

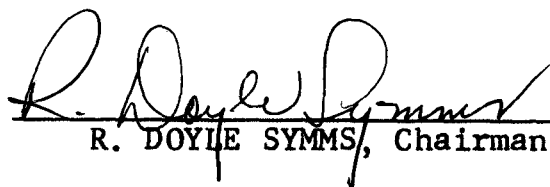
The Board Requests Review of Department Historical Signs Brochure Before Printing. Board Member Flandro pointed out to the Department the importance of the historical sign at Idaho State University being listed in the historical signs brochure because of the Atomic Energy's requirement of higher educational facilities being available to the site, when new project financing and location is being considered by the Commission and Congress.

Public Information Director Klaus stated that little distribution has been made to date and the change will be made in the brochure for future distribution.

Board Secretary Requested to Research Legislative Contacts Made With the Board Delegations. The Board Secretary was requested to research legislative contacts made with the Board by delegations and convey to them the story as to financial deficiency needs of the Department that they as legislators may assist the Department in obtaining additional funds to more realistically meet the State-wide Primary and Secondary Program needs.

Personnel Director Promoted to Administrative Officer. Upon the recommendation of State Highway Engineer Mathes, the Board concurred in the promotion of George Neumayer, Personnel Director, to replace James Reid (retiring), Administrative Officer, from \$909 to \$954 per month effective January 1, 1966.

WHEREUPON, the Board adjourned until its next meeting scheduled for January 10 & 11, 1966.


R. DOYLE SYMMS, Chairman

Read and Approved
January 10, 1966
Boise, Idaho

December 15, 1966

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

January 10 & 11, 1966

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, January 10, 1966. 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 December Board Meeting.

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

Stockpile Nos. 2525 & 2526, STM-2023(513), 3022(539), 2351(507) & PW-224(3)	Stockpiles & Various Seal Coating
Stockpile No. 6536	Swan Valley
S-5804(2)	Kootenai River Bridge Foundation Investigation
Stockpile No. 6535, STM-6501(516) & STM-6471(548)	Ucon, Beeches Corner - Ririe & Beeches Corner - Thornton
Stockpile Nos. 2524, 2527, 2528, ST-2751(503) & STM-2751(504)	Various Stockpiles, Roadmix & Seal Coating
I-IG-15W-4(11)76	Bannock Cr. I.C. (Excl.) - West Pocatello I.C. (Excl.)
I-IG-15W-4(12)81 Sec. "A"	Igo O.P. (Excl.) - Bannock Cr. I.C. (Incl.)
F-2361(11)	Cedar Crossing E. of Buhl - Filer

January 10, 1966

S-4802(2)	3 Mi. North of Kendrick, North
Stockpile No. 3529	Emmett Stockpile
S-3832(6)	Ada County Line - Emmett
F-5116(19)	Naples - Peterson Hill
Stockpile No. 4548	North of Nez Perce
Stockpile Nos. 5539 & 5542	Priest River and Sandpoint
Stockpile Nos. 5540 & 5541	Plummer & Santa
I-15-1(31)63	Portneuf I.C. - Pocatello Cr. I.C. Sprinkling System
Stockpile No. 3533	Strawberry Glen
S-2703(2), S-2704(1) & S-2707(2)	Various Concrete Culverts
F-3281(18)	Blaine Street (Caldwell)

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

SH 50	S-2741(8)	Authur W. Walter	Parcel No. 5 & 5-E-1
SH 50	S-2741(8)	Elsie Krueger	Parcel No. 8 & 8-E-1
US 20	F-6471(31)	Heirs & Devisees of Dora Anna Case Schauer, Deceased	Parcel No. 60
US 20	F-6471(31)	Heirs & Devisees of Dora Anna Case Schauer, Deceased	Parcel No. 61
US 20	F-6471(31)	Heirs & Devisees of Fred W. Case, Sr., Deceased; Leland T. & Agnes B. Young; Cannon Realty, Inc., et al	Parcel No. 68

January 10, 1966

US 20	F-6471(31)	Heirs & Devisees of Fred W. Case, Sr., Deceased	Parcel No. 69
US 20	F-6471(31)	Heirs & Devisees of Fred W. Case, Sr., Deceased	Parcel No. 69½

Approval of Right of Way Settlement 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	Margaret M. Davies (Davies Floral) - \$53,300	Parcel No. 5
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	E. F. & Ernestine Glover - \$40,000	Parcel No. 6
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Waldo W. & Fern Eby - \$43,000	Parcel No. 11
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Howard E. & Marie A. Shawver - \$35,000	Parcel No. 17
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Katherine E. & Roger K. Anderson - \$22,500	Parcel No. 18

Approval of Special Easement. The Board approved the following Special Easement:

SH 1	FH 4-1(2)	United States of America	Parcel No. 30-E-1
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Exchange of Access Deeds. The Board approved Exchange of Access Deeds on the following:

SH 1	FH 4-1(2)	Ralph W. & Monterrae Y. Eckhart	Parcel No. 9A
SH 1	FH 4-1(2)	Ralph W. & Monterrae Y. Eckhart	Parcel No. 10A

Union Pacific Railroad Concurs in Structure Replacement on U.S. 30 at Clover Creek. R. B. Christensen, Assistant State Highway Engineer (Engineering), reported that the Union Pacific Railroad has concurred in the replacement of a larger pipe under U.S. 30 at Clover Creek and the Department's proposal to work up a set of plans for the

replacement structure similar to that in the Topaz area on U.S. 30N. The project is to be built this next winter in order to be ready for the 1967 spring runoff.

The Railroad letter of concurrence dated December 17, 1965, from Superintendent H. J. Bailey waiving claim against the State for damages to Railroad facilities during the recent Clover Creek flood and indicated their desire to cooperate in eliminating future flood damage, is available in Central Files.

The Department recommended and the Board concurred in reimbursement to the Railroad Company for riprap they placed on the highway right of way in the recent Clover Creek flood in the amount of \$4,000.

Olds Ferry - Washington County Agreement Reviewed. Since the Department's Legal Counsel met with the Washington County Prosecuting Attorney last month and formulated an agreement regarding the Olds Ferry project, a revision is being added to the agreement providing two years additional time beyond 1970 for the accumulation of Federal Aid, and contingent upon Federal Aid to Idaho for the State Secondary System remaining at least at the present level through the agreement period.

The agreement will be forwarded to the Weiser Valley Highway District and Washington County for any further revisions they may wish before their concurrence and resubmission to the State Highway Board for its signatures.

Billboard Legislation Discussed with Harley Markham, Outdoor Advertising Association Official. Legal Counsel Tway and Assistant State Highway Engineer Christensen reported to the Board on a meeting in Pocatello with Harley Markham and his Company's Legal Counsel to explore possible billboard legislation approaches preparatory to developing State legislation, which will be needed to implement the Federal statute on this subject, at the 1967 Idaho State Legislature.

The Board concurred in their recommendation that more time is needed as a study is advisable of pending legislation in other states meeting in 1966 as to the various approaches they may take in meeting the problem in the way of zoning, reimbursement, police powers, condemnations, etc., that Idaho also may face in implementing the Federal billboard statute requirements.

The Legal Division is also awaiting the same information regarding the various states treatment on junkyard legislation required in implementing the Federal statute on this subject.

January 10, 1966

State Highway Engineer Mathes apprised the Board that the U.S. Secretary of Commerce, through the U.S. Bureau of Public Roads, has scheduled a public hearing regarding Beautification, Junkyards and Outdoor Advertising Controls passed by the last session of Congress. The public hearing is scheduled to be held in Boise April 26 and a request of the U.S. Bureau of Public Roads to hold the hearing in the Highway Building Auditorium was approved.

Life and Turnover of Department Road Equipment Reviewed. N. L. McCrea, Assistant State Highway Engineer (Operations), reviewed with the Board the Department's purchase, life expectancy, and selling of salvage road vehicles operated by the Department. Inventory control and replacement on a vehicle life expectancy basis was explained to the Board. The Department policy of replacing pickups, survey party wagons, automobiles and dump trucks is on a unit district basis; the life expectancy of automobiles being five years, pickups, light and medium trucks - seven years, motor graders - fifteen years, snow plows from ten to fifteen years, and rotary snow plows - twenty years.

The Board suggested the Department watch closely its updating of equipment replacement as related to a point that may be reached where maintenance-repair costs become uneconomical.

O. R. Baum Discusses Right of Way Appraisal. Meeting before the Board was Attorney O. R. Baum, whose property west of Chubbuck will be affected by the right of way acquisition of I-15W. Accompanying Mr. Baum was Fee Appraiser Charles Thompson of Pocatello.

The delegation particularly stressed the importance of the Department considering the land needed and the remaining part of the parcel be appraised as potential subdivision land as a before value, as in Mr. Baum's opinion, this is the highest and best use, to which the Department appraisal staff concurs.

Mr. Baum requested a total take and damage figure of \$20,000. After considerable discussion and in considering the Right of Way Division's position that the ownership should be appraised on the unit basis of its "before" value as compared to its "after" value, the Board concurred in the Right of Way Appraisal Section's recommendation that \$14,000 should be the total take and damage appraisal as correlated.

TUESDAY, JANUARY 11, 1966

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, 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-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 request of the Latah County Highway District and Genesee - Rimrock Highway District that the project be awarded to Crick Company, Spokane, Washington, the low bidder on the December 7, 1965, bid opening, in the amount of \$244,481.52. A letter of concurrence of this action from the Idaho Division Engineer of the U.S. Bureau of Public Roads is on file. This is the third bid opening on this project.

I-80N-1(42)28 Sec. "A" - The work consists of constructing a 4-lane divided roadway, drainage structures, an asphalt treated base and a plantmix bituminous surface on 6.266 miles of Interstate Highway No. 80N, in Canyon County - Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on January 13, 1966, in the amount of \$1,907,609.80.

I-80N-1(42)28, Sec. "B" - The work consists of constructing 4 underpasses, twin overpasses and 3 concrete bridges on Interstate Highway 80N, in Canyon County - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on January 6, 1966, in the amount of \$552,562.00.

F-5116(19) - The work consists of cleaning side ditches, constructing a plantmix bituminous surfacing and seal coating on 8.448 miles of U.S. Highway No. 95, Naples - Peterson Hill, in Boundary County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to readvertise this project as four of the six bidders did not receive the addendum.

January 11, 1966

Stockpile Project No. 5523 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles approximately 1.0 mile south of Naples, in Boundary County, State financed. The Board recommended the award of the contract to Crow Rock Product, Moscow, Idaho, the low bidder, in the amount of \$16,100.

I-80N-3(34)196, Sec. "A" - The work consists of constructing a 4-lane divided roadway, drainage structures, an asphalt treated base, a plantmix bituminous surfacing and signing on 5.906 miles of Interstate Highway 80N, in Jerome 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 \$1,644,728.95.

I-80N-3(34)196, Sec. "B" - The work consists of constructing a 114' twin concrete overpass and 3 concrete bridges over the Milner - Gooding Canal on Interstate Highway 80N, in Jerome County - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on January 12, 1966, in the amount of \$224,582.42.

FG-5116(18) - The work consists of constructing a 730' steel and concrete overpass on U.S. Highway No. 95, Naples Overpass, in Boundary County - Federal Aid Primary and State financed. The Board recommended the award of the contract to Dale M. Madden Construction, Inc., Seattle, Washington, the low bidder, in the amount of \$459,281.50.

S-4782(6) - The work consists of placing a roadmix or plantmix bituminous surfacing and seal coating on 6.513 miles of the Orofino - Grangemont Road in Clearwater County - Federal Aid Secondary and County 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 \$76,588.55.

ER-60(2) & 65(1) - The work consists of constructing 2 - 70' concrete bridge 75 feet left of Stations 195/12.89 and 258/57.75 and a 59' concrete bridge left of Station 347/05.35, in Nez Perce County - Federal Aid Emergency Relief and State financed. The Board recommended the award of the contract to Howard L. Fosnot, Potlatch, Idaho, the low bidder, in the amount of \$57,757.75.

Stockpile Project No. 6522 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to MP-198.2 and 223.2 (US-191), in the vicinity of Last Chance and Island Park, in Fremont County - State financed. The Board recommended the award of the contract to C & M, Inc., Pocatello, Idaho, the low bidder, in the amount of \$37,810.00.

Stockpile Project No. 6537 - The work consists of furnishing aggregate surfacing and cover coat materials in stockpiles adjacent to U.S. 191, in the vicinity of St. Anthony, in Fremont County - State financed. The Board recommended the award of the contract to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$17,500.00.

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

US 20 F-6471(31) George W. Rassmussen et al Parcel No. 75

Speed Control Zones in District 1 (US 26). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 26 from east of junction with US 20 to junction with Interstate Highway I-15, as recommended and stated in marked Exhibit A-139, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 91 Bus.). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 91 Bus. from north Blackfoot City limits to junction with Interstate Highway I-15, as recommended and stated in marked Exhibit A-140, 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 two sections of State Highway No. US 10, 0.595 miles in length, and another section 0.038 mile in length and described as beginning at a point 0.045 mile east of the west City limits of Kellogg and ending at a point 0.083 mile east of the west City limits, as shown in official Exhibit B-32, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 10). The Board approved the removal of a section of State Highway No. US 10, 6.056 miles in length, and described as beginning at a point 1.607 miles east of SH 3 Interchange structure and ending at a point 1.176 miles east of the Kootenai - Shoshone County line, as shown in official Exhibit B-33, which is made a part hereof with like effect as though extended in full herein.

Pierce Bypass, State Highway 11, Hearing Authorized. The Planning and Traffic Division reported to the Board that the economics of improving State Highway 11 through Pierce versus construction of a bypass route favored the bypass.

Whereupon, the Board directed the Department to proceed to hearing on the matter.

January 11, 1966

Status of Historical Sign at Kellogg. The Planning and Traffic Division reported that the Historical Society under Dr. Wells is in the process of developing factual background information for the Bunker Hill Jack Ass - Miner legend sign, which it is estimated will take several months to bring to completion.

The Department in the meantime is attempting to locate a suitable turnout area on the Interstate from which the Jack Ass - mineral site discovery on the mountain side might be in view.

Board Inquires as to Reasons for Delay in Design Progress of Interstate Through Wallace. Board Vice-chairman Gaffney inquired of the Department the current status of the design of the Interstate project Through Wallace and the cause of the delay in not bringing to completion the consulting engineering work being done on this project.

State Highway Engineer Mathes reviewed for the Board the status of the project and pointed out a number of problems that have developed and differences of design held by the U.S. Bureau of Public Roads and the Department that is holding up the consulting engineering work. He pointed out that these matters might be resolved with the Boise Division office of the Bureau of Public Roads; but if this could not be done in the immediate future, the Board authorized the Department in the interest of time to discuss it further with the Regional office in Portland.

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

Two or three people to Corvallis, Oregon, February 9, 10 & 11, to attend 1966 Northwest Roads and Streets Conference.

District 6 Resident Engineer Andrew Nielsen to Concrete Institute, Logan, Utah, Utah State University, two days in mid March to present a paper on Idaho's construction specifications.

Harry Day, Materials Engineer, to Minneapolis, Minnesota, February 14, 15 & 16, to attend Asphalt Paving Technology.

Three people to Portland, Oregon, to discuss with the U.S. Bureau Roads Regional Engineer the Interstate design problem Through Wallace, if the problem can not be solved with the U.S. Bureau of Public Roads' Idaho Division Engineer.

L. F. Erickson, Research Engineer, to Highway Research Planning Meeting, Washington, D.C., at no expense to the State, February 21 - 25.

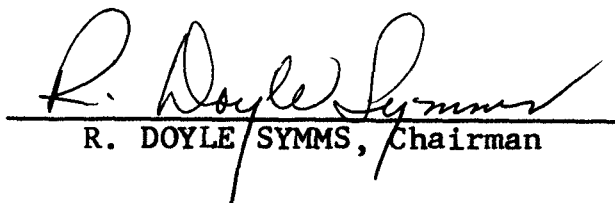
The Board concurred in the Department's policy of those attending out-of-state meetings to report in writing the information obtained at the meetings for distribution to other affected Department personnel. The Board asked for a tabulation from time to time on out-of-state travel and requested the Department particularly restrict the number of persons going to distant travel points.

Arrangement for Meeting in Oregon with Oregon Commission Regarding Olds Ferry. The Board authorized State Highway Engineer Mathes to arrange for a future meeting with the Oregon Highway Commission at their convenience in Portland, Oregon, to discuss the Olds Ferry connection with Idaho and Oregon State Highway Systems.

Personnel Matters. The Board concurred in the following recommendation of the State Highway Engineer:

Eugene Burbidge, Assistant District Engineer, District 6, merit increase from \$866 to \$909 per month, effective February 1, 1966.

WHEREUPON, the Board adjourned until its next meeting scheduled for February 28 and March 1 & 2, 1966.


R. DOYLE SYMMS, Chairman

Read and Approved
March 7, 1966
Boise, Idaho

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

February 4, 1966

The Idaho Board of Highway Directors met in session at 9 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Friday, February 4, 1966. 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

February 4, 1966

Proposed Reorganization of Idaho State Government. Legislative Council Chairman P. T. Cenarrusa, Committee on State Government, transmitted a fourteen page recommended plan for the reorganization of the executive branch of the Idaho State Government (See Central Files copy dated January 26, 1966).

After due consideration of this preliminary proposal the Board directed the Department to draft a reply together with comment on the phases of the Department's operation which might be affected.

The Board also requested that the replying communication should include a suggestion that the Legislature employ a consulting firm experienced in the study of governmental reorganization and methods. That their suggested guide lines and findings for the reorganization might be given consideration by the Legislative Council and the Legislature.

The Board stressed that any manner that would effect savings in government and not curtail the present efficiency and financing status of the Department in the legislative directive to administer, construct and maintain Idaho highways would be most welcome.

Departmental Legislation Reviewed for Special Session. The Board concurred in the Department Legal Counsel's recommendation of three proposed legislative bills and that they be recommended to the Governor for his consideration in placing the same in the forthcoming February 14 special call of the Legislature.

The urgency of the suggested legislation is the possible loss of \$354,469 of Federal funds for beautifying Idaho's Federal Aid System, as offered in the 1965 Federal Act Section 319 "Landscaping and Scenic Enhancement," should that amount not be obligated by the Department before June 30, 1966.

The nature and purpose of these three bills are as follows:

An amendment to current State statutes which would broaden the definition of highways in order that dedicated funds for highway purposes may be used in connection with the Highway Beautification Act of 1965 and in order to take advantage of such federal funds as may accrue to the State by reason of this Act.

An amendment to the existing State statute whereby the State assents to the provisions of the Highway Beautification Act and whereby it accepts the provisions and benefits of this Act and any amendments or supplemental legislation.

An Act enabling the Board of Highway Directors to acquire land adjacent to highways within limited areas and to improve such land for scenic areas, rest, recreation and information to the public.

It was made clear by the Board that the three bills to be submitted are to apply to the implementation of Federal Law 89-285, Title 319 "Landscaping and Scenic Enhancement" as they pertain to the State Highway System only. The 1,000 foot limitation was inserted as it is not the intention of the Board to apply an unlimited depth for landscaping and scenic enhancement. The Board indicated further that the application of the three bills are not intended to deal with junkyard or outdoor advertising restrictions as such. These subjects will be dealt with in future legislation and the Board has requested the Department's Legal Counsel to draw up such proposals for submission to the 1967 Session of the State Legislature.

The three bills discussed and submitted are not for the purpose of negative easement acquisition for any other purpose than that stated in said Section 319 of Title 3, Federal Law 89-285.

Pierce State Highway 11 Relocation Hearing Cancelled. The Department apprised the Board of the Village of Pierce reversing its previous position in requesting a relocation of State Highway 11 bypassing the Village, as told the Board while on tour in May, 1965.

Village officials and Potlatch Forest Industry officials, who originated the request for the bypass, reversed their position because they felt a State highway located on Fromlet Road would take too much valuable property in the limited level area of the Village site.

The Board then directed that the Department drop any proposal for a hearing on the relocation of State Highway No. 11 through Pierce.

Revision of Farragut State Park Entrance Road Alignment Requested by State Park Board. The Planning and Traffic Division apprised the Board of the State Park Board's request of the Department to redesign and relocate the entrance to Farragut State Park on State Highway 54.

The total cost of the revision would be \$175,000, of which \$150,000 would be for construction and \$25,000 for additional right of way needed for a redesigned circular semi-interchange at the Park entrance. An additional \$125,000 was estimated to acquire the scenic easements from U.S. 95 to the entrance.

Because of the apparently high cost and excessive right of way involved in the proposed Park entrance redesign, the Board postponed any decision and requested the Department to resubmit the matter at the March Board meeting.

February 4, 1966

Bid Opening Bid Rejected. The following bid was rejected:

Stockpile Projects No. 2524, 2527, & 2528, and ST-2751(503) & STM-2751(504) - The work consisted of furnishing aggregate surfacing and cover coat material in various stockpiles in the vicinity of Hazelton, Eden, Ketchum, Bellevue and Hailey, and constructing a road-mix bituminous surfacing on 7.16 miles and seal coating 7.44 miles of SH-79, Jct. US-93 - Jct. I-80N, in Blaine and Jerome Counties.

The low bid was substantially over the Engineer's Estimate. It appeared, however, that because of recent labor contracts the cost of this work could be expected to exceed moneys available. The Board concurred in the recommendation of the State Highway Engineer, therefore, that all bids be rejected and that the projects be reduced in scope so as to meet current budgetary restrictions for maintenance and betterment projects in this area.

Boise Saddle Club's Request for Interstate 80N Crossings in Boise. Appearing before the Board were Vernon N. David, President of the Western Riding Clubs Association, Betty Lou Larsen of the Western Riding Club and represented by Attorney Frank Chalfant.

They inquired as to the adequacy of Interstate 80N crossings on the Overland to Isaac's Canyon Interstate 80N section adaptable to saddle horse crossings. Mr. Chalfant said it was his impression that Interstate highway construction besides serving the motor vehicle should in part also serve recreation in the area. The club is particularly concerned with the safety of their youthful riders while crossing the Interstate from the residences and stabling area to the desert southeast of the Interstate with their mounts.

After Assistant State Highway Engineer (Engineering) Christensen explained the crossings contemplated in the project, the delegation felt the problem was not as great as they had anticipated. Particularly when it was explained that the cost of underpasses for livestock had to be justified economically as it would relate to the right of way acquisition. The delegation appeared satisfied that the Department had designed what is economically feasible in serving the needs of the Western Riding Club on that project.

Board Reorganized. The Board unanimously elected the following officers:

R. Doyle Symms, Chairman
Ernest Gaffney, Vice-chairman
C. Ed Flandro, Member
Wayne Summers, Secretary

Meeting with Oregon Highway Commission to be Arranged. The Board authorized the Secretary to arrange for an appointment with the Oregon Highway Commission at Salem, Oregon, on March 8 to discuss with the Oregon Highway Commission future planning of the Olds Ferry Snake River Bridge crossing and other matters of mutual interest.

Merit Increases Authorized. The Board authorized the following merit raises to become effective March 1, 1966:

N. L. McCrea, Assistant State Highway Engineer (Operations),
\$1218 to \$1288 per month.

Blaine E. Sessions, District Engineer - District 2,
\$1052 to \$1105 per month.

William W. Sacht, District Engineer - District 3,
\$1052 to \$1105 per month.

E. Merle Harding, District Engineer - District 5,
\$1052 to \$1105 per month.

Phil A. Marsh, District Engineer - District 6,
\$1052 to \$1105 per month.

L. F. Erickson, Research Engineer, \$1002 to \$1052 per month.

Norman Crossley, Urban Engineer, \$1002 to \$1052 per month.

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

One person to Portland, Oregon, February 13 - 14 to represent the Department at Lewis and Clark Highway Commission's first meeting, at the request of the Governor.

One person to Portland, Oregon, March 22 to bring back information concerning the Secretary of Commerce - U.S. Bureau of Public Roads public hearing regarding the 1965 Federal Beautification Act. A different person from the Department to attend the same public hearing at Salt Lake City, Utah, March 1. Each meeting being in a different U.S. Bureau of Public Roads Region.

One person to Washington, D.C. February 23 - 25 to attend the National Conference of Standardization of Statistical Data. Since Department Research Engineer L. F. Erickson will be in Washington, D.C. for the Highway Research Board at that time, but at no expense to the Department, should time permit he will attend in lieu of another person. Should the Highway Research Board agenda be such that Mr. Erickson could not cover both meetings, then one other person is authorized to attend.

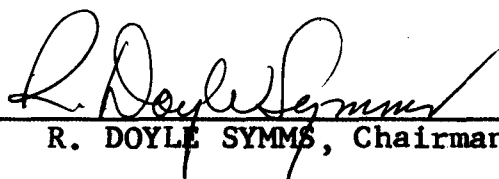
Approval of Special Deeds. The Board approved special deeds on the following:

I-80N	I-80N-1(29)45	Stephen C. & Mary H. Perry; Albert E. & Ruth L. Blaser	Parcel No. 7R
I-15W	I-15W-4(10)73	Jim & Thornie Campanella	Parcel No. 8-R-1

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-3832(3) R/W, S-3832(6) Const., Ada County Line - Emmett, Gem County - Mountain States Telephone & Telegraph Company and U.S. Bureau of Reclamation.

WHEREUPON, the Board adjourned until its next meeting scheduled for March 7, 8 & 9, 1966.


R. DOYLE SYMMS, Chairman

Read and Approved
March 7, 1966
Boise, Idaho

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

March 7, 8 & 9, 1966

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, March 7, 1966. 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

March 7, 1966

Minutes. The Board approved the minutes of the January and February Board Meetings.

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

Stockpile No. 4546	Orofino
Stockpile Nos. 5543 & 5544	Mullan & Osburn
Stockpile Nos. 2527, 2528 & ST-2751(503)	Various Stockpiles & Jct. US 93 - Jct. I-80N
Stockpile No. 4545	Grangeville
STM-1531(509) & Stockpile Nos. 1551, 1552 & 1516	St. Charles-Ovid, Montpelier, Bloomington & Preston
Stockpile No. 4547	Winona
STM-1786(511), Stockpile Nos. 1549 & 1550	Soda Springs - Blackfoot River, Soda Springs & Wayan
F-3112(26)	16th St. & 3rd Ave. Spur (Payette)
F-FG-1024(13) Sec. "B"	Benton Street Overpass (Pocatello)
STM-5041(547), 5116(536), 5121(527) & ST-5732(508)	Various Seal Coating (Dist. 5) & Blanchard-Oldtown
S-1809(2)	Bear River Bridge
F-2391(8)	Rogerson, North

A.G.C. Secretary Discusses Recommendations Regarding Rejecting Irregular Bids. The Board heard Mr. John Molitor, A.G.C. Secretary, regarding the matter of irregular bids on the landscaping project I-15-1(31)63, Pocatello. First, he stressed that irregular bids should not be read; second, that where there is a responsive bid, the Board should rule on it rather than readvertising and exposing bid information.

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Mr. Molitor was concerned that if this project was readvertised it would shake the confidence of the future bidders on projects should the Board not accept a responsive bid. He was convinced a responsive bid could be found in this bid opening among the bids submitted.

State Highway Engineer Mathes stated that the Department was going to formulate tighter bidding and bid opening procedures in an attempt to avoid any repetition of irregular bids as prevailed in this case.

(See Board determination, March 9, 1966 minutes.)

Priest River Chamber of Commerce Regarding Thama Rocks Project.

A delegation composed of the following appeared before the Board:

A. M. Nelson, Manager of the Priest River Chamber of Commerce
J. M. Mickelson, Chairman, Bonner County Commissioners
Bob Doolittle, Priest River

They inquired as to the timing and method of handling traffic on the detour road south of the river and the bypass north of the Thama Rocks project on U.S. 2 east of Priest River.

State Highway Engineer Mathes stated the project is tentatively planned for 1968 and the project's timing depends on Bonner County completing its project involving the completion of the detour route south of the river from U.S. 95 to Priest River before the Thama Rocks project could be put under contract.

J. F. Pearring, Planning & Traffic Engineer, stated that a bypass road bypassing the project to the north is contemplated when the project is under way to serve emergency traffic only.

No large amount of money is being planned for modernizing this very steep grade mountain road that served the traffic before the present U.S. 2 was built around the Thama Rocks.

Mr. Pearring also pointed out that the county road detour would only be a couple of miles further between Sandpoint and Priest River than the present U.S. 2.

Mr. Mathes answered an inquiry as to the duration of the project and told the delegation that it would probably take two construction seasons. If the work was condensed into one season, the cost of the project reflected in the bidding would be prohibitive on such a tight time schedule.

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The delegation stressed the number of vehicle accidents in the Thama Rocks area during recent years; and the Board assured them it did not have to be convinced as to the necessity of the project, it being a matter of time and money to fit it into the construction program.

County Commissioner Mickelson stated that the timing of getting the county road engineered and ready was their responsibility and that they were going to have to keep the pressure on the County Engineer to get the plans developed in time for its completion by 1968.

McCall Chamber of Commerce Regarding State Highway 15. A delegation composed of the following appeared before the Board:

Al Schaufelberger, Councilman, McCall
 Dan DeFrancesco, McCall
 Tom Fleming, Valley County Commissioner, Donnelly
 Woody Bean, Valley County Senator, Cascade
 Horace J. Patterson, Valley County Representative, Cascade
 John J. Quinn, Boise County Representative, Horse Shoe Bend
 H. M. Carney, Highway 15 Committee, McCall
 F. D. Gestrin, Donnelly
 M. R. Kangas, Donnelly
 George L. Jones, Donnelly
 Kent M. Peterson, McCall
 Don Coski, Donnelly
 Bob Bate, Cascade Village Board Chairman

They asked for an extended designation of State Highway 15 to U.S. 95 Jct. west of Marsing that U.S. 95 northbound travelers might more easily find their way to State Highway 15.

Mr. Mathes pointed out that such redesignation presented the problem of excessive overlapping of route numbers between Nampa and Boise; also, the out of direction that travelers would have to take if routed through Eagle.

Chairman Symms thought that most of the northbound U.S. 95 traffic looking for State Highway 15 would prefer to come into Boise, for one reason or another, and suggested the Department study such a route extension. However, he offered the delegation no encouragement on the extension of State Highway 15 because of previous opposition indicated by Payette and Weiser.

The delegation complimented the Department on the fine job of snow removal maintenance on State Highway 15, particularly through the towns on the route.

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The delegation asked the Department to study ways and means of improving the signing at the junction of State Highway 15 and State Highway 44, northbound, as the present signing is such that it is easily missed.

H. M. Carney, McCall, asked the Department to consider larger overhead signing as is done elsewhere and volunteered the possibility of reimbursing the State for a share of such costs when cost figures are developed.

The delegation inquired as to the Department's estimate of the timing of State Highway 15 bypassing McCall.

State Highway Engineer Mathes stated that it would be six or more years away before a determination could be made and that as time progresses there are several indications that the traffic desires would increasingly dictate retaining the highway on its present location in town in lieu of considering a bypass.

Dietrich and Kimama Highway Districts Offer of Federal-aid Denied. Because of tightness of State highway funds for construction and matching federal-aid to the State, the Board decided to continue its policy of not accepting federal-aid from local jurisdictions unless it is accompanied with matching funds. In this instance, the offer was made by the Dietrich and Kimama Highway Districts of their federal-aid to be applied on a State Highway 24 construction project.

To accept county federal-aid unmatched funds would only aggravate the tight fit situation the Department is experiencing in matching its allocation of federal-aid.

State Communications System Report. N. L. McCrea, Assistant State Highway Engineer (Operations), apprised the Board of the urgency of action in developing and using the Department's microwave frequencies assigned to it before the frequencies are revoked by the Federal Communications Commission, which has been under threat of revocation because of nonuse of its system which has been inoperable since 1961.

The Board directed Mr. McCrea to develop pro rata cost figures that would accrue to the Highway Department in the proposed State Communications System and resubmit the matter.

Pocatello Surplus Materials Source Disposal Delayed. The McGuire materials pit BK 625 in north Pocatello was discussed, and it was recommended by Mr. Flandro and approved by the Board that the pit not be declared surplus and disposed of at this time. Upon the recommendation of R. B. Christensen, Assistant State Highway Engineer (Engineering),

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the Board directed the Department to use it as a waste area for the Benton Street project and other feasible projects in the Pocatello area. It can then be declared surplus, sold and returned to the tax rolls.

Omitted Snake River Federal Lands, Bonneville County. R. B. Christensen, Assistant State Highway Engineer (Engineering), reported on the above matter and stated that the Department is investigating the possibility of negotiating an agreement with the preference claimants of properties involved within the needed highway right of way to place subject land in escrow, contingent upon the preference claimant effectively obtaining a merchantable title to subject land.

Merit Increases. The following merit increases were approved by the Board to be effective April 1, 1966:

J. F. Pearring, Planning & Traffic Engineer, \$1105 to \$1160 per month.

Roy W. Jump, Maintenance Engineer, \$1105 to \$1160 per month.

Charles E. Aldrich, Surveys & Plans Engineer, \$1105 to \$1160 per month.

Ed Equals, Planning Survey Manager, \$1002 to \$1052 per month.

Marvin Lotspeich, Traffic Engineer, \$1002 to \$1052 per month.

Harry Day, Materials Engineer, \$1002 to \$1052 per month.

Marion Whaley, Department Controller, \$909 to \$954 per month.

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-3112(13) R/W, F-3112(26) Const., U.S. Highway 95, 16th St. & 3rd Avenue, Payette, Payette County - Mountain States Telephone & Telegraph Company, Idaho Power Company and Intermountain Gas Company.

F-FG-1024(13) Const. Sec. B, U-UG-1024(21) R/W, Benton Street Overpass, Pocatello, Bannock County - Mountain States Telephone & Telegraph Company, Idaho Power Company & Intermountain Gas Company.

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F-3281(7) R/W, F-3281(18) Const., U.S. Highway 30, Blaine St. in Caldwell, Canyon County - Mountain States Telephone & Telegraph Company, Idaho Power Company and Intermountain Gas Company.

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

I-80N	I-80N-1(25)50 I-IG-80N-1(28)45 R/W	Earl & Vada Fern Jameson	Parcel No. 22
I-90	I-90-1(54)42 I-90-1(21)42 R/W	Ruth M. Hahn, Trustee, et al	Parcel No. 45
US 30 Spur	U-UG-3281(20) U-UG-3281(9) R/W	Richard & Verla McFarland, Hilda Rose Ward	Parcel No. 15 & 15-E-1
US 30	U-3281(14) U-3281(13) R/W	Jay Cruzen & the Heirs & Devisees of Pete G. Cruzen, deceased	Parcel No. 21
US 30	U-3281(14) U-3281(13) R/W	Edward D. & Harriett McClellan	Parcel No. 9
US 12	F-4201(6)	Omer V. & Nadine Richardson; Clem J. & Martha E. Pederson	Parcel No. 19

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

I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Walter E. & Virginia Nadine Beutler - \$20,000	Parcel No. 58
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Harold H. & Margaret Bartmess - \$43,550	Parcel No. 54
I-80N	I-80N-1(25)50 I-IG-80N-1(28)45 R/W	Richfield Oil Corpora- tion - \$20,000	Parcel No. 3½
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Cole Fire Protection District - \$40,000	Parcel No. 50
I-90	I-90-1(48)5	Interstate Plastics, Inc. - \$23,500	Parcel No. 7

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

US 30	F-2361(25) F-2361(14)	Willis W. & Venus Golay; Twin Falls Stake of the Church of Christ of Latter Day Saints	Parcel No. 7A Parcel No. 85½A
US 30 Spur	U-UG-3281(9)	Herbert A. & Thelma E. Hellwege	Parcel No. 35R
US 30N	F-1024(7)	Bannock County	Parcel No. 11E & 13E

Approval of Requests for Change of Approach Locations was given on the following:

US 30	F-2361(14)	A. E. Shuford & Clifford Miller	Parcel No. 83
US 30	F-2361(14)	Richard A. Young	Parcel No. 83½
US 30	F-2361(14)	Dave J. Zubizanetta	Parcel No. 83½

TUESDAY, MARCH 8, 1966

Board Meets with Oregon State Highway Commission. The following were present at a meeting with the Oregon State Highway Commission in Salem:

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

Those present from Oregon were:

Glenn L. Jackson, Chairman, Medford, Oregon
Kenneth N. Fridley, Member, Wasco, Oregon
David B. Simpson, Member, Portland, Oregon
Floyd A. Query, Secretary, Salem, Oregon
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer

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The meeting was called for the purpose of discussing the planning and pressures each state is experiencing regarding the Olds Ferry crossing of the Snake River.

The Idaho Board outlined the agreement with Washington County and Weiser Valley Highway District; whereby, the County and Highway District would raise \$400,000 in local levies and county federal-aid moneys towards the construction of the Olds Ferry Bridge crossing, providing Oregon could finance its portion of the Olds Ferry structure and construct a connecting road on the Oregon side.

Oregon Commissioner Glenn L. Jackson repeated Oregon's desire to cooperate with the Olds Ferry crossing, but the timing of the decision comes earlier than was anticipated. He suggested that a joint feasibility study be made by the State Highway Engineers of both states to their respective Board and Commission before a firm commitment could be made by Oregon.

He also stated that there are certain considerations with Malheur County and Ontario regarding participation which may require some time to work out as far as Oregon is concerned.

Oregon State Highway Engineer Forrest Cooper opinioned that there were two ways the matter could be considered. One on the basis of economic feasibility from the engineering standpoint and the other from that of other expediency determinations.

Chairman Symms pointed out that the Washington County Commissioners must have their answer in this matter by this fall as county levying demands require notice for the levy at that time. Mr. Symms said that the agreement specified a four year levy period by Washington County and that the Idaho Highway Department could not enter into planning for at least five or six years for their participation of the project. This would not bring the project into being until 1971 or 1972.

Refer to Board Minutes of January 10, 1966, Book 10, Page 17.

Chairman Jackson stated, "At the present we do not have a short or long term policy regarding this bridge and it will take a little time to get into this thing and see where we stand." Mr. Jackson pointed out also that in 1962 when the Ontario Bridge and Olds Ferry Bridge were under discussion, Oregon State highway construction allocations were on a regional basis. That has since changed and it is now on a state as a whole priority allocation with a total ABC need of \$550 million. This need will cause the Department to request a seven cent Oregon gas tax at the 1967 Legislation Session.

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Board Meets with B.P.R. Regional Engineer Baird French in Portland.
State Highway Engineer Mathes and the Board met with B.P.R. Regional Engineer Baird French to discuss two matters.

The first was the Bureau's lack of participation in the difference between the low and the third low bidder in the Interstate landscaping project in Pocatello, presently under consideration by the Board, if the Board determined to accept the third low bidder as the lowest responsive bidder.

Mr. French was of the opinion that the low bidder could be considered a responsive bid, it being a matter of technicality and that the Highway Board would have the option of declaring it a responsive bid. State Highway Engineer Mathes disagreed, stating that the first and second low bids were not prepared and submitted on proper addenda forms.

The second item was the urgency of completing the Interstate design through Wallace.

State Highway Engineer Mathes pointed out to Mr. French that a surface route through Wallace would no doubt be the cheaper Interstate design but that under such a condition local service would not be given a correct valuation.

He also said that both railroad companies had indicated that condemnation of their properties could be expected with respect to any proposal which would push their lines into the mountain north of the present location. Geologist consultants hired by the Department have indicated a required slope ratio that would cause removal of material several hundred feet up the mountain and thereafter maintenance problems would be of such an expense that the railroad could be awarded prohibitive future maintenance costs, in addition to the prohibitive cost of moving a large part of the face of the mountain.

Mr. French urged Mr. Mathes to advise him when the consultants had submitted the final study material requested by the Idaho Division Engineer regarding the surface route cost comparison. Mr. French concurred in the need for an early final determination on the Interstate route through Wallace.

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WEDNESDAY, MARCH 9, 1966

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

Board Approves Letter to Farragut Right of Way Parcel Owners. The Board authorized the Secretary to sign a letter setting forth to parcel owners of the Farragut Park entrance way on State Highway 54, the proposal of scenic easement acquisitions. This would be followed up at a later date by the Right of Way Division in specific offerings and negotiations for the 100 foot easements.

City of Aberdeen Regarding Aberdeen - North Project. A delegation composed of the following appeared before the Board:

Alvin L. Funk, Aberdeen Chamber of Commerce
Morgan Anderson, Aberdeen City Councilman
Don Vanderford of Aberdeen
Vern Tieszen, Aberdeen City Councilman
Theodore Wren, Mayor of Aberdeen
Elbert L. Gossen, Aberdeen Chamber of Commerce
Willis Palmer, Aberdeen Chamber of Commerce
Roy Stroschein, Bingham County State Representative

They urged that the Aberdeen - North project be advanced to 1967 from 1968, it having been set back from the 1966 planning program by the Board last fall in revising the planning program to a more realistic program considering the projection of available moneys.

State Highway Engineer Mathes inquired of the delegation if they would consider revising the proposed work so as to reduce from a \$1,500,000 - 6.7 mile, to approximately a \$400,000 to \$500,000 project to include the City streets and north of the City limits as far as available moneys would reach. He pointed out that the smaller size project would fare better when 1967 construction allocations are made by the Board than would the million dollar planned project, when competing with other projects throughout the State Secondary System under consideration at that time. There is only approximately \$2,800,000 available for the entire State Secondary System in a calendar year.

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The delegation endorsed this thinking and urged the Board to reduce the size of the project accordingly when the 1967 construction moneys are under allocation.

Alvin Funk urged the Department to at least extend the project northeast of town to the tangent of the present highway alignment for a safe transition at the northern end of the proposed project, which would be approximately three-fourths of a mile northeast of town.

Mr. Mathes concurred in the thinking.

Board Accepts Idaho Power's Invitation to Tour Brownlee - Hell's Canyon Dam Area Projects. The Board instructed State Highway Engineer Mathes to inform the Idaho Power Company of the Board's acceptance of the invitation to look over the Brownlee - Oxbow Hell's Canyon Dam sites Friday, April 8, 1966, flying weather permitting.

Board Directs Department to Work Up Material - Property Transfer for Lewiston Motel Site (Grant Cluff). Grant Cluff, motel developer of Berkeley, California, presented a scaled plan outlining movement of materials owned by the Department south of the Lewiston Memorial Bridge to accommodate a site for the construction of a motel on private property to the south.

The negotiation involves the trading of 30,402 cubic yards of material needed to level the property for the motel construction for a triangle parcel of property owned by the builder - owner at the southwest of the State property. The parcel may be needed in the future should the Department develop an interchange complex at the south end of the Lewiston - Clearwater Memorial Bridge. A surplus of approximately 37,000 additional yards of material not needed by the motel builder - owner would be stockpiled on the southeast corner of the property, subject to the needs of the Highway Department for said material. A lease of the stockpile site for the excess material will be given to the Department. An option for the motel owner to use an additional 22,000 cubic yards at a cost of 50 cents per yard would be drawn into the agreement.

The State property from which the material is removed lying north of the motel site would be leased by the motel owner from the State for \$150.00 per year, renewable annually until such a time as the Department needs the property. The motel owner is to landscape that area and keep it watered and maintained in a state of good landscape condition.

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The Board directed the Department to draw up the appropriate agreements, leases and contracts to fulfill the verbal commitments made by the Board and the motel developer and resubmit it to the Board at the April Board Meeting.

Lease of Department Property in Pocatello Authorized by Board.

The Hedges lease of the property at 407 East Gould Street was discussed by the Board, and it was determined that a two year lease of \$100.00 a month should be entered into for the property. The leasee to replace the broken windows and, from outward appearances at least, to keep the building, windows and grounds in a clean, orderly state of repair during the term of the lease.

Approval of Request for Change of Approach Location was given on the following:

US 95	F-4113(16)	William Hubbard	Sta. 383 Rt.
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Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

Stockpile Projects No. 6534 & 6538 - The work consists of furnishing aggregate surfacing and cover coat materials in stockpiles adjacent to MP-218 (SH-28) south of Gilmore, and MP-263 (SH-28) Tendoy, in Lemhi County - State financed. The contract was awarded to Strand-Merrick Construction Co., Inc., Idaho Falls, Idaho, the low bidder, on February 7, 1966, in the amount of \$28,762.50.

Stockpile Projects No. 2525 & 2526, STM-2023(513), 3022(539), 2351(507) & PW-244(3) - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles at Bliss & Shoshone, and seal coating 14.424 miles of US-30, Bliss-King Hill, and 6.633 miles of US-26, Bliss-Malad River and surfacing the driveways of the Gooding School, in Lincoln, Gooding and Elmore Counties - State financed. The contract was awarded to Aslett Construction Company, Twin Falls, Idaho, the low bidder, on February 10, 1966, in the amount of \$91,262.50.

Stockpile Project No. 6536 - The work consists of furnishing aggregate surfacing and cover coat materials in stockpiles at the Swan Valley Maintenance Yard in Bonneville County - State financed. The contract was awarded to Pickett & Nelson Construction, Inc., Idaho Falls, Idaho, the low bidder, on February 10, 1966, in the amount of \$26,325.00.

S-5804(2) - The work consists of conducting a foundation investigation for a proposed bridge over the Kootenai River, west of Copeland, in Boundary County - Federal Aid Secondary and County financed. The contract was awarded to Robert P. Jones, Boise, Idaho, the low bidder, on March 15, 1966, in the amount of \$8,340.00.

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Stockpile Project No. 6535, STM-6501(516) and STM-6471(548) - The work consists of furnishing aggregate surfacing in stockpile in the vicinity of Ucon, seal coating 11.8 miles of US-26, Beeches Corner - Ririe, and constructing a plantmix shoulder lift on 5.8 miles and seal coating 15.6 miles of US-191, Beeches Corner - Thornton, in Bonneville, Jefferson and Madison Counties - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on February 9, 1966, in the amount of \$72,805.00.

S-3832(6) - The work consists of constructing the roadway, an 87' concrete bridge and a plantmix bituminous surfacing on 4.836 miles of SH-52, in Gem County - Federal Aid Secondary and State financed. The contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on February 24, 1966, in the amount of \$595,562.80.

Stockpile Project No. 3529 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to SH-52, in the vicinity of Emmett, in Gem County - State financed. The contract was awarded to Bryan C. Rambo Crushing Co., Inc., Nampa, Idaho, the low bidder, on February 24, 1966, in the amount of \$18,800.00.

Stockpile Project No. 4548 - The work consists of furnishing aggregate surfacing material in stockpiles adjacent to SH-7, north of Nezperce, in Lewis County - State financed. The contract was awarded to DeAtley Corporation, Lewiston, Idaho, the low bidder, on March 1, 1966, in the amount of \$28,530.00.

Stockpiles No. 5540 & 5541 - The work consists of furnishing aggregate surfacing material in stockpiles in the vicinity of Plummer and Santa, adjacent to US-95 and SH-43, in Benewah County - State financed. The contract was awarded to W. R. Sutherland, Wilbur, Washington, the low bidder, on March 9, 1966, in the amount of \$37,855.00.

F-5116(19) - The work consists of cleaning side ditches, constructing a plantmix bituminous surfacing and seal coating 8.448 miles of U.S. Highway No. 95, Naples - Peterson Hill, in Boundary County - Federal Aid Primary and State financed. The contract was awarded to Inland Asphalt Co., Spokane, Washington, the low bidder, on March 9, 1966, in the amount of \$422,227.15.

I-15-1(31)63 - The work consists of landscaping and constructing a sprinkling system on Interstate Highway 15, Portneuf I.C. - Pocatello Creek I.C., in Bannock County - Federal Aid Interstate and State financed. The Board directed the award of the contract to Miya Bros., Ogden, Utah, the low bidder, in the amount of \$135,943.18.

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F-3281(18) - The work consists of constructing the roadway, drainage structures, storm sewer system and plantmix bituminous surfacing on 1.932 miles of U.S. Highway 30, Blaine Street in Caldwell, in Canyon County - Federal Aid Primary and State financed. The contract was awarded to Quinn-Robbins Co., Inc., Boise, Idaho, the low bidder, on March 15, 1966, in the amount of \$378,124.95.

S-2703(2), S-2704(1) & S-2707(2) - The work consists of constructing 6 - 12' to 16' concrete culverts on various county roads in the vicinity of Castleford, in Twin Falls County - Federal Aid Secondary and County financed. The Board concurred in the recommendation of the State Highway Engineer that this project should not be awarded. There was limited bid interest, there being only one bidder. The County has concurred in this action.

Stockpiles No. 5539 & 5542 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Priest River and Sandpoint, SH-57 and U.S. 10-A, in Bonner County - State financed. The Board concurred in the award of the contract to W. R. Sutherland, Wilbur, Washington, the low bidder, in the amount of \$39,925.00.

Stockpile Project No. 3533 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles approximately 0.25 mile north of MP-53.9 (US-20), in Ada County - State financed. The contract was awarded to Maverick Construction Company, Burley, Idaho, the low bidder, on March 15, 1966, in the amount of \$18,300.00.

Stockpiles No. 2527 & 2528, & ST-2751(503) & STM-2751(504) - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Ketchum, Bellevue and Hailey, and constructing a roadmix bituminous surfacing on 4.16 miles and seal coating 7.44 miles of SH-79, Jct. US-93 - Jct. I-80N, in Blaine and Jerome Counties - State financed. The Board concurred in the award of the contract to Twin Falls Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$99,290.00.

Stockpile Project No. 4546 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles located in the Orofino Maintenance Yard, in Clearwater County - State financed. The Board concurred in the award of the contract to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, in the amount of \$22,910.00.

Removal from the State Highway System (US 30S). The Board approved the removal of a section of State Highway No. US 30S, 0.640 mile in length and described as beginning at a point 4.822 miles east of the junction with State Highway No. US 30N in Burley and ending at a point

2.410 miles west of the junction with State Highway No. 77 in Declo, as shown in official Exhibit B-34, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
F-1031(17)	Fourth Ave., Pocatello	Standard Approach Policy from Sta. 92+00 - Sta. 240+28.82
F-FG-5115(4)	Blackwell Bridge and Approaches, Coeur d'Alene	(Supersedes Board Minute Entry of January 14, 1964)
	(1) South terminal of project to vicinity of Walnut Ave. and Lincoln Way	Partial Control *
	(2) Walnut Ave. to north terminal of project	Partial Control **
LSS-5738(1)	Farragut Park Conn.	Partial 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 location 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.

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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.

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.

**** 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.

*** 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 1,320 feet and one additional approach may be allowed for each successive 1,320 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

March 9, 1966

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

Associate Planning Engineer Kent Barber to the University of California at Berkeley, California, to attend a Computer Data Plotting Seminar, April 4, 5 & 6.

State Maintenance Engineer Roy Jump to San Francisco, California, April 28 & 29, to attend WASHO Maintenance Committee Meeting.

Bridge Engineer Clarence Larson to attend AASHO Bridge Committee Meeting, San Francisco, California, May 1 - 5.

Public Information Director Del Klaus to Austin, Texas, April 3 - 6 to ARBA & AASHO Public Information Work Shop.

Design Engineer Max Jensen and Landscape Architect Caron Beard to Portland, Oregon, April 18 - 20 for Bureau of Public Roads Highway Beautification Seminar.

Department Materials Engineer Harry Day to meet one day with Nevada Highway Department regarding mutual material problems in asphalt pavements.

Personnel Director to Salt Lake City and Provo, Utah, April 19 - 23 for WASHO Personnel Committee Meeting and recruitment at B.Y.U.

Board Member Flandro to Washington, D.C. in late April or May to represent Idaho at the Action Committee of the Idaho Conference on Resource Conservation and Outdoor Recreation.

Board Chairman Symms to Washington, D.C. April 12, 13 & 14 to attend National Highway Users Conference.

State Highway Engineer Mathes to Washington, D.C. for Chief Administrators participation in the Fallon Public Works Congressional Hearings on the 1966 Federal-aid Highway Act, April 19 and 20.

March 9, 1966

Board Secretary Summers to Salt Lake City, Utah, April 3 - 5 to attend the Council of State Government's Subcommittee on Highway Policy Problems regarding the Baldwin Amendment (highway traffic safety).

Department to Explore Negotiations to Exchange Department's Lewiston Office Building and Old Shop Property for Nez Perce County Highway Department's Property. The Board authorized the Department to negotiate with the Nez Perce County Commissioners appraisals, price differential, and terms of the property involved in their County Highway Department's property and buildings in the exchange for the site and buildings of the present District 4 office building and old shop and to report back a proposal at a future Board meeting for Board consideration.

In discussing the request that originated with Nez Perce County, the Board concurred that there would be mutual benefits to both parties in consolidating the scattered properties of each into unbroken units.

Appointment of Personnel Director Approved. State Highway Engineer Mathes recommended David W. Murray, presently the Department's Organization & Training Supervisor, as Personnel Director. Mr. Murray will replace G. J. Neumayer who was promoted to Administrative Director January 1, 1966. The Board concurred in Mr. Mathes' recommendation and the effective date of April 1, 1966.

The State Highway Engineer explained the procedures followed to reach this recommendation. The position vacancy was advertised within and outside the Department. Eighteen applications for the position were received and reviewed. Seven were from Department employees and eleven from persons not now employed by the Department. A committee comprised of the two Assistant State Highway Engineers and the Administrative Director screened the several candidates to four and held extensive interviews with each of the four remaining applicants.

The Board complimented the Department on the thoroughness of the selection procedure.

Baum's Request for Additional Costs of Water to Property Denied. Chief Legal Counsel Tway, at the request of O. R. Baum, presented an additional claim of \$3,500 which Mr. Baum maintains is the extra cost he will be put to in getting water to the remainder of the subdivision property, because of the Department's acquisition of a parcel of land in Pocatello from Mr. Baum.

March 9, 1966

The Board in considering the request determined that the \$14,000 offered Mr. Baum was the top offer that could be made for the take and damage and denied the extra claim request.

Rules of Practice and Procedure Discussed. The matter of adoption of "Substantive Rules and Rules of Practice and Procedure" for the Idaho Board of Highway Directors as required by Section 67-5201 through 67-5216, Idaho Code coming on for discussion before the Board and the Board being fully advised in the premises:

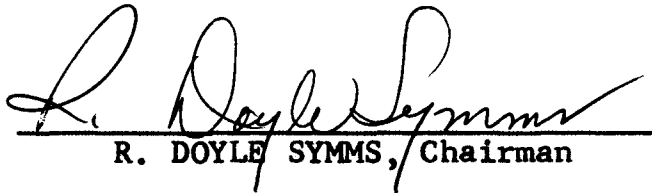
It was ordered that the matter of adoption of "Substantive Rules and Rules of Practice and Procedure" be placed before the Board for adoption on May 16, 1966, and that the Secretary of the Board give notice of the Board's intention to adopt said rules by publishing a notice of intention to adopt said rules in the Idaho Daily Statesman, a newspaper published in Idaho having a general circulation throughout the State.

Board Directs the Department to Voice Opposition of Secondary Boycott Repealer from Taft - Hartley Act. A.G.C. Secretary John Molitor apprised the Board of a bill before the Congressional House in Washington, D.C., which could form a serious threat to the conduct of all highway projects if this bill attempting to repeal the secondary boycott provisions of the Taft - Hartley Act is passed by Congress.

The Board directed State Highway Engineer Mathes to apprise the Congressional Delegation as to the position of the Board and Department in opposing this piece of labor legislation.

Landscaping Bid Ruled Responsive (I-15-1(31)63, Pocatello). The Board, in summarizing the various bids contained in the above bid offering of February 15, 1966 bid opening, determined to waive the technicalities that might cause the low bid to be irregular and directed the State Highway Engineer to award the contract to the low bidder, Miya Bros. of Ogden, Utah, upon his obtaining his Idaho Contractor's License. The bid being \$135,943.18.

WHEREUPON, the Board adjourned until its next meeting scheduled for April 6, 7 & 8, 1966.


R. DOYLE SYMMS, Chairman

Read and Approved
April 7, 1966
Boise, Idaho

March 9, 1966

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

April 6, 7, 8 & 9, 1966

The Idaho Board of Highway Directors met in stated regular session at 9 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Wednesday, April 6, 1966. 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

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

Stockpile Project No. 4545 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles at Grangeville, in Idaho County - State financed. The contract was awarded to DeAtley Corporation, Lewiston, Idaho, the low bidder, on March 29, 1966, in the amount of \$30,620.00.

STM-1531(509) & Stockpiles 1551, 1552 & 1516 - The work consists of seal coating approximately 13.4 miles of U.S. Highway No. 89, St. Charles - Ovid, and furnishing aggregate surfacing material in stockpiles in the vicinity of Montpelier, Bloomington & Preston, in Bear Lake and Franklin Counties - State financed. The contract was awarded to C - M, Inc., Pocatello, Idaho, the low bidder, on March 29, 1966, in the amount of \$55,155.00.

Stockpile Projects No. 5543 and 5544 - The work consists of furnishing sanding material in stockpiles adjacent to US-10 in the vicinity of Mullan and Osburn, in Shoshone County - State financed. The contract was awarded to Max J. Kuney Co., Spokane, Washington, the low bidder, on April 15, 1966, in the amount of \$37,625.00.

STM-1786(511) & Stockpiles 1549 & 1550 - The work consists of seal coating approximately 13.3 miles of SH-34, Soda Springs - Blackfoot River, and furnishing aggregate surfacing material in stockpiles in the vicinity of Soda Springs and Wayan, in Caribou County - State financed. The contract was awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, on April 13, 1966, in the amount of \$39,681.00.

April 6, 1966

F-3112(26) - The work consists of constructing the roadway, drainage structures, a 16' concrete culvert and a plantmix bituminous surfacing on 4.636 miles of US 95 and 0.583 mile of 3rd Avenue in Payette, in Payette County - Federal Aid Primary and State financed. The contract was awarded to Nelson-Deppe, Inc. & Karl Woodall & Sons, Inc., Boise, Idaho, the low bidder, on April 8, 1966, in the amount of \$681,733.05.

F-FG-1024(13), Sec. "B" - The work consists of constructing a 893' concrete and steel overpass, retaining walls and temporary connection including appurtenances on 0.169 mile of Benton Street in Pocatello - Federal Aid Primary and State financed. The contract was awarded to Max A. Boesiger, Mountain Home, Idaho, the low bidder, on April 5, 1966, in the amount of \$813,550.50.

Stockpile Project No. 4547 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to SH-62 in the vicinity of Winona, in Idaho County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on April 13, 1966, in the amount of \$21,810.00.

S-1809(2) - The work consists of constructing a 108'3" concrete bridge over Bear River north of Dingle, in Bear Lake County - Federal Aid Secondary and County financed. Hunter-Saucerman Construction, Inc., Idaho Falls, Idaho, was the low bidder with a bid of \$62,915.25. This bid was 31.710 per cent over the Engineer's Estimate. Award of the contract is pending concurrence of the Bear Lake County Commissioners.

STM-5041(547), 5116(536), 5121(527) & ST-5732(508) - The work consists of seal coating approximately 9.2 miles of US-10-95-2, in the vicinity of Coeur d'Alene and Sandpoint, and constructing a roadmix bituminous surfacing on approximately 6.0 miles of SH-41, Blanchard-Oldtown, in Kootenai and Bonner Counties - State financed. The contract was awarded to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, on April 13, 1966, in the amount of \$76,551.50.

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

S-5711(4)	St. Joe River Road
STM-2353(515)	District 2 Bridge Painting
STM-6033(545)	Painting Pleasant Valley Bridge
LWC-4113(545)	Winchester Hill
LWC-4201(513)	Greer, West
CJF-39-1(1)	Junkyard Screening East of Jerome
LSF-38-1(1)	Big Lost River Rest Area

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CJF-11-4(2)	Moscow Junkyard Screening
CJF-11-4(1)	Junkyard Screening East of Lewiston
LSF-11-4(1)	Moscow Mtn. Rest Area
LSF-39-1(1)	Hollister P.O.E. Rest Area
LWC-2361(547)	Hagerman East Rest Area
LWC-3806(512)	Grasmere Rest Area
LSI-90-1(8)	Huetter Port of Entry and Rest Area
LSF-35-4(1)	Kriley Gulch Rest Area
LWC-6751(505)	Birch Creek Rest Area
LSS-5738(1)	Farragut Connection
ST-4113(535)	Lapwai Creek Bridge
Stockpile No. 3532	New Meadows

U.S. Department of Commerce Beautification Hearings Discussed.

R. B. Christensen, Assistant State Highway Engineer (Engineering), and J. F. Pearring, Planning and Traffic Engineer, reported on the U.S. Department of Commerce Beautification Hearings held at Salem, Oregon and Salt Lake City, Utah.

The Board approved a Department recommended statement to be presented by the Department at the April 26 Highway Beautification Act of 1965 Public Hearing.

McCall Chamber of Commerce Offer to Participate in Cost of Improving Route Signing at the Junction of State Highway 44 and 15 Denied. Upon recommendation of the Department, the Board denied a request for outside financing aid for an overhead route designation sign and structure at the junction of State Highway 44 and 15.

The Board determined that as future policy the Department should not accept outside financing aid for larger junction route signing than warranted, otherwise uniformity of warranted signing would be lost.

A study of the physical features of this location will be made and if some changes are in order an improvement can be evaluated in conjunction with the 1967 construction program.

Meeting of Citizens Committee Regarding American Falls Bridge Replacement Reported. R. B. Christensen, Assistant State Highway Engineer (Engineering), reported on a recent meeting of the American Falls Bridge Committee, a citizens group, who met in American Falls regarding the eventual replacement of the American Falls Dam and Snake River crossing of State Highway 39.

The U.S. Bureau of Reclamation offered alternates of building a new dam downstream with a state highway on the dam or a separate state highway downstream from the new dam location.

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Mr. Christensen reported that the separate highway bridge structure would cost an additional \$750,000 to one million dollars over the cost of the currently proposed Bureau of Reclamation roadway over the new dam structure.

The Bureau of Reclamation stated that it would be at least three years before a new dam authorization might be expected. The problem of the new dam has been occasioned by the degradation of the concrete in the dam being such that the storage of water behind the dam is being reduced yearly by the weakening of the concrete due to alkalinity reaction in the concrete over the years.

The Board Requests Review Before Printing of Department Publications of Nonstatistical Nature. The Board indicated its desire to review before printing contemplated Department publications of a non-statistical nature. In this way the Board may apprise the Department of special situations that may occur to the Board members that might have been overlooked.

Board Authorizes Mandatory Court Injunction Proceedings on House Encroachment on U.S. 91 in Jefferson County. Upon the recommendation of the State Highway Engineer, the Board authorized the Legal Division to enter into a mandatory court injunction on a house encroaching the right of way. The house is located on U.S. 91, one-half mile south of Roberts in Jefferson County, and belongs to Jack Lemmons.

The house had been recently moved to its present location and is still on the movers blocks.

Report on Three Years Futile Effort of the Department in Resolving the Cataldo - Kingston Water Users Problem. The Board was informed of the status of Department efforts to provide an adequate water supply for residents of the Cataldo - Kingston area on Interstate 90 projects whose shallow, private wells have been or will be disrupted by highway construction.

Inasmuch as the patrons of the established Kingston Water District have voted against a proposal to extend their system into the problem area and a group of the affected property owners have declined to form a separate private water association, the Department is now proceeding with negotiating a damage payment to each individual property owner involved.

The Department had offered to contribute about \$65,000 (the estimated amount of damage resulting from disruption of water supplies by highway construction) towards the extension of the existing Water District or the formation of a separate water association.

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Public Hearings on Fish Creek Cutoff, U.S. 30N Location, Lava to Alexander Approved. The Board approved the Department going to public hearing on the above matter Thursday, May 5, 1966, with hearings to be held at Bancroft and Lava Hot Springs, after hearing a report by the Planning and Traffic Division that meetings have been held with the local officials in those communities by the Department.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
F-3311(8)	Homedale Bridge - Wilder Junction	Partial Control, Type "A" *
F-6462(10)	Rexburg, West	Standard Approach Policy

* ACCESS CONTROL, TYPE "A"

Public Road Connections

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

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

Spacing of Existing Private Approaches

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

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

New Private Approaches

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

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

April 6, 1966

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.

Re-designation of State Highway No. 21. The Board approved the re-designation of State Highway No. 21 beginning at a junction with US 30-20-26 in Boise and extending northeasterly via Boise River, Mores Creek, Idaho City, and Lowman to a junction with US 93 east of Stanley, as shown in official Exhibit B-35, which is made a part hereof with like effect as though extended in full herein.

Abandonment from the State Highway System (SH-32). The Board approved the abandonment of a section of State Highway 32, 0.150 mile in length and described as beginning at a point 3.372 miles south of the junction with State Highway No. 47 and extending easterly 0.150 mile, as shown in official Exhibit B-36, which is made a part hereof with like effect as though extended in full herein.

THURSDAY, APRIL 7, 1966

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

April 7, 1966

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 March Board Meeting.

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

US-30	U-UG-3281(20)	Cleo C. & Eula Mae	Parcel No. 44
Spur	U-UG-3281(9) R/W	Smith	& 44-E-1
US-30	U-3281(14)	Farmer Oil Wholesale	Parcel No. 13
	U-3281(13) R/W	Company	
I-80N	I-IG-80N-1(22)50	Richard & Ruby P. Ellingson	Parcel No. 34
	I-IG-80N-1(28)45 R/W		
I-90	I-90-1(29)50	Sidney Smith, Guardian of the estate of Sharon Lucy Gau, Marcia Phyllas Gau & Patricia Deanna Gau, Minors	Parcel No. 32
I-90	I-90-1(29)50	Metals Broadcasting Company	Parcel No. 35

The Department is authorized to settle up to \$45,000.

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

US-30N	F-1024(20)	Okay, Inc. - Preliminary Estimate of \$35,000	Parcel No. 17
I-80N	I-80N-1(22)50	E. F. & Ernestine	Parcel No. 6
	I-80N-1(28)45 R/W	Glover - to \$55,000	

Approval of Special Easement. The Board approved the following Special Easement:

I-90	I-90-1(7)11	City of Coeur d'Alene	Parcel No. 31½E
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April 7, 1966

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

US-30	F-2361(14)	Clifford E. & Shirley Miller	Parcel No. 83
US-30	F-2361(14)	Richard A. & Marilyn J. Young	Parcel No. 83½
US-30	F-2361(14)	Dave J. & Gloria C. Zubizarreta	Parcel No. 83½

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

I-15	I-15-1(13)66	Portion Lot 7, Block 8, First Addition to Inglenook Heights, Bannock County - to be sold for not less than \$16,500.	Parcel No. 20 (Remainder)
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Materials Source Id-35	Portion NE¼SE¼, Section 15, Township 30 North, Range 3 East, Boise Meridian, Idaho County - to be sold for not less than \$25.00.
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SH 69	S-3782(1)	Lot 14, West 7.0' of Lot 15, & Lot 13, Except the W. 10.0' thereof, of Block 2, Williams Addition to Meridian, Ada County - to be sold for not less than \$3,000.	Parcel No. 12 (Remainder)
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Port of Entry Building - Strevell. The Board approved the Department granting a permit to the Cassia Grazing Association to use the well and water of the Strevell Port of Entry Building until such a time as the property is sold.

Report on Settlement of Inverse Condemnation "Lee & Phillips vs. State," Project No. I-90-1(2)11. The Board approved a settlement of \$2,500 to Phillips.

April 7, 1966

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Promotions. The following promotions were approved by the Board - to be effective May 1, 1966:

Walter Huntington, Bridge Design Engineer II, to Assistant Bridge Engineer, \$866 to \$909 per month.
to be effective June 1, 1966:

Kent Barber, Associate Planning Engineer II, to Assistant Planning Engineer, \$866 to \$909 per month.

Merit Increases. The following merit increases were approved by the Board to be effective May 1, 1966:

Howard Mattson, Assistant District Engineer - District 3, \$866 to \$909 per month.

Clarence Larson, Bridge Engineer, \$1002 to \$1052 per month.

C. R. Shade, Locating Engineer, \$1002 to \$1052 per month.

Dean Tisdale, Planning Engineer, \$1002 to \$1052 per month.

Howard Marcellus, Plans & Contracts Engineer, \$1002 to \$1052 per month.

Victor Richardson, Construction Engineer, \$1105 to \$1160 per month.

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

One person to National Community Shelter Program (National Civil Defense), Battle Creek, Michigan, April 24 - 27 at no expense to the Department.

Chief Geologist Harold Loveless to Ames, Iowa, April 21 - 23 to attend National Geology Conference Symposium.

Ed Equals, Planning Survey Manager, to WASHO Planning and Design Committee Meeting in Santa Fe, New Mexico, June 9 - 10.

Robert Studdert, Attorney, to Portland, Oregon, April 18 - 20, for preparation of material for Grant versus State trial.

One person to AASHO - National Highway Users Management Conference, Bishop's Lodge, Santa Fe, New Mexico, June 5 - 10.

April 7, 1966

State Highway 50 Red Cap Corner to Hansen Bridge Condemnees Meet with Board. C. W. Coiner of Twin Falls, his son Charles A. Coiner of Hansen, and F. H. and Norman Frahm of Hansen met with the Board concerning moneys involved in the taking of their properties for the above project.

The Board informed the delegation that they had reviewed the negotiations and found the offerings to be just and equitable and could make no further upward revisions money wise.

C. W. Coiner then asked the Department to look into the possibility of moving the highway alignment design a little further away from his house. After viewing the design, the Board concurred in the recommendation of the State Highway Engineer that the line could be moved approximately five feet more distant from Mr. Coiner's house and front yard.

The Right of Way Division stated that they thought the Department could improve the front yard situation of Mr. Coiner by putting a pipe in the irrigation ditch between the two approaches for a distance of approximately 45 feet, thus enlarging the front yard area towards the highway right of way line.

Mr. Coiner then met with the Right of Way Division to further discuss details of the settlement offer by the Department.

Homedale Chamber of Commerce Inquires as to Homedale Snake River Bridge Project Status. The delegation from the Homedale Chamber of Commerce met with the Board and heard project status reports from the Department and District Engineer concerning the progress of the proposed Homedale Snake River Bridge project.

District Engineer Sacht stated that the Department would try to complete the survey and design this year.

Chairman Symms stated that the bridge project is in the five year program and would be given consideration when the 1968 construction program allocation was undertaken.

Negotiation of Challis Shed Property Exchange Approved. The Board concurred in the recommendation of N. L. McCrea, Assistant State Highway Engineer (Operations), that the Department should negotiate with the owner of ten acres one-half mile south of Challis on U.S. 93 and on the east side of the road. The owner desires to trade on appraised valuation the ten acres the Department desires for relocation of the Challis Maintenance Shed at the Challis "Y" for the abandoned old right of way and roadway, plus a fractional acreage of land contained between the south

leg of the "Y" and the present "T" connection to U.S. 93. The exchange would be on the basis of appraised valuation with the understanding that the Department or he would be compensated for the difference in exchange of appraised valuations.

The State Land Board having a half interest with the Department in the proposed north section of the "Y" intersection would be asked for their concurrence in consummating the exchange of property.

Mr. McCrea stated that the ten acres would be an ideal shed site to replace the present inadequate Challis shed.

Curb Cut on Alameda Avenue at Yellowstone Denied. Mr. Fred Gossett, Pocatello realtor, appeared before the Board requesting a curb cut from Alameda Avenue into the Howell Motel property, which has been denied by the District Engineer.

The Board pointed out to Mr. Gossett that the Department stated clearly that there was to be no access to the property from Alameda Avenue and that the intent of limiting access was justifiable from the highway user standpoint. The Board stated that were they to deviate from the access provided in the deed, the ramification of re-appraisals and refunds to the Department and to the Federal Government their share of the participation would be a long and drawn out procedure should the Federal Government concur in the access change.

The Board denied the requested permit for the requested access to the property from Alameda Avenue.

Payette Chamber of Commerce Inquires as to Highway Projects Status in the Payette Area. State Senator James A. McClure, R. C. Whiting, and Larry Robinson, all of Payette, appeared before the Board regarding the current status of the 16th Street in Payette project and various phases of design of the Gay Way to Payette U.S. 95 improvement contemplated to be under construction next year.

State Highway Engineer Mathes stated that the 16th Street project is to be completed in the summer of 1967.

The delegation offered any assistance that the Chamber might give the Department in expediting right of way acquisition of the Gay Way to Payette U.S. 95 project.

Mr. Mathes stated that the Payette newspaper could be very helpful in working closely with District Engineer Sacht as the 16th Street project progresses by timely news releases of construction phases that affect the property owners and traffic during the construction of the project.

April 7, 1966

Westwood Village Shopping Center Property Exchange Requested.

Appearing before the Board were Roy Miller, Jr., of the D & M Development Company of Pocatello, and C. J. Voeller, Consulting Engineer of Pocatello. They urged an equal exchange, appraisal wise, of Department owned property needed by the Shopping center developer for property of theirs needed by the Department. The property needed by the Department is for the ultimate development of a one-way couplet visualized in long range planning connecting Oak Street through their property with the Main and Arthur Couplet by way of East Conner Street.

The Board authorized the Department to enter into an exchange dollar for dollar on the basis of appraisal prices of the two sections of property needed by the Department and the developer, respectively. The Board agreed the exchange would mutually benefit both the Department and the Shopping Center by consolidating scattered ownerships.

FRIDAY, APRIL 8, 1966

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

Earmarking Allocation of Forest Highway Funds Resulting From Low Bid Savings on Three Projects Made. Upon the recommendation of the State Highway Engineer, the Board directed the Department to press the Bureau of Public Roads and U.S. Forest Service for their concurrence in the re-allocation of savings from three 1966 Forest Highway projects recently put under contract to the following needed improvements. They are:

1. That the Banks to Crouch Road, FH-24-1(1), should be completely paved, rather than cut off where the original funded moneys ran out.
2. The remaining available bid opening savings should be allocated to the oil mat rehabilitation with plant mix on the Yellowstone Highway, Forest Highway Route 34 (US 191), Ashton to Last Chance, as far as moneys will permit.

April 8, 1966

Asphalt Pavement Defects Study by Consultants Authorized. Upon the recommendation of the State Highway Engineer, as a means of pinpointing the causes of asphalt pavement failures, the Board authorized the Department to enter into a contract with San Francisco Consultants Woodward, Clyde and Sherrard, eminent engineering and chemistry authorities in the asphalt paving field.

The study is not to exceed up to \$22,000, the exact figure to be determined when the negotiations are finalized.

The Department Study Committee Chairman, R. B. Christensen, stressed the urgency time wise of implementing the study that some of the information developed may be beneficially applied during the coming paving season.

It was pointed out by the Board that since Utah and Nevada are having similar pavement problems it might be economically desirable to include these states in this survey if desired, thus making a more extensive and valuable survey and saving money for all states involved.

It was pointed out that all the answers to the pavement failures are not expected from this particular study, as it only deals with some causes of pavement failures which are suspect at this time.

Board Adopts Department Administrative Rules of Practice and Procedure. Upon the recommendation of the Chief Legal Counsel and the State Highway Engineer, in compliance with Idaho law passed by the 1965 Legislative Session, the Board approved the adoption and publication of rules of practice and procedure affecting the State Highway Department.

The Board named the Board Secretary as Hearing Officer for the Board and the Department as provided in the rules of practice and procedure act.

Progress of Interstate Design Through Wallace Reported to Board. State Highway Engineer Mathes advised the Board of the current status of the Interstate 90 design through Wallace and that the matter be not delayed further.

The Board directed Mr. Mathes to make an appointment for the Board to meet Chief Federal Highway Administrator Whitton regarding the matter either in Wallace or Washington, D.C. at the earliest possible date if the Bureau of Public Roads' Idaho Division Engineer and the Regional Engineer fail to concur in the elevated structure route.

The Board was convinced that the recent consulting engineers study requested by the Bureau of Public Roads' Idaho Division Engineer for a surface route would not give sufficient service to the area that would offset first cost savings in construction cost comparisons of the two routes.

April 8, 1966

Board Concurs in Request for Extension of U.S. 12 to the Washington State Line. The Board concurred in a recommendation of the State Highway Engineer to petition the AASHO Route Number Committee to extend U.S. Route 12 from its present terminus of the junction of U.S. 95 and in North Lewiston to the Idaho - Washington State line at the Snake River between Lewiston, Idaho and Clarkston, Washington. Accompanying this U.S. route number designation request would also be the removal of U.S. Route 410 from the junction of U.S. 95 and U.S. 12 to the Washington State line at Lewiston.

Redesign of Entrance to Farragut State Park Approved. The Board took under consideration three alternate designs in redesigning the entrance to Farragut State Park on State Highway 54.

The three alternates are a "T" connection costing \$107,000, a rotary design at \$123,000, and a proposal submitted by the State Parks Department at \$214,000.

The Board determined and Governor Smylie concurred in the Board's determination that the rotary connection would best serve the situation.

The Department is to advise the State Parks Department of the Highway Board's decision.

SATURDAY, APRIL 9, 1966


Board Tours Brownlee, Oxbow and Hell's Canyon Dam Sites. The Board toured the Idaho Power Company's Brownlee, Oxbow and Hell's Canyon Dam Sites and inspected the Brownlee Bridge, which has been the subject of Board interest.

The following were present on the tour:

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

WHEREUPON, the Board adjourned until its next meeting scheduled for May 9 & 10, 1966, and the North Idaho Board Tour scheduled for May 11, 12 & 13, 1966.

Read and Approved
May 9, 1966
Boise, Idaho


R. DOYLE SYMMS, Chairman

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

Boise - May 9 & 10, 1966

North Idaho Tour - May 10, 11, 12 & 13, 1966

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 9, 1966. 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-5711(4) - The work consists of clearing, grubbing and aggregate base on 3.505 miles of the St. Joe River Road in Shoshone County - Federal Aid Secondary and County financed. The contract was awarded to Access Construction Co., Gresham, Oregon, the low bidder, on May 16, 1966, in the amount of \$79,000, the secondary roads section, the combination bid \$362,966.00.

STM-2353(515) - The work consists of painting various bridges in District No. 2 on SH-74 and US-93, in the vicinity of Twin Falls, Challis, Ketchum and Stanley, in Twin Falls, Custer and Blaine Counties - State financed. The contract was not awarded as the low and only bid was 83.2 per cent over the Engineer's estimate. The project is to be re-advertised for May 17 letting.

STS-6033(543) - The work consists of modernizing the traffic signals on Broadway Street (Idaho Falls), in Bonneville County - State financed. The contract was awarded to Babbitt Electric & Refrigeration Co., Idaho Falls, Idaho, on May 19, 1966, in the amount of \$31,966.00.

STM-6033(545) - The work consists of painting a steel bridge at MP-201(US-91), Pleasant Valley, approximately 8 miles north of Spencer, in Clark County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the bid to the second low bidder, Willette Painting Co., Blackfoot, Idaho, in the amount of \$8,450.00, as the low bidder Colorite Company, Ogden, Utah, had stated they did not intend to do the work as they inadvertently bid on painting another structure other than that specified in the contract.

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S-2703(2), S-2704(1) & S-2707(2) - The work consists of constructing 6 - 12' to 16' concrete culverts on various county roads in the vicinity of Castleford, in Twin Falls County - Federal Aid Secondary and County financed. The Board concurred in the award of the contract to J. R. "Dick" King, Boise, Idaho, the low bidder, in the amount of \$44,967.50.

S-1809(2) - The work consists of constructing a 108'3" concrete bridge over Bear River north of Dingle, in Bear Lake County - Federal Aid Secondary and County financed. State Highway Engineer Mathes apprised the Board that the Bear Lake County Commissioners determined to reject the project and the Commissioners are planning on readvertising for bids with an alternate design.

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

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

Stockpile No. 3531	Parma
STM-3022(540)	Cleft G.S.
S-6822(2) & S-6826(2)	Cache Jct. - Tetonia & Darby E. & W.
F-FG-3022(17)	E. Conn. to Boise from I.S.
I-15-3(22)127	Bassett I.C. (Excl.) - 0.5 Mi. S. of
	Roberts
STS-6033(543)	Broadway Street Traffic Signals
Stockpile No. 2524	Hansen Bridge & Eden Stockpile
I-90-1(36)21,	Wolf Lodge - Cedar Canyon,
I-90-1(39)33	Rose Lake Jct. - Dudley,
I-90-1(40)47,	Smelterville - Kellogg,
I-90-1(57)36 Sec. "A",	Dudley - Cataldo &
I-90-1(57)36 Sec. "B"	Pinehurst - Smelterville
S-3785(3)	Jct. U.S. 30 - Healey Bridge

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

US-30	U-3281(14)	William G. Pool	Parcel No. 17
	U-3281(13) R/W	& Lillie M. Pool	
I-80N	I-80N-1(25)50	Vernon Brothers Company,	Parcel No. 4
	I-IG-80N-1(28)45 R/W	et al	
I-80N	I-80N-1(25)50	Donald S. Howell	Parcel No. 7
	I-IG-80N-1(28)45 R/W		

Report on Progress of Negotiations. The Board heard a report on the following:

US 30	U-UG-3281(20)	Jess Armas	Parcel No. 40
Spur	U-UG-3281(9) R/W		

The Right of Way Division is to make another appraisal on this parcel.

Approval of Special Deed. The Board approved a Special Deed on the following:

US 95	F-4113(16)	Jack D. Hubbard, et al	Parcel No. 1 C
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Approval of Settlement. The Board approved a settlement of \$17,500.00 on the following:

I-90	I-90-1(54)42	H. C. Buchanan	Parcel No. 56
	I-90-1(21)42 R/W		

Report on Omitted Lands, Bonneville County, Snake River. R. B. Christensen, Assistant State Highway Engineer (Engineering), advised the Board that there has been no progress in clearing the title on the omitted Federal lands in Bonneville County, Snake River area, needed for the John's Hole East, U.S. 20, Project.

The Board directed the Department to contact the Bureau of Land Management in Washington, D.C. through the Boise office reminding them of the delay in highway construction caused by the Federal Government's delay in clarifying the status of the resurveyed lands in the Highland Park Addition of Idaho Falls.

Consolidation of Permit Policies Regarding Oversize and Overweight Loads of Vehicles Approved. N. L. McCrea, Assistant State Highway Engineer (Operations), reviewed for the Board various Board and Department policies regarding the issuance of permits for oversize and overweight vehicles and with the suggestion of consolidating the subject into a permit manual outlining operating restrictions, routes, and fees for the movement of such vehicles and loads on Idaho's highways.

The manual would supersede previous Board actions on the subject reflected in minute entries of 11/18/53, 6/25/62, 7/13/60, 8/18/62, 2/25/63.

The Board directed the Department in drafting the manual to keep in mind the impartial and fair treatment of the restrictions to the effected highway users required to protect the traveling public and the highway plant and resubmit the same for Board consideration at a later date.

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Public Hearing for U.S. 30N-191-91, Oak Street Intersection Projects, in Pocatello Approved. The Board approved bringing to public hearing Stage 1 and Stage 2 of the above proposed project in Pocatello July 13, 1966.

Determination Made by Board on Relocation of U.S. 30N, Alexander to Lava Hot Springs. A public hearing was held under State and Federal statutes in Lava Hot Springs, Idaho, at 7:00 p.m., Thursday, May 5, 1966.

The Board read the transcript made of the testimony and proceedings at the Lava Hot Springs hearing. It appearing from said transcript that the governing body of the village of Lava Hot Springs did not protest against or object to the above proposed relocation of U.S. 30N in and in the vicinity of Lava Hot Springs, and the Board being fully advised and considered the same, made the following decision:

The Board finds and determines in the affirmative that the following relocation of U.S. 30N in and in the vicinity of Lava Hot Springs, Idaho, to wit:

1. The proposed relocation of U.S. 30N, between Lava Hot Springs, Bannock County, and Alexander, Caribou County, as outlined in the hearing brochure dated May, 1966.
2. The removal from the State Highway System of present U.S. 30N between Lava Hot Springs, Bannock County, and Alexander, Caribou County, as shown in Exhibits 1, 2 and 3 of the hearing brochure, dated May, 1966.
3. The Lund road and other short connectors near Lava Hot Springs and Alexander to be improved as shown on Exhibits 1, 2 and 3 of the hearing brochure, dated May, 1966, but not added to the State Highway System.

will be of greater benefit to the State of Idaho than the economic loss and damage to the Village of Lava Hot Springs from proposed relocation.

Determination Made by Board on Relocation of U.S. 30N, Alexander to Lava Hot Springs. A public hearing was held under State and Federal statutes in Bancroft, Idaho, at 2:00 p.m., Thursday, May 5, 1966.

The Board read the transcript made of the testimony and proceedings at the Bancroft hearing. It appearing from said transcript that the governing body of the Village of Bancroft did protest the proposed abandonment of present U.S. 30N, and the Board being fully advised and considered the same, made the following decision:

The Board finds and determines in the affirmative that the following relocation of U.S. 30N in and in the vicinity of Bancroft, Idaho, to wit:

1. The proposed relocation of U.S. 30N, between Lava Hot Springs, Bannock County, and Alexander, Caribou County, as outlined in the hearing brochure dated May, 1966.
2. The removal from the State Highway System of present U.S. 30N between Lava Hot Springs, Bannock County, and Alexander, Caribou County, as shown in Exhibits 1, 2 and 3 of the hearing brochure, dated May, 1966.
3. The Lund road and other short connectors near Lava Hot Springs and Alexander to be improved as shown on Exhibits 1, 2 and 3 of the hearing brochure, dated May, 1966, but not added to the State Highway System.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Bancroft from proposed relocation.

Parking Prohibition on a State Highway (SH 25). The Board approved parking prohibition between Milepost 221.70 and Milepost 221.80 on the south side and on the north side of State Highway 25, located east of Paul, as recommended and stated in marked Exhibit C-13, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (SH 27). The Board approved parking prohibition between Milepost 26.05 and Milepost 26.15 on the east side and on the west side of State Highway 27, located south of Paul, as recommended and stated in marked Exhibit C-14, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (SH 34). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 34 from the Utah line to the Wyoming State line, as recommended and stated in marked Exhibit A-141, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
I-80N-2(12)109	E. Hammett I.C. (excl.) - E. Glenns Ferry I.C. (incl.)	Full

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S-4800(7)	Deary, West	Standard Approach Policy
S-3809(12)	Hill City, West	Standard Approach Policy
S-2809(15)	Hill City, West	Standard Approach Policy
FH-25	6.2 Mi. E. Lowman - Stanley Lake Jct.	Standard Approach Policy
F-2292(1)	Stanley Lake Jct. - Stanley West Village Limits	Partial Control, Type "A" *
F-2292(1)	Stanley West Village Limits - U.S. Highway 93	Standard Approach Policy

* ACCESS CONTROL, TYPE "A"

Public Road Connections

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

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

Spacing of Existing Private Approaches

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

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

New Private Approaches

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

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

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

Use of Private Approaches

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

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

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

Farragut State Park Added to State Park Roads to be Maintained by Department. The Board directed that Board Policy 515 be amended by including Farragut State Park to the list of State Parks. The roads in this State Park would be maintained by the Department on the same basis as currently provided for other parks.

The Board determined to continue the long standing policy concerning road and street improvements in parks and on the grounds of State institutions wherein the Department would budget \$30,000 annually for State Park road maintenance and \$30,000 annually for State institutional roads. To not impede the Department's orderly programming of summer construction work, recommendations for work on these two administrative areas of the State should be submitted annually to the Department on or before July 1 for that work contemplated during the following calendar year.

Use Permit of Two Material Sources (Public Fishing Ponds) North of Interstate 80N in Minidoka County Changed to a Longer Term Lease. State Highway Engineer Mathes apprised the Board that Minidoka County's request for U.S. Bureau of Outdoor Recreation funds to be applied on the fish ponds is being held up because the terms of the use permit do not permit qualifying for those funds.

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After consulting with the State Parks Director and the Fish and Game Director, Mr. Mathes recommended that the use permit be changed to a ten year lease with a ten year renewal option to the Fish and Game Department. It is presumed this would permit Minidoka County to qualify for BOR funds. To this the Board concurred and approved the redrafting of a lease with the above conditions along with other stipulations currently contained in the use permit.

Orofino West, Project F-4201(20), Right of Way Acquisition, City - State Participation Unchanged. After hearing Norman Crossley, Urban Engineer, submit a request from the Mayor of Orofino for 100 per cent participation of a possible excessive condemnation award in excess of an appraised figure, the Board viewed that the benefits of the airport adjusted route was 100 per cent to that of the City and its airport facilities. The Board determined that the 60 per cent State participation and 40 per cent City participation of the needed right of way including any court awards made to condemnees should remain unchanged.

Should this not be acceptable to the City, the Board directed the Department to return to the original line location and proceed with the design and right of way acquisition on that basis.

Design of Interstate 90 Silverton - West Wallace by Consulting Engineering Firm Approved. Upon the recommendation of the State Highway Engineer and Committee, the Board concurred in the Department finalizing negotiations for consulting engineering services on the above project with Barton, Stoddard, Milhollin & Lupton of Boise in the amount of \$94,925.00.

TUESDAY, MAY 10, 1966

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

Board Holds Hearing and Adopts Rules of Practice and Procedure and Substantive Rules of Procedure as Required by the Idaho Administrative Procedure Act of 1965.

RESOLUTION

On this 10th day of May, 1966, a hearing was held by the Idaho Board of Highway Directors for the consideration of the Rules of Practice and Procedure promulgated as required by the Idaho Administrative Procedure Act of 1965; and this hearing having been published according to law and it appearing that no one had appeared to make a protest to the adoption of the said Rules and the Board having fully considered the matter and having been fully advised in the premises;

NOW, THEREFORE, be it resolved that these Rules of Practice and Procedure be adopted by the Idaho Board of Highway Directors.

RESOLUTION

On this 10th day of May, 1966, a hearing was held by the Idaho Board of Highway Directors for the consideration of the Substantive Rules of Procedure promulgated as required by the Idaho Administrative Procedure Act of 1965; and this hearing having been published according to law and it appearing that no one had appeared to make a protest to the adoption of the said Rules and the Board having fully considered the matter and having been fully advised in the premises;

NOW, THEREFORE, be it resolved that these Substantive Rules of Procedure be adopted by the Idaho Board of Highway Directors.

Architect for Coeur d'Alene Shop Approved. N. L. McCrea, Assistant State Highway Engineer (Operations), advised the Board that William I. Parr had submitted the best figure for architectural services on the structure in the amount of \$4,650, which is less than two per cent of the cost of the building which is estimated at \$250,000. The Board concurred in an award to Mr. Parr in the amount of \$4,650.

Personnel Replacements Considered. State Highway Engineer Mathes apprised the Board of the problems in selecting replacements for Planning & Traffic Engineer, vacated by J. F. Pearring; Public Information Director, vacated by D. I. Klaus; and Assistant District Engineer, District 3 - deceased.

Mr. Mathes stated that the Department is in the process of evaluating 40 people within the Department interested in the three positions and have reduced the Planning & Traffic Engineer and Assistant

May 10, 1966

District Engineer positions to six each for further interviewing. The Board concurred in the request of the State Highway Engineer that appointment be made from among the six remaining applicants for each position.

The Board further concurred in Board Vice-chairman Gaffney's observation that the decision of replacements in these three posts is one to be made by the State Highway Engineer. As Chief Administrative Officer the Board looks to him for the proper selection in the interest of Department production and performance.

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

Research Engineer Erickson to Washington, D.C. to attend Highway Research Information Service, June 13 - 15, at no State expense.

One man to Carson City, Nevada, June 27 - 28, to attend Highway Engineering Computer Exchange Conference --- providing Department deems attendance advisable after reviewing the Conference program.

Bob Hill, Engr. Tech. VIII (Materials), inspection of high strength steel welding, one week course June 6 - 10, tuition and travel \$350.00, Cleveland, Ohio.

State Traffic Engineer Marvin Lotspeich to Williamsburg, Virginia June 6 - 10 to attend AASHO Traffic Committee and Joint Committee on Uniform Traffic Control Manual.

Three State cars to take Department personnel to Jackson, Wyoming to attend Northwest Traffic Conference June 3 - 4. All other expenses for attendance at this Conference will be that of the individuals concerned.

TUESDAY AFTERNOON, MAY 10, 1966

The Board left Tuesday afternoon, May 10, for a tour of North Idaho. Those on the tour were:

R. Doyle Symms, Chairman
 Ernest Gaffney, Vice-chairman
 C. Ed Flandro, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Secretary of the Board
 R. B. Christensen, Assistant State Highway Engineer (Engineering)
 Baird French, Regional Engineer, U.S. Bureau of Public Roads,
 Portland, Oregon

May 10, 1966

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

The Board toured State Highway 15 and U.S. 95 to Grangeville.

WEDNESDAY, MAY 11, 1966

Grangeville Meeting. A meeting was had with the Grangeville Chamber of Commerce who urged the Board to improve U.S. 95 from the White Bird Summit project into Grangeville.

No commitment or timing was made as to the request other than it would have to take its turn on the basis of the needs of other construction as money becomes available.

An inquiry was made as to the construction planning program in the area, to which Mr. Mathes responded.

The Board then toured State Highway 13 and U.S. 12 to Lowell, thence to Kamiah.

Meeting with Kamiah Chamber of Commerce. The Chamber urged the improvement of the Kamiah to Nezperce grade, State Highway 64, and redesignation of State Highway 64 to U.S. 12 Alternate to Nezperce, Craigmont and overlaying U.S. 95 to Spalding.

Meeting with Orofino Chamber of Commerce. Francis Portfors, Chamber of Commerce Highway Committee Chairman, outlined the highway needs of the area with particular emphasis on State Highway 7, Orofino to Ahsahka, that the facility be improved early enough to accommodate 2,000 cars and trucks daily anticipated using it during the construction of the Dworshak Dam by July, 1967.

U.S. Army Resident Engineer Don Basgen stated that 500 to 1,000 cars are anticipated to use the route three times each 24 hour period when shifts from the dam construction are changing. Beginning late in the summer of 1967, 70 truck loads of cement a day may use the road if a bridge is not built by the contractor across the Clearwater River.

Mr. Symms stated that the Department desires to cooperate but because of a shortage of money, the Department would expect the Federal Government and/or the contractor to assume any reconstruction costs that would accrue because of unusual traffic needs applicable to dam construction traffic. He stated that the road reasonably meets the

May 11, 1966

needs of present traffic and traffic expected after completion of the dam, although some sections are deficient. Mr. Gaffney stated it is a matter of the Department not having the money to meet the peak traffic demands.

U.S. Army Assistant Resident Engineer John Jacobson stated that the Corps' Walla Walla office last week was sent all pertinent road survey information, pictures outlining road surface condition, width, structure supporting data that that office may be fully advised as to the sufficiency of State Highway 7 between Ahsahka and Orofino relating to dam construction traffic needs.

The Board again pointed out that past experience has required weight and/or speed restrictions on this section of highway and that such restrictions might be imposed at any time during the construction of Dworshak Dam if the condition of the road so warrants.

Bid opening dates for the \$200 million Dworshak Dam project will be July and by July 15 an apparent low bidder on the dam should be known, Mr. Jacobson said.

Mr. Portfors further stated, "There is a new building facing this highway built by the General Services Administration and used by the Forest Service. This is an office building which houses an average 75 employees who go to and from work each day. There is also the State Hospital North, the Clearwater Valley Hospital, the Forest Service Warehouse, and all the residents along the way who use this same highway for access to and from their jobs. We fear that there will be times when they cannot get on or off the road in question.

"We feel that, while the Dam project is perhaps some of the cause of the congestion, the State Highway Department also has an obligation to furnish adequate routes of transportation to serve the area through which the highway passes. Therefore, we feel that there should be a combined effort between the State Highway Department and the U.S. Army Corps of Engineers to make the needed betterment of this route. We believe that such an arrangement could be accomplished.

"Our plan for this portion of State Highway 7 is to make as much as possible of the road from the Orofino River Bridge to near the Joe McCarthy place, a road which would handle four lanes of traffic and allow the on-and-off traffic. Then from the McCarthy place to Ahsahka, improve the road bed and surface to provide two lanes of traffic of fifteen or sixteen feet each. We feel this could be done with the minimum of expense because the State probably already has enough right-of-way. Your own engineering department, of course, knows much more

than we about what can be done which would be practical and still give us considerable improvement to handle several times the traffic the road now carries.

"Again, I wish to emphasize the necessity and urgency of this project to provide the public safe routes of travel while engaged in their daily occupations and pleasures."

Mr. Portfors further urged the Department make a route study that an improved or replaced route may be made available in replacing the present Greer Grade on State Highway 11.

The Board toured State Highway 7 and 64 to Craigmont.

Craigmont Meeting. The Board met with the Lewiston, Craigmont, Kamiah, Cottonwood and Nezperce area Chambers of Commerce who supplied air transportation viewing of the various alternate routes in Idaho of possible Idaho access road construction to the Mountain Sheep Dam-site.

They were also flown to Joseph, Oregon, viewing the proposed Oregon access road connection from Enterprise to the damsite along the Imnaha River.

At an evening meeting in Craigmont, Carl Moore of Lewiston stated that it is not the area's intention to dictate a given route from Idaho to the damsite, but that everyone was interested in a location that could be developed for the best interest of Idaho as an access road and not for a given section of the Prairie.

Mr. Moore stated that the Northwest Power Company's interest in the project will offer \$11 million (the estimated cost of the obligated Oregon route) which would be eligible to match Federal moneys to construct access roads in Oregon and Idaho. He quoted Rex Whitton as saying, "It can be matched by either state or both Oregon and Idaho, but that Federal funds could not be matched with Federal funds."

Mr. Moore stated that an estimated additional \$6 or \$7 million would be required for a connection to the dam from Idaho, making a total of \$17 or \$18 million necessary to complete the Interstate connecting routes.

Mr. Moore pointed out that the intent of the meeting and of all the people in the area is that of a connected through road that will not deadend at the dam but will afford service for people from Idaho and Oregon going to the dam and beyond. In their opinion, such a through road could justify the expenditures. It was also mentioned that this route could be designated Alternate U.S. Highway 12.

May 11, 1966

Mr. Moore quoted Undersecretary of the Department of Interior John Carver as saying, "Both the Department of Interior and the Bureau of Land Management are correlating their planning for recreation in this area with a very ambitious program."

Mr. Moore quoted Edward Cliff, U.S. Forest Service, Washington, D.C., as saying, "You can count on ten cars using a route through this area from both states compared to only one car if there is only a deadend road to the dam."

Chairman Symms stated that the Board would support any way it can to help obtain Congressional assistance for road financing of the route.

Vice-chairman Gaffney stated, "If the Board's influence would do any good, we are behind you and will gladly work with any of the other interested agencies."

The Board toured U.S. 95 to Lewiston.

THURSDAY, MAY 12, 1966

The Board toured U.S. 95 and State Highway 3 to Kendrick and State Highway 99 and 8 to Moscow.

Meeting with Moscow Chamber of Commerce. An inquiry was made as to the status of a new Lewiston hill grade. Mr. Mathes stated that it is not in the five year program, but that various routes studied have been boiled down to three alternates for further consideration.

Mr. Mathes outlined the various U.S. 95 improvements contemplated in North Idaho this year in the construction program and also those in the long range planning program. He stated that there is another project contemplated for next year on State Highway No. 99. This would complete reconstruction of this highway from Troy to about the top of the hill north of Kendrick. The third and final section for construction of the Kendrick grade is to follow at a later date.

Department construction finance deficiencies were discussed; and Vice-chairman Gaffney stated that there is only about a two per cent increase in highway user revenues each year, whereas highway construction and maintenance costs are increasing at the rate of more than four per cent a year.

Chairman Symms outlined the prospect of an after 1972 Federal Highway Program.

Mr. Gaffney asked those who did not think that construction is being accelerated to their satisfaction to make their wishes known to their legislators that when the Department budget is submitted to the 1967 Legislature that Department needs for additional highway revenues may be given its proper place in the legislative action.

The matter of a four-lane State Highway 6 to Pullman from Moscow was discussed and Mr. Gaffney stated that Idaho would cooperate with Washington in this regard when Washington is ready.

Touring U.S. 95 and State Highway 5 to St. Maries, the Board Met with the St. Maries Chamber of Commerce. The Board's attention was invited to improving State Highway 3 from Peterson's Gulch to the St. Maries River Bridge and relocate the road elsewhere other than on the present river dike support location.

They also asked that State Highway 5 be improved or relocated between Plummer and St. Maries.

The Board toured State Highway 3 to Rose Lake, Interstate 90 to Wallace, Lookout Pass and thence to Coeur d'Alene.

Meeting in Coeur d'Alene with the Spokane Chapter of the Associated General Contractors. An evening meeting was had with the Associated General Contractors sponsored for the Washington, Montana and Idaho Commissions.

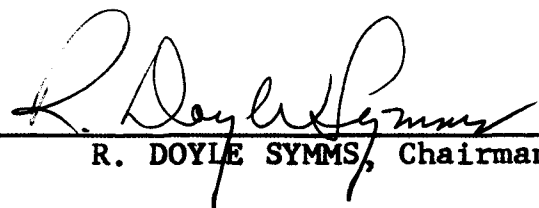
Problems of mutual interest between the contractors and departments and commissions were discussed. Commission members exchanged information regarding the various facets of highway administration and problems confronting them.

FRIDAY, MAY 13, 1966

The Board toured State Highway 41, U.S. 2 to Priest River and Sandpoint; U.S. 95 to Eastport; Canadian Route 95 and 3 to Creston; Canadian Route 21 to Porthill; S.H. 1 and U.S. 95 and 2 to the Moyie River Bridge; thence to the Denton Curves-Hope project on U.S. 10 Alternate and Clark Fork where the Board disbanded. Mr. Flandro returned by car to Pocatello and the remaining members of the touring party concluded the tour at Coeur d'Alene.

May 13, 1966

WHEREUPON, the Board adjourned until its next meeting scheduled for June 6, 7 & 8, 1966.


R. DOYLE SYMMS, Chairman

Read and Approved
June 7, 1966
Boise, Idaho

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

June 6, 7 & 8, 1966

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, June 6, 1966. 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:

S-6731(3) Sec. "B"	Bassett I.C. East & Snake River Bridge
S-3840(4)	Montour Bridge
S-6802(2)	Fritz Bridge (Henry's Fork)
STM-1024(530),	Pocatello Streets
STM-1031(521) &	
STM-1032(521)	
S-1809(2)	Bear River Bridge
F-FG-3112(10)	Payette, South
F-FG-5115(4)	Blackwell Bridge - Locust Avenue in Coeur d'Alene
LSS-5738(1)	Farragut State Park Conn.
S-5738(3)	Farragut State Park Entrance
ST-1481(531)	Bancroft - Alexander Jct.
ST-4780(510)	Frazier Park - Weippe

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F-3311(10)	Wilder N. - Jct. U.S. 20-26 I.C.
CJF-11-4(1) & CJF-11-4(2)	Lewiston & South Moscow Junkyards
F-4113(30)	U.S. 95, Idaho County
LWC-1481(530)	Georgetown Hill Rest Area
LSF-11-2(2)	Midvale Hill Rest Area
LWC-5116(533)	Hoodoo Creek Rest Area
CJF-11-6(1)	Junkyard Screening 10 Miles North of Coeur d'Alene
LWC-6501(515)	Clark Hill Rest Area
S-3778(2) & F-3021(25)	Glenwood St. & Glenwood St. Intersection
STM-1786(512)	Blackfoot River - Wayan
ST-1032(522) & PW-106(2)	Blackfoot Median Revision & State Hospital South

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

F-4113(30), U.S. Highway 95, Cottonwood City Streets, Idaho County - Washington Water Power Company and Pacific Northwest Bell Telephone Company

LSF-11-4(1), U.S. Highway 95, Moscow Mountain Rest Area, Latah County - General Telephone Company of the Northwest

LSF-50-1(1), Beeches Corner Rest Area, Bonneville County - Utah Power & Light Company

S-3785(3), Amity Road (U.S. 30 to Healey Rd.), Ada County - Idaho Power Company, Mountain States Telephone & Telegraph Company and Intermountain Gas Company

S-3778(2), Glenwood Street, Ada County - Idaho Power Company, Mountain States Telephone & Telegraph Company and Intermountain Gas Company

F-3021(25), Glenwood Street Intersection, U.S. 20-26, Ada County - Idaho Power Company

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

I-80N	I-IG-80N-1(22)50	William D. & Beatrice	Parcel No. 53
	I-IG-80N-1(28)45 R/W	N. Cady	

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I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Harold H. & Margaret Bartmess	Parcel No. 54
I-80N	I-80N-1(25)50 I-IG-80N-1(28)45 R/W	Clint, Cooper & Graham Company	Parcel No. 8
I-80N	I-80N-1(25)50 I-IG-80N-1(28)45 R/W	Margaret M. Davies (Davies Floral)	Parcel No. 5 & 5½
I-80N	I-80N-3(7)199	Winifred Cloughley & Reinhart Graf	Parcel No. 16-E-2
US 93	F-2391(8)	U-2 Cattle Co.	Parcel No. 1 & 1-E-1 to 1-E-3

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

I-80N	I-80N-2(15)50 I-80N-2(14)50 R/W	Wesley F. & Leola M. Holtzclaw - \$46,200	Parcel No. 8
I-80N	I-80N-2(15)50 I-80N-2(14)50 R/W	Ferguson A. & Beulah B. Shuey - \$27,500	Parcel No. 10
I-80N	I-80N-2(15)50 I-80N-2(14)50 R/W	Randolph-Robertson Realty Co. - \$32,500	Parcel No. 11
I-80N	I-80N-2(15)50 I-80N-2(14)50 R/W	L. Maynard & Helen M. Smith - \$30,000	Parcel No. 13
I-80N	I-80N-2(15)50 I-80N-2(14)50 R/W	R & V Construction Company - \$32,500	Parcel No. 15
I-80N	I-80N-2(15)50 I-80N-2(14)50 R/W	Intermountain Investment Company - \$30,000	Parcel No. 16
I-80N	I-80N-2(15)50 I-80N-2(14)50 R/W	Charlie W. & Florence Klitzman - \$23,250	Parcel No. 48
I-80N	I-80N-2(15)50 I-80N-2(14)50 R/W	Donald M. Day et al - \$57,250	Parcel No. 64
US 30N	F-1024(20) (Note: Proposed purchase of property discussed in April meeting)	Okay, Inc. - \$35,000	Parcel No. 17

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Approval of Special Deed. The Board approved a Special Deed on the following:

I-80N	I-IG-80N-1(22)50	Emmett L. & Cleota M.	Parcel No.
	I-IG-80N-1(28)45 R/W	Newell	47R & 48R

Purchase of Property on Rose Street for Addition to Boise Office Site Approved. The Board approved the purchase up to \$8,500.00 of Lots 8, 9 and 10, Block 11, of the Hubbell Home Addition.

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

US 93	F-2392(9)	Portion of Lots 1 & 2, Block "A" Richard's Addition to Shoshone - to be sold for not less than \$300.00.	Parcel No. 1
SH-39	ST-1721(504)	Portion of S½SE½ of Sec. 32, T. 2 S., R. 35 E., B.M. - to be sold for not less than \$1,500.00.	Parcel No. 1
	Maintenance Yard 60300, Salmon, Idaho	Portion Lot 12, Block 18, Salmon City Townsite - to be sold for not less than \$8,000.00.	
I-15	I-15-3(3)117	Portion NW¼NE¼, Sec. 24 & a portion of SW¼SE¼ & SE¼SW¼, Sec. 13, T. 2 N., R. 37 E., B.M. - \$60,000.00 to \$67,500.00	Remainders: Parcel Nos. "I", 8, 10 & 11

Report on Progress of Negotiations. The Board approved a settlement of up to \$2,748.00 on the following:

US 30	U-UG-3281(20)	Jess Armas	Parcel No. 40
Spur	U-UG-3281(9) R/W		

Report on Progress of Negotiations. The Board approved a settlement of up to \$55,000.00 and the owners are to construct copper lead-ins and grounding of fence and guard rail on the following:

I-90	I-90-1(29)50	Metals Broadcasting Co.	Parcel No. 35
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Exchange of Properties, State and the D & M Development Company at the Intersection of U.S. 30N & Gould St. in Pocatello, Approved. The Board approved the exchange of properties on an even basis and the release of the Hatfield case. The D & M Development Company will provide the title insurance.

Board Sets Policy of Per Cent of Advance Right of Way Payment Where Possession by Stipulation Has Been Entered. When stipulation has been agreed to by the Department and a right of way owner for possession by the State of the property to be adjudicated thereafter, the Board authorizes the Department to pay the owner 80 per cent of the offer, not to exceed the lowest appraisal or whichever is the smaller amount. The balance due the parcel owner will be paid after the completion of the litigation with interest on the balance from the date of possession.

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

Wayne Summers to Council of State Governments Meeting on Western Committee on Highway Policy Problems "After '72," Las Vegas, Nevada, June 14 - 15.

One person from Legal Division to attend Highway Law Workshop sponsored by Highway Research Board, Boulder, Colorado, July 11 - 15.

Kent Barber, Asst. Planning Engineer, to attend Conference on Cost Estimate for Highway Beautification, Portland, Oregon, June 20 - 22.

Personnel Changes Firmed. State Highway Engineer Mathes informed the Board of the following personnel changes to be effective July 1, 1966:

Promotion of Phil Marsh, District Engineer - District 6, to State Planning & Traffic Engineer, \$1105 to \$1160 per month.

Promotion of Andrew Nielsen, Associate Construction Engineer, to Assistant District Engineer - District 3, \$825 to \$866 per month.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
I-15-1(6)23	Colton Road I.C. (Incl.) - Downey I.C. (Incl.)	Full

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I-80N-2(20)132	E. King Hill I.C. (Incl.) - Gooding County Line	Full
S-1751(1)	Downey Connector to I-15	Partial Control, Type "A" *
F-3022(21)	South Connection to King Hill	Partial Control, Type "A" *

* ACCESS CONTROL, TYPE "A"

Public Road Connections

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

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

Spacing of Existing Private Approaches

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

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

New Private Approaches

New private approaches may be allowed for owner-ships 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.

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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.

State Matching of Public Lands Funds Allocation Not Required This Year. State Highway Engineer Mathes informed the Board that a requirement that Idaho match \$400,000 Public Lands funds allocation for State Highway 21 with a Federal Aid or State project on the same route was withdrawn by Federal Highway Administrator Rex Whitton.

In the withdrawal of the matching requirement as to this year's allocation, Mr. Whitton said that the states should get their programming in order and to expect reinstatement of the matching policy in future years allocations of Federal Lands road moneys.

Strike Conditions Cause Board to Postpone Bid Openings. State Highway Engineer Mathes apprised the Board of the current strike of operating engineers that has shut down South Idaho construction projects and making future construction costs uncertain.

The Board directed the State Highway Engineer to postpone the bid openings presently scheduled for June 14 and 21 until June 28.

Should the strike continue to where a further postponement is advisable, the State Highway Engineer is authorized to make such similar extensions of bid opening dates of those projects currently advertised.

City of Orofino's Request for Additional Curvature of Orofino West Project Not Allowed. Mayor Curtis of Orofino by letter suggested the Department increase the curvature of the Orofino West Project in

the vicinity of the motel west of the airport in order to ease a possible right of way condemnation problem by missing the problem parcel.

On the recommendation of the State Highway Engineer, the Board determined that the curvature was excessive for a proper alignment of a highway and the Department should continue on the proposed alignment and the Mayor so advised.

TUESDAY, JUNE 7, 1966

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. 3532 - The work consists of furnishing sanding material in a stockpile at New Meadows, on Highway US-95, in Adams County - State financed. The contract was awarded to Quinn-Robbins Co., Inc., Boise, Idaho, the low bidder, on June 6, 1966, in the amount of \$9,800.00.

ST-4113(535) - The work consists of constructing a 54' steel and concrete bridge 58' right of Station 347+05.4 on Highway US-95, in Nez Perce County - State financed. The contract was awarded to Russell Construction Company, Orofino, Idaho, the low bidder, on June 10, 1966, in the amount of \$17,167.00.

Stockpile Project No. 2524 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Hansen Bridge and Eden in Jerome County - State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on May 31, 1966, in the amount of \$34,190.00.

Stockpile Project No. 3531 - The work consists of furnishing aggregate surfacing and cover coat material in stockpile, US-95, 20 & 26, Parma vicinity in Canyon County - State financed. The contract was awarded to Bryan C. Rambo Crushing Co., Inc., Nampa, Idaho, the low bidder, on June 6, 1966, in the amount of \$22,450.00.

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STM-3022(540) - The work consists of constructing a detour, removing damaged stringers and repairing the structure at the Cleft Grade Separation on Interstate I-80N, in Elmore County - State financed. The contract was awarded to Max A. Boesiger, General Contractor, Inc., Mountain Home, Idaho, the low bidder, on May 26, 1966, in the amount of \$8,943.00.

STM-2353(515) - The work consists of painting various bridges in District 2 on SH-74 and US-93, in the vicinity of Twin Falls, Challis, Ketchum and Stanley, in Twin Falls, Custer and Blaine Counties - State financed. The contract was awarded to Stuart Brothers, Twin Falls, Idaho, the low bidder, on June 15, 1966, in the amount of \$9,400.00.

S-6822(2) & S-6826(2) - The work consists of constructing the roadway, drainage structures, a roadmix bituminous surface, 3 concrete culverts and a 24' concrete bridge on 2.212 miles of the Tetonia - Richvale Road, Cache Jct. - Tetonia, and reconditioning and placing a roadmix bituminous surface on 3.230 miles of the Darby Road, in Teton County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$145,930.40.

I-90-1(36)21, I-90-1(39)33, I-90-1(40)47, I-90-1(57)36, Sec. "A", and I-90-1(57)36, Sec. "B" - The work consists of placing a 0.1' course of plantmix surfacing and seal coat on 10.795 miles of Interstate 90 between Wolf Lodge - Cedar Canyon, Rose Lake Jct.-Dudley and Smelterville-Kellogg, and seal coating 6.064 miles between Dudley-Cataldo and 2.281 miles between Pinehurst-Smelterville in Kootenai and Shoshone Counties - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to McAtee & Heathe, Inc., Spokane, Washington, the low bidder, in the amount of \$514,270.60.

S-3785(3) - The work consists of constructing the roadway, drainage structures, aggregate base and placing a plantmix bituminous surfacing on 1.720 miles of the Amity Road, in Ada County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Quinn-Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$91,288.00.

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

Unused 1965 County Federal Aid Secondary Moneys Reapportioned. After due notice had been given all counties as to applying for surplus or unused County Federal Aid Secondary money and on a basis of those applicants having projects engineered and ready to be let in the current construction season, the Board determined to reallocate to the following counties these Federal Aid Secondary funds:

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Shoshone County, \$22,000 for S-5752(1), Kingston - Enaville

Minidoka County, \$30,000 for S-2869(2), 400 West Road Ext.

Teton County, \$206,400 for S-6820(2), Victor - Cedron

Bingham County, \$48,700 to which ever projects they choose
to apply on S-1872(1) or (2), or S-1874(1)
or (2)

Bonner County, \$100,000 for S-5780(1) and S-5772(1), Duffort
Road U.S. 95 to Priest River

Bonneville County and/or the City of Idaho Falls, \$218,800
for the 17th Street Project, SU-6709(2), to
be applied where the City and the County
officials deem on said project

Requests of \$1,055,700 were made as against \$625,900 available
surplus County Federal Aid Secondary funds originally apportioned to
the 44 counties for 1965.

Clint, Cooper and Graham Company Presents Their Right of Way
Problem, Boise Interstate West Connector. Clint Isensee, President,
and Chester W. Graham, Vice President - Treasurer, appeared represent-
ing their Company's interest in the needed right of way parcel for the
Boise West Interstate Connector.

The matter at issue was disagreement as to appraisal values and
an apparent lack of understanding by the principals as to appraisal
and right of way negotiation guide lines set down by law.

After hearing the thinking of the principals regarding valuations,
replacement costs, etc., the Board determined the Department should offer
the Clint, Cooper and Graham Realtors \$190,000 for their property and
they should remove the building and clear the site before January 1,
1967; or, accept from the State \$200,000 and the Department keep the
improvements with removal including building by January 1; or, if the
principals would stipulate, the Department would deposit \$160,000 upon
the filing of the matter in court with interest on final award dif-
ferential starting at date of entering the suit.

Idaho Falls and Bonneville County Commissioners Appear for Surplus
Federal Aid Secondary Funds. Mayor S. Ed Pedersen, Joe A. Laird -
Idaho Falls City Engineer, Vernon H. Martin - Bonneville County Com-
missioner, and Jay E. Painter - Bonneville County Engineer, appeared

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urging the Board to allocate Federal Aid Secondary funds to assist in the financing of a \$500,000 project on 17th Street which is engineered and ready to go. Part is in Idaho Falls and part in Bonneville County.

After hearing the delegation's request, the Board informed them \$218,800 would be allocated by the Board for this project and the City and Bonneville County together should determine where the money should be spent on the 17th Street route.

City of Idaho Falls Urges Department Participation in Dead-end Street Connections Resulting from John's Hole Bridge - Ucon U.S. 20-26 Project. Mayor S. Ed Pedersen and City Engineer Joe Laird presented the City's plan for reestablishing street circulation adjacent to proposed U.S. Highway 20. The highway construction will create dead-ends on several streets and alleys making it difficult for the City to provide adequate fire protection, garbage collection, sewer and water service, and will generally interfere with traffic circulation in the area.

The City requested that the State acquire all necessary rights of way and pay for construction of culdesac turn-arounds and large radius turns at right angle intersections of streets.

It was the decision of the Board that:

1. The State will, as a part of right of way acquisition negotiations, arrange with the owner for replacement of water and sewer services which are affected by the highway.
2. The State will acquire right of way for those culdesac turn-arounds which are immediately adjacent to the highway right of way and where the property needed for the turn-arounds is part of parcels from which highway right of way will be obtained, provided, however, that if condemnation is required that the City must take part in the proceedings.
3. The Department of Highways will review the City's proposal with the Bureau of Public Roads to determine whether any of the work might be eligible for Federal participation. After this has been determined, the Department will confer further with the City and attempt to work out a mutually satisfactory arrangement.

Rader & Associates Claim for Additional Compensation To Be Paid, Project I-90-1(26)67. State Highway Engineer Mathes and his Assistant Mr. Christensen presented to the Board of Highway Directors the matter of Rader & Associates' claim for additional compensation arising out of the drilling of certain test holes during the location phase of this project.

The Board was advised of the fact that contract provisions covered separate payment for such work undertaken with Department approval after alignment, profile and structure layouts had been accepted. However, inasmuch as the eight preliminary test holes and two samples involved were all utilized in final design work and did reduce the amount of drilling work subsequently accomplished at Department expense, it was the Board's decision that additional compensation should be paid.

The amount of such additional compensation would be based on the volume of work involved in the eight test holes and two samples at unit prices included in the Department approved Diamond Drill Company subcontract. This amount has been determined to be \$4,808.10.

Pocatello Mining Claim Taken for Right of Way Reimbursement Discussed. Appearing before the Board at 1:30 p.m. was Attorney George Phillips of Pocatello, Idaho, and Representative Herman McDevitt requesting a hearing concerning the agreement for purchase of property by the State from Verda M. Reid, a widow, Hugh M. Reid, a single man, Verlon E. Lemmon and Norma R. Lemmon for Interstate Project No. I-15-1(9)61. Attorney Phillips, as representative of the Reids and Lemmons, asked Mr. H. J. McDevitt, formerly attorney of record in this case, to explain the history of this transaction to the Board.

Mr. McDevitt explained to the Board that the State had acquired withdrawal of certain land from the Bureau of Land Management for the construction of this project, that the Reids and Lemmons had placer claim filings on this property, that on March 31, 1964, a stipulation for possession was entered into between the State and the Reids and Lemmons for possession of the Reids' and Lemmons' interest in the property so that construction of the Interstate project could proceed without delay. Following the execution of the stipulation by the parties, the State filed a condemnation action against the Reids and Lemmons to acquire any interest they had in the property and the State deposited into the Fifth District Court in Pocatello the sum of \$3,000.00 with the written understanding that same could be withdrawn at any time by the Reids and Lemmons. Subsequent to the filing of the condemnation action, the Bureau of Public Roads and the Right of Way Division of the State Highway Department determined that there should be a contest of the mining claims owned by the Reids and Lemmons. Subsequently, the United States Department of Interior, Bureau of Land Management, filed a complaint against the Reids and Lemmons to declare the mining claims, which were the subject of the stipulation and the condemnation action, invalid. A notice of this hearing was served on all persons involved on September 21, 1964, and on November 18, 1964, a formal hearing was held in the Bannock County Courthouse in Pocatello, Idaho. At such hearing the government was represented by Robert S. Burr, attorney, Boise, Idaho. Mr. H. J. McDevitt, attorney for Reids and Lemmons, was

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not present at the hearing but Mr. Archie W. Service, attorney of Pocatello, Idaho, appeared on behalf of the estate of Lee E. Reid for the purpose of requesting a continuance. This request was denied and Mr. Service requested to be excused from further attendance at the hearing and was not present during the government's presentation of its contest.

Following this hearing and on January 7, 1965, a decision was rendered by Joseph C. Conrace, Hearing Examiner for the United States Department of the Interior, Bureau of Land Management, declaring the mining claims, which were the subject of the stipulation between the State of Idaho and the Reids and Lemmons and which were the subject of the condemnation action, No. 24208, pending in Bannock County, Idaho, to be invalid. No appeal from this decision was made within the time permitted by law and said decision is final.

It was further explained to the Board that following the decision by the Department of Interior that the mining claims were invalid, that the Highway Department Legal Division requested the Fifth District Court to restrain the Reids and Lemmons from withdrawing said money from the Court and to further declare that the Reids and Lemmons had no interest in the land, which was the subject of the condemnation action, and to order the \$3,000.00 returned to the State. This matter is pending before the Fifth Judicial District of the State of Idaho at the present time on Motion for Summary Judgment.

Mr. McDevitt informed the Board that he felt that the Department had treated the Reids and Lemmons unfairly by participating in the investigation and contesting of the mining claim; that it was his opinion that the Reids and Lemmons gave up a valuable right by permitting the State to take immediate possession of the property so that construction could begin and that they ought to be reimbursed for the granting of this possession; McDevitt also indicated that he felt that had the government not contested the claims and had the Reids and Lemmons withdrawn the \$3,000.00 that they could have patented the claims and would have been entitled to any proceeds of any judgment awarded in a condemnation action; that he feels some redress ought to be granted to the Reids and Lemmons. Messrs. Phillips and McDevitt indicated that they would consult with their clients and advise the Department what, if anything, they were claiming from the Department as a result of the Department's actions in this transaction.

The Board was advised by the Chief Legal Counsel that since the mining claims had been declared invalid that the Reids and Lemmons were not entitled to any compensation whatsoever.

The Board took no official action in the matter.

Request to Retain Old Hansen Suspension Bridge Considered. The Board considered a request of the Twin Falls Kiwanis Club, Mr. Armour Anderson - President, that the Department retain for historical landmark purposes the present Snake River Hansen Suspension Bridge.

The Department reported to the Board that the dismantling of the structure has been bid in by the present Hansen Bridge contractor as a part of the project. Painting and maintenance requirements, should the old bridge be retained, would necessitate an expenditure of approximately \$20,000 within a year or two. The location of the present suspension bridge overlays the area needed for the eventual construction of a sister bridge to the one being constructed at this time to meet four-lane traffic requirements within the next 20 years.

Should the Board determine to retain the present Hansen Bridge, new right of way would have to be acquired up stream for the approaches of the second bridge structure; and, because of a longer span required at the up stream location, considerable additional construction costs would have to be charged to the retention of the Old Hansen Suspension Bridge.

The Board then determined to proceed with the removal of the Hansen Suspension Bridge and suggested that the Twin Falls Kiwanis Club be apprised of the possibility of a turnout which could include a historical sign depicting the Snake River Canyon and the roll played by the old bridge in the development of the Magic Valley area.

Board Meets with Legislative Council and Legislative Committee on Reorganization of State Government. The Board, State Highway Engineer Mathes, and Secretary Summers, at the invitation of the Legislative Committee on Reorganization of State Government, met with Representative and Chairman Pete Cenarrusa, Blaine County; Representative Helen McKinney, Lemhi County; Representative Jenkin Palmer, Oneida County; Representative Fred Walton, Camas County; Senator Russel Daniels, Oneida County; and Senator Harold Lough, Latah County.

Questions regarding the following Department operations were asked:

Motor vehicle and maintenance costs

Replacement age of various equipment

Purchasing procedures

Printing procedures and cost records

Vehicle insurance coverage

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Auditing costs for public accounts and work processing fee to State Auditor

Consolidation of communications at State level

Future biennium budget and Department financing projections

Employee training programs

Views on hiring consultants for Department building program

Percentage of time data processing equipment is used during a 24 hour shift

The Board advised the Committee that maintenance and construction costs are increasing faster than additional State revenues are being provided. Costs have increased four per cent a year during the last ten years while revenues have increased on an average of 2.6 per cent a year. At the present rate the available Federal Aid moneys will be insufficient to complete the Interstate by the 1972 target date. \$40,000,000 will be needed for the completion. If that is supplied by the 1972 completion date, more State Highway funds than presently available would be needed for matching purposes.

The Department has not lost any Federal Aid funds to date but the fit is getting tighter each year to the point that at the present rate of income more State revenues will be required if the present construction and maintenance programing is to be sustained.

The question was raised as to how much \$.01 of gasoline tax would provide.

Mr. Mathes stated that it would bring into the State fund \$1,800,000, of which the Highway Department would get approximately 60 per cent. The counties and cities and Department of Law Enforcement appropriation would make up the other 40 per cent.

Mr. Mathes was asked if he foresaw a problem in the consolidation of space to be occupied by several State agencies throughout the State. He replied that, just off hand, he could see no problems.

WEDNESDAY, JUNE 8, 1966

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

Employees Age 65 Extended One Year. The Board authorized the Department to extend the following employees:

A. A. Walker, Engr. Tech. V, District 1, from July 1, 1966, to June 30, 1967.

Lawrence Hewitt, Janitor I, District 9, from September 1, 1966, to August 31, 1967.

Lease of Land for State Library Storage Building Approved. The Board approved a request of the State Library to lease ground for a State Library storage building that would conform to the Department's long range construction planning program on the main office grounds. The details are to be worked out by a lease and eventual Department possession of the building in lieu of ground lease payments.

Third Ramp on East Wallace Interstate Interchange Deleted by Board. The Department reported to the Board its recommendation after the Bureau of Public Roads denied Federal Aid participation for a third ramp on the East Wallace Interstate Interchange. Attempts will be made to design the Interchange in such a way as to permit the addition of a third ramp in the future but there is no assurance this can be done.

Special Vehicle and Load Permit Maintenance Manual Approved. The Board reviewed a manual covering the issuance of special permits and permit fees applying thereto. The Board authorized the Department to proceed in implementing the conditions and requirements for fees in the publication dated June, 1966, applicable to the routes and highways on the State Highway System as set forth in the manual.

Board Considers Request for Reconnaissance Survey on Mountain Sheep Damsite Routes. The Board considered a letter dated May 23, 1966, from Carl C. Moore, President - Joint Highway Committee, requesting the Department assist in mapping possible routes to the Mountain Sheep Damsite from Cottonwood including the proposed Divide

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Creek route, the Eagle Creek route from Waha and the Eagle Creek route from Winchester.

The Department apprised the Board that reconnaissance mapping purposes would cost an estimated \$31,780 for a 400 foot to the inch map to adequately determine by reconnaissance the various economic factors of constructing a road to the Dam by any of the three routes. This expenditure would be necessary to supplement existing U.S. Coastal and Geodetic topography mapping presently available of the area to adequately make comparative route evaluations. To further meet design mapping requirements on one of the three routes, an additional survey at 100 foot to the inch would be required. This would provide adequate data for design purposes on one selected route.

This later survey cost estimate would reach from a low of \$60,200 from Waha to the Damsite to a high of \$72,700 for the Winchester to the Damsite route.

The Board then instructed the Secretary to apprise Mr. Moore of these projected cost figures and since neither of the routes are part of the State Highway System, the Board viewed such expenditure as unlawful and instructed the Department to not proceed with the reconnaissance survey since the statutes prohibit the Department spending Department funds outside of the State Highway System, as much as the Board would like to cooperate in the request.

The complexity of engineering for even the reconnaissance survey was much greater than the Board had anticipated due to the severe roughness of much of the location area.

The Board requested that Mr. Moore be advised that the Department would cooperate with other Federal agencies by supplying any aerial maps or other information that it has available for the area of the routes under consideration.

Extension of Federal Aid Secondary System Farragut Park Entrance to Bayview Requested. The Board authorized the Department to request, of the Bureau of Public Roads, an extension of State Highway 54 easterly from the Farragut State Park entrance to Bayview in order to permit Federal Aid participation of the revised Farragut Park entrance scheduled for construction this summer.

The present eastern termini of the Federal Aid route is at the eastern Park boundary and the project overlays into the Park a few hundred feet which is beyond the present FAS System eastern terminus.

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Department Statement Approved for Sun Valley Public Hearing on Sawtooth National Park or National Recreation Area. The Board approved a five page statement for presentation by the Department at a public hearing scheduled for June 13 and 14, 1966, at Sun Valley, concerning the designation of the Sawtooth Mountain area either as a national park or national recreation area.

This statement is available in Central Files, dated June, 1966.

Revision of Five Year Planning Program Approved. To expedite Interstate construction planning, the Board concurred in the following changes in the Five Year Planning Program:

Item 163, East Hammett-East Glenns Ferry, to be moved from 1967 to 1968.

Item 237, East King Hill-Gooding County Line, to be advanced from 1968 to 1967.

Item 248, South Connection to King Hill, to be advanced from 1969 to 1967.

Item 212, Elmore County Line-West Bliss, to be advanced from 1969 to 1967.

Financing of Orofino to Ahsahka State Highway 7 Discussed with Colonel Frank McElwee. Colonel Frank McElwee, U.S. Army Engineer - Walla Walla District Office, appeared with the Messrs. Snedden and Seveley of the Walla Walla office to discuss with the Board the Corps', or the successful contractor bidding on the dam, participation with the Department in strengthening the road surface of State Highway 7 between Orofino to Ahsahka.

Colonel McElwee advised the Board that the only manner in which the Corps may authorize participation in such a road project would be to declare the road as not adequate. This section of State Highway 7, the Colonel stated, would not come under that classification.

The matter of safety to the construction workers traveling this route to and from work was discussed, and this factor might be a basis in which the Corps could participate with the Department.

The Board offered to participate on a 50 - 50 basis up to \$170,000 or \$200,000 range for a betterment project if the Corps of Army Engineers or the contractor would participate. The type of road betterment discussed was that of laying an additional .4 oil plantmix mat and widening the roadway to approximately 22' by widening the shoulders where present right of way permits.

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Mr. Mathes stated that if this work is to be done, it should be done this summer. This would necessitate a very prompt decision in the matter that the improvement and oiling could be completed this summer.

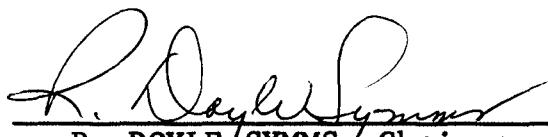
Colonel McElwee agreed that time was of the essence, and that he would explore the possibility of the Corps' participation on a safety factor basis and advise the Department as soon as he could coordinate the request with the Washington office.

The Board pointed out that a major reconstruction cost of about \$900,000 could not be financed within at least a five year period and that a betterment project on the present road would, in their opinion, be adequate to carry the normal traffic anticipated after the dam has been completed. In the meantime, it would better support the heavy traffic of commuting dam construction workers during the construction of the dam as well as improve the traffic safety factor.

Colonel McElwee pointed out that the steel and concrete, the major construction materials, would be brought into the area by rail, and that this section of State Highway 7 would not be subjected to that hauling as other more direct routes would be used by the contractor.

Bid opening on the dam construction is anticipated on July 7, the Colonel said.

WHEREUPON, the Board adjourned until its next meeting scheduled for July 18, 19 & 20, 1966.


R. DOYLE/SYMMS, Chairman

Read and Approved
July 18, 1966
Boise, Idaho

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

July 18, 19 & 20, 1966

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, July 18, 1966. 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:

ST-4780(510) - The work consists of reconditioning and widening the roadbed, placing an asphalt treated base and a plantmix bituminous surface on 4.0 miles of State Highway 11, Frazier Park-Weippe, in Clearwater County - State financed. All bids were rejected as the low bid was 21.286 per cent over the Engineer's Estimate. The project will be readvertised.

ST-1481(531) - The work consists of reconditioning shoulders, placing a roadmix bituminous surface and seal coating 9.3 miles of US-30N, in Caribou County - State financed. The contract was awarded to Maverick Construction Co., Burley, Idaho, the low bidder, on July 15, 1966, in the amount of \$137,049.00.

S-6802(2) - The work consists of constructing a 197' concrete bridge over the Snake River (Henry's Fork), in Fremont County - Federal Aid Secondary and County financed. The contract was awarded to Aiman Construction Co., Idaho Falls, Idaho, the low bidder, on July 20, 1966, in the amount of \$74,721.00 (Alt. #1 - Spread Footing Piers).

S-6731(3), Sec. "B" - The work consists of constructing a 546' concrete bridge and 2 - 71' concrete bridges over the Snake River, Idaho Canal and Great Western Canal on the County Line Road, Bassett I.C. East to Snake River Bridge, in Bonneville and Jefferson Counties - Federal Aid Secondary and County financed. All bids were rejected as the low bid was 24.727 per cent over the Engineer's Estimate. The project will be re-advertised at a later date, with presumably the Counties' portion of the roadway included in the contract.

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S-3840(4) - The work consists of constructing a 308'6" concrete bridge over the Payette River at Montour, in Gem County - Federal Aid Secondary and County financed. The contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on July 20, 1966, in the amount of \$106,261.95.

S-1809(2) - The work consists of constructing a 108' or a 120' concrete bridge, over Bear River north of Dingle, in Bear Lake County, Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Knowlton Company, Layton, Utah, the low bidder, in the amount of \$39,945.00 (Alt. #2 - Double Center Pier).

F-3311(10) - The work consists of seal coating the roadway on 7.179 miles of U.S. Highway 95, Wilder N. - Jct. U.S. 20-26 I.C., in Canyon County - Federal Aid Primary and State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on July 21, 1966, in the amount of \$14,661.00.

STM-1024(530), 1031(521) & 1032(521) - The work consists of placing a 0.06' plantmix overlay on 0.14 mile of Arthur Street, 0.39 mile of Center Street and 1.88 miles of 5th Avenue, Pocatello Streets on U.S. Highways 30N, 91 & 191, in Bannock County - State financed. The contract was awarded to Bannock Paving Co., Pocatello, Idaho, the low bidder, on July 14, 1966, in the amount of \$29,886.00.

F-4113(30) - The work consists of constructing the roadway, drainage structures, an asphalt treated base, plantmix bituminous surface, seal coat, illumination and traffic flasher installation on 0.275 mile of US-95 in Idaho County - Federal Aid Primary and State financed. The contract was awarded to Asphalt & Paving Co., Lewiston, Idaho, the low bidder, on July 21, 1966, in the amount of \$131,523.00.

STM-1786(512) - The work consists of seal coating approximately 23 miles of SH-34, from Blackfoot River to Wayan in Caribou County - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on July 21, 1966, in the amount of \$32,160.00.

F-3021(25) & S-3778(2) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 0.726 mile of Glenwood Street and reconstructing the intersection of Glenwood Street with U.S. 20-26, including channelization and illumination, in Ada County - Federal Aid Primary, Secondary and State financed. The contract was awarded to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, on July 26, 1966, in the amount of \$156,064.40.

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ST-1032(522) & PW-106(2) - The work consists of revising the medians on US-91 & 191 in Blackfoot, and grading and surfacing roadways and parking areas at State Hospital South, in Bingham County - State financed. The Board directed the State Highway Engineer to award the contract to Gardner Associates, Inc., Blackfoot, Idaho, the low bidder, in the amount of \$37,110.50.

CJF-11-4(1) & CJF-11-4(2) - The work consists of planting trees and the erection of fence screening on Highway US-95, Lewiston and South Moscow Junkyards, in Latah and Nez Perce Counties - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Howard L. Fosnot, Potlatch, Idaho, the low bidder, in the amount of \$8,695.70.

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

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

S-3804(2) Sec. "B" & SR-AD-11(1)	2.126 Miles SH-67 West of Jct. with SH 51, 1.191 Miles SH-51 East of Jct. with SH-67 to US-30
LSF-11-4(1)	Moscow Mtn. Rest Area
Stockpile 3530 & STM-3271(536)	Banks Stockpile & Silver Bridge - Smiths Ferry
I-90-1(54)42	Cataldo - Pinehurst
I-IG-90-1(48)5	Coeur d'Alene, West
I-80N-4(4)266	Juniper Jct. - Utah St. Line
F-3111(13)	Snake River Bridge - Gayway Jct.
S-2790(7)	Kimama, East & West
LSI-15W-4(4)	Massacre Rocks Scenic Strip
LSI-80N-2(3) Sec. "A"	Blacks Creek Rest Area Well
S-5752(1)	Kingston - Enaville

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

I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Ronald C. & Betty Jean Pursell	Parcel No. 24
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	E. F. & Ernestine Glover	Parcel No. 6
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Albert D. & Leona Wright	Parcel No. 35
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Marvin D. & Sandra Kay Durfee	Parcel No. 36
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Harold W. & Ada B. McKean; Delbert G. & Floydean M. Hulse	Parcel No. 57
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Walter E. & Virginia Nadine Beutler	Parcel No. 58
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Clifford F. & Greta Y. Huit	Parcel No. 69
US-20	F-6471(37) F-6471(31) R/W	Melvina Hansen	Parcel No. 54

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

I-15W	I-IG-15W-4(11)76	City of Pocatello	Parcel Nos. 1 & 4
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The Board instructed the Right of Way Division to attempt to deal with the City on the basis of 0 money for right of way on Parcels 1 and 4.

I-80N	I-80N-1(22)50 I-80N-1(28)45 R/W	Cole Fire Department - \$45,000	Parcel No. 50
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Approval of Special Deeds. The Board approved the Special Deeds on the following:

SH-42	S-4769(2)	The Village of Juliaetta	Parcel No. 5
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US-30N F-1024(6)

D & M Development
CompanyParcel Nos.
24, 25, 26 & 27
(Remainders)

The Board instructed the Right of Way Division to withhold the deed until the D & M Development Co. presents the deed for the Hatfield property as well as release from litigation.

Doris J. & Ross L.
Derr

Bnr 125(H)

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

US 95 F-4113(20) Edith Weber Parcel No. 3

SH 25 F-2441(4) Emanuel Nelson & Armand H. Paradis Permit No. 2-66-34

Approval was given subject to Bureau of Public Roads approval.

US 30 F-1481(15) Ivan W. Lloyd Parcel No. 9

Report on Status of Omitted Land in the Highland Park Addition of Idaho Falls. The Right of Way Division reported that the Bureau of Land Management's Washington office intends to take up this case in the near future and expects a decision before not too long of a period.

Report on Progress of Negotiations.

I-80N I-80N-1(25)50 Clint, Cooper & Graham Parcel No. 8
I-80N-1(28)45 R/W

The Board approved making an offer of \$200,000 with the grantor retaining the building or \$210,000 with the State retaining the building. After further negotiation by the Department, the Board on July 20, 1966, made an additional compromise offer of \$215,000 and the Department will retain the building. If the grantor desires to retain the building, the offer will be reduced by \$10,000.

Neva Hill, State Highway 8, Relocation Approved. Upon the recommendation of the Department, the Board concurred in participating jointly with the Milwaukee Railroad in the construction of a cut to be jointly occupied in the Neva Hill area of State Highway 8. The Department would participate proportionally in the cost of said cut in the

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estimated amount of \$130,000 to \$150,000. The Railroad would advertise for bids and the project would be under their supervision. The Department is to concur in both the recipients of bid invitations and awards to a successful bidder.

The cut would be the first step in the eventual relocation of State Highway 8 in the Neva Hill area. It would reduce both distance and curvature and permit the Department to ultimately achieve the most feasible highway section.

The Department was instructed to pursue the matter of Federal-aid eligibility for this work notwithstanding the fact that the apparent benefits justify the cooperative project even if Federal-aid cannot be obtained.

Department's Participation in U.S. Bureau of Outdoor Recreation Funds Clarified. The Department discussed with the Board the use of State Highway funds in matching U.S. Bureau of Outdoor Recreation funds currently being offered the State of Idaho and the Board's prior decision to participate in the fund to \$100,000 annually.

The Highway Beautification Act of 1965 contains provisions that will enable the Department to sustain an accelerated rest area program without utilizing BOR funds.

The Board concurred. However, should the Land Board not find sufficient other State and local agencies to utilize all of the U.S. BOR funds that the Department would not wish to abandon any of those funds by the lack of the Department's participation. At the same time, the Board felt that the Department should not pre-empt city, county and other State agency demands for the BOR funds if they have the matching funds available to match all the BOR funds offered.

The Department is to so advise the State Land Board, who administers the Federal BOR funds.

Foreign Motor Vehicles Contribute 33.2 Per Cent of Idaho Motor Fuel Revenue. In answer to a previous inquiry by Board Member Flandro, the Planning and Traffic Division advised the Board that foreign motor vehicles operating in Idaho during 1965 accounted for 33.2 per cent of State motor fuel revenues. 9.4 per cent being foreign trucks and 23.8 per cent by other foreign vehicles. There has been a 50 per cent gain in the percentage ratio since 1938 when these two classifications accounted for 22 per cent of the State's income in motor fuels.

Primary and Secondary System Deficiencies Cited. The Planning and Traffic Division apprised the Board of the deficiencies on the Primary and Secondary State Highway System with sections having a sufficiency rating of 0 - 49 and 50 - 64 as follows:

Sections Having a Sufficiency Rating of:	FA Primary Miles <u>Cost</u>	FA Secondary Miles <u>Cost</u>	Total Miles <u>Cost</u>
0 - 49	120.4 \$ 40,155,000	51.2 \$ 9,085,000	171.6 \$ 49,240,000
50 - 64	687.8 \$141,789,000	195.2 \$56,478,000	883.0 \$198,267,000
Subtotal	808.2 \$181,944,000	246.4 \$65,563,000	1,054.6 \$247,507,000
Bit. Surface-Trt. Rds. Requiring Plant-mix	302.0 \$ 8,485,000	194.9 \$ 4,891,000	496.9 \$ 13,376,000
Additional Roads in 5-Year Program	122.1 \$ 11,964,000	78.3 \$ 5,634,000	200.4 \$ 17,598,000
Total	1,232.3 Miles \$202,393,000	519.6 Miles \$76,088,000	1,751.9 Miles \$278,481,000

Review of Highway Expenditures Requested by Delegations. The Board heard a review of requests for projects by delegations and the Forest Highway Hearing during the past eighteen months.

The Board received demands for expenditures of \$120,750,000 in State Highway System construction for the period December 1964 through May 1966.

"Freeway Driving" Handout Pamphlet Approved. The Department submitted for Board consideration a mock-up of the second edition of Idaho's "Freeway Driving" pamphlet, which the Board approved.

Personnel Commission's Request for Exemptions Complied With. The Board authorized all people in the Department to come under the Idaho Personnel Commission except the State Highway Engineer and the Board Secretary. This determination was in compliance with the Personnel Commission Act passed by the 1965 Legislature.

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Village of Hagerman Speed Zoning Approved. State Traffic Engineer Lotspeich reviewed with the Board the Village of Hagerman's reluctance to change the speed zone in the business section of Hagerman together with the 85 percentile speed indicating the 35 mile speed was in order. Whereupon, the Board declined to change to the 25 mile speed that the Village desires to retain, and directed the Traffic Engineer to meet with the Village Board and explain the Board's views regarding the realistic 85 percentile traffic speed analysis adhered to by other communities on the State Highway System as provided in Idaho Code 49-703(b).

Speed Control Zones in District Two (SH 68). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 68 from Elmore County Line to Jct. with US 93 as recommended and stated in marked Exhibit A-142, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (SH 1). The Board approved the removal of a portion of State Highway No. 1 beginning at a point 7.440 miles north of the junction with State Highway No. US 95 at Copeland, and ending on the International Boundary at Porthill, as shown in official Exhibit B-37, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
I-80N-2(19)118	E. Glenns Ferry I.C. (Excl.)-	Full
I-80N-2(21)118	E. King Hill I.C. (Excl.) (Roadway and Structures)	

Hearing Determination - Realignment of U.S. 30N at and in the Vicinity of Gould and Yellowstone in Pocatello, Bannock County, F-1024(20) Stages I and II. A public hearing was held under State and Federal statutes at the Pocatello City Building, Pocatello, Idaho, at 8:00 p.m., Tuesday, July 12, 1966.

The Board read the transcript made of the testimony and proceedings at the Pocatello hearing. It appearing from said transcript that the governing body of the City of Pocatello did not protest against or object to the above captioned projects involving U.S. 30N in and in the vicinity of Gould and Yellowstone Avenue, and the Board being fully advised and considered the same, made the following decision:

The Board finds and determines in the affirmative, to wit:

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1. That the proposal as submitted in the Public Hearing Brochure dated July, 1966, at said Public Hearing, should be followed by the Department in developing the design and construction of Stages I and II allowing sufficient flexibility of engineering considerations during the design of the project to develop the best operational features for the safe movement of traffic volumes anticipated.
2. The design of Stage I should be such as to require a minimum of change for Stage II. Design of both Stages should give consideration to the needs of local City street development in the area without compromising the safe and efficient movement of traffic using the ultimate interchange and ramp complex.

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

TUESDAY, JULY 19, 1966

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

Presentation by Reflective Products Division of 3M Company. Mr. A. P. Flynn, Sales Manager, Reflective Products Division, 3M Company, presented a current evaluation of western states use of reflective background material for highway destination signing on the Interstate and ABC Systems.

After discussing the matter with Department personnel, the Board directed the Department to continue its present policy regarding materials being used for destination type signs on the State Highway System.

The Board further requested the Traffic Section to confer with other western states and the Bureau of Public Roads and at a later date submit a report as to whether or not reflective background destination signs must be installed on a system basis or on a statewide attrition basis.

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Splitting of Aberdeen North Project Into Two Phases Approved. The Planning and Traffic Division advised that it was practical to split Project S-1721(10), Aberdeen Streets North, into two phases, 1.4 Miles - Aberdeen North in 1967 and a 7 mile rural section in 1968.

The Board approved the splitting of the project.

Hammett Business Loop Approved. The Board concurred in the Department's recommendation that the Village of Hammett be provided with a business loop on the State Highway System from the Interchange north of Hammett to Hammett thence overlaying present U.S. 30 to the Interchange at the railroad overpass east of Hammett.

Lewis and Clark Highway Marker Approved. In compliance with other neighboring states' Lewis and Clark highway markers, the Board approved the Department to designate the Lewis and Clark Highway in Idaho (US 12) with appropriate uniform highway markers as designated by the Lewis and Clark Highway Commission.

Access to Howell Motel Property Requested. Mr. and Mrs. E. L. Howell of Pocatello appeared before the Board urging a verbal commitment for access to their motel property on Alameda Street other than that shown in the right of way contract.

The Board reminded Mr. and Mrs. Howell that the right of way contract is a binding instrument and verbal statements to the contrary can not be binding. However, the Board urged that they meet with the City of Pocatello along with District Engineer Grunerud if they desire additional access by requesting that a dedicated street be made at the east end of their property to match Warren Street. In this manner, access could be had to the Howell property from the dedicated street and thus obtain an access to Alameda Street.

It was made clear that the right of way contract was the basis of payment in lieu of taking of access and the complications of obtaining U.S. Bureau of Public Roads concurrence to a revised right of way agreement or granting additional access in lieu of repayment of moneys from the Howells would be an insurmountable problem if the Board were inclined to breakdown the access control features built in and purchased for the project four years ago.

The Howells did not appear interested in the Warren Street opening suggestion and the Board took no further action in the request.

Charles and Chuck Coiner Appear Regarding Right of Way. Upon the request of Charles Coiner, the Board listened to him and Chuck Coiner, together with their legal counsel, A. L. Blandford, regarding their right of way needed for the relocation of State Highway 50, Hansen Bridge to Red Cap Corner.

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After hearing the delegation, it appeared that time might best be spent by again discussing the right of way settlement with the Department's Right of Way Division and Legal Counsel since the matter is under condemnation.

The delegation reappeared before the Board stating that \$25,000 was their best figure for the Coiner and Sons Parcel No. 18. This was not within reaching distance of the Department's appraisal of \$17,725, which was the final offer of the Board. The Coiner and Long, Inc., Parcel No. 9 offer by the Board was \$7,510, and the principals demanded \$9,010.

Whereupon, all agreed that the court should be the place to arrive at a just and equitable figure.

American Falls - El Paso Natural Gas Company Delegation Requests Full Interchange Replace the Overpass Now Being Designed at the Compressor Road on Interstate Project I-15W-4(12)81. The following delegation appeared:

C. S. Laman, Asst. Superintendent - Right of Way Purchase,
El Paso Natural Gas Co., Salt Lake City, Utah

William F. Howard, Manager, El Paso Natural Gas Co.,
El Paso, Texas

Claude Marcus, Attorney, El Paso Natural Gas Co., Boise
Harold Moles, Dist. Superintendent, El Paso Natural Gas
Co., Pocatello

Carl E. Oakes, Area Superintendent, El Paso Natural Gas Co.,
Boise

M. W. Ferguson, President, American Falls Chamber of Commerce
William Thomas, Superintendent of Schools, American Falls
Russell Lindley, Highway Commissioner, Highway Dist. No. 1,
Power County, Pocatello

H. C. Misenhimer, Power County Commissioner, American Falls
Gilbert Breeding, Highway Commissioner, Power County, American
Falls

V. T. Cairns, Program & Planning Engineer, U.S. Bureau of
Public Roads

The delegation, in urging that an interchange be incorporated at this point, pointed out that two school buses have to travel an additional 12 miles per day and 120 students are affected by the longer bus haul than would be necessary if an interchange would replace the overpass. Winter patrol for the safety of the school buses would become a factor. The Compressor Station, which serves 123 miles to the west and 130 miles to the east in emergency, requires quick access to the Interstate highway in order to expedite men and equipment when an emergency occurs on the gas pipe line any place within the 233 mile sector.

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The requested interchange would service 3,500 new acres now under irrigation which will eventually form 70 farm units. The gross product of the irrigated sector is estimated to be \$3 million.

Chairman Symms stated that at this time it is not known if an interchange could be approved by the Bureau of Public Roads under the present interchange spacing criteria, but that the Board and the Department would make every effort to get the overpass replaced by an Interchange.

The Department was then directed to make the necessary representations to the U.S. Bureau of Public Roads.

Homedale Chamber of Commerce Inquires as to the Timing of the Homedale Bridge. The following delegation appeared inquiring as to the Department's target date for the construction of the Homedale Bridge and approaches:

Les Carter, Mayor, Homedale
 Walter Yarbrough, State Senator - Owyhee County, Grandview
 George Mendiola, Homedale
 Kenneth Downing, Owyhee County Commissioner, Homedale
 Alvin Benson, State Representative - Owyhee County, Melba
 Everett A. Colley, Homedale
 Homer Anderson, President, Homedale Chamber of Commerce,
 Homedale

District Engineer Sacht stated that it would be toward the end of the year before foundation investigations can be completed and the bridge design started.

Chairman Symms stated that the Board does not intend to delay the structure and that in due time the project will receive an allocation of construction money. At that time, he assured them that the Department will have the plans ready to go to contract. However, it does not appear that the project can be made ready and financed for the 1967 Construction Program. But, he assured the delegation that the Board has not forgotten the need for this improvement both to the City of Homedale and the State Highway System.

The delegation asked the Department to check into the adequacy of the distance signs between Parma and the junction of US 95-20 specifying Homedale on these signs. The Department indicated that the District Engineer and the Traffic Section would check into the matter.

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WEDNESDAY, JULY 20, 1966

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

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-3804(2) & S-RAD-11-1, Sec. "B", State Highway 67-51, Mountain Home - West, Elmore County - Mountain States Telephone & Telegraph Company, Intermountain Gas Company & Idaho Power Company

S-6731(3), County Line Road, Bassett I.C. East & Snake River Bridge - Utah Power & Light Company

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

E. L. Mathes to Chicago, Illinois, for a Chief Administrators Meeting, August 12 (previously set for July 29 at Kansas City, Missouri).

One person from the Construction Division to attend Government Contracts Seminar at San Francisco, California, July 30 to August 5.

Design Engineer Max Jensen to Santa Ana, California, to attend AASHO Design Committee Meeting, September 25 - 26.

Highway Research Correlation Service Assessment Renewed. The Board concurred in the recommendation of the Department to participate in the Highway Research Correlation Service Assessment for 1966 in the amount of \$8,847.00.

Personnel Matters. The Board approved a merit increase for District 4 Engineer Don Cox from \$1002 to \$1052 per month, and the promotion and transfer of Materials Engineer Harry Day to District 6 Engineer, \$1052 to \$1105 per month.

July 20, 1966

State Highway Engineer Mathes advised the Board that the Public Information Director's post is being filled August 1 by William Harvey, local radio station executive.

Upon the recommendation of the State Highway Engineer, the Board concurred in a revision of the Department organizational structure to provide for a Materials and Research Division within the engineering staff at Boise. The Materials Section and the Research Section will be retained and placed in the Materials and Research Division. The positions of Materials Engineer and Research Engineer are to be retained in the Department classification schedule at the G-4 group level. The Board further concurred in the promotion of Mr. L. F. Erickson to the position of Materials and Research Engineer at a salary of \$1105 per month, effective August 1, 1966.

WASHO Conference Discussed. The Board heard a presentation of the planned program for the 45th Annual WASHO Conference at Sun Valley being arranged by the Department and concurred in the proposed program.

Personnel requirements for conducting the Conference were discussed and the Board authorized up to 35 designated Department employees to attend.

Expense allowance for these designated employees working at and attending the Conference shall be actual expenses up to a maximum of \$18.00 per day (plus tax) which is the American plan convention rate prevailing at the Conference.

Personnel Salary Status Reviewed. State Highway Engineer Mathes and Administrative Director Neumayer briefly reviewed the Department's present salary and personnel status along with the current trends in each. Advancement of employee salaries in two intermountain states, Montana and Nevada, this year places the Department's salary structure 5 to 8 per cent below combined averages of the four states used in salary comparison. One other state, Wyoming has indicated a 3 to 5 per cent selected salary increase sometime late in 1966.

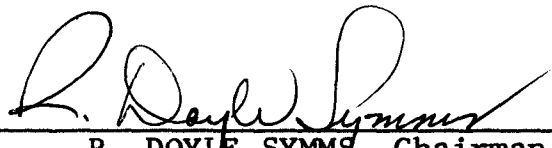
Mr. Neumayer further indicated that Department severances are considerably higher than in previous years. 88 employees have left Department service up to June 30, 1966. This compares with 58 in the same period in 1965. Of particular concern, an increasing proportion of those leaving are the upper position level personnel. We are losing more experienced technical, professional engineers and employees with many years service than in the past. Also, total certified employees in the Department is lower now than any period since 1957 and Department production output the highest of any period on record.

July 20, 1966

Engineers-In-Training salaries were also reviewed along with engineers with four years experience. Our Department salaries have slipped to the lowest among the four states with the exception of Utah.

The above information was made available to the Board in accordance with their standing policy to be kept currently informed of salaries and related personnel data.

WHEREUPON, the Board adjourned until its next meeting scheduled for August 8, 9 & 10, 1966.


 R. DOYLE SYMMS, Chairman

Read and Approved
 August 8, 1966
 Boise, Idaho

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

August 8 & 9, 1966

The Idaho Board of Highway Directors met in stated regular session at 10 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, August 8, 1966. 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 July Board Meeting.

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

S-3712(3)	Greenleaf East
I-80N-4(3)248	Sublett I.C. (Excl.) - Juniper I.C. (Incl.)
F-4113(33) & F-4113(37)	McKenzie Cr. - Slate Cr.
LSF-35-4(1)	Kriley Gulch Rest Area
S-3904(3)	From Appr. 3 Miles N.E. of Cascade 3.906 Miles North Easterly

August 8, 1966

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

I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Pumice Products Company	Parcel No. 27
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Young's Dairy Products Company	Parcel No. 45
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Charles W. & Florence Klitzman	Parcel No. 48
US 30	U-UG-3281(20) U-UG-3281(9) R/W	Betty Girardi	Parcel No. 5 & 5-E-1
US 12	F-4201(6)	Charles F. Frensdorf	Parcel No. 16 & 16-E-1
US 12	F-4201(6)	Hans & Mary Wetter	Parcel No. E-4
SH 39	S-1721(5)	Zula Cathey & Wayne M. Cathey & Louisa E. Hunt Wilson	Parcel No. 42 & 42-E-1
SH 42	S-4769(5)	United States of America & William N. Stevens, Jr.	Parcel No. 12

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

I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	Glen E. Elliott - \$51,450	Parcel No. 16
US 95	F-FG-5115(4)	Yacht Club of Coeur d'Alene, Ltd. - \$20,000	Parcel No. 9
US 95	F-FG-5115(4)	Kootenai Investment Company - \$31,000	Parcel No. 16
US 95	F-FG-5115(4)	Rocky Mountain Lutheran Charity Association - \$50,000	Parcel No. 21
SH 54	S-5738(3)	Frank P. Wester - \$30,300	Parcel No. 1

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

US 30 Spur	U-UG-3281(20) U-UG-3281(9) R/W	Eldon J. Yorgason	Parcel No. 4-R
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August 8, 1966

Approval of Permit to Use Right of Way was given on the following:

SH 25 ST-2441(502) Denzel & Verdis Larsen 2-66-71

Exchange of Interests in Lands. The Board approved the proposed exchange of interests in lands in connection with Materials Source KT-132-S and proposed extension in Kootenai County between the State and Atlas Tie Company.

Discussion of Settlements.

I-80N I-IG-80N-1(22)50 E. F. & Ernestine Glover Parcel No. 6
I-IG-80N-1(28)45 R/W

The Board approved a settlement in the amount of \$60,000 plus concrete line the ditch for \$1,500.

I-15W I-IG-15W-4(11)76 City of Pocatello Parcel Nos.
1 & 4

The Board approved an offer of the City of Pocatello as follows:

Parcel No. 1 - \$16,100 which is 50% of the appraisal.

Parcel No. 4 - The correlated amount of the appraisal \$24,453, which is \$16,176 damages for the Associations and \$8,277 for the land.

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-3712(3), State Highway 19, Greenleaf Section - East, Canyon County - Idaho Power Company and Mountain States Telephone & Telegraph Company

Unauthorized Individuals or Groups Prohibited from Work Activities on State Highway Right of Ways. In the interest of public safety, the Board of Highway Directors adopted a policy prohibiting unauthorized individuals or groups from performing work activities on the State highways, such as picking up litter, plantings, placing signs, etc.

Groups or individuals may be authorized to participate in work activities in rest areas, scenic easements, viewpoints, etc., which are isolated from the flow of heavy traffic.

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This Policy is not intended to restrict the performance of work usually associated with the ownership of property abutting the highways, such as fencing, snow removal, approach maintenance, drainage, etc.

Channelization Approved in Lieu of Full Interchange at Spalding Park U.S. 95 Connection. The Department apprised the Board of its meeting with the Nez Perce National Park Director regarding an improved connection to the Nez Perce National Park Headquarters at Spalding.

The Department stated that it could not recommend a full interchange to be built to serve the Park Headquarters, but that it did recommend to the Board a channelization affording left turn movement protection at a point just west of the Spalding U.S. 95 curve which would serve the Park Headquarters area. To this, the Board concurred.

A firm plan for such a facility is pending the determination of access to the Spalding site of Nez Perce National Park.

Ahsahka - Orofino State Highway 7 Project Approved. The Board was apprised as to the Army Engineers' authorization to participate in 50 per cent of the cost with the Department in a betterment project on the above four mile section of State Highway 7. The betterment project to cost somewhere between \$180,000 and \$200,000.

The Board gave approval to this financing and directed the Department to pursue the work immediately.

Nielsen Right of Way Case Appeal, Gooding - East Project, Dropped. Chief Legal Counsel Tway advised the Board that he found no legal grounds for appealing the right of way matter and recommended that the Department pay the jury award. The Board concurred.

Progress Report of the Compressor Road Interchange, Interstate 15W West of Pocatello. The Department reported to the Board that the Idaho Division Engineer and the Regional U.S. Bureau of Public Roads office have denied the requested change in design from an underpass structure to the requested full interchange at the Compressor Road. Pertinent elements in submitting the request, the Bureau contends, does not justify a change in the spacing of interchanges according to Bureau of Public Roads Interstate design criteria.

The Board then directed the Department to appeal the matter to the U.S. Bureau of Public Roads Washington, D.C. office and again make full representation of all elements in an attempt to justify a full interchange at the Compressor Road location.

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

Two Department personnel to AASHO Conference, November 28 to December 2, Wichita, Kansas.

August 8, 1966

State Highway Engineer Mathes and Board Secretary Summers
to Council of State Governments Committee on Highway Policy
Problems, September 15 & 16, San Francisco, California.

TUESDAY, AUGUST 9, 1966

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

Bartmess and Cady Boise Interstate Connector Right of Way Parcel Values Reviewed. Harold Bartmess appeared before the Board asking an increase from \$2,500 to \$3,000 per acre for his land taken needed for the Interstate. After reviewing comparables in the area, the Board informed him that in the Board's opinion the Department had gone to its top appraisal, from which the Board could not see its way clear to deviate.

William Cady appeared before the Board relating his having to move a going water softening business and that the \$11,600 offered could not replace it elsewhere for less than \$15,000. He stated that should the Department find an area in which said relocation could be done at \$11,600, the appraised offer, he could accept the relocation.

Mr. Cady stressed the requirement of an adequate capacity well that is on his present property and required in his water softening business when the water softeners have to be regenerated. He stated that it would cost approximately \$40.00 a month to obtain water from the Boise Water Corporation, whereas a well such as he now has costs approximately \$4.00 a month for power to pump the required volume of water.

The Board stated that they could not under administrative procedures see its way clear to go above the last offer to Mr. Cady of \$11,600 but directed the Department to search the Department's right of way ownerships in Boise for a location that would make Mr. Cady whole with the \$11,600 exchange in properties.

Gallaway Canal Bridge Structure Discussed with Washington County Commissioners and Mayor of Weiser. The following delegation appeared:

F. Jim Anderson, Chairman, Washington County Commissioners
Ira Bledsoe, Road Superintendent, Washington County
Frank Kershnik, Washington County Commissioner
William Brummett, Mayor, City of Weiser

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They inquired as to what public agency had jurisdiction and responsibility in the needed replacement of a canal bridge crossing the Gallaway Canal on the Weiser Truck Bypass.

They were informed that the road at that point was on the Washington County road network and that the signing of the truck bypass was done by and at the request of the City of Weiser several years ago in order to route through trucks out of the downtown area.

The group was apprised that a project involving an addition to the State Highway System by a U.S. 95 bypass east of Weiser was not on the Department's five year program although a public hearing in Weiser had cleared the matter in 1956. It is on an independent location from the County road involved, and when built the canal bridge would not be subjected to the present heavy loading.

Additional Interstate Crossings Requested on Interstate 15 South of Arimo. The following delegation appeared before the Board:

Dallin J. Reese, Commissioner, Downey-Swan Lake Highway
District, Downey

Reid S. Stewart, Downey

W. C. Gambles, Commissioner, Downey-Swan Lake Highway
District, Downey

Fred J. Hadley, Downey

Bert Eliason, School Board, Downey

Wayne Wheatley, Bannock County Commissioner, Arimo

The above appeared to explore with the Board and Department ways in which an additional grade separation structure crossing of the Interstate may be obtained between the Downey and Arimo Interchange. The delegation stressed the need because of local east and west movements of livestock, as well as out of direction travel of school buses, milk and mail routes.

The delegation was very understanding as to spacing requirements of grade separation structures on the Interstate System in rural sections and asked that the Department in considering right of way damages, consider livestock crossing requirements that may be justified together with out of direction travel and severance damages if the Department could so locate and economically justify the including in the design of an additional grade separation structure in the area.

The Board directed the Department to pursue the request and apply all damage compensation factors together with traffic and livestock movements to see if an additional grade separation structure could be justified between the Downey and Arimo Interchanges.

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

S-3804(2), Sec. "B", & SR-AD-11(1) - The work consists of constructing the roadbed, drainage structures, asphalt treated base and plantmix bituminous surface on 2.126 miles of SH-67 from the Jct. of SH-51 West and 1.191 miles of SH-51 from the Jct. of SH-67 East to US-30 in Mountain Home, in Elmore County - Federal Aid Secondary and State financed. The contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on August 10, 1966, in the amount of \$487,423.00.

LSF-11-4(1) - The work consists of constructing rest area facilities on Highway US-95, Moscow Mtn. Rest Area in Latah County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Cavco Construction, Coeur d'Alene, Idaho, the low bidder, in the amount of \$39,695.00.

Stockpile Project No. 3530 & Project STM-3271(536) - The work consists of crushing and stockpiling materials at Banks, and seal coating 15.4 miles of State Highway 15, Silver Bridge - Smiths Ferry, in Boise and Valley Counties - State financed. The Board directed the State Highway Engineer to award the contract to Aslett Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$57,692.00.

I-90-1(54)42 - The work consists of constructing the roadway, drainage structures, three concrete underpasses, a concrete bridge, on frontage road right, an asphalt stabilized base, a plantmix bituminous surfacing, seal coat, signing and illumination on 3.575 miles of Interstate 90, in Shoshone County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Goodfellow Bros., Inc., Wenatchee, Washington, the low bidder, in the amount of \$2,563,090.74.

Hecla Mining Company's Request for Settling Pond Approved. The Board approved the application from the Hecla Mining Company requesting permission to encroach to within 50 feet of the highway centerline with settling basin dikes along State Highway No. 4 two miles north of Wallace, Idaho.

This approval is contingent upon the highway encroachment permit requiring that adequate drainage be developed between the proposed dikes and the roadway shoulder to assure no water drainage damage to the highway from the settling basins.

Departmental Audit Reviewed. The Board reviewed the annual audit by the Bureau of Public Accounts and directed the Department to explore the auditors suggestion of the feasibility of the District offices obtaining postage stamp dispensers or meters to discourage possible loss of stamps. The stamps are now being dispensed in regular sheets from locked file cabinet sources.

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Surplus Equipment Disposal Change Approved. The Department recommended that cities, counties and other political subdivisions of the State be given an opportunity to purchase surplus motor vehicles and miscellaneous equipment offered by the Department on a per item price tag basis before a public auction is offered on said equipment.

After this opportunity has been afforded to various political subdivisions, the equipment would be disposed of at public auction and those public agencies failing to acquire desired equipment prior to the auction would then compete with the general public in the public auction sale.

To this, the Board concurred.

State Penitentiary Asks Advise or Assistance for Road South From Gowen Field to New Penitentiary Site. In answer to the above request, the Board advised Mark Maxwell, Chairman of the Idaho State Board of Corrections, that the Board and the Department would lend their support in assisting the Ada County Commissioners should they desire to have the requested road placed on the Ada County Secondary Road System that Federal-aid moneys may be used when available. The requested road not being on the State Highway System precluded the Board from allocating any funds for its improvement. The site is located at Sections 27-28-33 and 34, R. 2 E., T. 2 N., Boise Meridian.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
S-4809(5)	Clearwater Co. Line - Neva Hill	Standard Approach Policy
S-3703(4)	Hammett Connector	Rural - Partial Control, Type "A" * Urban - Standard Approach Policy

* ACCESS CONTROL, TYPE "A"

Public Road Connections

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

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

Spacing of Existing Private Approaches

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

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

New Private Approaches

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

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

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

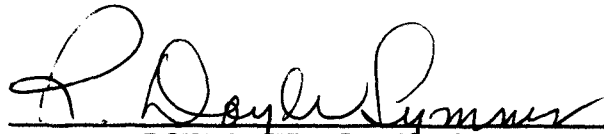
Use of Private Approaches

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

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

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

WHEREUPON, the Board adjourned until its next meeting scheduled for September 19, 20 & 21, 1966.


R. DOYLE SYMMS, Chairman

Read and Approved
August 25, 1966
Boise, Idaho

August 9, 1966

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

August 25, 1966

The Idaho Board of Highway Directors met in special session at 9:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, August 25, 1966. 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-5752(1) - The work consists of reconditioning 1.151 miles and placing a plantmix bituminous surface and seal coating 1.710 miles of Kingston to Enaville Road in Shoshone County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Kreager Asphalt, Inc., Coeur d'Alene, Idaho, the low bidder, in the amount of \$46,652.47.

S-3712(3) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 1.210 miles of State Highway No. 19, Greenleaf - East, in Canyon County - Federal Aid Secondary and State financed. The Board directed the State Highway Engineer to award the contract to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$229,694.41.

Minutes. The Board approved the minutes of the regular August Board Meeting.

1967 - 1969 Biennium Budget Reviewed. The Department went over the present biennium budget and projected needs of the Department for 1967 through 1969.

It is estimated that \$62,700,000 will be accumulated in the State Highway fund over the next two fiscal years. Fifty-eight percent of this amount, or \$36,120,000, is expected to come from Motor Fuel Tax (6¢ per gallon tax on motor fuels for highway use). \$11,500,000 is estimated to be derived from motor vehicle license fees. \$12,830,000 is estimated to be derived from gross weight operating fees and \$2,250,000 from various special fees, permits, licenses and fines.

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This total State Highway users revenue is estimated for distribution as follows: Thirty percent, or \$18,810,000, to be turned over to the Counties and Cities for local road development project, leaving \$43,890,000, or seventy percent remaining in the State Highway fund. Of this amount, \$5,370,000 will be earmarked for operation of the Law Enforcement Department and other legislative appropriations. The remaining funds, \$38,520,000, represents net highway users revenues to be used by the State Highway Department.

\$17,479,000 would be spent for highway maintenance work and other related expenses. \$3,730,000 is budgeted to land, building and equipment. \$2,930,000 is tagged to cover administration cost and \$600,000 is set aside for Social Security contributions and audits. The remaining balance of the total State net revenues, or \$13,781,000, represents the State funds available for Federal-aid matching funds for highway construction, surveys, and right of way.

The State's \$13,781,000 with additional revenue \$1,544,000 and miscellaneous income of \$800,000 making a total of \$16,125,000 required State funds for Federal-aid matching purposes. Thus, the combined grand total highway construction budget would be \$84,750,000.

The Department total budget for 1967 - 1969 would be \$108,889,000 or approximately a seven percent increase over the previous biennium.

The Board concurred in these figures to be used in presenting the forthcoming biennium budget to the Budget Director by September 15, 1966.

1967-69 Budget Points to Need of \$6 Million Additional Highway User Revenue. The Planning and Traffic Division discussed the basis on which the proposed 1967-69 Construction Program was developed.

Federal-aid income was estimated on the basis of authorizations which would be provided by the Federal Aid Highway Act of 1966 as enacted by the House of Representatives. This would provide an estimated \$66.7 million during the biennium, including \$3.3 million from construction on local Secondary roads. Using the 80-20 Federal-State over-all matching ratio prevailing in recent years, this would require \$16.1 million in State matching funds.

State funds available for construction would be only \$14.6 million, indicating a need for \$1.5 million in additional State funds during the 1967-69 biennium. Projection further into the future indicates that this deficit can be expected to increase to about \$3.0 million per biennium by 1969-71.

Based on this projected fund deficit and the prospect of increased requirements of the Department of Law Enforcement from the Highway fund, it was the decision of the Board that the 1967 Legislative Session would

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be requested to provide additional State Highway revenue in the amount of about \$6.0 million per biennium. From this total amount the net yield for State Highway purposes would be about 60 percent or \$3.6 million.

It was the further decision of the Board that no specific recommendation would be made as to methods of financing this increase, though the Legislature would be provided with estimated yield from various sources and at various rates.

Personnel Salary Needs Reviewed. As a pertinent part of the 1967 - 1969 biennium budget, the Department reviewed with the Board the present status of cost of living wages as well as Engineers-in-Training wages comparable to intermountain highway department salaries. The Board was appraised that the total complement of the Department has had a loss of 126 people and that the Department was having an increasing problem of securing and retaining its complement of adequate personnel.

The Board authorized the Department to request of the Personnel Commission and the Budget Director a Department across the board increase of five percent effective October 1, 1966. This proposed increase can be accommodated within the limits of the present budget.

The Board requested the Department to maintain touch with the other four neighboring state departments, Montana, Utah, Nevada and Wyoming, as to their average salaries of professional employees and keep the Board advised when the Department's salaries are not in balance with those states.

Washington County Informed Regarding Oregon Commission's Position on Olds Ferry Bridge Request. The following delegation appeared before the Board:

F. Jim Anderson, Chairman, Washington County Commissioners
 John B. Lloyd, Chairman, Weiser Chamber of Commerce Highway
 Committee
 Hal Ryan, State Senator, Washington County

The delegation appeared at the Board's suggestion that they might promptly be advised as to the Oregon Highway Commission's position in not approving the requested Olds Ferry Snake River Bridge crossing.

Forrest Cooper's letter of August 12, 1966, stating the reasons for the denial was given the delegation. The following is quoted from that letter:

"Due to the very limited time, the Commission discussed the matter among themselves by telephone and instructed me to inform you that due to the extremely cloudy situation with respect to State Highway finances in Oregon, it will not be possible for the Commission to give approval

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of the project at this time. Many proposals are being formulated for presentation to the Legislature having to do with highway finances which could drastically alter the Oregon Commission's financial position. For this reason, the Highway Commission has had to postpone the scheduling of many badly needed projects and has informed the sponsors of these projects the reason that they cannot be built; namely, the uncertainty of the financial picture. Therefore, the Commission does not feel that it can give approval to the project."

Senator Ryan suggested that the Olds Ferry agreement signed by the Highway Board and the Washington County Commissioners be amended by updating the agreement two years. To this, the Board concurred and instructed the Department to draft the two year extension of amendment to the Olds Ferry agreement for signatures of all parties thereto.

Board Authorizes Legal Action in Collection of Unpaid Damage Claims. On reviewing uncollected damage claims involving Highway Department property caused by motor vehicle collisions, the Board authorized the Department to enter legal action, subject to concurrence of the State Highway Engineer, when necessary to effect collection of unpaid claims.

State Highway 7 Improvement Ahsahka to Orofino Discussed. State Highway Engineer Mathes advised the Board that the U.S. Corps of Army Engineers will participate in one-half the construction cost of the above improvement providing engineering costs be absorbed by the Department. The Board directed the Department to expedite the project at once, the remaining construction season being short.

Change in Policy Regarding the Financing of State Highway Projects In Urban Areas Approved. Upon the recommendation of the Department regarding Policy 005 dated 11-18-54 on the above subject, the Board concurred in the following revision of paragraph 4:

4. Reconstruction of utilities owned by a municipality (sewers, water lines, conduits, power systems, etc.) shall be subject to special agreement in accordance with the following:

Reconstruction on an Existing Location or on a New Location Where There is no Significant Change in Community Service

All necessary rehabilitation shall be at the expense of the municipality and shall be done prior to reconstruction of the highway. All underground utilities shall be determined to have a working life of no less than 25 years following reconstruction of the highway or they shall be replaced. If grade changes force reconstruction of city-owned utilities or supplemental parts or fittings, costs shall be apportioned in an equitable way with due regard to condition of existing utility components, improvement of the system, etc.

Construction on a New Location Where a Significant Change in Community Service Results.

Case I. When the highway will serve both as a part of the municipal street system and as a state highway, cost of adjusting and relocating municipally-owned utilities shall be apportioned by mutual agreement.

Case II. When the highway will not serve as part of the municipal street system, all adjustment and relocation of existing city-owned utilities shall be at State expense except that the State shall not pay for any improvements which will increase the capacity of the existing system. If the city desires to increase capacity, it must pay for the additional cost.

The above approved change is subject to the concurrence and ratification of the Idaho Municipal League.

Bids Received by Chicago-Milwaukee-St. Paul and Pacific Railroad for Neva Hill Cut Reviewed. The Board was advised of the results of the August 15, 1966, bid opening in Chicago by the Railroad Company for the first stage (Railroad portion) of a joint open cut at the Neva Hill on State Highway 8.

Six bids were received, the low bid being that of Morrison - Knudsen Company of Boise. Unit prices bid by Morrison - Knudsen Company indicate that the Department's share of costs in the first stage work will be an estimated \$68,090.00.

The cooperative agreement covering this work has been reviewed and accepted by the Department and the Railroad Company and is now being circulated for formal execution.

Upon recommendation of the Department subject to the provisions of the cooperative agreement, the Board concurred in the Railroad Company's award of the work to the Morrison - Knudsen Company based on their low bid.

Out-of-State Travel. The Board authorized Urban Engineer N. S. Crossley, who has headed the Department's computer utilization committee the past year, to attend the I.B.M. Computer Seminar at Endicott, New York, October 3 - 7. The Department will defray half the transportation cost as Mr. Crossley had previously planned to be in that area about that time.

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

I-80N	I-80N-2(15)50	Ferguson A. & Beulah B.	Parcel No. 10
	I-80N-2(14)50 R/W	Shuey - \$28,000	

August 25, 1966

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

FHP 22-1(7), Cascade - Warm Lake, Valley County - Idaho Power Company

I-90-1(21)42, Cataldo - Pinehurst, Shoshone County - El Paso Natural Gas Company

I-15W-4(10)73, West Pocatello I.C. - Chubbuck I.C., Bannock County - American Telephone & Telegraph Company, Idaho Power Company & Mountain States Telephone & Telegraph Company

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

I-15W-4(10)73 Sec. "A"	West Pocatello I.C. - Chubbuck I.C.
I-15W-4(10)73 Sec. "B"	West Pocatello I.C. - Chubbuck I.C.
Stockpile No. 4549	Weippe Stockpile
LSI-80N-2(3) Sec. "A"	Blacks Creek Rest Area Well
LWC-2361(547)	Hagerman Rest Area
S-4800(7)	Deary, West
LWC-3809(512)	Cat Creek Summit Rest Area
LSF-11-2(2) Sec. "A"	Midvale Rest Area Well

Settlement Offer of State Versus Lemmon Rejected by Board. The Board read a letter from Attorney George R. Phillips representing the above matter in Civil Suit 24208 and explored legal ways of complying with Mr. Phillips' settlement request. On advise of the Chief Legal Counsel, the Board rejected the settlement because:

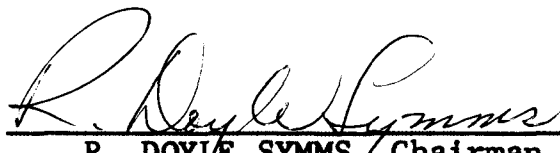
1. The Board felt it could not approve the \$17,130 claim as the Department's top appraisal indicated a value of only \$3,000.
2. As the subject clients do not at this time have any title to the subject land or transferable interest therein, the Board was advised that it would be improper to expend State money without receiving a consideration in return therefor.

Other factors set forth as a basis of claims in the event of litigation were considered; but these appearing to be tort claims against which the State can not be a subject of suit because of its sovereign immunity, the Board determined they could not be considered as a basis of settlement.

August 25, 1966

Should, however, the Lemmons et al establish title to the subject land as indicated during Mr. Phillips appearance before the Board on June 7, 1966, the Board would, of course, be open to reconsideration of the foregoing decision.

WHEREUPON, the Board adjourned until its next meeting scheduled for September 19, 20 & 21, 1966.


R. DOYLE SYMMS, Chairman

Read and Approved
September 19, 1966
Boise, Idaho

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

September 19 & 20, 1966

The Idaho Board of Highway Directors met in regular session at 9:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, September 19, 1966. 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 special August 25 Board Meeting.

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

ST-4771(507)	Orofino - Ahsahka
F-FG-1024(13) Sec. "A"	Benton Street
STM-1381(509), 1481(533)	Various Bridge Painting
& 1721(511)	
F-FG-1024(20)	McKinley Ave. - Jct. U.S. 91, 191
	in Pocatello
F-1031(17)	4th Avenue, Pocatello
S-1721(10)	Aberdeen Streets, North
LSI-80N-4(2)	Juniper Scenic Strips
LWC-4114(547)	Mineral Mountain Rest Area

September 19, 1966

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-FG-1024(13) Sec. "A", Benton Street Overpass, Pocatello, Bannock County - Idaho Power Company, Intermountain Gas Company and Mountain States Telephone & Telegraph Company

Status of Omitted Lands, Snake River - Bonneville County, Reviewed. The Department apprised the Board that the Bureau of Land Management has made no decision in solving the problem of reimbursement or relinquishment of the private ownerships in the omitted lands which is holding up the John's Hole - Ucon highway project.

The Board directed the Department to write a letter to the Idaho Congressional Delegation that they intercede in the matter as, in the Board's opinion, sufficient time has elapsed since the problem of ownership was first brought to the attention of the Federal agency, and that the time has arrived when the Department has to move in right of way acquisition of those parcels needed in the disputed omitted lands area.

Date of Advertising the Ontario - Snake River Bridge Discussed. The matter of determining a potential date for advertising the Snake River bridge was next discussed.

The Board was informed that the cooperative agreement between Oregon and Idaho for this project has been corrected pursuant to Idaho's review and is now ready for execution by Idaho.

The Board was further advised that the Department had not yet been able to secure the necessary right of way at the Idaho end for this structure.

The State Highway Engineer also advised that right of way for the Payette River bridge and the Railroad Agreement for a structures contract on the Gayway Junction - Payette project were not yet complete.

It appeared that at least several more weeks may be needed to clear right of way for the Snake River bridge and the Payette River bridge.

The Board then determined that a November bid opening would probably represent the earliest date to which they could concur with Oregon for opening bids on the Ontario bridge project.

The Department was directed to advise the Oregon Highway Department to this effect and also to meet with the Payette Chamber of Commerce to discuss the problems of coordinating these two projects. This would be

September 19, 1966

in keeping with previous discussions and correspondence with the Oregon Highway Commission and the Payette group that these two improvements would be let to contract and completion coordinated to the maximum possible extent.

Board Sets Policy Covering Public Telephones Along the State Highway System. Recognizing that public usage and desire for more public telephones conveniently located for use by the motorist is increasing, the Idaho Board of Highway Directors adopts the following policy regulating the installation of public telephones on highway right of way:

1. The Department may allow the installation of public telephones for the convenience of motorists on highways of the Interstate System and other fully controlled access highways but only under conditions that will insure safe operation and freedom of movement on the through traffic lanes. To meet this basic requirement public telephones are to be located only within safety rest areas, weighing stations or information sites where suitable deceleration - acceleration lanes and off roadway parking spaces are provided.

2. Along other highways public telephones may be installed within the right of way for the convenience of motorists providing that such installations are made in a manner that does not interfere with the free and safe flow of traffic.

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

I-80N	I-IG-80N-1(22)50	Leonard E. and Mary	Parcel No. 9
	I-IG-80N-1(28)45	R/W Spaulding	
I-80N	I-IG-80N-1(22)50	Randall Realty Company	Parcel No. 15
	I-IG-80N-1(28)45	R/W	
I-80N	I-IG-80N-1(22)50	Katherine G. Anderson	Parcel No. 18
	I-IG-80N-1(28)45	R/W	
I-80N	I-IG-80N-1(22)50	Kenneth and Bessie S.	Parcel No. 25
	I-IG-80N-1(28)45	R/W Walker	
I-80N	I-IG-80N-1(22)50	Cole Fire Protection	Parcel No. 50
	I-IG-80N-1(28)45	R/W District	
	The Board authorized the Department to offer		
	\$50,000 for Parcel No. 50		
I-80N	I-IG-80N-1(22)50	Stanley E. and Gail	Parcel No. 55
	I-IG-80N-1(28)45	R/W Zamzow	

I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Richard T. and Josephine G. Clemens	Parcel No. 56
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Southern Idaho Conference Association of Seventh Day Adventists	Parcel No. 59
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Henry G. and Lynette D. Curtis	Parcel No. 63
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	John E. and Ruth Curtis Jones, Henry G. and Lynette D. Curtis et al	Parcel No. 64
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Idaho G. R. Kinney Co., Inc.	Parcel No. 68
I-15W	I-IG-15W-4(11)76 I-IG-15W-4(15)73 R/W	Evans Investment Company	Parcel No. 2
I-15W	I-IG-15W-4(11)76 I-IG-15W-4(15)73 R/W	Russell A. and Helen R. Lindley, LeRoy D. and Doris Lindley	Parcel No. 3
US-30	F-3111(13)	Mark and Alice E. Sumida et al	Parcel No. 1 & 1-E-1
SH-3	S-4769(5)	Al H. and Kathryn Zenner, Andrew G. and Marie H. Zenner, Harold Quincy Adams	Parcel No. 2
SH-3	S-4769(5)	Al H. and Kathryn Zenner, Andrew G. and Marie H. Zenner	Parcel No. 11 & 11-E-1
SH-3	S-SG-4769(9)	Al H. and Kathryn Zenner, Andrew G. and Marie H. Zenner	Parcel No. 1
SH-99	S-4802(2)	Harley R. and Juanita Eichner	Parcel No. 1 & 1-E-1
SH-99	S-4802(2)	Werner Brammer	Parcel No. 3

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

I-80N	I-IG-80N-1(22)50	Construction Specialties	Parcel No. 30R
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I-80N	I-IG-80N-1(22)50	Gladys Smith Rankin	Parcel No. 42R
I-80N	I-80N-2(15)50	L. Wayne Terrell, Chris Charon and Randall Finance Company	Parcel No. 29R
I-80N	I-80N-2(15)50	Rena J. Waugh	Parcel No. 42R-1
I-80N	I-80N-2(15)50	John and Anna M. Piper	Parcel No. 42R-2

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

SH-25	F-2441(4)	Armand H. Paradis and Emanuel Nelson	Parcel No. 9A
US-30N	F-1481(15)	Ivan W. and Dorothy V. Lloyd	Parcel No. 9A
US-95	F-4113(20)	Edith Weber	Parcel No. 3A & 3½ A
SH-50	S-2741(8)	D. Jean and Aileen Day	Parcel No. 4A

Approval of Correction Quitclaim Deeds. The Board approved the following Correction Quitclaim Deeds:

US-30	F-3281(5)	Ralph F. Frazer and Patricia S. Frazer	Parcel No. 96
US-30	F-3281(5)	Jay J. Maxwell and Pearl Maxwell	Parcel No. 96

TUESDAY, SEPTEMBER 20, 1966

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:

September 20, 1966

S-3904(3) - The work consists of constructing a portion of the base and placing a plantmix bituminous surface on 3.906 miles of the Cascade - Warm Lake Highway in Valley County - Federal Aid Secondary & County financed. The Board directed the State Highway Engineer to award the contract to Rocky Mountain Const. Co., Missoula, Montana, the low bidder, in the amount of \$112,094.00 for the State Project and \$552,989.40 for the F.H. Project for a total bid of \$665,083.40.

I-15W-4(10)73, Sec. "A" - The work consists of constructing a 4-lane divided roadway, drainage structures and a plantmix bituminous surface on 3.624 miles of Interstate Highway I-15W, in Bannock and Power Counties - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Western Construction Co., Boise, Idaho, the low bidder, in the amount of \$1,127,014.55.

I-15W-4(10)73, Sec. "B" - The work consists of constructing 3 - 96' concrete bridges, 2 - 283' concrete underpasses, and 2 - 123' concrete overpasses on 3.665 miles of Interstate Highway I-15W, in Bannock and Power Counties - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, in the amount of \$378,691.50.

LSI-80N-2(3), Sec. "A" - The work consists of drilling, casing and capping a well in the vicinity of Blacks Creek on Highway I-80N, in Ada County - Federal Aid Interstate and State financed. The bid was rejected as the low and only bid was 38.54 per cent over the Engineer's Estimate.

Stockpile No. 4549 - The work consists of furnishing aggregate base material, Type "B", 3/4" maximum in stockpile at the Weippe Maintenance Yard in Clearwater County - State financed. The contract was awarded to Crow Rock Products, Inc., Moscow, Idaho, the low bidder, on September 21, 1966, in the amount of \$69,610.00.

LSF-11-2(2), Sec. "A" - The work consists of drilling, casing and capping a well in the vicinity of Midvale Hill on Highway US-95, in Washington County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Drake Plumbing & Heating Co., Inc., Boise, Idaho, the low bidder, in the amount of \$8,220.50.

Lochsa River U.S. 12 Maintenance Station Named. Upon the suggestion of the Kooskia Lions Club and the U.S. Forest Service in that area, the Board authorized naming the Lochsa Maintenance Station, 20 miles east of Kooskia, the Flemming Maintenance Station.

The name stems from that of Carl Flemming, U.S. Bureau of Public Roads Resident Engineer, who was in charge of most of the Forest Highway

projects on the Lochsa River during the road's construction and who lost his life by being forced off the road in his car while on official business three years ago.

Pittsburg Landing Recreation Area Road Resolution Read. A resolution from the Grangeville Chamber of Commerce asking for the Board's support in a road from the White Bird area to the Pittsburg Landing Recreation Area of the Mountain Sheep Dam to be included in the over-all recreational planning and resolved before the granting of licenses or permits for the construction of the Mountain Sheep Dam was read.

The Board indicated its support of an adequate road system into the Pittsburg Landing Recreation Area, but at such a time as water recreation in the pool area becomes a reality.

Five Year Forest Highway Program Reviewed. The Planning and Traffic Division reviewed with the Board the proposed projects for calendar 1967 which the Department plans to submit to the Forest Service and the Bureau of Public Roads for consideration at the forthcoming November Forest Highway 1967 Construction Fund Allocation Meeting. To this the Board concurred.

1968 Fiscal Year Public Land Funds Request Firmed. The Board concurred in the recommendation of the Planning and Traffic Division that the Department make a request for three projects of \$50,000 each in asking for \$1-1/2 million for Idaho of 1968 fiscal year Public Land funds.

The areas applicable are U.S. 95, Oregon Line North; paving Lewis and Clark Highway U.S. 12 - the upper end of the 50 mile bituminous surface treatment section, this section is west of the plantmix section which extends from the Montana line west; the Lowman Stanley Highway - base and paving of a 16 mile Canyon Creek summit section. The matching State funded Federal-aid projects are programed to match the Public Land moneys. The later project is to be accompanied by a \$300,000 State Federal-aid Primary project, making a combined project amounting to \$800,000 on this section of State Highway 21.

Grand Teton National Park - Yellowstone Park Designation Sign on South Idaho Falls Interstate Interchange I-15 Reviewed. The Board, in questioning the advisability of the Grand Teton National Park - Yellowstone Park sign at the Idaho Falls South Interstate Interchange on I-15, requested that the Department make an evaluation of the lapsed driving time to a common point on U.S. 191 in Rexburg from the Interstate Interchange south of Idaho Falls using Interstate 15 and S.H. 88 as one route and U.S. Highway No. 191 as an alternate route. The findings are to be reported to the Board.

The Department was directed by the Board in 1962 to install the above destination sign with the wordage indicated for northbound traffic at the South Idaho Falls Interchange.

Abandonment from the State Highway System (US 95). The Board approved the abandonment of a portion of State Highway No. US 95 beginning at a point 12.168 miles north of the Weiser North City Limits and ending at a point 0.450 mile south of the Midvale South Village Limits, as shown in official Exhibit B-38, which is made a part hereof with like effect as though extended in full herein.

Abandonment from the State Highway System (SH 15). The Board approved the abandonment of a portion of State Highway No. 15 beginning at a point 2.051 miles south of the Ada-Boise County Line, as shown in official Exhibit B-39, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 1 (US 30N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 30N from Jct. with I-15 to Jct. with SH 34, as recommended and stated in marked Exhibit A-143, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95 from north of Oregon State Line to Idaho County Line, as recommended and stated in marked Exhibit A-144, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 2, US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 2 and US 95 from Jct. with US 10-A to Jct. of US 2 and US 95, as recommended and stated in marked Exhibit A-145, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 10, I-90). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 10 and I-90 from Coeur d'Alene Urban Extension to Mullan, as recommended and stated in marked Exhibit A-146, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 95-A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95-A from North of Latah County Line to Jct. with I-90, US 10, as recommended and stated in marked Exhibit A-147, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 10). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 10 from Washington State Line to Montana State Line, as recommended and stated in marked Exhibit A-148, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 95-A, SH 3). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95-A and SH 3 from Jct. with SH 3 through Mashburn to Jct. with SH 3, as recommended and stated in marked Exhibit A-149, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (SH 3). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 3 from North of Latah County Line to Jct. with I-90, US 10, as recommended and stated in marked Exhibit A-150, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (SH 1). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 1 from North of Jct. with US 95 to United States - Canadian Line, as recommended and stated in marked Exhibit A-151, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Elk River (SH 8). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 8 in the Village of Elk River, as recommended and stated in marked Exhibit A-152, 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-153, which is made a part hereof with like effect as though extended in full herein.

Personnel Matters. Merit increases to be effective October 1, 1966, were approved for the following:

Charles Humphrey, Acting Materials Engineer, Third to Fourth Block G-2, \$902 to \$954 per month.

William Park, Assistant Chief Right of Way Agent, Fourth to Fifth Block F-4, \$866 to \$909 per month.

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

Administrative Director George Neumayer to Olympia, Washington, November 9 - 11, to appear on the program of the Washington State University Maintenance School.

City of Caldwell Requests Extension of Oneway Couplet, Blaine Street to Aven Avenue. City of Caldwell Mayor Coley Smith and Ralph Smeed, Emile A. Shorb, Howard Olson and Harold Engel appeared before the Board urging the Department place on the State Highway System and improve Blaine Street from 10th Avenue to Aven Avenue and thereby extending the Blaine - Cleveland oneway couplet northerly.

The Mayor pointed out that all that is presently needed would be a structure over Indian Creek at 7th and Blaine, diversion of Indian Creek, plus a one block curb and gutter urban section.

State Highway Engineer Mathes pointed out that if any improvement is made it should embrace the entire section to Aven Avenue as it is very unlikely the base under the present pavement would be adequate to carry loads now using the oneway couplet to the south.

Mayor Smith opinioned that the couplet is needed before the construction of a northwest bypass.

Assistant State Highway Engineer Christensen stated that the study on which the Caldwell metropolitan traffic needs were made in 1956 needs to be updated and a present day evaluation made as to the priority of need for a oneway couplet extension versus the northwest bypass, which can more accurately be made when the Interstate is completed this fall between Caldwell and Nampa and the subsequent traffic pattern changes that may then occur. To this the Board concurred.

Board Meets New B.P.R. Idaho Division Engineer. The Board met Mr. Omar L. Homme, Idaho Division Engineer for the Bureau of Public Roads, and discussed, in general, Idaho's highway program.

Aberdeen Chamber of Commerce Urges Aberdeen North Project. Mayor Theodore Wren urged the Board to place the Aberdeen North project on the 1967 Construction Program. With him were: Roy Stroschein, State Representative - Bingham County; Leonard S. Cornforth; Elbert L. Gossen; Ernest Landvatter; Alvin L. Funk.

The Board advised the group that a project beginning in Aberdeen and extending north approximately 1.4 miles was being considered for inclusion in the 1967 Construction Program which will be finalized in December of this year. Cost of the project is estimated at about \$350,000.00.

This is commensurate with a prior meeting of which the delegation and the Board concurred in splitting the seven mile Aberdeen North Project into two phases or two separate years.

Mr. Elbert Gossen urged the Department to work closely with the Chamber of Commerce should any right of way problems develop in the acquisition of the needed right of way on the project.

Mayor Wren stated the City is ready to take care of its obligations as to moving of City water mains involved in this project.

Yellowstone - Sun Valley Highway Association Delegation. Wayne Clark, Gannett, President of the Yellowstone - Sun Valley Highway Association appeared with:

Lloyd Barron, State Senator, Camas County
 John Bahr, Vice-President, Yellowstone - Sun Valley Association
 Fred Reich, Arco Chamber of Commerce
 Gwinn F. Rice, Hill City
 Jim Rice, Hill City
 Homer Jewett, Camas County Commissioner
 Earl Wilson, Camas County Commissioner
 H. R. Harn, State Senator, Clark County
 R. Rhule Leonardson, Clark County Auditor

The delegation urged the Board to allocate Forest Highway moneys for the remaining unimproved section west of Hill City on State Highway 68.

Senator Harn renewed his plea for the Board to eventually place the Dubois to Mack's Inn (U.S. 191) road on the State Highway System as the County and the Forest Service were making steady improvement to State Highway Secondary standards on this route.

Vice-chairman Gaffney opinioned that the progress they are making by improving this route with local funds is much greater than could be expected had the Department placed it on the State Highway System in response to previous requests.

The Board made no commitments in this regard.

Senator Lloyd Barron advised the Board that two property owners west of Hill City have asked for a line change on the next Forest Highway project in that area which would relocate State Highway 68 north of the Wilson and the neighboring residents rather than on the present line on which the project has been completely designed.

State Highway Engineer Mathes suggested that the Department go over the ground and suggested relocation to determine the economic cost-benefit advantages of the suggested relocation over that of the presently designed alignment.

It was pointed out that any changes in design at this time could very well cause the project to be deferred another year (1968).

Senator Barron and the delegation all concurred that such a delay would not be to the interest of all concerned.

A review of the problem on the ground will be made with State highway engineers this week with Senator Barron and a report of their findings made back to the Board.

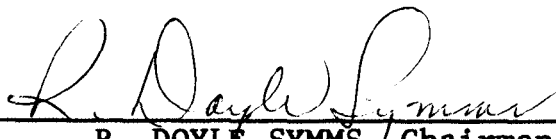
Increased Premium for Department's Motor Vehicle Liability Insurance Discussed. Appearing before the Board was John McMurray of SAFCO General Insurance Company of Boise, who underwrites the Department's motor vehicle liability insurance. Mr. McMurray gave an explanation for the increase in the amount of \$5,000 in the annual premium. Mr. McMurray will submit further explanation by letter.

After inquiring into the reasons for the increase, the Board directed the Department to discuss the matter with the State Insurance Commissioner for his review and recommendation and report back to the Board at the October meeting the commissioner's findings in the matter.

The Board set its October meeting for Monday, October 10, through Tuesday, October 11, and South Idaho Board Tour for Wednesday, October 12 through Friday, October 14. The Forest Highway Public Hearing and Allocation of 1967 Forest Highway Construction Moneys is scheduled for Wednesday, November 9, with the regular November Board Meeting scheduled for November 10 & 11, 1966.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
October 10, 1966
Boise, Idaho


R. DOYLE SYMMS, Chairman

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

Boise - October 10 & 11, 1966

South Idaho Tour - October 11, 12, 13 & 14, 1966

The Idaho Board of Highway Directors met in regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, October 10, 1966. Present were:

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

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

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

LWC-2361(547) - The work consists of constructing rest area facilities in the vicinity of Hagerman on U.S. Highway 30, in Gooding County - Land and Water Conservation and State funds. The Board directed the State Highway Engineer to award the contract to Aslett Construction Company, Twin Falls, Idaho, the low bidder, in the amount of \$38,207.50.

F-FG-1024(13), Sec. "A" - The work consists of constructing the roadway, drainage structures, a plantmix bituminous surface and illumination on Benton Street in Pocatello in Bannock County - Federal Aid Primary and State financed. The contract was awarded to Empire Construction Company, Pocatello, Idaho, the low bidder, on October 6, 1966, in the amount of \$160,044.45.

ST-4771(507) - The work consists of constructing a portion of the roadway and placing a plantmix bituminous surface on 3.662 miles of SH-7, from Orofino to Ahsahka, in Clearwater County - State financed. The contract was awarded to McAtee & Heathe, Inc., Spokane, Washington, the low bidder, on October 17, 1966, in the amount of \$171,731.40.

STM-1381(509), 1481(533) & 1721(511) - The work consists of painting 3 steel bridges at M.P. 319.7 on Highway US-20, M.P. 326.65 on Highway US-30N and M.P. 0.56 on State Highway 39, in Bingham, Bannock and Power Counties - State financed. The bid was rejected as the low bidder was 80.5 per cent over the Engineer's Estimate. The project will be re-advertised in the spring of 1967.

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

October 10, 1966

Building No. 5179	Maintenance Shop, State Police Office and Fallout Shelter
I-15-1(16)37	Virginia I.C. (excl.) - 0.9 Mi. S. of Arimo
LSF-27-1(3)	Goose Creek Rest Area
S-4745(7)	Myrtle - Gifford Road Extension
LSF-39-1(2) Sec. "A"	Hollister P.O.E. Rest Area Well

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

SH 34	S-1778(10)	Melvin W. & Leone Kirby	Parcel No. 2 & 2-E-1
SH 34	S-1778(10)	Myrl & Rhoda Workman; Don C. & Dorothy Workman	Parcel No. 3, 3-E-1, & 3-E-2
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Albert E. & Ruth Blaser; Carroll J. & Mary Murphy et al	Parcel No. 58-3/4
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	James R. & Vera W. Glenn	Parcel No. 59
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Jack P. & Louise Rencher; Guy Harold & Patricia Rogers	Parcel No. 61-1/3 & 61-2/3
I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	Dorothy A. Nelson	Parcel No. 24
I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	J. D. Aldecoa & Son, a partnership	Parcel No. 33

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

US-30- 20-26	F-FG-3022(17) F-FG-3022(16) R/W	Talache Mines, Incorporated - \$32,500	Parcel No. 6
I-15	I-15-3(22)127 I-15-3(13)127 R/W	Browning Green & Produce Co. - \$30,765	Parcel No. 1
I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	Sunrise Rim, Inc. - \$30,000	Parcel No. 91
I-80N	I-80N-4(3)248	Arch & Mary Showell - \$24,000	Parcel No. 29

October 10, 1966

Approval of Request for Change of Approach Locations was given on the following:

SH 39	S-1721(5)	Otto & Edythe Detmer	Parcel No. 60
SH 50	S-2741(4)	Fred Davis	Application No. 2-66-106

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

SH 3	F-232(5)	Portion SE $\frac{1}{4}$ SE $\frac{1}{4}$, Section 27,
(Stockpile No. 003-461.1)		Township 49 North, Range 1
		West, Boise Meridian, Kootenai
		County - to be sold for not
		less than \$150.00.

Board Concurs in Motor Vehicle Liability Insurance. After reviewing a letter and analysis by the State Insurance Commissioner concerning the Department's vehicle property damage and public liability insurance, the Board concurred in the payment of the increased premium to General Insurance Company.

Speed Limits in Hagerman (US 30). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on U.S. 30 in the Village of Hagerman, as recommended and stated in marked Exhibit A-154, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (SH 79). The Board approved the removal of a portion of State Highway No. 79 beginning at a junction with State Highway No. I-80N, 2.076 miles south of Jerome South Corporate Limits and ending at the junction with State Highway No. US 93, 4.424 miles north of Twin Falls North Corporate Limits, as shown in official Exhibit B-40, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 95). The Board approved the removal of a portion of State Highway No. US 95 beginning at a point 10.315 miles north of White Bird North Corporate Limits and ending at a point 2.250 miles southwest of Grangeville South Corporate Limits, as shown in official Exhibit B-41, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (SH 24). The Board approved the removal of a portion of State Highway No. 24 beginning at the junction with State Highway No. 24, 0.335 mile west of the Minidoka West Corporate Limits and ending at the intersection of Center and Broadway Streets in Minidoka, as shown in official Exhibit B-42, which is made a part hereof with like effect as though extended in full herein.

Department of the Interior Decision Regarding Snake River Bonneville County Omitted Lands. Upon the advice of legal counsel and after the Department of the Interior's decision was discussed with the Board, the Board directed the Department to request a withdrawal of the omitted land needed from the Bureau of Land Management for right of way on the John's Hole to Ucon project, Bonneville County.

The Board instructed the Department in subsequent right of way negotiations of the disputed privately owned parcels in the omitted lands section that the Department should pay the customary full appraised values of the improvements; and that the owners should be advised that the Department will in the future pay the tenant the appraised value of the land needed, if and when the ownership of said land becomes legally his, and an instrument of conveyance, transferring his interest of the land taken, to the Department in fee.

Four Per Cent Increase of Department Salaries and Wages Approved. A letter of authorization from Governor Smylie replying to the Board's request made in August for an across the board "cost of living" salary increase was read to the Board. It authorized a department-wide increase in the amount of four per cent.

To this the Board concurred and directed the Department to so effect the wage increases starting November 1, 1966.

The Board further directed that the State Highway Engineer and the Board Secretary also be covered by the four per cent increase.

Request for an Additional Interstate Crossing Between Arimo and Downey Finalized. Assistant State Highway Engineer Christensen reported that in an attempt to justify an additional Interstate crossing structure between Arimo and Downey that only \$4,000 was found supportable from off-setting right of way damages. After receiving the justification figures, the Board denied the request for the additional Interstate crossing and directed the local people be so informed.

Board Authorizes Emergency Contract Negotiations to Repair Kooskia Bridge. In the interest of time and for the good of the State of Idaho to restore traffic at an early date over the Kooskia (SH 13) Bridge, the Board directed the Department to proceed with negotiating a contract for the repair of the Kooskia Bridge. It recently was hit and damaged by a logging truck. The estimated amount of the project is \$15,000.

The Board of Examiners have approved this procedure, at the request of the Board, thus waiving the statute and customary time period of opening of bids for a low bidder.

Mountain Sheep Dam River Trip Scheduled. On the invitation of the Northwest Power Company to visit the Mountain Sheep Damsite by boat from Lewiston, the Board concurred in accepting their invitation to make the trip Friday, October 28.

The Commissions of Oregon and Washington are also making the trip. With the Idaho Board will be the State Highway Engineer, Assistant State Highway Engineer (Engineering), Board Secretary, District 4 Engineer, Bureau of Public Roads Regional and Division Engineers.

Revision of Standard Plans for Maintenance Sheds Approved. Upon the recommendation of Assistant State Highway Engineer McCrea, the Board authorized the Department's architect to work up alternate specification standards that metal sheds may be made an alternate in bidding when the Department sees fit in the interest of obtaining the cheapest structure where either type is adaptable to a location. The alternate standards and specifications will be drawn up by the architect for a \$1,692 fee.

Location Study for U.S. 89 Through Montpelier Reviewed. A detailed study of the location for U.S. 89 through Montpelier and particularly the best location of a crossing of the Union Pacific Railroad in Montpelier was shown the Board.

The study is not yet complete in final form for distribution but indicates that the Washington Street crossing and present location of U.S. 89 is the most beneficial on a cost and use basis.

Having reviewed and approving the study findings, the Board directed the Department to present the matter to the City of Montpelier preparatory to going to public hearing.

Legal Counsel Authorized to Draw Up Constitution Amendment for a Quick Taking Right of Way Law. For presentation to the Constitution Convention, Chairman Judge Ray Givens, the Board authorized Chief Legal Counsel Tway to draft a quick taking constitution amendment and present it at the November Board meeting for final review by the Board.

Payette Shopping Mall on U.S. 95 Authorized. The Department advised the Board that the Payette City Council is considering constructing a shopping mall by means of a local improvement district in the amount of \$50,000 with properties on 8th Street (U.S. 95) in Payette participating. This would mean elimination of present U.S. 95 on 8th Street.

The Board authorized the Department to not stand in the way of this local improvement and subsequent removal of U.S. 95 from 8th Street if the City of Payette authorizes the mall concept improvement.

Blackfoot - Freedom Road Meeting Reported. Assistant State Highway Engineer Christensen reported on the Blackfoot Chamber of Commerce meeting held October 5. It was called for the purpose of exploring long range possibilities of the improvement of this local road section. The meeting emphasized that recreation was the primary resultant value in the proposed improvement of this route.

Representative Millar, who conducted the meeting in the absence of Governor Smylie who initiated the calling of the meeting, said "I have it on good authority that 1,000 miles will be added to the State Highway System, and this road should be included in it."

The Department and the Board are at a loss for an accounting of this statement.

State Highway Engineer Mathes informed the meeting that improvement of the road could be realized much faster if the improvement was done with local divisions of government than would occur should the road be placed on the State Highway System. If it were placed on the State Highway System, it would have to compete for State Highway construction moneys with other roads needing improvement presently on the State Highway System that carry much larger volumes of traffic.

The Soda Springs delegation opinioned that State Highway 34 must be improved to acceptable standards before the people of that area could support an extension of the road from Wayan to Blackfoot.

Blackfoot Chamber of Commerce Secretary Bud Joyner stated that the information obtained in the meeting was very enlightening and a clearer picture was obtained as to problems of financing such a road improvement.

Personnel Matters. The Board approved the following merit increase:

Max Jensen, Design Engineer, \$954 to \$1002 per month, effective November 1, 1966.

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

Board Secretary Summers to Nogales, Arizona, for Council of State Governments Committee on Highway Policy Problems, November 14 and 15, by air.

Associate Maintenance Engineer James H. Clayton and Personnel Director David W. Murray for recruitment of university graduates for engineers-in-training at Brigham Young University at Provo, Utah, and the University of Utah at Salt Lake City, Utah, November 1 to November 3, by air.

TUESDAY, OCTOBER 11, 1966

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
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

1967 Construction Program and Five Year Planning Program for Districts 4 and 5 Reviewed. The Department reviewed with Vice-chairman Gaffney the 1967 Construction Program proposals and Five Year Planning Program, to which Mr. Gaffney concurred.

SOUTH IDAHO BOARD TOUR

The Board enplaned for Pocatello Tuesday evening, October 11, for a tour of South Idaho. Those on the tour were:

R. Doyle Symms, Chairman
Ernest Gaffney, Vice-chairman
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board
R. B. Christensen, Assistant State Highway Engineer (Engineering)
Omar Homme, Idaho Division Engineer, U.S. Bureau of Public Roads, Boise

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

Pocatello Chamber of Commerce Meeting. The Board met with the Pocatello Chamber of Commerce in evening meeting.

District Engineer Grunerud reported on the status of several projects of interest in the area. He pointed out that the Chubbuck to West Pocatello project was now under construction. He stressed the improvement that State Forces have made in widening Gould Street to McKinley and Yellowstone to Blackfoot for two lanes eastbound. He also gave a status report on the Fourth and Fifth Avenues project and the Fish Creek project.

Chamber of Commerce Secretary Karl Cayford commended the Department for the construction completed in the Pocatello area. He requested that the Department consider more advance signing notifying the motorist of the interchange serving Pocatello and specifically requested that the Center Street Interchange carry a City Center designation on the exit ramps.

October 11, 1966

Commissioner Pond described a City proposal for a truck route that would carry a color code designation indicating such a route.

State Highway Engineer Mathes reviewed the Department's policy on truck routes and indicated that the Department would cooperate with the City consistent with that policy.

Board Chairman Symms outlined the general financing status of the highway program in Idaho.

WEDNESDAY, OCTOBER 12, 1966

Bureau of Public Roads Regional Engineer Baird French joined the touring party.

Aberdeen Meeting. The Board met with Aberdeen Chamber of Commerce and the Mayor of Aberdeen who again urged the Board to give full consideration to the Aberdeen North Project when the Board finalizes the 1967 Construction Program.

The group inquired as to the feasibility of putting a stop sign on SH-39 north of town where heavy truck traffic enters the highway during the beet and potato hauling season from a county side road.

State Highway Engineer Mathes explained why a seasonal stop sign was not desirable from the safety standpoint, as it would encourage uncertainty on the part of the motorist as to whether or not the particular truck hauling season is present or past and conflicts in drivers decisions would result in traffic conflicts by such a stop sign program.

Meeting with Southeastern Idaho Chambers of Commerce. The Board met with the Southeastern Idaho Chambers of Commerce at the Rexburg Utah Power and Light Company Auditorium.

Idaho Falls Chamber of Commerce Secretary Robert Steiling informed the Board that the Southeastern Idaho Chambers of Commerce, comprising twenty counties, regard the proposed time schedule of improving U.S. 191 from Idaho Falls to Ashton as too slow and that the program should be stepped up.

Another member of the association opinioned that the proposed improvement should be that of a full freeway built to four-lane standards with full control of access and that section of Idaho could not wait for the length of time the Department has programed for the reconstruction of the route. He said that the traffic count should justify a much earlier completion time and stepped up allocation of construction moneys to the section.

Vice-chairman Gaffney stated that the Board has to take into consideration the highway needs throughout the entire State when making allocations of construction moneys.

State Highway Engineer Mathes stated that at present a two-lane facility is being planned from Idaho Falls to the steel bridge at St. Anthony with right of way acquisition for an ultimate four-lane costing approximately \$8 million. When traffic counts support the need for a four-lane facility, the total reconstruction investment will be approximately \$14 million.

Mr. Mathes outlined the presently planned project from John's Hole to Ucon and subsequent projects as moneys become available. Twenty per cent of the State's primary funds for ten years will be required to complete the route to two-lane standards. He defined the Department's method of determining priority through the sufficiency roadway needs rating system, which for years has been the basis of allocating funds on a statewide basis of need.

Mr. Steiling asked what could be done to obtain additional funds for the Department's construction program.

Mr. Mathes said we don't see where the money is coming from unless more money is made available to the trust fund and in turn more additional Federal-aid offered to the State of Idaho. He also said that 100 per cent State financed moneys would not cause a marked increase in the construction timetable unless there was a comparable availability of additional 70 per cent matching Federal-aid moneys.

Mr. Steiling presented to the Board various prepared typed statements from legislative candidates in South Idaho for the shortening of the proposed Department's time schedule in the completion of the Idaho Falls to Chester section of U.S. 191.

Rexburg Chamber of Commerce President Gordon Thatcher presented the Board with a resolution stating "that the Chamber of Commerce suggests to the Board of Highway Directors that there be, if possible, the immediate construction of a four-lane highway along the route, between the towns, and that the early construction activities be concentrated between the towns, and after the completion of those portions of the highway that the routes be completed through the towns."

Senator Harvey Schwendiman stated that the economy of the towns on the route are losing a lot of business because of an inadequate highway and that sufficient money should be raised somehow to accelerate the reconstruction timetable.

Carl G. Agren, Chairman of the Idaho Citizens Group for Highway Improvement, stated that the present location through Rigby and Rexburg, in particular, was not in the best interest of presently changing

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conditions since the relocation hearings of 1964, and that the Board should take another look at the location and cause a rehearing of the matter.

He also stated that a freeway with no stop signs was a desirable objective to meet the demands of the traffic but did not state where the road, in his opinion, should be located.

The time of the meeting having run out while Mr. Agren was still talking, the Board suggested Mr. Agren and his principals meet with the Highway Board to complete his presentation.

Rexburg Chamber of Commerce Meeting. The Board met with the Rexburg Chamber of Commerce from noon to 1:30 p.m. where the problem of raising additional highway user revenues was discussed by the audience ranging from 1 to 2 cent gas tax.

The Board pointed out to the meeting that the Board does not attempt to lead the legislature in manners of raising revenues, but only offers dollar figures for additional needed revenues accruing to the Department when making its presentation to the legislature for the coming biennium.

Clements ville - Botts Ranch Meeting. Meeting chairman Teton County Senator Dick Egbert of Driggs urged the Board to consider an early reconstruction of the Newdale - Clements ville Road to eliminate snow blocking hazards that plague the route during the winter months.

Teton Representative John Sessions said that Teton County is a depressed area and that a good road is required if their proposed development of the winter recreation area in Teton Basin is to become a success.

Mr. William Ellis, Driggs, asked the Department to look into the feasibility of a limited amount of reconstruction work by State Forces in working over the roadway at the various snow drifting areas that block traffic occasionally in winter months.

State Highway Engineer Mathes stated since it will be some time before a reconstruction of the route can be entered into, the Department will look into the feasibility of spot improvements of the route where the worst drifts occur.

Assistant State Highway Engineer Christensen stated that a heavy-duty plow in place of the rotary suggested in the meeting would lend itself better to the problem of keeping the road open.

A problem of maintenance and snow removal on the Canyon Creek end of the route was viewed. Mr. Mathes stated he would personally check into the matter that when one section of road has been opened the route need not be closed because of a couple of drifts at the west side holding up the traffic.

October 12, 1966

The Board toured SH-39, Interstate 15, Blackfoot to Sage Jct., SH-88 to Rexburg, US 191 to Sugar City, SH-33 to the Wyoming line, SH-31 to Swan Valley, SH-26 to Idaho Falls and Interstate 15 to Pocatello.

The Board viewed a possible shed site for Idaho Falls near the airport and concurred in the recommendation by the Department that the site should be acquired and the present site disposed of when surplus.

THURSDAY, OCTOBER 13, 1966

The Board toured Interstate 15 to Arimo, the Jensen and Price Road to the Portneuf River, US 30N to Fish Creek, Fish Creek Cutoff to Bancroft, SH-34 to Preston, US-91 to Whitney, SH-34 to the Weston county road, thence to Weston and Malad by county road, SH-37 to American Falls, county road to the El Paso Gas Company Compressor Station 11, thence by Interstate 15W to the Salt Lake I.C., Interstate 80N to Malta, and thence to the Interstate 80N section location where a county road west of Malta intersects, backtracking to Burley by way of SH-77, Interstate 15W and SH-27.

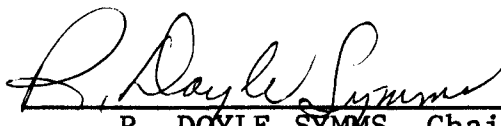
FRIDAY, OCTOBER 14, 1966

The Board toured SH-30 to Twin Falls, US-93 to the Nevada line, returning to Twin Falls and Burley by way of the Hansen Bridge and Interstate 80N.

The touring party participated in the dedication of the opening of the Jerome to Burley section of Interstate 80N with ceremonies at Burley and Jerome.

The Board returned to Boise by way of SH-25 and US-30, ending the tour.

WHEREUPON, the Board adjourned until its next meeting scheduled for November 7 and 8, 1966, with the Forest Highway Public Hearing and Allocation of 1967 Forest Highway Construction Moneys on November 9, 1966.


R. DOYLE SYMMS, Chairman

Read and Approved
November 8, 1966
Boise, Idaho

October 14, 1966

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

November 7 & 8, 1966

Forest Highway Public Hearing - November 9, 1966

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 7, 1966. 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:

STR-6501(512)	Beeches Corner Rest Area Pump & Appurtenances
S-5738(3)	Farragut State Park Entrance
F-2351(7)	Gooding East
S-6731(3) Sec. "B"	Bassett I.C. East & Snake River Bridge
I-80N-1(40)13	I.C. Jct. US-30 - West Caldwell I.C.
F-4201(19)	Kooskia Jct. - US-12 & SH-13 Connection
F-1381(16), F-2352(9) & F-2353(7)	Arco Southeast, Arco Southwest & Arco - Moore
LSI-80N-4(1)	Juniper Rest Area Well
LSI-80N-3(2)	2 Wells at Rest Area Jct. 93 & I-80N
Stockpiles No. 2531 & 2532	Shoshone & Hollister
Stockpiles No. 2530, 2533 & 2534	Burley, Rupert & Murtaugh
STS-4161(506)	Line St. & 3rd St. (Moscow)

Meeting with Marsing Chamber of Commerce. The Marsing Chamber of Commerce delegation headed by Charles Falen and accompanied by Allen Govey and Rodney A. Hawes appeared urging the Department to improve the Sunny Slope 2-1/2 mile section of State Highway 72.

The delegation was advised by District Engineer Sachtleir that a route study will be entered into affecting this section of State Highway 72 when other programmed routes now under study are complete. The alternate line to be studied lies east of the Sunny Slope ridge and would join present State Highway 72 alignment 1/4 mile east of the present Marsing Snake River Bridge.

November 7, 1966

Chairman Symms stated that the request will be taken under consideration by the Board when the Board reviews the Five Year Planning Program in the very near future.

The delegation also urged the Board to reopen its consideration on extending State Highway 15 to U.S. 95 by resigning other numbered State Highway routes between Boise and the Marsing U.S. 95 junction. In their opinion, the previous opposition to the proposal by lower Snake River towns would no longer prevail.

Junkyard and Outdoor Advertising Legislation Status Reviewed. State Highway Engineer Mathes reported that the Department had met with junkyard industry representatives and outdoor advertising people in separate meetings to advise them of needed legislation to conform with the Federal Highway Act. He stated that there was considerable meeting of minds between the industry representatives and the Department on both subjects.

Department Progress Report Publication Reviewed. The Board read excerpts of a progress report layout and approved of its contents after directing one revision.

Montpelier U.S. 89 Relocation Reviewed. A complete analysis of six alternate study relocations of U.S. 89 through Montpelier was presented to the Board.

The Board then determined that the Department should go to the Montpelier City officials with the Board's recommendation that an overpass be built over the Union Pacific Railroad at Washington Street. It was the Board's opinion that the need and economic justification of an overpass on Washington Street exceeded that of constructing both the overpass and a U.S. 89 bypass of the City in the foreseeable future.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
S-2790(11)	Dietrich, East	Standard Approach Policy
S-2790(9)	Kimama, West	Standard Approach Policy

Abandonment from the State Highway System (SH 3). The Board approved the abandonment of those portions of Lots 10, 11, 12, 13, and 14, Block C, Addison Addition, Village of Kendrick, lying outside the highway right of way of State Highway No. 3, as shown in official Exhibit B-43, which is made a part hereof with like effect as though extended in full herein.

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

F-4201(19), U.S. Highway 12, Kooskia Jct., Idaho County - Pacific Northwest Bell Telephone Company

F-2351(3), U.S. Highway 20-26, Gooding East, Gooding County - Mountain States Telephone & Telegraph Company & Idaho Power Co.

S-5738(3), Farragut State Park Entrance, State Highway 54, Kootenai County - Kootenai Electric Co-operative, Inc. and General Telephone Company of the Northwest

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

F-3111(13), U.S. Highway 30, Snake River Bridge-Gayway Junction, Payette County - Idaho Power Company

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

I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Celestina Arana	Parcel No. 7
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Real Estate Sales Corporation	Parcel No. 12
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Alice Irene Sharp; Tommy N. and Caroline A. Thompson	Parcel No. 62
US 30- 20-26	F-FG-3022(17) F-FG-3022(16) R/W	Elmer L. and Edrie L. Anderson	Parcel No. 7, 7-E-1 & 7-E-2

Approval of Special Deeds and Easement was given on the following:

I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Randall Finance Company	Parcel No. 3½R-1
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Randall Finance Company	Parcel No. 17R & 21R
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	E. F. Glover & Ernestine Glover, Jesse M. Strobe & Virginia B. Strobe	Parcel No. 11R & 12R

November 7, 1966

I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Charles T. Young & Frank D. & Marjorie A. Beattie	Parcel No. 39R & 40R
I-15W	I-15W-4(12)81 I-IG-15W-4(15)73 R/W	Anton & Deloras L. Smith	Parcel No. 11R
US 20 Spur	F-6471(37) F-6471(31) R/W	Mary Ellen Henry Markland & Thomas R. Markland	Parcel No. 84R
US 20	F-3021(5)	County of Ada	Parcel No. 3-E-1

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

SH-34	S-1721(5)	Otto & Edythe Detmer	Parcel No. 60A
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Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

Materials Source Cs-133 Cassia County	Portion SW $\frac{1}{2}$ NW $\frac{1}{2}$, NW $\frac{1}{2}$ SW $\frac{1}{2}$, and NE $\frac{1}{2}$ SW $\frac{1}{2}$, Section 35, Township 9 South, Range 27 East, Boise Meridian - to be sold for not less than \$700.00
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Materials Source Jr-30 Jerome County	Portion SW $\frac{1}{2}$ SW $\frac{1}{2}$, Section 35, Township 9 South, Range 20 East, Boise Meridian - to be sold for not less than \$200.00
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Materials Source Pit Trade Negotiation Authorized. The Board authorized the Right of Way Division to dispose of the Department owned Greenwood East materials source pit when it is exhausted by using it in negotiation trading when the Kunkle condemnation matter is in its final negotiation stage. With the help of this trading parcel, a possible condemnation may be averted.

Omitted Idaho Falls Snake River Lands Right of Way Matter. The Board authorized the Department to offer the appraised values for those improvements on parcels needed from the omitted Snake River lands section for the John's Hole to Ucon project.

TUESDAY, NOVEMBER 8, 1966

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:

November 8, 1966

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

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:

LSI-80N-2(3) - The work consists of drilling, casing and capping a well in the vicinity of Blacks Creek on Highway I-80N, in Ada County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Russell Cowe, Boise, Idaho, the low bidder, in the amount of \$10,925.00.

LSF-39-1(2), Sec. "A" - The work consists of drilling, casing and capping a well in the vicinity of Hollister P.O.E. Rest Area on Highway US-93, in Twin Falls County - Federal Aid Primary and State financed. The Board heard the bid offered as related to the State Highway Engineer's estimate and determined to award the contract to Harry King Drilling Co., Rupert, Idaho, the low bidder, in the amount of \$5,455.00.

STR-6501(512) - The work consists of installing a pump and appurtenances and insulating the pump house at the Beeches Corner Rest Area, in Bonneville County - State financed. The Board heard the bid offered as related to the State Highway Engineer's estimate and determined to award the contract to Thompson Pump & Irrigation Co., Rexburg, Idaho, the low bidder, in the amount of \$2,195.00.

Building No. 5179 - The work consists of constructing a Maintenance Shop, State Police Office and Fallout Shelter in Coeur d'Alene, Idaho, on State Highway property, in Kootenai County - State financed. The Board heard the bids offered as related to the State Highway Engineer's estimate and determined to award the contract to Phillips Construction Co., Inc., Post Falls, Idaho, the low bidder, in the amount of \$325,173.00.

Emmett Chamber of Commerce Urging Payette River Bridge Replacement.
 The Emmett Chamber of Commerce composed of the following met with the Board:

Ira C. Jones, Bridge Committee, Emmett
 Robert J. Chapin, President, Gem County Chamber of Commerce, Emmett
 Wilson G. Stiers, Manager, First National Bank, Emmett
 Ben Jenness, Councilman, City of Emmett
 Jim F. Salskov, Salskov Transfer, Emmett
 Bob Sheldon, Boise Cascade, Boise
 Dee Fischer, Manager, First Security Bank, Emmett
 Lewis Fuller, Chairman County Commissioners, Emmett
 Lewis E. Hower, Chamber of Commerce, Emmett

The delegation urged the Board to program a bridge replacement over the Payette River at Emmett on State Highway 52. They exhibited pictures and mentioned the various deficiencies of the present structure to adequately carry present loads and volume of traffic.

Chairman Symms stated that the Board concurred with their views on the subject and that this bridge heads the priority list of those needing replacement on the State Secondary Road System. He stated that its replacement by a modern structure was simply a matter of time and money. (The Board later in considering the Five Year Planning Program included this project in that Program.)

1967 Construction Program and Five Year Planning Program Reviewed. The Board reviewed the proposed 1967 Construction Program and the Five Year Planning Program.

The Board directed the Department to change a previously planned two-lane Interstate facility between the Utah line and the Sweetzer Interchange, Oneida County, on I-15 to programming of a four-lane facility between these points. Chairman Symms requested the Department to place State Highway 72 relocation or improvement (Marsing North/East) in the Five Year Planning Program when the completion of the relocation study dictates.

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

One person to attend B.P.R. and California Highway Department Emergency Highway Traffic Regulation Conference in San Francisco, California, December 13 - 14.

State Highway Engineer and Chief Legal Counsel to attend meeting of states' legal counsels in Portland, Oregon, in November, to discuss highway beautification.

State Highway Engineer Mathes presented an outline of the proposed AASHO-NHUC Highway Management Institute, a six week concentrated course for high level highway administrators, scheduled for early 1967 at the University of Mississippi.

Mr. Mathes recommended that the Department continue its strong program in management development and that the Department be authorized to send one man to the 1967 Institute. The estimated total cost for one man to attend the Institute, including salary, would be \$3,000.

After considering the proposal the Board concluded that they would prefer deferring participation for a year until the Institute program is better developed.

Personnel Matters. The following merit increases to be effective December 1, 1966, were approved by the Board:

Dale Harding, Assistant District Engineer - District 2,
\$901 to \$945.

Neil Barrus, Assistant District Engineer - District 5,
\$901 to \$945.

James Pline, Assistant District Engineer - District 2,
\$945 to \$992.

Marcey Laragan, Secondary Roads Engineer, \$1042 to \$1094.

George Neumayer, Administrative Director, \$992 to \$1042.

R. B. Christensen, Assistant State Highway Engineer
(Engineering), \$1267 to \$1340

The Board approved retaining the following over retirement age persons from 2-1-67 to 2-1-68:

W. J. Kelly, General Accounting Supervisor, Age 66

George Wappett, Janitor, Age 66

George Chapman, Janitor, Age 66

Board Advised of Pending Legislation Regarding Revised Table of Vehicle Weights, Revision of Truck Speed, and Increasing Combination Vehicle Length. Assistant State Highway Engineer McCrea apprised the Board that the Idaho Motor Transport Association is contemplating three legislation changes concerning:

1. Idaho Code 49-901, Allowable Gross Loads, as is presently used by the loggers, raw material haulers, etc.
2. Revising Idaho Code 49-903 eliminating 45 mile restrictive truck speeds and controlling the speed of vehicles without pneumatic tires.
3. New legislation proposing to increase vehicle combination length to 110 feet; two, three or four combination providing one part of the combination is a semi-truck and trailer.

The Board took no action on the first two items; but regarding the third, the Board opinioned that such legislation was premature due to the limited completed Interstate mileage in Idaho at this time.

Priority of 1967 Public Land Funds Request. The Board determined that the following priority should prevail in the amount specified in the September 20, 1966, Board minutes:

1. Lowman - Stanley Highway, S.H. 21
2. Lewis and Clark Highway, U.S. 12
3. U.S. 95, Oregon Line North

WEDNESDAY, NOVEMBER 9, 1966

Forest Highway Public Hearing. The Board reconvened at 9 a.m., November 9, 1966, 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
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Secretary, Board of Highway Directors

Norman Wood, Federal Projects Engineer, U.S. Bureau of
 Public Roads, Portland, Oregon
 Omar Homme, Idaho Division Engineer, U.S. Bureau of Public
 Roads, Boise, Idaho

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

The following witnesses appeared requesting a portion of the Tri-Agency's pending allocation of \$3,207,265 of 1968 fiscal year Forest Highway appropriations:

Charles Wittaker, Bonners Ferry, funds to be applied on U.S. 95 from Eastport (Canadian border) to Copeland Junction.

Miles Flanigan, Grangeville, concerning the Elk City S.H. 14 route.

Glen Brewer, Stanley, S.H. 21 - Lowman to Stanley.

Don Strickfaden, Soda Springs, and Bud Joyner, Blackfoot Chamber of Commerce, the Wayan - Freedom section of S.H. 34.

Robert Remaklus, Cascade, the Warren Wagon Road, Valley County, and offering \$50,000 of Valley County local road moneys to apply on a Forest Highway funded project.

Ted Hoff, Horseshoe Bend, Boise County, a $4\frac{1}{2}$ mile section from the end of oil at Garden Valley to Danskin Creek, offering \$25,000 in County funds to participate in a Forest Highway financed project.

George Moody and Gordon Leuty, Benewah County Commissioners, and Shoshone County Commissioner Pat Powers urging the improvement of the St. Joe River Road easterly from the last Forest Highway project near Calder. In discussing where the delegation preferred the next project on this route, it was unanimous that the project be from the eastern end of the route's most recent improvement rather than a bypass of Avery.

Don McCleary, Shoshone County Engineer, urged paving of the recently graveled surface improvement of Enaville - Murray, offering \$30,000 to accompany any Forest Highway project in Shoshone County.

R. E. Chambers, Mackay Chamber of Commerce, Robert Glenn and Bud Esterholdt of the Ketchum Chamber of Commerce, the Trail Creek Road improvement from the end of the last project east of summit to a point $6\frac{1}{2}$ miles westerly where Copper Basin Road junctions with the Trail Creek route.

Truman Joiner, President of the Stanley - Lowman Road Association, requesting funds for the Stanley - Lowman route to be applied toward paving the route.

John Bahr, Fairfield, completion of oiling S.H. 68.

Camas County Commissioner Earl Wilson offering an undisclosed amount of County funds and/or County Federal Aid funds for S.H. 68.

A. B. Curtis, Orofino Mayor, by exhibits, requesting placement of the Orofino - Grangemont - Headquarters Road on the Forest Highway System.

EXECUTIVE SESSION

The 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, met in Executive Session Wednesday afternoon, November 9, 1966.

The request of A. B. Curtis for placing the Orofino - Grangemont - Headquarters Road on the Forest Highway System was considered and since it appears that 50 years would be required to complete the present routes on the Forest Highway System, that no additions to the System should be considered at this time.

Delmar Jacquish, Information & Education Officer, U.S. Forest Service, Missoula, explained the Lewis and Clark Trail Commission's and the U.S. Forest Service's implementation of planned roadside areas and signing concerning the Lewis and Clark Trail along S.H. 12 between the Montana line and Lowell. Mr. Jacquish promised to supply the Department with the construction planning program in this regard that the Department may adequately coordinate its planning on related highway improvements.

The following funds were allocated:

Horseshoe Bend North (S.H. 15) 2½ miles grading, base, bituminous surface treatment, structure, \$650,000.

Warren Wagon Road 2½ miles grading, \$100,000 -- \$125,000 County FAS (Incl. \$50,000 local funds).

Hill City West (S.H. 68) grading and base 3.9 miles, bituminous surface treatment 12.2 miles, \$500,000.

Hope - Denton Curves (U.S. 10A) grading, \$200,000 (plus \$800,000 1966 carryover).

Priest River - Nordman, 17.2 miles base and plantmix, \$700,000.

St. Joe Highway, grading 2.6 miles, base and plantmix 6.4 miles, \$400,000 (plus \$80,000 Shoshone County FAS and local matching funds).

Wayan - Freedom (S.H. 34) 2.4 miles grading and base, \$500,000.

1966 Projects Carried Over

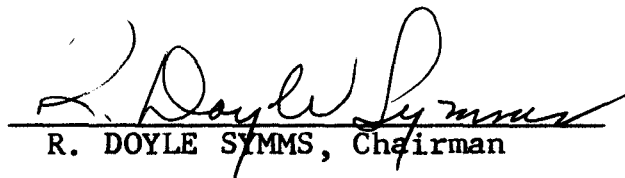
Stanley - Stanley Lake Junction (S.H. 21), \$600,000

Hope - Denton Curves (U.S. 10A), structures and fill, \$800,000.

Last Chance - Ashton (U.S. 191) 8 miles paving, \$350,000 of 1966 accumulated contract savings, plus \$250,000 State Primary funds.

WHEREUPON, the Board adjourned until its next meeting scheduled for December 7, 8 & 9, 1966.

Read and Approved
December 7, 1966
Boise, Idaho


R. DOYLE SYMMS, Chairman

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

December 7, 8 & 9, 1966

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Wednesday, December 7, 1966. Present were:

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

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

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

F-6501(5)	Ririe - Clark Hill
S-1753(4)	Portneuf River Bridge
S-2790(7)	Kimama East & West
S-6854(2) & S-6855(2)	New Sweden N. & S. and E. & W.
I-80N-4(2)232 Sec. "A"	Cotterell - Sublett
I-80N-4(2)232 Sec. "B"	Cotterell - Sublett
U-3281(15)	Garden - Jct. 20, 26 & 30 (3 Bridges & Detours)

December 7, 1966

Five Year Planning Program and 1967 Construction Program Finalized.

The Board finalized projects for construction, preliminary engineering and reconnaissance survey together with a 1967 calendar year construction program and authorized the Department to proceed with contract letting when plans, specifications and right of way acquisition are completed and as funds become available. News release of this material was authorized for Thursday, December 22.

Federal-aid Fund Holdback Reviewed. State Highway Engineer Mathes apprised the Board of the 18 per cent holdback of the current Federal-aid funds allotted for the forthcoming quarter ending June 30, 1967.

In reviewing the remaining available 1966 construction moneys and those projects advertised and about to be advertised for bidding, the Board approved all projects except that of Caldwell Interstate paving I.C. Jct. US-30 - West Caldwell I.C., Project No. I-80N-1(40)13. The Board directed that the Department hold this project until the heldback Federal-aid funds are restored.

Outdoor Advertising Legislation to be Confined to Interstate and Primary Systems. State Highway Engineer Mathes asked for instructions from the Board as to the systems scope that the Board desired concerning Department legislation needed to comply with Federal laws implementing outdoor advertising controls.

The Board determined that control should be applied only to the Interstate and Primary Systems as those are the only systems requiring compliance in outdoor advertising controls in Federal legislation.

1967 - 1969 Department Budget Reviewed. In light of the 18 per cent Federal-aid fund holdback effective to June 30, 1967, the Board viewed the Department budget that was submitted in August and determined that since the holdback does not apply to the 1968 and 1969 fiscal years that there should be no revisions.

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

I-80N-4(2)232, Cotterell - Sublett, Cassia County - Albion Telephone Company and Raft River Electric Co-operative, Inc.

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

I-80N	I-80N-2(15)50	W. O. Randolph, Aubrey F.	Parcel No. 11
	I-IG-80N-2(14)50 R/W	Robertson, and Fred T. Robertson dba Randolph- Robertson Realty Co.	

The Board asked for an additional appraisal on this parcel.

I-80N	I-80N-2(15)50	Aubrey F. Robertson, Fred	Parcel No. 15
	I-IG-80N-2(14)50 R/W	T. Robertson, W. O. Randolph and Robert H. Vincent dba R & V Construc- tion Company	

The Board asked for an additional appraisal on this parcel.

I-80N	I-80N-2(15)50	Wong Soo Quong	Parcel No. 77
	I-IG-80N-2(14)50 R/W		
US-95	F-FG-3112(10)	Roy and Esther Sweetwood et al	Parcel No. 1, 1-E-1 & 1-E-2

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

I-90	I-90-1(21)42 R/W	Delmar R. Beamis and Geraldine L. Beamis - \$31,000	Parcel No. 59R
I-90	I-90-1(21)42 R/W	Clarence E. Newell and Lanora Newell - \$26,000	Parcel No. 61R

Approval of Special Deeds was given on the following:

US 30-20-F-FG-3022(17) 26	Clifford N. Sturm and Lenora Sturm	Parcel No. 1R
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Approval of Easement. The Board approved an easement to the City of Caldwell across the maintenance shed site in Caldwell.

Approval of Request for Change of Approach Location was given on the following:

US 95	F-3112(26)	John Carico	Application No. 3-66-157
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Approval of Right of Way Settlement.

I-80N	I-80N-2(15)50	Intermountain Investment	Parcel No. 16
	I-IG-80N-2(14)50 R/W Company		

The Board approved a settlement of \$32,200.

Report on Condemnation Settlements. The Board approved the following out of court settlements:

I-15W	I-15W-4(10)73	Thomas J. and Lucy Taney	Parcel No. 15
	I-15W-4(15)73 R/W	Conlin - \$16,666	
I-15W	I-15W-4(10)73	O. R. Baum - \$15,000	Parcel No. 20
	I-15W-4(15)73 R/W		
I-80N	I-80N-3(17)196	Joe Houska, Jr. and Margaret Houska - \$16,415	Parcel No. 4

Approval of Deeding of Land. The Board agreed to deed to the City of Boise 0.12 acre of land identified as Parcel No. 57-R, Project No. I-80N-1(22)50, for its use in re-establishing street circulation.

Appeal of Farmer Oil Wholesale Company, Parcel No. 13, U-3281(13) R/W Discussed. The Board decided they would not appeal the court award of \$68,000 on the Farmer Oil Wholesale Company Parcel No. 13 because of questionable legal grounds and further delay of the project.

THURSDAY, DECEMBER 8, 1966

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

Aberdeen Chamber of Commerce Regarding State Highway 39. The Aberdeen Chamber of Commerce composed of the following appeared before the Board:

Theodore Wren, Mayor, City of Aberdeen
 Ed Phillips
 Leonard S. Cornforth
 Chris Wride
 Clifford Wride
 E. W. Landvatter
 Roy Stroschein
 Elbert L. Gossen
 Alvin L. Funk

The delegation urged the Department to make every effort to include the Aberdeen Streets - North, 1½ Miles, S.H. 39 project in the 1967 Construction Program.

The Board was unable to commit itself at this time, but indicated they were presently looking favorably in that regard. Should it be included, appraisals will start as soon after January 1 as possible and be followed by right of way acquisition.

Council Chamber of Commerce Asking for Mesa Hill Project, U.S. 95.
 The delegation from Adams, Washington and Valley Counties composed of the following appeared before the Board:

John B. Lloyd, representing HiWay 95 Association & Weiser
 Chamber of Commerce
 Charles Brinkholder, Sheriff, Adams County, Council
 Marvin Newell, President, Council Chamber of Commerce
 L. M. "Jack" Mink, Adams County Commissioner
 Don Kesler, Service Station Owner, Council
 David J. Pack, President, Boise Delivery, Boise
 Dale L. Bingman, Chairman, Commercial Club, Cambridge
 Woody Bean, State Senator - District 9, Cascade
 Horace J. Patterson, Representative - District 9, Cascade
 Bud Jones, Boise Cascade, Council
 W. Clay Sutton, Representative - District 10, Midvale
 Charles K. Warner, Mountain States Wholesale Co., Boise
 Fred Glenn, Rancher, Fruitvale
 Ed Miller, President, HiWay 95 Association, Weiser
 Jerry Vegwert, President, Weiser Chamber of Commerce
 Bob Kniefel, Council Chamber of Commerce
 Arthur Wilson, Secretary, Cambridge Chamber of Commerce

The delegation was concerned from reports that the project had been on the long range program and no longer appeared on it.

State Highway Engineer Mathes stated that it has been for years in the projects approved for reconnaissance survey program and still is there. He said that a route study is in progress covering alternates

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on the Weiser River, the Little Weiser River and including improvement of the present route location.

The Board assured them that the project would not be forgotten when the Board programs future construction projects but made no commitment as to when programing could be anticipated.

Jerome Chamber of Commerce Regarding Interstate Signing. The following Jerome Chamber of Commerce delegation appeared before the Board concerning improved signing of the Interstate in Jerome and west of Jerome:

Blake Patterson, Director, Jerome Chamber of Commerce
Chas. A. L'Herisson, Director, Jerome Chamber of Commerce
Murray O'Rourke, Chairman, Jerome Chamber of Commerce
Lyle Young, Manager, Idaho Press Association

They asked that the designation signing at the Bliss Junction include direction of motorists to Interstate 80N at Jerome; since in the delegation's opinion, the motorist does not now have sufficient information to choose a route at Bliss where U.S. 30 and S.H. 25 junctions.

State Highway Engineer Mathes stated that such remote signing of the Interstate is not a policy of the Department or of AASHO and that he could not recommend complying with the request. The Board concurred in Mr. Mathes' analysis.

The delegation then asked that Jerome should appear on the Interstate sign at the West Main exit and on the Lincoln Avenue exit. To this Mr. Mathes concurred and the Board directed the Department to so sign the Interchange.

Mr. Mathes stated that the Department is planning on erecting more Interstate trail blazer signs directing motorists to the Interstate.

Board Meets with Governor-Elect Samuelson. The Board met with Governor-Elect Samuelson who asked that the Department submit information on legislation that it plans to submit during the coming legislative session and that as much information as possible on the Department's needs be provided by December 15.

He was informed that legislative bills would not be available by that date; but in lieu of the finished draft of contemplated legislative bills, Mr. Samuelson asked that a paragraph be submitted on what major bills are to be submitted by the Department.

Don Workman Right of Way Matter Presented. Don Workman appeared regarding severance damages to his property. This is the final parcel to be acquired for the Riverdale - Treasureton Summit, S.H. 34, Project No. S-1778(10).

On viewing project plans as it would affect Mr. Workman's property, the Board assured him that in their opinion the Department was granting compensation for all compensable items taken as allotted by the courts. In view of this, Mr. Workman was asked to go over the matter with the Right of Way Division to make sure that nothing had been overlooked in the way of allowable compensation for severance damages, etc.

East Idaho Citizens Group for Highway Improvement Meet With Board.
The following delegation appeared before the Board:

Carl Agren, Chairman, Rexburg
Cecil Green, Rigby
Frank R. Call, Rigby
R. Willis Walker, Rexburg
Ray Pocock, Madison County Commissioner, Rexburg
Nile Rydalch, President, Idaho Farm Bureau, Egin

The delegation asked that the Board withdraw its decision regarding the relocation of U.S. 191 through Rigby, Rexburg and Sugar City under hearing determination dated September 22, 1964. In the delegation's opinion, traffic patterns and volumes have sufficiently changed since the 1964 hearing that the location to the west of the railroad is what the majority of residents in the area prefer. The delegation stated "they were asleep" when the hearings in 1964 were held regarding a route location and that it is just the chambers of commerces of the cities that are organized and still desire the route east of the railroad.

The delegation stated that the Village of Sugar City and the Madison and Jefferson County Commissioners are unanimous in desiring a location west of the railroad and that the City Councils of Rexburg and Rigby are split in the matter.

The Board pointed out to the delegation that any proposed change in the present route location as determined at the 1964 hearings should be initiated by the City governments of Rexburg and Rigby due to the language of the hearing statutes under which the Highway Board must operate. The Board further stated that it would give careful consideration to any such request, if made, but that there is a point where the hearing phase must end so that project development can begin.

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Madison County Commissioner Pocock stated that Madison and Jefferson County Commissioners are agreeable to taking over the present U.S. 191 should the Board determine the route west of the railroad should replace the easterly route determined in the 1964 public hearings.

State Highway 7 Committee. The following State Highway 7, Idaho County, delegation appeared before the Board:

David Bodine, Chairman, Grangeville
Vern Higgins, Grangeville
John L. Olmsted, Grangeville
R. W. Eimers, Grangeville
Charley Gortsema, Grangeville

The delegation asked for the improvement of State Highway 7 from U.S. 95 north to the Green Creek Junction and asked that the improvement of the section be placed in the Planning Program. The delegation submitted a petition of 300 names requesting this improvement.

The Board offered no encouragement as to when this improvement could be fitted into the Planning or Construction Program. However, it was pointed out to the delegation how some projects are advanced to the planning stage earlier than would otherwise be possible. This is done by local road agencies indicating a desire of the project sufficiently with a self-help offer of adequate Federal-aid funds together with local matching funds by the county or highway district to be applied to the project requested.

Homedale Chamber of Commerce Regarding Homedale Bridge. The following delegation appeared before the Board:

Homer Anderson, President, Homedale Chamber of Commerce
Ray Talsma, Chairman - Highway Committee, Homedale Chamber
of Commerce
Dale B. Jackson, Vice-President, HiWay 95 Association, Homedale
Les Carter, Mayor, City of Homedale

The delegation urged the Board to not overlook the Homedale Bridge U.S. 95 project in its 1967 or 1968 Construction Planning Programs.

The delegation was assured by Chairman Symms that the project could not be included in the 1967 Construction Program but the Board would make effort to review it again when the 1968 Construction Program is under consideration late next year.

Payette Chamber of Commerce Regarding U.S. 95 Payette River Bridge.
The following delegation appeared before the Board:

Dick Clay, Director, Payette Chamber of Commerce
Larry Robinson, Director, Payette Chamber of Commerce
David Bivens, State Senator - District 10, Payette
Kent W. Gist, Secretary, Fruitland Commission Club
Howard Hatch, Store Operator, Gayway Junction, Payette

The delegation offered any local assistance that might be helpful in closing right of way negotiations for the approaches to the Payette U.S. 95 Bridge.

The status of the negotiations for the bridge approaches right of way with owner Mr. King was recounted. The delegation was convinced that the Department at this time should continue as it plans to do regarding the negotiations with Mr. King; and that should negotiations finally bog down, the Chamber of Commerce would be glad to lend whatever assistance they might give in getting Mr. King to stipulate possession to the bridge approach parcel.

Nezperce Chamber of Commerce Regarding State Highway 64. The following delegation appeared before the Board:

Chris A. Christensen, Chamber of Commerce Highway Committee,
Nezperce
J. E. Helt, Chamber of Commerce Highway Committee, Kamiah
Calvin E. Niswander, Chamber of Commerce Highway Committee,
Craigmont
Wynne Henderson, Chamber of Commerce, Nezperce
Alvin Ralstin, Chamber of Commerce, Nezperce
John R. Jasper, President, Chamber of Commerce, Nezperce
L. J. Gregory, Chamber of Commerce Highway Committee, Nezperce
Duane Miller, Chamber of Commerce, Nezperce

The delegation, headed by Mr. Christensen, urged the Board to reconstruct State Highway 64 as an alternate U.S. 12 to State highway standards from Kamiah to Nezperce and thence to Cottonwood. Mr. Christensen pointed out that such an improvement would relieve the traffic pressure generated by Dworshak Dam and Jay Pee Development. He pointed out that such an improved connection would also serve as an alternate connection onto U.S. 95 and to the proposed High Mountain Sheep Dam access area on the Idaho side.

The Board offered no encouragement in this regard but stated that a route study is underway as to the best route from Nezperce to the Orofino - Kamiah areas, and Six Mile Creek is being looked at as a possible alternate location by the Department.

The delegation stated that possibly the Board and the Department are not selling their needs strongly enough to the legislature in the way of deficient construction moneys to meet the demands of the State for highway improvement.

It was pointed out to the delegation that they were in the position to represent themselves and their highway needs to their legislative delegates in this regard.

FRIDAY, DECEMBER 9, 1966

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
 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-5738(3) - The work consists of constructing a traffic circle, grade, drain, base, roadmix bituminous surface, seal coat, and planting on 0.265 mile of State Highway No. 54, in Kootenai County - Federal Aid Secondary and State financed. The Board directed the State Highway Engineer to award the contract to N. L. Garrick Construction Co., Missoula, Montana, the low bidder, in the amount of \$82,443.50.

F-2351(7) - The work consists of constructing the roadway, drainage structures, aggregate base, plantmix bituminous surface and 4 concrete bridges on 11.177 miles of US-20T and 26, Gooding East, in Gooding and Lincoln Counties - Federal Aid Primary and State financed. The contract was awarded to Earl L. McNutt Co., Eugene, Oregon, the low bidder, on December 12, 1966, in the amount of \$1,321,167.95.

S-6731(3) - The work consists of constructing a 546' concrete bridge and 2 - 71' concrete bridges over the Snake River, Idaho and Canal and Great Western Canal on the County Line Road, Bassett I.C., East to Snake River Bridge, in Bonneville and Jefferson Counties - Federal Aid Secondary and County financed. This project having been advertised the second time, the Bonneville and Jefferson County Commissioners concurred in the award of the contract to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on December 5, 1966, in the amount of \$307,394.50.

F-4201(19) - The work consists of constructing the roadway, drainage structures and a type "D" bituminous surface treatment on 0.294 mile of Kooskia Jct. US-12 and a connection with State Highway 13, in Idaho County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Rocky Mountain Construction Co., Missoula, Montana, the low bidder, in the amount of \$70,450.20.

S-4745(7) - The work consists of placing an aggregate base course and a bituminous surface treatment on 2.890 miles of the Myrtle to Gifford Road, in Nez Perce County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, in the amount of \$100,295.20.

STS-4161(506) - The work consists of constructing the roadway, curb and gutter and plantmix bituminous surface on 0.087 mile of SH-8, Line St. & 3d St. (Moscow), in Latah County - State financed. The Board directed the State Highway Engineer to award the contract to Asphalt & Paving Company, Lewiston, Idaho, the low bidder, in the amount of \$10,571.50.

Stockpiles 2531 & 2532 - The work consists of furnishing aggregate surfacing material in various stockpiles at the Shoshone Maintenance Yard and adjacent to US-93, in Lincoln and Twin Falls Counties - State financed. The Board directed the State Highway Engineer to award the contract to Circle "A" Construction, Inc., Jerome, Idaho, the low bidder, in the amount of \$47,300.00.

Idaho Motor Transport Legislative Proposal Reviewed. Association Secretary Ollie Arbelbide explained to the Board the trucking industry's need for legally permissible combination vehicle lengths to 98 feet because of the increasing demand for increased cubic foot space in trucks and trailers to accommodate light weight and voluminous type of cargo. He explained the need for 27 foot length triple units of which one would be a semitrailer and two 27 foot trailers or a 40 foot semi with a 40 foot trailer.

The State Highway Engineer discussed with the Board a September 1964 study by the Research Division. This study, Research Project 35 - "A Study of Highway Operations of Truck Trailers Double and Triple Units," gave particular attention to off tracking dimensions and types of truck and trailer equipment used in the research project.

After deliberating the issue, the Board viewed that they would not be opposed to such legislation should it be presented to the forthcoming legislature provided the Board be granted the power to designate the routes over which such combinations up to 98 feet in length would be

permitted to operate safely. The Board had in mind the Interstate and those sections of State highways where a combination of that length could move without jeopardizing the safety of other vehicles on the highway particularly in possible conflicts of passing or turning movements.

Boise Associated General Contractors Delegation. A group of South Idaho Associated General Contractors composed of John Molitor, Executive Secretary; John Seawell of Rogers Construction Company; Chuck Foster of Morrison-Knudsen Company; James Quinn of Quinn-Robbins; Rudy Nelson of Western Construction Company; and Larry McEntee, Asphalt Paving and Construction Company, met with the Board.

The delegation inquired as to the Board's thinking as to the future highway construction program in light of the 18 per cent temporary hold-back of Federal-aid funds during fiscal year 1967.

The Board indicated that approximately \$14 million in contract lettings are planned through June 30 and approximately \$10 million from June 30 to December 31, 1967, providing further Federal-aid holdbacks are not forthcoming.

Contemplated need for increased highway user revenues in the amount of \$3 million annually to the State Highway Fund was mentioned with particular attention to the fact that additional State funds would be required to match these withheld Federal-aid funds when they are restored to the Federal Trust Fund and apportioned to Idaho. Restoration of the present holdback of Federal funds can well be expected during the 1967 - 69 biennium.

St. Maries Shed Site Approved. The Board authorized the Department to proceed in the purchase of 7.2 acres at \$400 an acre with an 800 foot frontage on U.S. 95 three miles south of the St. Maries city limits on the west side of the highway.

1967 State Highway Map Planning Reviewed. Public Information Director Bill Harvey presented contemplated changes in the 1967 State highway map, to which the Board concurred.

Report on City's Acceptance on Montpelier Overpass Proposal. Urban Engineer N. L. Crossley reported that the City of Montpelier concurred in the Board's proposal to construct an overpass on U.S. 89, over the Union Pacific Railroad, on the present Washington Street location. This was authorized at the November Board Meeting subject to concurrence with the City.

The Board directed the Department to proceed with the design of the project and to go to public hearing under Federal statutes when the design has been completed.

The Board retained the project in the Planning Program.

Outdoor Advertising Legislative Rough Draft Reviewed. Chief Legal Counsel Tway reviewed with the Board a preliminary draft of the outdoor advertising bill designed to implement the requirement of Federal law in Idaho. He mentioned that the only difficulty while going over the bill with outdoor advertising industry representatives was experienced in a differing concept in what language should be in the bill that would cause Idaho to conform under the standards set forth under the Federal statute. He stated that the industry's proposal to use statutes as enacted in Michigan and Missouri had not been accepted as meeting the requirements of the Federal act by the Department of Commerce in the states mentioned.

The Board instructed legal counsel to use in the bill only that language that would cause Idaho to be in conformance with the Federal law and standards.

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

State Highway Engineer Mathes to WASHO Executive Committee Meeting in San Francisco, California, December 29.

District 4 Area Right of Way Agent Lyle Ferney from Lewiston to Pendleton and Portland via State car, to consummate right of way agreements of Indian allotments for Spalding to Arrow S.H. 3 project, December 20 - 24.

L. F. Erickson, Materials and Research Engineer, to Highway Research Board Meeting in Washington, D.C. January 12 - 21 (subsistence expense only to the Highway Department) and one other Department person to attend the same meeting January 15 - 21.

State Highway Engineer Mathes and Construction Engineer Richardson to Associated General Contractors Meeting, Spokane, Washington, January 4 - 5.

Personnel Matters. The following merit increases to be effective January 1, 1967, were approved by the Board:

Assistant Construction Engineer Howard Johnson to Fifth Block, \$992 to \$1042.

Assistant District 3 Engineer Monte Fiala to Third Block, \$901 to \$945.

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Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
FH-23-1(1)	Horseshoe Bend North	Partial "Type A" *

* ACCESS CONTROL, TYPE "A"

Public Road Connections

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

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

Spacing of Existing Private Approaches

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

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

New Private Approaches

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

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

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

Use of Private Approaches

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

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

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

Speed Control Zones in District 3 (SH 15). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 15 from North of Junction with S.H. 44 to New Meadows Urban Extension as recommended and stated in marked Exhibit A-155, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 93). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 93 from South of Salmon to the Montana State Line, as recommended and stated in marked Exhibit A-156, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 95). The Board approved the removal of a portion of State Highway No. US 95 beginning at a point 0.130 mile south of the Naples Overpass and ending at a point 2.006 miles south of the Bonners Ferry South City Limits, as shown in official Exhibit B-44, which is made a part hereof with like effect as though extended in full herein.

Abandonment from the State Highway System (US 95). The Board approved the abandonment of a portion of State Highway No. US 95 beginning at a point 1.174 miles west of the Craigmont West City Limits and ending at a point 0.357 mile east of the east leg of the Winchester Loop, as shown in official Exhibit B-45, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (SH 74). The Board approved the removal of a portion of State Highway No. 74 beginning at a point on Washington Street, 0.065 mile south of South Park Avenue and ending at the intersection of State Highway No. 74 and South Park Avenue in Twin Falls, as shown in official Exhibit B-46, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 91-191-30N). The Board approved the removal of a portion of State Highway Nos. US 91-191-30N beginning at a point 0.418 miles west of the Inkom West City Limits and ending at a point 0.182 mile south of the South Pocatello Interchange, as shown in official Exhibit B-47, which is made a part hereof with like effect as though extended in full herein.