverage of its liability insurance to \$50,000 for one person injured; \$100,000 for two or more persons injured and \$10,000 property damage for a premium of \$55,000.

Detour for Thama Curves, U.S. 2, Approved.

Planning & Traffic Engineer J. F. Pearring outlined to the Board District Engineer Merle Harding's proposal to detour traffic over Bonner County's Dufort Road from Priest River to U.S. 95 when the Thama Curves Projects F-5121(6) and F-5121(11) are under construction. Said detour would cost approximately \$120,000. The Department believes this expenditure would be cheaper than having to put traffic through the project.

The Board gave its approval to this plan, subject to the concurrence of the Bureau of Public Roads, with whom the Department will discuss the matter shortly.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
<u>F-FG-1024(20)</u>	<u>McKinley Avenue - US 91-191</u> <u>in Pocatello</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.

Private Approaches

Private vehicular approaches will not be allowed.

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
<u>I-90-1(15)16</u>	<u>Silver Beach, Coeur d'Alene-</u> <u>Blue Creek Bay Bridge</u>	<u>Full</u>
<u>I-90-1(16)21</u>	<u>Blue Creek Bay Bridge -</u> <u>US 95A</u>	<u>Full</u>

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<u>I-15-1(16)37</u>	<u>Virginia to Arimo</u>	<u>Full</u>
<u>F-3111(13)</u>	<u>Ontario Bridge -</u> <u>Ontario Jct.</u>	<u>Partial *</u>
<u>F-3112(10)</u>	<u>Ontario Jct. -</u> <u>Payette</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 is necessary to provide safe unrestricted highway operation.

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

New Private Approaches

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

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

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

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### Use of Private Approaches

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

Main Office Building Site Boundary Evening Authorized. The Board authorized the Department to negotiate above \$7,000 but not in excess of \$10,000 in acquiring property on the west side of the present main office building site, that Law Enforcement's expansion of their storage building might be had to meet the recent requirements for additional space for the processing of photographs on drivers licenses.

Out-of-State Travel was approved by the Board as follows:

Marion Whaley, Department Controller, to B.P.R. State Financial Management Meeting, Helena, Montana, August 18 - 19.

Two people to attend AASHO New York City Meeting in October.

One person, contingent on agenda, to B.P.R. Regional Interagency Liaison Meeting on Traffic Safety, San Francisco, California, July 12 - 13.

L. F. Erickson, Research Engineer, to AD HOC Committee Meeting on Studded Tires - Highway Research Board, Washington, D.C., July 7 - 10.

Interstate Trail Blazer Change Requested in Burley. Mr. Chuck Shadduck, Secretary - Treasurer of the Burley Motel Association, has asked for a review of the Interstate trail blazer signs in Burley to afford the motels east of Overland on Main Street an equal opportunity for Interstate eastbound traffic.

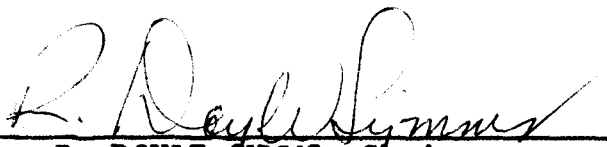


The Board considered the matter and upon the recommendation of the Planning & Traffic Division authorized removal of the trail blazer assembly facing eastbound traffic on U.S. 30 at Main and Overland until such a time as the Interstate west of S.H. 27 Interchange is open to traffic. The trail blazer at this Interchange will then have to be reinstalled.

Additional Interstate trail blazer assemblies will be installed on both Main and Overland commencing one block east of the intersection to defer traffic on both routes to the Interstate.

July and August Board Meetings Scheduled. The Board scheduled its July Meeting for Monday, July 19 through Wednesday, July 21, 1965. The August Meeting of the Board is scheduled for Monday, August 9 through Wednesday, August 11, 1965.

WHEREUPON, the Board adjourned until its next meeting scheduled for July 19, 20 & 21, 1965.

  
R. DOYLE SYMMS, Chairman

Read and Approved  
July 19, 1965  
Boise, Idaho

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

July 19 & 20, 1965

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 19, 1965. Present were:

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

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

July 19, 1965

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

Stockpiles No. 2501, 2503 and 2504 - The work consists of furnishing aggregate surfacing and cover coat material in various stockpiles adjacent to U.S. Highways 93 and 93A, in the vicinity of Mackay, Alturas and Russian John R.S., in Custer and Blaine Counties - State financed. The contract was awarded to Twin Falls Construction Co., Twin Falls, Idaho, the low bidder, on July 15, 1965 in the amount of \$61,730.00.

I-15-1(30)17 (Slope Repair) - 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. The Board recommended the award of the contract to Nelson Brothers Construction Co., Salt Lake City, Utah, the low bidder, in the amount of \$51,402.00.

S-4802(1) - The work consists of constructing the roadway, drainage structures, 12' x 8' concrete box culvert and a plantmix bituminous surfacing on 4.541 miles of SH-99, Troy - South, in Latah County - Federal Aid Secondary and State financed. The Board recommended the award of the contract to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, in the amount of \$464,479.20.

ST-1701(508) & Stockpile No. 1515 - The work consists of constructing an aggregate base and a Type "B" bituminous surface treatment on approximately 7.7 miles of SH-37, Holbrook - Roy, and furnishing aggregate surfacing and cover coat material in stockpiles, in Oneida County - State financed. The Board recommended the award of the contract to Hess Brothers Contractors, Malad City, Idaho, the low bidder, in the amount of \$81,962.00.

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

I-80N-3(7)199 Sec. "A"	I.C. Jct. SH-25 (incl.) - I.C. Jct. SH-27 (excl.)
I-80N-3(7)199 Sec. "B"	I.C. Jct. SH-25 I.C. Jct. SH-27
ST-3021(525)	Boise River Br. - Capitol Blvd.
S-3840(3)	Squaw Cr. Bridge
SU-3789(2)	Harrison Blvd. - Bogus Basin Road
S-2741(8)	Jct. US 30 N. of Kimberly - 2 Mi. North of Hansen

July 19, 1965

F-2361(25)

Kimberly West

I-80N-2(15)50 Sec. "A"

Maple Grove I.C. (excl.) - Vista I.C.  
(incl.)

F-1481(15)

Dingle Jct. - Alton Flats

Merit Increases Approved. Upon the recommendation of the State Highway Engineer, the Board approved the following salary increases based on merit:

Lawrence Browning, Assistant District Engineer, District 1, \$866 - \$909, to become effective September 1.

George Neumayer, Personnel Director, \$866 - \$909, to become effective August 1.

William Park, Assistant Chief R/W Agent, \$825 - \$866, to become effective August 1.

Robert Moore, Assistant Chief R/W Agent, \$825 - \$866, to become effective August 1.

Employees Transfer Moving Goods Policy Revised. Personnel Director G. J. Neumayer with State Highway Engineer E. L. Mathes presented the problem the Department is experiencing in transferring employees from one location to another at Department request. The Board concurred in the recommendation of the Department to require only one moving cost estimate from authorized movers rather than two as all Idaho Public Utility Commission rates are uniform; providing the moving business is rotated equitably among all authorized movers. Further, they determined that the maximum total weight of household and personal belongings that the Department will participate in will be increased to 9,000 pounds from 8,500 pounds per move.

In addition, they agreed to modify the existing policy for paying for packing charges involved in each move. The Department will participate according to the estimated weight as follows:

5000 pounds and less	\$ 50.00
5100 to 6000	60.00
6100 to 7000	70.00
7100 to 8000	85.00
8100 to 9000 and above	100.00

July 19, 1965

Travel Reimbursable Expenses Reviewed. Personnel Director Neumayer and State Highway Engineer Mathes reviewed problems of the Department personnel as to the insufficient reimbursable travel expense that is presently allowable.

Other state agencies travel reimbursable expense policies were reviewed and the Board determined that the Department's in-state-travel should be raised to a maximum of \$6.00 for meals and a \$11.00 maximum for meals plus lodging. Out-of-state travel was authorized for \$7.50 maximum for meals plus actual lodging expenses.

Group G-2 Merit Increase to Come Before Board. On the recommendation of the State Highway Engineer and the Personnel Director, the Board concurred that personnel actions effecting group G-2 and above should be brought to the Board for their consideration.

Department Prior Service Retirement During War Years Reviewed. The State Highway Engineer reviewed the problem of how the Board should analyze the prior service retirement status of those eligible for the public employees retirement program.

The Board concurred that those who were assigned or worked at the Farragut Naval project during World War II any time between the dates of March 1942 to March 1943 and having been with the Department immediately before, that such service should be considered as prior service when the employee's records are submitted to the Public Employees Retirement System activation.

The Board requested that the Department reserve and attempt to locate all documents and records which would support the above position.

Surplus Warehouse in Twin Falls Sold. The Board was advised that the Martin Distributing Company Twin Falls warehouse on Addison Avenue, that the Department was directed to put up for public auction by the Board at the May meeting, was sold at \$55,000. The appraisal was \$50,000.

The building is a residual of right-of-way negotiations on a complete buyout of the Terteling heavy equipment business on December 3, 1957, a portion of which building and land was needed for the Addison Avenue job Project F-2369(8).

Request to Return Ahsahka - Kendrick Road to State Highway System. In response to a request by Francis Portfors, Orofino Chamber of Commerce Highway Committee Chairman, made to the Board while on tour in North Idaho in May, the Board determined that the contract, which was made in good faith by the Department and the County Commissioners of Latah and Clearwater Counties, should remain in effect.

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The Board chose to not abrogate the contract, thus denying the request and directed the Board Secretary to so notify Mr. Portfors and the Clearwater County Commissioners.

Department Reports on its Meeting with the Village of Chubbuck Regarding Allocations of McDevitt's Letter. R. B. Christensen, Assistant State Highway Engineer (Engineering), advised the Board that District Engineer Grunerud, Construction Engineer Richardson, Urban Engineer Crossley and himself met with the Village of Chubbuck to clarify and verify several allocations and innuendoes contained in a letter to Board Secretary Summers from Chubbuck Village Board Attorney Herman McDevitt.

Acting Village Board Chairman Ward and the rest of the Village trustees were completely unaware of Mr. McDevitt's letter, advising the Department personnel present that they were not in agreement with Mr. McDevitt and apologized for their City Attorney's position as submitted in the letter.

The matters of previous agreements with the Village and the Department pertaining to highway construction in and in the area of the Village were discussed at length, covering the matter of water lines and lighting as well as the Department's assistance to the Village in bleeding in the pavement of Chubbuck Road detour.

Further details of the meeting are available in a letter in Central Files from Urban Engineer Crossley, dated July 14, 1965, to Village Board Chairman Worsencroft summarizing the meeting in detail.

Commissioners Condemnation Procedure Authorized for Gibbonsville Forest Highway Project. Chief Legal Counsel Tway recounted to the Board the time consuming problem of bringing two condemnations on the Gibbonsville Forest Highway Project FHP 30-3(1) in Lemhi County to trial because of the court's failure to set cases.

The Board authorized the Department to proceed with commissioner condemnations in expediting this delayed project.

Larry Barnes Parking Trailers on Right-of-Way. The Board was informed that the Larry Barnes Chevrolet Company is using the highway right-of-way on the north side of Fairview Avenue abutting their property to display small mobile homes and truck campers.

The Board directed the Department to notify the company to remove said vehicles from the highway right-of-way.

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Muller, Home Dairies and Nishitani Legal Counsel Requests Change in Service Road. Appearing before the Board were William Gigray and Peter Boyd, Caldwell attorneys, asking that a design change be made in the approach road to their clients Home Dairies, George Nishitani and Jim Muller properties from the original location and design of said approach road from U.S. 20-26 east of the proposed interchange with Interstate Route 80N.

At the specific request of Attorneys Gigray and Boyd, the Board instructed the Department to work up a proposed change in the preliminary design of said service or approach roads to these properties, to be submitted to the State Highway Engineer and the Board for their approval prior to further conferences with the attorneys representing Nishitani, Muller and the Home Dairies.

The Department proceeded to work up a change in the preliminary design of said service or approach roads to these properties with the approval of the State Highway Engineer and the Board.

Orders of Condemnation. The Board approved and signed the orders of condemnation as follows:

I-15W	I-15W-4(10)73 I-15W4(15)73 R/W	Jim & Thornie Campanella	Parcel No. 9 & 9-E-1
I-80N	I-80N-3(17)196	G. E. & Lena G. Kunkle	Parcel Nos. 3 & 3-E-1
I-80N	I-80N-1(24)28	D. E. & Freada Laster	Parcel Nos. 21 & 21-E-1 to 21-E-4 inc.
I-80N	I-80N-1(24)28	Antone & Fotula Chacartegui; Eusebio Chacartegui	Parcel Nos. 28 & 28-E-1 to 28-E-5 inc.
I-80N	I-80N-1(24)28	Lloyd Marvin Shields & Delia Shields	Parcel Nos. 40, 40-E-1 & 40-E-2
I-90	I-90-1(21)42	Elayne Williams, Betty Roberts & Lucille Silva	Parcel No. 47
I-90	I-90-1(21)42	Hope L. Maddox et al	Parcel No. 55

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

US 30	U-3281(14) U-3281(13) R/W	Producers Lumber Company- to \$20,000	Parcel No. 11
US 30	U-3281(14) U-3281(13) R/W	Lawrence E. & Edna P. Hettinger - \$50,000	Parcel No. 18

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

US 95	F-4113(20)	Edith Weber	Parcel No. 3A
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Approval of Special Deeds. The Board approved Special Deeds for the following:

I-15W	I-15W-4(15)73	City of Pocatello	Parcel No. 8-R
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Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

I-80N	I-80N-1(19)25	Portion of SE $\frac{1}{4}$ SE $\frac{1}{4}$ , Section 9, Township 4 North, Range 3 West, Boise Meridian (Remainder of Parcel No. 8 Northeasterly of right-of-way). To be sold for not less than \$250.00 with deed restriction stating that the property is not to be used as a salvage or junk yard.
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Report on Progress of Negotiations.

I-90	I-90-1(48)5	"Breezy Point" property owned by Rose Sundeen
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The Department informed the Board that this property was bought from Rose Sundeen in the amount of \$40,000, to which the Board concurred. Mrs. Sundeen is to retain her liquor and beer licenses.

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TUESDAY, JULY 20, 1965

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:

R. Doyle Symms, Chairman  
Ernest Gaffney, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

Highway Research Correlation Service Approved. Upon the recommendation of the State Highway Engineer, the Board concurred in the Department's subscribing to the 1965-66 Highway Research Correlation Service in the amount of \$8,847.

Department Audit for Year of 1964 Considered. The Board having received the Department audit for the calendar year of 1964 from the Bureau of Public Accounts, reviewed the same, it being such that no action need be taken.

Recording of Island Park Subdivision Faulty Plat Discussed. R. B. Christensen, Assistant State Highway Engineer (Engineering), advised the Board concerning the filing of two subdivision plats by an Island Park subdivider, one of which the Department does not concur in; the subdivider not having incorporated previously agreed to information concerning access stipulations to U.S. 95:

Upon the recommendation of Mr. Christensen, the Board concurred that no access permits should be granted until the faulty plat is withdrawn from the Recorder's Office in St. Anthony by the subdivider.

Out-of-State Travel was approved by the Board as follows:

William Park, Assistant Chief R/W Agent, to Seattle, Washington, August 4 - 6, to attend Washington Highway Department Right of Way Seminar.

Robert Schuppenies, Safety Supervisor, to Chicago, Illinois, October 25 - 28, to attend National Safety Congress and Exhibition.

Charles Shade, Locating Engineer, to Helena, Montana, August 18 - 20, to attend Highway Research Locating Committee.

Harry Day, Materials Engineer, to Washington, D. C., August 23 - 26, to attend AASHO Committee Meeting on Materials.

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Hearing Determination - Proposed Relocation of US 95 in the Vicinity of White Bird, Idaho, with Connecting Road to the Village, Projects No. F-4113(31) & F-4113(32). A public hearing was held under State and Federal statutes at the Odd Fellows Hall, White Bird, Idaho, at 8:00 p.m., Thursday, July 15, 1965.

The Board, having read the transcript made of the testimony and proceedings at the White Bird 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 July 1965, and the same being the subject of said hearing concerning the above project within and in the vicinity of White Bird, Idaho County, Idaho, to wit:

1. The Idaho Department of Highways will proceed with the proposed relocation, construction and abandonment of certain sections of U.S. 95 as shown in said brochure.
2. The Board has instructed the Department to further review the proposed location of the central connecting road from the proposed new alignment of U.S. 95 to White Bird and to give further study as to comparable cost and engineering feasibility of a more southerly connection to White Bird as requested at said hearing.

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

Policy Pertaining to Angle Parking Approved. Traffic Engineer Marvin Lotspeich presented to the Board a chart outlining the procedure that has been in effect since 1963 regarding diagonal parking on State highways in urban areas.

The Board directed that the chart be given publicity directly to cities and villages and is approved by the Board as recommended and stated in marked Exhibit C-8 in the Board's book of regulations, which is made a part hereof with like effect as though extended in full herein.

Idaho Falls Truck Bypass. The Board considered a request from the City of Idaho Falls soliciting Department assistance in improving and extending So. Capitol Avenue as a truck route connection between Yellowstone Avenue and Broadway.

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The Board recognized the advantages of a truck route connection via an extension of So. Capitol Avenue. Such a proposal is included in the recently published Idaho Falls Transportation Study.

Inasmuch as the Department cannot participate in improvements off of the State Highway System and, further, that Idaho Falls will be effectively served by truck bypass routes on freeway facilities when currently programmed projects are constructed, the Board determined that the City's request for assistance must be denied.

City of Boise Requests that the Department Advertise Urban Project Before City Has Complete Funds. State Highway Engineer Mathes conveyed to the Board the City of Boise's desire to have the Department advertise the Overland Street Project SU-3786(2) with the stipulation that a part of the City's share of the funds would be paid to the Department in the next fiscal budget of the City.

Mr. Mathes pointed out that this would be an extension of credit, to which the Board concurred. The Board reaffirmed its existing policy that all of the City's money, based upon a project estimate satisfactory to the Department, be in hand before advertising.

Willard Wood's Request for Access to S.H. 27 Burley North on Project S-2862(3) Denied. Appearing before the Board were Willard Wood, restaurant operator of Idaho Falls; Truman Bradley, realtor of Burley; and Edward L. Benoit, attorney of Twin Falls, requesting that the Board reconsider the matter of access from S.H. 27 to Mr. Wood's property located on the west side of S.H. 27 between West 7th Street and the Interstate 80N Interchange.

The Board denied the request because:

1. It would interfere with the safe operation of that section of S.H. 27 for which the facility was designed.
2. The matter was before the District Court in 1964 in Burley and awards were made to Mr. Wood and others on the basis of access as shown on the plans of the project not contemplating any additional access other than that shown on the plans.

The Board reserved its decision, however, until the Department had contacted District Two Engineer Sessions as to his views regarding the effect the requested access would have on the traffic on S.H. 27 at that point. On being contacted, District Engineer Sessions stated he could not recommend that the additional access be granted for the same reasons as stated above.

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H. C. Werle Presents his Right-of-Way Matter (S.H. 16). Mr. H. C. Werle of Emmett appeared before the Board with miscellaneous requests for treatment of his right-of-way matter on the Freezeout Hill Project No. S-3832(3).

After listening to Mr. Werle's various demands and inquiries, the Board informed him that since he was not represented by his legal counsel and the case being under condemnation at this time they could make no decisions regarding the requests which should be a subject for court determination when the matter comes to trial.

Nishitani and Attorney Appear Regarding Nishitani Service Road. Appearing before the Board were George Nishitani and his legal counsel William Gigray reaffirming the request for a change in the design and location of a service road through the Nishitani property from the proposed right-of-way limits of U.S. 20-26.

It was pointed out to Attorney Gigray and Mr. Nishitani by Department Legal Counsel Tway that the request for change in the frontage road design from the original design submitted by the Department was proposed by said attorneys Gigray and Boyd on the representations made by them that such change was requested by their clients Nishitani and Muller and the Home Dairies. This change requested for Muller, Nishitani and Home Dairies asked that the frontage road be changed so as to lie alongside of present Highway 20-26 to the Home Dairies property and then traverse the east and north portion of the said property to a point that will serve residences of Mr. Muller and the adjoining Specht property.

It was further pointed out to Attorney Gigray and Mr. Nishitani that original appraisals of the Nishitani property had been based upon the fact that the Nishitani property was commercial property. That since Nishitani, Muller and Home Dairies had requested a change in the location of the frontage road that in the opinion of the Department such changed location would not lend itself as well to commercial development of the properties.

It was further pointed out and agreed to by Mr. Nishitani that the appraisal of his property should be made on a "before and after" basis as farm property, rather than commercial property. It was further pointed out to Attorney Gigray that it would be necessary for him to get the agreement of Muller and the Home Dairies to this proposed change in design of the frontage road before any plans or other action could be finalized.

It was also pointed out to Attorney Gigray that such a change in the design of the proposed frontage road might, to some extent, interfere with the access of the Home Dairies and Muller properties, and before any such design could be finalized, their agreement to such change and settlement would be necessary.

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It was pointed out to the delegation that a reappraisal would have to be made on the Nishitani property as he specifically requested that the farm land is to continue to be used as a farm. The original appraisal was based on a subdivision property valuation adjacent to the proposed freeway.

To this Mr. Nishitani and Mr. Gigray were agreeable.

State Highway Engineer Mathes urged the importance of Mr. Gigray in contacting Mr. Muller and Home Dairies to the end of resolving their right-of-way matters as the project has already been delayed because of settlement of these three parcels.

Mr. Gigray stated that he would contact Mr. Muller and Home Dairies concerning their views on the requested change in the design and location of the service road. He would then advise the Department of the decision of all three clients - Nishitani, Muller and Home Dairies - on their agreement as to the proposed change and settlement of these parcels of property.

Payette Chamber of Commerce - Senator McClure Regarding Ontario Bridge Timing, Gayway - Payette U.S. 95. Senator James McClure, together with Ralph Paris, Ron Manser, Kent Gist, George Strange, Ted Knox, Howard Hatch and Rodney Heater, appeared before the Board regarding the Gayway - Payette U.S. 95 project requesting that project be built ahead of the Ontario Bridge project. They were informed by the Board that they would consider their wishes in the matter of timing and the delegation could be assured that there will be no appreciable difference in the timing of advertising the two projects, as per the indicated desires of the people in the Payette-Gayway area.

Senator McClure thanked the Board for its keeping faith in the request.

The delegation concurred in a preliminary design shown them by R. B. Christensen, Assistant State Highway Engineer (Engineering), as to the proposed location of the rural section of U.S. 95 between Gayway Junction and Payette as it swings away from U.S. 95 south of the Payette River bridge to afford a good railroad grade separation and roadway design with a separated two-lane bridge structure for southbound traffic planned along side of the present structure across the Payette River. The present structure would serve for two-lane northbound traffic.

In answer to the Senator's inquiry regarding the status of the Olds Ferry bridge near Weiser, they were informed that the Olds Ferry structure and the Ontario bridge were unrelated as discussed at a 1962 meeting with the Oregon Highway Commission. It was further pointed out that the Oregon Commission indicated in 1962 to the Highway Board that when Idaho is ready to build the Olds Ferry bridge, Oregon would cooperate.

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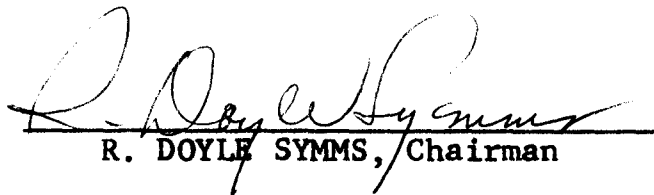
Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

SU-3789(2), Bogus Basin Road (Highlands), Ada County - Idaho Power Company, Mountain States Telephone & Telegraph Company and Boise Water Corporation

Removal from the State Highway System (S.H. 27). The Board approved the removal of a portion of State Highway No. 27 beginning at a point 0.483 mile north of the Overland Bridge in Burley and ending at a point 2.118 miles south of the junction with State Highway No. 25 in Paul, as shown in official Exhibit B-26, which is made a part hereof with like effect as though extended in full herein.

September Board Meeting Scheduled. The Board scheduled its September Meeting for Monday, September 20 through Wednesday, September 22, 1965.

WHEREUPON, the Board adjourned until its next meeting scheduled for August 9 & 10, 1965.

  
R. DOYLE SYMMS, Chairman

Read and Approved  
August 9, 1965  
Boise, Idaho

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

August 9 & 10, 1965

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 9, 1965. Present were:

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

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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:

I-80N-3(7)199, Sec. "A" - The work consists of constructing the roadway, drainage structures, a plantmix bituminous stabilized base and plantmix bituminous surface on 7.556 miles of Interstate 80N, in Minidoka County - Federal Aid Interstate and State financed. The Board recommended the award of the contract to Fife Construction Co., Brigham City, Utah, the low bidder, in the amount of \$2,162,300.20.

I-80N-3(7)199, Sec. "B" - The work consists of constructing 4-114' concrete overpasses, 2-150' concrete bridges and 1-220' concrete underpass on Interstate 80N, in Minidoka County - Federal Aid Interstate and State financed. The Board recommended the award of the contract to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$272,950.45.

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

S-4769(5)	Spalding Br. - Arrow Jct.
S-4792(6)	Moscow - Lenville Rd.
SU-3786(2) & (3)	Roosevelt - Vista & Storm Sewer
I-90-1(38)11	Coeur d'Alene Belt Route
I-80N-1(38)0 (Roadway)	Oregon State Line - Jct. US-30
I-80N-1(38)0 (Rest Area)	Snake River Rest Area
I-90-1(52)11	Placing topsoil, planting trees and seeding on Coeur d'Alene Belt Line
Stockpile No. 3521	Cambridge

Hearing Determination - Proposed Location of a State Highway Connecting Downey, Idaho with Interstate Route 15, S-1751(1). A public hearing was held under State and Federal statutes at the Downey Elementary Grade School, Downey, Idaho, at 8:00 p.m., Tuesday, August 3, 1965.

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

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The Board finds and determines the following changes in the State Highway System proposed in the hearing brochure dated August 1965, and the same being the subject of said hearing concerning the above project within and in the vicinity of Downey, Bannock County, Idaho, to wit:

1. The location of the Downey Interstate Interchange as determined by the Board following a hearing held at Downey on January 31, 1957, will be moved from Federal-aid Secondary County Route 1758 northward to the location of Federal-aid Secondary County Route 1751.
2. A grade separation will be provided at the previous interchange site at Federal-aid Secondary County Route 1758 as shown in the hearing brochure to provide continuity on the local road system.
3. The Idaho Department of Highways will proceed with the State highway connector to Downey from Interstate Route 15 by constructing a State highway essentially overlaying present Federal-aid Secondary County Route 1751. Testimony presented at said hearing requested and supported this location, also known as Plan 1-A. Upon completion, it will become a part of the State Highway System. The proposal to locate said connector on Plan 1-B, as proposed at said hearing, is withdrawn by the Board.
4. That present U.S. 191 from the Downey junction with U.S. 91 southwestward to the Deep Creek Interchange will be removed from the State Highway System as indicated in the hearing brochure when the Interstate connector to Downey is put into service.
5. The section of existing primary highway from the proposed Virginia Interchange southeastward to Downey will be retained on the State Highway System.
6. Frontage roads will be constructed where required to maintain continuity of the local road system but such frontage roads will not be added to the State Highway System.

In the opinion of the Board, the above will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Downey from the said proposed changes in the State Highway System.

Access Control was approved by the Board as follows:

I-80N-3(23)142

E. Bliss I.C. (excl.) -  
2 Mi. E. of Tuttle

Full

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<u>I-80N-3(21)150</u>	<u>2 Mi. E. of Tuttle -</u> <u>W. Wendell I.C. (incl.)</u>	<u>Full</u>
<u>I-80N-3(22)159</u>	<u>W. Wendell I.C. (excl.) -</u> <u>W. Jerome I.C. (excl.)</u>	<u>Full</u>

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 Interchange with I-15W to temporary connection with US 30 South, as recommended and stated in marked Exhibit A-121, which is made a part hereof with like effect as though extended in full herein.

Relinquishment and Removal from the State Highway System (US 95A). Whereas, construction of 0.407 mile of State Highway No. US 95A on new location has made continuance of the original road as a part of the State Highway System no longer essential, the Board approved the removal of a portion of the old road, 0.2 mile in length, and coincident with said removal, all right, title, and interest of the State in and to said old road are relinquished to the City of St. Maries and Benewah County, as shown in official Exhibit B-27, which is made a part hereof with like effect as though extended in full herein.

Personnel Action Approved. Upon the recommendation of the State Highway Engineer, the Board concurred in a merit increase for Charles Humphrey, Assistant Materials Engineer, G-2 to G-3, \$866 - \$909.

Out-of-State Travel Authorized. Upon the recommendation of the State Highway Engineer, the following out-of-state travel was concurred in by the Board:

1. Three persons to attend the AASHO New York Conference in October.
2. Three persons to attend the U.S. 95 Highway Association Meeting in Winnemucca, September 18.
3. Caron Beard, Department Landscape Architect, to Columbus, Ohio, for a short course on landscaping, October 3 - 8.

Katseanes Accesses Approved, F-1381(12) - Relocation of US-26, Blackfoot. In the above captioned project about to be completed, the Department discovered accesses to the Katseanes property had not been built according to plan or Board access control policy.

The Department discovered this inadvertency last week; however, because at Mr. Katseanes request that he be granted an additional access to one already in the plans on one side of the road in lieu of giving up one to his property on the opposite side, together with the fact the

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Department has already built the two according to the wishes of Mr. Katseanes and it would be a waste of construction moneys to make the correction according to plans and Board policy, the Board yielded in the matter and authorized the two Katseanes accesses to be permitted to remain as constructed within the limits of the property.

State Highway Engineer Mathes stated that the Department in the future would make every effort to more closely follow the Board policy of access control in its projects.

Status of Home Dairies, Muller and Nishitani Properties Reviewed.

Assistant Chief Right of Way Agent William Park apprised the Board that Attorney Gigray proposed to keep the access road to the Muller and Nishitani properties parallel with and contiguous to Highway 20-26; thence northerly along Home Dairies' west boundary line on Nishitani to Home Dairies' north boundary line; thence westerly along the strip owned by Muller on Home Dairies' property line to Muller's east property line; thence northerly from the approach at access road Stationing 16/00 on Nishitani's ownership to Muller's north property line; thence westerly across Muller's property to the Specht lane.

The Board stated that this is acceptable under the following conditions:

The 50' needed for right of way northerly from Station 16/00 on the access road must be provided at no expense to the State.

The same section of road must be built at no expense to the State.

The section of road across the north end of the Home Dairies' ownership will stop at the edge of the drain ditch with no pipe being installed in the drain ditch. The cost of the pipe here deleted would be allowed at the crossing of the drain ditch at Muller's north property line.

The section of the access road between Muller's east property line and the Specht's lane on the original plans will be deleted from the plans by the State. In its place, the State will agree to build a section of access road from the Nishitani property to the Specht's lane along Muller's north property line.

The acceptance of this proposal made by Gigray to the Board is also contingent upon the Department's ability to settle the Nishitani purchase on the basis of the land taken at \$1,000.00 per acre with the irrigation installation as shown by the District for this new design.

Home Dairies must agree to accept the offer already made them for land and damage.

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Muller must agree to accept the highest offer already made him for the right of way needed. The Department can pay Muller the same price per acre for the 50' strip needed on the north end that was offered him for the 50' strip which has been deleted from the original design from the corner of Home Dairies' ownership to the Specht lane.

The Department was further instructed by the Board to explain to the owners and the counsel that unless this total offer now being made is acceptable to the three ownerships represented, the Department is to proceed with condemnation based on the original design presented to them, which would cause this access road to leave Highway 20-26 at right angles northerly to a point in Mr. Nishitani's field directly east of the 50' strip owned by Mr. Muller and lie across the northerly edge of the Home Dairies' property and extending from that point to the Specht lane.

Orders of Condemnation. The Board approved and signed the orders of condemnation as follows:

I-80N	I-80N-1(24)28	James L. & Catherine L. Muller	Parcel Nos. 2 & 2-E-1 to 2-E-3 inc.
I-80N	I-80N-1(24)28	Home Dairies Company	Parcel Nos. 3 & 3-E-1 to 3-E-3 inc.
I-80N	I-80N-1(24)28	George & Martha Nishitani	Parcel Nos. 4 & 4-E-1 to 4-E-4 inc.
I-80N	I-80N-3(17)196	Ramona K. Needles; Stephen J. & Winnie Perkins	Parcel No. 17
I-80N	I-80N-4(2)232	Nell Matthews; Roy C. & Mary A. Smith	Parcel Nos. 7 & 7-E-1 to 7-E-3 inc.
SH 67 & 51	S-3804(2)	Herman & Grace E. Fields	Parcel No. 15
US 20	F-FG-6471(31)	Heirs & Devisees of Charles Ostergard & Emil Ostergard, both deceased, et al	Parcel No. 90

Approval of Special Deeds. The Board approved Special Deeds for the following:

I-15	I-15-2(8)104	Walter & Shirley Phillips	Parcel No. 17½A
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Approval of Requests for Change of Approach Locations or Additional Approaches was given on the following:

US 95	F-4113(35)	Iver J. Longeteig	Parcel No. 15
US 95	F-5116(10)	State of Idaho (Forestry)	Parcel No. 28

The above approval was given subject to concurrence of the Bureau of Public Roads.

TUESDAY, AUGUST 10, 1965

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:

R. Doyle Symms, Chairman  
 Ernest Gaffney, Vice-chairman  
 C. Ed Flandro, Member  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Secretary of the Board

Renumbering of State Highway System from Spalding Junction U.S. 12 to Rose Lake Junction I-90 Approved. Upon the recommendation of the Planning & Traffic Division, the Board concurred in the renumbering of a southerly extension of SH-3 by overlaying 95A from Harrison Junction, through St. Maries to Santa; replacing SH-43 from Santa to Bovill; overlaying SH-8 from Bovill to Deary; replacing SH-7 Deary to Kendrick; and replacing SH-42 from Kendrick to US-12 at the Spalding Junction. SH-8 to be extended easterly by replacing SH-43 from Bovill to Elk River; and SH-9 to replace SH-7 from Deary to Harvard.

This System numbering change is to become effective upon the issuance of the 1966 State Highway Map.

1966 Construction Program Reviewed and After 1967 Financing Deficiencies Considered. The Planning and Traffic Division reviewed with the Board the preliminary proposal of the 1966 Construction Program together with future indicated construction financing deficiencies.

The Planning & Traffic Division presented to the Board financial data in regard to available funds as a prelude to consideration of the 1966 Construction Program. Preliminary estimates indicate that Federal apportionments plus State matching funds will provide about \$19.2 million for Interstate, \$8.6 million for Primary and Urban, and \$2.8 million for State Secondary projects during 1966.

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Anticipated Interstate funds represent an increase of about 35 per cent over funds available under the current allotment. Funds for other systems will remain at about the current level. After meeting requirements for preliminary engineering and right of way, it is estimated that funds available for actual construction will be: Interstate \$17 million, Primary and Urban \$7.5 million, State Secondary \$2.3 million. Total construction funds would amount to \$26.8 million. This compares with \$58.9 million in construction projects scheduled in the approved 1965 Program.

The current estimated cost to complete the Interstate System is \$146.4 million. On the basis of the expected 1967 fiscal year authorization, Idaho would have available about \$87.8 million in Federal funds during the Interstate program scheduled for completion by 1972. State matching funds required would amount to \$7.4 million, making a total of \$95.2 million. Advance programming of preliminary engineering and right of way plus funds not obligated as of August 1, will provide about \$11 million, additional. Present financing would indicate the unfinanced balance of Interstate costs to be about \$40 million.

If Congress should act to finance the Interstate System by 1972, it will be necessary that an additional \$1.4 billion will be required annually on a nation-wide basis, beginning with the 1968 fiscal year authorization which would be available to the States during the latter part of 1966.

The Board directed that a study be made of Department financial requirements based on the premise that the Interstate System be completed by 1972. The Board asked the Department for an analysis of what highway user revenue increases would accrue by additional motor fuel taxes on the basis of 1/2¢ and 1¢ and/or motor vehicle registration increases across the board as related to the anticipated financial construction needs to complete the Interstate System by 1972. A report of findings is to be presented at a future Board meeting.

Fairview Avenue - Boise, Sign Encroachment Cleared. N. L. McCrea, Assistant State Highway Engineer (Operations), reported to the Board that the Larry Barnes sign and trailer park encroachment that prevailed on the north side of Fairview Avenue in Boise has been moved and corrected.

Board Considers Revising Overlength Permit Policy. The Board heard a report from N. L. McCrea, Assistant State Highway Engineer (Operations), on the issuance of permits for overlength vehicles hauling extra long materials in lieu of hauling the same on legal length vehicles with longer overhang to the rear.

Mr. McCrea pointed out that Idaho statutes are silent as to the overhang of load to the rear of vehicles, it being unlimited; however, adjoining states restrict rear overhang of load. The Board determined to give the matter further consideration at a later meeting.

Board Authorizes Brownlee Snake River Bridge to be added to State Highway System. State Highway Engineer Mathes advised the Board that with the State of Oregon about to include the Brownlee - Oxbow, Idaho Power Road on the west side of the Snake River onto the Oregon Highway System, it would be in order for Idaho to extend State Highway 71 to the middle of the Snake River Bridge at Brownlee.

The Board concurred in Mr. Mathes' recommendation subject to Oregon assuming maintenance and its share of the bridge to the middle of the river when Oregon makes its System change provided the Idaho Power Company -

1. Releases the bridge structure and decking in a good maintenance condition that will support legal loads.
2. That "As Constructed Plans" of the bridge be submitted to both Departments.
3. That inspection at the site by the Idaho Department of Highways Bridge Section confirm the support and maintenance factors set forth above.

St. Anthony Bypass Appeal Dismissed by Stipulation. Chief Legal Counsel Tway reported to the Board that the City of St. Anthony through its Attorney Jergensen has executed an agreement by the City Council to dismiss their notice of appeal regarding a public hearing held concerning the relocation of the St. Anthony U.S. 95 bypass.

(The matter was acted on favorably by District Judge Henry Martin in St. Anthony on August 19th.)

Idaho Falls Requests "D" Street Be Changed to Two-Way Traffic Operation. Board Member Flandro reported on a meeting with Idaho Falls businessmen and Mayor Pedersen in which they requested that "D" Street be changed to two-way traffic operation.

Subsequent to this discussion Mr. Flandro received a letter from the Mayor of Idaho Falls on the subject.

The Board concurred in the request for two-way operation on "D" Street with the understanding that left turns to Yellowstone Avenue from "D" Street would be prohibited and further that "E" Street would revert to one-way operation eastbound as originally designed.

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The Department was instructed to advise the City of Idaho Falls of the Board's decision in this matter and upon receipt of a resolution from the City in the above regard to proceed with necessary signal and channelization modifications.

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 projects:

FHP 5-1(1), F-5121(13) R/W, Hope Railroad Structure - Pacific Power & Light Company and General Telephone Company of the Northwest

S-4792(6), Moscow - Lenville, Latah County - Clearwater Power Company and Little Potlatch Telephone Company

October and November Board Meeting Dates Scheduled. The Board scheduled its October Meeting for Monday, October 25 through Tuesday, October 26 and a South Idaho Board Tour Wednesday, October 27 through Saturday, October 30. The November Meeting is scheduled for Monday, November 15 through Tuesday, November 16 with the annual Tri-Agency Forest Highway Public Hearing tentatively planned for Wednesday, November 17.

WHEREUPON, the Board adjourned until its next meeting scheduled for September 20, 21 & 22, 1965.

  
R. DOYLE SYMMS, Chairman

Read and Approved  
September 21, 1965  
Boise, Idaho

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

September 20, 21 &amp; 22, 1965

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, September 20, 1965. Present were:

R. Doyle Symms, Chairman - Director, District 2  
 Ernest Gaffney, Vice-chairman - Director, District 3  
 C. Ed Flandro, Member - Director, District 1  
 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-3840(3) - The work consists of constructing a 62' concrete bridge over Squaw Creek, approximately 0.7 mile north of Ola, on the Montour - Ola Road, in Gem County - Federal Aid Secondary and County financed. The contract was awarded to Michaelis Builders, Inc., Nampa, Idaho, the low bidder, on August 26, 1965 in the amount of \$24,186.35.

ST-3021(525) - The work consists of constructing a plantmix bituminous surfacing on Fairview and Front Street, Boise River Bridge - Capitol Boulevard, in Ada County - State financed. The contract was awarded to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, on August 23, 1965 in the amount of \$35,398.75.

SU-3789(2) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 1.153 miles of the Harrison Blvd. - Bogus Basin Road in Ada County - Federal Aid Secondary and County financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on September 1, 1965 in the amount of \$158,223.30.

S-4792(6) - The work consists of constructing the roadway, drainage structures, lime treated subgrade and a bituminous surface treatment on 3.144 miles of the Moscow - Lenville Road in Latah County - Federal Aid Secondary and County financed. The Board concurred in the State Highway Engineer's recommendation of readvertising this job, the low bid being 23.558 per cent over the Engineer's Estimate.

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SU-3786(2) & (3) - The work consists of constructing a 4-lane roadway, storm sewer and a plantmix bituminous surfacing on 1.000 mile of Overland Street, Roosevelt - Vista in Ada County - Federal Aid Secondary and City financed. The contract was awarded to Galey Construction Co., Boise, Idaho, the low bidder, on September 8, 1965 in the amount of \$490,616.50.

F-1481(15) - The work consists of constructing the roadway, drainage structures, a plantmix bituminous surfacing and a fog seal on 5.752 miles of U.S. Highway 30N, Dingle Jct. - Alton Flats, in Bear Lake County, located approximately 6 miles east of Montpelier - Federal Aid Primary and State financed. The contract was awarded to Rogers Construction Co., Portland, Oregon, the low bidder, on September 2, 1965 in the amount of \$1,098,764.00.

I-90-1(38)11 - The work consists of constructing a slurry seal, a plantmix surfacing and seal coat on 4.474 miles of the Coeur d'Alene Belt Route on Interstate Highway 90, in Kootenai County - Federal Aid Interstate and State financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, on September 13, 1965 in the amount of \$239,540.50.

I-80N-1(38)0 (Roadway) - The work consists of constructing a 4-lane plantmix bituminous surface on 13.421 miles of Interstate Highway I-80N, Oregon State Line - Jct. U.S. 30, in Payette County - Federal Aid Interstate and State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, on September 13, 1965 in the amount of \$416,707.50.

I-80N-1(38)0 (Rest Area) - The work consists of constructing rest area facilities and planting on Interstate Highway I-80N, Snake River Rest Area in Payette - Federal Aid Interstate and State financed. The contract was awarded to Mel Charlton Excavating, Boise, Idaho, the low bidder, on September 7, 1965 in the amount of \$27,975.05.

Stockpile No. 3521 - The work consists of furnishing aggregate surfacing and cover coat materials in stockpiles adjacent to Mile Post 26.2, (SH-71), northwest of Cambridge in Washington County - State financed. The contract was awarded to Bryan C. Rambo Crushing Co., Inc., Nampa, Idaho, the low bidder, on September 20, 1965 in the amount of \$16,400.00.

I-90-1(52)11 - The work consists of placing topsoil, planting trees, shrubs, vines, and seeding on 3.655 miles of the Coeur d'Alene Belt Line, Interstate Highway 90, in Kootenai County - Federal Aid Interstate and State financed. The contract was awarded to Nelson Landscape Service, Inc., Spokane, Washington, the low bidder, on September 20, 1965 in the amount of \$56,029.70.

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

STS-2361(540) & STS-2862(507)	Signalization in Burley
PW-301(1)	State House Parking Lot
I-IG-80N-2(16)54	Vista I.C. (excl.) - Isaac's Canyon, and East Conn. to Boise
I-IG-80N-1(22)50	Maple Grove I.C. (incl.) - 0.1 Mi. W. of Orchard Ave. G.S. (excl.)
S-5116(19)	Naples O. P. - Peterson Hill
F-6471(31)	Johns Hole Br. - R.R. Crossing Idaho Falls

Federal-aid Hearing - Riverside, Project No. S-1721(5). The Board determined in the affirmative after having read the hearing transcript and having considered the economic effects to the highway user and the effected community by the proposed improvement.

Hearing Determination - Proposed Relocation of State Highway 39 in the City of Aberdeen, Idaho, S-1721(10). A public hearing was held under State and Federal statutes at the Aberdeen Elementary School Community Kitchen, Aberdeen, Idaho, at 8:00 p.m., Thursday, September 9, 1965.

The Board, having read the transcript made of the testimony and proceedings at the Aberdeen 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 proposed in the hearing plan sheet dated September 1965, and the same being the subject of said hearing concerning the above project within the City of Aberdeen, Bingham County, Idaho, to wit:

1. That the proposed relocation be constructed as shown on hearing plan sheet from Fremont Avenue to the north City limits.
2. That an urban section be built through the business district 80 foot wide allowing a 10 foot area for sidewalk construction by others.

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In the opinion of the Board, the above will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Aberdeen from the said proposed changes in the State Highway System.

Clear Lakes Snake River Bridge Replacement Request. The Board read correspondence from Twin Falls Representative William J. Lanting, Gooding County Commissioners and Governor Smylie's letter to Buhl Mayor Reed Maughan, requesting counsel and assistance on replacing the structure.

The Board took no action but directed the Secretary to include the county road and bridge crossing on the Board's South Idaho tour itinerary in October.

Status of Right of Way Through Omitted Lands Area, Bonneville County - Johns Hole Bridge. The Board heard a report on an informational meeting called by the Bureau of Land Management at Idaho Falls concerning the status of omitted lands through the Highland Park addition in Idaho Falls.

The Department was represented at this meeting in as much as right of way requirements for the Johns Hole Bridge northeasterly project would require the taking of 23 parcels of right of way within the omitted land area. The government survey reclassifying this land has not been approved and therefore no specific action can be taken.

If the new government survey is accepted, individuals claiming ownership of the land involved may be required to purchase the land from the government at an appraised price demanded by the Bureau of Land Management.

The Department is in the position where it can neither negotiate with the individuals involved nor secure a right of way grant from the government at this time.

It was the decision of the Board that the Department should submit a request to the Bureau of Land Management seeking clarification of the status of this land at the earliest possible time.

City of Pocatello Request to Ease Median Design of 4th Avenue on One-Way Couplet, Project F-1031(17). The Board read a letter dated September 8, 1965 from the City of Pocatello together with a petition of property owners on South 5th Avenue from Swisher Road to the South Pocatello Interchange urging the elimination of the proposed raised medians in that section of the project.

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After considerable discussion as to the safety factors involved and the economic impact on the property owners as well as the precedence it might have on previously constructed projects elsewhere, the Board requested the Department reduce to painted medians the medians between Swisher Road and Roper Street contemplated in the design of this project with the exception of public road intersections that may require permanent channelization for left turn bays.

White Bird Summit Project Delay Outlined. N. L. McCrea, Assistant State Highway Engineer (Operations), advised the Board that the White Bird Summit project would not be open to traffic this year because of additional work orders that have been issued and will be issued before the additional slide material in the big cut has been stabilized to the slope percentage that will assure more stable slope conditions in the cut.

The problem is accentuated by the contractor not being able to deal with Mr. Wayne Huffman, on whose land a waste area is needed for the contractor to haul excess material from both sides of the cut. The contractor is forced to work only from the south side of the cut.

Blackfoot Bridge Pier Scouring Outlined. N. L. McCrea, Assistant State Highway Engineer (Operations), explained to the Board the movement of a bridge pier on Project F-1381(12) (B), Blackfoot, Bingham County, Snake River Structures.

It was pointed out that the contractor in reducing the river flow at the area of the pier under construction by deflecting the river flow against a pier area previously constructed, permitted excessive flow of water sufficient to scour away support material from the bridge pier. The diversion of water was effected at a time when the river rose 2½ feet in flow due to heavy rains in the area and rejection of normal intake flow to irrigation canals.

The Department is in the process of negotiating with the contractor the stabilization of the supporting bridge pier, it having settled 9" below its designed elevation.

Board Member Flandro suggested that the Department on future river bridge structures continue closer liaison with river watermasters who control river water flow that the Department and or contractor may be prewarned when river flow fluctuations are contemplated during bridge structure construction periods.

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Department's Expenditures at Farragut State Park Reviewed. N. L. McCrea, Assistant State Highway Engineer (Operations), advised the Board that the Department, in accordance with previous budget allowances, expended during the present construction session in Farragut State Park \$30,435.25 and an additional \$8,000 on road maintenance.

Mr. McCrea said this is slightly over and above the original estimate given and approved by the Board early in 1965 and late 1964.

Santa Maintenance Shed Site Purchase Approved. Upon the recommendation of N. L. McCrea, Assistant State Highway Engineer (Operations), the Board concurred that the Department purchase 15 acres immediately southeasterly of Santa on the east side of the highway at a price of \$200 per acre.

Idaho Power Snake River Brownlee Bridge Discussed. N. L. McCrea, Assistant State Highway Engineer (Operations), advised the Board that before Idaho and Oregon should accept the Snake River Bridge crossing at Brownlee, that such acceptance should be made only after the heavy haul for the construction of the Snake River - Hells Canyon Dam site has been completed; and, at that time, the bridge should be repaired to acceptable standards of H20 - S16 loading.

The Board concurred in the Brownlee Bridge specification and condition recommendations of State Highway Engineer Mathes, as outlined in his letter of August 27, 1965 to Oregon State Highway Engineer Forrest Cooper, that the Brownlee Bridge should contain before acceptance by Oregon and Idaho before Idaho accepts the structure as a part of State Highway 71.

Consulting Engineers Report on Eagle Creek - Mountain Sheep Dam Road. The Board reviewed the Lewiston Chamber of Commerce's cover letter and consulting engineers comparison report on various routes to the High Mountain Sheep Dam site and took no action.

The Board did take note of a statement made in the "financing" section of the report stating, "It is very unlikely that the Idaho Department of Highways would care to take on this project as its cost is about the entire State Secondary budget. They are facing some projects in the vicinity with very high costs such as the White Bird Hill and the relocation of the Lewiston Hill."

The Board Authorizes \$2,000 Per Acre to be Paid for Additional Acreage Needed at District 3 Office Site. N. L. McCrea reported that the original ceiling of \$1,500 per acre, previously submitted to and approved by the Board that would be needed for the purchase of the

intended expansion area, was not realistic and that the Department's Appraisal Section revised its original estimate to \$2,000 per acre figure requested by the owner - seller. Mr. McCrea advised that the seller will definitely sell at this figure.

The Board then authorized negotiation and purchase of the 10 acres at \$2,000 per acre.

Status of Muller, Nishitani and Home Dairies Right-of-Way Acquisition. In attempting to resolve the procurement of right-of-way through the Muller, Nishitani and Home Dairies property, an alternate proposal was advanced by Mr. Muller which appeared to have merit. Complete settlement and purchase of right-of-way of all three properties without resort to court action and within reasonable administrative settlement appeared assured.

State Highway Engineer Mathes advised the Board that he had directed the Right of Way Division to accept this alternate proposal providing all three owners did agree and further provided that such assurance reached the Department prior to the September Board Meeting for Board review and concurrence. Such assurance has been verbally received.

Nez Perce County Road Right-of-Way Transfer Clears Original Deed, Projects S-276(2) & S-278(1). At the request of Nez Perce County, the State Highway Engineer recommended the quit claim deed of right of way purchased on the above two captioned Nez Perce County road projects, which were deeded in error to the State of Idaho instead of Nez Perce County when the projects were built in 1947 and 1950.

Plan sheet showing right-of-way involved in the transfer involving Webb - Waha Junction Nez Perce County Road System is being filed in the files of the Right of Way Division together with the Board deed transfer.

Orders of Condemnation. The Board approved and signed the orders of condemnation as follows:

I-15W	I-15W-4(10)73 I-15W-4(15)73 R/W	Thomas J. & Lucy Taney Conlin	Parcel No. 15
I-15W	I-15W-4(10)73 I-15W-4(15)73 R/W	Thomas Arvle Wolverton & Aileen Wolverton et al	Parcel No. 17
I-15W	I-15W-4(10)73 I-15W-4(15)73 R/W	O. R. Baum	Parcel No. 20
I-15W	I-15W-4(10)73 I-15W-4(15)73 R/W	Food Machinery and Chemical Corporation	Parcel No. 2

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I-15W	I-15W-4(10)73 I-15W-4(15)73 R/W	J. R. Simplot Company et al	Parcel No. 4½
I-15W	I-15W-4(10)73 I-15W-4(15)73 R/W	Ruby Company et al	Parcel No. 5
US 20	F-6471(31)	Frank J. Keefer	Parcel No. 16
US 20	F-6471(31)	C. W. & Emma M. Mulhall	Parcel No. 18
US 20	F-6471(31)	Richard I. Clayton	Parcel No. 36 & 52
US 20	F-6471(31)	E. Jay Kearnes & Elaine Kearnes	Parcel No. 53
I-90	I-90-1(54)42 I-90-1(21)42 R/W	Marvin & Estelle Renfroe	Parcel No. 8
I-90	I-90-1(54)42 I-90-1(21)42 R/W	Doran & Ella Robinson	Parcel No. 119
I-90	I-90-1(29)50	William H. & Mildred V. Linhart; John & Dawn Mattmiller et al	Parcel No. 12
I-90	I-90-1(29)50	Doran & Ella Robinson; Karl E. & Ruth Engdahl doing business as Kellogg Country Homes, A Co-partnership, et al	Parcel No. 13
I-90	I-90-1(29)50	William & Bromo Zanetti; Jean B. Tanner	Parcel No. 21
I-90	I-90-1(29)50	William Zanetti & Bromo A. Zanetti doing busi- ness as Zanetti Brothers	Parcel No. 26
I-90	I-90-1(29)50	William Zanetti & Bromo Zanetti doing business as Zanetti Brothers et al	Parcel No. 38
I-90	I-90-1(29)50	William Zanetti & Bromo Zanetti doing business as Zanetti Brothers	Parcel No. 51

US 10A	FHP 5-1(2) F-5121(13) R/W	Carroll Reichert & David Rush, A Minor; Life Estate of Grace Rush, Marie L. & Frank C. Garrett	Parcel No. 37
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Approval of Right of Way Settlements in Excess of \$20,000 was given on the following:

I-80N	I-80N-1(25)50 I-IG-80N-1(28)45 R/W	Vernon Brothers Co. & Chandler Supply - \$148,000 to \$155,000	Parcel No. 4
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Ferguson A. Shuey - \$22,500 - \$25,000 total buyout	Parcel No. 10

Approval of Special Deeds and Easement was given on the following:

US 95	F-3112(13)	John & Ann Carico	Parcel No. 30A
US 95	F-4113(16)	Loren C. & Madge F. Overlander	Parcel No. 4½
US 95	F-5116(10)	State of Idaho (Forestry)	Parcel No. 28A
US 91- 191	F-1032(20)	Fergus Briggs, Jr. & Shirley Briggs	Parcel No. 26-E-1

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

US 95	F-4113(35)	Iver J. Longeteig (L.J.)	Parcel No. 15A
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Approval of Applications for Permit to Use Right of Way was given on the following:

SH 22	F-6462(7)	William K. Martineau	Permit No. 6-65-10
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Approval of Request for Change of Approach Locations was given on the following:

US 30N	F-1481(22)	E. W. Nuttall	Parcel No. 8
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Report on Condemnation Settlements was given on the following:

I-80N	I-IG-80N-1(23)35	Ambrose W. & Leta F. Johnson	Parcel No. 11
I-80N	I-80N-1(12)37	Harold J. & Suzanne Agee	Parcel No. 23
I-80N	I-80N-1(12)37	Clyde H. & Ellen S. Taylor	Parcel No. 25

TUESDAY, SEPTEMBER 21, 1965

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:

R. Doyle Symms, Chairman  
 Ernest Gaffney, Vice-chairman  
 C. Ed Flandro, Member  
 E. L. Mathes, State Highway Engineer  
 Wayne Summers, Secretary of the Board

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

Out-of-State Travel Authorized. Upon the recommendation of the State Highway Engineer, the following out-of-state travel was concurred in by the Board:

V. N. Richardson, Construction Engineer, to WASHO Construction Committee Meeting, Salt Lake City, Utah, November 14 - 16.

Randall Realty Company Discusses their 20-30 Junction Right of Way Matter. Martin Zachreson appeared before the Board representing Randall Realty Company, desiring to reconcile differences between their appraisal and those obtained and reviewed by the Department's Right of Way Division.

After considerable comparison of comparable sales in the area which were recognized by the three right of way appraisals made by the Department and recounted by Mr. Zachreson, it was clear to the Board with the Randall Company appraisal and the reviewed appraisal by the Department having a \$40,000 to \$50,000 spread, that the matter should be resolved by court action which is scheduled for hearing in November.

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The Department indicated to Mr. Zachreson a point of possible re-opening negotiations at \$70,000 might be entertained, but since Mr. Zachreson felt that having already reduced their original asking price of \$150,000 to \$100,000, renegotiating on any lower basis would not accomplish anything in Mr. Zachreson's opinion.

Mr. Zachreson, however, did indicate the possibility of their hiring an appraiser to make a second appraisal of their property located on the northwest side of the present U.S. 30-20-26 junction, all of which is contemplated to be purchased for the future interchange complex.

Weiser Chamber of Commerce Restates Request for Olds Ferry Snake River Bridge. A delegation from the Weiser Chamber of Commerce composed of: Hal Ryan, Gene Stanford, Dennis Sheehy, John B. Lloyd, James H. Simpson and Lawrence E. Ford, Washington County Commissioner, appeared repeating the various needs for a structure to connect the Weiser flat area with Oregon Interstate 80N near Olds Ferry.

State Highway Engineer Mathes reviewed for the delegation how other counties had demonstrated their desire for a given project by supplying a sizeable amount of federal-aid and local matching funds for a given project and thereby point up to the Highway Board the urgency for a given project when the Board programs future construction moneys.

The delegation stated that the 5-3/4 mile section as it approaches a proposed Snake River crossing at Olds Ferry is progressing in the final stages of subbase and fill which should be completed this winter about February or March.

The delegation recounted commitments made to Washington County and Weiser by Adams County and Payette County as to any of their unused federal-aid funds for this bridge project.

The Chamber agreed to arrange for an early meeting with the Washington County Commissioners with State Secondary Roads Engineer Laragan and other Department personnel to point up ways and means of Washington County to financially help the launching of this project.

Right of Way Acquisition of Orofino West, Project F-4201(6), Reviewed. The Department brought to the Board's attention the delay that is being experienced in acquiring two sizeable parcels of right of way on the Orofino West project.

The Department has been attempting to enter into agreement with the City of Orofino since May 14, 1964. The agreement provides that the State would construct on the alignment requested by the City and which would benefit the airport by providing more space if the City will acquire and pay 40 per cent of the cost of additional right of way needed.

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To date the City has indicated that they would probably accept the agreement but have not acted, in spite of several contacts by the Department.

The Department was instructed to advise the City that unless the two parcels of right of way are acquired promptly by the City that, not only would this project be delayed, but that the Department would have to consider constructing on the original line closer to the airport.

The Board desires to retain the project on its current status. Urban Engineer Crossley indicated he would promptly advise the City of the Board's concern and inquire as to the City's intention concerning the right of way.

One of the remaining parcels is one owned by Mr. Swayne, with an appraised valuation of \$23,622.00.

Idaho Falls "D" Street Offer Reviewed. The Board was advised that the City of Idaho Falls has not responded to the City's request and the Board's offer of converting "D" Street to two-way traffic which provided that no left turns be permitted from "D" Street to Yellowstone Avenue, with "E" Street reverting to one-way operation eastbound as originally designed. This being in the original stipulation initiated by the City in its proposal to the change of traffic pattern on "D" Street.

The Board instructed the Department to advise the City that the Board would stand on its previously stated position at their August meeting as to this traffic operational requirement which was contained in the City's original request.

Mountain Home Air Force Base Road, Projects S-3803(1) - SRA-11(1), Split Authorized. Due to delay in right of way acquisition of this project, there being three parcels going into condemnation, the Board concurred in the recommendation of the Department to split this project into two projects to expedite one section being advanced to contract stage.

Board Approves System Removal of Forest Highway Route 12 and Extension of Route 9. Upon the recommendation of the State Highway Engineer and at the request of the U.S. Forest Service and concurred in by the Bureau of Public Roads, which request was initiated by Shoshone County, the Board concurred in the removal of Forest Highway Route 12 from the Forest Highway System and that Forest Highway Route 9 be extended eight miles northeasterly to the summit of Thompson Pass at the Montana State line.

Mr. Mathes advised the Board that the State of Montana has connected Route 9 with a route on its Forest Highway System.

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State Park Board Approves Department's Roadside Rest Areas with the Land and Water Conservation 1966 Fund Allocation. The Board heard a report on the current status of projects proposed for joint financing with State funds and Land and Water Conservation Act funds administered by the Bureau of Outdoor Recreation.

The Board was advised that representatives of the Department met on September 17, 1965 with the State Park Board and the Regional Director of the Bureau of Outdoor Recreation to review a master plan for outdoor recreation in Idaho. The master plan was adopted by the Parks Board and eleven Highway Department proposed rest area projects were accepted by the State Parks Board and the Bureau of Outdoor Recreation as fulfilling a need indicated in the master plan.

Upon recommendation by the State Highway Engineer, the Board approved eleven rest area projects proposed for construction in 1966 under joint 50-50 State - Land and Water Conservation fund financing arrangements. These projects are to be in addition to the normal federal-aid rest area program being considered in the 1966 Highway Construction Program.

Speed Limits in Chubbuck (US 191, I-15W, I-15 & US 91). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 191, I-15W, I-15 & US 91 in the Village of Chubbuck, as recommended and stated in marked Exhibit A-122, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Pocatello (US 30N, US 30N Bus., US 91 Bus., US 191, US 91, & I-15). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 30N, US 30N Bus., US 91 Bus., US 191, US 91 & I-15 in the City of Pocatello, as recommended and stated in marked Exhibit A-123, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (SH 69). The Board approved the removal of a portion of State Highway No. 69 beginning at the junction of Meridian Street and State Highway No. US 30 in Meridian and extending south 0.465 mile, as shown in official Exhibit B-28, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 2). The Board approved the removal of a portion of State Highway No. US 2 beginning at a point 2.348 miles east of a junction with State Highway No. US 95 and extending to a point 1.982 miles east of Moyie Springs, as shown in official Exhibit B-29, which is made a part hereof with like effect as though extended in full herein.

September 21, 1965

Board Directs Purchase of Access to Earl Jameson Property, Fairview Avenue. The Planning and Traffic Division reviewed the question of access to the Earl Jameson property in conjunction with Interstate Project I-80N-1(25)50, Orchard to Garden in the vicinity of Boise.

Existing access from the present Fairview Avenue is located at approximately Station 13/20. Appraisal from the Right of Way Division indicates a damage value with access provided at approximately \$5,000. The damage value without access provided is appraised at \$20,000.

In view of the above, considering potential land development for commercial purposes, and due to the traffic operating hazard that would be created by providing access at this point, the Board determined that no such access would be allowed and therefore directed the Department to proceed with project development on this basis.

WEDNESDAY, SEPTEMBER 22, 1965

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:

R. Doyle Symms, Chairman  
Ernest Gaffney, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

1966 Interstate and ABC Construction Program Reviewed. The Planning and Traffic Division went over the remaining 1965 construction projects and chronologically placed a five year construction program by items before the Board for their concurrence. This was concurred in by the Board subject to future review and further consideration at their November Board Meeting.

It was noted that because of the large carry-over of 1965 projects that very few new projects can be added to the 1966 construction program year. This was occasioned by a very excessive amount programed in 1965 over and above that contemplated to receive actual construction because of uncertainties of right of way acquisition and higher construction costs.

It was observed also for this reason, very few items were added to the fifth year (1970) in the proposed new five year program.

September 22, 1965

Planning and Traffic Division Projects Department Income and Expenditures for 1966 - 1970. The Planning and Traffic Division presented to the Board results of a preliminary study of projected income and expenditures of the Department of Highways for the period 1966 - 1970, inclusive. The survey compared projected revenue with planned programs assuming certain fiscal requirements in maintenance, administration and legislative appropriations to other agencies.

The Board expressed the opinion that projected expenditures may be too conservative particularly those for appropriations to the Department of Law Enforcement and anticipated requirements for maintenance and equipment. The Planning and Traffic Division was directed to conduct further studies and report to the Board at a future meeting.

State Versus Oscar A. Payne et al, Commissioner Findings Appeal Authorized. On the report of Chief Legal Counsel Tway as to the commissioner case findings in the above matter, the Board authorized the Legal Division to proceed with an appeal to the Canyon County District Court; the award having been 50 per cent higher than the State's highest appraisal.

WASHO Sun Valley Tentative Program Approved. The matter of a tentative program for the 1966 WASHO Meeting at Sun Valley was discussed with the Board. The State Highway Engineer advised that the Governor had been previously contacted with a request to speak to the Conference at its opening session.

It was proposed that Senator Jordan be asked to contact Senator George Murphy of California to be a luncheon speaker at the Conference on its opening day. Senator Murphy is the only Western Senator on the Subcommittee on Public Roads in the U.S. Senate.

Mr. Mathes further proposed that Mr. Rex Whitton, Federal Highway Administrator, and Mr. Alf Johnson, Secretary of AASHO, be asked to participate on the program during the Conference.

The Board concurred in having the Department contact Senator Jordan with respect to Senator Murphy. They also concurred in extending an invitation to Mr. Whitton and Mr. Johnson.


The State Highway Engineer indicated that the President of WASHO would be contacted and a request then made to Senator Jordan, Mr. Whitton and Mr. Johnson for program participation.

September 22, 1965

Board Approves SH-287 Designation, Targhee Pass to Henry's Lake Junction. The Board reaffirmed a previous Board determination that was omitted from the February 1963 Board Minutes in designating SH-287 overlaying US-20 from the Montana line - Targhee Pass to Henry's Lake Junction.

This accomplished the continuity from US-287 in Wyoming through Idaho and connect with Montana SH-287.

WHEREUPON, the Board adjourned until its next meeting scheduled for October 25 & 26, and the South Idaho Board Tour scheduled for October 27 through 30, 1965.

  
R. DOYLE SYMMS, Chairman

Read and Approved  
October 26, 1965  
Boise, Idaho

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

Boise - October 25 & 26, 1965

South Idaho Tour - October 27, 28 & 29, 1965

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 25, 1965. Present were:

R. Doyle Symms, Chairman - Director, District 2  
Ernest Gaffney, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1  
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:

STS-2361(540) & STS-2862(507) - The work consists of installing traffic signals in Burley, at locations on Main Street and Overland Streets in Cassia County - State financed. The contract was awarded to C. L. Electric Co., Pocatello, Idaho, the low bidder, on October 11, 1965 in the amount of \$27,310.00.

PW-301(1) - The work consists of furnishing and placing a plantmix bituminous surfacing on the State House parking lot, located at 6th and Jefferson Streets in Boise, in Ada County - State financed. The only

bid was rejected, it being 61 per cent over the Engineer's Estimate. This project will be readvertised for November 9 bid opening.

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

F-2371(9)	Spring Valley Creek Hill
F-4201(16)	Orofino Bridge South Approach
PW-301(1)	State House Parking Lot
I-15-1(31)63	Portneuf I.C. (excl.) - Pocatello Cr. I.C. (excl.)
S-4800(7)	Deary - West
S-4792(6)	Moscow - Lenville
S-3803(1), S-3804(2) (Sec. "A"), S-R-AD-11(1) & F-3022(20)	M.H.A.F. Base - Jct. Grandview Rd., Jct. Grandview Rd. - East 5.347 Miles & 0.321 Miles of U.S. 30 - Mtn. Home
I-15-3(19)11, STS-6033(544) & STS-6153(501)	Bingham Co. Line - Bassett I.C., Osgood, Sage Jct. & New Sweden I.C.
Stockpile No. 4495	Lewiston Stockpile

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

SH 42	S-4769(5)	Larry J. and Charlene R. Carson and Genelia K. Lawrence	Parcel No. 6
US 12	F-4201(6)	Earl and Frances M. Sumpter	Parcel No. 1
I-15	I-15-3(10)179	Robert G. and Gayle Boatman; Eerial Petersen	Parcel No. 4
I-15	I-15-3(10)179	Robert G. and Gayle Boatman	Parcel No. 11
I-80N	I-80N-4(2)232	Clyde E. & Bonnie Smith	Parcel Nos. 6, 6-E-1, 6-E-2

October 25, 1965

Approval of Special Easement was given on the following:

I-80N	I-80N-3(14)185	DeWitt R. Young	Parcel No.
			2-E-1

J. R. Simplot Pocatello Right of Way Property Negotiations Reviewed.

The Right of Way Division reviewed for the Board the negotiations to date that have involved Parcels 4½ and 5 of the J. R. Simplot and the Ruby Company on Interstate Project I-15W-4(10)(15)73, west of Pocatello.

The Board determined to look at the property on the ground while on its tour of Southeast Idaho this week and that the Right of Way Division should withhold further negotiations until the November Board Meeting.

Request to Purchase Right of Way Parcel on Interstate Bypass Ahead of other Project Parcels Denied. The Right of Way Division advised the Board of a request from Carl Eide, outlining the hardship that would develop in a delay of purchasing his property needed for the Boise Interstate Bypass.

The Right of Way Division pointed out to the Board that were such a request to be granted, the Right of Way Division would be hopping all over the valley on future projects and would defeat a concentrated effort of right of way acquisition for projects in order to keep to the construction timetables.

Farragut State Park Study Reviewed. The Board reviewed the Farragut State Park Study and concurred in the Department's conclusions of the study to not relocate SH-54 from US-95 to Bayview, and did approve the standards recommended for an access road on the present alignment. Further, that the Highway District road around the north side of the Park to Bayview should be used when special events using the Farragut State Park require a diversion of Bayview traffic around the State Park, as was required during the 1965 Girl Scout Roundup. Governor Smylie was apprised by the Board of the study and its recommendations and registered no opposition.

Governor Smylie urged the Department to seek use of Federal Beautification moneys on S.H. 54 in Farragut State Park.

Board's Statement to "Wild Rivers," Lewiston Hearing. The Board concurred in a statement submitted by Chairman Symms to the public hearing held at Lewiston October 26 setting forth the Idaho Department of Highways' views regarding the construction and maintenance of State highways in the proposed Clearwater and Salmon "Wild Rivers" Areas (S.1446). A copy of the statement is in Central Files.

October 25, 1965



City of Orofino Right of Way Acquisition Reaffirmed. Urban Engineer Crossley reported to the Board that the City of Orofino intends to fulfill its part of the agreement with the Highway Department, whereby they would acquire the Swayne property needed at the west edge of the municipal airport on the revised alignment of U.S. 12 through the airport areas and, as agreed, to participate with 40 per cent of said cost of right of way.

The agreement was occasioned by the City's request to the Department to move the relocation line further into the hillside area in order to allow future expansion of the airport desired by the City.

Inkom Interstate Southbound Port of Entry Personnel Salaries Authorized. Because the 1965 Legislative Session failed to allocate sufficient funds for salaries for five additional personnel required to operate the southbound Interstate Port of Entry at Inkom, the Board approved the transfer of \$38,400 to the Department of Law Enforcement from the State Highway fund as outlined below for twenty months beginning November, 1965:

Costs to Highway Department - 5 men 20 mos. @ \$1,920.00	=	\$38,400.00
Costs to Law Enforcement - Insurance, Retirement, etc.	=	<u>6,000.00</u>

Total (20 months) Costs	\$44,400.00
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Projected Revenues: (Based on McCammon Port of Entry Southbound Operation)

Trip Permits	\$2,200.00 per mo.
Rescinds	270.00 per mo.
Fines	720.00 per mo.
Road Tax Collections	<u>1,500.00 per mo.</u>

\$4,690.00 per mo. for 20 mos.	=	\$93,800.00
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In addition there would be caravan permits,  
registration and the control of overweights.

20 mos. net additional revenue	-	\$49,400.00
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In approving the above transfer of funds, the Board considered paramount the protection of the State Highway plant by control of vehicle weights with particular emphasis on U.S. 30N from McCammon to the Wyoming border. The additional revenues anticipated by manning the southbound Port, although recognized as favorable, is not the main consideration viewed in granting the requested funds.

The Department of Law Enforcement will include the salaries for the southbound Port of Entry personnel in their 1967 budget presentation to the Legislature.

October 25, 1965

Department Report to the Board on Idaho Falls "D" Street Request of the City. Upon the recommendation of State Highway Engineer Mathes, the Board reconsidered approval of two-way traffic operation on "D" Street in Idaho Falls as follows:

1. Two-way operation on "D" Street will be allowed providing that no left turns shall be permitted from "D" Street east or west-bound on to Yellowstone Avenue. Existing left turn bays on Yellowstone Avenue may continue to operate. The Department would expect the City of Idaho Falls to concur in eliminating these left turns should an unfavorable operating or accident pattern develop.
2. Two-way traffic may be allowed on "E" Street providing the City will, prior to July 1, 1966, widen the first block of "E" Street west of Yellowstone Avenue to accommodate four lanes of traffic.

The Board further provided that the City of Idaho Falls must accept these conditions by resolution of the City Council.

City of Ririe's Request for Signalization on Union Pacific Railroad Crossing in Ririe. The Board read a letter from Carl Shaner, Mayor of Ririe, outlining two recent fatalities occurring at this crossing and urged the Department to take steps to reduce the situation by improving the signalization.

The Department reported to the Board that this location will be removed from the State Highway System when the Granite Hill - Ririe project is put under contract, probably in 1967; and, in the meantime, recommended to the Board an advance warning amber flasher be considered by the Department.

The Board agreed that such an installation might properly be made at the expense of the Department as a stop gap solution to this problem.

Removal from the State Highway System (US 91). The Board approved the removal of two sections of former State Highway No. US 91, 17.347 miles in length, the first section described as beginning at a point 3.729 miles south of Dubois Village Limits and ending at a point 0.100 mile east of the Dubois Interchange structure, and the second section described as beginning at the junction of State Highway No. 22, 0.041 mile west of the Dubois Village Limits and ending at a point 1.548 miles south of the Spencer Village Limits, as shown in official Exhibit B-30, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 10). The Board approved the removal of a portion of State Highway No. US 10 beginning at a junction with State Highway No. US 10 northwest of Smelterville and extending easterly via Smelterville to another junction with State Highway No. US 10 northeast of Smelterville, as shown in official Exhibit B-31, which is made a part hereof with like effect as though extended in full herein.

TUESDAY, OCTOBER 26, 1965

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:

R. Doyle Symms, Chairman  
Ernest Gaffney, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

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

A.E.C. Gasoline Suppliers Litigation Likely to Be Dropped. Chief Legal Counsel Tway informed the Board that the matter of continuing litigation with A.E.C. gasoline suppliers other than Utah Oil Company remains with Attorney General Sheppard and he may desire to not pursue the matter further.

The Board concurred that should the matter be dropped, that thought be given towards developing an Interstate compact between Utah, Wyoming, Montana, and Idaho for the consideration of the 1967 Legislature. The compact to cause the compact member states shipping gasoline into Idaho under government bill of lading to collect the gasoline tax prevailing in the shipping state.

Policy on Traffic Medians in Both Urban and Rural Areas. The Board adopted the following policy regarding traffic medians in urban and rural areas:

- I. It is recognized that the primary purpose of a traffic median is to promote safe and orderly traffic movement by separating opposing streams of traffic and/or providing a refuge area for left turn vehicles. At some locations they provide refuge for cross traffic or pedestrians and in many instances furnish locations for mounting traffic control devices.

October 26, 1965

- II. Medians in urban areas will generally be flush or curbed, the choice depending on physical conditions, traffic operational requirements, and traffic circulation requirements.
- III. In urban areas the flush median with its inherent flexibility will receive first consideration except:
  - A. Curbed channelization will normally be provided at intersections where traffic signals are installed.
  - B. Medians installed primarily for pedestrian refuge will normally be curbed.
  - C. Curbs will be used for special channelization where conflicting traffic movement must be physically separated and where it appears that flush medians will not provide sufficient control.
- IV. Medians in rural areas may be flush, curbed, or depressed depending on operational and economic consideration.

Maintenance of Frontage Roads and Roads Crossing Over or Under All State Highways. The following policy regarding the maintenance of frontage roads and roads crossing over or under all State highways was adopted by the Board.

- I. All frontage roads shall be maintained by the local political subdivision which has jurisdiction over the roads connecting with or collected by the frontage road.
- II. At interchanges and grade separations the following will apply:
  - A. The roadway and drainage features of roads crossing over or under State highways will be maintained by the local governmental subdivision having jurisdiction.
  - B. At interchanges, ramps from the State highway to points of connection with local roads or frontage roads will be maintained by the State.
  - C. Separation structures will be maintained by the State except that snow plowing, sanding, and cleaning the deck will be done by the authority which maintains the roads crossing the structure.

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64 199

III. The State will maintain the roadway and drainage features of all approaches and at grade intersections to State highways out to the right of way line or to the right of way line as produced through intersections. Snow plowing and sanding will be done only to the shoulder line of the State highways.

The State Highway Engineer or his representatives shall advise the government bodies of the local political subdivisions of the provisions of this policy during the preliminary analysis and design of projects. At the same time, agreements will be negotiated with local political subdivisions in regard to adjustments in, and closures of, portions of the local road systems. Agreements will also set forth maintenance obligations of local political subdivisions and shall include such exhibits as required for clarity.

The Department will review the agreements for compliance with public hearing commitments and evaluate the need for adjustments in the State Highway System. It will also prepare documents necessary to adjust the System upon completion of the project involved.

Following review of agreements, the State Highway Engineer or his representatives will obtain signatures thereto from responsible officials of the local political subdivision having jurisdiction over the roads concerned. Agreements involving urban sections shall incorporate maintenance provisions with cities covering other phases of work.

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The above supersedes the following withdrawn Board Policies:

Board Policy 516 regarding the Maintenance of Frontage Roads and Roads Crossing Over or Under All State Highways dated 12/10/59; Board Policy 517 regarding Frontage Roads and Overpass or Underpass Structures dated 12/2/57; and Board Policy 121 regarding Road Closures, Removal, Abandonment or Relinquishment dated 8/17/62.

Board Approves Consulting Engineering Agreement for Structures on the West Interstate Connection to Boise, Maple Grove Road to Orchard, I-IG-80N-1(28)45. Upon the recommendation of the Department's Consulting Engineers Committee as presented by R. B. Christensen, Assistant State Highway Engineer (Engineering), the Board concurred in the Department negotiating an agreement with the firm of Cornell, Howland, Hayes and Merryfield, Boise Consulting Engineering Firm, to furnish the Department layout and design of eleven structures, preparation of construction plans, writing of special specification provisions, preparation of summary of quantities for a lump sum of \$50,981.00, which is between five and six per cent of the engineer's estimate. This work is to be completed in 155 calendar days from execution of the agreement.

October 26, 1965

Commissioners Findings Approved on FH 30-3(1), Salmon - Montana Line. Chief Legal Counsel Tway reviewed with the Board the commissioners findings in the commissioners hearing regarding right of way evaluations of Parcels 3, 3-E-1, 3-E-2, and 3-E-3, and determined that the Department should accept the commissioners findings in order to expedite the project to contract stage.

Report on Railroad Crossing Hazard Ratings. Ed Equals, Planning Survey Manager, outlined to the Board the method of rating railroad crossings and how the ratings determined the scope of moneys to be applied in treating the hazards to highway traffic.

The programing and financing with the Bureau of Public Roads and participating railroad companies was also explained.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
<u>I-80N-3(12)133</u>	<u>Elmore County Line to Interchange west of Bliss (excl.)</u>	<u>Full</u>
<u>I-IG-80N-3(32)138</u>	<u>West Bliss Interchange (incl.) to East Bliss Interchange (incl.)</u>	<u>Full</u>

Speed Control Zones in District 1 (US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 191 from Utah State Line to North of Malad, as recommended and stated in marked Exhibit A-124, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (I-15, US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-15 and US 191 from North of Malad to Colton Lane I.C., as recommended and stated in marked Exhibit A-125, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 191 from Colton Lane I.C. to Downey Urban Extension, as recommended and stated in marked Exhibit A-126, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 91, US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 91 and US 191 from Downey Urban Extension to North of Downey, as recommended and stated in marked Exhibit A-127, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (I-15, US 91, US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-15, US 91, and US 191 from Arimo Interchange to Merrill Road I.C., as recommended and stated in marked Exhibit A-128, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (I-15, US 30N, US 91, US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-15, US 30N, US 91 and US 191 from Merrill Road I.C. to Pocatello Urban Extension, as recommended and stated in marked Exhibit A-129, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (I-15, US 91). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-15 and US 91 from Pocatello Urban Extension to West Blackfoot I.C., as recommended and stated in marked Exhibit A-130, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (I-15, US 26, US 91). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-15, US 26, US 91 from West Blackfoot I.C. to Bonneville County Line, as recommended and stated in marked Exhibit A-131, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 191 from Pocatello Urban Extension to Bonneville County Line, as recommended and stated in marked Exhibit A-132, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 91B, US 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 91B and US 191 from South Blackfoot I.C. to Blackfoot Urban Extension, as recommended and stated in marked Exhibit A-133, which is made a part hereof with like effect as though extended in full herein.

October 26, 1965

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

F-3271(9), Spring Valley Creek Hill, Ada County - Mountain States Telephone & Telegraph Company and Idaho Power Company

F-4201(16), Orofino Bridge - South Approach, Clearwater County - Washington Water Power Company

Personnel Merit Raises Approved. The Board approved the following merit raises:

Max Jensen, Design Engineer, \$902 - \$954 per month, effective November 1.

Dale Harding, Assistant District Engineer - District 2, \$825 - \$866 per month, effective December 1.

Marcey Laragan, Secondary Roads Engineer, \$954 - \$1002 per month, effective November 1.

Out-of-State Travel was approved by the Board as follows:

L. F. Erickson, Research Engineer, to Highway Research Board Meeting, Washington, D.C., November 12 - 17. No expense to the Department.

Marvin Lotspeich, Traffic Engineer, to Traffic Control Devise Workshop, Portland, Oregon, November 29 - 30.

Duane Milstead, Engr. Tech. VI - Planning & Traffic Division, to Palo Alto, California, to process on a commercial computer Boise Metropolitan Transportation Study information, 1 week, when ready.

R. B. Christensen, Assistant State Highway Engineer (Engineering), and Merle Harding, District Engineer - District 5, to Portland, Oregon, November 7 - 8, to meet with the Union Pacific Railroad regarding West Wallace Interstate right of way problems.

E. L. Mathes, State Highway Engineer; Faber Tway, Chief Legal Counsel; and John Mix, Chief Right of Way Agent, to Washington, D.C., November 1 - 4, to meet in conference with the Bureau of Public Roads and Secretary of the Interior regarding the implementation of the recent Federal Aid Highway Legislation regarding scenic development and road beautification of the Federal Aid Highway Systems.

October 26, 1965



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WEDNESDAY, OCTOBER 27, 1965

The Board convened in Boise Wednesday morning, October 27, for a tour of South Idaho. Those on the tour were:

R. Doyle Symms, Chairman  
Ernest Gaffney, Vice-chairman  
C. Ed Flandro, 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 the Interstate to Mountain Home, S.H. 68 to Fairfield, S.H. 46 to Gooding, U.S. 20 to Bliss, U.S. 30 to Hagerman, by Wendell county road to Buhl.

Afternoon meeting with Buhl Chamber of Commerce outlining a request of assistance and counsel from the Board and the Highway Department to replace the Clear Lakes Snake River Bridge on the Buhl Highway District and West Point Highway District road. A similar answer to the problem as that given a Buhl Chamber of Commerce delegation in Boise June 23, 1964, was repeated.

It was pointed out to the people present that there is sufficient Federal Aid accruing to both Gooding County and Twin Falls County that with a local matching levee could finance the replacement of the bridge within two years.

Chairman Symms outlined in the meeting that State highway needs were such that at this time the Board is not considering putting any additional roads on the State Highway System, which would be required if the State Highway Department was to lend financial assistance in the replacement of the bridge.

It was also pointed out that road levees with matching Federal Aid by various local jurisdictions of government could be allocated to a project outside of a political jurisdiction if benefits could be accrued to the various jurisdictions participating in the project, according to the Highway Department's Legal Counsel advice on the problem.

Upon the suggestion of Congressman George Hansen, who was present at the meeting, the Department agreed to furnish limited, preliminary location alternates for a new river crossing.

October 27, 1965

The Board then met with the City of Twin Falls, who requested that standards be developed for the future improvement of Blue Lakes Boulevard north from the Fairview Motel corner to the Perrine Bridge because of anticipated accelerated development in that area due to Interstate 80N's traffic that would be destined to and from Twin Falls on this route. The City contemplates an immediate need for water line extensions and wants to insure a proper location for these facilities.

The Board reminded them there was nothing in the five year program for this section of highway and outlined the financial situation of construction moneys that the Department is experiencing, but would give the matter due consideration when future construction moneys are allocated. The Department will furnish recommended standards for a future roadway section through this area.

The City indicated their plan to create, by ordinance, a special Highway Advisory Commission to work with the Department and others on highway matters. State Highway Engineer Mathes stated the Department's willingness to work with such a Commission but pointed out that formal agreements must, of necessity, be executed with the elected officials.

The Board then toured the Interstate projects between U.S. 95 and Greenwood School to Paul on U.S. 25, where the condition of the urban sections of S.H. 25 in Paul was viewed, as per the request of the Paul Village Board.

District Engineer Sessions stated that he believed widening of the approaches to the junction of S.H. 27 with State maintenance forces permitting easier turning movements would probably satisfy the Village's request. He indicated that he and Urban Engineer Crossley would meet with the Village Board in the near future regarding the type of development that will meet the traffic demands.

The Board stayed the night at Burley.

#### THURSDAY, OCTOBER 28, 1965

The Board viewed Interstate 80N to the Cotterel Port of Entry and Interstate 15W to American Falls, S.H. 57 to Holbrook and Malad, Deep Creek Road to Preston.

Meeting with the Preston Chamber of Commerce. Requests were made for the completion of the improvements on S.H. 34 in the Cleveland - Riverdale area and additional Forest Highway moneys on S.H. 34 in the Wayan - Freedom section.

October 28, 1965

The Board explained the estimated shortage of Forest Highway funds compared to the needs and encouraged the local divisions of government to contact their congressional delegation urging an increase in Forest Highway and Public Lands funds allocations. The increased funds would also relieve construction moneys required on the primary and secondary routes, which is now being needed on sections of the Forest Highway System on those Systems. This shortage of funds was also explained at the Montpelier, Soda Springs, Pocatello, Blackfoot, and Idaho Falls meetings.

The Board then viewed S.H. 36 and U.S. 89 to Montpelier, and U.S. 30N to the Wyoming line, returning to a meeting with the Montpelier Chamber of Commerce.

The Chamber of Commerce urged the Board's authorization of early construction of the Montpelier Union Pacific Railroad Overpass on U.S. 89 and the improvement of U.S. 89 southwest from Montpelier.

The Superintendent of Schools stated that there will be three times as many buses crossing the Union Pacific Railroad starting next year, as a junior high school is being established in Paris and the high school located in Montpelier necessitates the additional student transportation.

Three property owners present protested the location of the overpass on Washington Street and one threatened court action for light, sight and view damages, even though the project would require no additional right of way.

The Board then reviewed alternate overpass locations, one south of Washington Street and the other north of Washington Street on Monroe Street.

The Board then viewed U.S. 30N to Soda Springs and met with the City of Soda Springs and the Soda Springs Chamber of Commerce.

Mayor Reed Stoddard urged early construction of a urban section on U.S. 30N within the City limit boundaries of Soda Springs.

The metropolitan transportation study underway in Soda Springs was estimated to be completed by this coming March. The City urged the Board, upon completion of this study, to expedite funds for the construction of the railroad overpass in Soda Springs on the location recommended by the study.

Growth figures presented of the town's population pointed to approximately 6,000 by 1970, compared to 3,200 in August of this year. The increase being based on the probability of two additional phosphate plants being located in the area.

The Board spent the night at Pocatello.

FRIDAY, OCTOBER 29, 1965

The Board met with the Pocatello Chamber of Commerce where the Southeast Idaho Chambers of Commerce, represented by President Howard Fitzpatrick and Paul Herzog, urged the early construction of the Fish Creek cutoff between Lava and Alexander.

State Highway Engineer Mathes outlined the tentative timing of two projects on the Fish Creek cutoff and that the total job would run approximately 5.8 million, whereas the total primary allocation in a year for the entire State Highway System is only 8 million.

Board Member Flandro pointed out that since 17 of the eastern Idaho counties indicate intense interest in this project, that a pooling of their County Federal Aid moneys together with matching moneys might realistically hasten the starting and completion of the Fish Creek cutoff.

In response to an inquiry from Pocatello Chamber Secretary Karl Cayford, the Board stated several years ago they made the request to the U.S. Secretary of Commerce that when any additional Interstate mileage is available to Idaho that U.S. 30N be so designated, and the Board was requested to reaffirm this request when additional Interstate mileage is under consideration for Idaho.

Board Member Flandro stated he thought the Fish Creek cutoff is needed right now and the Tin Cup Road should be improved as fast as possible. He pointed out that if the Chambers of Commerce and local divisions of government would write their congressional delegation of the need of Forest Highway moneys, it would be helpful in relieving some of the construction financing of the primary and secondary funds, which are presently very short of construction moneys.

The Board viewed Interstate 15 to Blackfoot, meeting with the City of Blackfoot.

The City Council requested that the raised medians be removed from South Broadway and urged that street lighting be installed with the customary City participation at Meridian Street and West Bridge; also, that the Department study the traffic situation at this point with whatever revisions are necessary to ease turning movements during the traffic's peak load.

The City indicated general satisfaction with Department proposed median openings north of the Mackay Branch railroad crossing.

The Board made no commitments on any of these requests, but indicated that they would be taken under consideration.

Viewing Interstate 15 to Idaho Falls, the Board met with the Idaho Falls Chamber of Commerce. Keith Sundberg requested that the Board consider improvement to the signal operation on Yellowstone Avenue in Idaho Falls, particularly the traffic backup for left turning vehicles at 17th Street. He also requested that the Board schedule an early project for the widening of Yellowstone Highway south of Idaho Falls and that the initial construction of the Yellowstone Park Highway between Idaho Falls and Ucon provide for four traffic lanes.

The Board was also urged to consider putting on the State Highway System the Grays Lake to Idaho Falls Road in Bonneville, Bingham and Caribou Counties, that is a facility that is much needed by Caribou and Bonneville Counties economy, and that there is little likelihood of it being improved until the State takes it on to their System.

Rulon Hemming of Ashton urged the Department in its long range planning to include construction from State Highway 47 to Cave Falls and thence to the Wyoming line and then to the Flag Ranch on U.S. 89 in Wyoming. Mr. Hemming recounted the tourist benefits and the need for an additional access road to Jackson Hole and south entrance to Yellowstone Park areas. Of 45 miles of road, of which the people of Fremont County have been promoting for 12 years, the Forest Service is improving 19 miles as a timber access road and only 15 miles are needed to complete the improvement. He admitted Wyoming and Jackson Hole people are not interested in developing the road.

The Board then viewed Interstate 15 to Dubois where it met with Mrs. Roy Laird, having viewed a livestock underpass on Interstate 15 four miles north of Dubois serving her cattle operation. After hearing Mrs. Laird regarding the problems of the livestock not using the underpass, the Board offered to shield the open wire fence next to the creek with sheeting or snow fencing, which, in the Board's opinion, would put the livestock more at ease thus better facilitating the movement of stock through the structure.

The Board then met with the Clark County Commissioners and the Legislative Delegation from Clark County, who urged the Board to take on to the State Highway System the Dubois to Macks Inn (Fremont and Clark Counties) Road. As previously, the Board declined to meet the request due to current extensive financial obligations that the Board considers prevents its assuming added State highway obligations; and,

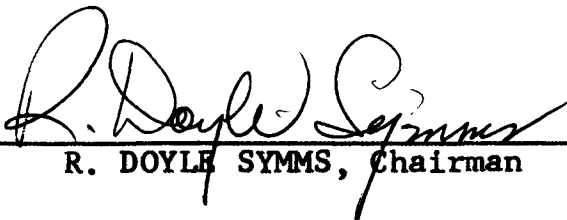
October 29, 1965

the road not meeting the characteristics of a State highway. It having been removed from the System on August 10, 1950, by the Commissioner of Public Works and its removal reaffirmed by the Highway Board July 24, 1953.

It was also explained to the meeting that two or several counties, as provided in Idaho Code 50-910, can show a mutual benefit in a proposed highway project, may combine their Federal Aid and authorize levees to match their Federal Aid to be applied to a road project outside of their county.

The Board returned to Pocatello with a meeting with the Pocatello City Commission. The City discussed municipal highways in general and thanked the Highway Board in particular for the splendid State highway programing that the City of Pocatello has enjoyed over the past several years.

WHEREUPON, the Board adjourned until its next meeting scheduled for November 15 & 16, 1965, and the Forest Highway Tri-Agency Public Hearing scheduled for November 17, 1965.

  
R. DOYLE SYMMS, Chairman

Read and Approved  
November 15, 1965  
Boise, Idaho

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

November 15 & 16, 1965

Forest Highway Public Hearing - November 17, 1965

The Idaho Board of Highway Directors met in stated regular session at 9 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, November 15, 1965. Present were:

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

November 15, 1965

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

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

F-3271(9) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 1.599 miles of SH-15 (Spring Valley Creek Hill), in Ada County - Federal Aid Primary and State financed. The contract was awarded to Aslett Construction Co., Twin Falls, Idaho, the low bidder, on November 22, 1965, in the amount of \$407,503.05.

F-4201(16) - The work consists of constructing the roadway, a plantmix bituminous surfacing, illumination and an overhead sign structure on 0.152 mile of U.S. Highway 12, Orofino Bridge South Approach, in Clearwater County - Federal Aid Primary and State financed. The contract was awarded to Holland Construction Co., Billings, Montana, the low bidder, on November 23, 1965, in the amount of \$210,530.50.

PW-301(1) - The work consists of furnishing and placing a plantmix bituminous surfacing on the State House parking lot, located at 6th and Jefferson Streets in Boise, in Ada County - State financed. The Board recommended the award of the contract to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$4,640.50.

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

F-FG-5115(4) Stage II      West of Blackwell Br. - Locust  
Ave. in Coeur d'Alene

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

FHP 30-3(1), U.S. 93 - Gibbonsville North, Lemhi County -  
Idaho Power Company

Policy on Payment for Modifications or Changes in Constructed Work. The Board of Highway Directors adopted the following policy concerning payment for authorized modifications or changes in wholly or partially complete construction work on State highways.

November 15, 1965

1. When modifications or changes are proposed by the Department, the cost shall be assumed by the State with applicable Federal-aid.
2. When a city, county, or other local division of government has concurred in various elements of design at the time of initial construction and subsequently requests modifications or changes in the work, the costs shall be apportioned equally to the State and the local unit of government concerned.
3. In exceptional cases, the Board may assign costs of modifications or changes on the basis of the relative benefit accruing to the State and the local unit of government concerned.

Cost as referred to herein shall include the actual cost of modifications or changes, plus any refunds or penalties payable to other participating agencies.

Pierce Bypass Hearing Authorized. The Board directed the Department to go to public hearing on the Pierce Bypass, if the economic study underway justifies the bypassing of the Village versus improving State Highway 11 through Pierce on its present location.

Determination Made as to Request of Blackfoot for Removal of Raised Medians. After detailed analysis of the problem, the Board determined that the following should prevail in the City of Blackfoot's request for the removal of certain medians on U.S. 191 in Blackfoot. Removal of the medians would be undertaken on the following basis:

1. Four median openings, north of the railroad crossing at Pacific Street, Idaho Street, Allen Street and the Fairgrounds entrance, would be made at State expense.
2. Two median openings, south of the railroad crossing at Kirk Street and Lincoln Street, would be made at State expense.
3. Two mid-block openings south of the railroad crossing, situated 650 feet south of the Ash Street intersection and 450 feet south of the Meridian Street intersection, would also be permitted, provided the City will participate in half of the cost of this work.
4. The Board is not of the opinion that complete removal of the medians is economically justified. It was their further decision, however, that if the City still desires to completely remove the medians south of the railroad crossing, this would be concurred in providing the City agrees to assume all costs in excess of the State's share for participation in the 4 median openings south of the railroad crossing referred to in Items 2 and 3 above. It has



been estimated that complete removal of the medians south of the railroad crossing will approximate \$40,000.00. Additionally, should the Federal Government require any refund or penalty payment because of Federal participation in the initial cost, the City would agree to repay these costs.

Speed Limits in Oldtown (US 2, US 195 & SH 41). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 2, US 195 & SH 41 in the Village of Oldtown, as recommended and stated in marked Exhibit A-134, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Grace (SH 34). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 34 in the Village of Grace, as recommended and stated in marked Exhibit A-135, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (US 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 30 from South of Jct. with US 20, 26 to Jct. US 30N & US 30S, as recommended and stated in marked Exhibit A-136, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 2). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 2 from US 2 - 195 to Montana State Line, as recommended and stated in marked Exhibit A-137, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (US 95 & US 30N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95 & US 30N from Jct. US 30 & 95 to Weiser Urban Extension, as recommended and stated in marked Exhibit A-138, which is made a part hereof with like effect as though extended in full herein.

Removal of Angle Parking on a State Highway (US 20, US 26 & US 93A). The Board approved the removal of angle parking on US 20, US 26 & US 93A from Grand Avenue to Front Street in the City of Arco, as recommended and stated in marked Exhibit C-9, which is made a part hereof with like effect as though extended in full herein.

Removal of Angle Parking on a State Highway (US 30). The Board approved the removal of angle parking on US 30 on State Street in the Village of Hagerman, as recommended and stated in marked Exhibit C-10, which is made a part hereof with like effect as though extended in full herein.

Removal of Angle Parking on a State Highway (US 20T & US 26). The Board approved the removal of angle parking on US 20T & US 26 on South Rail Street in the City of Shoshone, as recommended and stated in marked Exhibit C-11, which is made a part hereof with like effect as though extended in full herein.

Removal of Angle Parking on a State Highway (US 20T & SH 46). The Board approved the removal of angle parking on US 20T & SH 46 on Main Street in the City of Gooding, as recommended and stated in marked Exhibit C-12, which is made a part hereof with like effect as though extended in full herein.

Out-of-State Travel. The Board concurred in the State Highway Engineer authorizing the following out-of-state travel:

District 4 Right of Way Agent Lyle Ferney to Pendleton, Oregon, with State car, sometime between November 12 and 19 to discuss local indian right of way matters with the Umatilla Indian Agency.

Research Engineer L. F. Erickson and one other to the Highway Research Board Meeting, Washington, D.C., January 17 - 21.

Chief Legal Counsel Tway to San Francisco, California, November 28 - 30, to attend conference on U.S. Government Construction Contracts.

Chief Legal Counsel Tway, Counsel Hohler and Chief Appraiser Voorhees to Salt Lake City, Utah, December 2 - 5, to attend Condemnation Seminar sponsored by Utah State Bar Association.

Urban Engineer Crossley and Planning Engineer Tisdale to Portland, Oregon, December 1 - 3, to Home Housing and Financing Agency Conference.

Legal Counsel Tony Hohler to Portland, Oregon, November 30, to review records only available in Portland for right of way acquisition purposes.

Damage to Highway Property from Motor Vehicles Charged Off. The Board concurred in the recommendation of the Legal Division of charging off of various highway plant installation damages caused by miscellaneous motor vehicle collisions.

The Legal Division has exhausted attempts to collect same. The list is on file in Central Files (Legal Counsel to Board transmittal dated November 2, 1965).

Legal Division to Research Federal Law Assisting Reconstruction of Lewiston Memorial Bridge. Planning & Traffic Engineer Pearring reported on a meeting with the Port of Lewiston Manager Carl Moore, who advised him of the ultimate necessity of raising and reconstructing the Lewiston Memorial Bridge (U.S. 195) to meet the construction requirements of the Port of Lewiston's planned facility on the Clearwater River.

Mr. Moore desires to have the Highway Department and the Board fully advised in the required developments of the Port facility as it will ultimately affect this bridge. Mr. Moore is under the impression that the Tennessee Valley Authority in a pool area highway reconstruction matter assisted the highway reconstruction costs with Federal moneys.

The Department is particularly concerned in this cost factor as a permit issued by the U.S. Army Corp. of Engineers at the time of construction of the bridge years ago provided that any future reconstruction of the bridge would be solely at State expense.

Chief Legal Counsel Tway advised the Board he would research the Federal laws on the Tennessee Valley matter and any others that may be holding in this fiscal problem.

City of Bonners Ferry Request for Surplus Right of Way on Bypass Project Considered. The Board read the City of Bonners Ferry Attorney Peter Wilson's letter asking that the portion of the State right of way not needed for road projects lying between the business area and the bypass be released to the City of Bonners Ferry for municipal park and/or parking development.

The Board, by policy, directed that the matter be tabled until the project has been completed and in operation; as, at this time, the amount of right of way needed is not known.

The land under consideration is withdrawn State land and, if and when any surplus right of way is available, the Board desires that preference be given the City when such surplus property is turned back to the Land Board for its redispotion together with the City of Bonners Ferry request for same.

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

I-80N	I-80N-1(25)50	Earl Jameson - \$22,000	Parcel No. 22
	I-IG-80N-1(28)45 R/W		
Boise One- Way Couplet	U-3281(14) U-3281(13) R/W	Farmer Oil Wholesale Company - \$40,000	Parcel No. 13

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

U.S. 26	F-1381(12)	Ronald W. & Lola D. Bitton; Theodore A. & Rodonna Katseanes	Parcel No. 7A
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Coeur d'Alene District Office Site, Yard No. 51700. The District's recommendation for purchase of additional land adjoining Coeur d'Alene District office site, Yard No. 51700, was discussed and approved.

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

I-80N	I-80N-1(6)14	Portion W $\frac{1}{2}$ SE $\frac{1}{4}$ & SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 17, Township 5 North, Range 3 West, Boise Meridian - to be sold for not less than \$3,500.00.
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Report on Condemnation Settlements. The Board heard a report on the following condemnation settlements:

I-80N	I-80N-1(12)37	Elmer & Mildred Miller; O. J. & Helen Harris	Parcel No. 16
I-80N	I-80N-1(12)37	Rosio & Dorothea C. Echave	Parcel No. 17
I-80N	I-80N-1(12)37	Domingo & Belen Asumendi	Parcel No. 18

Discussion of Negotiated Settlements. The following negotiated settlements were discussed:

Boise One- Way Couplet	U-3281(14) U-3281(13) R/W	Home Finance Co. & Randall Realty Co.	Parcel No. 1
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The Board approved a settlement of \$80,000 including interest.

I-80N	I-80N-1(25)50 I-IG-80N-1(28)45 R/W	B & B Theatres, Inc.	Parcel No. 38
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The Board approved a settlement of \$110,250.

TUESDAY, NOVEMBER 16, 1965

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:

R. Doyle Symms, Chairman  
Ernest Gaffney, Vice-chairman  
C. Ed Flandro, 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:

Stockpile Project No. 4495 - The work consists of furnishing aggregate surfacing, cover coat and sanding material in stockpiles at the north end of the Memorial Bridge in Lewiston, in Nez Perce County - State financed. The Board recommended the award of the contract to DeAtley Corporation, Lewiston, Idaho, the low bidder, in the amount of \$27,500.00.

I-15-3(19)111 & STS-6033(544) & STS-6153(501) - The work consists of constructing a plantmix bituminous surfacing on 16.059 miles of Interstate Highway 15, Bingham Co. Line - Bassett I.C., and widening the ramps on the Osgood, Sage Jct. and New Sweden I.C. in Bonneville and Jefferson Counties - Federal Aid Interstate and State financed. The Board recommended the award of the contract to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$371,050.25.

Personnel Matters. The Board approved merit raises for the following Department and Board personnel:

E. L. Mathes, State Highway Engineer, District 9, \$1400 - \$1475.

R. B. Christensen, Assistant State Highway Engineer (Engineering), District 9, \$1160 - \$1218.

Orion Grunerud, District Engineer - District 1, \$1002 - \$1052.

John P. Mix, Chief Right of Way Agent, District 9, \$954 - \$1002.

Faber F. Tway, Chief Legal Counsel, District 9, \$909 - \$954.

Wayne Summers, Board Secretary, District 9, \$850 - \$900.

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Neil Barrus, Assistant District Engineer (Engineering), District 5, \$825 - \$866.

The above to be effective December 1, 1965.

Lawrence P. Sheesley, Assistant Highway Planning Survey Manager, District 9, \$866 - \$909.

James L. Pline, Assistant District Engineer (Engineering), District 2, \$866 - \$909.

Charles A. McDonald, Assistant District Engineer (Operations), District 5, \$866 - \$909.

Howard L. Pilkington, Assistant District Engineer, District 4, \$866 - \$909.

These latter four raises are to become effective January 1, 1966.

Retirement Actions. The Board took the following retirement actions:

Employees Reaching Age 65 between 4-1-65 and 3-31-66

<u>Dist.</u>	<u>Employee</u>	<u>Position</u>	<u>Birth Date</u>	<u>Action</u>
1	F.L. Baker	Engr. Tech. VII	11/4/00	Retirement - 3/31/66
1	G.C. Bentel	Mechanic	11/17/00	Retirement - 3/31/66
1	R.C. Nelson	Mtce. Foreman	3/11/01	Retirement - 3/31/66
1	A.A. Walker	Engr. Tech. V	6/26/00	Retirement - 6/26/66
1	Owen Barkdull	Engr. Tech. V	6/4/00	Retirement - 6/4/66
4	C.H.J. Rogers	Eq. Oper. II	6/11/00	Retirement - 1/1/66
4	Walter Gehrke	Sp.Mtce.Foreman	12/18/00	Retirement - 1/1/66
4	Charles Bull	Mtce. Foreman	11/9/00	Retirement - 1/1/66
4	Dave Bennett	Mtce. Foreman	4/13/00	Retirement - 3/31/66
4	C. A. King	Janitor/Watchman	3/10/01	Retirement - 3/31/66
5	Phil Walker	Mtce. Helper	12/10/00	Retirement - 1/1/66
5	Richard Pittman	Mechanic	7/30/00	Retirement - 1/1/66
5	J.A. Fernandes	Janitor/Watchman	8/21/00	Retirement - 3/1/66
5	A.S. Turner	Mtce. Foreman	1/5/01	Retirement - 2/1/66
6	J.L. Adams	Mechanic	11/14/00	Retirement - 1/1/66
6	J.G. Chapman	Janitor Utlyman	1/19/01	Retirement - 1/19/67

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9	Ed Christensen	Carpenter	1/30/01	Retirement - 3/31/66
9	Lawrence Hewitt	Janitor I	8/1/00	Retirement - 8/1/66
9	George Wappett	Janitor I	1/14/01	Retirement - 1/14/67
9	W.J. Kelly	Gen. Act. Supr.	1/14/01	Retirement - 1/14/67

Over-age Employees Previously Extended to 3/31/66

1	Claude Fleming	Engr.Aide(Hrly)	3/4/98	Retirement at end of constr. season - at least by 1/1/66
4	C.F. VanSise	Mtce.Aide(Hrly)	5/8/95	Retirement - 1/1/66
4	O.E. Brown	Mtce.Aide(Hrly)	12/7/95	Retirement - 1/1/66
5	Irvin Skogstad	Mtce.Aide(Hrly)	2/23/00	Retirement - 1/1/66
6	G.W. Wilson	Mtce.Aide(Hrly)	7/20/99	Retirement - 3/31/66
9	James Reid	Admin. Officer	8/23/95	Retirement - 1/1/66
9	Gus Anderson	Sp.Assign. Engr.	2/8/00	Retirement - 3/31/66
9	Richard Naish	Area R/W Agent	10/11/99	Retirement - 3/31/66

The above actions which extend service beyond 1/1/66 are contingent upon the approval and concurrence of the Retirement Board.

Litigation of McGregor Triangle, Inkorn - McCammon, Claim Ordered Continued. Chief Legal Counsel Tway advised the Board that counsel for McGregor Triangle had offered to settle the case for \$5,000.

The Board inquired of Mr. Mathes as to the Department's views in its opinion of justification for continuing the case to conclusion and he, as well as Mr. Christensen, both felt they could justify in court ample evidence to prove that the Department was not obligated to pay any additional moneys in said claim.

Whereupon, the Board directed the Legal Division to continue the legal procedure to continue to press the matter in court to conclusion.

Carl Eide Advance Right of Way Purchase Denied. Mr. and Mrs. Eide appeared before the Board urging advance purchase of right of way on the Boise Interstate Bypass, Maple Grove to Vista project, due to the family's immediate need of building additional rooms onto their home, which is needed for that project's right of way.

Because all available right of way appraisers and negotiators are busy on the Boise Interstate Connector at this time, the Board advised Mr. and Mrs. Eide that as soon as the present Boise Connector right of

way progressed to the point appraisers and negotiators can be shifted to the Bypass project, their property will be the first to be given the Right of Way Division's attention which, in the opinion of Mr. Park, will be around late February of next year.

Herbert Helwege Nampa Connector Access Control Matter. Appearing before the Board was Herbert Helwege with his legal counsel, Roger Williams, asking for an access to Mr. Helwege's commercial property on the Nampa Connector.

Upon the recommendation of the State Highway Engineer and the present access being commercial, the Board granted a 30' approach access to Mr. Helwege's property at Sta. 49/99.36 and directed the Right of Way Division, when negotiating with Mr. Helwege for the needed right of way, that the covenant stipulate that no cuts in the median of the project in front of said property will be opened at any time in the future.

Mr. Helwege, through his attorney, agreed to deed to the State the right of way they needed from his property on the Nampa Connector project in exchange for the granting of said access, it being only to the one-way traffic lanes approaching Interstate Route 80N. Said access to be one-way only and Mr. Helwege would assist in policing northbound one-way movements from his property.

Earl Jameson Requests Restoration of Boise Interstate Connector Access. Mr. Earl Jameson appeared before the Board requesting reconsideration of the access to his property authorized to be purchased at the October Board meeting on U.S. 30 Fairview Hill, when the one-way couplet and the Interstate Connector are constructed.

Mr. Jameson stated he did not wish the money that will be paid him, but only the access as it is today at his property.

State Highway Engineer Mathes explained and the Board concurred that in the interest of traffic safety of the facility when built, the access should be extinguished as planned.

Mr. Jameson then asked the Department to consider an additional two-way lane in the widening project of Fairview Hill that would serve the north end of his property from Brown Street.

Mr. Symms stated the Department would take another look at the cost of the two-way road requested, but it is very doubtful that the economics of the additional two lane road construction versus the access extinguishment would justify the request.



Mr. Mathes stated that Mr. Jameson and the Board would be advised when the cost comparison has been made.

Sun Valley - Yellowstone Highway Association. Appearing before the Board was the Sun Valley - Yellowstone Highway Association composed of:

Wayne Clark, Chairman, Sun Valley - Yellowstone Highway Association  
Leo Stavros, President, Hailey Chamber of Commerce  
Fred Walton, State Representative, Camas County  
Lloyd Barron, State Senator, Camas County  
Homer Jewett, County Commissioner, Camas County  
Earl Wilson, County Commissioner, Camas County  
Harvey Schwendiman, State Senator, Fremont County  
Harry R. Harn, State Senator, Clark County  
W. H. "Bill" Trail, County Clerk, Elmore County  
W. G. Pyrah, Manager, Ketchum Chamber of Commerce  
John H. Bahr of Fairfield  
K. J. Sims of Arco  
Fred Reich of Arco  
Robert R. Glenn of Ketchum

Chairman Wayne Clark inquired as to the contemplated construction on S.H. 68 and S.H. 22.

Mr. Mathes outlined the construction planning program on S.H. 68, stating it will require at least four more years at the present rate of construction financing before the section from Hill City west will be completed; also, that there was nothing contemplated on S.H. 22.

Senator Harry Harn outlined for the Board the progress that Clark and Fremont Counties are making on the Dubois to U.S. 191 road, stating that some day they anticipate construction to progress where the State Highway Department will recognize it as a State highway. Senator Harn also asked the Department to consider changing the Interstate interchange signing at Dubois to read Arco instead of Salmon.

Chairman Wayne Clark stated that Butte County is offering \$40,000, Camas County - \$30,000, and Blaine - \$52,000, to the State of their various Federal-aid moneys to be applied to a project on S.H. 68. No local matching moneys were offered along with the Federal-aid.

Damage to Owen Smith's Rented Tractor Denied. Mr. Owen Smith, who responded to a request by the Department for emergency tractor work during floods on the Lochsa, asked for the reimbursement of \$2,800 in damages to his tractor. Damage occurred when a land, mud and snow slide swept the tractor into the river while clearing a slide the night of December 22, 1964, on U.S. 12 and the Lochsa River.

Chief Legal Counsel Tway advised the Board that there was no legal way for the Board to pay for the damages to the tractor, as the usual contract for such work requires contractor to assume any and all damages to his equipment.

Mr. Smith stated that he did not feel the current type of contract is sufficient to compensate for the hazards encountered by night operation on emergency work for the Department. He suggested the Department consider a contract that would permit damaged equipment reimbursement by the agency involved similar to the contracts that are used by the U.S. Forest Service in fire fighting work. Mr. Smith stressed that it was the risks involved in night work or darkness that was an issue in the contract matter, and that the State should assume some of the loss hazards to rental equipment.

Mr. Mathes stated and the Board concurred that the Department would look into the matter and see what could be done in such emergency contracts.

State Highway 45 Delegation. Next appearing before the Board was a delegation headed by Canyon County Representative G. M. Brown and composed of:

Elmo Crill, Nampa Chamber of Commerce Highway Committee  
 M. O. Clements, Nampa Chamber of Commerce Highway Committee  
 Don Davis, Owyhee County Commissioner  
 Kenneth Downing, Owyhee County Commissioner  
 Homer Anderson, Nampa Chamber of Commerce  
 J. W. Dunning, Owyhee County Commissioner  
 Robert Wooland, Nampa Chamber of Commerce  
 Everett A. Colley, Homedale Chamber of Commerce  
 John W. Miller

The delegation urged the improvement of State Highway 45 south of Nampa in 1966.

The Board advised the delegation that it appears that money can not be allocated to this project before 1967 or 1968.

Mr. Brown then urged the Board to consider placing the Owyhee County road to Murphy to Hammett on the State Highway System as an extension of State Highway 45.

Mr. Symms stated that the System has all the roads and more that it can handle at the present time, but viewed that sometime in the future it would be in the category of a State highway.

Mr. Brown then asked for an early replacement of the Walters Ferry Bridge, to which the Board made no promises; but, stated that it and several other bridges are needed on the Snake River and that it, as others, must await future construction moneys.

Payette and Ontario Chambers Regarding Ontario and Payette Bridges.  
Next appearing before the Board were the Payette and Ontario Chambers of Commerce regarding the Snake River Ontario Bridge and the improvement of U.S. 95 Gayway to Payette.

Those in the delegation were:

Dick Clay, Director, Payette Chamber of Commerce  
Ron Manser, President, Payette Chamber of Commerce  
H. F. Logue, Secretary, Ontario Chamber of Commerce  
William MacKnight, Director, Ontario Chamber of Commerce  
Lloyd J. Russell, Member, Ontario Chamber of Commerce  
Donald Grafe, Member, Ontario Chamber of Commerce  
Rodney A. Heater, Director, Payette Chamber of Commerce  
Tobe Masingill, Director, Payette Chamber of Commerce

The delegation appeared mainly to clarify some misinformation that had been obtained concerning the target date for the construction of the Ontario Bridge and coordinated date of the Gayway - Payette U.S. 95 project.

The Board pointed out to the delegation that there has been no change in the target date from that originally planned by the Board for these projects and that late 1966 is still considered a realistic date subject to the acquisition of rights of way on the Gayway - Payette project. However, Mr. Symms stated, that should the right of way be obtained first for the Payette River Bridge, Ontario Snake River Bridge and the railroad overpass structures, that these projects would be let first and any rights of way under litigation otherwise on U.S. 95 could be adjudicated and the roadway project come along at a later contract letting stage.

The difference in Oregon's law permitting a so-called "quick taking" of right of way and Idaho's law requiring all rights of way to be acquired before contract letting was pointed out to the delegation.

The delegation was advised as to the status of the two remaining parcels under litigation on the 16th Street Payette project.

WEDNESDAY, NOVEMBER 17, 1965

Forest Highway Public Hearing. The Board reconvened at 9 a.m., November 17, 1965, in the State Highway Building Auditorium in public hearing with the U.S. Forest Service and the U.S. Bureau of Public Roads.

The following persons were present:

R. Doyle Symms, Chairman, Board of Highway Directors  
Ernest Gaffney, Vice-chairman, Board of Highway Directors  
C. Ed Flandro, Member, Board of Highway Directors  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary, Board of Highway Directors

C. A. Miller, Regional Engineer, U.S. Forest Service,  
Missoula, Montana  
Hal Williams, Assistant Regional Engineer, U.S. Forest Service,  
Missoula, Montana  
James M. 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, Idaho  
Norman Wood, Federal Projects Engineer, U.S. Bureau of Public  
Roads, Portland, Oregon

St. Joe - Avery Road. The St. Joe - Avery Road improvement was urged by the Shoshone and Benewah County Commissioners, Mr. Dooley Cramp of Avery, Mildred Seagle and Bill Jones of Calder, together with miscellaneous Avery citizens correspondence.

Enaville - Murray. Ewing Little urged additional paving projects on the recently completed grading sections of the Enaville - Murray project in order to not lose the investment of materials. Heavy log haul will contribute to loss of "fines" on that section recently graded and surfaced.

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Tin Cup Pass. The following delegation headed by Caribou County State Senator Herbert Whitworth urged the completion of the Tin Cup Pass on S.H. 34:

Robert W. Hubbard, Caribou County Representative  
Vernon G. Moser, Caribou County Commissioner  
Orville Burt, Soda Springs Chamber of Commerce  
Dr. Evan Hackley, Soda Springs Chamber of Commerce  
R. V. Bitton, Soda Springs Councilman  
Reed Budge, Caribou County Commissioner  
Chris Phelps, Soda Springs Mayor Elect

S.H. 34 and S.H. 36. The following delegation headed by Albert Moser, Franklin County Commissioner, supported the Tin Cup Pass improvement and in addition urged improvement of the Strawberry Sharon Road (S.H. 36):

Thedford Roper, Franklin County Commissioner  
Vaughn J. Larsen, Franklin County Commissioner  
Cleo L. Swenson, Franklin County Clerk

S.H. 36 and S.H. 89. F. W. Sorgatz, Montpelier Chamber of Commerce member, and Bear Lake County Senator Lloyd Dunn requested improvement of S.H. 36, the Strawberry Sharon Road and S.H. 89 from Montpelier to Geneva.

S.H. 14 - Elk City. Grangeville Chamber of Commerce Secretary John Wagner and Wes H. Jenkins urged continued construction moneys on S.H. 14 between Elk City and Grangeville.

Trail Creek Summit - S.H. 75. Ruth and Robert Glenn of Ketchum urged continued allocation of funds for the completion of the Trail Creek Summit between Sun Valley and U.S. 93A at Chilly.

Boise - Stanley, S.H. 21. Truman Joiner, President Boise - Stanley Highway Association, and the following urged additional allocation moneys for the Boise - Stanley Highway:

Robert Glenn, Boise - Stanley Highway Association  
Ruth Glenn, Boise - Stanley Highway Association  
Glenn Brewer of Stanley  
J. Lessil Sharp, President Challis Lions Club  
Elsie J. Sharp of Challis  
Jay Hill, Chairman, Boise Chamber of Commerce Roads & Streets Committee

Crouch - Lowman, F.H. 24. Ted Hoff, Jr., Horseshoe Bend, and the following urged a 4½ mile improvement of this road from the Garden Valley Ranger Station to the mouth of Danskin Creek:

Fred Shackelford, Boise County Commissioner  
 William Guernsey representing Boise County  
 Merle Carpenter representing Boise County  
 Owen O. Beck, Boise County Commissioner  
 George E. Kriezenbeck representing Hoff Lumber Co.  
 Sam Charters representing Boise County

This section has never had Forest Highway moneys but has been developed to its present standards with Forest development and county road moneys.

This group requested in addition to the above, consideration of a plantmix surface on the section of highway between Banks and Crouch.

The Boise County Commissioners confirmed that Boise County has \$25,000 of County road levy available towards the purchase of rights of way through private property and to assist in the construction of the road.

Mr. Hoff stated that in February or March the North and South Idaho Forest Associations plan on meeting with the Washington Congressional Delegation in Washington, D.C., to request additional Forest Highway moneys.

Cascade - Warm Lake, F.H. 22. Bob Remaklus and the following urged allocation of moneys for the 6.7 miles of the Cascade - Warm Lake road from Scott Valley westerly to the east end of the present pavement approaching S.H. 15:

Bob McBride, Valley County Commissioner  
 Horace J. Patterson, Valley County Representative  
 Frank Hall, Valley County Commissioner  
 Lloyd E. Kennedy, Cascade Village Commission  
 Tom Fleming, Valley County Commissioner  
 Warren Brown of McCall

The delegation also urged that the Warren Wagon Road be given consideration. Valley County by July 1, 1966, would have \$75,700 of County Federal-aid moneys and \$55,000 of the local matching moneys to go with the Federal-aid to be applied to the Cascade - Warm Lake road.

S.H. 68, F.H. 47. State Senator Lloyd Barron urged allocation for the 3.9 miles of new construction of the Hill City West Road and that County Federal-aid moneys are being pledged to complete S.H. 68 by Butte County - \$40,000, Camas - \$30,000, Blaine - \$52,000.

### EXECUTIVE SESSION

10:30 a.m. to Noon - 1:15 to 3:45 p.m.

Meeting in Executive Session those same officials of the Board of Highway Directors, the U.S. Forest Service and the U.S. Bureau of Public Roads, who heard requests of the morning delegations, concurred in the following allocation for construction moneys in 1966:

Allocations of new funds for next year's work were:

U.S. 10A, Hope-Denton Curves in Bonner County, three miles, partial grading, \$800,000.

Forest Highway 50 (St. Joe Road), 10.2 miles St. Maries east, paving, \$300,000.

Forest Highway 22 (Cascade-Warm Lake Road), Valley County, 3.9 miles Scott Valley west, grading and paving, \$500,000 to be augmented with approximately \$130,700 of local matching money and County FAS funds.

Forest Highway 24, Banks-Lowman, from Banks east 13 miles, paving, \$500,000.

S.H. 21, from Stanley west in Custer County, 4.9 miles, grading and temporary surface, \$600,000.

Adjusted carry-over funds projects were:

Forest Highway 9, Enaville-Murray in Shoshone County, 6.4 miles base and paving, \$400,000.

St. Joe Road, east of Shoshone County Line in Shoshone County, 3.8 miles, grading, \$400,000.

S.H. 21, beginning 4.1 miles east of Lowman, grading base and temporary surface on 2.1 miles, \$350,000.

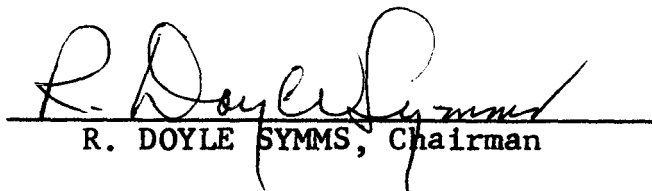
U.S. 93, Gibbonsville north, Lemhi County, 5.3 miles grading base and temporary surface, \$650,000.

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S.H. 68, Dixie east to Cat Creek in Elmore County, 12.2 miles, base and paving, \$500,000.

Boise County Commissioners are to be contacted, in lieu of no construction funds for Danskin Creek to Garden Valley R.S. project being authorized, would the Commissioners be pleased to add the \$25,000 local road levy offer to lengthen the paving job from Banks towards Garden Valley.

WHEREUPON, the Board adjourned until its next meeting scheduled for December 13, 14 & 15, 1965.

  
R. DOYLE SYMMS, Chairman

Read and Approved  
December 14, 1965  
Boise, Idaho





HISTORICAL RECORDS

Dated December 13, 1965 to September 13, 1967

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



FRONT

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

December 13, 14 & 15, 1965

The Idaho Board of Highway Directors met in stated regular session at 9 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, December 13, 1965. Present were:

R. Doyle Symms, Chairman - Director, District 2  
Ernest Gaffney, Vice-chairman - Director, District 3  
C. Ed Flandro, Member - Director, District 1  
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-80N-1(42)28 Sec. "A"	E. Caldwell - W. Nampa
I-80N-1(42)28 Sec. "B"	Caldwell I.C. - West Nampa I.C.
F-5116(19)	Naples - Peterson Hill
I-80N-3(34)196 Sec. "A"	Greenwood I.C. - Jct. S.H. 25 I.C.
I-80N-3(34)196 Sec. "B"	Greenwood I.C. (excl.) - I.C. Jct. S.H. 25 (excl.)
Stockpile No. 5523	Naples Stockpile
FG-5116(18)	Naples Overpass
S-4782(6)	Orofino Grangemont Ext.
Stockpile No. 6522	Last Chance & Island Park
Stockpile No. 6537	St. Anthony
S-1778(10)	Riverdale - Treasureton Summit
STR-6501(512)	Beeches Corner Rest Area
Stockpiles No. 6534 & 6538	South Gilmore & Tendoy
ER-60(2) & 65(1)	Lapwai Creek Bridges

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-1(24)28, East Caldwell I.C. - I.C. Jct. U.S. 30 NE of Nampa, Canyon County - Mountain States Telephone & Telegraph Company, Idaho Power Company and Intermountain Gas Company

S-3804(2) Sec. "A", Mountain Home Air Force Base - East, Elmore County - Mountain States Telephone & Telegraph Company and Wade Corporation

December 13, 1965

I-80N-3(17)196, Greenwood I.C. - I.C. Jct. S.H. 25, Jerome County - Mountain States Telephone & Telegraph Company, Idaho Power Company and Project Mutual Telephone Co-op Association

1966 and Five Year Construction Program Reviewed. The Planning and Traffic Division went over with the Board its recommendation for the 1966 Interstate and ABC Construction and Five Year Planning Program.

Very few new projects were added as the carry-over from 1965 together with the previous 1966 projects was more than could be expected to be brought under contract during next year.

Considerable shifting to the second, third and fourth years was recommended in the Five Year Planning Program to make programing more realistic in light of anticipated revenues.

The 1966 recommended program contained projects totaling approximately 150 per cent of the anticipated construction moneys, as the usual delays in right of way acquisition and other problems could be anticipated to cause approximately 50 per cent of the projects to not come to contract stage during 1966.

Final review and approval will be made on Wednesday, December 15.

Recommendation for 1966 Public Lands Highway Funds Made. The Planning and Traffic Division recommended and the Board concurred in a request to the Bureau of Public Roads in a request to Congress for \$1-1/2 million of Public Lands Highway moneys to Idaho be applied on the Lowman - Stanley route, State Highway 21.

The project entails additional base on 24.9 miles and a plantmix bituminous surface on 34.3 miles of this route between Warm Springs Creek and Stanley Lake Junction.

Future Financing of Construction Programs Discussed. The Planning and Traffic Division presented a projection of estimated State highway user revenue and financial requirements for the period 1966-1975. The presentation was based on a discussion of three charts.

The first of these charts showed estimated gross annual revenue for the period 1966-1975, estimated requirements for the Department of Law Enforcement and General Fund agencies, the allocation to cities and counties and net funds available for State highway purposes. Gross revenues were estimated to increase at an annual rate of 2.6 per cent, based on experience of the past 10 years. Estimated funds available for State highway purposes would increase from \$17.9 million in 1966 to \$21.7 million in 1975.

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The second chart showed estimated net revenue for State Highway purposes, operating costs and estimated funds to be available for construction, including matching of Federal-aid highway funds for the period 1966-1975. Trends used indicate that operating costs can be expected to increase at a faster rate than available income. This is especially true of maintenance costs which are expected to increase from \$7.9 million in 1966 to \$12.4 million in 1975. Maintenance costs would represent 44 per cent of available State revenue in 1966 and would increase to 57 per cent of those revenues in 1975. Net funds available for construction would decrease from \$7.1 million in 1966 to \$5.0 million in 1975.

Chart No. 3 was used to show Federal funds estimated to be available for the study period, additional Federal funds required to complete the Interstate highway system by the presently scheduled 1972 date, estimated State construction funds available and the anticipated deficit in State funds. To complete the Interstate system an additional \$33.8 million in Federal funds will be needed over and above the level of the Idaho apportionment for the 1967 fiscal year. Following the 1971 fiscal year it has been assumed, for analysis purposes, that Federal allocations would revert to the 1967 fiscal year level.

It is estimated that revenue from the present tax structure will provide sufficient State construction funds for the current biennial budget. It is estimated that about \$1.8 million additional State revenue will be required each year from the 1968 through the 1973 fiscal years. Additional State funds required for the 1974 and 1975 fiscal years amount to \$2.0 million and \$2.2 million, respectively.

Estimates of State revenue required for construction are based on four general premises: (1) completion of the Interstate highway system by 1972; (2) provision of the additional Federal funds required for Interstate completion; (3) an annual program of \$1.0 to \$1.5 million in construction work or of some phase thereof financed 100 per cent with State funds; and (4) matching Federal-aid allocations, including additional Interstate funds required.

Senator Jordan and Congressman Hansen Meet with the Board. The Board reviewed highway and Department matters of congressional interest with Senator Len Jordan and Congressman George Hansen, who met with the Board at its invitation.

The following items were discussed:

1. Proposed Wild Rivers Legislation presently in the Senate.
2. The status of omitted government lands at Idaho Falls as it affects the Johns Hole to Ucon project.

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3. The Bureau of Public Roads Solicitor General's position with respect to Idaho Public Works statute requiring the deposit of a five per cent guarantee in the form of a cashier's check drawn on an Idaho bank, which the Solicitor General insists that the Department waive in Federal-aid projects bid proposals.

4. The country as well as Idaho's need for additional Forest Highway and Public Lands Highway funds.

5. 1965 Federal Highway Beautification Act.

Outdoor advertising signs and junkyard easements along Primary and Interstate highways.

6. Federal-aid Highway Program financing after 1972.

7. Size and weight limitations. Recent State legislation passed has enabled the Highway Board to increase size and weight of vehicles upon passage by Congress.

8. A.E.C. contractors importing tax free gasoline for over the road vehicles. The Board acquainted the Senator and Congressman with the U.S. Supreme Court ruling regarding this matter and wished to have them keep the problem in mind should another approach in solving the loss to Idaho of \$40,000 of highway user revenue annually be entered into.

Complete statements that were presented are on file in Central Files.

TUESDAY, DECEMBER 14, 1965

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:

R. Doyle Symms, Chairman  
Ernest Gaffney, Vice-chairman  
C. Ed Flandro, Member  
E. L. Mathes, State Highway Engineer  
Wayne Summers, Secretary of the Board

Department Personnel Salary Status Reviewed. State Highway Engineer Mathes with Assistant State Highway Engineers McCrea and Christensen and Personnel Director Neumayer reviewed the Department's total salary program and its relationship with salaries in the intermountain states adjoining Idaho and in the Boise area proper.

Department salary procedures were discussed. It was explained that the Department operates on a merit system basis for individual salary increases. The Board indicated its approval of continuing such a program wherein employees are allowed salary advancement based on demonstrated performance. Also the best qualified employee should be considered for Department vacancies.

Personnel Director Neumayer reviewed Department salaries against those for comparable positions in the states of Montana, Wyoming, Utah and Nevada. The review indicated that, with some variations for selected positions, the Department salaries are generally 4 to 7 per cent less than the combined averages of the Highway Departments of the intermountain states.

Department salaries compared with similar positions of other agencies in Idaho were also reviewed. Organizations used for comparison were Morrison-Knudsen Co., Bureau of Public Roads, Bureau of Reclamation and Idaho Power. This comparison also revealed that Department salaries were considerably lower than the major industries and the Federal Government salaries within Idaho.

The salary comparisons were obtained by sending copies of Department detailed job duties and position descriptions to the companies and other states involved in the survey. Each organization was requested to carefully review and indicate their salary range for a similar position involving comparable work regardless of job title.

To keep the Board posted in the Department's salary status they requested that a similar review be presented in 5 to 7 months. It was their interest to maintain knowledge of the wage patterns and to determine general salary changes which might affect Highway operations.

The Board suggested a comparison be made with adjoining states in the matter of employees fringe benefits as related to salary structures.

The Board indicated the Governor had referred recently to salaries in general. He has indicated that they be watched very carefully. He had some reservation that they might be getting too high.

Mr. Neumayer pointed out that the Department has lost 13 professional engineers in the last 21 months. Seven of those have been

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through voluntary severance. The predominate reason being for a better job at more salary. Six severances have occurred through retirement or death.

The Board reviewed the Department's salary for graduate engineers. Salary surveys showed that the present \$532 per month beginning salary for graduate engineers was not competitive for recruitment purposes. The average salary for graduate engineers at the University of Idaho is \$620 per month. The Board authorized the Department to increase the E.I.T. salary schedule making the new salary \$559 per month. The Board concurred that the Department should be competitive for the young engineers and that the engineers that are employed now will be the future leadership of the Department.

Personnel Actions. The Board concurred in the following recommendations of the State Highway Engineer:

Merit raise for Howard Johnson, Assistant Construction Engineer, \$909 - \$954 per month, effective January 1, 1966.

Promotion of Monte J. Fiala from Associate Construction Engineer To Assistant District Engineer (Operations), District 3, \$786 - \$866 per month, effective January 1, 1966.

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

SH 50	S-2741(8)	D. Jean Day & Aileen Day	Parcel No. 4 & 4-E-1
SH 50	S-2741(8)	Jay H. Smith & Kirma J. Smith; Allan S. Humpherys & Adele R. Humpherys; David L. Carter & Virginia B. Carter	Parcel No. 4½ & 4½-E-1
SH 50	S-2741(8)	Coiner and Long, Inc.	Parcel No. 9 & 9-E-1 to 9-E-7, inc.
SH 50	S-2741(8)	Orriette C. Sinclair & James A. Sinclair	Parcel No. 15 & 15-E-1 to 15-E-4, inc.
SH 50	S-2741(8)	Fay J. Frahm, et al	Parcel No. 17 & 17-E-1 to 17-E-4, inc.

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SH 50	S-2741(8)	Coiner & Sons, Inc.	Parcel No. 18 & 18-E-1 to 18-E-4, inc.
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Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

US 30 Spur	U-UG-3281(9)	Goodman Oil Company - up to \$80,000	Parcel No. 3
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Approval of Special Deeds. The Board approved the following Special Deeds:

SH 22	F-6462(7)	William K. Martineau	Parcel No. 10A
US 12	F-4201(6)	Charles J. & W. June McCollister	Parcel No. 2A

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

US 30N	F-1481(22)	Eugene & Beverly Parkinson	Parcel No. 8A
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Discussion of Request for Revision in Design.

I-80N	I-80N-1(25)50 I-IG-80N-1(28)45 R/W	Earl Jameson	Parcel No. 22
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The Board authorized the Department to provide access to the Jameson property by means of an extension of 32nd Street, southerly, provided that Mr. Jameson relinquish all claims to any damage due to the taking of access from Fairview Avenue. The cost of the extended 32nd Street was \$20,000 versus access taking price of \$16,000.

Discussion of Request for Point of Access.

US 30	F-2361(25)	Willis W. Golay	Parcel No. 7
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The Board approved a request for access, subject to Bureau of Public Roads approval.

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

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Out-of-State Travel. The Board authorized travel for District Two Engineer Blaine Sessions and two others to Salt Lake City, Utah, January 10 - 11 to discuss with the Utah Highway Department the Idaho connection of Interstate 80N west of Snowville, Idaho.

The Board authorized travel for one Legal Counsel to Grandview, Washington, to obtain deposition from James Dashon; and to Casper, Wyoming, to obtain deposition from Frank Beattle. Both of these concerned needed depositions relating to the Grant Construction Company case involving utility relocation of the Pacific Power and Light facilities on the Priest River structures project in 1962. If practical, the Board asked that State Highway Engineer Mathes urge the Legal Division to engage a Casper, Wyoming attorney to accomplish the needed deposition there.

Study of Montpelier Washington Street Overpass Discussed. The Board was brought up to date on various alternate locations that have been under study for a overpass on U.S. 89 over the Union Pacific Railroad at Montpelier.

In the light of recent public statements of excessive damage claims from effected property owners that would result should the construction of the overpass on Washington Street be firmed, the Board requested the Department reactivate the study with new alternates that would connect with U.S. 30N on its present 4th Street location.

U.S. 30N Fish Creek Cutoff, Lava to Alexander Discussed. The Planning and Traffic Division reviewed with the Board the progress of a study involving the relocation of U.S. 30N over Fish Creek Summit preparatory to publishing a final engineering report after which a recommendation of route selection and abandonment for public hearing purposes will be finalized.

Rogerson Bypass Relocation Determined. The Planning and Traffic Division reviewed for the Board the matter of the relocation of U.S. 93 at Rogerson and viewed the transcript of public hearing held under Federal statutes on November 23, 1965.

The Board determined in the affirmative the relocation and abandonments proposed at the hearing.

Washington County Commissioners and Weiser Valley Highway District Commissioners Delegation Regarding Olds Ferry. The following delegation appeared before the Board:

December 14, 1965

Frank Kershisnik, Washington County Commissioner  
 Laurence E. Ford, Washington County Commissioner  
 F. Jim Anderson, Chairman, Washington County Commissioners  
 John Lloyd, Chairman, Weiser Chamber of Commerce Highway Committee  
 Garold D. Dick, Secretary, Weiser Valley Highway District  
 Grover H. Feldtman, President, Weiser Valley Highway District  
 Bud Lindgren, Treasurer, Weiser Valley Highway District  
 Frank Joseph, Washington County Prosecuting Attorney  
 Harold Ryan, State Senator, Washington County

The delegation assured the Board that steps are being taken to levy Washington County and Weiser Valley Highway District during the next five years sufficient moneys to match County Federal-aid moneys for a total of \$400,000 to be applied to the construction of the Olds Ferry Snake River Bridge, providing Oregon designates a connecting road to the middle of the river from Oregon's State Highway No. 201 - U.S. 30N on its Secondary System.

The Washington County Commissioners stated that by 1970 the Board could be assured the \$400,000 would be made available by Washington County for their share of the project.

The delegation urged the Board to press the Oregon Commission for a clearance of the Oregon route designation before September, 1966, which would be the first local levying date determination for 1967 taxes, as the Washington County Commissioners would not wish to cause a road levy to be made without being assured the money could be spent as intended in the assessment.

The Board stated that the matter will be pursued with the Oregon State Highway Commission with the September, 1966, deadline in mind.

Mr. Mathes stated that the Oregon Highway Commission was requested on November 3 by the Highway Department to place the Oregon Olds Ferry connection on Oregon's Secondary Highway System preparatory to developing the Olds Ferry Bridge project and as yet have had no reply as to the Oregon Highway Commission's action in the matter.

Washington County Prosecuting Attorney Frank Joseph and State Senator Harold Ryan met at the conclusion of the meeting with Chief Legal Counsel Tway to refine a rough draft, three party agreement involving the Weiser Valley Highway District, Washington County, and the State Highway Department regarding Washington County's participation in the amount of \$400,000 on the Olds Ferry Bridge project.

December 14, 1965

State Highway 51 Association Regarding Completion of Grasmere Section. The following delegation appeared before the Board:

Mrs. Edna Agenbroad, Secretary, State Highway 51 Association  
 Carl Agenbroad, State Highway 51 Association  
 Don Davis, Owyhee County Commissioner  
 Arsen Alzola, President, State Highway 51 Association  
 Jay Hill, State Highway 51 Association  
 Arthur Manning, State Highway 51 Association  
 Chet Hildebrand, State Highway 51 Association

The delegation urged the completion to Secondary Federal-aid pavement standards the remaining unimproved section in the Grasmere area of State Highway 51 with any of the following methods:

1. State funds
2. Public Lands funds
3. To include it in the Five Year Construction Program

The delegation indicated that in two years Owyhee County would start having uncommitted County funds available, but that they would like to see the remaining nine mile project improved by 1966.

They also requested that the ten mile section north of Grasmere, which was paved on a substandard basis in 1963, be widened to Secondary Federal-aid standards.

Mr. Mathes informed them that the Board has authorized the Department to oil the nine mile section south of Grasmere during the 1966 construction season with State maintenance forces, budget permitting. Unusual heavy winter maintenance expenditures occasioned by floods or heavy snow removal costs could delay the intended work another year. However, at this time, it does appear that it could logically be accomplished in the 1966 season.

Mr. Mathes further stated that the ten mile substandard section north of Grasmere will have to wait until other allocations are under consideration.

Mrs. Agenbroad then presented a check for \$300.00 of State Highway 51 Association funds to the Department to be applied to the beautification or enhancement of the rest area  $3\frac{1}{2}$  miles south of Grasmere on the west side of the highway. The Department is developing the rest area at this time.

Chairman Symms stated he is sure it can be put to good use.

The Board later suggested to the Department that a suitable plaque be mounted in the rest area crediting the State Highway 51 Association with the contribution.

WEDNESDAY, DECEMBER 15, 1965

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:

R. Doyle Symms, Chairman  
Ernest Gaffney, Vice-chairman  
C. Ed Flandro, 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:

S-3803(1), S-3804(2) Sec. "A", S-R-AD-11(1) & F-3022(20) - The work consists of constructing the roadway, drainage structures, an asphalt treated base and a plantmix bituminous surface on 1.479 miles of S.H. 67 from M.H.A.F. Base to the junction of the Grandview Road, 5.347 miles of S.H. 67 from Jct. Grandview Rd. East toward Mountain Home and constructing the roadway on 0.321 mile of U.S. 30 in Mountain Home, in Elmore County - Federal Aid Primary, Secondary and State financed. The Board recommended the award of the contract to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, in the amount of \$835,009.50.

S-4792(6) - The work consists of constructing the roadway, drainage structures, lime treated subgrade and a bituminous surface treatment on 3.144 miles of the Moscow - Lenville Road in Latah County - Federal Aid Secondary and County financed. The Board concurred in the State Highway Engineer's recommendation to not award the Moscow - Lenville, Latah County, project it being 19.5% over the Engineer's Estimate. This is to be subject to concurrence in a no award by the Latah County Highway District and Genesee - Rimrock Highway District.

Congressman Compton I. White, Jr., Visits Board. Upon invitation, Congressman White discussed with the Board the eight mutual problems of Congressional and Department interest, as outlined in Monday's presentation to Senator Jordan and Congressman Hansen.

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Congressman White asked the Department to write a letter to the Congressman's Wild Rivers file as to the Department's position taken regarding this legislation that Congressman White can review it when the bill comes before his committee for consideration next year.

A detailed presentation of the eight items made by the Department is on file in Central Files.

Board Finalizes 1966 Construction Program As Well as Five Year Planning Program. In final review of the 1966 recommended Construction Program and Five Year Planning Program, the Board firmed the program and authorized news releases to be made Thursday, December 23.

Emergency Equipment Contract Reviewed. N. L. McCrea, Assistant State Highway Engineer (Operations), reviewed with the Board the problems encountered in revising the emergency equipment rental contracts; and, after discussing the problem, the Board suggested that the Department contact neighboring states as to how they handle the risk to non-department personnel operating the rental equipment, as well as the reimbursement of loss to equipment owners. The Department will follow the suggestion and report back to the Board.

Meeting with Senator Frank Church. The Board met with Senator Frank Church at his office in response to a requested appointment by the Board and discussed the eight problems of concern that the Department has of interest to Idaho's Congressional Delegation, as outlined in Monday's presentation to Senator Jordan and Congressman Hansen. A detailed presentation of the eight items made by the Department is on file in Central Files.

Senator Church opinioned that additions to the Interstate System would be likely upon completion of the present Interstate program.

The Senator was not optimistic as to the outcome of a request for increasing Public Lands Highway and Forest Highway funds next year due to an anticipated \$12 billion general fund war effort financing program.

The Senator indicated his appreciation of the Board's views regarding the Wild Rivers Bill and said that he would have a statement of intent read into the Congressional Record when the Bill is under consideration as to the construction and economical maintenance of highways in the Wild Rivers area.

He also said he would formally contact the G.S.A. in Washington regarding the Idaho A.E.C. gas tax evasion matter.

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