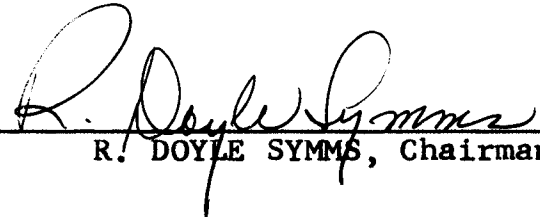


Temporary Designation of a State Highway (US 2). The Board approved a temporary State highway to be identified as State Highway No. US 2, Temporary and described as extending from a junction with State Highway No. US 2 at Priest River, extending southerly across Pend Oreille River and thence easterly to a junction with State Highway No. US 95 south of Sandpoint, all as shown in official Exhibit B-48, which is made a part hereof with like effect as though extended in full herein.

February Board Meeting Dates Set. The Board scheduled its February Board Meeting for February 20, 21 & 22, 1967.

WHEREUPON, the Board adjourned until its next meeting scheduled for January 16, 17 & 18, 1967.

Read and Approved
January 14, 1967
Boise, Idaho


R. DOYLE SYMMS, Chairman

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

January 13 & 14, 1967

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, Friday, January 13, 1967. 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:

Stockpiles 5545, 5548 & 5550	Heyburn Park, Parker Pass & St. Maries
Stockpiles 5546 & 5552	Blanchard & Spirit Lake
STM-6801(507), STM-6804 (504), Stockpiles 6540 & 6542	Seal Coating & Stockpiles (Ashton)

January 13, 1967

STM-6840(505), STM-6462
(503), Stockpiles
6543 & 6541

S-3770(1)
Stockpiles 5547 & 5549
LSF-50-1(1)
Stockpile 6539
Stockpiles 5551 & 5553
S-5772(1) & S-5780(1)
S-3703(3)
I-80N-2(9)91
F-3022(21)
S-4802(2)

Seal Coat & Stockpiles in the vicinity
of Lidy Hot Springs & Mudlake

U.S. 20 & 26 - Star
Harrison Jct. - Powder Horn
Beeches Corner Rest Area
Gibbonsville Mtce. Yard
Moyie & Bonners Ferry
Vay - Laclede & Priest River - Vay
Indian Cove Bridge
Sebree I.C. (incl.) - S.H. 68 I.C. (incl.)
S. Conn. to King Hill
Kendrick North

Legislative Presentation to Joint Transportation and Defense Committee Reviewed. The Department went over with the Board the various proposed legislation to be presented to this session of the Legislature before meeting with the joint Transportation and Defense Committee today.

Change in Reimbursable Travel Business Expenses Approved. State Highway Engineer Mathes recommended to the Board that the Department continue a maximum of \$6.00 a day for meals when Department personnel are in the field and that the Department restriction for a maximum for room expenses be left open. He stated that the Department would watch this policy revision for any abuses.

The reason for the change being that during the tourist season in particular the rates for lodging are often too high to keep under the present maximum, being a total of \$11.00 for meals and lodging. The Department is the only one having had a ceiling on lodging.

James Guthrie's Merrill Road Access Request Considered. The Board read a letter from James Guthrie, McCammon (January 10, 1967), asking for additional access to those provided in the right of way contract pertaining to his property which was purchased with partial access control.

The Board directed the Department to have the District Engineer contact Mr. Guthrie and explore frontage road possibilities or other means by possibly relocating those accesses accorded the original Guthrie property and stay within those accesses provided in the right of way contract.

Montpelier Railroad Grade Crossing Letters Read. The Board read letters from Burton A. Ludwig, school bus driver - Montpelier, urging additional road surface maintenance protection to the motorist at the Georgetown railroad grade crossing.

The Board was advised that the District Engineer is attempting to negotiate a closure of the railroad grade crossing which is not being used by the railroad at this time and if granted would fill in the

railroad crossing and eliminate the ski jump action caused by the location of the crossing in the middle of a hill side grade south of Georgetown. Failing in the closure, the Department will continue greater efforts in sanding and salting of the hill to minimize motor vehicle collisions on the hill and grade crossing, especially to those vehicles required by law to stop before crossing the railroad.

Harley Markham Discusses Outdoor Advertising Legislation With Board. Harley Markham of Markham Advertising Company, Pocatello, met the second time with the Highway Board and the fourth time with the Department in an attempt to coordinate industry and Department thinking on outdoor advertising control legislation. This must be done in order to conform to the Secretary of Commerce's interpretation of outdoor advertising controls that would meet Federal agency acceptance and thus prevent a withholding of the 10 per cent Federal-aid moneys to Idaho.

The Board assured him that the Department, as well as the Board, desires only to exercise the minimum of controls and only those that are necessary to comply with Federal outdoor advertising controls in order to assure Idaho no loss in its Federal-aid.

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	Wesley F. & Leola M. Holtzclaw Parcel No. 8	
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	L. Maynard & Helen M. Smith; Claude & LaRue F. Brown, Jr.; Merlin & Kate D. Farnes	Parcel No. 13
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Donald M. Day et al	Parcel No. 64
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Country Club Manor, Inc.	Parcel No. 65
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Mable F. Swendsen	Parcel No. 86
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Alvin H. & Virginia Sigety	Parcel No. 5
I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	Raymond E. Tucker	Parcel No. 19
I-80N	I-80N-4(3)248	Amos Rigby	Parcel No. 17

I-80N	I-80N-4(3)248	Amos M. Rigby & State of Idaho (Board of Land Commissioners)	Parcel No. 18
I-80N	I-80N-4(3)248	Cold Springs Farm, a partnership	Parcel No. 25
SH-39	S-1721(5)	Heirs and Devisees of Nora M. Johnson, deceased	Parcel No. 67
SH-21	FH-25-6(2) F-2292(1)	Albert R. & Marjory C. Chorn	Parcel No. 2 & 2-E-1 to 2-E-9 (inc.)
US-95	F-FG-3112(10)	H. E. & Alma E. King	Parcel No. 33 & 33-E-1 to 33-E-3 (inc.)
SH-3	S-4769(5)	Heirs & Devisees of Phillip Jehu, deceased	Parcel No. 4½
US-95	F-FG-5115(4)	Earl R. & Phyllis I. Emehiser	Parcel No. 50
SH-54	LSS-5738(1)	Otto O. & Bessie M. Meyer	Parcel No. 1
SH-54	LSS-5738(1)	Rachel Angelin	Parcel No. 4
US-20	F-6471(37) F-6471(31) R/W	Elmer J. & Ella L. Hauskama	Parcel No. 63

Approval of Special Deeds was given on the following:

I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Randall Realty Company	Parcel No. 2R
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Charles Albert & Betty L. Fesler	Parcel No. 44½R
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Robert N. & Linda McKeeth	Parcel No. 84R
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	Harvey Fales Smith et al	Parcel No. 3R, 3½-R-2, and 4R
I-80N	I-IG-80N-1(22)50 I-IG-80N-1(28)45 R/W	City of Boise	Parcel No. 57R

I-80N	I-IG-80N-1(22)50	Lloyd S. Snyder & Lola C.	Parcel No. 66
	I-IG-80N-1(28)45 R/W Snyder		& 71R
I-15	I-15-3(6)133	Gary & Sandra Lundquist	Parcel No. 1½

Report on Progress of Negotiations. The Board heard the following reports on progress of negotiations:

SH-34	S-1778(10)	Myrl & Rhoda Workman; Don C. & Dorothy Workman	Parcel No. 3
SH-54	LSS-5738(1)	Inland Paper Company	Parcel No. 17

The Board suggested that the owners be requested to sign a 100' building setback in lieu of the State agreeing to provide unrestricted approaches.

SATURDAY, JANUARY 14, 1967

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

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

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

Stockpiles 2530, 2533 & 2534 - The work consists of furnishing aggregate surfacing and cover coat in various stockpiles in the vicinity of Burley, Rupert and Murtaugh, in Cassia, Minidoka and Twin Falls Counties - State financed. The contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on December 28, 1966, in the amount of \$51,600.00.

S-1753(4) - The work consists of constructing a 117' concrete bridge over the Portneuf River on Bannock Highway, Pocatello, in Bannock County - Federal Aid Secondary and County financed. The contract was awarded to Max A. Boesiger, General Contractor, Inc., Mountain Home, Idaho, the low bidder, on December 28, 1966, in the amount of \$51,817.50.

I-80N-4(2)232, Section "B" - The work consists of constructing 1 - 254' and 2 - 312' concrete underpasses and a 52' concrete bridge on Interstate 80N between Cotterell and Sublett in Cassia County - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on January 9, 1967, in the amount of \$251,445.80.

S-6854(2) & S-6855(2) - The work consists of reconditioning the roadway, placing a 0.2' roadmix bituminous surface and seal coating on 5.526 miles of the New Sweden North and South Road and on 6.412 miles of the New Sweden East and West Road, in Bonneville County - Federal Aid Secondary and County financed. The contract was awarded to Kimberly Construction Co., Inc., Kimberly, Idaho, the low bidder, on January 9, 1967, in the amount of \$227,357.85.

I-80N-4(2)232, Section "A" - The work consists of constructing the roadway and drainage structures on 15.882 miles of Interstate 80N, Cotterell - Sublett, in Cassia County - Federal Aid Interstate and State financed. The contract was awarded to Rogers Construction Co., Portland, Oregon, the low bidder, on January 10, 1967, in the amount of \$653,359.25.

F-1381(16), F-2352(9) & F-2353(7) - The work consists of placing a plantmix bituminous surface and seal coating 5.313 miles of U.S. 20-26, Arco Southeast; 2.059 miles of U.S. Highway 20-26-93 Alt., Arco Southwest; and 7.968 miles of U.S. Highway 93 Alt., Arco - Moore, in Butte County - Federal Aid Primary and State financed. The contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on January 10, 1967, in the amount of \$302,418.75.

U-3281(15) - The work consists of constructing 3 concrete bridges (27' - 28' & 44') & temporary detours on US-20, 26 & 30, Garden - Jct. 20, 26 & 30, in Ada County - Federal Aid Urban and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on January 10, 1967, in the amount of \$167,117.75.

S-2790(7) - The work consists of constructing the roadbed, drainage structures and a Type "B" bituminous surface treatment on 4.173 miles of SH-24, from Kimama East and West, in Lincoln County - Federal Aid Secondary and State financed. The contract was awarded to Aslett Construction Co., Twin Falls, Idaho, the low bidder, on January 12, 1967, in the amount of \$193,627.00.

Meeting with Governor Samuelson. The Board reviewed contemplated legislation the Department will present to the Legislature.

Although no copies of proposed bills were ready at this time, they were outlined to Governor Samuelson. They were control of outdoor advertising on the Interstate and Primary Systems, screening of junkyards

January 14, 1967

along the same Systems and traffic safety legislation. The foregoing three bills which if not conforming to Federal acceptance or standards would cause a loss of ten per cent in each instance in Federal-aid highway money to Idaho.

Also outlined was the impact on the Department's Federal-aid should the "package load" bill of the 1965 session reappear as it would not conform to those dimensions that prevailed in 1956 when the Federal Highway Act was enacted, which in effect would cause the withholding of the entire amount of Federal-aid to Idaho.

The Board indicated its concern in recent news articles of a reported change in ports of entry operation that might dilute the enforcement of the axle and weight provisions of vehicles sufficiently to put the physical highway plant of the State in jeopardy, particularly during the spring breakup.

Governor Samuelson assured the Board that he has no intention of relaxing on roving ports of entry enforcement in a manner that would jeopardize the highway plant road surface and base, etc.

Governor Samuelson inquired as to the possibility of increasing legal vehicle load widths from 96" to 102" and asked that a research of the Federal and State statutes be made to this end.

State Highway Engineer Mathes stated he would check into it and report back to the Governor. His report since was in the negative.

The Governor indicated that in his travels throughout the State he doubted if the people would be responsive to an increase in highway user revenues. He said he would take no position in this matter and would leave it to the Legislature to make the determination.

In discussing the application of the Federal Highway Safety Act, the Governor stated that his Executive Secretary, Dick Hughes, would handle the administration of this Act through his office, the governor of each state being responsible for its administration.

Owen Smith Caterpillar Damage Claim Invited by the Board. The Board being apprised that Owen Smith has not followed through in presenting a list of particulars supporting a \$2,800 damage to his tractor when on emergency work on the Lochsa River in December, 1964, the Board directed the Legal Counsel to request the supporting papers that a legislative bill may be presented to the 1967 Legislature by the Department. This would be done to reimburse Mr. Smith in that amount as outlined in his statement while appearing before the Board November 16, 1965. This is the only legal way in which to pay such a claim.

The Board recognized the moral obligation to reimburse Mr. Smith for the damage to his tractor when it was swept into the river by a landslide while attempting to open U.S. 12 on the Lochsa River under emergency work request of the Department in December, 1964.

Supplemental Consulting Engineer's Agreement Approved. The Board approved a supplemental consulting engineer's agreement with Johnson, Underkofler & Briggs in the amount of \$17,360.00 on the Coeur d'Alene West Project No. I-IG-90-1(48)5. This was caused by the recent highway safety design criteria augmented by the Bureau of Public Roads. That agency concurs in this supplemental agreement.

Lewis County Commissioners Request Improvement of State Highway 64. The Board read a request from the Lewis County Commissioners to improve State Highway 64 from Kamiah, Nezperce, Craigmont and Lewiston to relieve congestion of traffic on U.S. 12 and designate State Highway 64 as Alternate U.S. 12.

The Board took the matter under consideration and took no action.

Rezoning Speeds on U.S. 93 Alternate by Arco School Reviewed. State Traffic Engineer Lotspeich reviewed for the Board a meeting with City and school officials regarding their request to change to a 35 mile an hour speed by the Arco Elementary School on U.S. 93 Alternate in Arco.

The Board directed that the present 50 mile an hour speed zone be reduced in accordance with the City's request to 35 miles per hour. The Department was instructed to attempt to explain to the City the percentile speeds were such that the 50 mile zone be continued. The City, however, insisted that 35 miles per hour should be in effect and that local law enforcement would enforce it. The Department was instructed to observe operations of the 35 MPH zone and report to the Board after several months of operation.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
I-15-1(15)31	Downey I.C. (excl.) - Virginia I.C. (incl.)	Full Control
I-80N-1(25)50 U-3281(14)	Orchard - Garden in Boise	The Highway Board amended its previous determination of April 15, 1964, to the extent of providing partial control* of access along the new west right of way line of Orchard Ave. between Fairview Avenue and the Boise West Connector of the Interstate Highway.

January 14, 1967

- * Partial control for this specific location provides that there would be no vehicular access along the Orchard Avenue frontage described.

Marsing Signing on Nampa Interstate Interchange Changed. A matter relating to a junction of State Highway 72 with Interstate 80N in the Nampa area was brought up by Chairman Symms. Department personnel recommended that a basic routing for eastbound traffic be established at the Interchange at Caldwell and for westbound traffic at the East Nampa Interchange. A supplemental routing would be established at the West Nampa Interchange providing agreement could be reached with the Nampa Highway District for use of a portion of their system.

After some discussion it was the decision of the Board that no signing for the Marsing area would be installed at the East Nampa Interchange but that westbound traffic to State Highway 72 would be taken off at the West Nampa Interchange if the Nampa Highway District would so permit. Signing for eastbound traffic could be installed at the Interchange in Caldwell.

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:

U-3281(15), One-Way Couplet in Boise, Garden Ave. - Jct. U.S. 20-26-30, Ada County - Idaho Power Company, Mountain States Telephone & Telegraph Company and Boise Water Corporation.

Personnel Matters. The following merit increases to be effective February 1, 1967, were approved by the Board:

Orion Grunerud, District 1 Engineer, fourth block action, \$1094 to \$1149 per month.

Faber Tway, Chief Legal Counsel, third block action, \$992 to \$1042 per month.

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

Landscape Architect Caron Beard to B.P.R. Regional Roadside Development School, Portland, Oregon, February 14 - 16.

Secondary Roads Engineer Marcey Laragan to annual meeting of National Association of County Engineers, Seattle, Washington, February 22-25.

Materials & Research Engineer L. F. Erickson to Salem, Oregon, to testify in claims case at the request of the State of Oregon, at no expense, January 24 - 27, or at such time as the claims case will come to trial.

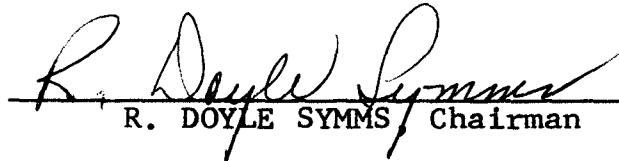
One person to Northwest Roads and Streets Conference, University of Washington, Seattle, February 1 - 3.

Open dates - State Highway Engineer Mathes to Omaha, Nebraska and Washington, D.C.

Materials & Research Engineer L. F. Erickson to Washington, D.C., to attend National Cooperative Highway Research Program, Section 4 of the Highway Research Board, at no cost to Department but at the expense of the Highway Research Board, February 19 - 22.

Board Authorizes Outside Legal Counsel in McDevitt Mineral Lease Case. Because Chief Legal Counsel Tway is a principal witness in the Pocatello McDevitt mineral lease case, the Board authorized the hiring of local legal counsel Louis Racine to represent the Department in the matter before the District Court.

WHEREUPON, the Board adjourned subject to call for the presentation of the budget to the Joint Finance and Appropriations Committee.


R. DOYLE SYMMS, Chairman

Read and Approved
February 20, 1967
Boise, Idaho

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

January 19 & 20, 1967

The Idaho Board of Highway Directors met in special session at 7:30 p.m., January 19, 1967, to present the Department's budget to the Joint Appropriation and Finance Legislative Committees at the State-house.

January 19, 1967

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
 R. B. Christensen, Assistant State Highway Engineer (Engineering)
 Marion Whaley, Department Controller
 Wayne Summers, Secretary of the Board

FRIDAY, JANUARY 20, 1967

The Idaho Board of Highway Directors 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
 R. B. Christensen, Assistant State Highway Engineer (Engineering)
 Wayne Summers, Secretary of the Board

Forest Highway 1967 Construction Program Curtailed. State Highway Engineer Mathes apprised the Board that the Secretary of Commerce through the Bureau of Public Roads advised the Department that Idaho's Forest Highway allocation of 1967 construction funds has been temporarily withheld to the point of Idaho's allocation being \$1,200,000 as available between now and July 1, 1967.

The Board then directed the Department to apply the following project priority as far as the available moneys would reach:

1. Yellowstone Park Highway, base and pave 7 miles, \$350,000
2. Priest River - Nordman, base and pave 17.2 miles, \$700,000
3. Warren Wagon Road, grade, base and pave as sufficient moneys are available together with \$100,000 local matching and FAS funds to make an economical project after No. 1 and 2 priorities have been let.

Board Reviews Study Progress of Lewiston Hill. The Department went over with the Board the progress that the Department has made in the U.S. 95 relocation of the Lewiston Hill area.

January 20, 1967

The Board suggested that a press release be issued to advise the public of the Department's progress in this study.

North Idaho Bridge Structures Hit by Logging Trucks. The Department apprised the Board that three Highway Department bridge structures were hit earlier this week by over legal height logging truck loads.


In reviewing the incidences, it was the Board's decision to set forth in writing to Governor Samuelson the Board's continuing concern as expressed to the Governor in the meeting last Saturday, lest in the transition of the roving ports of entry to that of the State Police relaxation in the enforcement in legal weights and sizes on our highways should result in further damage to the Highway Department's structures and roadways by illegal sizes and weights of vehicle loads. The Board also directed the matter be covered in the customary Board meeting news release.

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

State Highway Engineer Mathes to Washington, D.C., January 30 through February 2 to meet with the 50 State AASHO Administrators Committee.

Speed Limits in Arco (US 20, US 26, US 93A). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20, US 26 and US 93A in the City of Arco, as recommended and stated in marked Exhibit A-157, which is made a part hereof with like effect as though extended in full herein.

WHEREUPON, the Board adjourned until its next regular meeting scheduled for February 20, 21 & 22, 1967.


R. DOYLE SYMMS, Chairman

Read and Approved
February 20, 1967
Boise, Idaho

January 20, 1967

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

February 20 & 21, 1967

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, February 20, 1967. Present were:

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

Board Organizes for 1967. The following officers of the Board were elected:

R. Doyle Symms, District 2, Chairman
 Howard B. Thomason, District 3, Vice-chairman
 C. Ed Flandro, District 1, Member

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

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

F-6501(5)	Ririe - Clark Hill
S-6742(4)	Ririe Connection
Stockpiles 1554 & 1555	American Falls & Alexander
S-2709(2)	Highline Canal Bridge
LSS-5738(2)	Athol - Farragut
F-FG-5115(4)	Blackwell Bridge and Overhead
ST-2353(516)	Darlington - Mackay
S-1721(5)	Riverside - Collins
F-2391(8)	Rogerson North
LWC-6501(515)	Clark Hill Rest Area Well
LWC-4114(547)	Mineral Mtn. Rest Area Well
Stockpiles 4552 & 4553	Vicinity of Elk River & Potlatch Jct.
STM-5116(541)	Painting Sandpoint Bridge
STM-5141(519) &	Seal Coating, St. Maries West &
STM-5726(508)	Harrison North
STS-1024(531) & (532),	Furnish & Install Traffic Signals
1032(523) &	
1381(511)	
LWC-5116(533)	Hoodoo Rest Area

February 20, 1967

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

Stockpiles 5545, 5548 & 5550 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to SH-5 and U.S. 95-A, in the vicinity of Heyburn Park, Parker Pass and St. Maries, in Benewah County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on February 7, 1967, in the amount of \$31,510.00.

STM-6801(507) & STM-6804(504), & Stockpiles No. 6540 & 6542 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Ashton and seal coating 8.0 miles on SH-47 (Ashton-Warm River) and 10.2 miles on SH-32 (Drummond-Ashton), in Fremont County - State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on February 8, 1967, in the amount of \$48,540.00.

Stockpiles 5546 & 5552 - The work consists of furnishing aggregate surfacing and cover coat materials in stockpiles adjacent to SH-41, in the vicinity of Blanchard and Spirit Lake, in Bonner County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on February 7, 1967, in the amount of \$29,340.00.

Stockpiles No. 5547 & 5549 - The work consists of furnishing aggregate surfacing and cover coat materials in stockpiles adjacent to U.S. 95-A, in the vicinity of Harrison Jct. and Powder Horn, in Kootenai County - State financed. The contract was awarded to Zanetti Brothers, Osburn, Idaho, the low bidder, on February 14, 1967, in the amount of \$37,925.00.

STM-6840(505), STM-6462(503) & Stockpiles 6543 & 6541 - The work consists of seal coating approximately 14.92 miles of SH-22 (MP-308.45-323.39) and approximately 6.59 miles of SH-88 (MP-298.91-305.5) and furnishing aggregate surface and cover coat materials in stockpiles adjacent to MP-319.0 (SH-22) and MP-308.4 (SH-22), in the vicinity of Lidy Hot Springs and Mud Lake, in Butte, Clark and Jefferson Counties - State financed. The contract was awarded to Hartwell Excavating Co., Idaho Falls, Idaho, the low bidder, on February 21, 1967, in the amount of \$57,015.00.

S-3770(1) - The work consists of constructing the roadways, a 43' concrete bridge, irrigation structures and a plantmix bituminous surface on 1.997 miles of the Star Road, U.S. 20 & 26 - Star, in Ada County - Federal Aid Secondary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on February 21, 1967, in the amount of \$148,190.95.

LSF-50-1(1) - The work consists of constructing rest area facilities and planting on U.S. Highway 26, in Bonneville County - Federal Aid Primary and State financed. The contract was awarded to Gray Landscaping, Idaho Falls, Idaho, the low bidder, on February 15, 1967, in the amount of \$52,013.14.

Stockpile No. 6539 - The work consists of furnishing cover coat material in stockpile at the Gibbonsville Maintenance Yard (M.P. 345-US-93), in Lemhi County - State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on March 3, 1967, in the amount of \$24,780.00.

Stockpiles 5551 & 5553 - The work consists of furnishing aggregate surfacing and cover coat materials in stockpiles adjacent to US-2 and 95, in the vicinity of Moyie and Bonners Ferry, in Boundary County - State financed. The contract was awarded to W. R. Sutherland, Wilbur, Washington, the low bidder, on March 3, 1967, in the amount of \$46,675.00.

Stockpiles 1554 & 1555 - The work consists of furnishing cinder sanding material in stockpiles adjacent to U.S. Highway 30N, in the vicinity of American Falls and Alexander, in Power and Caribou Counties - State financed. The contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on March 3, 1967, in the amount of \$26,200.00.

S-2709(2) - The work consists of constructing a 47' concrete bridge over the Highline Canal, on the Clear Lakes Road, in Twin Falls County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Ralph Thornton Construction Co., Burley, Idaho, the low bidder, in the amount of \$13,182.50.

S-4802(2) - The work consists of constructing the roadway, drainage structures, an asphalt treated base and a plantmix bituminous surface on 4.531 miles of SH-99, Kendrick North, in Latah County - Federal Aid Secondary and State financed. The Board directed the State Highway Engineer to award the contract to Washington Construction Co., Missoula, Montana, the low bidder, in the amount of \$614,256.00.

S-3703(3) - The work consists of constructing a 562' concrete bridge, over the Snake River, and the approaches on 0.597 mile of the Indian Cove Road, near Hammett, in Elmore and Owyhee Counties - Federal Aid Secondary and County financed. The contract was awarded to Empire Construction Co., Pocatello, Idaho, the low bidder, on March 3, 1967, in the amount of \$218,140.40.

S-5772(1) & S-5780(1) - The work consists of constructing the roadway, drainage structures, a roadmix bituminous surface and seal coat on 0.759 mile from Vay to Laclede and 8.358 miles from Priest River Bridge to Vay in Bonner County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Access Construction Co., Gresham, Oregon, the low bidder, in the amount of \$341,308.30.

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

I-80N	I-80N-4(4)266	H. Sanford Campbell & Rosalie B. Campbell	Parcel No. 2
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The Board authorized condemnation on this parcel; but prior to filing the complaint, the Department should offer to make available some used pipe to the Campbells and pit-run gravel to the Highway District.

I-80N	I-80N-4(3)248	J. T. Gregory & Catherine M. Gregory	Parcel No. 22
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I-80N	I-80N-4(3)248	Donald P. Campbell & Mary Lou Campbell	Parcel No. 27
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The Department is to confirm the previous offer made the Campbells.

I-80N	I-80N-4(3)248	H. Sanford Campbell & Rosalie B. Campbell	Parcel No. 28
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The Board authorized condemnation on this parcel; but prior to filing the complaint, the Department should offer to make available some used pipe to the Campbells and pit-run gravel to the Highway District.

I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Ethel L. Wood	Parcel No. 35½
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I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Jack Bachman, et al	Parcel No. 61
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I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	Emerson J. Collier	Parcel No. 1
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I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W & State of Idaho	Building Services, Inc.,	Parcel No. 12
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I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	Phillip S. Jones & Betty Rose Jones	Parcel No. 20
I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	Phillip S. Jones, et al	Parcel No. 41
I-15	I-15-1(16)37 I-15-1(14)28 R/W	Paul Evans	Parcel No. E-3
I-15	I-15W-4(12)81 I-IG-15W-4(15)73 R/W	Eleanor A. Benson, Trustee	Parcel No. 3
SH-8	S-4800(10) S-4800(7) R/W	Athol H. & Mary Elizabeth Howell	Parcel No. 25, 25-E-1 & 25-E-2
SH-68	FH-47-1(5) S-2809(15) R/W	Hill City Stockyards	Parcel No. 4

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	Donald S. Howell - \$30,000 - Court award approved.	Parcel No. 7
I-80N	I-80N-1(25)50 I-IG-80N-1(28)45 R/W	Earl Jameson - \$25,000	Parcel No. 22
I-80N	I-80N-1(24)28	Gwen Specht - \$27,100	Parcel No. 1
I-90	I-90-1(48)5	Charles G. Brickert - \$26,500	Parcel No. 14½
I-90	I-90-1(48)5	D. D. Pratt & Eva E. Pratt; George Neufeld & Eleanor G. Neufeld - up to \$30,000	Parcel No. 25
I-90	I-90-1(48)5	Edward L. Clanton & Eileen Clanton - up to \$24,000	Parcel No. 57
I-90	I-90-1(48)5	Edward G. Bruns & Florence E. Bruns - \$52,500	Parcel No. 63
US-20	F-6471(37) F-6471(31) R/W	J. M. Williams - up to \$45,000	Parcel No. 99

Approval of Special Deeds & Easements was given on the following:

I-80N	I-80N-2(15)50	Wayne R. Beard	Parcel No.
	I-IG-80N-2(14)50 R/W		20-R-1
Priest River	Maintenance Shed Site		Easement

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

US-95	F-3112(13)	John & Ann Carico	Parcel No.
			30 & 31A

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

US-10A	FHP-5-1(2)	Terry Merwin	5-66-56
	F-5121(13) R/W		

Approval of Purchase of Property. The Board approved the purchase of property from James Lavin for extension of Coeur d'Alene Yard #51700 in the amount of \$9,200.

Approval for Condemnation of Property in its Entirety was given on the following:

I-80N	I-80N-1(25)50	Margaret M. Davies	Parcel No. 5
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Approval of "Assignments of Ditch Easement Rights" was given on the following:

I-15W	I-15W-4(10)73	O. R. Baum	Parcel No.
			21-E-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 projects:

S-4802(2), State Highway 99, 3 Mi. N. of Kendrick - N., Latah County - Troy Telephone Company, Inc., Potlatch Telephone Company, Clearwater Power Company, Pacific Northwest Bell Telephone Company, General Telephone Company of the Northwest, Washington Water Power Company, and LARC, Inc.

LSS-5738(2), State Highway 54, Farragut Park Connection, Kootenai County - Kootenai Electric Cooperative, Inc.

S-5780(1) & S-5772(1), Priest River Bridge - Vay - Laclede, Bonner County - General Telephone Company of the Northwest, Northern Lights, Inc., and Pacific Power & Light Company

S-1721(5), State Highway 39, Riverside - Collins, Bingham County - Idaho Power Company, Mountain States Telephone & Telegraph Company, and Intermountain Gas Company

S-3770(1), Star Road, Ada County - Mountain States Telephone & Telegraph Company, Intermountain Gas Company and Idaho Power Company

S-3703(3), Indian Cove Bridge, Elmore & Owyhee Counties - Mountain States Telephone & Telegraph Company

F-2391(8), U.S. Highway 93, Rogerson - North, Twin Falls County - Idaho Power Company

Legislative Bills Affecting the Department Reviewed. The Department reviewed with the Board the status of the following proposals that are under consideration by the Legislature in bill form:

1. Junkyards Bill
2. Outdoor Advertising Bill
3. Wild Flower Bill
4. Standards for Petroleum Products
5. Reorganization of State Departments
6. Department Appropriations

None of these bills have passed both Houses.

March, April and May Meeting Dates Discussed. The Board approved the following dates:

March Meeting - 20, 21 & 22

April Meeting - 17, 18 & 19

May Meeting - tentatively 22 through 27 including the
North Idaho Board Tour

Statement to Joint U.S. Senate and House Public Works Committee Approved. The Board approved State Highway Engineer Mathes' statement of Idaho's position regarding the withholding of Federal-aid Trust Fund moneys when appearing before the Joint U.S. Senate and House Public Works Committee February 28 and March 1.

James Kelly Letter Acted On Regarding Jerome Airport Beacon Light Affecting State Highway 25 and U.S. 93 Motorists. The Board read a letter from James Kelly dated February 8 and determined that at the time of the inspection made by District Engineer Sessions there was no apparent hazard presented to the highway user. Mr. Sessions stated in his report to the Board of the complaint that upon inspection of the interference to the highway user of the beacon light that the light is so shielded as far as State Highway 25 and U.S. 93 are concerned that, in his opinion, there is no hazard to the highway user and the benefit to the air traffic using the airport far exceeds the possible annoyance to the motorists.

Spalding U.S. 95 Connection Request Defined. The Department apprised the Board that the Nez Perce National Park's demand for a full interchange connector to the Village of Spalding and to the Nez Perce Park Service Center was still being requested by the Park Service.

Assistant State Highway Engineer Christensen stated that the Department had met with the Nez Perce Park Director and informed him that the Department could not support building a full interchange from the projected traffic standpoint that would use the facility and that Federal-aid participation would not be forthcoming if built.

The Board directed the Department to inform the Nez Perce Park Director that should the Park Service continue to demand a full interchange that the cost differential would have to be borne by the Nez Perce Park Service and to so advise the Director.

TUESDAY, FEBRUARY 21, 1967

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
Howard B. Thomason, Vice-chairman
C. Ed Flandro, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

Mr. and Mrs. Glenn Balch Appear Regarding Fence. Mr. and Mrs. Balch appeared regarding the desire to purchase 140 feet of fence at the rear of their property and presently on land that is expected to be put up for public auction when the Boise Interstate Connector has been completed.

Mr. Balch apologized for appearing before the Board regarding this fence. It appeared that the Balchs now realized that the Department cannot dispose of such property except at public auction. At that time, Mr. Balch stated they anticipate bidding on the fence between their property and that of the freeway Boise Connector location.

George Hamilton Appears Regarding the Proposed Hamilton Home Site Development on the Coeur d'Alene East Interstate Project. Appearing before the Board were George Hamilton and his brother from New York City, along with H. L. Hanson, family relation and attorney from Beverly Hills, California.

Mr. Hanson outlined to the Board with charts the planned development of the Hamilton properties into home sites and social centers contemplated along the beach area of present U.S. 10. He urged the Department to give them at an early date assurance of access they desire to their home sites above the Interstate with a structure or underpass connecting the social center planned below the Interstate along the beach and present U.S. 10.

Mr. Hanson demonstrated in considerable detail the planned development by a written statement together with Exhibit A, which is in the Board files.

The Board informed the delegation that the Board and the Department will take under consideration their request, and that they should keep in touch with the District Engineer at Coeur d'Alene as the design progresses. Mr. Mathes stated that the Department would not overlook any justification that may be had in granting the accesses mentioned looking for any severance damages and other right of way considerations that might justify the access demands made by the delegation at this meeting with the Board.

The delegation was urged to furnish the same information furnished to the Board to District Engineer Harding at Coeur d'Alene that economic justification may be given the request as the design of the Interstate project develops.

Montpelier Delegation Requests Early Construction of Railroad Overpass. Max T. Haddock, State Representative - Legislative District #32, T. R. Sneddon, Montpelier City Councilman, and Lyle Tapper, Montpelier Chamber of Commerce Highway Committee Chairman, appeared urging an early public hearing regarding the contemplated U.S. 89 railroad overpass in Montpelier on Washington Street.

The delegation pointed out to the Board the increasing number of switching movements that are occurring tying up the crossing for an

increasing amount of time and that anything the Board could do to expedite the construction would be of great help to the City and businessmen.

The Board reminded them that the project is in the five year planning program but not slated for 1967 construction.

The delegation reminded the Board of the City of Montpelier Council's letter to the Board dated November 30, 1966, supporting the Washington Street overpass location. The delegation stated in their opinion it was the best location and now that City officials were in complete accord on this location, that an early public hearing was advisable.

The Department assured the delegation that a hearing will be set up sometime in April rather than waiting until the entire project has been designed.

John Pierce Right of Way Matter Outlined. John Pierce, Malta, and his attorney, William Parsons, appeared regarding the John Pierce right of way acquisition needed for Interstate 80N in the Sublett area south-east of Malta.

Mr. Pierce outlined the need of a 12x18 structure for the operation of his land holdings. He was told that a 12x14 structure is as large as presently can be justified and still participate in the cost beyond the 12x14 to the 18 foot width would have to be paid for by pure State Highway fund moneys, which expenditure could not be justified on that basis.

The Board informed them by policy the Board cannot go beyond that amount participated in with Federal-aid and summarized Mr. Pierce's request by determining the Department submit a final offer as follows:

- (1) For Parcel 21, they approved payment for the land needed, with any damage to the remainder included, the total sum of \$4,000.
- (2) For Parcel 21½, the alternatives approved are:
 - (a) \$17,500 as total payment for the right of way needed and any damage to the remainder. This amount can be offered if the structure at approximate Station 915/00 remains a 9x12 box culvert for drainage with stockpass use for Mr. Pierce incidental to its primary purpose, which is for drainage.
 - (b) The State will install a 12x14 structure at this location with payment to Mr. Pierce for land and the related damage of \$15,100. The structure would have to serve both purposes, drainage for the necessary runoff, plus use for Mr. Pierce in his farming operation.

- (c) The Board approved the installation of a pass 12x18 for the two purposes mentioned above, with payment to Mr. Pierce of \$9,000 for the land and any related damage. The Board particularly noted, in relation to this pass, that from Mr. Pierce's presentation, this structure of these dimensions is of importance to Mr. Pierce in his operation. For this reason, they felt that for Mr. Pierce's best interests, as well as that of the State, it would be unfortunate if an agreement could not be worked out permitting its installation at this time.

The Board Secretary was instructed to so advise Mr. Pierce by letter.

Wayne Davis, Caldwell Attorney, Regarding Eunice Markwell Suit.
Attorney Davis requested the Board to pay the settlement amount set by the jury in the above case.

Chief Legal Counsel Tway stated that amount of the jury's severance damage was \$395.00 in excess of the \$3,605.00 appraisal submitted by Defendant Markwell. He stated that he could not recommend to the Board that the full amount of the jury's damage award be paid; but he did recommend, and the Board concurred, that Mr. Davis immediately notify his client of the Department's desire to pay the amount of the appraisal figure submitted by the Defendant and \$4,000.00 for land taken. The Board stated that the Department would be pleased to be a party to an appeal to the Supreme Court for the \$395.00 excess above the appraisal figure should the Defendant insist on it. The grounds for the appeal, in Chief Legal Counsel Tway's opinion, was that of the judge's error in not rejecting the jury's award over and above the Defendant's highest appraisal submitted in testimony.

Attorney Davis stated that he was not empowered by his client to accept anything but the full amount of the jury award. The matter was held in abeyance subject to Mr. Davis' consultation with his client as to the Board's decision.

Malad Delegation Requests Early Construction of I-15. The following delegation appeared before the Board:

J. A. Servoss, Oneida County Commissioner
George Neal, Oneida County Commissioner
Gene Edwards, Oneida County Commissioner
Jenkin L. Palmer, State Representative - District #33
W. C. Jenkins, Malad

John V. Evans, State Senator - District #33
C. Edward Robinson, President, Malad Chamber of Commerce
Calvin Dredge, Malad
Don S. Evans, Malad
Lester Hartvigsen, State Representative - District #33

The delegation requested the following:

1. Early completion of Interstate Route 15 over the Malad Hill north of Malad.
2. Firm up the location of the Malad I-15 Interchange.
3. They asked the Department to consider an additional interchange on I-80N in the Black Pine area in western Oneida County to serve traffic originating in the Stone area.

The delegation was informed that the Department is at present designing the entire remaining section of I-15 north of Malad not presently under contract and that when design is completed the Department will begin design of the Malad section and can then furnish the answer of the Malad Interchange location.

The location of the Malad Interstate Interchange on I-15 will not be known until the design is completed, which will follow District design work when the Malad Hill section to Arimo has been completed.

The Black Pine requested interchange on I-80N in western Oneida County will not pose a particular problem when traffic projections warrant an interchange. An overpass is presently being designed to serve the area now having a county road crossing. Ample right of way for a future interchange offers no problem as it is Bureau of Land Management land which can be subject to withdrawal when needed. An interchange at this time cannot be justified.

Present were District Engineers Sessions of District 2 and Grunerud of District 1. They discussed the requests with the delegation and assisted with current status information regarding the requests.

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

US-95	F-FG-3112(10)	Vedder et al	Parcel No. 35, 35-E-1 to 35-E-7
I-80N	I-80N-4(3)248	John A. Pierce	Parcel No. 21
		John A. Pierce	Parcel No. 21½

February 21, 1967

Personnel Matters. The Board approved the following:

Promotion for Charles Humphrey, Acting Materials Engineer, to Materials Engineer, \$992 to \$1042 per month, effective March 1.

Merit increase for E. E. Harden, Assistant District Engineer - District 1, 4th block, \$945 to \$992 per month, effective April 1.

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

State Highway Engineer Mathes to Joint Senate and House Public Works Committee Hearings, Washington, D.C., February 27 - March 2.

Personnel Director David Murray and District Engineer Bill Sacht to recruit students for engineers-in-training program, Utah State College, Logan, Utah, and Brigham Young University, Provo, Utah, February 27 - March 1.

One person to Portland Cement Association Design Short Course, Chicago, Illinois, April 17 - 20.

One person to Department of Housing and Urban Development Planning Workshop, Seattle, Washington, March 5 - 8.

One person to Portland, Oregon, to attend Regional B.P.R. Meeting on 1968 Interstate Cost Estimate, March 5 - 7.

State Maintenance Engineer Roy Jump to WASHO Maintenance Committee Meeting, San Francisco, California, March 21 & 22.

State Construction Engineer Vic Richardson to WASHO Construction Committee Meeting, Denver, Colorado, March 26 to 28.

Assistant Construction Engineer Howard Johnson to Blaw - Knox School on Paver Maintenance and Adjustment, Portland, Oregon, March 5 to 8.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
F-3022(19)	South Connector to Mountain Home	Partial, Type "A" *
F-6454(4)	Carmen Bridge & Approaches	Partial, Type "A" *

F-FG-6471(27)	Idaho Falls - Ucon	(This action supersedes Board action dated 1-14-64)
	Johns Hole Bridge - Vicinity of Butte Branch RR Xing	Full Control
	Butte Branch RR Xing - Sta. 231/50.00	Partial **
	Sta. 231/50.00 - Sta. 269/70	Full Control
	Sta. 269/70 - End of Project	Partial, Type "A" *
S-6742(4)	Connection to Ririe	Partial, Type "A" * (This action rescinds Board action dated 5-10-65)
F-6501(5) & F-6501(7)	Ririe - Clark Hill	Partial, Type "A" * (This action rescinds Board action dated 5-10-65)

* PARTIAL ACCESS CONTROL, TYPE "A"

Public Road Connections

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

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

Spacing of Existing Private Approaches

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

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

New Private Approaches

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

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

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

Use of Private Approaches

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

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

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

**** PARTIAL ACCESS CONTROL**

Public Road Connections

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

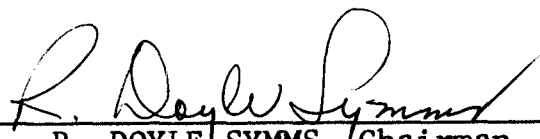
Private Approaches

No private approaches will be allowed.

Removal from the State Highway System (US 91-191-30N). The Board approved the removal of two sections of State Highway Nos. US-91-191-30N beginning at a point 0.418 mile west of the Inkom West Corporate Limits and ending at the Pocatello South Corporate Limits, as shown in official Exhibit B-49, which is made a part hereof with like effect as though extended in full herein.

WHEREUPON, the Board adjourned until its next meeting scheduled for March 20, 21 & 22, 1967.

Read and Approved
March 20, 1967
Boise, Idaho



R. DOYLE SYMMS, Chairman

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

March 20 & 21, 1967

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 20, 1967. Present were:

R. Doyle Symms, Chairman - Director, District 2
Howard B. Thomason, 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 February Board Meeting.

Aerial Photographs of Hamilton Properties Ordered, Interstate 90 - Coeur d'Alene East Project. The Board directed the Department to fly and obtain current aerial photographs as soon as possible of the proposed Hamilton property development on Interstate 90 - Coeur d'Alene East Project, that adequate support data can be made available should future litigation develop and clearly show the present status of use of the land area contemplated in the future proposed development.

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

F-5121(14)

Johnson Creek

March 20, 1967

S-3754(4)
LWC-3809(512)
LSF-20-1(1)
STM-5101(505)
F-1481(28)

I-15-3(28)133 (Strs.)
STM-1031(522) &
Stockpile No. 1553
I-15-1(33)40
Stockpile No. 4555

Nampa, South
Little Camas Reservoir
Lenore Rest Area
Moyie - Montana Line
6.4 Mi. East Montpelier -
Wyoming State Line
Bassett - North Roberts
Utah Line - North & Downey

Arimo - McCammon
Near Nez Perce, Lewis County

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

LSS-5738(2) - The work consists of seeding, planting and roadside beautification on 3.920 miles of SH-54, in Kootenai County - Federal Aid Landscape Secondary financed. The contract was awarded to Nelson Landscape Service, Inc., Spokane, Washington, the low bidder, on March 3, 1967, in the amount of \$33,855.00.

F-FG-5115(4) - The work consists of constructing a 1,018' concrete and steel bridge and an 84' concrete and steel overhead on Highway U.S. 95, Blackwell Bridge and Overhead, in Kootenai County - Federal Aid Primary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Vancouver, Washington, the low bidder, on March 14, 1967, in the amount of \$884,169.00.

ST-2353(516) - The work consists of constructing a roadmix and a seal coat on 16.34 miles of U.S. 93A, Darlington-Mackay, in Butte and Custer Counties - State financed. The contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on March 17, 1967, in the amount of \$125,865.00.

STM-5116(541) - The work consists of furnishing the paint and painting the Sandpoint Bridge on U.S. Highway 95, in Bonner County - State financed. The low bidder, Finrow Painting Co., Inc., Spokane, Washington, submitted an unbalanced bid, therefore, the Board determined to re-advertise the project.

F-2391(8) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 3.100 miles of U.S. Highway 93, Rogerson North, in Twin Falls County - Federal Aid Primary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on March 27, 1967, in the amount of \$299,953.50.

S-1721(5) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 3.848 miles of State Highway 39 from Riverside to Collins, in Bingham County - Federal Aid Secondary and State financed. The Board directed the State Highway Engineer to award the contract to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$464,860.60.

LWC-6501(515) - The work consists of drilling, casing and capping a well in the vicinity of Clark Hill on Highway U.S. 26, in Bonneville County - Federal Aid Water Conservation and State financed. The Board directed the State Highway Engineer to award the contract to Andrew Well Drilling Contractors, Idaho Falls, Idaho, the low bidder, in the amount of \$7,675.00.

LWC-4114(547) - The work consists of drilling, casing and capping a well in the vicinity of Mineral Mountain Rest Area on US-95, in Latah County - Federal Aid Land-Water Conservation Funds and State financed. As the low and only bid was 32.97 per cent over the Engineer's Estimate, the bid was rejected. The project is to be re-advertised for April 18, 1967.

Stockpiles No. 4552 & 4553 - The work consists of furnishing aggregate base, surfacing and cover coat material in stockpiles in the vicinity of Elk River and Potlatch Jct., in Clearwater and Latah Counties - State financed. The Board directed the State Highway Engineer to award the contract to Carl Carbon, Inc., Spokane, Washington, the low bidder, in the amount of \$57,000.00.

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-FG-5115(4) (Structures), Blackwell Bridge Overpass, Kootenai County - Washington Water Power Company

I-15-3(22)127 & I-15-3(28)133 (Structures), Bassett I.C., 0.5 Mi. N. of Roberts, Jefferson County - Mountain States Telephone & Telegraph Company and Utah Power & Light Company

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

I-15	I-15-1(16)37	Hortense Evans	Parcel No. 4
	I-15-1(14)28 R/W		

The Board instructed that this parcel be held pending contact with Bannock County regarding a design change.

March 20, 1967

I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Geraldine Undi, (formerly Geraldine Van Paepeghem)	Parcel No. 66
US 30- 20-26	F-FG-3022(17) F-FG-3022(16) R/W	Ervil T. Corbin	Parcel No. 23
US 30	F-3111(13)	Dollarwise Auto Sales, Inc.; Fred & Mary Margaret Haidle; Ursa V. Brandenthaler	Parcel No. 10½
US 30	F-3111(13)	Owen A. & Georgia B. Gossett; Chester & Thelma Mae Roland	Parcel No. 14 & 14-E-1
SH 8	S-4800(10) S-4800(7) R/W	Austin E. Myrtle P. Swanson	Parcel No. 17, 17-E-1 to 17-E-4, inc.

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	State of Idaho (State Land Board) - \$28,000	Parcel No. 8
US 95	F-4113(37) F-4113(29) R/W	Benjamin & Margaret R. Large; James & Cleo Large; Mamie A. Robie - up to \$36,000	Parcel No. 5

Approval of Special Deeds was given on the following:

US 30	F-3111(13)	Herbert H. Vanderford	Parcel No. 13-R
I-90	I-IG-90-1(48)5	Archie & Dorothy A. Gookstetter	Parcel No. 61-R-1

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

I-80N	I-80N-3(7)199	Jacob R. Pershing	2-67-008
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Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

March 20, 1967

Matls. Source
WN-49-S
Washington
County

Lots 19 to 24 inclusive of
Block 1 & adjoining vacated
River Street of Middle Valley
Townsite (now Midvale) & a
portion of SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Sec. 8,
T. 13 N., R. 3 W., B.M. -
\$250.00

Report on Progress of Negotiations:

I-80N	I-80N-4(3)248	John A. Pierce	Parcel No. 21 & 21 $\frac{1}{2}$
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After a discussion of the progress of negotiations for John A. Pierce, the Board instructed that the final offer letter be mailed to Mr. Pierce in a few days following a letter from the Secretary of the Highway Board.

Report on Condemnation Settlements was given on the following:

I-80N	I-IG-80N-1(22)50	Walter E. & Virginia	Parcel No. 58
	I-IG-80N-1(28)45	R/W Nadine Beutler	

Approval of Request by the Mutual Life Insurance Company of New York for a release by the State of a portion of the right of way of the Union Pacific Railroad Company, subject to Easement C.D. No. 39377 granted to the State. The Board approved retention of 20 feet of the Railroad easement bordering on the property of the Mutual Life Insurance Company of New York and to relinquish that part of the Railroad easement back to the Railroad Company.

Advanced Acquisition:

I-90	I-90-1(55)26	Lester H. Pattee
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The Board instructed that the Department attempt to buy the entire property for not in excess of \$25,000.

Field Trip Covering Idaho Forest Highway System Scheduled. State Highway Engineer Mathes reported on the desirability of touring the Idaho Forest Highway System with the U.S. Forest Service in Regions 1 and 4.

The Board determined such a tour in August would be advisable and that in the interest of Board time the Forest Highway System not be included in the annual spring and fall Board tours of the State Highway System.

March 20, 1967

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

Bridge Engineer Clarence Larson to Seattle, Washington, May 15 - 16, to attend AASHO Bridge Committee Meeting.

One man to Asphalt Producer - Users Conference, San Francisco, California, May 10 - 11.

Planning Engineer Dean Tisdale to Traffic Forecasting Short Course, Washington, D.C., May 14 - 27.

Three people to Utah Highway Department meeting, Salt Lake City, Utah, April 11, 12 & 13, regarding Idaho - Utah Interstate Connection at Snowville, Utah.

One Board Member and three Department people to attend the WASHO Conference in Honolulu, Hawaii, July 9 - 14.

Personnel Director David Murray to San Francisco, California, April 27 - 28, to attend WASHO Personnel Conference.

Summary Report Requested on Out-of-State Travel Assignments. The Board requested a summary report limited to one page on each out-of-state travel assignment of Department subject interest developed from the out-of-state trip.

Status of Project Chief Clint Barnes' Administrative Hearing Appeal Reported. State Highway Engineer Mathes apprised the Board that the three steps of hearing appeals as provided in the Department's personnel hearing procedure manual had been held, and the Department's position in the matter, to which action the Board concurred.

Personnel Matters. The Board approved the following:

Merit increase for David Murray, Personnel Director, \$858 to \$901 per month, to be effective April 1, 1967.

Merit increase for Gordon Hawkes, Utilities Engineer, \$901 to \$945 per month, to be effective April 1, 1967.

Testimony to U.S. House Public Works Committee Public Hearing on Beautification Authorized. The Board authorized State Highway Engineer Mathes to prepare a statement on the Department's position on the Federal Beautification Act of 1965 pertaining to outdoor advertising and junkyard standards criteria to be presented by Mr. Mathes when testifying before

the House Public Works Committee. Committee Chairman Kluczynski requested that Idaho be one of 15 states to present this department's views and position at the Public Hearing April 20 in Washington, D.C.

Board Meets with Governor Samuelson. While meeting with the Governor, the Board again apprised him of the Board's concern at this late legislative date of the Department's need during the next biennium for an addition \$3½ million increase over the present biennium since no action as to the needed funds has been taken by the Legislature.

Present and hearing the Board's concern besides Governor Samuelson were Senator James Ellsworth, Chairman, Senate Transportation and Defense Committee; Senator Don Loveland, Chairman, Senate Finance Committee; and Representative G. M. Brown, Chairman, House Transportation Committee.

The Board repeated its position that, in their opinion, the traditional highway user revenues should have first consideration in supplying the needed increased funds.

The Board met with the three legislative chairmen and discussed the problem further at a luncheon meeting.

Legislative Bills Affecting the Department Reviewed. The Department reviewed with the Board the status of the following proposals that are under consideration by the Legislature in bill form:

1. Junkyards Bill
2. Outdoor Advertising Bill
3. Wild Flower Bill
4. Standards for Petroleum Products
5. Reorganization of State Departments
6. Department Appropriations

TUESDAY, MARCH 21, 1967

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
 Howard B. Thomason, Vice-chairman
 C. Ed Flandro, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Secretary of the Board

March 21, 1967

Authority for Settlement.

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

The Board authorized Chief Legal Counsel Tway to pay up to \$222,500 in settlement of the case through negotiation.

Consulting Engineering Agreement with Cornell, Howland, Hayes and Merryfield Approved. The Board approved a consulting engineering agreement submittal with Cornell, Howland, Hayes and Merryfield for the complicated planning study of improving U.S. 30 or Capitol Boulevard between Vista and the Boise River at an approximate cost of \$24,000. This agreement is subject to Bureau of Public Roads' approval.

Reprint of Oregon Trail Brochure. The Board approved the reprint of 10,000 copies of the Oregon Trail Brochure, with the Idaho Department of Highways' insignia to appear on it.

Idaho Department of Highways' Insignia to Appear on Department Publications. The Board requested that the Idaho Department of Highways' insignia appear on all Department publications for public distribution.

Federal Hearing Invitation Approved for Horseshoe Bend, North - Forest Highway Project F-23-1(1). The Board authorized the Department to set up an invitation for a public hearing on the above captioned project when hearing materials are ready.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
I-15W-4(20)108	Cassia County Line - Massacre Rocks	Full Control
I-15W-5(11)117	Raft River I.C. (Excl.) - Power Co. Line	Full Control
I-15W-4(21)97	Rockland Jct. I.C. (Excl.) - Massacre Rocks	Full Control
I-90-1(55)26	Cedar Canyon - Rose Lake Jct.	Full Control (Supersedes Board action of 7/30/58 on Project IN-90-1(1)27, Coeur d'Alene - Cataldo)

March 21, 1967

Dwight G. Vedder Appears Regarding His Right of Way Matter on U.S. 95 Payette River Bridge Project. Dwight G. Vedder, Owner, and J. D. Mawkin, Property Manager, of Payette appeared before the Board and discussed elements in disagreement between them and the Right of Way Division in settlement of the right of way needed from their property.

In concluding the matter, the Board authorized the Department to negotiate a settlement in the amount of \$2,150.00 which would include a 5'10"x6'8" multiplate cattle pass under the proposed U.S. 95 four-lane roadway serving Mr. Vedder's holdings on each side of the new road location.

It is understood that the use of the cattle pass in considering its connection in the project is primarily that of a drainage structure and the use as a livestock cattle pass is of secondary consideration.

A further consideration is the installation of fences and irrigation ditches required by Mr. Vedder which is to be done by him as per the official project plans and he is to be reimbursed when such work has been completed and approved by the Department.

With this consideration, Mr. Vedder would deed a triangle piece of land to the Department, 1.4 acres abutting Killabrew Drive. The money consideration includes all other take, severances and damages to the Vedder properties.

Highway Research Correlation Service Approved. Idaho's annual subscription, July 1, 1967, to June 30, 1968, in the amount of \$10,800.00 to the Highway Research Correlation Service was approved by the Board.

Homedale Chamber of Commerce Appears Regarding Snake River Bridge. The following delegation appeared before the Board:

Reed Frye, Homedale Chamber of Commerce
Dale B. Jackson, Vice- President Highway 95 Association
Homer Anderson, Director, Homedale Chamber of Commerce

They inquired as to the progress the Department is making on the Homedale Bridge structure.

The Department reminded the delegation that they could be helpful in continuing their efforts in seeing that the Homedale flight strip adjacent to the highway is relocated southward a sufficient distance that the flight pattern to the flight strip would meet Federal regulations in sufficient time that the bridge project when ready will not be held up because of the airport relocation problem.

March 21, 1967

Senator Yarbrough Requests State Highway 68 Extension. State Senator Walter Yarbrough and Rodney Hawes, Assistant to Governor Samuelson, appeared before the Board urging long range planning by the Department as follows:

1. Incorporate into the State Highway System at the earliest possible time that section of road from Mountain Home Air Force Base through Grand View to Murphy. This would connect East-West Highway 68 to a route on the south side of the river to Nampa.
2. Incorporate county road from Walters Bridge to Marsing and any other sections in Homedale area to Oregon state line. This would tie East-West Highway 68 through to Oregon and also to Highway 95.
3. Incorporate county road from Grand View to Hammett into State Highway System.

Senator Yarbrough pointed out that the three above items are not expected to be accomplished all at once, "but it should bear the Board's future consideration."

He asked real consideration, however, of the Department taking action on the first item - that of connecting State Highway 67 with State Highway 45 at Murphy.

He further stated that Owyhee County deserves consideration of the above three items because of Idaho's high percentage of public lands in Owyhee County. The 13 per cent edge given Idaho in Federal-aid allotment over the national basic 50 - 50 matching ratio is contributed to largely by Owyhee County's vast area of public lands. For this reason, the above three planning requests should be given high priority by the Board.

The Senator advised that the Owyhee and Elmore County Commissioners are considering a new Snake River bridge structure in the vicinity of Grand View and that he would like to see it located at a point that would cause the Board to look with favor in the future in placing the Murphy - Mountain Home Air Force Base Road on the State Highway System.

State Highway Engineer Mathes advised that this is on the Owyhee and Elmore County Federal-aid Road System and, as such, until the request is made by the two counties for an improvement of this section of County Federal-aid System, the Department would be presumptive in indicating where a Snake River crossing should be made. At such future time when the respective county commissioners formally request a study

preparatory to a county project, the Department would then be in a position to counsel with them as to the best location that would serve the Owyhee County area in light of the County Federal-aid System improvement and any possible future State highway consideration.

Yellowstone - Sun Valley Highway Association Meets with Board. The following delegation appeared before the Board:

John Bahr, Yellowstone - Sun Valley Highway Association, Fairfield
 Fred Reich, Chamber of Commerce, Arco
 L. W. Baldwin, Camas County Commissioner, Fairfield
 John B. Baldwin, Fairfield
 Gordon S. Schmidt, Camas County Commissioner, Fairfield
 Earl Wilson, Camas County Commissioner, Corral
 Paul Fritz, Superintendent, Craters of the Moon National
 Monument, Arco
 Bill Trail, Mountain Home
 Gordon McCrea, Island Park
 K. J. Sims, Arco
 Wayne Clark, President, Yellowstone - Sun Valley Highway
 Association, Gannett
 Chuck Atkinson, Blaine County Commissioner, Ketchum
 Holger Albrethsen, Hailey
 R. Rhule Leonardson, Clark County Clerk, Dubois
 H. R. Harn, Vice-President, Yellowstone - Sun Valley
 Highway Association, Dubois

The delegation inquired as to the status of the Hill City West project, which is the remaining unimproved section of State Highway 68 between Hill City and Mountain Home.

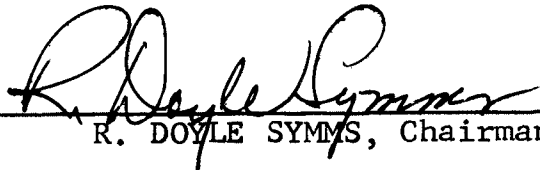
They were advised that everything is in readiness except for one parcel of right of way and available financing that had been planned from the last November allocation of Forest Highway moneys. The Forest Highway moneys have not been forthcoming to date.

The delegation was reminded that testimony at the Forest Highway Hearing in November indicated the possibility of County Federal-aid and matching moneys coming from the interested counties might be expected. From which, the Forest Highway allocation was favored by a \$500,000 allocation believing the counties would supply \$100,000 in Federal-aid and County matching moneys to complete the needed \$600,000 fund required to complete the oiling of 12 miles of recently improved alignment of State Highway 68, together with the 3.9 miles of new construction complete with oiling immediately west of Hill City.

March 21, 1967

The delegation apprised the Board of the possible promotion of a regional route from the Redwoods of Northern California, through Crescent City, Medford, Lake View, Denio, Nevada, Winnemucca, Jordan Valley, Boise, State Highway 68, U.S. 20, Craters of the Moon, State Highway 22, Dubois, thence to Macks Inn to U.S. 191 and onto Yellowstone Park.

WHEREUPON, the Board adjourned until its next meeting scheduled for April 17, 18 & 19, 1967.


R. DOYLE SYMMS, Chairman

Read and Approved
April 17, 1967
Boise, Idaho

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

April 17 & 18, 1967

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, April 17, 1967. Present were:

R. Doyle Symms, Chairman - Director, District 2
Howard B. Thomason, 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 March Board Meeting.

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

I-15-2(20)93	W. Blackfoot I.C. - North (Dike Mod.)
LWC-4114(547) Sec. "A"	Mineral Mtn. Rest Area Well
Stockpile No. 4557	White Bird Hill
S-5804(3)	Kootenai River Bridge Approaches
Stockpile No. 5555	Athol & Farragut Park
S-2701(3)	Twin Falls Co. Line - Cedar Creek
LSF-39-1(2) Sec. "B"	Hollister P.O.E. Rest Area
F-6033(26) & F-6501(10)	Idaho Falls S.C.L. - "G" Street

April 17, 1967

Stockpile No. 4556	Craigmont
I-80N-3(35)184 Sec. "A"	U.S. 93 Rest Area Well
F-4201(8)	Lenore Section & Remodeling Clearwater Br. at Lenore
Stockpiles No. 4550 & 4551	Pete King & Bald Mountain
I-15-1(24)70,	Pocatello Cr. I.C. to Fort Hall; Jct.
I-15-2(17)72, Sec. "A"	I-15 to Chubbuck
& I-15W-4(19)171	
I-15-2(17)72 Sec. "B"	Fort Hall - W. Blackfoot I.C.

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

STM-5141(519) & STM-5726(508) - The work consists of seal coating approximately 6 miles of SH-5, St. Maries West, and 21 miles of US-95A, Harrison North, in Benewah and Kootenai Counties - State financed. The contract was awarded to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, on April 17, 1967, in the amount of \$31,598.00.

LWC-5116(533) - The work consists of constructing rest area facilities on Highway US-95, Hoodoo Rest Area, in Bonner County - Federal Aid Land and Water Conservation funds and State financed. The contract was awarded to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, on April 17, 1967, in the amount of \$53,991.50.

STS-1024(531) & (532), 1032(523) and 1381(511) - The work consists of furnishing and installing traffic signals at Main & Center, Arthur & Center, Yellowstone & Pine, in Pocatello, and Bridge & Meridian, in Blackfoot, in Bannock and Bingham Counties - State financed. The contract was awarded to Babbitt Electric & Refrigeration, Idaho Falls, Idaho, the low bidder, on April 17, 1967, in the amount of \$33,443.40.

STM-5101(505) - The work consists of seal coating approximately 13.3 miles of US-2 (MP-433.25 - 548.2), Moyie - Montana Line, in Boundary County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., the low bidder, on April 10, 1967, in the amount of \$23,254.50.

I-15-3(28)133 (Structures) - The work consists of constructing a 223' and 234' concrete underpasses and twin 52' concrete bridges on U.S. I-15, Bassett No. Roberts, in Jefferson County - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on April 17, 1967, in the amount of \$236,640.70.

April 17, 1967

F-1481(28) - The work consists of seal coating approximately 13.85 miles of US-30N, 6.4 miles east of Montpelier - Wyoming State Line, in Bear Lake County - Federal Aid Primary and State financed. The contract was awarded to Aslett Construction Co., Twin Falls, Idaho, the low bidder, on April 18, 1967, in the amount of \$34,355.00.

I-15-1(33)40 - The work consists of seal coating 8.095 miles of Interstate Highway 15, Arimo - McCammon, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, on April 21, 1967, in the amount of \$36,227.00.

STM-1031(522) & Stockpile No. 1553 - The work consists of seal coating approximately 21.370 miles of US-191, Utah Line-North & Colton Lane-North, and furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Downey, in Oneida and Bannock Counties - State financed. The Board directed the State Highway Engineer to award the contract to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, in the amount of \$66,772.00.

Stockpile No. 4555 - The work consists of furnishing aggregate surfacing material in stockpiles adjacent to MP-277.32 (SH-7) near Nezperce, in Lewis County - State financed. The Board directed the State Highway Engineer to award the contract to Crow Rock Products, Inc., Moscow, Idaho, the low bidder, in the amount of \$18,900.00.

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-5804(3), Copeland Bridge Approach, Boundary County - Northern Lights, Inc. and General Telephone Company of the Northwest

I-90-1(29)50, Kellogg - Osburn, Shoshone County - General Telephone Company of the Northwest, Pacific Northwest Bell Telephone Company, Washington Water Power Company and Idaho Water Company

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

L. F. Erickson, Materials & Research Engineer, to National Cooperative Highway Research Program, Washington, D.C., May 24 - 27, at Highway Research Board expense.

William Harvey, Public Information Director, to AASHO - American Road Builders' Association Public Information Workshop, Seattle, Washington, May 7 - 9.

Phillip Marsh, Planning & Traffic Engineer, to WASHO Planning Committee Conference, Denver, Colorado, June 15 - 16.

One person to National Highway Users Management Conference, Santa Fe, New Mexico, June 10 - 17.

Hearing Determination - Montpelier, Washington Street Railroad Overpass, Project F-FG-1531(2). The Board read the hearing transcript in the above matter and after considering the economic effect and benefits of the project determined in the affirmative that construction should proceed as outlined in the hearing brochure dated March 1967, when programing is authorized and project financing is available.

Board Reviews Department's Budget Authorized by Legislature. The Board went over the Department's budget authorized by the Legislature. State Highway fund moneys appropriated were \$1 million less than the allocation for the previous biennium. \$5½ million more Federal-aid funds were also appropriated than during the 1965-1967 biennium.

The Board observed that the failure of the present Legislature to grant a \$3½ million increase of Highway fund revenues will cause the Department to make a monthly review of the relationship of available State Highway funds in relation to available Federal-aid that the Department must avail itself of the most favorable matching ratio in order to utilize the maximum amount of available Federal-aid before the allocated Federal-aid becomes delinquent.

State Highway Engineer Mathes stated that in order to do this, Interstate projects with 92 per cent Federal-aid and 8 per cent State matching moneys will have to be given a higher priority than the 63 - 37 matching ratio required for Primary, Secondary and Urban Systems resulting in a serious cutback in construction moneys to these latter three Systems.

Draft Deferment Policy Reviewed. The Department reviewed for the Board the problem of engineers-in-training recruitment experienced under our present draft deferment policy and recommended to the Board that the present policy be amended to assure E.I.T. recruits that the Department will ask for a deferment for them while in training with the Department.

This is in line with the deferment policies of most of the other western state highway departments as well as Boeing Air Craft and as applied to the recruitment of engineering professional employees.

The Board concurred in the adoption of this policy that competitive E.I.T. recruitment be maintained.

North Idaho Board Tour Approved. The Board reviewed the following proposed itinerary for the May North Idaho Board Tour from noon Tuesday, May 23, through Friday, May 26, and authorized news releases accordingly:

Tuesday afternoon, May 23, the Board will view U.S. 95 from Wilder to New Meadows.

Wednesday, May 24, the Board will inspect U.S. 95 to Grangeville, S.H. 7 to Nezperce, S.H. 64 to Kamiah, U.S. 12 to Lowell, Orofino and Lewiston.

Thursday, May 25, the Board will continue on U.S. 95 to Moscow, S.H. 8 to Deary, S.H. 9 to Harvard, U.S. 95 Alternate to the junction of Interstate 90, Interstate 90 to the Montana line and return to Coeur d'Alene.

Friday, May 26, the Board will inspect S.H. 54 to Bayview, Alternate U.S. 10 to Hope, S.H. 1 and U.S. 95 from Canada to Sandpoint, U.S. 2 to Oldtown and S.H. 41 to Coeur d'Alene ending the tour.

Proposed Federal-aid Highway Programing Recommended for After 1972. The Department reviewed with the Board various distribution formulas to states with various matching ratios known as the Maine Formula, the Texas Formula, the Mississippi Formula, the Alf Johnson Formula, and the recommended Idaho formula for financing all systems when the "After 1972 (Interstate) Program" is completed.

In reviewing the various formulas, the Board concurred with the Department that the following annual formula would best serve Idaho's needs after the Interstate is completed in 1972 or 1974:

PROGRAM	DISTRIBUTION TO SYSTEMS		DISTRIBUTION TO STATES FORMULA
	%	BILLIONS	
Idaho			
Primary System (Rural)	40%	1.880	Present
Secondary System (Rural)	20%	0.940	Present
Urban System	30%	1.410	Present
Interstate System (R & U)	10%	<u>0.470</u>	1/3 Area-1/3 Pop.-1/3 FAI Mileage
		4.700	

	% TO IDAHO	IDAHO FEDERAL AID (MILLIONS)
Primary System (Rural)	1.1%	20.7
Secondary System (Rural)	1.2%	11.3
Urban System	0.2%	2.8
Interstate System (R & U)	1.4%	<u>6.6</u>
		41.4

	MATCHING RATIOS (UNADJUSTED)	(SLIDING SCALE)
Primary System (Rural)	75-25	82-18
Secondary System (Rural)	75-25	82-18
Urban System	75-25	82-18
Interstate System (R & U)	75-25	82-18

	STATE MATCHING FUNDS (MILLIONS)	TOTAL PROGRAM (MILLION)
Primary System (Rural)	4.5	25.2
Secondary System (Rural)	2.5*	13.8
Urban System	0.6	3.4
Interstate System (R & U)	<u>1.4</u>	<u>8.0</u>
	9.0	50.4

* One-half to Counties F.A. Sec. System

Board Authorizes Department Candidate to WASHO Office. The Board was apprised that Assistant State Highway Engineer Christensen has been asked by the President of WASHO to be considered along with one other candidate for the office of Secretary-Treasurer of WASHO.

The Board approved the submittal of his name for that office of the Western Association of State Highway Officials.

American Falls Dam Hearing Reported. Assistant State Highway Engineer Christensen reviewed for the Board the Idaho Water Resource Board Hearing held at American Falls regarding the raising or rebuilding of the American Falls reservoir dam.

At the meeting it was determined that there is no support by Idaho water users and other interested Idaho organizations for additional storage over and above that originally provided for in the American Falls reservoir.

April 17, 1967

As a result of the hearing, the Reclamation Bureau will now study ways and means of correcting the concrete deterioration in the present structure within the limits of the present dam elevation.

The Department's interest is that of the need for an improved road facility which is presently located across the top of the dam structure and a part of S.H. 39.

Computer Committee's Recommendations for Consulting Services Approved. The Department reviewed the Department's data processing function with the Board, including the capability of the present equipment and a brief history of automatic data handling activities for the past six to eight years.

The State Highway Engineer, Assistant State Highway Engineer (Engineering) and the Administrative Director advised the Board that it became clear over one and one-half years ago that the Department's progress particularly in the engineering, scientific and research phase is now lagging behind others. In addition the present equipment has become outdated and in fact is being phased out by the manufacturer.

A thorough internal study by a middle level management committee concluded that the Department's present computer equipment should be doing much more to continue the Department's use of the latest management tools in data process handling.

The Department recommended and the Board concurred that the Department enter into negotiations with a qualified consultant towards providing a program which will allow maximum utilization of computers and information handling systems. The Department indicated the proposed consultant study would cost approximately \$24,000.00. Following negotiations, the Department will refer their findings and recommendations to the Board for its review and action.

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

I-15	I-15-3(22)127 I-15-3(13)127 R/W	Ernest S. & Marian N. Wells	Parcel No. 8
I-15	I-15-3(22)127 I-15-3(13)127 R/W	Eastern Idaho Production Credit Association, Ernest S. & Marian N. Wells	Parcel No. 9
US 95	F-FG-3112(10)	Cole L. & Leona I. Amos; Howard E. & Carlyn E. Hatch	Parcel No. 2, 2-E-1 & 2-E-2

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US 95	F-FG-3112(10)	Wayne & Velma Shuster	Parcel No. 3, 3-E-1 to 3-E-7, inclusive
US 95	F-FG-3112(10)	Ethel G. Updegraff and Heirs & Devisees of John D. Updegraff, Deceased; Russell E. & Dianna M. Hunt	Parcel No. 10, 10-E-1 & 10-E-2
US 95	F-FG-3112(10)	Homer H. and Frances Haley	Parcel No. 15, 15-E-1, 15-E-2 & 15-E-3
US 95	F-FG-3112(10)	Alouise Lewis Sherrer & JoAnn Marie Sherrer	Parcel No. 19 & 19-E-1

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	Emerson J. Collier - up to \$20,375 as reviewed.	Parcel No. 1
US 30N	F-1031(17)	City of Pocatello - up to \$28,255 but with in- struction to try to pur- chase at \$25,000	Parcel No. 4
US 30N	F-1031(17)	Lynn D. Weller & Lauretta Weller - up to \$23,250 as reviewed	Parcel No. 10
SH 50	S-2741(8)	Fay J. Frahm, et al - The Board approved the court settlement as awarded by the jury in the amount of \$30,750	Parcel No. 17

Approval of Memorandum Agreement.

Priest River Maintenance Shed Site	Joslyn Mfg. & Supply Company
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The Board approved the form for the easement to Joslyn Mfg. & Supply Company and instructed that the previous form to Joslyn Mfg. & Supply Company be destroyed.

April 17, 1967

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

Materials Source	Portion N $\frac{1}{2}$ SE $\frac{1}{4}$, Sec. 14,
GN-28-S	T. 6 N., R. 2 W., B.M.
Gem County	

The Board approved the sale to the State Fish and Game Department for the minimum appraisal price of \$75.00.

Approval of Retention of Building. The Board approved the retention of a 40'x96' steel warehouse building State acquired on purchase of property from Interstate Plastic, Inc., as Parcel No. 7, Project I-IG-90-1(48)5, Coeur d'Alene West, Kootenai, at an appraised price of \$2,500.

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

US 30	F-2361(13)	Howard Duncan	2-67-012
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Report on Progress of Negotiations.

US 95	F-FG-3112(10)	Dwight G. Vedder Ranch, et al	Parcel No. 35
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The Board accepted the report of settlement with Dwight G. Vedder, which included the purchase of a small area outside the right of way.

I-90	I-90-1(55)26	Lester H. Pattee & Betty L. Pattee "The Cedars"	Parcel No. 1
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The Board approved the purchase of this property in its entirety, not to exceed \$27,500.

US 30	S-2741(8)	Coiner & Long	Parcel Nos. 9 & 18
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The Board approved the pre-trial settlement of Parcel No. 9 in the amount of \$7,510 and Parcel No. 18 in the amount of \$17,725 and paid \$937.50 in lieu of interest. The owners are to retain water rights.

Report on Condemnation Settlement.

I-80N	I-80N-1(24)28	David & Martha Ochsner	Parcel No. 10
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The Board accepted the report of the court settlement of this property acquisition in the amount of \$16,000.

April 17, 1967

1094

TUESDAY, APRIL 18, 1967

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
Howard B. Thomason, Vice-chairman
C. Ed Flandro, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

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

US 10A	FH-5-1(2)	Erling Gasman & Vera	Parcel 17-1
	F-5121(13) R/W	Gasman; Robert G. & Leonora J. McNary; Harold S. Bourgoin & Josephine L. Bourgoin	

This condemnation was made necessary by an inverse condemnation filed by the owners.

Personnel Matters. The Board approved the following merit raise:

Kent Barber, Assistant Planning Engineer, \$945 to \$992 per month, effective May 1, 1967.

Board Reallocates Surplus County Federal-aid Secondary Funds. Secondary Roads Engineer M. M. Laragan apprised the Board that fourteen counties did not obligate a total of \$445,300 of Federal-aid moneys which would, under Board policy, be subject to reallocation July 1 of this year.

The Board was also apprised that there are two county roads that will require railroad overpass structures as connectors to Interstate 80N at Hammett and Mountain Home, respectively. Since 100 per cent Federal-aid is applicable to such railroad overpasses with no matching moneys required, the Board determined that the 1965 surplus should be held and assigned to the construction of these two county road Interstate connector overpasses.

When built and in operation, these two Interstate connector roads will become a part of the State Highway System.

Meeting with Dietrich Village Board Authorized to Discuss Proposed Bypassing Relocation of State Highway 24. The Department outlined to the Board the recommended improvement of State Highway 24 in the vicinity of Dietrich which would call for a bypass and realignment of the highway

April 18, 1967

eliminating two railroad grade crossings. The Board authorized the Department to present the matter to the Dietrich Village Board on April 26 for their views of the proposed improvement.

Progress Report on Lewiston - Clarkston Transportation Study Given. The Planning & Traffic Division outlined to the Board three alternate routes embraced by the Lewiston - Clarkston Transportation Study ranging from \$3.7 million to \$7.9 million.

Construction Program Rescheduling for 1967 Projects Authorized by the Board. In light of restoration of most of the recently withheld Federal-aid funds, the Department reappraised the Board of the revised Interstate, Primary, Secondary, Urban and Forest Highway Construction Programs as outlined on a program schedule dated April 12, 1967, to which the Board concurred and authorized its implementation. The F.A.S. Program amounts to \$53,529,000, of which \$9,346,000 would be in State matching moneys.

Marsing Chamber of Commerce Requests Extension of State Highway 15 to U.S. 95 Marsing Junction. Charles Falen, Highway Committee Chairman of the Marsing Chamber of Commerce, and Rodney Hawes and Kenneth Bittick, Marsing Chamber of Commerce; Roger B. McGinnis, Executive Vice President, Greater Boise Chamber of Commerce; and Al Gross, Chairman of the Boise Chamber of Commerce Streets and Highway Committee, appeared urging a continuous route numbering be given a route that would connect present State Highway 15 with State Highway 72 at Karcher Junction and on to the Marsing U.S. 95 Junction.

The delegation recited a real need for clarification to the highway user desiring to go to and from Boise and San Francisco and Los Angeles areas via U.S. 95 as there is presently no continuity of a route number between Marsing and Boise.

State Highway Engineer Mathes pointed out there is merit in connecting State Highway 15 with U.S. 95 at the Marsing Junction that one route number may guide the motorist to and from U.S. 95 at Marsing and New Meadows.

The Board requested the Department to study a feasible route and a practical application route number and report at the May meeting that as much advance notice as possible may be given map makers and the businesses on the route before the revision or consolidation of route numbers on this route is implemented in January 1968.

Eunice Markwell Requests Access Change to Ross Property. Eunice Markwell appeared with her attorney Wayne Davis, requesting changing a 16 foot residential approach to a 40 foot commercial approach to the Ross property on the west side of the north approach area of Interstate 80N in Caldwell.

The Board took the position that since the Ross property was a matter of court condemnation award, that the Board would press the request with the Federal Highway Administration providing the damages awarded the Ross property, \$3,605.00, be refunded.

The delegation left with the intention of bargaining the matter with the Federal Highway Administration - leaving no understanding as to what action the Department or the Board should take in pressing the request with the Federal agency.

J. C. McMurren Requests Access to State Highway 95, Payette. Mr. J. C. McMurren appeared requesting access to his property on the new 16th Street location of relocated U.S. 95 through Payette.

The Department outlined to Mr. McMurren the problem of giving private accesses when partial access was purchased from the previous owner of land which presently borders the highway and which would not permit any additional access at the time controlled access was purchased from the previous owner.

The Board pointed out to Mr. McMurren that should he obtain a public street dedication at this point by the City of Payette, access would be granted as a street access at the point requested.

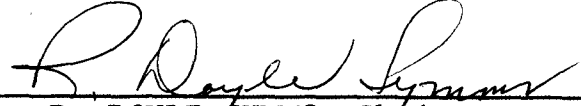
Mr. McMurren was not interested in a public dedicated street access point and withdrew and terminated the discussion with the Board when the Board supported the Department's denial of a private access to Mr. McMurren's property.

Abandonment from the State Highway System (SH 51). The Board approved the abandonment of a portion of State Highway No. 51, 3.500 miles in length, beginning at Riddle and ending at a point 3.150 miles northeast of Riddle, as shown in official Exhibit B-50, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (I-15). The Board approved the removal of a portion of Interstate Highway No. I-15, 5.647 miles in length, beginning at a point 6.206 miles north of the Spencer North Corporate Limits and ending at a point 2.936 miles south of the Montana State Line, as shown in official Exhibit B-51, which is made a part hereof with like effect as though extended in full herein.

WHEREUPON, the Board adjourned until its next meeting schedule for May 22 through May 26, which includes the North Idaho Board Tour.

Read and Approved
May 22, 1967


R. DOYLE SYMMS, Chairman

April 18, 1967

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

Boise - May 22 & 23, 1967

North Idaho Tour - May 23, 24, 25 & 26, 1967

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 22, 1967. Present were:

R. Doyle Symms, Chairman - Director, District 2
 Howard B. Thomason, 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 April Board Meeting.

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

S-1778(15)	Riverdale - Treasureton Summit
S-4771(6)	Orofino Br. - No. Approach
STM-3111(516) & Stockpile 3535	Squaw Cr. - Marsing - Karcher Jct.
I-90-1(29)50 Strs.	Kellogg - Osburn
I-90-1(29)50 Grading	Kellogg - Osburn
I-80N-1(25)50 & U-3281(14)	0.1 Mi. W. of Orchard-Jct. 20-26-30
I-80N-4(9)268 Sec. "A"	Juniper Rest Area Well
STM-1381(509), 1481(533) & 1721(511)	Various Bridge Painting, Bingham, Bannock & Power Counties
SG-4780(9)	Pierce Underpasses
I-IG-15W-4(11)76 Sec. "A" (Roadway)	Bannock Cr. I.C. - W. Pocatello I.C.
I-IG-15W-4(11)76 Sec. "B" (Strs.)	Bannock Cr. - W. Pocatello
I-80N-4(8)227	Cotterell P.O.E. & Rest Area Landscaping
LSF-48-1(3)	West of Soda Springs
S-1751(1)	Downey Connection
I-80N-2(20)132	E. King Hill I.C. (excl.) - Gooding Co. Line
LSF-20-1(2)	Myrtle Scenic Enhancement
I-90-1(45)69	Mullan, East & West
F-FG-6471(32)	Ucon, South & Connector
I-80N-3(35)184	U.S. 93 Rest Area
I-80N-4(9)268	Juniper Rest Area

May 22, 1967

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

Stockpile No. 4557 - The work consists of furnishing aggregate surfacing material in stockpile adjacent to MP-240.6 (US-95), in the vicinity of the top of White Bird Hill, in Idaho County - State financed. The contract was awarded to Owen S. Smith, Inc., Grangeville, Idaho, the low bidder, on May 12, 1967, in the amount of \$20,400.00.

LWC-4114(547), Sec. "A" - The work consists of drilling, casing and capping a well in the vicinity of Mineral Mountain Rest Area on U.S. 95, in Latah County - Land, Water, Conservation Fund financed. The contract was awarded to A. E. Spray, Well Drilling, Moscow, Idaho, the low bidder, on May 1, 1967, in the amount of \$3,550.00.

I-15-2(20)93 - The work consists of reconstructing the existing dike and constructing a loose riprap slope protection adjacent to Highway I-15, W. Blackfoot I.C. - North, in Bingham County - Federal Aid Interstate and State financed. The contract was awarded to Grover Construction Co., Inc., Shelley, Idaho, the low bidder, on May 4, 1967, in the amount of \$94,800.00.

S-5804(3) - The work consists of grading and constructing a riprap embankment protection on 0.238 mile of the West Side Road, Kootenai River Bridge approaches, in Boundary County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Charles A. Power, Inc., Spokane, Washington, the low bidder, in the amount of \$48,110.00, when concurrence of the County is received and when the Contractor has obtained a Contractor's license in the State of Idaho.

Stockpile No. 5555 - The work consists of furnishing aggregate surfacing material in stockpiles in the vicinity of Athol and Farragut Park (US-95 & SH-54), in Kootenai County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on May 11, 1967, in the amount of \$17,040.00.

S-2701(3) - The work consists of constructing the roadway, irrigation structures, 20' concrete culvert, base and bituminous surfacing on 6.777 miles of the Rogerson - Three Creek Road, in Twin Falls County - Federal Aid Secondary and County financed. The contract was awarded to Aslett Construction Co., Twin Falls, Idaho, the low bidder, on May 22, 1967, in the amount of \$216,893.25 (Alt. #2 - Gravel Base).

F-4201(8) - The work consists of constructing the roadway, drainage structures, riprap and plantmix bituminous surfacing on 1.874 miles of U.S. Highway 12, Lenore Section and remodeling the Clearwater Bridge at Lenore, in Nez Perce County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Crick Company, Spokane, Washington, the low bidder, in the amount of \$552,891.10.

May 22, 1967

F-6033(26) & F-6501(10) - The work consists of constructing a plant-mix bituminous surfacing (seal coat) on 1.732 miles of U.S. Highway 191, Idaho Falls S.C.L. - "G" Street, in Bonneville County - Federal Aid Primary and State financed. The contract was awarded to Robert V. Burggraf Company, Idaho Falls, Idaho, the low bidder, in the amount of \$16,685.00, on May 29, 1967.

I-80N-3(35)184, Section "A" - The work consists of drilling, casing and capping two wells in the vicinity of the US 93 Rest Areas on Interstate Highway I-80N, in Jerome County - Federal Interstate and State financed. The contract was awarded to Harry King Drilling Company, Rupert, Idaho, the low bidder, on May 29, 1967, in the amount of \$9,630.00.

LSF-39-1(2), Section "B" - The work consists of constructing rest area facilities and landscaping in the vicinity of Hollister P.O.E. on U.S. Highway 93, in Twin Falls County - Federal Landscape Primary and State financed. The low bidder was 22.2 per cent over the Engineer's Estimate; therefore, the Board determined to readvertise the project in the fall.

Stockpile Project No. 4556 - The work consists of furnishing aggregate surfacing material in stockpile at MP-287.1 (US-95), west of Craigmont, in Lewis County - State financed. The Board directed the State Highway Engineer to award the contract to DeAtley Corporation, Lewiston, Idaho, the low bidder, in the amount of \$19,800.00. (As two bidders were tied for low on this project, a coin was tossed to determine who should be awarded the contract.)

I-15-1(24)70, I-15-2(17)72, Sec. "A", I-15W-4(19)71 - The work consists of reconditioning the shoulders and constructing a plantmix bituminous surfacing on 9.137 miles of Highway I-15, Pocatello Cr.-Fort Hall, and on 1.196 miles of Highway I-15W, Jct. I-15-Chubbuck, in Bannock and Bingham Counties - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, in the amount of \$747,749.00.

I-80N-1(40)13 - The work consists of placing a 0.1' plantmix overlay on 2 - 38' lanes and ramps, a 0.1' plantmix lift on drop shoulder areas, seal coating the shoulders and ramps on 12.858 miles of Interstate I-80N, I.C. Jct. U.S. 30 to West Caldwell I.C., in Canyon and Payette Counties - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, in the amount of \$288,926.30.

I-15-2(17)72, Sec. "B" - The work consists of reconstructing shoulders and constructing a plantmix bituminous surfacing on 12.519 miles of Highway I-15, Fort Hall - W. Blackfoot I.C., in Bingham County - Federal Aid Interstate and State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, on May 29, 1967, in the amount of \$683,741.80.

Stockpiles 4550 & 4551 - The work consists of furnishing aggregate base, surfacing and cover coat material in various stockpiles adjacent to US-12, in the vicinity of Lowell and Lochsa R.S., in Idaho County - State financed. The Board directed the State Highway Engineer to award the contract to DeAtley Corporation, Lewiston, Idaho, the low bidder, in the amount of \$67,210.00 (Alt. #2 - Includes U.S. Forest Service Material).

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-1778(10) (Orig. Project), S-1778(15) (Const.), State Highway 34, Riverdale-Treasureton, Franklin County - Mountain States Telephone & Telegraph Company and Utah Power & Light Company

S-4771(6), Orofino Bridge North, Clearwater County - Washington Water Power Company

Materials Source Lt-138-s, Latah County - Burnt Ridge Telephone Company and Little Bear Ridge Telephone Company, Inc.

SG-4780(9), Pierce Underpasses, Clearwater County - General Telephone Company of the Northwest

I-80N-4(3)248, I-80N-4(4)266, Sublett - Juniper - Utah State Line, Cassia & Oneida Counties - Chevron Pipeline Company

U-3281(14), Garden Avenue - U.S. 20-26-30 I.C. in Boise, Ada County - Idaho Power Company, Mountain States Telephone & Telegraph Company and Boise Water Corporation

I-80N-1(25)50, 0.1 Mi. W. of Orchard - Garden Avenue - Boise, Ada County - Idaho Power Company, Intermountain Gas Company, Mountain States Telephone & Telegraph Company and Boise Water Corporation

U.S. 12 Orofino West Project Alignment Change Denied. State Highway Engineer Mathes reported on the Orofino School Committee's request at a recent meeting in the Governor's office to build a school building on the Orofino Municipal Airport site. The Department would accordingly be required to move the above project's alignment to the present dike highway route and elevate the section above the Clearwater River flood stage level.

The Board determined that the location should remain as presently designed because of right of way acquisition being about complete and the excessive cost with no improved highway user benefits by rebuilding on the present dike highway to protect the proposed school site.

May 22, 1967

It was observed, also, that the City of Orofino as well as the Orofino School Board's support of the School Committee's request was absent.

The Board, while on tour Wednesday, reviewed a 500 name petition with very few of the names being from Orofino proper and again denied moving from the proposed new alignment along the hillside.

Report on Feasibility of City of Pocatello Using County Federal-aid Secondary Funds on Center and Clark Streets. Urban Engineer Crossley reported that with the concurrence of the Bannock County Commissioners, Bannock County Federal-aid Secondary funds could be transferred to the City for its improvement of Center and Clark Streets or other City Streets on Pocatello's Federal-aid Secondary routes.

Computer Utilization Study Authorized by the Board. Assistant State Highway Engineer Christensen and the Department's Administrative Director Neumayer outlined to the Board the pressing need for engaging competent outside professional consultant assistance to review the Department's electronic data processing function and related activities.

The study is timely as the Department's present computer is outmoded and, if the Department is to keep abreast of present data processing concepts, such a study is imminently necessary that the Department may re-appraise its needs as to the correct type of replacement equipment and proper personnel organization to utilize the new equipment to the maximum efficiency and economy of the Department's operations.

The Board concurred in the Department's recommendation to retain Auto-Tronix Universal of Denver, Colorado, to engage in a eight and one-half month study to develop the above answers needed for a fee of \$39,832.00.

The Board was advised that the Budget Director agrees with the course of action the Department is recommending.

Benton Street Overpass Design Change Requests Considered. The Department and the Board reviewed correspondence and verbal requests from businesses in Pocatello, as well as a request of the Mayor of Pocatello, to build the traffic pattern connections to the west approach of the Benton Street overpass as outlined in the public hearing brochure dated March 1961.

Board Member Flandro recited the expenditure by businesses being disrupted by the Benton Street overpass as having spent moneys in eight figures relocating their businesses to conform to the plans shown in the hearing brochure. He pointed out that the businesses have been unaware of the change developed by the previous City administration and the Department since 1961 for the one-way traffic pattern planned for Benton Street west, Main Street and Arthur Street upon completion of the Benton Street overpass project.

The Board directed the Department to change its present construction plans to conform to those traffic patterns shown in the 1961 hearing brochure with reference to Benton Street (west), Main and Arthur Streets traffic pattern, the U.S. Bureau of Public Roads concurrence and participation notwithstanding.

Mr. Mathes stated that the Department would proceed promptly to this end.

Spalding Park Road Maintenance by Department Discontinued. The Board directed the Department to delete Spalding Park from the list of State Parks that the Department is obligated to maintain the roads therein.

This is occasioned by the Spalding Park recently being absorbed by the Nez Perce National Park, thus relieving the Department of all internal Park road maintenance obligations.

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

Board Secretary Summers to San Francisco, California, June 15 - 16, to attend the Western Council of State Government Interstate Committee on Highways and Transportation Conference.

Marvin Lotspeich, Traffic Engineer, to AASHO Committee on Traffic, July 24 - 26, Fountainhead, Oklahoma.

State Highway Engineer Mathes to AASHO Special Committee to participate in Joint Conference on Future Highway Role, Washington, D.C., May 31, June 1 - 2.

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

I-15	I-15-3(22)127 I-15-3(13)127 R/W	Martin E. & Ocile Portmann	Parcel No. 3
I-15	I-15-3(22)127 I-15-3(13)127 R/W	Dean C. & Bonnie M. Zollinger	Parcel No. 6
I-15	I-15-3(22)127 I-15-3(13)127 R/W	Rose Eichinger; Weldon & Martha Waite	Parcel No. 11
I-15	I-15-3(22)127 I-15-3(13)127 R/W	Hugo & Florence Hochwart	Parcel No. 12
I-90	I-IG-90-1(48)5	Heirs & Devisees of Annie Ellen Smalley, Deceased	Parcel No. 42

US 30	F-3111(13)	George E. Vaughn & Harold Henigson, co-partners doing business as Gayway Bowl	Parcel No. 12 & 12-E-1
US 95	F-FG-3112(10)	Robert J. & Marybelle Roth; William C. & Helen R. Strey	Parcel No. 14, 14-E-1 to 14-E-4, inc.
SH 39	S-1721(11)	Jackman G. & Shirley A. Poulson	Parcel No. 17, & 17-E-1 thru 17-E-9

The Board signed the order of condemnation but it is
to be held for stipulation of possession.

SH 39	S-1721(11)	Warren A. & Naomi O. Farnsworth; Vernon W. & Bertha Lloyd	Parcel No. 16, 16-E-1 & 16-E-2
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The Board signed the order of condemnation but it is
to be held for stipulation of possession.

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

I-80N	I-80N-1(22)50 I-IG-80N-1(28)45 R/W	Nampa & Meridian Irriga- tion District - up to \$40,000	Parcel No. 73
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Approval of Special Deeds & Easements was given on the following:

US 95	F-FG-3112(10)	Alvena K. Trick	Parcel No. 23-R-1
SH 67	S-3804(2)	City of Mountain Home	Parcel No. 15 & 16
US 95	F-FG-5115(4)	Earl R. Emehiser & Phyllis I. Emehiser	Parcel No. 24-R
US 30	F-2361(6)	Rex S. Barlogi & Nora B. Barlogi & Zane G. Harrison	Parcel No. 14

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

US 12	F-4201(9)	Don Kress	Mile Post 11.8
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The Board concurred with the District's recommendation that
no new approach be granted and exchange of approaches may be
considered.

May 22, 1967

SH 27 S-2862(4)

John W. Reynolds

2-67-021

Exchange of access approved.

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

Strevell Checking Station	Portion SE $\frac{1}{4}$ SW $\frac{1}{4}$, Section 20, T. 16 S., R. 28 E., B.M. - to be sold for not less than \$800.00.
US 30N F-FG-3112(8)	Portion Gov't Lot 2, Sec. 31, T. 11 N., R. 5 W., B.M. - to be sold for not less than \$150.00.
Materials Source BK-103	Portion S $\frac{1}{2}$ NE $\frac{1}{4}$, Sec. 23, T. 7 S., R. 35 E., B.M. - to be sold for not less than \$150.00.
SH 16 S-3832(2)	Portion NW $\frac{1}{4}$ SE $\frac{1}{4}$, Sec. 33, T. 5 N., R. 1 W., B.M. - to be sold for not less than \$50.00.

TUESDAY, MAY 23, 1967

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
Howard B. Thomason, Vice-chairman
C. Ed Flandro, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

Request for Redesignation of U.S. 10A in Idaho for a Duluth, Minnesota, to Spokane, Washington, Uniform Numbered Highway. The Board approved the Department to work with other states toward the objective of a redesignation of highway routes between Duluth, Minnesota, and Spokane, Washington, as pertaining to Idaho, subject to concurrence of Idaho communities on the effected route.

May 23, 1967

The Board observed that U.S. 10A might be an Idaho route that may fit into this proposed redesignated cross-country highway.

State Highway 24 Relocation Hearing at Dietrich Approved. The Planning & Traffic Engineer reported to the Board of a meeting with the Village of Dietrich wherein the Village Board concurred in the Department's recommended relocation of State Highway 24 eliminating two at-grade railroad crossings within the Village of Dietrich.

The Board approved the Department going to public hearing in Dietrich on this basis.

Proposed Extension and Renumbering of State Highway 15 - 72, McCall to Boise - Marsing Reviewed. The Department reviewed for the Board the recommendations requested at the April meeting to connect State Highway 15 with State Highway 72 with a common number from Marsing U.S. 95 Junction and U.S. 95 Junction via Boise and McCall.

The Board authorized the change to an acceptable continuous number other than State Highway 15 or 72, subject to the concurrence of communities on State Highway 15, Marsing having concurred.

The Department is to meet with those communities on State Highway 15 regarding this change of number to allow for sufficient time to make the change effective with the issuance of the 1968 official State highway map.

State Highway Number 35 was suggested as a possible replacement number for both State Highway 72 and State Highway 15 to avoid conflict with Interstate Route 15 in South Idaho.

The new number would overlay U.S. 30 between Boise and Nampa temporarily until the Boise Valley Interstate is completed, then it would overlay the Interstate between those points.

The Board is to be advised as to State Highway 15 communities acceptance to the proposal after the Department discusses it with them.

Camas Prairie Route Study Reported. The Department apprised the Board that a study is now underway for a complete Camas Prairie State highway road network as new aerials and mapping information are available for the first time to properly evaluate future road network needs on the Camas Prairie.

The Board reported Wednesday at Grangeville and Nezperce meetings, while on tour, that when the study is completed, the Board will be better informed as to which roads should receive the needed highway improvement moneys and possibly which roads should be dropped from the State Highway System.

May 23, 1967

The Board was of the opinion that the demands are greater for improvements on this road network than moneys are available in the foreseeable future.

Exclusion of Stop Signs at State Highway System Railroad Grade Crossings. To comply with H.B. 82 amending I.C. 49-748 passed by the 39th Legislature, the Board determined that the following railroad crossings on the State Highway System should not bear highway stop signs as by such exclusion of signing the crossing there is a lesser hazard than with the stop sign.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 1). The Board approved the exclusion of nine stop signs at railroad grade crossings on the State Highway System in District 1, as shown in official Exhibit C-17, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 1). The Board approved the exclusion of nine stop signs at railroad grade crossings on the State Highway System in District 1, as shown in official Exhibit C-18, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 2). The Board approved the exclusion of 27 stop signs at railroad grade crossings on the State Highway System in District 2, as shown in official Exhibit C-19, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 2). The Board approved the exclusion of 17 stop signs at railroad grade crossings on the State Highway System in District 2, as shown in official Exhibit C-20, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 3). The Board approved the exclusion of ten stop signs at railroad grade crossings on the State Highway System in District 3, as shown in official Exhibit C-21, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 3). The Board approved the exclusion of 14 stop signs at railroad grade crossings on the State Highway System in District 3, as shown in official Exhibit C-22, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 4). The Board approved the exclusion of 11 stop signs at railroad grade crossings on the State Highway System in District 4, as shown in official Exhibit C-23, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 4). The Board approved the exclusion of ten stop signs at railroad grade crossings on the State Highway System in District 4, as shown in official Exhibit C-24, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 5). The Board approved the exclusion of 19 stop signs at railroad grade crossings on the State Highway System in District 5, as shown in official Exhibit C-25, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 5). The Board approved the exclusion of nine stop signs at railroad grade crossings on the State Highway System in District 5, as shown in official Exhibit C-26, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 6). The Board approved the exclusion of 15 stop signs at railroad grade crossings on the State Highway System in District 6, as shown in official Exhibit C-27, which is made a part hereof with like effect as though extended in full herein.

Exclusion of Stop Signs at Railroad Grade Crossings on the State Highway System (District 6). The Board approved the exclusion of seven stop signs at railroad grade crossings on the State Highway System in District 6, as shown in official Exhibit C-28, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (S.H. 87). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on S.H. 87 from the Jct. with U.S. 20, 191 to the Montana State Line, as recommended and stated in marked Exhibit A-158, which is made a part hereof with like effect as though extended in full herein.

Redesignation of a State Highway (S.H. 287). The Board approved the redesignation of State Highway No. 287 to State Highway No. 87 described as extending from a junction with State Highway No. U.S. 20-191 north of Macks Inn to the Idaho - Montana Line at Reynolds Pass, as shown in official Exhibit B-52, which is made a part hereof with like effect as though extended in full herein.

TUESDAY AFTERNOON, MAY 23, 1967

The Board left Tuesday afternoon, May 23, for a tour of North Idaho. Those on the tour were:

R. Doyle Symms, Chairman
Howard B. Thomason, 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)
Omar L. Homme, Division Engineer, Federal Highway Administration,
U.S. Bureau of Public Roads, Boise

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

The Board inspected S.H. 44, S.H. 19, U.S. 95 and S.H. 15 to McCall.

WEDNESDAY, MAY 24, 1967

U.S. 95 was inspected to Grangeville.

Grangeville Meeting. Meeting with the Grangeville Chamber of Commerce, they urged the Board to improve S.H. 7 north from U.S. 95 to Four Corners.

The Board pointed out to the meeting the critical shortage of State highway moneys for matching Federal-aid purposes.

District Engineer Cox outlined to the meeting the planned projects, present and long range, for State highways in the Grangeville area.

The Board inspected S.H. 7, S.H. 64 and S.H. 62 to Nezperce.

Nezperce Meeting. The Board met with the Nezperce Chamber of Commerce and heard their requests for the improvement of S.H. 64 to Kamiah.

State Highway Engineer Mathes stated it will be some time before money for construction on S.H. 64 is available. With the present available highway user moneys, it will take at least eight years before major construction is seen in the Camas Prairie area. He outlined the Camas Prairie route study that will be undertaken this summer by the Department, after which the Board will see more clearly where to allocate construction moneys in the long range planning on the local State highway road network.

May 24, 1967

The Board said that it is their intention to do the most possible for the greatest number of people in relation to the limited amount of construction moneys available.

District Engineer Cox stated it is in the tentative plans of the Department to oil the torn up west section of S.H. 62 on the Prairie with State forces this summer - thus restoring paving to the entire route.

The Board stated in answer to demands for a modern paved S.H. 64 route that it is simply a matter of available money in relation to the needs, and admittedly the needs are very great here on the Prairie, but there is the question in the Board's mind, that because of the small population on the Prairie as to whether the present mileage of State highways on the Prairie is justified.

The Board inspected S.H. 7 to Orofino and Dworshak Dam Site.

Meeting with the Orofino Chamber of Commerce at the Dworshak Dam Overlook. The Chamber requested again as last year that S.H. 7 between Ahsahka and Kendrick be returned to the State Highway System. This section of old S.H. 7 had been removed from the System by mutual written agreement of the Board with Clearwater and Nez Perce Counties on September 11, 1957, after the Department reconstructed and paved the route.

They also requested that a route study be made from Orofino to the Weippe, Pierce, Headquarters area to replace the present Greer grade on S.H. 11 which, in their opinion, is no longer adequate. They directed attention to a route up Orofino Creek by way of Grangemont, Campbell's Pond and Hollywood to connect with the Pierce - Headquarters S.H. 11 highway.

The Board toured U.S. 12 to Lewiston.

Lewiston Meeting. Meeting with the Lewiston Chamber of Commerce, the Department discussed the progress of the Lewiston Hill study.

The Board outlined the present critical need for additional State highway users revenues accruing to the Department for Federal-aid matching purposes.

Dwight Barton, Texaco Company distributor, agreed with the Department's needs for additional money and viewed that, in his opinion, that the public would generally support the need for a 1½ cent increase in motor fuels taxes. He also thought that a nominal increase in license plate fees would not be objectionable to the public.

Wes Tollanar requested the Department give serious consideration to the Chamber's recommendation of converting Lewiston's Main Street traffic to two-way traffic and moving through east-west one-way couplet traffic grid north two blocks.

Secretary Bob Purcell stated the objective in the proposal is to convert Main Street into the semblance of a mall. He stated further that there is a critical emergency that State highway through traffic be taken off Main Street that, in the Chamber's opinion, the heavy and high speed traffic prevents shoppers from shopping on both sides of the City's Main Street, and that this is the principal reason for the blight that is becoming apparent to downtown Lewiston business reflected in vacant store buildings.

The Chamber requested permission to install a civic activity sign on the highway right of way at the "Y" Junction of U.S. 195 and U.S. 95.

Chairman Symms stated the Department would look into it and advise the Chamber concerning their request.

Hill City and St. Joe Forest Highway Projects Reviewed. The Board was apprised of the need for funds to replace those not forthcoming from the counties to be applied on the Hill City West Forest Highway Project in Elmore County, and it was determined that any savings from current Forest Highway lettings should be applied to this deficiency in order to assure the project going to contract stage this season, subject to concurrence of the Forest Service and Bureau of Public Roads.

Right of way problems on the St. Joe River Project in Shoshone County were discussed. The Board decided, after considering the lateness of clearing this project of right of way matters, that should the right of way not be acquired by June 10, the project should be deferred until another year of fund allocation is made available. Those construction moneys allocated to the project then should be transferred to other needed projects in Forest Service Region 1, subject to the concurrence of the U.S. Bureau of Public Roads and the U.S. Forest Service.

The Board had in mind both the Enaville - Murray route and the Coolin Road, the latter having the highest priority.

THURSDAY, MAY 25, 1967

The Board inspected S.H. 3 to Kendrick, S.H. 99 to Troy and S.H. 8 to Deary.

May 25, 1967

Deary Meeting. The Board met with the Deary City Council and Elk River people and heard a request for the improvement of S.H. 8, Bovill to Elk River.

State Highway Engineer Mathes stated that an improvement on it is in the Department's Five Year Program.

Chairman Symms recounted the critical need for more State highway funds for matching Federal-aid purposes.

State Representative Dee Merrill asked for a traffic counter on S.H. 8.

City Council Member Henderson urged the Department to expedite the Troy - Deary Road improvement and quoted Judge Felten "that the Department has not requested that the litigated right of way matter has not requested a court hearing date."

State Representative George Brocke asked for speed checks on the Kendrick Main Street with the hope of reducing the speeds of trucks. He requested also that the Department consider installing a stop light at Sixth and Jackson in Moscow on S.H. 8.

The Board inspected S.H. 9 and U.S. 95A to St. Maries.

St. Maries Meeting. Joe Mottern and Cy Chase of the St. Maries Chamber of Commerce urged the Department to update construction needs on S.H. 5 from Plummer to St. Maries due to the increased traffic using the route. They stated that the widening of the present road is not a sufficient answer to the problem and that Department planning and drawing board action are needed now. Any consideration the Board can give in expediting the improvement of this road will be appreciated.

Mr. Mottern asked the Department to place a traffic counter on the three roads leading into St. Maries during the summer vacation weekends. He asked the Department to also look at the relocation needs of U.S. 95A with particular attention to the seven to ten mile area north of St. Maries.

Board Meets with Mrs. Louis Olson. The Board complied with the request of Mrs. Louis Olson to meet at her house, one mile north of the S.H. 3 Junction with U.S. 95A, to hear her recite the area's need for a bridge across Coeur d'Alene Lake from that area to the Worley County Road.

State Highway Engineer Mathes stated that it is a local matter, not being a part of the State Highway System, and recommended that she work at the county level to obtain Federal agency moneys that might be applicable, such as rural area development project funds.

May 25, 1967

Mrs. Olson stated that Commerce and Development Secretary Louise Shadduck had agreed to visit with her on the matter.

Mr. Mathes advised that Miss Shadduck would be in a better position to outline what Federal agency moneys may be applicable to the request for the bridge across the lake Mrs. Olson has in mind.

The Board inspected S.H. 3 to Rose Lake Jct., Interstate 90 to Mullan and return to Coeur d'Alene.

Meeting with Spokane Chapter of Associated General Contractors. The Board met with the Associated General Contractors, Washington Highway Commission and Montana Highway Department employees at an evening meeting in Coeur d'Alene.

Contractual department relations were discussed on a three state basis with particular interest being shown by the contractors on the release of Federal-aid Highway Trust Fund moneys the balance of this year and the forthcoming Kellogg - Osburn bid opening May 31.

FRIDAY, MAY 26, 1967

The Board inspected U.S. 95 to Sandpoint.

Sandpoint Chamber of Commerce Meeting. Jack Parker requested replacement or improvement of the Garwood overpass or improving the Rathdrum cutoff road which is not being maintained by the State or the County. In his opinion, the overpass is not safe due to the antiquated curvature of the ramps.

State Highway Engineer Mathes stated that the structure could not be improved and would require \$100,000 to be replaced.

Contemplated road improvements of the area including Garwood to Coeur d'Alene, which is presently being designed and about three to five years away, was discussed.

Mr. Peterson urged the Department to proceed with the Thama Rocks U.S. 2 project immediately on completion of the present project on the county detour road.

Mr. Mathes stated money is not available for programing until 1968, that the right of way has not been acquired, nor has the railroad agreement been consummated for the Thama Rocks job. He pointed out also that present Department financing situation will not permit the Thama Rocks job to be let in 1968 in any event.

May 26, 1967

The Board pointed out to the group the shortage of State highway funds to adequately match current fiscal year Federal-aid moneys that are available to Idaho.

The Board inspected U.S. 95 to Bonners Ferry.

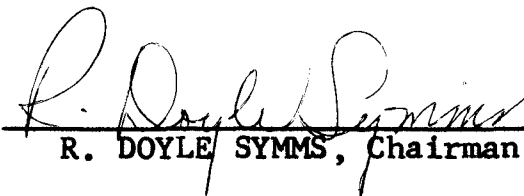
Bonners Ferry Chamber of Commerce Meeting. Meeting with the Bonners Ferry Chamber of Commerce, the Department outlined State highway projects pending in the area, particularly the Bonners Ferry bypass with the City's obligation to finance the removal of utilities before the project can be advertised.

Mr. William Nixon inquired about the slow progress on the County Kootenai River Bridge Project.

State Highway Engineer Mathes explained, in his opinion, the consulting engineer was progressing on schedule with a very difficult bridge design project and it is important that the exploratory foundation work be completed accurately which is also time consuming from the engineering standpoint. He hoped that the bridge would be ready for letting this fall to take advantage of the low water construction season this winter.

The Board inspected U.S. 95 and S.H. 1 to Porthill, returning to the Coeur d'Alene Airport ending the North Idaho Board Tour.

WHEREUPON, the Board adjourned until its next meeting schedule for June 19, 20 & 21, 1967.


R. DOYLE SYMMS, Chairman

Read and Approved
June 20, 1967
Boise, Idaho

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

June 9, 1967

The Idaho Board of Highway Directors met in special session at 1:30 p.m. in Room 201 of the State Highway Building, Boise, Idaho, Friday, June 9, 1967. Present were:

June 9, 1967

R. Doyle Symms, Chairman - Director, District 2
 Howard B. Thomason, Vice-chairman - Director, District 3
 C. Ed Flandro, Member - Director, District 1
 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 project:

I-IG-15W-4(11)76 Sec. "A", Bannock Cr. - W. Pocatello, Power County - Mountain States Telephone & Telegraph Company and Idaho Power Company

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

S-1778(15) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 5.007 miles of SH-34, Riverdale-Treasureton Summit, in Franklin County - Federal Aid Secondary and State financed. The Board directed the State Highway Engineer to award the contract to LeGrand Johnson Construction Co., Inc., Logan, Utah, the low bidder, in the amount of \$511,512.60.

STM-3111(516) & Stockpile No. 3535 - The work consists of seal coating approximately 27.58 miles of US-95 and SH-72, Squaw Cr.-Marsing-Karcher Jct., and furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Marsing, in Owyhee and Canyon Counties - State financed. The Board directed the State Highway Engineer to award the contract to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, in the amount of \$49,255.00.

S-4771(6) - The work consists of constructing the roadway and a plantmix bituminous surfacing on 0.192 mile of SH-7, Orofino Bridge North Approach, in Clearwater County - Federal Aid Secondary and State financed. The low bid was 30.370 per cent over the Engineer's Estimate; therefore, the project will be readvertised. It will be combined with the Orofino North - Riverside project when it is ready to be advertised.

I-90-1(29)50 (Grading) - The work consists of constructing the roadway, grading and drainage structures, plant mix surfacing frontage roads and detour roads on 7.293 miles of Interstate Highway I-90, in Shoshone County - Federal Aid Interstate and State financed. Having apprised the Board earlier in the week regarding an irregular low bid in the amount of \$2,823,137.30 submitted on the above project by Grosbeck - Durbin, Eugene, Oregon, that because of submitting their bid at 3 p.m. M.S.T. when the bid opening was called for 2 p.m. bid opening and particularly

in view of Public Law 89-387, codified in 15 U.S.C.A. 260A, the Board reaffirmed its position that the Grosbeck - Durbin bid should remain irregular and the contract awarded to the next bidder, Murphy Brothers, Inc., Spokane, Washington, in the amount of \$2,828,411.50.

I-90-1(29)50 (Structures) - The work consists of constructing 3 concrete box culverts, 6 - 100' and 2 - 100' concrete overpasses, 1 - 212' concrete underpass, 2 - 100', 191' and 193' concrete bridges on Interstate Highway No. I-90, in Shoshone County - Federal Aid Interstate and State financed. State Highway Engineer Mathes apprised the Board that the apparent low bidder, COP Construction Company, Billings, Montana, in the amount of \$768,079.00 on the above project, has implied by letter of their desire to have their bid bond of \$38,000 returned to them due to their following errors:

1. \$45,000 was omitted in their bid for "indirect costs such as move in, field supervision, office engineering, vehicular expense, job office and tool storage expense, etc."
2. "Further detailed analysis of our unit prices indicates the probability of financial loss on the project if other than ideal conditions should prevail during the contract period. The location of the project precludes the certainty of good weather for that period and the labor demand at Libby, Montana as well as in Washington will undoubtedly produce a labor shortage in the area during the peak construction season."

The Board determined, after reviewing all phases of the bid opening, that COP Construction Company should be awarded the contract and that formal notice of the award transmitted to them.

Should COP Construction Company fail to accept the award, the Board directed the Department to retain and collect on its bidder's bond and award the contract to the second low bidder, Max J. Kuney, Spokane, Washington, in the amount of \$869,165.55.

I-80N-1(25)50 & U-3281(14) - The work consists of constructing the roadway, drainage structures, surfacing, 142' concrete underpass, 113' concrete overpass, curb and gutter, illumination and traffic signals on 0.623 mile of I-80N and W. Boise Connector, 0.1 Mile W. of Orchard - Jct. US-20-26 & 30, in Ada County - Federal Aid Interstate, Urban and State 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 \$971,555.45.

I-80N-4(9)268, Sec. "A" - The work consists of drilling, casing and capping a well in the vicinity of 6.5 miles north and west of the Utah State Line, Juniper Rest Area, in Oneida County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Harry King Drilling Co., Rupert, Idaho, the low bidder, in the amount of \$7,590.00.

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 & M.P. 0.56 on State Highway 39, in Bingham, Bannock and Power Counties - State financed. The Board directed the State Highway Engineer to award the contract to Gardin Paint Co., Boise, Idaho, the low bidder, in the amount of \$8,352.50.

Removal of Outdoor Advertising Signs on Current Highway Projects and Reimbursement for Same Discussed. State Engineer Mathes apprised the Board of problems developing on current highway projects concerning outdoor advertising signs located on property acquired for highway purposes. The early adoption of outdoor advertising control standards required to implement the Beautification Act passed by the 1967 Idaho Legislature should assist in resolving this problem.

Board Meets with Governor Don Samuelson. Not having met with the Governor for two months and because the next meeting of the Board would be during the specially called legislative session that would preclude meeting with the Governor, the Board visited with him on subjects that he might have in mind pertaining to the Highway Department.

The Governor indicated his interest in supporting in his call a subject dealing with additional highway user revenues needed during this biennium in order to utilize Federal Highway Trust Fund moneys as they become available during the biennium.

The Board pointed out to the Governor all withheld Federal Highway Trust Fund moneys due Idaho had been returned except \$7.8 million which the administration has promised to be released July 1.

The Board indicated that \$3½ million additional State revenues would be required to keep Idaho on a current matching basis as Federal Highway Trust Fund moneys become available through the next biennium.

The Governor requested the Department to draw up legislation for additional revenues by Wednesday, June 14, that he might have available to present to the leadership when they meet on the 16th prior to the legislative call date June 19.

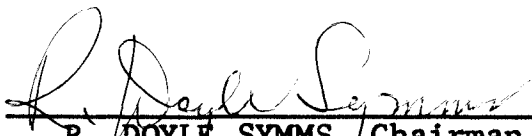
June 9, 1967

The Governor mentioned the possibility of legislation increasing highway user revenues by \$3.5 million that would be directed directly into the State Highway Department's budget.

The Board suggested that, in their opinion, it would be better to not disturb the present highway user distribution formula and that a \$6 million target figure be pursued with usual distribution to counties and cities leaving 70 per cent to the Highway Fund instead of the traditional 60 per cent since the Law Enforcement Department has already been financed for the coming biennium.

The Governor suggested the Department draw up alternate highway user revenue legislation for a one cent motor fuels tax, a one-half cent motor fuels tax and \$5.00 per vehicle increase in excise tax that the Legislature may have alternate avenues in solving the current highway user revenue deficit.

WHEREUPON, the Board adjourned until its next meeting scheduled for June 19, 20 & 21, 1967.


R. DOYLE SYMMS, Chairman

Read and Approved
June 20, 1967
Boise, Idaho

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

June 19, 20 & 21, 1967

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 19, 1967. Present were:

R. Doyle Symms, Chairman - Director, District 2
Howard B. Thomason, 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:

June 19, 1967

S-5756(2)	Big Creek Road
ST-1481(534)	Pebble - Bancroft
STM-1024(533), 1032(525) & 1381(512)	U.S. 191, Main & Arthur, & W. Bridge St.
I-IG-80N-1(22)50 & I-80N-1(47)50 (Roadway)	Maple Grove - Orchard & Orchard - Garden
I-IG-80N-1(22)50 Sec. "B" (Strs.)	Maple Grove - Orchard
CJF-11-6(1)	Garwood Scenic Improvement
F-3112(28)	Payette River Bridge
LSF-38-1(3) Sec. "A"	Big Lost River Rest Area Well
F-4201(17)	Clearwater River Br. at Arrow Jct. N.E.
S-SG-4769(9)	Clearwater River at Arrow Jct.
CJF-39-1(2)	Scenic Improvements Jct. U.S. 93
F-4201(20) & S-4771(6)	Orofino-West & Orofino Br.-No. Approach

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:

ER-63(1), Peck North and South, Nez Perce County - Clearwater Power Company and General Telephone Company of the Northwest

S-5756(2), Big Creek Road, Shoshone County - Sunshine Mining Company, Idaho Water Company, General Telephone Company of the Northwest and Washington Water Power Company

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

ST-1481(534), Pebble - Bancroft, Caribou County - Mountain States Telephone & Telegraph Company

F-4201(6), Orofino - West, Clearwater County - Washington Water Power Company, General Telephone Company of the Northwest, Riverside Independent Water District and Clearwater Power Company

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

I-80N	I-80N-2(15)50	Shell Oil Company	Parcel No. 49½
	I-IG-80N-2(14)50 R/W		
I-80N	I-80N-2(15)50	Great Western Invest-	Parcel No. 88
	I-IG-80N-2(14)50 R/W	ment Co.	

June 19, 1967

I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Ken - Hills Investment Co.	Parcel No. 90
I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	Nelson Sand and Gravel, Inc.	Parcel No. 7
US 20	F-6471(37) F-6471(31) R/W	J. M. Williams & Phyllis C. Williams	Parcel No. 99 & 99-E-1
US 30	F-3111(13)	June Manning & the Heirs & Devisees of W. P. Manning, Deceased	Parcel No. 11
US 30	F-3111(13)	June Manning & the Heirs & Devisees of W. P. Manning, Deceased; et al	Parcel No. 11½
US 30	F-1031(17)	McLelland Lumber Co.	Parcel No. 14
US 30	F-1031(17)	Richard & Margaret McLelland	Parcel No. 15

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

I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Boise City	Parcel No. 89½
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The Board directed that this settlement be held until the State Highway Engineer has contacted City.

I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	Boise Industrial Foundation - \$32,000	Parcel No. 92
US 30	U-3281(14)	McLean - \$22,500	Parcel No. 9

Reports on Progress of Negotiations were made on the following:

I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	State Land Board	Parcel No. 8
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This is to be held up until a conference between the State Highway Engineer and the Land Board can be had.

I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	State Land Board	Parcel No. 89
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This is to be held up until a conference between the State Highway Engineer and the Land Board can be had.

Approval of Special Deeds & Easements was given on the following:

I-80N	I-IG-80N-1(22)50	Richard T. Clemens & Josephine G. Clemens	Parcel No. 58-R-1
US 30- 20-26	F-FG-3022(17)	William C. Powell & Pauline D. Powell	Parcel 19-R & 21-R
US 10A	F-5121(13)	Terry L. Merwin	Parcel 1-A
Matl's Source	Cw-69	Village of Weippe	

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

US 93	F-2391(8)	R. E. Young & Helen Young	Parcel 1-A
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Approval of Permits to Use Right of Way was given on the following:

US 30S	ST-2011(502)	Stanley F. Lloyd	2-67-053
SH 19	S-SG-3712(3)	Canyon County	3-67-79
SH 51	S-3806(14)	Riddle Ranches, Inc.	3-67-99

TUESDAY, JUNE 20, 1967

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
Howard B. Thomason, 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 May Board Meeting and the Special June Board Meeting.

Engineering Corporation of America Solicits Consulting Business. Mr. Burke Peterson, Secretary - Treasurer, appeared on behalf of the Engineering Corporation of America to discuss the consulting engineering contract for highway construction work.

June 20, 1967

Assistant State Highway Engineer Christensen outlined the Department's present program which requires very little outside consulting services and stated that the Department's Consulting Engineering Committee would keep in mind the interest of this firm in doing business for the Department in Idaho.

Boise Valley Outdoor Advertising People Meet With Board. The following outdoor advertising principals met with the Board urging an early determination as to standards the Board has in mind regarding the control of outdoor advertising in Idaho:

A. A. Ashley, Idaho Sign Association
 H. Pauls Mills, Idaho Neon, Inc.
 Lowell McClellan, Secretary, Idaho Sign Association
 Mr. Hoffgarten, Hoffgarten Advertising Sign Company
 Ronald Fife, Snarr Outdoor Advertising, Inc.

Association Chairman Ashley presented nine questions that the Association would like to have answered as early as possible.

The Board assured them the Board's interest in causing as little disruption as possible to the sign industry in conforming to the Federal Beautification Act.

Mr. Mathes assured them the Department is working on the matter and hope to present to the Board recommended control standards in a preliminary form at its July meeting.

The delegation asked that they be given the opportunity of reviewing the standards before they are firmed by the Board and they were assured they would be consulted by the Department as to their views regarding the standards.

The problem in not knowing what the Federal standards will be is causing the delay in developing standards as it is the Board's intention to not restrict controls more severely than those restrictions applied by the Federal government, whose standards at this time have not been announced.

The delegation stressed that the million dollar annual business in this section of Idaho is marking time and does not wish to lay off employees but the impact will soon be felt in this regard should the Association not know the answers to the nine questions presented to the Board.

In response to questions, Faber Tway, Chief Legal Counsel, stated the Department could not approve the installing of additional signs less than 660 feet on the Primary and Interstate Systems in Idaho since enactment of legislation on March 10.

June 20, 1967

He indicated also that a conditional permit will be available to put up signs providing they agree to remove the signs if they do not meet the forthcoming State regulations.

The statements were made in reply to Art Ashley who cited the industry's concern to keep their employees occupied between now and the determination of standards by the State and Federal government, otherwise it would mean laying off people and an immediate injury to the industry.

Chairman Symms stated that he regretted that the industry finds themselves in this position but that the Department and the Board would make every effort to arrive at standards and controls set forth by the recent State legislation as soon as they can be reasonably drawn up and approved by the Board.

City of Nampa Urges Programing of Two-lane to Four-lane Width Bridge on U.S. 30. Appearing before the Board were Nampa Mayor Ernest Starr; J. R. Huckabee, City Engineer; Red Wade, Councilman; Cash Harper, Nampa Chamber of Commerce Highway Committee; and George Kellogg, Nampa Chamber of Commerce Highway Committee.

The Mayor pointed out the need for the widening of a two-lane bridge to four-lanes where the Phillips Canal crosses U.S. 30 in North Nampa. He stated that the need of this project is of such importance the City regards it as heading the list of street and highway improvement needs in Nampa.

The Department pointed out that a curb and gutter section would have to be agreed to in that area to accommodate the new width of the structure.

The Mayor thought the businesses adjoining the bridge location would comply with the widening of U.S. 30 with a curb and gutter section without parking.

The Board asked the Department to have a look at the request in light of costs and available programing moneys.

The City agreed with the Department that the 64' section is what is required and no parking would be permitted on that width basis.

The City indicated they would write a letter stating their views regarding the priority needs in Nampa concerning this project.

Bill Hobson Access Matter on State Highway 24 near Interstate 80N. Bill Hobson, truck stop owner - operator north of the Heyburn Interchange on State Highway 24, appeared requesting an additional access to his truck stop operation. Mr. Hobson showed a movie depicting the difficulty trucks

and trailers have in negotiating movements in and out of his truck stop operation and left turning movements from the northbound lanes to the southbound lanes on State Highway 24.

Mr. Hobson's request is the same as that made July 27, 1964, when the Board at that time denied an additional access point to his truck stop area from State Highway 24.

The Board again in reviewing the problem reminded Mr. Hobson that a frontage road would have been the answer and right of way was offered prior to construction by the Board if the property owners, and he being the largest one, would provide a frontage road for adequate land use development in the area. This offer was not exercised by the land owners.

The Board again determined that no additional access points should be granted in the interest of safe traffic movements on the highway; but, should Mr. Hobson wish to relocate his approach to the point opposite the crossover, it would definitely be an improvement to the movement of trucks and trailers in and out of his place of business.

Mr. Hobson showed no interest in changing the location of his access point to his property.

The Board further determined that with the present access point, Mr. Hobson's problem is that of truck and trailer circulation within his property which he will have to work out for himself.

Rupert Chamber of Commerce Requests Additional Interstate Signing. Appearing before the Board were Delmar Hollinger, Claude E. Bowman and Harry Wright of the Rupert Chamber of Commerce. They stated that Rupert has only one sign east and one sign west, whereas Burley has three signs. They were critical of using "Kasota" on one sign and suggested Rupert be used in place of it.

Marvin Lotspeich, State Traffic Engineer, stated that the Department and AASHO policy is a maximum of two destination signs at a given exit from the Interstate, to which they concurred. However, they still requested that one more signing for Rupert be permitted east and one more sign to the west on Interstate 80N.

The Department indicated they would review the matter and see what could be had towards meeting their requests.

Rogerson Right of Way Access Discussed with Lloyd Walker, Junction I-80N - SH 50. Lloyd Walker, attorney for the Rogerson property adjoining the East Twin Falls Interstate connection of I-80N in the southwest quadrant, met with the Board.

Mr. Walker was under the impression access to the Rogerson property was that of farm use only.

Discussing it with right of way people after leaving, Mr. Walker could see no problem as there was sufficient unrestricted access available under the Rogerson stipulated declaratory judgment, of which Mr. Walker was not presently aware.

Blackfoot Request for Access to City Park from Interstate Interchange Ramp. Appearing before the Board were Robert M. Bishop and Robert E. Colson who urged the Board to grant an access for a street to be dedicated for an access for the new Blackfoot City Park laying adjacent to the West Blackfoot Interchange.

Upon the recommendation of the Department, the Board stated that because of demands for driving decisions in negotiating the ramp to the Interstate, certain weaving distances are required for the volume of traffic and for the driver to make his destination decision while on the ramp, that in the interest of highway safety no access point should be granted from the ramp.

The Board did recommend that the City develop Parkway Drive in this regard and that the Department would grant to the City any excess right of way the State may have at this point that might assist the City with the City Park connection.

It was pointed out that the requested access from the ramp would only accommodate vehicles moving in one direction and that the Parkway Drive access point would grant movement of traffic from both directions of the Interstate ramp area.

Payette Chamber of Commerce Asks State Highway System Adjustment for Downtown Mall. Appearing before the Highway Board were Mayor Leonard Josephson; Del Wolfe, City Street Superintendent; and Larry Robinson, Chamber of Commerce Citizens Committee, who asked the Board to permit angle parking and a continuation of U.S. 95 through the mall section on Eighth Street.

The Board advised them that it would not be fair to the highway user to ask traffic to be put through the mall on a State highway and that the Department would consider moving the U.S. 95 - 30N business loop one block east to Ninth Street providing the City would permit parallel parking only. The State highway business section then would consist of Second Avenue South, Ninth Street and Third Avenue North rejoining the presently relocated U.S. 95 - 30N on Sixteenth Street.

The Board stated that if the City would improve Ninth Street from Second Avenue South to the old U.S. 95 location from approximately Second Avenue South to Sixth Avenue South, the Board would be more receptive to changing U.S. 95 - 30N in Payette.

The City did not indicate when that would be feasible but stated they would return with the information requested by the Board when the program develops.

City of Twin Falls Discusses New City Street Mall Plan. Appearing before the Board were: Herb Derrick, City Manager; Frank Feldtman, City Commissioner; Bill Grange, Future Twin Falls Unlimited; T. W. Hudson, Chairman, Urban Renewal Committee; Earl Reynolds, Jr., Consulting Engineer, Boise.

The delegation outlined to the Board their plans for a new City center planned mall concept for Twin Falls on Second Avenue South and Main Street now occupied by the State highway one-way couplet. The City proposes to make the area from West Sixth Street to South Fourth Street in two stages. The first stage would be conversion of Main Street to the mall concept and the second stage Second Avenue South and suggesting that the Board consider moving westbound traffic from Main to Second Avenue East and eastbound from Second to West Third as the respective stages develop.

The Board made no commitment as to how a change in the State Highway System would be made to accommodate the mall concept but indicated they would comply with the request for a statement to not prejudice their application for moneys from HUD in the following manner:

"After consideration of the Twin Falls City Center Plan as presented by the delegation on June 20, the Board agreed to cooperate with the City to the extent of re-routing U.S. Highway 30 from its present location as a one-way couplet utilizing Main Street and Second Avenues South and West after hearings are held in conformance with the State statutes, so that the City Center Plan can be implemented. The specific location of U.S. 30 will be determined by the Board after a study of alternates and public hearings as required by law. Studies will proceed as soon as practical and will be coordinated with the development of the City Center Plan."

The City indicated approximately \$380,000 of State highway moneys would accomplish the change over of the one-way couplet to the above suggested locations.

Such programing of funds not being in the five year program for such a change in the State Highway System in Twin Falls left the Board quite uncertain as to meeting their specified suggested State highway relocation plans.

Legislative and Chamber of Commerce Delegation Appear Before Board Urging an Accelerated Improvement of U.S. 95 and Especially Improvement of the Mesa Hill Section. The following delegation appeared before the Board:

State Senator David W. Bivens
 State Senator Woodrow W. Bean
 State Representative Horace J. Patterson
 State Representative W. Clay Sutton
 State Representative Walter H. Carr
 John Lloyd, Weiser
 Grant B. Williamson, Cambridge
 Ed C. Miller, Weiser
 Harold Whitaker, Council
 Bob Kniefel, Council
 Dennis E. Sheehy, Weiser

The Board pointed out to the delegation that U.S. 95 has 20 per cent of the mileage of the State Primary System and in the past ten years the Department has spent 35 per cent of the Primary allocation funds to U.S. 95 indicating that the Board is well aware of the need for improving the longest State highway route in the State. It was also pointed out that the Mesa Hill project is in the five year planning program and might be possible by the third year.

Representative Clay Sutton smiling remarked, "If you don't fix U.S. 95, we will fix you." He was referring to the coming legislative action on increasing highway user revenues.

The delegation was reminded that two projects totaling \$1-3/4 million are now underway on U.S. 95 with other projects contemplated to begin soon in the amount of \$5,600,000 this year out of an \$8 million statewide Primary allocation. Other planned projects on U.S. 95 during the next five years total \$12 million, with about 50 per cent of the available moneys being used on U.S. 95.

WEDNESDAY, JUNE 21, 1967

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
 Howard B. Thomason, Vice-chairman
 C. Ed Flandro, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Secretary of the Board

June 21, 1967

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

I-IG-15W-4(11)76, Section "A" - The work consists of constructing a 4-lane divided roadway, drainage structures, an asphalt treated base and a plantmix bituminous surfacing on 4.641 miles of Interstate Highway 15W, in Power County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, in the amount of \$1,290,695.05 (Alt. #1 - Gravel Source).

I-IG-15W-4(11)76, Section "B" - The work consists of constructing a double 171 foot concrete overpass and a 312 foot concrete underpass at the U.P.R.R. Co. tracks and at the Airport connection on Interstate Highway 15, in Power County - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on June 23, 1967, in the amount of \$216,396.00.

I-80N-4(8)227 - The work consists of planting trees and shrubs at the Cotterell P.O.E. and Rest Area on Interstate Highway No. 80N, in Cassia County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Thomas P. Donnelly, Boise, Idaho, the low bidder, in the amount of \$12,859.80.

SG-4780(9) - The work consists of constructing two railroad underpasses and approaches on SH-11, North of Pierce, Idaho, in Clearwater County - Federal Aid Secondary and State financed. The Board directed the Department to analyze whether or not the Department's Engineer's Estimate being 20 per cent under the low bidder fully recognized the labor climate of the area due to the contractors competing for labor with the North Idaho dam construction now under way.

S-5756(2) - The work consists of constructing the roadway, drainage structures and a road mix bituminous surface on 1.883 miles of the Big Creek Road, in Shoshone County - Federal Aid Secondary and County financed. As the low bidder was 42.697 per cent over the Engineer's Estimate, the Board directed the Department to re-evaluate the reasons and after advising the County await their determination to consider re-advertising if justification cannot be made for the low bid quotation.

ST-1481(534) - The work consists of reconstructing and widening shoulders, excavating soft spots, a roadmix bituminous surfacing and seal coating approximately 8.1 miles of U.S. 30N, in Caribou County - State financed. As no bids were received, the project will be readvertised.

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

Max Jensen, Design Engineer, to Regional AASHO Design Conference, July 24-25-26, Reno, Nevada

James Pline, Asst. District Engineer - District 2, to Western Section Institute of Traffic Engineers, July 6 - 10, Seattle, Washington

L. F. Erickson, Materials & Research Engineer, to AASHO Committee on Materials, August 14 - 17, Washington, D.C.

One person to Highway Engineering Computer Programing Exchange Meeting, June 27 - 28, Salem, Oregon

Ellis Mathes, State Highway Engineer, to National Joint Committee - U.T.C.D. Workshop at Fountainhead Lodge, Oklahoma, July 26 - 29.

Personnel Matters.

Extension of overage employees was granted to:

Lyle C. Ferney, Area Right of Way Agent, Lewiston, until August 31, 1968, age then 66 years.

Lawrence S. Hewitt, Janitor I, until September 1, 1968, age then 68 years.

The Board approved the following merit increase:

Walter Huntington, Assistant Bridge Engineer, \$945 to \$992 per month.

State Highway Engineer Mathes apprised the Board of District 3, Project Chief Rusty Statham's request for Department hearings regarding his personnel status.

The Board concurred in the action that was taken and the determination in the matter made by the State Highway Engineer on June 13, 1967.

Mountain Home Maintenance Shed Site Approved. The Board considered six maintenance shed sites submitted for consideration by the Department for a maintenance shed at Mountain Home.

After analyzing costs and benefits of the six locations, Site No. 4 on the east side of State Highway 68 north of the proposed Interstate -

June 21, 1967

State Highway 68 Interchange was approved. Involved is ten acres at an estimated cost of \$5,000. Water, power and sewer are provided at the site. The property is presently owned by Mrs. Vincent White.

The Board directed the Department to negotiate for the land on this basis.

Revision on Movement of Overwidth Mobile Home Special Permit Authorized. The Idaho Board of Highway Directors authorized the Department to issue a special permit governing the movement of vehicles not permitted in regular operation which will provide uniform treatment for the occasional movement of vehicles and cargoes of over legal size and weight.

This supersedes Board Policies #509 (11-18-53), #511 (6-25-62), #512 (7-13-60), #513 (8-18-62) and #520 (2-25-63).

#509 above is Section 49-913 of the Idaho Code.

#511, #512, #513 and #520 are all covered entirely by various sections of the Permit Policy Section of the Maintenance Manual.

This action was taken upon the recommendation of the Maintenance Division for the revision in the movement of overwidth mobile homes as revised in Maintenance Manual Section 5-913.8.

Nampa Irrigation District Canal Company Settlement Reported. The Right of Way Division reported to the Board that a settlement had been arrived at with the Nampa Irrigation District Canal Company for maintenance costs occasioned by the Maple Grove to Orchard Interstate Project.

Settlement was in the amount of \$35,000 for damages and approximately \$1,850.00 for work to be done by the Canal Company in lieu of construction.

Forest Highway Tour in Forest Service Regions 1 and 4 Discussed. The Forest Highway Tour which is scheduled for August 2, 3, 4 & 5 was outlined to the Board.

The Board requested that on July 20 the Board Secretary should check with the Board as to various members ability to fit the planned schedule into their various commitments on those dates.

St. Joe River Forest Highway Project Right of Way Matter About Settled. The Board was apprised that Shoshone County has about completed its right of way negotiations for the St. Joe River Forest Highway Project. The only holdup is the final detailed plans on the revised alignment that right of way descriptions may finalize negotiations.

July 21, 1967

Bureau of Public Roads Participation in Benton Street, Main - Arthur Streets Connections Postponed. The Board was apprised that the Bureau of Public Roads has agreed to withhold its decision to the degree of nonparticipation in the project as affecting the approach and revision of traffic design of Benton Street at Main and Arthur Streets until the project has been completed and in operation long enough to evaluate its operational traffic safety elements.

Board Approves Public Lands Withdrawal for Future Additional Right of Way Needs at Junction U.S. 93 and I-80N. Upon the recommendation of the State Highway Engineer, the Board concurred in the request to file a withdrawal with the Bureau of Land Management for additional right of way at the I-80N - U.S. 93 Interchange.

The additional withdrawal is for the southeast, southwest and northwest quadrants for a future cloverleaf interchange. A previous withdrawal provided sufficient area to develop a partial cloverleaf on the northeast quadrant which can be justified in the foreseeable future.

Interstate Trail Blazer Signing Discussed. The broadening application permitted under recent changes in AASHO standards of trail blazer signing within 50 miles of an Interstate junction caused the Department to inquire of the Board its thinking regarding the application of trail blazer signing between Bliss and Jerome - I-80N on State Highway 25.

The Board approved the Department meeting with the communities of Hagerman, Buhl and Filer to discuss the proposed signing change and report back to the Board the views of those communities in the matter should there be opposition before installing the signing.

Relocation of State Highway 24 at Dietrich to be Reheard. After reading the transcript of the public hearing held in Dietrich June 12 and in view of the testimony submitted at the hearing, the Board determined to reduce the amount of the diagonal route location through private land by directing a rehearing in the matter on an extension due east on the proposed alignment through private property to Bureau of Land Management land, thence diagonally southeast to a new point of intersection with State Highway 24 at the west end of an east-west tangent of the present highway.

Removal of Angle Parking on a State Highway (US 93). The Board approved the removal of angle parking on US 93 on Main Street from River St. to 5th St. in the City of Ketchum, as recommended and stated in marked Exhibit C-29, which is made a part hereof with like effect as though extended in full herein.

June 21, 1967

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
S-2864(7)	Paul Section	Standard Approach Policy
F-5116(12) (Subject to concurrence of public hearing to be held)	Best Avenue in Coeur d'Alene-Garwood Jct.	(This action supersedes Board action dated 5-20-63)
	Beginning of Project - Sta. 405	Partial Control *
	Sta. 405 - End of Project	Partial Control ***
F-FG-6471(27)	Idaho Falls - Ucon	(This action supersedes Board action dated 2-21-67)
	Johns Hole Bridge - Vicinity of Butte Branch RR Xing	Full Control
	Butte Branch RR Xing - Sta. 231/50.00	Partial **
	Sta. 231/50.00 - Sta. 269/70	Full Control
	Sta. 269/70 - End of Project	Partial *

* PARTIAL ACCESS CONTROL

Public Road Connections

Existing public road connections will be permitted, as shown on the plans. Future public road connections may be permitted at the approximate locations shown on the plans.

Private Approaches

No private approaches will be allowed.

** PARTIAL ACCESS CONTROL

Public Road Connections

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

June 21, 1967

Private Approaches

No private approaches will be allowed.

*** PARTIAL ACCESS CONTROL

Public Road Connections

Existing public road connections will be permitted, as shown on the plans. Future public road connections may be permitted at the approximate locations shown on the plans.

Private Approaches

One private farm approach will be allowed on each side of the highway as shown on the plans. If a change in land use occurs, such private approaches will be closed and access may be restored through connections with the city, county or highway district road system.

Requested Road Abandonment Taken Under Consideration. A request to abandon an approach off of State Highway 95 north of Moscow and serving the present City of Moscow garbage dump was considered by the Board.

It was determined by the Board at this time to take no action in the matter.

Cataldo Water District Matter Reopened. The Department apprised the Board that property owners in the Cataldo - Kingston area, Interstate 90, who settled with the Department on right of way matters and damages to their domestic water system, are reactivating the matter.

It was pointed out to the Board that the Department and the Bureau of Public Roads in an effort to adequately resolve the domestic water situation that was disrupted by the construction of I-90 in the Kingston area had offered to contribute approximately \$65,000 to assist in forming a satisfactory water system for those properties affected by the construction. The property owners settled out for a fraction of the \$65,000 in final right of way settlement against the judgment of the Department at the time of settlement for a compromise by them in what is nearly impure surface water supply.

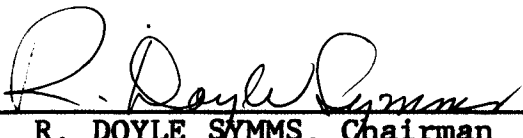
In order to provide safe domestic water for these affected parcel owners, the Board authorized the Department to reopen the matter providing the Bureau of Public Roads will participate.

June 21, 1967

Grant Construction Company Versus Idaho Board of Highway Directors to be Appealed. The Chief Legal Counsel appeared before the Board of Highway Directors and recommended that the State appeal the District Court decision. The Board granted the request.

WHEREUPON, the Board adjourned until its next meeting scheduled for July 31 and August 1 and Forest Highway Tour August 2, 3, 4 & 5, 1967.

Read and Approved
August 1, 1967
Boise, Idaho


R. DOYLE SYMMS, Chairman

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

July 31 & August 1, 1967

Forest Highway Tour - August 2, 3, 4 & 5, 1967

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 31, 1967. Present were:

R. Doyle Symms, Chairman - Director, District 2
Howard B. Thomason, 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:

CJF-11-6(1) - The work consists of making scenic improvements by planting trees and shrubs in the vicinity of Garwood on U.S. 95, in Kootenai County - Federal Aid Primary Control Junkyard and State financed project. As the low bid was 101.13 per cent over the Engineer's Estimate, all bids were rejected.

F-3112(28) - The work consists of constructing a 484' concrete bridge over the Payette River on US-95, south of Payette, in Payette County - Federal Aid Primary and State financed. The contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on July 17, 1967, in the amount of \$177,713.00.

July 31, 1967

STM-1032(525), 1024(533) and 1381(512) - The work consists of widening the shoulders, on approximately 1.60 miles of U.S. Highway 191, Pocatello North, and constructing a plantmix bituminous surfacing overlay on Main and Arthur Streets in Pocatello and Bridge Street in Blackfoot, in Bannock and Bingham Counties - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, on July 17, 1967, in the amount of \$54,242.50.

LSF-38-1(3), Section "A" - The work consists of drilling, casing and capping a well in the vicinity of the Big Lost River and the A.E.C. Base on Highway US-20-26, in Butte County - Federal Aid Primary Landscaping and State financed. The contract was awarded to Boley, Henry & Weech, Murtaugh, Idaho, the low bidder, on July 25, 1967, in the amount of \$6,820.00.

I-IG-80N-1(22)50 & I-80N-1(47)50 (Roadway) - The work consists of constructing the roadway, drainage structures, a cement stabilized base and portland cement concrete pavement, signing and illumination of 3.588 miles Maple Grove - Orchard and constructing a cement stabilized base and portland cement concrete pavement on 0.275 miles Orchard - Garden, in Ada County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Asphalt Paving & Construction Co., Boise, Idaho, the low bidder, in the amount of \$2,208,592.36.

I-IG-80N-1(22)50, Sec. "B" (Structures) - The work consists of constructing six concrete underpasses, 349', 272', 273', 291'4", 203' and 235' respectively, four concrete overpasses, 2-400' and 2-213' respectively, and a 32' concrete bridge, on Cole Road, on 3.588 miles of Interstate Connector, (Maple Grove-Boise), in Ada County - 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 \$1,132,921.66.

Building 1311 - Construct shop and office structure at Montpelier, Idaho, including all electrical, plumbing, heating, and mechanical installations - State financed. The contract was awarded to Jewell Construction Company, Montpelier, Idaho, the low bidder, on August 7, 1967, in the amount of \$46,800.00.

STS-3754(512) - The work consists of reconstructing the roadway, constructing curb and gutter and a plant mix pavement on 0.078 mile of Third Street South in Nampa, in Canyon County - State financed. The Board directed the State Highway Engineer to award the contract to Gray Construction, Nampa, Idaho, the low bidder, in the amount of \$14,685.50.

CJF-39-1(2) - The work consists of grading the planting area, planting trees and shrubs and seeding, making scenic improvements in the vicinity of the U.S. 93 Junction, 3 miles east of Jerome, in Jerome County - Federal Aid Scenic Improvement and State financed. The Board directed the State Highway Engineer to award the contract to Hansgeorg Borbonus Landscaping, Inc., Boise, Idaho, the low bidder, in the amount of \$8,361.60.

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

STS-3754(512)	Third St. So., Nampa
Stockpile No. 4554	US-95, Moscow, Latah County
STM-2252-B & STM-2291-B	Reroofing Shoshone & Twin Falls State Shops
F-2361(25) & S-2741(9)	Kimberly - West & Jct. US 30 - Hansen Bridge
STM-3311(B) & STM-3312(B)	Reroofing Dist. #3 Sign Shop & Office Building
S-3803(2), S-3804(3) & Stockpile No. 3534	M.H.A.F.B. - Mountain Home
LSF-11-2(8)	Midvale Hill Rest Area
LSF-35-4(3)	Kriley Gulch Rest Area
LSF-12-1(2)	Johnson Creek Rest Area
F-FG-6471(32)	Ucon, South & Connector
F-5121(11)	Thama Rocks
CJI-80N-2(1)	Gowen Rd. E. of Boise
CJI-80N-1(1)	2 Mi. W. of Caldwell
CJF-15-2(1)	State Highway 3
CJF-11-6(2)	U.S. Highway 95
CJF-3-2(1)	Tyhee
CJF-12-1(1)	3.2 Mi. E. of Oldtown
CJF-11-6(3)	U.S. Highway 95
CJF-11-3(3)	Fenn
CJF-11-3(1)	West of Culdesac
CJF-11-4(3)	Moscow N. City Limits
CJF-11-4(4)	Jct. U.S. 95 & S.H. 6
CJF-21-1(1)	Kooskia
CJF-20-1(1)	Orofino
CJF-11-3(2)	Culdesac Dump
STS-6471(550)	Intersection Improvement Project
LSF-42-2(1)	Twenty Mile Rock Rest Area
S-1809(1)	Camp Lifton Road
ST-6033(546)	Broadway I.C. - Broadway Br.

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:

Idaho FHP 47-1(5), S-2809(15) R/W, S-3809(12) R/W, Mountain Home - Hill City - Prairie Power Cooperative, Inc.

Idaho FHP 25-6(2), Idaho City - Stanley - Salmon River Electric Co-op, Inc.

F-2361(25), U.S. Highway 30, Kimberly - West, Twin Falls County - Mountain States Telephone & Telegraph Company, Twin Falls Canal Company and Idaho Power Company

S-2741(8), S.H. 50, Jct. U.S. 30N. of Kimberly - 2 Mi. N. of Hansen - Mountain States Telephone & Telegraph Company, Idaho Power Company and Twin Falls Canal Company

I-IG-80N-1(22)50, Maple Grove - Orchard, Ada County - Mountain States Telephone & Telegraph Co., Idaho Power Company, Inter-mountain Gas Company and Chevron Pipe Line Company

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

I-15	I-15-1(16)37 I-15-1(14)28 R/W	Ervin E. Gilbert	Parcel 1/2
I-15	I-15-1(16)37 I-15-1(14)28 R/W	Ettna Gilbert & Ervin E. Gilbert	Parcel 1
I-15	I-15-1(16)37 I-15-1(14)28 R/W	Grace G. Harrison and the heirs & Devisees of Lester S. Harrison, Deceased	Parcel 2
I-15	I-15-1(16)37 I-15-1(14)28 R/W	Noah Myers and Alta Myers; Norman Myers and Maxine Myers	Parcel 3
I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	Mary Ellen Rein, Roy F. Bollinger, Heirs & Devisees of Pearl B. Robbins, Deceased	Parcel 30
I-90	I-IG-90-1(48)5	William E. Davis and Helen M. Davis, Leo Waddell & Donna Waddell, and Kootenai County	Parcel 51

July 31, 1967

US 30	F-3111(13)	P. E. Johnson and Edna M. Johnson	Parcel 8 & 8-E-1
US 95	F-4113(37) F-4113(29) R/W	Benjamin Large & Margaret R. Large, James Large & Cleo Large, & the Heirs & Devisees of Mamie A. Robie, Deceased	Parcel 5 5-E-1 and 5-E-2
US 95	F-4113(37) F-4113(29) R/W	James J. Killgore & Josephine Killgore	Parcel 7 7-E-1 & 7-E-2

A report was given on the settlement; therefore, no action was needed.

US 95	F-4113(37) F-4113(29) R/W	Sarah Russell, George R. Russell & Lois Russell, Verna D. Campbell & Inez Campbell	Parcel 9 & 9-E-1
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Approval of Court Award & Negotiated Settlements.

I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Charlie W. Klitzman & Florence Klitzman	Parcel 48
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A report of condemnation action by jury trial was given.

I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	Wong Soo Quong	Parcel 77
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The Board approved an out of court settlement including the purchase of land above that needed for right of way.

I-15	I-15-3(22)127 I-15-3(13)127 R/W	J. Ed Browning & Son, Inc.	Parcel 1
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The Board heard a report of increased appraised amount determined as a result of new comparables, which they approved.

Reports on Progress of Negotiations were made on the following:

I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	State Land Board	Parcel 8
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The Board heard a report and approved \$28,010 for settlement.

I-80N I-80N-2(15)50 State Land Board Parcel 89
I-IG-80N-2(14)50 R/W

A report was presented to the Board as negotiation progress with the State Land Board in which the Land Board is asking \$18,700 and the Department is offering \$9,000. The Board approved further negotiation at a settlement figure of \$14,000.

I-80N I-80N-2(15)50 Boise City Parcel 89½
I-IG-80N-2(14)50 R/W

Agreement for settlement for \$55,000.

SH 39	S-1721(11)	Warren A. & Naomi O. Farnsworth; Vernon W. & Bertha Lloyd	Parcel 16
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Receipt of satisfactory stipulation.

SH 39	S-1721(11)	Jackson G. & Shirley A. Poulson	Parcel 17
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Receipt of satisfactory stipulation.

Approval of Special Deeds & Easements was given on the following:

I-90	I-IG-90-1(48)5	Ron T. Moen & Helen K. Moen	Parcel 35-R-1
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The Board approved an exchange of right of way surplus to the needs for the right of way.

SH 39 S-1721(11) University of Idaho Parcel 12 & 14
(W.P.M.S.-186-C)
(Parcel Nos. 43R & 44R)

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

SH 3	S-4769(7)	Don Kress & Gladys R. Kress	Parcel 4A
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SH 27	S-2862(4)	John W. Reynolds & Joyce F. Reynolds	Parcel 3A
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SH 39 S-1721(5) Wayne E. Bird 1-67-29

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

S-1721(4)

Borrow Source No. 5
Portion Lot 2, Sec. 1,
T. 7 S., R. 30 E., B.M. -
to be sold for not less
than \$175.00.

Discussion of the Exchange of Certain Properties Between the State and City of Idaho Falls in Connection with a New Location for the Idaho Falls Maintenance Shed Site. The City of Idaho Falls is proposing an exchange of land that they own for land the State owns. The Board approved the Department bringing their appraisals up-to-date and the City of Idaho Falls will hire an appraiser acceptable to the Highway Department. The Department will then correlate between the two appraisals for determination of fair market value.

Purchase in Excess of R/W Needs for Materials Use and Trade.

I-80N I-IG-80N-2(16)54 Boise Industrial Foundation, Parcel 92
I-IG-80N-2(14)50 R/W Incorporated

I-80N I-IG-80N-2(16)54 MacGregor Triangle Company Parcel 4
I-IG-80N-2(14)50 R/W

Tentative approval was given on the proposed trade.
If it is worked out, a report is to be given to the
Board for final approval.

Department Advises Board of Major Interstate Projects Planned for 1967 Construction. Since the Sublett to Utah Line projects on I-80N are ready for advertising, the Board concurred in the Department's recommendation that these projects be advanced to construction stage immediately. The Board directed also that the Boise bypass projects be advertised as soon as right of way is cleared and financing available.

In review of the progress of the other 1967 Interstate projects, the Board was advised that the Virginia - Arimo, I-15, project is ready for advertising. The Board approved bringing this project to construction stage as soon as possible.

The Department apprised the Board in scheduling of future projects, the Department would keep local officials advised as to the scheduling of projects in the area.

July 31, 1967

Motor Vehicle Damage Claims to Highway Property Charged Off. On reviewing \$3,889.08 in uncollectible claims of motor vehicle damage to the highway plant, such as guard rails, signs, etc., from motor vehicle accidents, the Board determined they should be charged off.

J. J. Maxwell's Quiet Title Request Reviewed. After reviewing a request of J. J. Maxwell, presented by State Highway Engineer Mathes, for quiet title action on which he considers a cloud to his title because of a ten foot discrepancy in a highway taking abutting U.S. 30, Boise, the Board determined that since the title company does issue an unrestricted title to abutting property and his property thus not recognizing that any error exists; that quiet title action is unnecessary.

Use of Motorcycle Uniformed Officers in Lieu of Pilot Cars Approved. Upon the recommendation of Assistant State Highway Engineer McCrea, the Board approved a change in wording of the Department's Maintenance Manual Section 5-914 as follows:

"Officers trained in traffic control using motorcycles may be used in lieu of pilot cars. A 'Wide Load' sign shall be displayed on the front of the motorcycle with 6" high letters 1/2" stroke. The word 'Wide' may be placed above the word 'Load.'"

Department Annual Bureau of Public Accounts Audit Reviewed. The Board reviewed the Department's annual accounting audit and noted on the comments that there was no recommended action of any change in the Department's accounting and property procedures.

Structural Design Computer Program Contract Authorized. Upon the recommendation of the State Highway Engineer, the Board approved a service agreement with Auto-Tronix Universal Corporation for developing structural design programs for computer application in the amount of \$3,800.00.

Department Indicates Concern Over Need for Time Limit Regulations on Public Use of Rest Areas. Assistant State Highway Engineer McCrea apprised the Board of the crowded condition of the Department's rest areas and also of a complaint from a public commercial camp ground operator of the State competing with private enterprise in overnight occupancy of the Highway Department's roadside rest areas. The Board directed the Department to research the policies of neighboring states in this matter and report back to the Board.

TUESDAY, AUGUST 1, 1967

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:

August 1, 1967

R. Doyle Symms, Chairman
 Howard B. Thomason, 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 Regular June Board Meeting.

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

Ten Department employees to AASHO, Salt Lake City, Utah, October 16 - 19.

Wayne Summers to Council of State Government Meeting on Highway Policy Problems, Denver, Colorado, August 14, 15 & 16.

One man to AASHO Roadside Beautification Committee, Denver, Colorado, September 11 - 12.

Roy Jump, Maintenance Engineer, to AASHO Maintenance Subcommittee Meeting and Emergency Communications and Services on Highways Meeting jointly with National Association of Chiefs of Police, Denver, Colorado, August 21 - 25.

George Neumayer and Marion Whaley to Bureau sponsored Financial Management Conference, Olympia, Washington, August 8 - 9 - 10.

E. L. Mathes to Joint AASHO-Association of American Railroads Meeting, Chicago, Illinois, August 29 - 30.

E. L. Mathes to Washington, D.C. September 10 & 11, one of five man committee on developing an Interstate Traffic Control Devices Manual and updating the Uniform Traffic Control Devices Manual.

Designation of a Duluth-Spokane Highway in Theory Approved by the Board. The Board authorized the Department to proceed with the redesignation of a Duluth-Spokane highway through Idaho and Sandpoint, in particular, when an agreement can be reached with Montana on an acceptable state highway number for both states replacing U.S. Route 10A and U.S. 195. The problem with Montana being that of arriving at a compatible continuous state highway number.

Dietrich Hearing on State Highway 24 Relocation Matter Determined, Project S-2790(11). A public hearing was held under State and Federal statutes at the Dietrich Grange Hall, Dietrich, Idaho, at 2:00 p.m. on July 26, 1967.

August 1, 1967

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

The Board finds and determines:

To withdraw the proposed relocation of State Highway 24 on the one-half mile (south) line, and bring to hearing a proposal to relocate State Highway 24 on the mile (south) line at a future date.

Forest Highway Program Reviewed. The Department presented the current status of Forest Highway construction projects and, from this review, considered on a preliminary basis those projects with priority for 1968 construction.

The Board set a public hearing date on Forest Highway 1968 Construction Fund Allocations for November 14, 1967.

Speed Limits in Rexburg (US 20-191, SH 88). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20-191 and SH 88 in the City of Rexburg, as recommended and stated in marked Exhibit A-159, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 88). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 88 from Jct. with SH 22 to Rexburg Urban Extension, as recommended and stated in marked Exhibit A-160, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (US 30). The Board approved parking prohibition between Milepost 59.33 and Milepost 60.08 on the south side and on the north side of US Highway 30, located west of Boise, as recommended and stated in marked Exhibit C-30, 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-5116(12)	Best Avenue in Coeur d'Alene - Garwood Jct.	(This action supersedes Board action dated 5-20-63)
	Beginning of Project - Sta. 405	Partial Control *
	Sta. 405 - End of Project	Partial Control **

August 1, 1967

F-FG-6471(29)

Ucon - Rigby

Partial Control *
(This action supersedes
Board action dated
2-24-65)

* PARTIAL ACCESS CONTROL

Public Road Connections

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

Private Approaches

No private approaches will be allowed.

** PARTIAL ACCESS CONTROL

Public Road Connections

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

Private Approaches

One private farm approach will be allowed on each side of the highway, as shown on the plans. If a change in land use occurs, such private approaches will be closed and access may be restored through connections with the city, county or highway district road system.

Frank Benson Urges the Board to Reverse the Department in Opposing His Request for an Interstate Interchange in the Vicinity of His Property. Mr. Benson stated that without the interchange or access to his property, he has to go 1.6 miles by local road to get to a portion of his farm land that is presently divided by the I-15W Interstate planned location.

Board Chairman Symms stated that his request can not be economically justified as other requests having much greater economic justification have been denied by the Bureau of Public Roads by the application of Interstate interchange criteria. A nearby example being the Compressor Road west of Bannock Creek on I-15W.

Robert La Celle of Mullan Appears Before Board. Robert La Celle of Mullan appeared representing Jerry La Celle and the Lions Club of Mullan urging the Department to relocate elsewhere the presently designed Interstate 90 through Mullan.

Mr. La Celle stated that the present location would take 34 homes from the tax roll which would amount to from \$30,000 to \$40,000 of tax revenue from the city.

Board Chairman Symms suggested that the Mullan Lions Club Committee meet with District Engineer Harding of Coeur d'Alene that the Lions Club Committee may understand the engineering problems and study of other routes that has taken place since the public hearing held on May 12, 1964. This has convinced the Highway Board and the Bureau of Public Roads that the present location is one that does the least damage to the community and still affords the best location considering the terrain of the Mullan area and the minimum grade allowed in ascending Lookout Pass.

Also at the proposed meeting, District Engineer Harding would be given an opportunity to review any suggestions from the community that in engineering consideration might be of value in improving the design location.

The Board urged that the City of Mullan be invited to the meeting as the Department always works closely with local governments in highway locations both by study and by consummating construction agreements as the construction may affect the City.

Board Approves Rules and Regulations for Junkyards and Outdoor Advertising for Submission to Public Hearings. The Department having reviewed the first draft of proposed rules and regulations for the control of outdoor advertising and junkyards along the Interstate and Primary highways of the State with the respective industry representatives, the Board directed the Department to go to hearings on the revised draft of control standards.

The Board directed the Board Secretary as Hearing Officer for the Board to proceed with bringing the proposed control standards to public hearing and report the testimony at the next Board meeting for Board determination.

District Engineer Sacht Reports to Board on Previously Requested Community Interviews to Change Numbering on State Highway 15 and State Highway 72. The Board heard a report from District Engineer William Sacht concerning the renumbering and extension of State Highway 15 and 72 from Boise to Marsing and those communities along the routes as to their thinking in this regard.

District Engineer Sacht reported those communities along State Highway 15 support the extension of the route from Boise to Marsing and the assignment of a new number would be satisfactory. The number "55" was preferred.

In general, the proposal met with a cool reception from communities located along U.S. 95. The U.S. 95 Association did not oppose the route extension but did not endorse it. The communities of Council and Weiser did not comment, but the feeling was one of opposition. The Homedale Chamber of Commerce particularly objected and requested that District Engineer Sacht advise the Board of their objection.

State Highway Engineer Mathes stated that origin and destination data does not indicate any desire for through traffic from Marsing to points north of Boise. Origin and destination surveys dictate a stop in Boise. He also again commented on the matter of motorist confusion where several route numbers overlay each other.

After some discussion and review of the Board's decision reflected by minute entry dated May 23, 1967, it was the Board's decision that a new route number, State Highway 55, be assigned to replace existing number State Highway 15.

The Board further determined that State Highway 72, as a route number, should be extended from its present terminus at Karcher Junction to a junction with State Highway 15 at 23rd and Fairview in Boise. This extension would overlay U.S. 30 to Nampa Blvd.; extend over Nampa Blvd. to I-80N; and, then proceed over I-80N and Fairview Ave. to 23rd Street in Boise. Actual numbering in the field is to be undertaken over a temporary routing for the 1968 calendar year maps. Permanent designation will be made following completion of scheduled projects on Nampa Blvd. and I-80N into Boise.

It was the Board's view that this arrangement for route numbers most nearly met the varied expression of opinion from the several communities. The requirement for continuity of route number between Marsing and Boise is satisfied as is the motorist desire line indication with respect to Boise as a terminal city.

The expressed desire of some communities for a single route number between Marsing and New Meadows is not satisfied but this appeared to be the principal issue which other communities did not favor.

The Board will continue to review the assignment, consolidation and extension of route numbers as additional portions of the Interstate Highway System are completed.

August 1, 1967

FOREST HIGHWAY TOUR - AUGUST 2 - 5, 1967

AUGUST 2, 1967

On chartered airplane flight furnished by the U.S. Forest Service, Region 4, Missoula, Montana, the following Tri-Agency touring party flew from Boise to Priest Lake landing strip:

R. Doyle Symms, Chairman
Howard B. Thomason, Vice-chairman
E. L. Mathes, State Highway Engineer
R. B. Christensen, Asst. State Highway Engineer (Engineering)
Wayne Summers, Secretary of the Board
Baird French, Regional Engineer, U.S. Bureau of Public Roads, Portland
Norman Wood, Federal Projects Engineer, U.S. Bureau of Public Roads, Portland
Omar Homme, Division Engineer, U.S. Bureau of Public Roads, Boise
C. A. Miller, Regional Engineer, U.S. Forest Service, Region 1, Missoula, Montana
Hal Williams, Assistant Regional Engineer, U.S. Forest Service, Region 1, Missoula, Montana
Harry Tullis, Assistant Regional Engineer, U.S. Forest Service, Region 4, Ogden, Utah
Emmett Barton, Cooperative Projects Engineer, U.S. Forest Service, Region 4, Ogden, Utah

The touring party viewed from the air the following areas of road interest:

Warren - Wagon Road
Mountain Sheep Dam Site
Headquarters and Jaype areas
Elk City
Elk River
St. Joe River Route
Smith Creek in Boundary County and North Priest Lake drainage areas

Joining the party at Priest Lake was Neal Rahm, Regional Forester, Region 1, U.S. Forest Service, Missoula, Montana, and Kaniksu Forest officials. Also joining the party was District Engineer Harding.

By Forest Service and State Highway cars, the party toured the Nordman - Priest River section, the Hope - Clark Fork section, the Coeur d'Alene-Enaville-Murray section by way of King's Pass to Wallace.

Regional Forester Neal Rahm left the touring party.

August 2, 1967

AUGUST 3, 1967

The party toured from Wallace to Avery by way of Moon Pass.

Meeting at Avery. The touring party met with Avery people headed by Mrs. Lindow.

The town's people urged that construction priority be given to a relief route on the other side of the river from town and that the two mile section west of Avery, in their opinion, was the most hazardous and needed early consideration.

It was pointed out to the group that this is the most costly section and more miles of oil could be realized if the present paved route could be extended easterly. Mentioned as a possibility was the purchase of a scenic strip the full length of the route where feasible.

The meeting adjourned with no expressed determinations by the Tri-Agency as to where the next allocation of funds should be applied.

Meeting with St. Maries Chamber of Commerce. The touring party met for luncheon with the St. Maries Chamber of Commerce and discussed the Forest Highway programing and planning of the St. Joe River Route.

The tour continued to Bovill where District Engineer Cox joined the party and District Engineer Harding left the party; thence to Elk River, Deary, Juliaetta and Lewiston.

AUGUST 4, 1967

Joining the party at Lewiston was James Usher, Regional Engineer, U.S. Forest Service, Ogden, Utah.

The touring party drove U.S. 95 to Grangeville, the Elk City Forest Highway Route; thence to Stites, Kooskia and the Lochsa Route to Lolo Pass and U.S. 93 to Salmon, where District Engineers Day and Sessions joined the party.

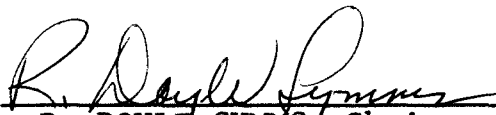
AUGUST 5, 1967

The touring party drove from Salmon to Chilly by way of U.S. 93 and 93-A, Trail Creek Route to Ketchum, U.S. 93 to Red Fish Lake where District Engineer Sacht joined the party and District Engineer Sessions

left the party. Thence to Stanley, Lowman - Stanley Road to Boise, ending the tour.

WHEREUPON, the Board adjourned until its next meeting scheduled for September 11, 12 & 13, 1967.

Read and Approved
September 12, 1967
Boise, Idaho


R. DOYLE SYMMS, Chairman

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

September 11, 12 & 13, 1967

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, September 11, 1967. Present were:

R. Doyle Symms, Chairman - Director, District 2
Howard B. Thomason, Vice-chairman - Director, District 3
C. Ed Flandro, Member - Director, District 1
Wayne Summers, Secretary of the Board

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

I-80N-3(12)133	Elmore Co. Line - W. Bliss I.C. (excl.)
F-5116(12)	Best Ave. in Coeur d'Alene - Garwood Jct.
F-6354(4)	Carmen Bridge & Apprs.
S-2809(13)	Jct. U.S. 93 - Picabo
Building No. 4041	Moscow Maintenance Building
S-2709(3)	Ken Curtis Memorial Bridge
Stockpile No. 3536	District #3 Maintenance Yard
I-80N-2(26)50	Maple Grove I.C. (excl.) - Broadway
	I.C. (incl.)
ER-63(1) & S-4747(3)	Peck No. & So.
LWC-4114(547) &	Mineral Mtn. Rest Area & Safety Project
STS-4114(548)	
S-5756(2)	US 10 - South
S-1721(11)	Aberdeen Streets
I-15-3(22)127 Sec. "B"	Bassett - Roberts
(Strs.)	

September 11, 1967

I-80N-4(3)248 Sec. "A" Sublett - Juniper
 I-80N-4(3)248 Sec. "B" Sublett - Juniper
 I-15-1(16)37 Virginia - Arimo
 I-80N-4(4)266 Sec. "A" Juniper - Utah Line
 I-80N-4(4)266 Sec. "B" Juniper - Utah State Line
 Building 6091 Reroofing Rigby State Shop
 ST-2392(517), ST-2820(503) Ketchum Streets
 & Stockpile 2536

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-1809(1), U.S. 89 - Camp Lifton, Bear Lake County - Utah Power & Light Company and Mountain States Telephone & Telegraph Co.

I-15-1(16)37, Virginia - Arimo, Bannock County - Mountain States Telephone & Telegraph Co. and Utah Power and Light Company

F-FG-3112(10), U.S. Highway 93; Payette, South; Payette County - Mountain States Telephone & Telegraph Co.

S-2709(3), Ken Curtis Memorial Bridge and Approaches - Inter-mountain Gas Company and Mountain States Telephone & Telegraph Company

S-1721(11), State Highway 39, Aberdeen Streets, Bingham County - Idaho Telephone Company and Idaho Power Company

I-80N-4(3)248, Sublett - Juniper, Cassia & Oneida Counties - Raft River Electric Cooperative, Inc.

Access Control was approved as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
F-FG-6471(27)	Idaho Falls - Ucon	(This action super-sedes Board action dated 6-21-67)
	Johns Hole Bridge - Vicinity of Butte Branch RR Xing	Full Control
	Butte Branch RR Xing - Sta. 231/50.00	Partial Control **

Sta. 231/50.00 -
Sta. 269/70

Full Control

Sta. 269/70 - End of Project

Partial Control *

Ucon Connection

Partial Control ***

* PARTIAL ACCESS CONTROL

Public Road Connections

Existing public road connections will be permitted, as shown on the plans. Future public road connections may be permitted at the approximate locations shown on the plans.

Private Approaches

No private approaches will be allowed.

** PARTIAL ACCESS CONTROL

Public Road Connections

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

Private Approaches

No private approaches will be allowed.

*** PARTIAL ACCESS CONTROL

Public Road Connections

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

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

Spacing of Existing Private Approaches

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

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

New Private Approaches

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.

Abandonment from the State Highway System (U.S. 26). The Board approved the abandonment of a portion of State Highway No. U.S. 26 in the vicinity of Ririe, Bonneville County, beginning at the quarter section line common to the SE quarter of SW quarter of Section 10 and the SW quarter of SE quarter of Section 10, T. 3 N., R. 39 E., B.M. and extending to the section line common to Sections 10 and 11, T. 3 N., R. 39 E., B.M., as shown in official Exhibit B-53, which is made a part hereof with like effect as though extended in full herein.

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

I-80N	I-IG-80N-2(16)54	Glen E. Elliot & Hilda	Parcel 16
	I-IG-80N-2(14)50 R/W	Durece Elliott	
I-80N	I-IG-80N-2(16)54	Phillip S. & Betty Rose	Parcel 17
	I-IG-80N-2(14)50 R/W	Jones; Allen C. & Geraldine Lunt; Keith & Joyce E. Schultz; Merle W. & Thelma L. Cheesley	
I-80N	I-IG-80N-2(16)54	Nellie Mae Everheart &	Parcel 29
	I-IG-80N-2(14)50 R/W	John R. Everheart	
US 95	F-FG-3112(10)	Roy C. & Winifred M. Copenhaver	Parcel 27 27-E-1 & 27-E-2

Approval of Proposed Settlements.

I-80N	I-IG-80N-2(16)54	Boise Industrial	Parcel 92
	I-IG-80N-2(14)50 R/W	Foundation	

The Board approved settlement at \$35,000.

I-80N	I-80N-1(25)50	Davies Floral	Parcels 5 & 5½
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The Board approved settlement at \$84,000.

I-80N	I-80N-1(25)50	Vernon Brothers - Chandler	Parcel 4
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The Board directed the Department to try to close out Chandler at \$73,000 if the Bureau of Public Roads concurs, or if necessary to go to \$80,000 provided the Bureau of Public Roads concurs.

I-80N	I-80N-2(15)50	R & V Construction Co.	Parcel 15
		Randolph - Robertson Realty Co.	Parcel 11

The Board approved settlement not to exceed \$90,000 for both parcels. Settled 9-20-67 for \$89,500, concurred in by telephone with the Board.

US 95	F-FG-3112(10)	Garland W. Baines	Parcel 29
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The Board approved settlement at \$32,000.

Approval of Special Deeds was given on the following:

US 20	F-6471(37) F-6471(31) R/W	Ray E. Quinton & Bernadine Quinton; Lynn O. Green & Neill R. Green	Parcel 87R
US 30- 20-26	F-FG-3022(17) F-FG-3022(16) R/W	Robert J. Barnes & Louise A. Barnes	Parcel 12-R & 13-R
I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	Ervin Dale Cantrell & Judy Cantrell	Parcel 26-R, 39-R & 40-R

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

SH 39	S-1721(5)	Wayne E. Bird	Parcel 77A
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Approval of Permit to Use Right of Way was given on the following:

SH 25	F-2441(4)	Producers Livestock	2-67-089
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Approval of Site in Mountain Home for Purchase as a Maintenance Station. The Board approved the acquisition of Site No. 6 for the Mountain Home Maintenance Station.

Renumbering State Highway 15 and State Highway 72 Reconsidered by the Board. The Board countermanded its action of last month's Board Meeting in the renumbering of State Highway 15 and determined to re-number State Highway 15 and State Highway 72 to a single numbered designation - that of State Highway 55, from the Marsing junction with U.S. 95, overlaying State Highway 72 and U.S. 30 to Nampa, Interstate 80N to Boise, thence overlaying State Highway 15 to New Meadows.

The action was taken in the interest of assisting the traveling public by consolidation of route designations between New Meadows and the Marsing U.S. 95 junction.

Consulting Engineer's Supplemental Agreement for Vista to Isaacs Canyon, Project I-IG-80N-2(16)54, Approved. The Board approved the supplemental agreement for design changes on the above project with Consulting Engineers Cornell, Howland, Hayes & Merryfield, in the amount of \$2,000.

The change was occasioned by revised highway safety criteria.

Federal Highway Administrator's Request for Future Negotiations on Beautification Controls Granted. Federal Highway Administrator Lowell Bridwell, by letter of September 5, 1967, asked that Mr. Farr of the Department of Transportation be allowed to negotiate a final agreement with the Department consistent with the over-all purposes of the Highway Beautification Act when the Department is ready.

Board Chairman Symms replied that some time after the October meeting when the Board would finalize the proposed beautification control standards for Idaho, the Department would notify Mr. Farr. At that time, the Department would be pleased to have them review with the Department the Board's beautification control standards.

Request that Department Regulations and Permits be Adopted for Movement of Combination Trucks and Trailers. The Board was apprised of a meeting that the Department had with the Idaho Motor Transport Association, Mr. Arbelbide - Executive Secretary, dealing with the operation of combinations having an over-all length in excess of 65' but not to exceed 98' as provided in Idaho Code 49-913.

Mr. Arbelbide submitted through Assistant State Highway Engineer McCrea suggested regulations for the posting of certain routes for the operation of vehicles under this section of the Idaho Code, together with needed regulations pertaining to power, brakes, composition of

combinations and various equipment improvements desired by the trucking industry to enhance the safety factor in the operation of commercial vehicles and drivers.

The Board in reviewing the suggestions determined that it was a matter for the Legislature to consider. The Department was directed to make a survey of the neighboring states as to what action they were taking in the movement of combinations of vehicles of 98' or longer over approved routes.

Legal Division Briefs Board on Beautification Control Public Hearings. Assistant Legal Counsel Studdert briefly recounted some of the views proposed by outdoor advertising concerns recently at public hearings held under the Administrative Procedures Act and stated that at the October meeting the matter of standards for Idaho's control of junkyards, dumps and outdoor advertising would be presented for final review.

TUESDAY, SEPTEMBER 12, 1967

The meeting of the Highway Board reconvened at 9 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman
Howard B. Thomason, 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 July - August Board Meeting.

Traffic Signal Installation Request Approved for Meridian. Mayor Don Storey, City Clerk Herald J. Cox and Publisher Ralph Hunter met with the Board and discussed the need of a traffic light on U.S. 30 at Meridian's main business street crossing.

State Highway Engineer Mathes stated that the Department could justify at this time a traffic signal at that point but should the warrants not stand up after the Interstate is in operation bypassing Meridian that the signal would have to be removed in compliance with the uniform traffic standards for traffic signals must be in conformance to the national standards by January of 1968.

September 12, 1967

Mayor Storey stated that the heat on the City officials to have a signal put in is so great, that he is sure the City could live with any pressures if signal warrants become deficient after the Interstate is completed bypassing Meridian.

The Board concurred with the Department that the signal should be installed on this basis and with the possible removal requirement at the future date based on warrants at that time.

Wendell Chamber of Commerce Requests One and One-half Interstate 80N Interchanges. State Senator Lloyd Barron together with the following delegation appeared before the Board:

H. R. Moore, Boise
 G. M. Gehrke, Wendell
 Neal Ambrose, Wendell
 Carl Geissler, Mayor of Wendell
 Ralph Buker, Wendell
 Al Meistad, Wendell
 Dale Bunn, Deputy Sheriff, Wendell
 Charles E. Ireton, President, Wendell Chamber of Commerce

They urged the Board to press for a full interchange south of Wendell and a split interchange west of Wendell.

After considerable discussion, the delegation was informed there is little doubt in the Board's mind that the Department has done everything it should to justify one full and one split interchange as requested but that the time has come for the matter to be reconciled as to whether Wendell wishes two split interchanges, one to the south and one to the west, or only one full interchange on the south.

The Board assured them that, in their opinion, further pressing for an interchange to the south would weaken the Department's position with the Bureau of Public Roads which has been pressing for two split interchanges and if pressed further, Wendell might readily find itself with only one full interchange at the south and none at the west.

The delegation assured the Board that only one interchange would not answer Wendell's needs and implied they would go along with two split interchanges if the Board and the Department felt it was useless to press their request further.

City of Caldwell Requests Advancing 7th Street Bridge Section of Blaine Street Extension of State Highway 19 to 1968 Construction. Mayor N. E. "Coley" Smith together with the following delegation appeared before the Board:

Guy Loftis
 Harold Engel
 C. A. Davenport, Councilman
 Emile A. Shorb
 Melvin G. Lewis, City Engineer
 Mel Bettis

The delegation urged the Board and the Department to put forth every effort to advance the 7th Street Bridge and One-way Couplet, Blaine Street Extension (S.H. 19) project to the 1968 construction season.

The Board assured them there is no possibility of advancing the project to that point of time requested as the project is not advanced far enough in the five year program to hope to approach the time schedule requested.

Montpelier Delegation. State Representatives Max Haddock, Montpelier, and Ellis Johnson, Preston, together with the following delegation appeared before the Board:

Walter Ward, Bear Lake County Commissioner, Paris
 Nard Jacobson, Chamber of Commerce, Montpelier
 J. C. Humphrey, Councilman, Montpelier
 Richard Skinner, Montpelier
 Kenson E. Pollard, Chamber of Commerce, Montpelier
 Lyle G. Tapper, Jr., Chamber of Commerce, Montpelier

They urged advancement of the Montpelier overpass to 1968 construction status and the reconstruction of U.S. 89 from Ovid to Montpelier due to narrow bridges and deficient State highway standards of U.S. 89 south of Montpelier. (It is now in the 1969 planning program.)

The Board assured the delegation that the 1968 program would be reviewed between now and the end of the year but made no commitment as to a change in time scheduling of the Montpelier overpass or as to when U.S. 89 south of Montpelier would be programed for reconstruction.

City of Idaho Falls and State Atomic Energy Commission Negotiation for Surplus Department Property. Mayor Eddie Pedersen and State Atomic Energy Commissioner Wally Burns, in meeting with the Board, agreed to exchange City property needed by the Department for a maintenance shed site in exchange for surplus Idaho Falls Highway Department acreage on Broadway and adjacent to the Broadway Interstate 15 interchange.

The Board, at the request of the City of Idaho Falls, agreed to deed to the City not less than six acres of the Department's surplus eight plus acres at its West Broadway property at the Interstate 15 interchange in exchange for approximately nine acres of City property located on Foote Drive needed for a new Department maintenance shed site.

The acreage in this even exchange of appraised valued lands in equal dollars was based on a compromise of appraisal figures concurred in by the City of Idaho Falls and the Highway Board.

In further consideration, it was agreed that the Department would grant an access easement for a street to the six acres deeded to the City. The Department would reserve the remaining two plus acres as Department property fronting on Broadway.

Cataldo Water District - Charles A. Eastman, Chairman, Appears Regarding Kingston Interstate Right of Way Parcel Owner's Water Problem. The Board heard Mr. Eastman recite the problems of seven or eight right of way parcel owners on the Kingston Interstate project that accepted right of way settlement including damage to culinary service but who now desire to be brought into the Cataldo Water District.

Mr. Eastman played tape recorded statements of two right of way parcel owners recounting right of way negotiations with the Department and reciting their need for improved water and desire to be serviced by the Cataldo Water District. These same two parcel owners accepted full settlement for damages and right of way taking last year.

The Board, after hearing the presentation by Mr. Eastman, concluded that damage settlements negotiated with individuals were accomplished in good faith and that no additional damage payments can be justified.

The Board recognized the fact that modifications to certain high-way water line crossings made possible by Cataldo Water District facilities will reduce highway construction costs. The Board, therefore, accepted the Department's recommendation that the amount of this cost savings be paid to the Cataldo Water District subject to the Water District providing suitable releases of responsibility and assignments of payment of these cost savings.

The amount of the cost savings will be based upon an audit of the project cost records related to the water line crossings involved.

The Board directed the Department to contact the Cataldo Water District concerning the details of payment when the figures have been firmed and assurance that the right of way parcel owners involved would be serviced by the Cataldo Water District.

Gayway - Payette Projects No. F-3111(13) and F-3112(10), Right of Way Parcel Owners Discuss Appraisals. Howard Hatch, Roy Sweetwood, Wayne Shuster and Cole Amos of Fruitland, having visited with the Governor, were directed to the Board by the Governor to discuss appraisal figures involving their properties.

The Board had reviewed the four parcels during previous meetings of the Board.

After hearing the various opinions of appraisal valuations by the delegation and considering the matters were under condemnation and since their attorneys were not present, the Board suggested that they and their attorneys meet with the Right of Way Division and Department Legal Counsel to adequately acquaint themselves with appraisal procedures governing the arriving at appraisal figures. In this way, there would be a clearer understanding of right of way appraisal methods that the Department is restricted to by Idaho law, as the Board believed the complaint of appraisal figures stemmed from lack of their knowledge of the subject.

Excessive Loads on the State Highway System Discussed. The Board reviewed a letter from Omar Homme, Division Engineer, U.S. Bureau of Public Roads, expressing his concern regarding reports reaching his office that loads in excess of the height and weight limits permitted by Idaho statutes were moving on the State Highway System. He was especially concerned with respect to the Federal Aid System and the provisions of Federal law relating to funding on those systems.

State Highway Engineer Mathes stated that the Department shared in this concern and that similar information and observations indicated that heavier than normal loads may be moving in some areas.

The Board instructed the Department to obtain all factual data possible with respect to the manner in which vehicle size and loads are being checked, any reported damage occurring to the highway or structures, photographs, etc., and report to the Board at its October meeting.

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

One man to Portland, Oregon, for special training on the use of scribing procedures in mapping techniques, one week in September or October.

One person to Area 5 Highway Engineering Exchange of Computer Programs, Olympia, Washington, September 26 - 28.

Personnel Director David Murray and Traffic Engineer Marvin Lotspeich to Montana State University, September 18, 19 & 20, for engineers in training recruitment.

E. L. Mathes to Denver, Colorado, to attend AASHO Special Committee on Highway Signs and Markings, November 1, 2 & 3.

Board Secretary Summers to AASHO, Salt Lake City, Utah, October 16 - 18.

September 12, 1967

WEDNESDAY, SEPTEMBER 13, 1967

The meeting of the Highway Board reconvened at 9 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman
Howard B. Thomason, 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 No. 4554 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles west of MP-361.82 (US-95) at the South City Limits of Moscow, in Latah County - State financed. The contract was awarded to Crow Rock Products, Inc., the low bidder, on September 5, 1967, in the amount of \$29,600.00.

STM-2252-B and STM-2291-B - The work consists of reroofing the Shoshone and Twin Falls State Shops, in Lincoln and Twin Falls Counties - State financed. The contract was awarded to Dan Daniels Roofing Co., Twin Falls, Idaho, the low bidder, on August 18, 1967, in the amount of \$5,387.00.

S-3803(2), S-3804(3) & Stockpile 3534 - The work consists of seal coating approximately 10.143 miles of SH-67, M.H.A.F.B. - Mtn. Home, and furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Mountain Home and the Bruneau Bridge, in Elmore County - Federal Aid Secondary and State financed. The contract was awarded to Nelson-Deppe, Inc., Boise, Idaho, the low bidder, on August 28, 1967, in the amount of \$58,540.30.

LSF-11-2(8) - The work consists of constructing rest area facilities on Highway US-95, Midvale Hill Rest Area, in Washington County - Federal Aid Primary Landscaping and State financed. The contract was awarded to A. & J. Construction Co., Homedale, Idaho, the low bidder, on September 5, 1967, in the amount of \$38,419.00.

LSF-35-4(3) - The work consists of constructing the rest area, roadway and convenience facilities on US Highway 93, Kriley Gulch Rest Area, in Lemhi County - Federal Aid Primary Landscaping and State financed. The Board directed the State Highway Engineer to award the contract to Slaven & Shafer, Carmen, Idaho, the low bidder, in the amount of \$8,829.00.

September 13, 1967

F-2361(25) & S-2741(9) - The work consists of constructing the roadway, irrigation structures, a plant mix bituminous surfacing and seal coating on 1.011 miles of US-30, Kimberly-West, and on 4.242 miles of SH-50, Jct. US-30-Hansen Bridge, in Twin Falls County - Federal Aid Primary, Secondary and State financed. The contract was awarded to Holmes Construction Co., Inc., the low bidder, on September 5, 1967, in the amount of \$884,384.90.

Maintenance Projects No. STM-3311-B & STM-3312-B - The work consists of reroofing the central sign shop and the District No. 3 Office Building, in Boise, in Ada County - State financed. The contract was awarded to Rutledge Brothers, Inc., Boise, Idaho, the low bidder, on September 5, 1967.

F-4201(20) & S-4771(6) - The work consists of constructing the roadway, drainage structures, an asphalt treated base, a plantmix bituminous surfacing and seal coat on 5.410 miles of U.S. 12, Orofino-West, and the roadway and a plantmix bituminous surfacing on 0.192 mile of SH-7, Orofino Br. No. Approach, in Clearwater County. The contract was awarded to Murphy Brothers, Inc., Spokane, Washington, the low bidder, on September 12, 1967, in the amount of \$1,477,917.00.

ST-1481(534) - The work consists of reconstructing and widening shoulders, excavating soft spots, a roadmix bituminous surfacing and seal coating approximately 8.1 miles of US-30N, in Caribou County - State financed. The contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on September 12, 1967, in the amount of \$177,720.00.

ST-6033(536) - The work consists of excavating soft spots and constructing a plant mix pavement and a plant mix seal coat on 0.643 mile U.S. 20 (Broadway Ave., Idaho Falls), Broadway I.C. - Broadway Bridge, in Bonneville County - State financed. As the low and only bid was 42.1 per cent over the Engineer's Estimate, the bid was rejected and the project is to be re-evaluated.

S-2709(3) - The work consists of constructing a 201' concrete and steel bridge and grading approaches and roadmix bituminous surfacing on 0.410 mile of the Clear Lakes Road, Ken Curtis Memorial Bridge, in Twin Falls and Gooding Counties - Federal Aid Secondary and County financed. The Board authorized awarding the contract to the low bidder, Neilsen & Miller Construction Co., Twin Falls, Idaho, in the amount of \$155,118.81, subject to the concurrence of the various counties and highway district involved.

S-1809(1) - The work consists of constructing the roadway, 70' and 84' concrete bridges, drainage structures and a roadmix bituminous surfacing on 4.789 miles of the Camp Lifton Road, US-89 East 6 Miles, in Bear Lake County - Federal Aid Secondary and County financed. The Board authorized awarding the contract to the low bidder, LeGrand Johnson Construction Co., Inc., Logan, Utah, in the amount of \$393,070.90, subject to the concurrence of Bear Lake County.

LSF-39-1(2), Sec. "B" - The work consists of constructing rest area facilities and landscaping in the vicinity of Hollister P.O.E. on U.S. Highway 93, in Twin Falls County - Federal Aid Primary Landscaping and State financed. The Board directed the State Highway Engineer to award the contract to Gordon Paving Co., Inc., Burley, Idaho, the low bidder, in the amount of \$107,373.90.

Building No. 4041 - The work consists of constructing a 40' x 130' shop and office structure at Moscow, Idaho, which includes all electrical, plumbing, heating and mechanical installations - State financed. The Board directed the State Highway Engineer to award the contract to Industrial Builders, Inc., Spokane, Washington, the low bidder, in the amount of \$57,176.00.

Personnel Action. The Board approved the following merit increases to be effective October 1, 1967:

Don Cox, District 4 Engineer, from third to fourth block, \$1,094 to \$1,149 per month.

Andrew Nielsen, Asst. District 3 Engineer, from second to third block, \$901 to \$945 per month.

William Park, Asst. Chief Right of Way Agent, from third to fourth block, \$945 to \$992 per month.

Board Apprised of Department's Salary Position. State Highway Engineer Mathes, Assistant State Highway Engineer Christensen, Assistant State Highway Engineer McCrea and Administrative Director Neumayer apprised the Board of the Department's present salary status as compared to those states adjoining Idaho. Graphic presentations and other background material were provided to fully project the situation as it now exists. Generally, the Department's salaries in nearly all categories have fallen behind a comparative position of one year ago. Although a 4 per cent general adjustment granted in December 1966 helped the overall salary structure, competition for technical and professional employees coupled with a 3 per cent annual average rise in cost of living has resulted in a further decline of the Department's competitive salary position.

As a result of the increasing salaries being paid by the surrounding states in comparable positions where we compete for employees, the Department is unable to attract and hold competent employees.

Mr. Christensen and Mr. Mathes emphasized that the situation was becoming very critical. They stated that the Department's production efforts are being seriously affected now because of the inability to attract and hold qualified people. Unless relief is achieved, they were apprehensive that the Department would be able to meet its projected program.

The Board, after considerable discussion, agreed that the Department salary position was not a healthy one. It was stated, however, that perhaps a more detailed review of selected positions which may need adjustment should be made to meet competition in specific areas. They instructed the State Highway Engineer to present a more complete analysis concerning specific situations. They did concur, however, that the Engineer In Training salary should be revised from its present \$610.00 - \$706.00 range to an average of \$641.00 - \$742.00 range so as to be more nearly competitive in the recruitment of graduate engineers.

They further instructed the Department to gather and present more information concerning actual salaries being paid at lower levels in Idaho State Government together with salary data concerning positions that are causing most of the problems.

Mr. Mathes emphasized that most of our salary problems originated with our inability to keep pace with the organizations with which we compete for personnel. Over the years we have been out distanced by other organizations even though we have tried hard and have been successful in providing some salary adjustment nearly every year. Salary revisions to only those positions which are providing the most problem now could be expected to invite the same or worse problem in other positions.

Hearing Determination - Relocation of State Highway 24 in and in the Vicinity of Dietrich, Lincoln County, Idaho, Project S-2790(11). A public hearing was held under State and Federal statutes at the Dietrich Grange Hall, Dietrich, Idaho, Wednesday, September 6, 1967, at 2:00 p.m.

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

The Idaho Board of Highway Directors finds and determines:

1. That the Idaho Department of Highways will proceed with the relocation of State Highway 24 on the one-half mile line south of Dietrich as shown in hearing exhibit 1, as offered at the July 26, 1967, Dietrich public hearing.

2. That the proposed removal and additions to the State Highway System on State Highway 24 in and in the vicinity of Dietrich be made as shown in hearing exhibit 1, as offered at the July 26, 1967, Dietrich public hearing, when the proposed relocation and construction has been completed.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Dietrich from said relocation of State Highway 24.

Review of Proposed 1968 Construction Program and Four Additional Years of Planning Programs. The Board reviewed for the first time the proposed 1968 Construction Program and four additional years of planning programs.

A printed projection of the proposal is going to the Board next week.

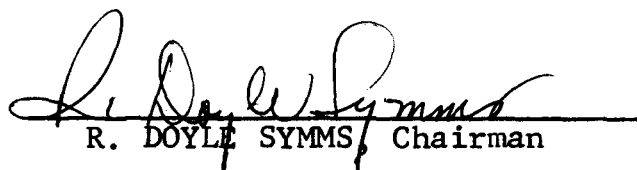
The subject will be a continuing matter during Board meetings between now and December for further evaluation on the basis of state-wide need and projected available construction moneys during 1968.

1968 Highway Map Details Reviewed. The Board, upon the recommendation of the State Highway Engineer, reduced the number of 1968 State highway maps to be printed to 400,000. 500,000 were printed for last year when the International Boy Scout Jamboree was held. There being no such conference in Idaho this year was the principal reason for the reduced quantity. It is contemplated that in 1969 when the National Boy Scouts of America Jamboree will be held at Farragut an additional 100,000 maps will again be considered.

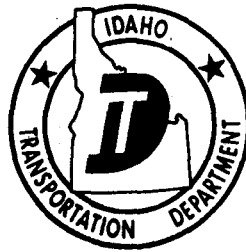
The matter of a picture of the State Highway Patrol to be included in the map as well as a listing of all radio stations in Idaho was considered. The Board authorized the State Highway Engineer to determine at his discretion the space, if any, to be allocated for the radio station frequencies and call letters. If this can be done without sacrificing the basic objective of the map, it could be considered satisfactory. Mr. Mathes stated that once the bars are down as to extraneous material put on the map, it is difficult to establish a stopping point.

WHEREUPON, the Board adjourned until its next meeting scheduled for October 30, 31 & November 1, 1967.

Read and Approved
October 31, 1967
Boise, Idaho


R. DOYLE SYMMS, Chairman

September 13, 1967



HISTORICAL RECORDS

Dated October 30, 1967 to February 18, 1969

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

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

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

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

MICROFILM ROLL NO. 12

Seaman S. Mills

SEAMAN S. MILLS
General Services Supervisor

Date Filmed 85 Sept 77

By Luan Knospe

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on a Bell and Howell
Planetary Camera

FRONT

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

October 30, 31 & November 1, 1967

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, October 30, 1967. Present were:

R. Doyle Symms, Chairman - Director, District 2
Howard B. Thomason, 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-1731(1)	Utah State Line - Dayton
I-80N-3(12)133 Sec. "A"	Elmore Co. Line - W. Bliss Rest Area Well
LWC-6501(515) Sec. "B"	Clark Hill Rest Area
Bldg. 2181	Hailey Mtce. Bldg.
Stockpile 5556 & 5557	Heyburn Park & Plummer
S-6731(3) Sec. "A"	Bassett I.C. East
I-80N-2(15)50	Maple Grove I.C. (excl.) - Vista I.C. (incl.)
S-4769(5) & F-4201(21)	Spalding Jct. - Arrow Jct. & Coyote Gulch - Spalding
I-15W-4(22)72	Illumination Jct. I-15 and I-15W
F-4201(22)	Orofino Bridge South Approach
I-15-3(22)127 Sec. "A"	Bassett - Roberts and Roberts Conn.
(Rdway) & S-6749(2)	
I-15W-4(23)72	Chubbuck & I-15 Interchanges
LSF-35-4(4)	Carmen Bridge, North Fork
LSI-90-1(9)	Dudley Jct., East
F-3311(8)	Homedale Br. - Wilder Jct.
U-UG-3281(20) Sec. "A"	West Connector to Nampa (Roadway)
U-UG-3281(20) Sec. "B"	West Connector to Nampa (Structures)

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

I-80N-4(4)266, Juniper I.C. - Utah State Line, Oneida County - Raft River Electric Cooperative, Inc.

LWC-4114(547), STS-4114(548), Mineral Mountain Rest Area, Latah County - Clearwater Power Company

October 30, 1967

I-80N-2(15)50, Maple Grove - Vista, Ada County - Intermountain Gas Company, Mountain States Telephone & Telegraph Company, Idaho Power Company and Chevron Pipe Line Company

F-1031(17), Fourth Avenue, Pocatello, Bannock County - Mountain States Telephone & Telegraph Company, Intermountain Gas Company and Idaho Power Company

S-6749(2), S.H. 48, Roberts I.C. East - U.S. 91, Jefferson County, Utah Power and Light Company and Mountain States Telephone & Telegraph Company

I-15-3(22)127, Bassett I.C. - 0.5 Mi. N. of Roberts, Jefferson County - Mountain States Telephone & Telegraph Company, Butte & Market Lake Canal Company and Utah Power and Light Company

S-1731(1), Utah State Line - Dayton, Franklin County - Utah Power & Light Company and Mountain States Telephone & Telegraph Company

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

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

U-UG-3281(9), U.S. Highway 30 Spur, W. Conn. to Nampa, Canyon County - Intermountain Gas Company, Pacific Fruit Express Company, and Idaho Power Company, and Mountain States Telephone & Telegraph Company

S-4769(5), State Highway 3, Spalding to Arrow Jct., Nez Perce County - Pacific Northwest Bell Telephone Company and Clearwater Power Company

Personnel Action. The Board approved the following merit increases:

Max Jensen, State Design Engineer, third to fourth block, \$1042 to \$1094 per month, effective November 1, 1967.

Dale Harding, Assistant District Engineer - District 2, third to fourth block, \$945 to \$992 per month, effective December 1, 1967.

Neil Barrus, Assistant District Engineer - District 5, third to fourth block, \$945 to \$992 per month, effective December 1, 1967.

R. B. Christensen, Assistant State Highway Engineer (Engineering), fourth to fifth block, \$1340 to \$1402 per month, effective December 1, 1967.

Charles McDonald, Assistant District Engineer - District 5, third to fourth block, \$945 to \$992 per month, effective January 1, 1968.

George Neumayer, Administrative Director, third to fourth block, \$1042 to \$1094 per month, effective January 1, 1968.

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

I-90	I-IG-90-1(48)5	Lewis H. & Nancy B. Rasmussen	Parcel No. 65
I-90	I-IG-90-1(48)5	Charles A. & Lena M. Isamen; Walter L. & Jennie M. Halsey; Robert Pitcher	Parcel No. 53

The Board instructed the Department to hold this parcel for a second appraisal.

I-90	I-IG-90-1(48)5	Joseph A. & Margaret R. Hovecar	Parcel No. 6
I-90	I-IG-90-1(48)5	Edward G. & Florence E. Bruns	Parcel No. 63

Settlement not to exceed \$55,000.

I-90	I-IG-90-1(48)5	James D. & Lila V. Peters	Parcel No. 41
I-90	I-IG-90-1(48)5	James D. & Lila V. Peters; Clifford Lenz & Wayne Wright	Parcel No. 31
I-90	I-IG-90-1(48)5	Edward E. & Lois M. Brugger	Parcel No. 5
I-90	I-IG-90-1(48)5	Edward E. & Lois M. Brugger	Parcel No. 12
I-80N	I-IG-80N-2(16)54 I-IG-80N-2(14)50 R/W	S & E Enterprises, Inc.	Parcel No. 21
US 95	F-FG-3112(10)	James S. & Beulah Ady	Parcel No. 31 & 31-E-1 to 31-E-6 incl.

October 30, 1967

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

I-80N	I-80N-2(9)91	Aguirre & Sons - to \$70,000	Parcel No. 16
US 30N	F-1024(20) F-1024(6) R/W	Joseph S. & Mildred L. Packer - \$20,400	Parcel No. 3
US 30N	F-1024(20) F-1024(6) R/W	V-1 Oil Company - up to \$47,500	Parcel No. 5
US 30N	F-1024(20) F-1024(6) R/W	Bannock Implement Co. - to \$45,000	Parcel No. 6
US 30N	F-1024(20) F-1024(6) R/W	The American Oil Company - to \$42,500	Parcel No. 8
US 30N	F-1024(20) F-1024(6) R/W	Carmel Iverson - \$21,000	Parcel No. 9
US 30N	F-1024(20) F-1024(6) R/W	Donald C. & Lois L. Lenon; Harold K. & Louisa B. Lenon - \$40,000	Parcel No. 12
US 30N	F-1024(20) F-1024(6) R/W	William C. & Carolyn R. Parker - to \$43,500	Parcel No. 19

Approval of Special Deeds was given on the following:

I-90	I-IG-90-1(48)5	James S. & Mary E. Stovall; Elmer & Elsie Tucker	Parcel No. 61-R-2
I-80N	I-80N-2(15)50 I-IG-80N-2(14)50 R/W	City of Boise	Parcel No. 33-R
US 95	F-FG-3112(10)	Raymond G. & Kathryn I. Zuehlke	Parcel No. 20-R-1
US 95	F-FG-5115(4)	Roy John Jessick & Rose Mary Jessick	Parcel No. 3-R
US 20	F-6471(37) F-6471(31) R/W	Dick Rushton & Pricillia Rushton; Bill Rushton & Mildred Rushton	Parcel No. 97-R

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Boundary 32 Materials
Source (Portion)

Twenty Mile Creek Water

The Board approved the exchange and the deed will be signed at a subsequent Board meeting.

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

I-80N	I-80N-1(24)28	Lee Ross	Parcel No. 5A
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Relinquishment of Portion of Easement. The Board approved the relinquishment of a portion of easement to the Oregon Short Line Railroad Company and its lessee, Union Pacific Railroad Company heretofore granted by the Railroad Companies to the State by Easement C. D. No. 39377. (Request approved in March meeting 1967.)

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

I.C.#1	I-80N-1(12)37	Idaho State School &	3-67-126
US 30		Hospital	

US 20-	F-2351(7)	R. L. Dixon & William H.	2-67-103
26		Morse	

Reports on Condemnation Settlements were given on the following:

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	Richard & Ruby P. Ellingson	Parcel No. 34
	I-IG-80N-1(28)45 R/W		

I-80N	I-80N-2(15)50	Wesley F. & Leola M.	Parcel No. 8
	I-IG-80N-2(14)50 R/W	Holtzclaw	

US 20-	F-FG-3022(17)	Elmer L. & Edrie L.	Parcel No. 7
26-30	F-FG-3022(16) R/W	Anderson	

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

I-80N	I-80N-3(11)164	Portion S $\frac{1}{2}$ NE $\frac{1}{4}$ Sec. 23, T. 8 S., R. 16 E., B.M., on southwesterly side of Interstate highway right of way - to be sold for not less than \$18,750	Parcel No. 7-R
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I-80N	I-80N-3(14)185	S $\frac{1}{2}$ SW $\frac{1}{2}$ Sec. 1, T. 10 S., R. 18 E., B.M. excepting Interstate highway right of way - to be sold for not less than \$34,899	Parcel No. 2-R
I-80N	I-80N-3(17)196	Portion W $\frac{1}{2}$ NE $\frac{1}{4}$ of Sec. 8, T. 10 S., R. 21 E., B.M. on southerly side of Interstate highway right of way - to be sold for not less than \$12,125	Parcel No. 5-R
I-80N	I-80N-3(18)191	Portion NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Sec. 9, T. 10 S., R. 20 E., B.M. on northerly side of Interstate highway right of way - to be sold for not less than \$50.00	Parcel No. 5-R
I-80N	I-80N-3(18)191	N $\frac{1}{2}$ NW $\frac{1}{4}$ of Sec. 10, T. 10 S., R. 20 E., B.M. except- ing Interstate highway right of way and portion vested in North Side Pumping Co. - to be sold for not less than \$7,671	Parcel No. 7-R
I-80N	I-80N-3(15)176	Portion SE $\frac{1}{4}$ Sec. 34, T. 9 S., R. 18 E., B.M. south & west of Coulee on North Side Canal Co. system except Interstate highway right of way - to be sold for not less than \$17,856	Parcel No. 2-R
Maintenance Shed #1290 Montpelier		Portion Block 3, Ed Burgoyne's addition to town of Montpelier (east 120' of south 100') - \$1,000 to \$1,600	

TUESDAY, OCTOBER 31, 1967

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
Howard B. Thomason, Vice-chairman
C. Ed Flandro, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

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

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

LSF-39-1(2), Sec. "B" - The work consists of constructing rest area facilities and landscaping in the vicinity of Hollister P.O.E. on U.S. Highway 93, in Twin Falls County - Federal Aid Primary Landscaping and State financed. The Federal Highway Administration, Bureau of Public Roads, did not concur in the award of the contract to the low bidder; therefore, all bids were rejected.

Stockpile No. 3536 - The work consists of furnishing aggregate for road mix pavement in stockpile north of MP-53.9 (US 20 & 26), District #3, Maintenance Yard, in Ada County - State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on October 9, 1967, in the amount of \$8,005.00.

I-80N-2(26)50 - The work consists of constructing a 415', 256' and 2-220' concrete underpasses and 2-108' concrete bridges on 4 miles of Interstate 80N, Maple Grove I.C. (Excl.) - Broadway I.C. (Incl.), in Ada County - Federal Aid Interstate and State financed. The contract was awarded to Galey Construction Co., Inc., Boise, Idaho, the low bidder, on October 3, 1967, in the amount of \$837,342.10.

LWC-4114(547) & STS-4114(548) - The work consists of constructing a rest area, roadway, comfort and convenience facilities, placing drainage structures, excavating the highway at the rest area entrances, placing aggregate base and a plant mix bituminous surface on 0.1894 mile of U.S. Highway 95, in Latah County - Federal Aid Land-Water Conservation and State financed. The contract was awarded to Empire Contractors, Inc., Otis Orchards, Washington, the low bidder, on October 26, 1967, in the amount of \$83,659.00.

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S-5756(2) - The work consists of constructing the roadway, drainage structures and a plant mix bituminous surface on 1.883 miles of the Big Creek Road, in Shoshone County - Federal Aid Secondary and County financed. The contract was awarded to Kreager Asphalt, Inc., Coeur d'Alene, Idaho, the low bidder, on October 26, 1967, in the amount of \$151,338.50.

S-1721(1) - The work consists of constructing the roadway, a 35' concrete bridge, drainage structures and a plant mix bituminous surfacing on 1.349 miles of SH-39, Aberdeen Streets, in Bingham County - Federal Aid Secondary & State financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on October 13, 1967, in the amount of \$325,895.35.

ER-63(1) & S-4747(3) - The work consists of constructing the roadway, drainage structures, a 40' concrete bridge and a road mix bituminous surfacing on 2.033 miles of the Mohler-Peck Road, Peck North and South, in Nez Perce County - Federal Aid Emergency Relief and County Secondary financed. The contract was awarded to Washington Construction Co., Missoula, Montana, the low bidder, on October 23, 1967, in the amount of \$151,068.82.

I-80N-4(3)248, Sec. "A" - The work consists of grading a 2-lane and 4-lane divided roadway and constructing a 26' concrete bridge and drainage structures on 17.716 miles of Interstate Highway No. 80N, Sublett - Juniper, in Cassia and Oneida Counties, Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on October 26, 1967, in the amount of \$1,708,214.55.

I-80N-4(3)248, Sec. "B" - The work consists of constructing 6-26 foot, 2-120 foot concrete overpasses and 1-235 foot concrete underpass on I-80N, Sublett - Juniper, in Cassia and Oneida Counties - Federal Aid Interstate and State financed. The contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, on October 23, 1967, in the amount of \$346,282.60.

I-15-3(22)127, Sec. "B" (Structures) - The work consists of constructing a 43', 2-42' concrete bridges, 233' and 258' concrete underpasses, and detour for grade separation No. 1 on 0.008 mile of I-15, Bassett-Roberts, in Jefferson County - Federal Aid Interstate and State financed. The contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, on October 23, 1967, in the amount of \$242,063.75.

I-15-1(16)37 - The work consists of constructing the roadway, drainage structures, asphalt treated base and a plant mix bituminous surfacing and signing on 2.864 miles of Interstate Highway 15, Virginia -

Arimo, in Bannock County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$646,528.00.

I-80N-4(4)266, Sec. "A" - The work consists of grading a 4-lane divided roadway, constructing the drainage structures and a 31' concrete bridge on 12.738 miles of Interstate Highway 80N, Juniper - Utah Line, in Oneida County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to LeGrand Johnson Construction Co., Inc., Brigham City, Utah, the low bidder, in the amount of \$799,620.00.

I-80N-4(4)266, Sec. "B" - The work consists of constructing two twin concrete overpasses, one 30 foot and 37 foot, on Interstate 80N, between Juniper and Utah State Line, in Oneida County - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on November 1, 1967, in the amount of \$180,510.63.

Building No. 6091 - The work consists of reroofing the Rigby State Shop in Jefferson County - State financed. The Board directed the State Highway Engineer to award the contract to Hughes Roofing Company, Idaho Falls, Idaho, the low bidder, in the amount of \$1,701.00.

ST-2392(517), ST-2829(503) & Stockpile No. 2536 - The work consists of constructing the roadway, surfacing and curb and gutter on 0.265 mile of US-93 and 0.097 mile of SH-75, Ketchum Streets, and furnishing aggregate and cover coat material in stockpile in the vicinity of Hailey and Ketchum, in Blaine County - State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, on Alternate #1, on November 1, 1967, in the amount of \$72,222.75.

S-1731(1) - The work consists of constructing the roadway, drainage structures and a roadmix bituminous surfacing on 8.959 miles of the Utah State Line - Dayton Road, in Franklin County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Jack B. Parson Construction Co., Smithfield, Utah, the low bidder, in the amount of \$397,263.30.

LWC-6501(515), Sec. "B" - The work consists of constructing a rest area, roadway, comfort and convenience facilities on U.S. Highway 26, Clark Hill Rest Area, in Bonneville County - Land, Water, Conservation financed. The Board directed the State Highway Engineer to award the contract to Gray Landscaping, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$72,960.00.

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I-80N-3(12)133, Sec. "A" - The work consists of drilling, casing and capping a well in the vicinity of Bliss, in Gooding County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Russel Cowe, Boise, Idaho, the low bidder, in the amount of \$7,315.00.

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

David Murray, Personnel Director, and James Pline, Assistant District Engineer, Shoshone, to Utah State College, University of Utah and Brigham Young University for recruitment of E.I.T. personnel, November 14 - 18.

One man to attend Earthwork Computer Program Regional Conference at Denver, Colorado, November 15 - 16 (Utah, New Mexico, Colorado, Idaho).

Chief Legal Counsel Tway to American Road Builders' Association Western States Highway Claims Conference, San Francisco, California, November 10.

City of Boise Urges Department Establish Grade Lines on State Highway 44, 23rd Street to a Point West of the Proposed Curtis Extension Connection. Mayor Jay Amyx appeared with the following members of the City Council and Asst. Commissioner of Public Works R. A. Griffiths:

Vernon E. Morris
Bill Onweiler
Anna Hettinger
Ralph Frazer

The delegation urged the Department to specifically develop advanced engineering to assist the City by establishing future grade lines that as the street side properties develop commercially and otherwise, grade lines for approaches, side walks, service area, etc., would be on a correct future planned project elevation.

The Mayor stated that he was aware the State's financial construction needs could not be realized in the next two or three years for this section of State Highway 44.

Board Chairman Symms said he realized that it is important that the City have this information as early as possible.

Urban Engineer Crossley stated that to accomplish the request the City should design its street connections and resolve drainage volume problem damages that adequate drainage capacities may be figured in connection with State Highway 44 street grade lines.

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Robert Griffiths, City Engineer, countered with the fact that the City also has financial budgetary problems in getting their advance engineering done in relation to the above request of Mr. Crossley.

Assistant State Highway Engineer Christensen stated that the Department would devote as much of its time as it can in relation to current construction commitments in District 3 to the end of fitting in this advance engineering as time and personnel permits while concurring in the merits of the City's request. He estimated it would take about a year to complete the survey for this purpose.

Yellowstone-Craters of the Moon-Sun Valley Highway Association.
The following delegation appeared before the Board:

Wayne Clark, President, Yellowstone-Craters of the Moon-Sun
Valley Highway Association, Gannett

Leo Stavros, Hailey

Fred Reich, Butte County Chamber of Commerce, Arco

Herbert P. Sill, Clark County Chamber of Commerce, Dubois

H. R. Harn, Dubois

W. G. Pyrah, Manager, Ketchum Chamber of Commerce, Ketchum

Robert R. Glenn, Ketchum Chamber of Commerce, Ketchum

John N. Bahr, Vice-President, Camas County Chamber of Commerce,
Fairfield

L. W. Baldwin, Camas County Commissioner, Fairfield

Earl Wilson, Camas County Commissioner, Corral

Russell D. Lloyd, President, Arco Chamber of Commerce, Arco

Paul Fritz, Superintendent, Craters of the Moon, Arco

They urged the Board to extend State Highway 22 from Dubois to U.S. 191 in the vicinity of Macks Inn.

Harry Harn of Dubois pointed out the increasing traffic demands into the area served by this proposed route extension with several hundred camp sites being projected by the Forest Service. He stated, "We think we are grown up and there is a need to extend State Highway 22," and that Clark County has spent \$360,164 in improving the road in six years. Fremont County has spent \$600,000 on the road on their end and the Forest Service having \$300,000 in Forest access road development money through the Forest section within the two counties. Three and one-half million board feet of logs are taken out annually over this road and the future potential haul of three million tons of phosphate ore by Simplot is a possibility. He said the road would be completely graveled this fall. He said the road was placed on the State Highway System in 1913 and removed in 1953.

Board Member Flandro stated the road had a traffic potential and that the Board hoped to go over this route while on their South Idaho Board Tour in November, weather permitting. This would permit the other two Board members to view the scenic and recreational possibilities of the route. Also, there is the value of relieving U.S. 191 - Yellowstone Highway of the overloading summer traffic.

Board Chairman Symms remarked that the route quite likely has some potential as a future State highway because it could provide service to a segment of through traffic as well as giving good local service. He further commented, however, these improvements to the present system are lagging because of financing problems. In this respect, several hundred miles of highways currently on the State Highway System do not yet have an oiled surface.

City of Pocatello Appears Regarding 5th Avenue Access to Ball Park Property. Mayor Fred Snyder and the following delegation appeared before the Board:

John J. Quinn, Secretary-General Counsel, Buttrey Foods, Inc.
 William F. O'Haire, Real Estate Manager, Buttrey Foods, Inc.
 Gerald W. Olson, City Attorney, Pocatello
 Earl R. Pond, Councilman, Pocatello
 Ted Walensky, City Manager, Pocatello
 Richard S. McLelland, Pocatello
 E. A. Bogert, Jr., Councilman, Pocatello

They urged that the approach to the ball park property (Buttrey's) at Sherman be restricted to northbound traffic to and from the northbound lane only and that a median be built to prevent southbound traffic from entering at that point due to the curvature of 5th Avenue immediately south of it making a potential traffic hazard to left turning movements. In lieu of this, the delegation urged that Custer Street be opened and traffic from both north and southbound lanes with a left turn bay serving the intersection from the southbound traffic lane as long as Custer or Young remain a dedicated street. The proposed change is urged because of additional traffic safety features and to permit better circulation to the property which the City is under negotiation to Buttrey Foods, Inc.

To this the Board and William F. O'Haire, real estate manager for Buttrey's, concurred.

The delegation indicated the City's desire to open up Moreland Street to Garrett Way at the Westland Shopping Center to alleviate a dangerous traffic condition in that area. A left turn bay for southbound traffic on Garrett Way was requested to be included in the project.

The delegation inquired that if they were successful in negotiating with the property owners on Moreland Street in the attempt to open it, if the Board would grant an opening to the frontage road at the Moreland - Garrett Way intersection. To this the Department and the Board concurred.

Idaho Motor Transport Association Urges Approval of Over-length Combination Truck - Trailer Routes. Idaho Motor Transport Association Manager Ollie Arbelbide with Association President William Harris and Dan Gilster, Pacific Intermountain Express agent, appeared recommending certain routes for the movement of 98' triple bottom truck and trailer combinations in Idaho.

The Board recognized merit for certain routes where, in its opinion, this length of combination could safely be moved without jeopardizing other traffic. Board decision was withheld until after the South Idaho Board Tour when it was planned to view a questionable section, that of U.S. 30 from the Elmore County line east to Bliss.

Omitted Snake River Federal Lands, Bonneville County, Matter Settled. The Department apprised the Board that the various parcels of right of way on the Idaho Falls to Ucon project (Highland Park Addition) that has been in litigation for two years has finally been settled. Should the owners within a period of five years acquire a fee title status of ownership to project parcels of the omitted lands, the Department would re-negotiate the value of the land taken for highway construction under Projects F-6471(27) and (37).

Request to Declare Burley Interstate Interchange Materials Site Surplus. Governor Don Samuelson transmitted a request made to him from Cline Preston and Robert L. Coombs, Burley realtors, to have the Land Board put up the materials site for public auction that it might be developed privately with other additional property and be put on the County tax roles.

Upon being apprised by the Department of the status of the partially depleted materials site, the Board directed that the Governor be apprised that the materials source has not been fully depleted. The Department does have a definite future need for the remaining materials. When the materials are depleted, an understanding made in 1965 with the Fish and Game Department is planned to be exercised jointly; the Department developing the site as a rest area and the Fish and Game Department using the resultant lake for public recreational purposes.

Road Needs at Farragut State Park Reviewed. State Highway Engineer Mathes reported on road needs in Farragut State Park in preparation for the 1969 Boy Scout National Encampment as requested by the officials of the Boy Scouts of America when they met on the site in September.

The Board concurred in a new service entrance road south of the main gate - \$5,000; paving the service warehouse area - \$1,800 and the Buttonhook Camp Road - \$14,500. The above is to be done by State forces. A .01 overlay plantmix is to be done where needed from Athol U.S. 95 Jct. to the Park entrance - \$90,000.

Establishing Right of Way Limits of State Highway 54 Athol to Spirit Lake Approved. The Board authorized the Department to establish right of way limits on State Highway 54 from Athol U.S. 95 Jct. to Spirit Lake and moneys needed to acquire right of way in conformance with new right of way limits. The present road right of way was loosely acquired years ago with no deeds in fee.

Sletten Construction Company Claim, Wallace - Mullan Stage III Project No. I-90-1(23)62, Reviewed. Chief Legal Counsel Tway apprised the Board of the above claim and stated that preparation time would be needed in responding to the claim probably sometime after the first of the year before a hearing could be set up to conform to the Idaho Administrative Procedures Act.

WEDNESDAY, NOVEMBER 1, 1967

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
Howard B. Thomason, Vice-chairman
C. Ed Flandro, Member
E. L. Mathes, State Highway Engineer
Wayne Summers

Access Change Requested to Harry Wall Property from U.S. 95 North Lewiston. Assistant State Highway Engineer Christensen apprised the Board of the request from Harry Wall of Lewiston for better access to his property on the north frontage road adjacent to U.S. 95.

Mr. Wall urged consideration by the Board in granting a new opening to the north frontage road from 26th Street.

After analyzing the problem in detail, the Board concurred in a recommendation by the Department to explore the possibility of increasing the turning radii at the intersection of U.S. 95 and 25th Street and the north frontage road that trailer and truck vehicles might adequately circulate to and from the frontage road and U.S. 95 and

that the properties adjacent to the frontage road, including that of Harry Wall, could be better serviced by large commercial vehicles as per his request.

The Board at this time felt that no additional access from the frontage road should be made to U.S. 95 if the circulation of large vehicles can thus be realized.

Board Approves State Highway Engineer Mathes' Appointment to Chairmanship of AASHO Traffic Committee. State Highway Engineer Mathes apprised the Board of a request that he assume chairmanship of the AASHO Traffic Committee, to which the Board concurred. The Board viewed the recognition the committee chairmanship carried to Mr. Mathes, the Department and the State of Idaho.

Time Restrictions of Rest Areas Discussed. Assistant State Highway Engineer McCrea discussed with the Board varied time use problems of rest areas by the public on the Interstate and other State highway systems. He pointed out that outside of the Interstate, because of the varied nature of the use put to the rest area by the motorist, it would be difficult to apply a uniform time limitation system-wide.

The Board looked favorably on restricting use of Interstate rest areas to a maximum of twelve hours. The Board concurred in posting time restrictions on other rest areas that become a problem from the time use position and favored consulting with the U.S. Forest Service as to the practicality of limiting use to a three day maximum on State highway system rest areas in the forest.

The Department was asked to work up a map for Board consideration at a future meeting showing the State system rest areas and their respective suggested time limitations where the time usage problem is apparent. Many rest areas, the Board recognized, present no problem and would not need time restrictions.

Department Salary Discussion held with Board. State Highway Engineer Mathes, Assistant State Highway Engineer Christensen, Assistant State Highway Engineer McCrea and Administrative Director Neumayer discussed the Department's salary situation with the Board together with recent developments from the State Personnel Commission.

Based on the Board's request at the September meeting additional salary information and comparisons were presented. Mr. Mathes said the Department's beginning and sub-professional positions compare favorably with similar positions in other state agencies. However, the procedures followed in other agencies to allow annual salary increases through the five step structure simply with the passage of one year between each

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step involved some inequity. The procedures in the Department of Highways to require above average performance for the 4th step and outstanding performance for the 5th step allows other agency personnel in comparable positions to receive a higher monthly salary. It was pointed out that the alternatives were to do away with our merit system concept or find a method by which Highway employees could be equitably paid and at the same time retain a method of rewarding meritorious service.

The Board was unanimous in their agreement that the merit concept should be an important part of the Department's compensation program. It was discussed also that the October 25, 1967, letter from the State Personnel Director supported the merit concept and suggested that such a program be included in the total compensation plan requested by the Commission by November 15, 1967, to be effective January 1, 1968.

The Department proposed and the Board accepted using 6th and 7th steps on the standard 5 step salary compensation plan. When the over-all plan is submitted to the Personnel Commission, the 6th and 7th step would be reserved for merit purposes which will be clearly outlined with the proposal.

The Personnel Director also indicated in the letter his support for supplement to the compensation plan to recognize longevity of employees. Longevity is a consideration included in the statutes governing the Personnel Commission (67-5309 a & b). A proposed plan was discussed for the Highway Department which would provide \$10.00 for employees with 5 to 10 years of service, \$20.00 for 10 to 15 years, \$30.00 for 15 to 20 years, \$40.00 for 20 to 25 years and \$50.00 for employees with 25 or more years of service. The Board concurred that that idea has considerable merit; however, they decided the Department should not initiate such a program. However, should other agencies propose its adoption and it is approved by the Personnel Commission, the Department, in the Board's opinion, should not oppose it. The objection to the longevity program, in the Board's opinion, is that it has the defects of the Federal Civil Service Program in that employees are rewarded merely for continuing to be an employee with disregard for performance. There was also objection to the fact that the Department's estimated cost is projected at a quarter million dollars annually.

Also reviewed was the State Personnel Director's reference to common classes and the establishment of salary levels for these positions. According to tentative information from the Personnel Commission, 95 positions covering 655 employees would be included from our Department. Mr. Mathes indicated in essence the Board would lose some control of the common class salaries as they were established to be comparable with similar positions in Idaho State Government. The Board directed the Department to review the proposed common classes closely with the Personnel Commission to make sure they actually are comparable.

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Salary levels of those positions particularly to Highways were also reviewed with the Board. It was reported that a consultant employed by the Personnel Commission has concluded a salary survey which recommended salaries in professional and management classifications. The survey revealed that some selected positions were being paid more in other state agencies than in the Idaho Department of Highways.

The Board determined the Department's salaries should be compatible with other agencies for the selected as well as the common classes. They indicated that a proposed compensation plan including the changes agreed on along with common classes and proposed selected position salaries should be reviewed with the Board at their November meeting prior to its submittal to the Personnel Commission.

Coeur d'Alene to Garwood Access Hearing Request Withdrawn. The Board was advised that there had been no commitments made by the Department in either the hearing brochure or otherwise that any specific type of access had been proposed regarding the Coeur d'Alene to Garwood U.S. 95 project to abutting property.

The Board authorized the Right of Way Division to proceed in acquiring right of way as approved August 1, 1967, without an access control public hearing.

Interstate Trail Blazer Signing at Junction of U.S. 30 and State Highway 25 at Bliss Discussed. Assistant State Highway Engineer Christensen reported on meetings requested by the Board at Hagerman, Buhl, Filer and Twin Falls regarding Interstate advanced trail blazer signing at the Bliss junction to the effect that the above towns concurred in the proposed signing.

The Board authorized the Department to proceed with the Interstate trail blazer signing at Bliss junction U.S. 30-20-26 and S.H. 25.

Sixteenth Annual Report Reviewed by the Board. The Board reviewed and approved from the tentative copy the printing of the Sixteenth Annual Report of the Idaho Department of Highways.

Access Control was approved as follows:

<u>Project</u>	<u>Project Location</u>	<u>Type of Control</u>
F-1481(24),(25),(26),(27)	Lava - Lund	Partial Access Control *
S-1777(1)	Lund - Bancroft	Standard Approach Policy

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* PARTIAL ACCESS CONTROL

Public Road Connections

Existing public road connections will be permitted, as shown on the plans. Future public road connections may be permitted at the approximate locations shown on the plans.

Private Approaches

No private approaches will be allowed.

Meridian Traffic Control Signals. The Board authorized the City of Meridian to operate and maintain traffic control signals at the following location:

Intersection of East First St. and Idaho Ave. -
Fixed Time Traffic Signal

as recommended and stated in marked Exhibit A-161, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (S.H. 68). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on S.H. 68 from Elmore County Line to Jct. U.S. 93, as recommended and stated in marked Exhibit A-162, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (U.S. 93). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on U.S. 93 from North of Nevada State Line to North of Challis, as recommended and stated in marked Exhibit A-163, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (S.H. 24). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on S.H. 24 from Shoshone to I-80N Interchange, as recommended and stated in marked Exhibit A-164, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (I-80N, U.S. 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N and U.S. 30 from Interchange with U.S. 30 to Jct. U.S. 20-26 Interchange Structure, as recommended and stated in marked Exhibit A-165, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (S.H. 16). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on S.H. 16 from Jct. with S.H. 52 to Jct. with S.H. 44, as recommended and stated in marked Exhibit A-166, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (S.H. 51). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on S.H. 51 North from Nevada State Line to Mountain Home Urban Extension, as recommended and stated in marked Exhibit A-167, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (I-80N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N from Oregon State Line to I-80N Milepost 143.05, as recommended and stated in marked Exhibit A-168, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (S.H. 67). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on S.H. 67 from North of Mountain Home Air Force Base to Jct. with S.H. 51, as recommended and stated in marked Exhibit A-169, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (S.H. 84). The Board approved parking prohibition between Milepost 00.08 and Milepost 00.30 on the south side and on the north side of State Highway 84, located east of Macks Inn, as recommended and stated in marked Exhibit C-31, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (S.H. 31). The Board approved parking prohibition between Milepost 06.70 and Milepost 06.90 on the east side and on the west side of State Highway 31, located north of Swan Valley, as recommended and stated in marked Exhibit C-32, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (U.S. 191-20). The Board approved parking prohibition between Milepost 135.40 and Milepost 135.56 on the east side and on the west side of U.S. Highway 191-20, located south of Ucon, as recommended and stated in marked Exhibit C-33, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (U.S. 191-20). The Board approved parking prohibition between Milepost 211.72 and Milepost 212.00 on the east side and on the west side of U.S. Highway 191-20, located in the Last Chance Village areas, as recommended and stated in marked Exhibit C-34, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (U.S. 191-20). The Board approved parking prohibition between Milepost 132.45 and Milepost 132.55 on the south side and on the north side of U.S. Highway 191-20, located north of Beachs Corner, as recommended and stated in marked Exhibit C-35, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (U.S. 191-20). The Board approved parking prohibition between Milepost 221.78 and Milepost 221.83 on the east side and on the west side of U.S. Highway 191-20, located in the Macks Inn Village area, as recommended and stated in marked Exhibit C-36, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (U.S. 191-20). The Board approved parking prohibition between Milepost 199.38 and Milepost 199.70 on the east side and on the west side of U.S. Highway 191-20, located south of Last Chance, as recommended and stated in marked Exhibit C-37, which is made a part hereof with like effect as though extended in full herein.

Board Adopts Rules and Regulations Implementing the Provisions of the State and Federal Beautification Act.

(1) The matter of the adoption of rules and regulations for the control of junkyards and dumps coming on to be heard before the Board this 1st day of November, 1967, and it appearing that the Idaho Board of Highway Directors has given due and legal notice in accordance with Section 67-5203 of the Idaho Code that said Board intended to promulgate rules and regulations pursuant to the directive contained in Section 10 of Senate Bill 61, as amended, entitled "An Act for the Control and Regulation of Junkyards and Dumps along the Interstate and Primary Highways of Idaho" by publication of said notice in the following newspapers of general circulation published in the State of Idaho, to wit:

(a) The Idaho Evening Statesman, Boise, Idaho, said notice being published August 7, 14 and 21, 1967

(b) The Post-Register, Idaho Falls, Idaho, said notice being published August 6, 13 and 20, 1967

(c) The Idaho State Journal, Pocatello, Idaho, said notice being published August 4, 11 and 18, 1967

(d) The Times-News, Twin Falls, Idaho, said notice being published August 10, 17 and 24, 1967

(e) Lewiston Morning Tribune, Lewiston, Idaho, said notice being published August 9, 16 and 23, 1967

(f) Coeur d'Alene Press, Coeur d'Alene, Idaho, said notice being published August 9, 16 and 23, 1967

That said notices provided that public hearings would be held on the proposed regulations at the various times and at the various places provided in said notices, to wit:

August 25, 1967, 10:00 a.m., State Highway Department Building auditorium, 3211 West State Street, Boise, Idaho

August 28, 1967, 2:00 p.m., Probate Court room, Bonneville County Courthouse, Idaho Falls, Idaho

August 29, 1967, 9:00 a.m., District Court room, Bannock County Courthouse, Pocatello, Idaho

August 29, 1967, 8:00 p.m., District Court room, Twin Falls County Courthouse, Twin Falls, Idaho

August 31, 1967, 2:00 p.m., Probate Court room, Nez Perce County Courthouse, Lewiston, Idaho

September 1, 1967, 9:00 a.m., District Court room, Kootenai County Courthouse, Coeur d'Alene, Idaho

That at said hearings members of the public might be heard orally or in writing on said proposed regulations.

That in accordance with Section 67-5203(1), Idaho Code, notice of the intention to promulgate rules and regulations were mailed to the persons stated in marked Exhibit C-38(A), which is made a part hereof with like effect as though extended in full herein, who made timely requests in writing for advance notice of the proposed adoption of rules relating to junkyards and dumps.

It appearing to the Board that hearings were conducted at the various times and places first hereinabove set forth by Wayne Summers, the duly appointed and acting Hearing Officer of the Idaho Board of Highway Directors; that testimony was adduced at said hearings, both orally and by exhibits filed with said Hearing Officer; that transcripts of the evidence and exhibits adduced at the respective hearings as provided in said notices were duly transcribed and filed with the Board as provided by law; that the Board and each member thereof having duly reviewed said transcripts of the testimony adduced at said hearings and the exhibits filed therein and being fully advised in the premises hereby adopts the following rules and regulations as provided by Section 10 of Senate Bill 61, as amended, entitled "An Act for the Control and

November 1, 1967

Regulation of Junkyards and Dumps along the Interstate and Primary Highways of Idaho," as stated in marked Exhibit C-38, which is made a part hereof with like effect as though extended in full herein.

That said rules and regulations shall be effective within twenty days after the date of filing hereof in the office of the Secretary of the Board and the office of the Secretary of the Department of Highways, at Boise City, Idaho.

(2) The matter of the adoption of rules and regulations for the control of outdoor advertising coming on to be heard before the Board this 1st day of November, 1967, and it appearing that the Idaho Board of Highway Directors has given due and legal notice in accordance with Section 67-5203 of the Idaho Code that said Board intended to promulgate rules and regulations pursuant to the directive contained in Section 23 of Senate Bill 89 entitled "An Act for the Control of Outdoor Advertising along the Interstate and Primary Highways of Idaho" by publication of said notice in the following newspapers of general circulation published in the State of Idaho, to wit:

(a) The Idaho Evening Statesman, Boise, Idaho, said notice being published August 7, 14 and 21, 1967

(b) The Post-Register, Idaho Falls, Idaho, said notice being published August 6, 13 and 20, 1967

(c) The Idaho State Journal, Pocatello, Idaho, said notice being published August 4, 11 and 18, 1967

(d) The Times-News, Twin Falls, Idaho, said notice being published August 10, 17 and 24, 1967

(e) Lewiston Morning Tribune, Lewiston, Idaho, said notice being published August 9, 16 and 23, 1967

(f) Coeur d'Alene Press, Coeur d'Alene, Idaho, said notice being published August 9, 16 and 23, 1967

That said notices provided that public hearings would be held on the proposed regulations at the various times and at the various places provided in said notices, to wit:

August 25, 1967, 10:00 a.m., State Highway Department Building auditorium, 3211 West State Street, Boise, Idaho

August 28, 1967, 2:00 p.m., Probate Court room, Bonneville County Courthouse, Idaho Falls, Idaho

August 29, 1967, 9:00 a.m., District Court room, Bannock County Courthouse, Pocatello, Idaho

August 29, 1967, 8:00 p.m., District Court room, Twin Falls County Courthouse, Twin Falls, Idaho

August 31, 1967, 2:00 p.m., Probate Court room, Nez Perce County Courthouse, Lewiston, Idaho

September 1, 1967, 9:00 a.m., District Court room, Kootenai County Courthouse, Coeur d'Alene, Idaho

That at said hearings members of the public might be heard orally or in writing on said proposed regulations.

That in accordance with Section 67-5203(1), Idaho Code, notice of the intention to promulgate rules and regulations were mailed to the persons stated in marked Exhibit C-39(A), which is made a part hereof with like effect as though extended in full herein, who made timely requests in writing for advance notice of the proposed adoption of rules relating to outdoor advertising.

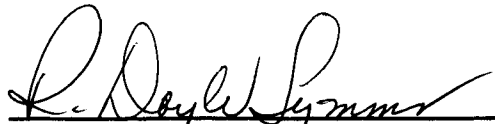
It appearing to the Board that hearings were conducted at the various times and places first hereinabove set forth by Wayne Summers, the duly appointed and acting Hearing Officer of the Idaho Board of Highway Directors; that testimony was adduced at said hearings, both orally and by exhibits filed with said Hearing Officer; that transcripts of the evidence and exhibits adduced at the respective hearings as provided in said notices were duly transcribed and filed with the Board as provided by law; that the Board and each member thereof having duly reviewed said transcripts of the testimony adduced at said hearings and the exhibits filed therein and being fully advised in the premises hereby adopts the following rules and regulations as provided by Section 23 of Senate Bill 89 entitled "An Act for the Control of Outdoor Advertising along the Interstate and Primary Highways of Idaho," as stated in marked Exhibit C-39, which is made a part hereof with like effect as though extended in full herein.

That said rules and regulations shall be effective within twenty days after the date of filing hereof in the office of the Secretary of the Board and the office of the Secretary of the Department of Highways, at Boise City, Idaho.

November 1, 1967

WHEREUPON, the Board adjourned until its next meeting scheduled for November 13, with the Forest Highway Hearing on November 14 and the South Idaho Board Tour on November 15, 16 & 17, 1967.

Read and Approved
November 13, 1967
Boise, Idaho


R. DOYLE SYMMS, Chairman

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

November 13, 1967

Forest Highway Hearing - November 14, 1967

South Idaho Board Tour - November 15, 16 & 17, 1967

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, November 13, 1967. Present were:

R. Doyle Symms, Chairman - Director, District 2
Howard B. Thomason, 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 October Board Meeting.

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

STS-2790(509)	Jct. S.H. 24 & U.S. 93
S-1872(1) & S-1874(1)	N.E. Basalt Rd. & Monroe Rd.

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:

LWC-6501(515), Clark Hill Rest Area, Bonneville County - Silver Star Telephone Company, Inc.

November 13, 1967

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

I-90	I-IG-90-1(48)5	Charles A. & Lena M. Isamen; Walter L. & Jennie M. Halsey; Robert Pitcher	Parcel No. 53
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Review of 1968 Construction Program. The Board again reviewed the suggested 1968 Interstate, Primary and Secondary Construction Program and withheld final determination until the December Board Meeting.

Public Lands Highway Funds Requests Approved. After reviewing those routes eligible for Public Lands Highway Funds (U.S. General Fund moneys), the Board determined the following projects in order of priority:

U.S. 12, Lowell East and West, plantmix mat, \$860,000

U.S. 95, Oregon State Line North, reconstruction - relocation, \$500,000

S.H. 21, Warm Springs Creek Westerly, reconstruction, \$500,000

The Board directed the Department to follow through with correspondence when the Department has backed up substantiating material ready for the above requests.

Department Salary Structure Discussed. State Highway Engineer Mathes, Assistant State Highway Engineer Christensen and Administrative Director Neumayer again reviewed the progress of the Department's salary plan with the Board.

The Department reported that as a result of several discussions in the past month with the State Personnel Director, the number of Department positions considered as common classes were reduced from 95 affecting 655 employees to 83 affecting 273 employees. This represents a decrease of 382 employees affected by the common class. Also, an extension on the submittal date of the total compensation plan to the Personnel Commission was received to allow more time for preparation and to enable the Board to review the proposed plan at its December meeting.

The State Highway Engineer indicated that salaries proposed by the State Personnel Commission for common class positions generally represent an upward adjustment of about 5 per cent. Also salary surveys made for the Personnel Commission by a consulting firm retained by the Commission indicates that an adjustment of 5 per cent to 10 per cent in professional and upper category Department positions is needed.

Other noncommon class positions in the Department are, of course, seriously affected by the adjustments recommended by the Personnel Commission for common class positions. Mr. Mathes observed that similar consideration will be needed for positions not included in the common class category or the promotional sequence and job evaluation process will be drastically upset.

The Department requested Board guidance for appropriate direction to provide a compensation plan which would generally meet Board concurrence. The Board unanimously agreed that Highway Department positions which are in the common class category should not receive a lessor salary than similar positions in other agencies of State government. They also re-affirmed an earlier decision that critical positions should be re-evaluated and salaries recommended which would provide compatibility with business, industry and other State agencies and highway departments of the intermountain states. With respect to the remaining positions, the Department was directed to conduct an evaluation which would provide a level of compatibility with the common classes and critical categories and to prepare a revised or modified plan for review at the next Board meeting.

State Highway Engineer Mathes stated that when all factors have been considered, it appeared quite probable that the majority of the position classifications would require adjustment upward if they are to remain comparable with the common classes recommended by the Personnel Commission in those areas and meet the competition of states adjoining Idaho in position classifications which are not of a common class.

Appeal of Vernon Brothers - Chandler Right of Way Matter Denied.
After hearing the report from the Chief Legal Counsel on the above condemnation matter, the Board viewed that the Department should not appeal the court findings in the matter.

Idaho Bureau of Public Roads Division Engineer Omar Homme appeared stating that without an appeal their present administrative decision in the matter is that Federal Aid participation over and above the Highway Department's staff appraisal figure would not be participated in by Federal Aid. After some discussion, Mr. Homme indicated that he would agree to have the Bureau's Regional Legal Counsel review the case with the Department's Chief Legal Counsel, whose decision, after the review is made, could be of influence in the present administrative decision in the appeal matter.

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

Two people to Highway Research Board Meeting, Washington, D.C.,
January 15 - 19.

State Highway Engineer Mathes to attend AASHO State Administrators Meeting, Chicago, Illinois, December 12.

Board Secretary Summers to Cleveland, Ohio, December 13, 14 & 15, to Council of State Governments Committee on Highway Policy Problems.

Idaho's Position on Future Federal Aid Highway Program After 1972 Reviewed. State Highway Engineer Mathes reviewed the various After 1972 Federal Aid Programs for Idaho and compared Idaho's needed type of program with others proposed from California, New York and large urban centered states.

A preliminary view of the needs for Idaho reflected that the following would at present thinking reflect the best program fiscally for Idaho after the present 1972 - 1975 Interstate Program has been completed:

REVISED STATE APPORTIONMENT PROGRAM

	Distribution To Systems (Approx.%) Billions		Apportionment to States Formula	
Primary System (R&U)	40%	2.087	$\frac{1}{2}$ Area- $\frac{1}{2}$ Pop.- $\frac{1}{4}$ Post Mileage	
Secondary System (R&U)	20%	1.044	$\frac{1}{2}$ Area- $\frac{1}{2}$ Pop.- $\frac{1}{4}$ Post Mileage	
Urban System	30%	1.565	Urban Pop. (5,000 & Over)	
Interstate System (R&U)	10%	<u>0.704</u>	Needs	
Subtotal		5.400		

	Idaho Federal % to Aid Idaho (Millions)		Matching Ratios (Unadjusted) (Sliding Scale)	
Primary System (R&U)	0.93%	19.6	67-33	75-25
Secondary System (R&U)	1.06%	11.3	67-33	75-25
Urban System	0.21%	3.1	67-33	75-25
Interstate System (R&U)	<u>0.58%</u>	<u>4.2</u>	90-10	93- 7
Subtotal	0.71%	38.2		

	State Matching Funds (Millions)	Total Program (Millions)
Primary System (R&U)	6.6	26.2
Secondary System (R&U)	3.8*	15.1
Urban System	1.0	4.1
Interstate System (R&U)	0.3	4.5
Subtotal	11.7	49.9
Less County Program	- 1.9	- 7.5
	9.8	42.4

*One half local funds

Those other "after '72 highway program" fiscal philosophies considered were the proposed AASHO Program and 50% Urban System Program, neither of which, in the Board's opinion, would fit Idaho's highway and fiscal needs as well as the above State Apportionment Program.

The suggested summary outline of various program formulas dated November 13, 1967, is available in Central Files.

TUESDAY, NOVEMBER 14, 1967

Forest Highway Public Hearing. The Board reconvened at 9 a.m., November 14, 1967, 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
 Howard B. Thomason, Vice-chairman, Board of Highway Directors
 C. Ed Flandro, Member, Board of Highway Directors
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Secretary, Board of Highway Directors

Norman Wood, Federal Projects Engineer, U.S. Bureau of
 Public Roads, Portland, Oregon
 Omar L. 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
Phil Schultz, Preconstruction Engineer, U.S. Forest Service,
Ogden, Utah
Harry Tullis, Roads and Trails Branch Chief, U.S. Forest
Service, Ogden, Utah

The following delegations spoke for the needs of improving the following Forest Highway routes:

F.H. 1, Copeland - Eastport -- William Chubb, Roger Stevenson, Representative Marion Davidson, H. M. Jenkins. The delegation also requested that a study be entered into for the cross-state link from Metaline Falls, Washington east to Bonners Ferry.

F.H. 50, St. Joe River Road -- George Moody, Pat Powers, Herb Keller, Vince Alexander, Mildred Seagle, Dooley Cramp, Gordon Leuty. The Shoshone County Commissioners offered \$30,000 for matching purposes providing Bene- wah County would supply the Federal Aid to go along with a Forest Highway allocation. Bureau officials said plans sufficient for right of way requirements would be ready in about two months for the next project east of the present pavement.

F.H. 9, Enaville - Murray -- Shoshone County Commissioners Alexander and Scheller appeared urging additional pavement easterly from the present paved section.

F.H. 40, Wayan - Freedom -- John Lutz, Evan Kackley, Charles Reagan, Bob Brassfield.

Grangemont to Headquarters - Fran Portfors. Although this road is not on the Forest Highway System, Mr. Portfors stated that if a project could be had Clearwater County would help some in the financial situation. (No action was taken to put this on the Forest Highway System.)

F.H. 5 & 6, Clark Fork -- Representative Marion Davidson, Jim Brock- way, Harlan Enselmo, J. M. Peppermill, J. M. Jenkins.

F.H. 18, Elk City -- John Sisks and Miles Flanigan requested the next project from Fall Creek to the east.

F.H. 21, Warren Wagon Road -- Ray Nissuba, Mrs. Bill Harris, Robert C. McBride, Howard Carney, S. W. Harwood, Tom Fleming, Bob Remaklus, Don Campbell, Ernest Young, Frank Hall, Horace Patterson. The Valley County Commissioners offered \$50,000 for County matching their Federal Aid.

F.H. 51, Trail Creek -- Glenn Brewer, Robert R. Glenn, Bud Esterholdt, R. E. Chambers, Rex Lundberg. The delegation urged the next project extend west to the Copper Basin turnoff 10.3 miles.

F.H. 24, Banks - Lowman, 4.2 miles easterly to Danskin Creek -- Gene McCoy, Owen O. Beck, Miles M. Young, Fred Shackelford. The delegation stated that right of way will be granted free for the project.

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 delegations, met in Executive Session Tuesday, November 14, 1967, at 11:00 a.m. Also meeting in the Executive Session were R. B. Christensen, P. A. Marsh and Dean Tisdale of the Department of Highways.

Allocations of the \$3 million in new funds to new projects were:

\$700,000 to be combined with \$75,000 in county and federal aid secondary highway funds for grading, base and oiling on 4.9 miles of the St. Joe River Road from Calder easterly in Shoshone County.

\$500,000 to be combined with \$125,000 in county and federal aid secondary funds for grading 2.5 miles and construction, base and paving 5.5 miles of the Warren Wagon Road in Valley County.

\$800,000 for grading, base and oiling 6.5 miles of the Lowman - Stanley highway from the Jordan Bridge easterly in Boise County.

\$1 million for partial grading on about three miles of the Hope-Denton Curves section of the Clarks Fork Highway (U.S. 10 Alternate) in Bonner County.

It was agreed that any savings in contract lettings in Region 1 be applied to the Enaville - Murray paving.

Carryovers from the 1967 allocation were:

\$650,000 for grading, base and oiling and a new Payette River bridge on State Highway 15 north of Horseshoe Bend in Boise County.

\$600,000 for grading, base and oiling on 2.7 miles of the Tin Cup Road between Wayan and Freedom in Caribou County.

\$200,000 to be combined with \$225,000 in county and federal aid secondary funds for grading and base on 3.2 miles of the Warren Wagon Road in Valley County.

\$1 million for partial grading for about three miles of the Clarks Fork Highway between Hope and the Denton Curves in Bonner County.

SOUTH IDAHO BOARD TOUR

The Board left Wednesday morning, November 15, 1967, on a tour of South Idaho. Those on the tour were:

R. Doyle Symms, Chairman
 Howard B. Thomason, Vice-chairman
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Secretary of the Board
 R. B. Christensen, Assistant State Highway Engineer (Engineering)
 Omar L. Homme, Division Engineer, Federal Highway Administration,
 Bureau of Public Roads, Boise

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

The touring party viewed Interstate 80N on its new location from Boise to Bliss, U.S. 30 to Twin Falls, the proposed relocation between Banbury Hill and Buhl and U.S. 93 to Interstate 80N, thence to Pocatello.

THURSDAY, NOVEMBER 16, 1967

Board Member C. Ed Flandro joined the touring party.

The touring party viewed Interstate 15 to Blackfoot for a breakfast meeting with the Blackfoot Chamber of Commerce officials, Bingham County Commissioners and Mr. Joseph Stewart requesting the Board place the Blackfoot to Wayan county road on the State Highway System.

The Board informed them that it was a local project and that the Board was in no position to take onto its System any unimproved local routes.

The touring party drove to Rigby by way of U.S. 191 for a luncheon meeting with the Rexburg, Rigby and St. Anthony Chambers of Commerce, City officials from Rexburg and Rigby, and the following legislators:

Senator James Ellsworth
 Senator Dick Egbert
 Representative P. K. Harwood
 Senator Ray Rigby
 Representative Karl Klinger

Senator Ralph Litton
 Representative Jenkin Palmer
 Senator Richard High
 Senator Don Loveland

November 16, 1967

State Highway Engineer Mathes outlined the Department's planning program for improving U.S. 191 from Idaho Falls to St. Anthony inquiring as to any preferential sections that the people prefer for early improvement. The group supported the present planning of improving the route from Idaho Falls northward.

Speed in letting contracts on the route was urged by the audience.

Answering an inquiry as to a firmness of the location in Madison County, the Board stated that as far as they were concerned the route is firm as concurred in by the cities at the public hearings held three years ago.

The touring party viewed Interstate 15 to Dubois and the Dubois to U.S. 191 county road with Harry Harn, Clark County Commissioners and interested people from Arco and Dubois and the Targhee Forest Service officials.

Inquiry was made as to progress and the Department's assistance in a suggested appropriate designating number for the Dubois to U.S. 191 county road that travelers might not be lost at unmarked intersections on the 60 mile route.

Harry Harn was advised the Department's Traffic Section was working on the matter and would relay the information through Harry Day at Rigby that the local officials may know what route designation to place on the route.

The touring party viewed U.S. 191 to Idaho Falls for an evening meeting with the Idaho Falls Chamber of Commerce, chairmanned by Luther Squires.

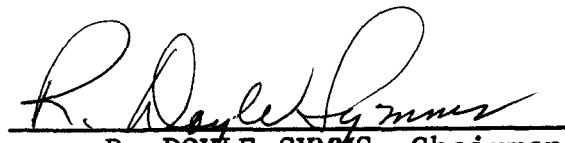
Mr. Squires indicated the Chamber's concern in rumors of pressure on the Board to take onto the State Highway System local roads in Eastern Idaho and that with the pressing needs for construction moneys on U.S. 191, in their opinion, that the Board should exercise great care in the matter and the Department had a full program to spend the needed moneys on its present system with particular emphasis on U.S. 191 from Idaho Falls to Chester.

The touring party returned to Pocatello for the night.

FRIDAY, NOVEMBER 17, 1967

The Board viewed U.S. 30N to Soda Springs, U.S. 34 over Tin Cup Pass to Freedom, re-entering at Border, Wyoming, on U.S. 30N to Montpelier, thence to Preston by way of U.S. 36 & U.S. 34, U.S. 91 and Interstate 15 to Pocatello, ending the tour at 6 p.m.

WHEREUPON, the Board adjourned until its next meeting scheduled for December 7 & 8, 1967.



R. DOYLE SYMMS, Chairman

Read and Approved
December 7, 1967

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

December 7 & 8, 1967

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, December 7, 1967. Present were:

R. Doyle Symms, Chairman - Director, District 2
Howard B. Thomason, 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 November Board Meeting.

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

S-6731(3), Sec. "A" - The work consists of constructing the roadway, drainage structures, a roadmix bituminous surfacing and signing on 1.676 miles of the County Line Road, Bassett I.C. East, in Bonneville and Jefferson Counties - Federal Aid Secondary and County financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on November 29, 1967, in the amount of \$94,872.45.

December 7, 1967

I-80N-2(15)50 - The work consists of constructing the roadway, drainage structures, an asphalt treated base and plantmix bituminous surface on the ramps and approach roads on 4.037 miles of I-80N, between Maple Grove and Vista, in Ada County - Federal Aid Interstate and State financed. The contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on November 28, 1967, in the amount of \$896,244.65.

Building 2181 - The work consists of constructing a 40' x 130' shop and office structure at Hailey, Idaho, including all electrical, plumbing, heating, and mechanical installations, in Blaine County - State financed. The contract was awarded to Ullman Construction Co., Inc., Twin Falls, Idaho, the low bidder, on November 28, 1967, in the amount of \$52,781.00.

Stockpile Projects No. 5556 & 5557 - The work consists of furnishing cover coat material and aggregate for road mix pavement in stockpile adjacent to SH-5 and US-95, in the vicinity of Heyburn Park and Plummer, in Benewah County - State financed. The contract was awarded to Sather & Sons, Inc., Spokane, Washington, the low bidder, on December 5, 1967, in the amount of \$49,000.00.

S-4769(5) & F-4201(21) - The work consists of constructing the roadway, drainage structures, 66' and 132' concrete bridges, and plant mix bituminous surface on 3.066 miles of SH-3, Spalding Jct. - Arrow Jct., and a plant mix bituminous surface on 1.140 miles of US-12, Coyote Gulch - Spalding, in Nez Perce County - Federal Aid Secondary, Primary & State financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, on December 5, 1967, in the amount of \$890,284.45 (Alt. #1).

I-15W-4(22)72 - The work consists of furnishing and installing illumination at the Junction of I-15 and I-15W, north of Pocatello, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to C - L Electric Co., Pocatello, Idaho, the low bidder, on December 13, 1967, in the amount of \$22,516.00.

F-4201(22) - The work consists of planting willow shoots, seeding, and placing wire mesh on the cut slopes on U.S. 12, Orofino Bridge So. Approach, in Clearwater County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Jay W. Tribitt, Lewiston, Idaho, the low bidder, in the amount of \$12,879.50.

I-15-3(22)127, Sec. "A" & S-6749(2) - The work consists of constructing a 4-lane divided roadway, drainage structures, a plant mix bituminous surfacing on 6.917 miles of I-15, Bassett - Roberts, and the roadway, curb and gutter and a plant mix bituminous surfacing on 0.259 mile of SH-48, Roberts Connection, in Jefferson County - Federal Aid Interstate, Secondary, and State financed. The Board directed the State Highway Engineer to award the contract to Fife Construction Co., Brigham City, Utah, the low bidder, in the amount of \$2,567,061.82.

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U-UG-3281(20), Sec. "A" - The work consists of constructing the roadway, drainage structures, an asphalt treated base, a plant mix bituminous surface and illumination on 1.033 miles of U.S. 30 (the west connector to Nampa), in Canyon County - Federal Aid Urban and State 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 \$327,444.25.

U-UG-3281(20), Sec. "B" - The work consists of constructing a 1 - 430 foot concrete and steel R.R. Overpass and 1 - 22 foot concrete and 1 - 26 foot concrete bridges on US-30, the west connector to Nampa, in Canyon County - Federal Aid Urban and State financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on December 13, 1967, in the amount of \$425,076.00.

S-1872(1) & S-1874(1) - The work consists of constructing the roadway, drainage structures, base, 2 concrete culverts and a road mix bituminous surfacing on 3.177 miles of the N.E. Basalt Road and on 1.741 miles of the Monroe Road, in Bingham County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Pocatello Construction Co., Pocatello, Idaho, the low bidder, in the amount of \$237,700.08.

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

F-FG-5115(4) (Roadway)	Blackwell Br. - Locust Ave.
Stockpile No. 3537	Missile Site "A" North
Stockpiles No. 2538,	Howe, Arco & Willow Creek
2539 & 2541	
S-5804(4)	Kootenai River Bridge Near Copeland
Stockpile No. 3538	Idaho City
Stockpiles No. 2537	Fairfield & So. & No. Twin Falls
& 2540	
Stockpile No. 3539	New Meadows
F-1024(20)	McKinley Ave. - Jct. U.S. 91, 191
	in Pocatello
LSI-15-1(7)	Malad Summit North
F-1031(17)	4th Ave., Pocatello
I-15-1(36)21	Colton Road - North

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-FG-6471(27) P.E., F-6471(31) R/W, F-6471(37) Const., Johns Hole Bridge - Railroad Crossing, Bonneville County - Mountain States Telephone & Telegraph Company, City of Idaho Falls and Intermountain Gas Company

S-1872(1), Monroe - North & South, Bingham County - Idaho Power Company, Mountain States Telephone & Telegraph Company and Utah Power & Light Company

S-1874(1), U.S. 91 - East Monroe Road, Bingham County - Utah Power & Light Company, Idaho Power Company and Mountain States Telephone & Telegraph Company

I-IG-80N-2(16)54, Vista - Isaac's Canyon, Ada County - Chevron Pipe Line Company

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

US 95	F-FG-3112(10)	John E. Howell	Parcel No. 30 & 30-E-1
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Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-15W	LSI-15W-4(6)	Darrell Thornton - up to \$26,500	Parcel No. 7
I-15W	LSI-15W-4(6)	John B. Roy & F. H. Cullimore - \$50,000	Parcel No. 11

Approval of Special Deeds was given on the following:

Boundary 32 Materials Source (Portion)	Twenty Mile Creek Water Association
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(Note: Proposed exchange discussed in October Meeting.)

I-90	I-IG-90-1(48)5	Ross Point Water Association	Parcel No. 67
I-90	I-IG-90-1(48)5	Orrin E. Lee & Luva J. Lee	Parcel No. 20R
I-90	IN-90-1(2)11	Orrin E. Lee & Luva J. Lee	Parcel No. 9/16R
I-80N	I-80N-1(12)37	Roy R. Turner & Addie Ellen Turner	Parcel No. 35-E-1
I-90	I-90-1(29)50	Zanetti Brothers	Parcel No. 48-1 & 49-1

Report on Condemnation Settlements was given on the following:

I-80N	I-80N-1(24)28	D. E. Laster & Freada Laster	Parcel No. 21
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The Board approved the verdict of \$18,000

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I-15W	I-IG-15W-4(11)76	Russell A. & Helen R.	Parcel No. 3
	I-IG-15W-4(15)73	R/W Lindley, Leroy D. & Doris Lindley	

The Board approved the verdict of \$27,000.

Firth Traffic Control Signals. The Board authorized the Village of Firth to operate and maintain traffic control signals at the following location:

Center Street & Main Street (U.S. 26, 91, 191) -
Flashing Beacon

as recommended and stated in marked Exhibit A-170, which is made a part hereof with like effect as though extended in full herein.

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

State Street and Main Street -
Flashing Beacon

Center Street and Park Street -
Traffic Actuated Traffic Signal

as recommended and stated in marked Exhibit A-171, which is made a part hereof with like effect as though extended in full herein.

Preston Traffic Control Signals. The Board authorized the City of Preston to operate and maintain traffic control signals at the following location:

State Street and Oneida Street -
Pretimed Traffic Signal

as recommended and stated in marked Exhibit A-172, which is made a part hereof with like effect as though extended in full herein.

Malad Traffic Control Signals. The Board authorized the City of Malad to operate and maintain traffic control signals at the following location:

50 South Street and South Main Street -
Flashing Beacon

as recommended and stated in marked Exhibit A-173, which is made a part hereof with like effect as though extended in full herein.

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

Main Street and Judicial Street -
Pretimed Traffic Signal

Main Street and Bridge Street -
Pretimed Traffic Signal

Main Street and Alice Street -
Pretimed Traffic Signal

Broadway Street and Sexton Street -
Traffic Actuated Traffic Signal

Broadway Street and Judicial Street -
Pretimed Traffic Signal

Broadway Street and Bridge Street -
Pretimed Traffic Signal

Meridian Street and Bridge Street -
Traffic Actuated Traffic Signal

as recommended and stated in marked Exhibit A-174, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (SH 25). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on S.H. 25 from East of Jct. with U.S. 30 to I.C. with I-80N as recommended and stated in marked Exhibit A-175, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (I-80N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N from S.H. 25 Interchange West of Jerome to S.H. 27 Interchange North of Heyburn as recommended and stated in marked Exhibit A-176, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (I-80N, S.H. 25). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N and S.H. 25 from Greenwood Interchange to Jerome-Minidoka County Line Interchange as recommended and stated in marked Exhibit A-177, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (S.H. 46). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on S.H. 46 from Jct. S.H. 25 to Jct. with S.H. 68 as recommended and stated in marked Exhibit A-178, which is made a part hereof with like effect as though extended in full herein.

Removal and Abandonment from the State Highway System (S.H. 16). The Board approved the removal of a portion of State Highway No. 16, 4.144 miles in length and described as beginning at a point 1.850 miles north of the Ada-Gem County Line and extending to a point 0.353 mile east of the junction with State Highway No. 52 at the south city limits of Emmett, and also approved the abandonment of two sections of State Highway No. 16, the first, 0.227 mile in length and described as beginning at a point 1.623 miles north of the Ada-Gem County Line, and the second 0.150 mile in length and described as beginning at a point 0.402 mile east and south of the junction with State Highway No. 52 at the south city limits of Emmett, as shown in official Exhibit B-54, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (U.S. 10). The Board approved the removal of two sections of State Highway No. U.S. 10, 1.506 miles in length and described as beginning at a point 1.242 miles east of the Kootenai - Shoshone County Line and ending at a point 1.415 miles east of the Kingston Interchange, as shown in official Exhibit B-55, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (U.S. 30N). The Board approved the removal of 0.609 mile of U.S. 30N in the vicinity of Main, Benton, Halliday and Arthur Streets and 5th Avenue in Pocatello, as shown in official Exhibit B-56, which is made a part hereof with like effect as though extended in full herein.

Abandonment from the State Highway System (U.S. 30). The Board approved the abandonment of a section of State Highway No. U.S. 30 beginning at Squaw Creek and extending southeast 0.890 miles, as shown in official Exhibit B-57, which is made a part hereof with like effect as though extended in full herein.

Removal and Abandonment from the State Highway System (U.S. 95). The Board approved the removal of a section of State Highway No. U.S. 95, 3.300 miles in length and described as beginning at a junction of 3rd Avenue North and 9th Street in Payette and ending at a point 2.500 miles east and north of the northeast city limits of Payette, and also the abandonment of a section of State Highway No. U.S. 95, 0.430 miles in length and described as beginning at a point 2.500 miles east and north of the northeast city limits of Payette and extending north, as shown in official Exhibit B-58, which is made a part hereof with like effect as though extended in full herein.

Removal and Abandonment from the State Highway System (U.S. 93).

The Board approved the removal of two sections of State Highway No. U.S. 93, 1.275 miles in length, the first section described as beginning at the south connection to Rogerson and ending at the north connection and the second section beginning at a point 1.117 miles north of the north connection and ending on the township line common to T. 14 S and T. 13 S., and also the abandonment of three sections of State Highway No. U.S. 93, the first section beginning at the south connection to Rogerson and extending south 0.080 mile, the second section beginning at a point 0.570 mile north of the north connection to Rogerson and extending north 0.510 mile, the third section beginning on the township line common to R. 14 S., and T. 13 S., and extending north 0.075 mile, as shown in official Exhibit B-59, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (S.H. 25). The Board approved the removal of a section of State Highway No. 25, 7.376 miles in length and described as beginning at a point 0.647 mile north of the Greenwood Interchange and ending at a point 0.100 mile north of the Jerome - Minidoka County Line Interchange, as shown in official Exhibit B-60, which is made a part hereof with like effect as though extended in full herein.

Exchange of Lewiston - Nez Perce County Properties Deferred. In reply to an offer by Nez Perce County for the Department to accept partial payment for an agreed exchange of property with future final compensation by Nez Perce County to complete the transaction, the Board determined that the exchange should await a future time when Nez Perce County has all of its properties involved in clear title together with all additional moneys necessary to complete the transaction simultaneously.

The Board directed the Department to so advise Nez Perce County assuring them the Department has a continuing interest in facilitating the exchange to the mutual benefit of both the Department and the Nez Perce County Road Department.

Vernon Brothers - Chandler Court Award Appeal Dropped. The Board was advised that the U.S. Bureau of Public Roads, through Idaho Division Engineer Homme, has indicated their desire to go along with the Board in its decision to not appeal the court award in the above matter.

The Board directed the Department to immediately start processing payment in the amount of the court award plus accrued interest.

Law Enforcement's Request for Additional Platform Scales Considered. The Board took under consideration a request from Warner Mills, Commissioner of Law Enforcement, that the Department establish eight additional fixed platform scale sites together with holding areas.

The Board also heard through the State Highway Engineer the legislative revisions in the vehicle weight control laws proposed by Commissioner Mills patterned after the Dakota law.

The Board determined that the eight requested scale sites costing \$200,000 should not be built at this time but should await the outcome of the proposed weight control legislation proposed by Commissioner Mills and that Law Enforcement should step up its weighing program at those currently operable platform scale sites where, in the Board's opinion, enforcement during the current year has been on a very restricted schedule.

The Board directed the Board Secretary to so advise Commissioner Mills urging him to increase enforcement on the presently operable sites.

The Board concurred in the North Dakota law which provides for overweight vehicles to be impounded for a civil complaint by the Highway Department and a cash bond for release of vehicle. The Board took a dim view of the law allowing enforcement agencies to direct vehicles as much as two miles to a scale site.

The Board directed that the present law, Idaho Code 67-2927, be reviewed and if necessary amended in such a manner that would leave no question as to the effectiveness of an officer to have the operator of a vehicle drive his vehicle onto the scales for the purpose of weighing in order to determine compliance with the legal weight provisions of the statutes.

Petition for Abandonment of Right of Way on Old U.S. 95 (Moscow Dump) Considered. The Board considered the petition of Richard Johnson, owner of a tract of land in Section 18, T. 40 N., R. 5 W., B.M., requesting the abandonment of old highway right of way lying across the said tract and adjacent to present Highway 95 north of Moscow. The Board deferred action on the petition pending the application of junkyard control rules and regulations to the area involved. At such time as those rules and regulations are applied to the area involved, the Board will consider abandonment of the old highway right of way consistent with the requirements of the junkyard control program.

Board Concurs in Federal Agreement for Outdoor Advertising Control. The Board reviewed the Federal agreement forwarded to Lowell Bridwell, Federal Highway Administrator, relating to the control of outdoor advertising in Idaho.

The Board authorized the State Highway Engineer to sign for the Idaho Board of Highway Directors when the agreement is accepted and returned by the Federal government for the signature of the State of Idaho.

Board Withholds Determination of 98' Vehicle Combinations. The Department reported on the request of the Idaho Motor Transport Association urging the implementation of 98' triple bottom combinations on Board authorized routes.

The Board directed that the Department withhold action in this matter until March when dry highways will be in a starting condition. By that time also test runs will have been made in the Twin Falls to Wells U.S. 93 section as well as the experience of Oregon on the Burnt River section of U.S. 90. The matter is to be reviewed again in March by the Board.

Federal Legislation for Increased Axle Loadings Discussed. U.S. Senate Bill 2658 sponsored by sixteen western senators, including Idaho senators, supported an increase to 102" width of vehicles, 36,000 lb. tandem axle and 20,000 lb. single axle.

State Highway Engineer Mathes apprised the Board that the Department can support the increase of tandem axles to 34,000 lbs. but can not endorse the 36,000 lb. tandem axles contemplated in the Bill because there are too many highway structures that are in use on the State Highway System that were not designed to support 36,000 lb. axle loadings and that to go to that loading factor would with the repetitious loadings on the old structures shorten the life of the spans beyond the economic life factor to which the structures were designed.

Mr. Mathes stated that he has so informed the Idaho senators.

The Department supports the 102" widths and 20,000 lb. single axle provisions of the Senate proposal.

Department Compensation Plan Reviewed and Approved by the Board. The Department submitted its proposed compensation plan to the Board. The new plan adheres to the Personnel Commission's request for specific salary levels on 83 positions classifying as common classifications. Also, the new plan reviews the results of a comprehensive job evaluation of Department positions. Critical manpower problems were considered along with the impact of common classes on other Department positions during the course of the evaluation.

The Department reported that the implementation of the new plan would increase the cost by $2\frac{1}{2}$ to 3 per cent of the Department's current salaries and wages budget through the remainder of the biennium.

The Department proposed that the plan be recommended to the Personnel Commission to be enacted by all those affected by no later than March 1, 1968.

The Board concurred in a letter prepared for the Personnel Commission with the details of the proposed compensation plan. It was signed by the Chairman.

The Board also directed the Personnel Section to transmit to the Personnel Commission the Board's recommendation for an increase in salaries of the State Highway Engineer to \$20,000 and the Board Secretary to \$12,000 per year.

Merit Increase Approved. A merit increase was approved for Monte Fiala, Assistant District Engineer - District 3, to the fourth block, \$945 to \$992 per month, effective January 1, 1968.

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

Roy W. Jump to Corvallis, Oregon, to participate in Northwest Roads - Streets Program, February 14 - 16.

R. B. Christensen to Salt Lake City, Utah, for WASHO - Highway Transport Joint Committee Meeting, December 19 - returning same day.

One person to Computer Programing Conference (HEEP), Los Angeles, California, January 11 - 12.

E. L. Mathes to Washington, D. C., January 10-13 for National Joint Committee on Uniform Traffic Control Devices, and to the Annual Highway Research Board Meeting through January 16.

Four people to Portland, Oregon, January 13 & 14 for Regional Meeting of the U.S. Bureau of Public Roads, by State car.

Dubois to U.S. 191 Requested Addition to the State Highway System Considered. The Board read various petitions and reviewed the personal request of Mr. Harry Harn of Dubois to place the present Clark-Fremont Counties, Forest Service road between Dubois and U.S. 191 on the State Highway System.

The Board by letter informed Mr. Harn that, in its opinion, the road should in the interest of a continuing development remain in its present jurisdictional status. The Board can not see its way clear to add the route to the State Highway System at this time.

They assured Mr. Harn that the Department and the Board would lend support in the way of available Federal Aid and help other than direct financing that it may have the opportunity to assist in the future development and improvement of the route by the three divisions of government currently having jurisdiction.

The Board complimented Mr. Harn and the County Commissioners and Forest Service for their splendid development of the route in such a short time and that the Department and the Board have a continuing interest in the route. (See letter dated December 7, 1967, in Central Files.)

Board Amends Policy of Per Cent of Advanced Payment Where Right of Way Possession is Obtained by Stipulation. Because of U.S. Bureau of Public Roads regulations and an attempt to comply therewith, the Board inserted in Board Policy 307 an additional line stating: "In no instance will the deposit be less than 75 per cent of the offer."

FRIDAY, DECEMBER 8, 1967

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
Howard B. Thomason, Vice-chairman
C. Ed Flandro, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

1968 Construction Program and Planning Program Approved. The Board reviewed and approved projects for construction, preliminary engineering and right of way, and reconnaissance survey for the 1968 construction year.

The Board authorized the Department to proceed with work on these projects when plans and specifications are complete and right of way acquired, subject to the approval of the U.S. Bureau of Public Roads, and as construction moneys become available throughout the year.

The Board also approved a five year planning program that the Department might make ready for Board consideration those projects for the 1969 construction year. These projects will be re-evaluated late in 1968.

Although only a \$35 million program is planned, in line with anticipated State and Federal matching moneys the Board program approved by the Board was \$61 million. The difference is to allow for delays in bringing projects to contract stage occasioned by right of way acquisition and project development may be delayed for one reason or another during the year causing approximately \$26 million in projects to fail in reaching contract letting stage.

Malad - Utah State Line Location Study Reviewed. The Board reviewed the Malad - Utah State Line Location Study of Interstate 15 by the Department presenting two alternates - that of improving the present location and the other of relocation along the slope of the toe of the mountains on the east side of the valley.

Upon the recommendation of the Department, the Board agreed with the latter, Line "A", to avoid severe severance to properties on the present highway, together with the fact that the hillside Line "A" route takes a minimum of cultivated land - most of which is dry grazing land.

The Board directed the Department to meet with the City and County officials for their views in the "A" route location matter before going to public hearing.

Plummer East, S.H. 5, Location Study Reviewed. The Department outlined two routes to improve S.H. 5 east of Plummer that the route may be improved due to the burning of the Little Plummer Creek Bridge this past summer.

The alternates were to relocate the highway on the Milwaukee Railroad route as Plan 2, or Plan 1 would improve the present route with a new location from Plummer east to Little Plummer Creek, thence on the present alignment with an alternate ridge route on a new location easterly from Plummer Creek.

The Board was advised that the Idaho Parks Board has requested the Department to look at the ridge route and analyze it as to costs and benefits rather than improve the present route through the Heyburn State Park which would require removal of some of the trees and acreage in Heyburn Park.

The Board authorized the Department to proceed on Plan 1 and Stage 1 which would cause the improvement to be made from Plummer east with a new bridge on the Little Plummer Creek and joining the present S.H. 5 immediately east of Plummer Creek.

The Department is to report back to the Board and to the Parks Board its findings when an analysis has been made of cost and benefit factors of the ridge route east of the Plummer Creek crossing as compared with improving present S.H. 5 east of that point.

There is no immediate rush in programing Stage 2 east of Plummer Creek at this time in deference to the analysis requested by the Parks Board.