

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

January 10 & 11, 1974

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, Thursday, January 10, 1974. Present were:

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

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

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

M-4755(2), Thain Road (Alder Ave. - Bryden Ave.) and
 M-4755(3), Thain Road (Bryden Ave. - Stewart Ave.), City
 of Lewiston - The Washington Water Power Company and
 Pacific Northwest Bell Telephone Company

RF-RFG-5115(5), U.S. Highway 95, Moctileme Cr. - Plummer,
 Benewah County - City of Plummer and General Telephone
 Company of the Northwest

RF-3112(21), U.S. Highway 95, Mesa - North, Adams County -
 Mountain Bell and Idaho Power Company

February and March Board Meeting Dates Confirmed. The Board confirmed its February meeting for Thursday and Friday, February 14 and 15. The March meeting was set for Thursday and Friday, March 14 and 15.

Award of Merit Presented Department by American Association for State and Local History. Dr. Merle Wells of the Idaho Historical Society, representing the American Association for State and Local History presented to the Idaho Department of Highways and the Idaho Board of Highway Directors an award of merit for "initiating and maintaining an innovative historical marking program." Ellis L. Mathes during whose administration the Department initiated and developed historical signing on State highways accepted the award for the Department.

Board Chairman Carl Moore acknowledge the Board's appreciation to Dr. Wells and to the American Association for State and Local History for this outstanding recognition.

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Idaho City Delegation Registers Concern Over Possible Winter Closure of State Highway 21, Idaho City to Lowman. A delegation headed by Mayor C. M. Stevens of Idaho City and composed of 16 Lowman - Idaho City and Boise people indicated their concern over the Department's proposed action last month to close the above section of State Highway 21 if warranted by snowfall.

District Engineer Sacht stated that it is estimated that if State Highway 21 were permitted to be closed during a typical winter season and the South Fork County road alternate were to be used in lieu of State Highway 21, that 700 gallons of gasoline would be saved plus 1,600 manhours of labor, but an additional 1,600 gallons of diesel would be required.

The delegation also expressed concern about the narrow, dangerous condition of the river road from Banks to Lowman that would be used as a detour in the event of State Highway 21 closure.

The Board took the matter under consideration but took no action countermanding its December position.

U.S. 93 Hailey to Ketchum Stock Driveway Bridge Needs Discussed. John Faulkner, Gooding wool grower and sheep rancher, appeared before the Board citing the need for a replacement stock driveway bridge crossing Wood River south of Ketchum. Mr. Faulkner stated that right of way easements would be required through the Jack Lane property and inquired whether the State would consider exchanging the original right of way which it holds in order to acquire the new easement. Mr. Faulkner thought a 50-foot wide right of way would be ample for stock driveway easement purposes.

He also stated a multiple use of the stock driveway could be considered by permitting use of the trail by equestrians which are increasing in number in the Sun Valley area.

Mr. Faulkner asked the Board to explore addition of a stock crossing to the railroad bridge as a temporary measure to eliminate the hazards involved in driving stock across the U.S. 93 bridge.

Chairman Moore stated the Department will attempt to jointly work out the problem. He stated that the Department would be in touch with Mr. Faulkner as the new U.S. 93 relocation planning develops and that restoration of the driveway will be reckoned with in the design phase.

Galaxy Outdoor Advertising, Inc. Asks for Waiver of Setback Provisions of the Old Pocatello Airport Property for Outdoor Advertising Signs Off of Interstate 15W West of Pocatello. Mr. Joe Williams of Galaxy Outdoor Advertising appeared before the Board and asked that the Department waive a sign setback previously acquired from City of Pocatello. It was Mr. Williams' contention that the signs were in a conforming use zone due to a commercial

dragstrip development in the area. He stated that the Highway Department had issued permits for the four signs in 1970 prior to their construction but had subsequently refused to issue permits due to the signs being nonconforming.

The Board took no action at the meeting pending Mr. Williams' furnishing the Department further information as to erection dates of the signs.

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

B-300 - Acquisition and Disposal of Real Properties and Their Improvements

The purchase, sale or exchange of any parcel of real property valued in excess of \$40,000 must have prior approval of the Board. The State Highway Engineer is authorized to purchase, sell or exchange parcels valued at not more than \$40,000.

When advantageous to the Department, purchases or condemnations for right of way may include uneconomic remnants, landlocked tracts, or the whole of the real property affected. Remainders so acquired may be traded for other land needed by the Department, used by the Department, or sold in accordance with applicable laws.

The owner of improvements on land being acquired for right of way shall be allowed the option of retaining his improvements at a retention value predetermined by the Department. Saleable improvements not retained by the owner may be traded for other needed property at the predetermined retention value or if not traded will be sold in accordance with applicable laws.

When a stipulation for possession of a property is agreed to with the price to be adjudicated thereafter, the Board authorizes the Department to pay the owner, or deposit into court for the benefit of the owner, 100 percent of the fair market value of the property, as established by the Department.

All right of way acquisitions for the Department shall be in fee simple title except the following types of easements:

1. Government grants for rights of way across United States Government land. In effect, a Government grant constitutes an easement.
2. Easements for rights of way across State owned lands.
3. Easements or agreements where highway rights of way cross or encroach upon railroad or other utility or irrigation district rights of way.

4. Easements may be used to acquire access road or frontage road rights of way which are to be relinquished at a later date to another public agency for maintenance and/or construction.
5. Permanent easements for construction and maintenance of State Highways.

Former date of B-300: 2/11/53.

This Policy supersedes and withdraws the following Board Policies: B-301, B-302, B-303, B-305, B-305-A, B-306, B-307.

B-635 - State Highway Closure or Reduced Maintenance Services

Acting for and behalf of the Board of Highway Directors, the State Highway Engineer is authorized to make emergency closures or a reduction of maintenance services on selected sections of the State Highway System to 1) ensure the safety of the motoring public or 2) because of shortages of manpower, equipment, or fuel. He may take such action after due consideration of these factors:

- Functional classification of the roadway.
- Seasonal traffic volume.
- Effect upon public and school bus transportation.
- Availability and condition of alternate routes.
- Priority of maintenance services to be withdrawn.

Emergency road closures shall be coordinated with State and local law enforcement officials and the news media. The selected roadway must be barricaded, adequately signed, and cleared of motorists at time of closure. Re-openings shall be coordinated with the above named groups.

A reduction of maintenance services which might affect public safety shall be announced through the news media.

Former date of B-534: 1/19/72.

Determination Under the Administrative Procedures Act. The matter of removing the Maintenance Manual and the Planning and Traffic Manual from the rules and regulations of the Idaho Department of Highways coming on for hearing and the Board being fully advised in the premises, makes the following decision, to wit:

That the Maintenance Manual and Planning and Traffic Manual shall be, and are hereby deleted from the Idaho Department of Highways rules and regulations 20 days from the date of mailing the notice of repeal as required by the Administrative Procedures Act and the decision of the Idaho Supreme Court thereon.

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Counties Relinquish \$934,000 Secondary Federal-aid Moneys.

Assistant State Highway Engineer (Engineering) Marcey Laragan stated that the 22 counties did not have projects ready to go in time to use all of their Secondary Federal-aid allocation.

The Board concurred in Mr. Laragan's recommendation that a balance of \$934,000 be transferred to the State's Secondary Program.

Planning Section Acquaints Board with Primary Priority Routes.

The Planning Section apprised the Board that the primary priority study set forth in the Federal Highway Act is now underway. System designation will be limited to about five percent of the State's Primary System--or about one hundred and thirty miles. The Board requested to be kept advised on study findings as they are developed.

System Actions Taken by Board.

U.S. Highway 93:

The Board concurred in State Highway System actions proposed in conjunction with the Wood River Valley location study. These would remove the existing highway through Ketchum in the event either the West Bypass or Railroad Alternative were adopted. A business loop through Hailey would be provided with the Railroad Alternative.

U.S. Highway 10:

The Board authorized replacement of a critical bridge with a large culvert estimated to cost \$12,600 prior to removal of an old section of U.S. Highway 10 east of Mullan which has been replaced by Interstate 90. The Department now has an agreement with Shoshone County accepting the old highway as part of their System.

Mica Hill Section U.S. 95 Alternates Viewed by Board (F-5115(11), Cougar Creek - Coeur d'Alene; F-5115(12), Mica Flats - Cougar Creek; F-5115(15), Mica Creek - Mica Flats). The Planning Section outlined to the Board three proposed projects that are under consideration in the improvement of the Mica Hill section of U.S. 95. For the Mica Creek to Mica Flats section two independent locations and improvement of the existing route were studied. The Board concurred that the "Existing improved route" location appeared to be the most feasible and authorized the Department to proceed to hearing.

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Ontario Snake River Bridge Structure Agreement with Oregon Approved. Upon the recommendation of the Department, the Board concurred in the Department participating in the design of a replacement structure for a deficient one-way traffic bridge crossing the Snake River from Ontario to Gayway Junction on U.S. 30. Oregon would maintain the structure when built and the Department would share in 50 percent of the cost of the structure which is to be designed and put to contract by the Oregon State Highway Department. The year of construction would depend on when both Department's are able to fit the project into their construction programs.

State Bridge Replacement Program Approved. The Board reviewed and approved the State financed critical bridge replacement program for inclusion in the construction program which will be published in February. Seventeen projects were approved for the 1974 program amounting to \$3,180,000.

Copeland Junction to Canadian Line Access Control Changed to Type "F", Project FHP 1-2(1). The Board authorized changing, subject to design public hearing, Standard Approach Policy Access Control to a more restricted Type "F" Access Control.

Requests by State Parks Department Relative to State Highway 54 in Farragut State Park Considered. State Parks Director Steve Bly requested the following items relative to State Highway 54 at the November 7, 1973, meeting of the Board:

1. Reduce speed limit from 50 miles per hour to 25 miles per hour.
2. Install stop signs for State Highway 54 at intersections with major roads.
3. Install Kiosk at entrance to control and guide park usage.
4. Redesign traffic circle at park entrance.

After a study had been made of the above requests, the Board made the following decisions:

1. Reduced vehicle speeds were not warranted at this time but could be considered during peak summer months.
2. The accident record does not warrant stop control at two interior intersections.
3. To permit kiosk control of traffic on State Highway 54 within the park only if Bayview traffic can be accommodated without delay and interference.
4. To install a kiosk at the entrance with stopping lanes for park oriented traffic.

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5. To remove the entrance traffic circle and construct a standard intersection.

Legal Division Authorized to go to Seattle and Consult Class Action Plaintiff Legal Firm on Impoundment of Highway Trust Funds. The Board concurred in the request of Chief Legal Counsel Tway to consult a legal firm in Seattle who is skilled in the above type of legal class action. There are no experienced law firms in Idaho in Federal class action matters.

Board Approves Hearing Officer for Willamette Western Company Claim, Project S-5735(1). Upon the recommendation of the Chief Legal Counsel, the Board concurred in the hiring of Paul Boyd as hearing officer at the rate of \$300 per day.

Proposed Amendment to Section 62-306, I.C., Construction and Maintenance of Railroad Grade Crossings, Authorized. The Board authorized submitting a proposed amendment to Section 62-306, Idaho Code, Construction and Maintenance of Railroad Grade Crossings. This amendment would provide that the extra cost of high durability materials for railroad crossing planking could be paid from State, local or Federal funds allocated to the State.

Legal Enforcement in Removal of Illegal Signs Legislation Approved. Chief Legal Counsel Tway asked the Board's permission to repeat the Legal Division's efforts in developing legislation at this session of the Idaho State Legislature that would give the Department legal authority in proceeding with removal of illegal outdoor advertising signs that have continued being a problem through lack of statutory enabling legislation.

To this the Board concurred.

Legislation on Removal of Mud and Debris Placed on State Highway System by Vehicles Requested. The Board concurred in again drafting and submitting legislation at this session to eliminate this highway hazard.

Board Authorizes Department Legislation on 55 Mile Per Hour Absolute Speed Limit. The Board directed Chief Legal Counsel Tway to work with the Attorney General's office and the Department of Law Enforcement people in the development of legislation for this session that will conform to congressional action adopting a 55 mile per hour absolute speed limit.

The Board requested inclusion of a section to empower the Board to alter the limits if the President acts in raising or rescinding absolute limits set forth during the present emergency.

Condemnation Authority.

I-90 I-IG-90-1(51)0 James H. Kennedy Parcel No. 35
 (Washington State Line- (Deceased)
 E. Post Falls I.C. (Incl.))

The Board reviewed and approved the condemnation on the above parcel as recommended by the Chief Right of Way Agent.

Sign Program Report. The Chief Right of Way Agent distributed a written report of the sign program progress through the month of December 1973. This sign program report reflected the total sign progress for the year of 1973.

FRIDAY, JANUARY 11, 1974

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

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

Board Gives Final Review to Department Budget. On the recommendation of the State Budget Director, the Board authorized a reduction of \$405,000 in fiscal year 1975 personnel costs to be divided among the three programs--construction, administration and maintenance--in proportion to the number of employees.

The Board expressed concern that any further reductions by the State Legislature would leave the Department in a poor position to meet unexpected emergencies and flood disasters. The Board was assured that the State Budget Director would give his full support to the revised budget during Legislative Committee sessions.

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

Stockpiles No. 2589 and 2590 - The work consists of furnishing aggregate for road mix pavement, cover coat material and surplus screenings in stockpiles adjacent to US-93 and SH-25 and SH-46 in the vicinity of the Jerome Airport and Princes Corner near Gooding, in Lincoln, Jerome and Gooding Counties - State financed. The Board concurred in the award to Beymer Paving, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$41,685.00.

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I-IG-80N-3(57)138 - The work consists of constructing the roadway, drainage structures, plant mix base, plant mix pavement, signing, 1-361' concrete underpass and twin 246' concrete railroad overpass on 4.623 miles of Interstate Highway 80N, West Bliss to East Bliss, in Gooding County - Federal Aid Interstate and State financed. The Board concurred in the award to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$5,056,223.70.

ST-1721(518) "B" - The work consists of constructing the superstructures on a 1,136' steel girder bridge over the Snake River at American Falls, in Power County - State financed. The Board concurred in the award to Hensel Phelps Construction Co., Greeley, Colorado, the low bidder, in the amount of \$1,199,675.00.

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

- F-3111(11), Fruitland Section (Combined)
- F-6471(19), Thornton to Twin Groves (Location)
- BRS-3720(2), Boise River Bridge and Approaches South of Parma (State statute relinquishment)

Hearing Determination - Proposed Construction of an 0.7 Mile Section of U.S. 95 on New Alignment Four Miles West of Marsing, F-3111(19). A public hearing was held at the Marsing High School, Marsing, Idaho, at 8 p.m., Thursday, November 8, 1973.

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

The Department should proceed with project development on the revised red line as a result of hearing testimony submitted.

Decision on Sterling - Springfield Project No. S-1721(15) Deferred. A public hearing was held at the Aberdeen High School Library Room, Aberdeen, Idaho, at 8 p.m., Tuesday, December 18, 1973.

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

The Board directed Board Member Stroschein to seek out local thinking concerning new location and design public hearings for the "north route." An earlier Board had considered the north route but had determined to approve the canal route. Mr. Stroschein was requested to report back his findings to the Board at its February meeting.

The Board took this action after receiving requests, both at the December 18 hearing and supplemental statements, in support of a north route.

Coeur d'Alene Interstate Location Status Reviewed. The Board was apprised that environmental impact statements submitted at the Coeur d'Alene east location hearing were not acceptable to the Federal Highway Administration. The FHWA and Department Legal Counsel further recommended holding a new location hearing based on decisions handed down by the U.S. Circuit Court of Appeals concerning controversial highway locations in other states.

Upon the recommendation of the Department, the Board concurred in the Department pursuing alternate location alignment work, development of a revised draft environmental statement, and proceeding to a new location hearing.

Board Approves 55 Mile Per Hour Statewide Speed Limits. The Board approved nunc pro tunc the following speed minute entry for the State of Idaho:

WHEREAS, By virtue of Section 49-702, Idaho Code, the Department of Highways may, upon the basis of engineering and traffic investigation, determine and declare reasonable or safe prima facie speed limits upon any part of the State Highway System; and,

WHEREAS, An engineering study and traffic investigation has been made of the State Highway System based upon existing circumstances and conditions; and,

WHEREAS, The Idaho Board of Highway Directors established a Statewide Reduced Speed Limit of 60 miles per hour and 50 miles per hour by Minute Entry dated November 20, 1973; and,

NOW THEREFORE, It is determined and declared that the Minute Entry of the Idaho Board of Highway Directors dated November 20, 1973, is herewith rescinded; and,

The following speed limits are and shall hence forth be effective at all times during the hours of daylight or darkness on all State Highways in the State of Idaho, as follows, to-wit:

That on all segments of the State Highway System of the State of Idaho where the present posted or formerly posted speed limit is 70 miles per hour or 60 miles per hour shall be reduced to 55 miles per hour, unless a lower speed limit be posted thereon.

(This action is shown in marked Exhibit A-431.)

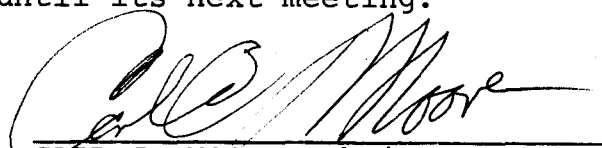
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WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
February 14, 1974
Boise, Idaho


CARL C. MOORE, Chairman

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

February 14 & 15, 1974

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, Thursday, February 14, 1974. Present were:

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

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

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

RS-4780(13), State Highway 11, Canal Creek & Quartz Creek Bridges, Clearwater County - Washington Water Power Company and General Telephone Company of the Northwest

RS-6830(2), State Highway 33, Newdale - Canyon Creek, Fremont County - Utah Power and Light Company and Mountain Bell

March and April Board Meeting Dates Confirmed. The Board confirmed its March meeting for Thursday and Friday, March 14 and 15.

Miscellaneous Correspondence. Letters concerning the following subjects and writers were read by the Board:

1. State Representative J. Cy Young, St. Anthony, concerning US 191-20 St. Anthony to Twin Groves project, dated January 26.
2. Carl Agren regarding Rigby - Rexburg - St. Anthony, US 191-20 location, dated February 11.

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- 3. D. E. Everingham favoring Sterling - Springfield Canal location on State Highway 39, dated February 11.

The Board again reviewed and confirmed project scheduling for U.S. Highway 191-20. Mr. Young and Mr. Agren are to be advised of the approved schedule.

Mr. Everingham is to be advised of the Board's action to hold a second location hearing for the Sterling - Springfield project.

Revision to Board Policy Approved. The Board approved the following revised Board Policy:

B-006 - Incentive Awards

The State Highway Engineer shall direct an incentive award program throughout the Department. All employees shall be encouraged to submit creative ideas to Management which will benefit Department activities. Meritorious ideas may be rewarded with cash payment as prescribed by rules and regulations established by the State Board for Incentive Awards.

Employees must have written approval from the State Highway Engineer before using either State time or facilities for working on a Department-oriented idea which can conceivably be patented or copyrighted.

(Former date of B-006: 5/20/63)

Aberdeen Chamber of Commerce Expresses Views Concerning Sterling-Springfield, State Highway 39, December 18 Hearing Matter. Appearing before the Board were Theadore Wren and Santo DeGuilio, speaking for the Aberdeen Chamber of Commerce. They stated that the Chamber supports the "Canal Route" but if the Highway Board deems the "North Route" a better location the Chamber would not object.

Mr. Wren was speaking for the Chamber who met recently concerning this subject and authorized the delegation to present the Chamber's above recommendations. The Chamber meeting voted 14 to 2 for the "North Route" if there has to be a change from the "Canal Route."

Priority Primary System Designation Approved. The Board concurred in the recommendation of the Planning Section for submission of the following 131 miles for Priority Primary Route Study purposes:

<u>Route</u>	<u>Termini</u>	<u>Length (Miles)</u>
US 95	Jct. US 12 (Lewiston) to Jct. I-90 (Coeur d'Alene)	115
US 12	Lewiston Urban--Snake River to Clearwater River	3

US 95-12	Lewiston, East	10
SH 8	Washington Line to Jct. US 95 (Moscow)	2

The Board also concurred in including the following lower priority supplemental routes for study purposes:

<u>Route</u>	<u>Termini</u>	<u>Length (Miles)</u>
US 20-191	Jct. I-15 (Idaho Falls) to Twin Groves	40
US 95-30	Jct. I-80N (Fruitland) to Oregon State Line	4
I-180	Chinden I.C. to Gowen I.C. (Boise)	8
US 20B	Jct. I-15 to Jct. US 191 (Idaho Falls)	1
US 93	Jct. I-80N to Jct. US 30 West of Twin Falls	12
SH 55	Jct. I-80N to SH 44 (Boise)	7
US 30	Caldwell (10th Ave. I.C.) to Nampa (East I.C.)	12
SH 55	Marsing to Nampa	12
US 93	Jct. I-80N to Shoshone	21
US 30	McCammon to SH 34	29
US 10	Coeur d'Alene Loop	4

Recommended Changes in Cities from Primary to Urban "D" Approved. The Board unanimously concurred in submitting proposals to the Federal Highway Administration for redesignation of certain Federal-aid Primary Routes to the Federal-aid Urban System category in ten Idaho Cities: Rexburg, Idaho Falls, Blackfoot, Pocatello, Burley, Twin Falls, Boise, Nampa, Caldwell and Coeur d'Alene.

Mountain Home, Lewiston and Moscow were recommended with no system change.

Scenic Route Study Submitted. The Planning Section in compliance with a Federal study request reviewed a priority base of 67 scenic routes previously submitted on December 14, 1964.

The Board concurred that numerous NFD Forest Routes previously included should be deleted subject to review by the U.S. Forest Service and that priority assignment should emphasize arterial routes connecting major parks and recreational facilities.

Six Year Forest Highway Plan Submitted. The Board approved a recommended six year Forest Highway plan of projects for purposes of discussion with the Forest Service Regions and FHWA Tri-Agency representatives.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
F-1032(26)	Cedar St. to East Chapel St. in Pocatello	
	I-15 Bus. M.P. 4.23 to M.P. 4.47 (0.24 Mi.)	Standard Approach Policy
	US 91 M.P. 77.89 to M.P. 78.19 (0.30 Mi.)	Standard Approach Policy
ST-3112(538)	Little Salmon River Bridge	Rescinds action taken 1/24/73 (Formerly F-3112(32))
	US 95 M.P. 171.40 to M.P. 172.06 (0.66 Mi.)	Partial Access Control, Type "A"
ST-3271(546)	North and South of Beacon Light Road	
	SH 55 M.P. 46.820 to M.P. 47.794 (0.974 Mi.)	Partial Access Control, Type "A"

Speed Control Zones (US 2 & SH 200, SH 3, SH 5, US 10, US 10B, SH 41, SH 54, SH 57, I-90 & US 10, US 95 & US 2, US 95, US 95A, US 95A & SH 3, SH 200). The Board approved the prima facie speed limits on the above highways, as recommended and stated in marked Exhibit A-432, which is made a part hereof with like effect as though included in full herein.

Request to Farm Right of Way. The request from Mr. J. Marvin Wray to use highway right of way, west of Blackfoot, on US 26 at Milepost 298 was discussed with the Board. Approval of the request was granted in accordance with Board Policy B-104.

The permit to use right of way can be approved subject to the following stipulations:

1. That the permittee hold the State harmless for any damages that may result through use of the property.
2. That the permittee protect and preserve the existing right of way fence.

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3. That on request of the State, the permittee shall vacate the land parcel.
4. That the permittee shall not contract any buildings or capital improvements on the property.
5. That the permittee shall remove any trees, ditches, other improvements or appurtenances from the parcel if use is returned to the State.

There appears to be some question concerning the need of this 100 foot wide parcel for future highway purposes. The Board requested that the District view the requirements for this parcel plus other right of way in the vicinity and consider disposal of any highway rights of way that are excess.

Hearing Determination - Proposed Relocation and Redesign of a One and One-half Mile Section of State Highway 39, Sterling Road - Springfield, Project S-1721(15). A public hearing was held at the Aberdeen High School Library Room, Aberdeen, Idaho, at 8 p.m., Tuesday, December 18, 1973.

The Board, having read the transcript made of the testimony and proceedings had at said hearing; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors unanimously finds and determines:

1. The Department shall stop project development work on the Canal and Canal Modified Routes and proceed to a location hearing or a combined hearing (whichever meets Federal requirements) of the North Plan as presented at the public hearing of March 29, 1972.

Hearing Determination - Proposed Location and Design of U.S. 95 Alternate, St. Maries River Bridge Replacement at St. Maries, Benewah County, Idaho, Project F-5152(9). A public hearing was held at the Benewah County Court Room, St. Maries, Idaho, at 8 p.m., Thursday, January 31, 1974.

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

The Department should proceed with Alternate "F" as proposed at said hearing.

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

F-3112(31), Monroe Creek Curves
F-2391(22), Perrine Bridge - Jct. I-80N

Environmental Agreement E-95, Project I-90-1(35)16, Coeur d'Alene to Wolf Lodge Junction, Approved. The Board concurred in the Environmental Agreement for Project I-90-1(35)16, Coeur d'Alene to Wolf Lodge Junction. Consultant services are required to prepare and publish the Draft and Final Environmental Statement and make presentation at the Location Hearing.

Cornell, Howland, Hayes and Merryfield were selected to perform the work because of their previous involvement on the project. The consultant's total cost is \$106,609.04 which includes \$8,192.48 as a fixed fee. The Department's estimated cost for the work was \$93,000.00.

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

Stockpiles No. 1582, 1583, 1584 and 1585 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles adjacent to various highways, in the vicinity of Blackfoot, American Falls, Pocatello and Malad, in Bingham, Power, Bannock and Oneida Counties - State financed. The Board concurred in the award to Circle "A" Construction, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$104,075.00.

M-4755(2) & (3) - The work consists of constructing the roadway, base, curb and gutter, storm sewer and a plant mix pavement on 1.934 miles of the Waha Road, Thain Section, in Nez Perce County - Federal Aid Urban "D" and County financed. The Board concurred in the award to Poe Asphalt Paving, Inc., Lewiston, Idaho, the low bidder, in the amount of \$820,337.00.

RF-3112(21) - The work consists of constructing the roadway, drainage structures, plant mix pavement and a 160' concrete bridge on 2.836 miles of US-95, Mesa - North, in Adams County - Federal Aid Primary and State financed. The Board concurred in the award to Galey Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$1,658,643.70.

I-15-1(41)0 "A" - The work consists of drilling and casing rest area well at Cherry Creek, in Oneida County - Federal Aid Interstate and State financed. As the low bid was 87.31 percent over the Engineer's Estimate, the bid was rejected.

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RF-RFG-5115(5) - The work consists of constructing the roadway, drainage structures, aggregate base, plant mix pavement, rest area facilities, and 185' concrete bridge, railroad structure, on 6.811 miles of US-95, Moctileme Creek - Plummer, in Benewah County - Federal Aid Primary and State financed. The Board concurred in the award to Materne Bros. Co., Spokane, Washington, the low bidder, in the amount of \$2,458,759.65.

Stockpile 5590 - The work consists of furnishing aggregate for road mix pavement, cover coat material and surplus screenings in stockpile adjacent to Old US-10 in the vicinity of Coeur d'Alene, in Kootenai County - State financed. The Board concurred in the award to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$58,575.00.

RS-2790(14) & (15) - The work consists of constructing the roadway, drainage structures, aggregate base and a bituminous surface treatment on 8.162 miles of SH-24, 8 miles West of Kimama - West, in Lincoln County - Federal Aid Secondary and State financed. The Board concurred in the award to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, in the amount of \$683,596.57 (Alt. #2 - Pipe Culvert).

Building No. 1405 - The work consists of constructing a 36' x 99' brick, block and concrete building, Pocatello State Police Office and Fall Out Shelter (E.O.C.), in Bannock County - State financed. The Board concurred in the award to Ormond Construction Co., Inc., Idaho Falls, Idaho, the low bidder in the amount of \$269,840.00.

Buildings No. 2381 and 2382 - The work consists of constructing a 44' x 162'-8" concrete and pumice block maintenance building and supplying and erecting a 50' x 100' "Prefab" type metal sand shed building at Bliss, Idaho, in Gooding County - State financed. The Board concurred in the award to Arrington Brothers Construction, Twin Falls, Idaho, the low bidder, in the amount of \$176,600.00.

Building No. 1222 and 6132 - The work consists of supplying and erecting two (2) 50' x 100' "Prefab" type metal sand shed buildings at Blackfoot and Idaho Falls, Idaho, in Bingham and Bonneville Counties - State financed. As the low bid was 93.52 percent over the Engineer's Estimate, the bid was rejected.

STM-2391(542), STM-2023(532), STM-2779(509) & STM-2361(576) - The work consists of painting steel shell piling and handrail on various bridges (6) on US-93, Salmon Canal; I-80N, Interchanges; SH-46, Big Wood River; US-30, Gridley Bridge, in Twin Falls, Jerome and Gooding Counties - State financed. The Board concurred in the award to Hanson Painting, Boise, Idaho, the low bidder, in the amount of \$12,240.00.

Stockpile No. 3562 - The work consists of furnishing aggregate for cover coat material and 1/2" aggregate for road mix pavement in stockpile and adjacent to M.P. 88.8 (US-95), in the vicinity of Weiser, in Washington County - State financed. The Board concurred in the award to B. C. Rambo Crushing Co., Nampa, Idaho, the low bidder, in the amount of \$70,900.00.

RS-6830(2) - The work consists of constructing the roadway, drainage structures, plant mix pavement and seal coating 4.310 miles of SH-33, 4 miles east of Newdale - Canyon Creek, in Madison County - Federal Aid Secondary and State financed. The Board concurred in the award to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$992,142.00 (Alt. #2 - Pipe Culvert).

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Settlement in Excess of \$40,000.

I-80N	I-IG-80N-2(38)120 (East Glenns Ferry I.C.)	C. J. Russell	Parcel No. 1
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The Board approved proceeding with acquisition on the above parcel of land at the reviewed fair market value and gave the Chief Right of Way Agent a latitude of ten percent for settlement purposes.

Approval of Deeds & Easements.

	Materials Source Bl-100s	Idaho Power Company	Road & Pipe- line Easement
	Maintenance Yard #1220, Blackfoot	Idaho Power Company	Power Line Easement
I-80N	I-80N-3(23)142 (E. Bliss I.C. (excl)- 2 Mi. E. of Tuttle)	Vernon F. Ravenscroft & Harriet B. Ravenscroft	Parcel No. 31-R
SH 25	S.N. F.A.P.-238-A(1) (Bliss-Wendell)	Vernon F. Ravenscroft & Harriet B. Ravenscroft	Parcel No. 31-R & 33-R
I-90	I-90-1(47)61 (E. Wallace - W. Wallace)	Robert F. Pettit, Jr. & Lucille E. Pettit	Parcel No. 45

The Board approved and signed the above deeds and easements as presented by the Chief Right of Way Agent.

Condemnation Authority.

I-90	I-IG-90-1(51)0 (Wash. State Line - Post Falls)	Anna Knobel; Mary Knobel Cannon; Glenn Kemmer	Parcel No. 27
US 191	F-6471(39) (Rigby Section)	Ferrin B. Kinghorn & Virginia Kinghorn	Parcel No. 31 & 31-R
	T-4020(1) (West Five Points, Twin Falls)	Albertson's Inc. a Delaware Corpora- tion	Parcel No. 26

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

Sign Program Report. The Chief Right of Way Agent distributed a copy of the current sign status report to each member of the Board.

FRIDAY, FEBRUARY 15, 1974

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

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

Board Meets with Joint Legislative Committee. The Board met at breakfast with four members of each Transportation Committee. The anticipated revenue picture was discussed in light of the anticipated motor fuels short fall. Charts indicating revenues which would be derived from alternative courses of action by the Legislature assuming fiscal yields based on 100%, 90% and 80% of gasoline usage were left with the Committee.

It was pointed out that as of November, the last collection period, revenues were off two percent from the normal revenue growth projection of plus four percent. November collections were higher than expected which may reflect increased storage activity. Traffic counters were off one to two percent from last year's corresponding period. This coupled with less gasoline consumed per vehicle due to slower speeds and an increasing percentage of smaller vehicles indicates that a substantial revenue shortage can be expected if that trend continues.

February 15, 1974

Blaine County Commissioners Discuss Removal of State Highway 75 Trail Creek Summit Section. Meeting before the Board were Blaine County Commission Chairman Andy Gardner of Hailey, together with other Commissioners Ray Sweat, Carey, and Jack Bennett, Ketchum.

The Commissioners asked that the Board reconsider its recent action removing State Highway 75 as Blaine County is in no position to maintain the summit section. The County officials stated they do not have the necessary equipment nor do they care to invite tort liability.

They were informed on inquiry that the action taken by the Highway Board to remove that section from the State Highway System, did not obligate the County to take it onto their System.

After considerable discussion the Highway Board directed the State Highway Engineer to contact U.S. Forest Service officials concerning the problem and endeavor to seek assurance that the Forest Service would include the removed section as a part of the National Forest Development Road Network.

Department's 1973 Revenue and Disbursements Certified by Board. The Board certified the 1973 Department of Highways revenues and disbursements as prepared by the Department's Controller R. C. Roberts. A copy is filed as Exhibit C-91 in the records of the Board, which is made a part hereof with like effect as though included in full herein.

Requested Operation of 105 Foot Combinations Referred to Legislature. A request by Convoy Company of Portland, Oregon was considered by the Board for the operation of a triple combination of 105 feet in length used as a motor vehicle transporter.

The Board asked the Department to advise Convoy Company of the proposed legislative amendment as proposed by the Idaho Motor Transport Association which would increase overall lengths to 105 feet.

Employment of Counsel for Release of Impounded Funds Authorized. The Board of Highway Directors authorized the Chief Legal Counsel to retain the services of Cummings and Durkan, Attorneys-at-Law, 1212 Pacific Building, Seattle, Washington, and Mr. James B. McCabe of that firm to include Idaho as a party plaintiff in the suit of Louisiana, et al v. Claude S. Brinegar, et al pending in the U.S. District Court for the District of Columbia, as well as to represent Idaho in a suit to be brought against Claude S. Brinegar, et al for the release of impounded forest highway funds.

The fee basis to be \$40.00 per hour plus actual expenses for including Idaho in the Louisiana, et al v. Brinegar suit plus Idaho's pro rata share of all services furnished all the states employing

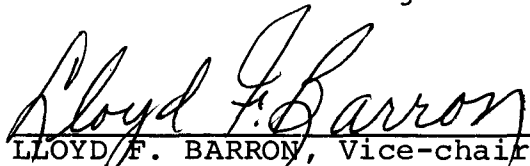
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Mr. McCabe in that suit, including a pro rata share of expenses. Also, a pro rata share of the \$40.00 per hour fee plus a pro rata share of actual expenses incurred in including Idaho with other states in a suit to release impounded forest highway funds.

A limit of \$3,500.00 total fees shall not be exceeded without authority in writing of the Chief Legal Counsel after consultation with the Board. This \$3,500.00 ceiling does not apply to expenses incurred in the prosecution of the action.

WHEREUPON, the Board adjourned until its next meeting.


LLOYD F. BARRON, Vice-chairman

Read and Approved
March 14, 1974
Boise, Idaho

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SUPPLEMENT TO FEBRUARY BOARD MEETING MINUTES

February 14, 1974

PS&E Approved by State Highway Engineer for Future Bid Openings.
Upon hearing the report of the plans approved by State Highway Engineer Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
T-4010(4)	Garrett Way - Moreland Avenue (Advertise 3/26/74) (Bid Opening 4/16/74)	\$ 80,000.00
ST-1721(518) "C"	American Falls Bridge (Advertise 2/21/74) (Bid Opening 3/19/74)	684,000.00
STS-2352(520)	Richfield West (Advertise 2/19/74) (Bid Opening 3/12/74)	272,000.00
ST-6153(504)	South Idaho Falls, Broadway and Johns Hole I.C. Ramps (Advertise 3/5/74) (Bid Opening 3/26/74)	64,000.00
ST-6354(534)	Poison Creek North & South (Advertise 2/26/74) (Bid Opening 3/19/74)	340,000.00

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ST-6471(624) Rigby Canal Structure \$ 61,000.00
(Advertise 2/14/74)
(Bid Opening 3/5/74)

I-15-1(62)0 Utah Line - North 2,610,000.00
(Advertise 2/28/74)
(Bid Opening 3/26/74)


CARL C. MOORE, Chairman

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

March 14 & 15, 1974

The Idaho Board of Highway Directors met in stated regular session at 9:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, March 14, 1974. Present were:

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

Board Meets with Transportation Interim Committee. Meeting with eight House members and two Senators of the Interim Needs Study Committee, the Board was informed the Committee's response from constituents was disappointing as to a tax increase on gasoline with the exception of the Northcentral Idaho area including Grangeville, Lewiston and Moscow.

The Board reaffirmed that its position is to inform the Committee of the anticipated short fall of State highway user revenues which would result in a cutback in 100 percent State financed betterment, safety and bridge projects programed throughout the State. A list of those projects, dated 2-21-74, planned for fiscal years 1975-1976 amounting to \$7,770,000 for fiscal year 1975 and \$7,285,000 for fiscal year 1976 was handed each Committee member. Federal-aid projects would be the last to be affected by reduced revenues, State Highway Engineer Richardson stated.

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Responding to the question as to what problems, fiscal and otherwise, the Board anticipates in the July 1 transition to the Department's reorganization into the Idaho Transportation Department, Chairman Moore responded that the Board thinks it can be handled and are not overly concerned about the transition. He stated that at this time the cost of the reorganization cannot be foreseen.

City of Jerome Requests State Highway 25 Fir to Filmore Street Improvement. Appearing before the Board was William Block, Jerome City Engineer, urging Board consideration for the improvement of a 5,000 foot section of State Highway 25, Fir to Filmore Streets, in Jerome when the construction of State Highway 79, Jerome-South, is contemplated.

State Highway Engineer Richardson stated that it would be economical to do both at the same time; however, it is very important that access on State Highway 25 in the five block area be reestablished under the Department's Standard Approach Policy before that section's improvement can be considered. Also that it would be the City's responsibility to take care of sidewalk requirements. The State in such improvement would handle the curb and curb cut approaches.

Board Chairman Moore stated the Board will give consideration to this request for State Highway 25 improvement when State Highway 79 south is considered. At the present time the State Highway 79 south project includes advance right of way acquisition but not construction.

Legislative Delegation Appears Concerning U.S. 191 Relocations Through Rexburg and St. Anthony. Appearing before the Board were State Representative Doyle Miner of St. Anthony and State Senator Richard Smith of Rexburg.

Representative Miner stated he was pleased with the proposed location through St. Anthony and the retention of Bridge Street and the State highway north through St. Anthony to the Snake River Bridge connection remaining on the State Highway System.

Senator Smith reminded the Board that, in his opinion, public hearings did not necessarily dictate a location mandate to the Board; however, he was convinced that this Board would in its wisdom arrive at a satisfactory relocation.

The Senator also discussed the removal of Warm River destination signing in Ashton at the junction of State Highway 32 and U.S. 191 which has been removed because of uniform traffic control signing requirements allowing only three destinations.

Board Member Roy Stroschein asked if recreational signing ahead of the destination signing showing "Warm River" would solve the problem. The Senator indicated that type of signing would be satisfactory. The Department was directed to proceed toward that end.

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

April and May Board Meeting and North Idaho Board Tour Dates Confirmed. The Board confirmed its April meeting for Thursday and Friday, April 11 and 12. The May meeting was set for Monday, May 13, with the North Idaho Board Tour to follow on May 14, 15, 16 and 17.

Employment Extension of Board Secretary to June 30, 1974, Approved. The Board approved the employment extension of the Board Secretary to June 30, 1974, and accordingly executed a Request and Certification to Postpone Retirement form to be submitted to the Retirement System and the Personnel Section.

Revision to Board Policy Approved. The Board approved the following revised Board Policy:

B-104 - Approval of Traffic Minute Entries

The State Highway Engineer is authorized to approve official Minute Entries for regulating 1) selective exclusion of traffic, 2) speed zoning, 3) parking regulation, and 4) use of traffic control devices on the State Highway System. When applicable, such regulations must have concurrence of local government officials. Unresolved differences on this subject shall be presented to the Board for decision.

(Previous date of Board Policy B-104: 11/17/53)

(Supersedes and withdraws: Board Policy B-106, dated 2/11/54, and Board Policy B-115, dated 1/5/60)

Operation Request by Consolidated Freightways Approved for 98 Foot Combinations having Three or Four Units. The Board, under authority of Idaho Code Section 49-913, paragraph c, designated the following route for operation of vehicle combinations having three (3) or four (4) units with overall combination length not in excess of 98 feet.

US 91 Jct. I-15B/US 91 south of Idaho Falls south to Shelley,
M.P. 117.71.

Interpretive Auto Trail Established Sites of Interest to Motorists Considered. Assistant Traffic Engineer, Clayton Sullivan, outlined to the Board a suggestion by State Parks Director, Steve Bly, for the establishment of an interpretive auto trail on State Highway 21 which would highlight sites of interest to motorists. The Board stated it would like to see more detail concerning the proposal. Mr. Sullivan stated the Department would investigate sites that would have a minimal cost in the way of turnouts, etc. The Department will report back to the Board after a more specific concept is developed.

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Board Grants Bingham County Public Road Approach to SH 39. The Board reviewed application for use of right of way for Bingham County to construct a 24 foot wide public road approach on State Highway 39 right of Station 49+76, Project S-1721(5). The Board originally established Partial Control of Access on this project on July 11, 1960. The type of Partial Control has been determined to be similar to Type "A" Control which allows new public road connections that are determined to be in the public interest. Approval of the permit was granted by the Board.

Revised Potential Idaho Priority Primary Routes Approved. The Board concurred in the Planning Section's potential priority primary routes for Idaho dated March 8, 1974, with the following priorities:

Initial Category Mileage

<u>Route</u>	<u>Termini</u>	<u>Length Miles</u>
US 95	Jct. US 12 (Lewiston) to Jct. I-90 (Coeur d'Alene)	115
US 12	Lewiston Urban--Snake River to Clearwater River	2
US 20-191	Jct. I-15 (Idaho Falls) to NE of St. Anthony	40
SH 8	Washington Line to Jct. US 95 (Moscow)	<u>2</u>
	Total Mileage	159

Second Category Mileage

US 93	Jct. I-80N to Jct. US 30 W. of Twin Falls	12
SH 55	Jct. US 95 (Marsing) to Jct. I-80N, West of Nampa	12
I-180	Jct. US 20-26, Chinden I.C. to Jct. I-80N, Gowen I.C. (Boise)	8
SH 55	Jct. I-80N to SH 44 (Boise)	7
US 30	Jct. I-15 (McCammon) to Jct. SH 34, W. of Soda Springs	29
US 93	Jct. I-80N to Shoshone	21
US 20B	Jct. I-15 to Jct. US 191 (Idaho Falls)	1
US 95-30	Jct. I-80N (Fruitland) to Oregon Line	4
US 91	Utah State Line to Jct. SH 34 (Preston)	<u>9</u>
	Total Mileage	103

March 14, 1974

Scenic Roads Route List Priority Approved. The Planning Section submitted a list of scenic road routes in priority from one to sixty-one, to which the Board concurred. The listing is dated March 8, 1974, with the No. 1 Priority being Banks - Stanley (SH 21), 61 miles, and the No. 61 Priority being Fort Hall I.C. - Junction SH 34, 50 miles. The complete list is available in the Planning Section.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
US-3768(2)	Chinden Boulevard, 43rd St. to 30th St., Boise	
	US 20-26 M.P. 45.92 to M.P. 47.16 (1.24 Mi.)	Standard Approach Policy
U-3271(20) & (25)	State Street, 36th St. to 23rd St., Boise	
	SH 44 M.P. 24.875 to M.P. 25.938 (1.063 Mi.)	Standard Approach Policy

PS&E Approved by State Highway Engineer for Future Bid Openings.
Upon hearing the report of the plans approved by State Highway Engineer Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
ST-2361(575)	Cedar Xing & Clover Road Conn. (Advertised 3/11/74) (Bid Opening 3/26/74)	\$ 42,000.00
ST-2023(528)	West Jerome - Greenwood (Advertised 3/4/74) (Bid Opening 3/19/74)	428,000.00
ST-6471(617)	Sugar City - St. Anthony (Advertise 3/21/74) (Bid Opening 4/9/74)	277,000.00
STS-1701(524)	Rockland - North (Advertise 3/28/74) (Bid Opening 4/16/74)	165,000.00
ST-1481(561)	Pebble - Alexander (Advertise 3/28/74) (Bid Opening 4/16/74)	145,000.00

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SRS-5810(5)	Clarkia Approach	\$ 215,000.00
ST-5810(511)	Latah Co. Line - Clarkia (Advertise 3/28/74) (Bid Opening 4/23/74)	503,000.00
ST-2352(522)	Little Wood River Bridge (Advertise 4/11/74) (Bid Opening 4/30/74)	106,000.00
ST-3112(537)	Council North (Advertise 3/21/74) (Bid Opening 4/16/74)	320,000.00
I-90-1(60) 74	Montana State Line Rest Area (Advertise 4/4/74) (Bid Opening 4/30/74)	270,000.00
F-3112(30)	Mesa South (Advertise 5/16/74) (Bid Opening 6/4/74)	1,600,000.00
ST-6471(614)	Macks Bridge (Advertise 3/21/74) (Bid Opening 4/11/74)	420,000.00
ST-6471(615)	Ponds Bridge (Advertise 3/21/74) (Bid Opening 4/11/74)	370,000.00
FL-42(1)	Jct. US 26-20 - East (Advertise 4/1/74) (Bid Opening 4/23/74)	915,472.85
RF-6423(1)	12.5 Mi. West of Idaho Falls- West - US 20 (Advertise 4/1/74) (Bid Opening 4/23/74)	485,621.70

Public Hearings Approved. Upon the recommendation of the Department, the Board concurred in going to public hearing when ready on the following projects:

F-FG-5115(1), Bellgrove - Mica Flats (Location)
I-80N-4(17)252, Sweetzer Canyon-Utah S.L. Deer Cross. Facil. (Combined)
F-5115(11), (12), Mica Flats - Coeur d'Alene (Combined)

Board Approves Timing of Mesa South and Cottonwood North Projects.
Upon the recommendation of the Department, the Board concurred in going to contract on Mesa Hill South while the Mesa Hill North contractor is still on the hill with the stipulation that the Cottonwood projects receive high priority for bid letting when additional funding becomes available in July.

March 14, 1974

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

Stockpiles 5591 and 5592 - The work consists of producing cover coat and anti-skid material in stockpile at two locations, known as Idaho Stockpile No. 5591 - Osburn - M.P. 54.7 on I-90, and Stockpile No. 5592 - Mullan - M.P. 69 on US-10, in Shoshone County - State financed. The Board concurred in the award to J. & C. Construction Co., Inc., Spokane, Washington, the low bidder, in the amount of \$153,750.00.

Stockpiles 6580 and 6581 - The work consists of producing road mix aggregate, cover coat material and anti-skid material in Stockpile at two locations near SH-33 in Teton County - State financed. The Board concurred in the award to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$60,500.00.

Stockpiles 6578 & 6579 - The work consists of producing road mix aggregate and cover coat material in stockpile at two locations adjacent to SH-28 near Leadore, in Lemhi County - State financed. The Board concurred in the award to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, in the amount of \$28,440.00.

Stockpiles 1586 and 1587 - The work consists of producing roadmix aggregate, cover coat and multi-purpose aggregate in stockpile at two locations (SH-34 and US-30), in Franklin and Caribou Counties - State financed. The Board concurred in the award to LeGrand Johnson Construction Co., Logan, Utah, the low bidder, in the amount of \$74,700.00.

ST-6471(624) - The work consists of constructing concrete channel lining, removing wings, curb and footings and extending the existing 12' concrete culvert on US-20 and US-191 (M.P. 143.02) near Rigby, Idaho, in Jefferson County - State financed. The Board concurred in the award to Clark Bros. Construction Co., Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$30,247.90.

ER-4113(63) and Stockpile 4596 - The work consists of constructing base, tack, plant mix pavement, aggregate base in stockpile and furnishing plant mix material on 4.66 miles of US-95, Indian Creek and Pollock - Cox's Ranch, in Idaho County - Emergency Relief Federal Aid and State financed. The Board concurred in the award to Poe Asphalt Paving, Inc., Lewiston, Idaho, the low bidder, in the amount of \$191,789.50.

ERFO-4151(3) - The work consists of constructing an 82' pre-stressed precast box girder bridge and approaches over the Palouse River near Harvard on 0.129 mile of US-95-A, in Latah County - Emergency Relief Federal Aid and State financed. The Board concurred in the award to Hite Crane & Rigging, Inc., Spokane, Washington, the low bidder, in the amount of \$79,841.00.

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Stockpile 4591 - The work consists of producing road mix aggregate and anti-skid material in stockpile at the Orofino Maintenance Yard located at M.P. 43.3 on U.S. 12, in Clearwater County - State financed. As the low bidder was 30.86 percent over the Engineer's Estimate, the bid was rejected.

ST-2023(529) and STM-2790(520) - The work consists of constructing a seal coat on approximately 6.1 miles of I-80N, M.P. 216.2 - 222.3, Snake River - Jct. I-15 and 18.5 miles of SH-24, M.P. 17.9 - 36.4, Minidoka - West Kimama, in Cassia and Minidoka Counties - State financed. The Board concurred in the award to Kloepper Sand & Gravel Co., Paul, Idaho, the low bidder, in the amount of \$96,454.90.

RS-4780(13) - The work consists of constructing 2 - 40' concrete bridges, grade and base approaches on approximately 0.179 mile on SH-11, Pierce Bridges and Approaches, in Clearwater County - Federal Aid Secondary and State financed. The Board concurred in the award to A & R Construction, Inc., Lewiston, Idaho, the low bidder, in the amount of \$158,460.00.

Settlement in Excess of \$40,000.

US 20	F-6471(39)	Jefferson County	Parcel No. 16
& 191	(Rigby Section)		

The Board approved settlement with Jefferson County in the amount of \$43,000 as recommended by the Chief Right of Way Agent.

Approval of Deeds & Easements.

I-90	I-90-1(47)61 (E. Wallace- W. Wallace)	Robert F. Pettit, Jr. & Lucille E. Pettit	Parcel No. 45
US 20	F-6471(40)	Howard R. Grover &	Parcel No. 22-A
& 191	(Rigby-Thornton)	Mary Lee Grover	and No. 24-R

The Board approved and signed the deeds as recommended by the Chief Right of Way Agent.

Condemnation Authority.

US 20	F-6471(39)	Vernon Brown,	** Parcel No. 28
& 191	(Rigby Section)	Burdette Hayes & Sheryl Hayes	
US 20	F-6471(39)	Dorothy A. Wetzel &	Parcel No. 3
& 191	(Rigby Section)	Heirs & Devisees of John Wetzel, Deceased	

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

** Parcel No. 28. The Chief Right of Way Agent advised the Board that before Parcel No. 28 was taken to trial, a second appraisal would be obtained.

Sign Program Report. A written report was submitted to the Board for their review by the Chief Right of Way Agent showing the sign status as of March 1.

FRIDAY, MARCH 15, 1974

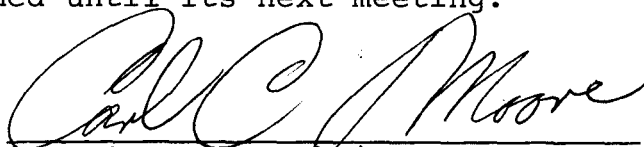
Board Approves Roland Evans Right of Way Settlement. Chief Legal Counsel met with Chairman of the Board and State Highway Engineer and advised them that the jury impaneled in the case of Roland Evans, et al had returned a verdict in favor of defendants in the amount of \$72,000.00, broken down as follows:

\$49,400.00, damages

\$22,600.00, for land

The Board authorized payment of this judgment as quick as possible to minimize interest payments.

WHEREUPON, the Board adjourned until its next meeting.



CARL C. MOORE, Chairman

Read and Approved
April 11, 1974
Boise, Idaho

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

April 11 & 12, 1974

The Idaho Board of Highway Directors met in stated regular session at 9:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, April 11, 1974. Present were:

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

April 11, 1974

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

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

ST-1721(518) Sec. C, Snake River Bridge at American Falls,
Power County - Mountain Bell and Idaho Power Company

ST-6471(612), Rirle Dam Outfall Channel Structure, Bonneville
County - Mountain Bell

May and June Board Meeting Dates Confirmed. The Board confirmed its May meeting on Monday morning, May 13, with the North Idaho Tour scheduled from Monday afternoon through Friday, May 17. The June meeting was set for Tuesday and Wednesday, June 18 and 19.

Appointment of Acting Hearing Officer Approved. Upon the recommendation of State Highway Engineer Richardson, the Board concurred in the appointment of Ted Gwin, Locating and Photogrammetric Engineer, as Acting Hearing Officer.

Elk City Delegation Asks for Forest Highway Projects. Appearing before the Board at their own request to ask for Forest Highway project consideration when moneys become available were the following:

Evelyn Litchfield, Dixie
Gerry Ann Bailey, Secretary-Treasurer, Elk City Boosters Club
Roger Baker, Baker Truck Service, Grangeville
Barbara Jaquith, Red River
Bill Russell, Orogrande Lodge, Orogrande

Also present at the meeting were the following Forest Service personnel:

Harry Tullis, Assistant Regional Engineer, Ogden, Utah
C. A. Miller, Regional Engineer, Ogden, Utah
Jerry Knaebel, Forest Engineer, Boise National Forest, Boise
Bruce Meinders, Acting Regional Engineer, Missoula, Montana

The Board assured them the Elk City route along State Highway 14 would be given consideration when moneys become available and project development is ready.

During the presentation the delegation asked that consideration be given to reducing conventional State highway standards as to width and slope ratios, particularly through the tight canyon section that remains to be improved.

Tourist Information System Discussed. Mr. Keith Crosser, Chief Engineer, Carter Industries, Inc. met with the Highway Board to demonstrate and explain the "Gydentron" tourist information system manufactured by his company. The Gydentron System includes a map panel with visual and audio guidance to the motorist services.

In other action, the Highway Board concurred in the Department obtaining consultant assistance to prepare a proposal for advertising of a statewide contract for Tourist Information on the State Highway System.

Tri-Agency Meeting on Forest Highways. At the Tri-Agency Meeting on Forest Highways, the following construction projects were approved for funding with fiscal year 1975 apportionments:

- Clark Fork Highway (F.H. 5), Hope - Hurschell's Lighthouse, structures, grading.
- Banks - Lowman Highway (F.H. 24), Garden Valley Ranger Station, East.

The following preliminary engineering projects were approved for development to contract stage for possible financing with fiscal year 1976 apportionments:

- Clark Fork Highway (F.H. 5), Hope to Hurschell's Lighthouse, grading and structures.
- St. Joe Highway (F.H. 50), emergency relief project Spring Creek section, between Calder and Marble Creek.
- Elk City Highway (F.H. 18), Leggett Creek East, grading base and BST.
- Wayan, East (F.H. 40).
- Warren Wagon Road (F.H. 21), Idaho County Line, North, grading.

The remaining projects will be considered in semi-priority status to be scheduled in subsequent years as funds become available. A review will be made next year for possible action in case funds become available from regular sources or as a result of court action.

Board Approves Project Priority Classifications. The Board approved the following three project priority classifications:

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Projects Funded Within Obligational Authority to July 1, 1974

<u>Project No.</u>	<u>Description</u>	<u>Amount</u>
I-90-1(60)74	Bitterroot Rest Area	\$ 240,000
F-3112(30)	Mesa South	1,600,000
S-2818(1)	East Fork Br.	110,000
I-15-1(68)0 "A"	Utah Line North	2,800,000
T-4010(4)	Garrett Way & Moreland Ave.	70,000
F-3768(2)	Chinden Boulevard, Boise	655,000
U-6033(29)	Broadway Street, Idaho Falls	280,000
	Subtotal	\$ 5,755,000

Priority on Projects Available for Advertising by July 1, 1974

I-80N-2(40)120	Glenns Ferry Br. - E. Snake R. Br.	\$ 3,300,000
DDF-4113(45)	Cottonwood So. & Bypass	1,504,000
DDF-4113(46)	Cottonwood North	1,140,000
F-4113(50)	Ferdinand So.	1,000,000
S-3809(15)	0.5 Mi. West of National Forest Boundary - West (Tollgate, SH 68)	1,923,000
F-4113(51)	Skookumchuck Cr. - Heckman Ranch	1,800,000
BR-S-3720(2)	Parma Bridge	330,000
T-4041(3)	Washington St. (6th - 8th St.), Moscow	80,000
S-6873(9)	Leadore No.	600,000
SRS-5810(5)	Clarkia Appr.	215,000
RS-1817(4)	Bear River Br., Nounan	100,000
RS-2709(4)	Clear Lakes Road	400,000
S-SG-4809(9)	3.8 Mi. South Bovill, East (Last Latah County Section)	1,150,000
S-2790(11)	Dietrich East	1,210,000

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HHS-3271(27)	Glenwood - SH 44	\$ 55,000
F-6471(62)	Idaho Falls - Rigby (Grading)	1,250,000
I-15-3(30)150	Hamer I.C. - Dubois I.C.	3,570,000
		<hr/>
Subtotal		\$17,827,000

Priority on Projects That May be Available for Advertising by
July 1, 1974

I-IG-90-1(91)0 "B" Post Falls E. & W.	\$ 6,100,000
I-IG-90-1(17)60 Osburn - Wallace	5,000,000
RF-6471(40) Rigby - Thornton, Stage I	2,700,000
U-2361(36) West 5 Points, Twin Falls	340,000
I-IG-80N-3(23)142 Bliss - Tuttle	7,020,000
I-80N-2(38)120 East Glenns Ferry I.C. (Gr., Dr., Bs., PCC, Sign & Lighting)	5,100,000
<hr/>	
Subtotal	\$26,260,000
Total	\$49,842,000

Public Hearings Approved. Upon the recommendation of the Department, the Board concurred in going to public hearing when ready on the following projects:

I-90-1(55)26, Wolf Lodge I.C. to Rose Lake Jct. (Combined)
S-1721(15), Sterling - Springfield (Location)
U-3271(20) and (25), State Street in Boise, 23rd to 36th
St. (Combined)

PS&E Approved by State Highway Engineer for Future Bid Openings.
Upon hearing the report of the plans approved by State Highway Engineer, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
ST-3806(516)	Grasmere North and South (Advertise 4/22/74) (Bid Opening 5/7/74)	\$ 580,000
ST-1481(561)	Pebble - Alexander (Advertise 4/18/74) (Bid Opening 5/7/74)	143,500

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STS-4114(571)	Moscow Mountain Truck Lanes (Advertise 4/18/74) (Bid Opening 5/7/74)	\$ 212,000
ST-5152(533)	Black Lake - Lane (Advertise 4/25/74) (Bid Opening 5/14/74)	23,500
LWC-5115(541)	Alexander McDowell Rest Area (US-95) (Advertise 5/6/74) (Bid Opening 5/28/74)	100,000*
LWC-1481(530)	Georgetown Summit Rest Area (US 30) (Advertise 5/9/74) (Bid Opening 6/4/74)	107,000*

*50 percent BOR

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

STS-2352(520) - The work consists of producing cover coat material in stockpile at M.P. 177.02 on US-26, produce aggregate and place plant mix pavement and leveling course between M.P. 174.86 - 182.76 (7.9 miles between Shoshone and Richfield), in Lincoln County - State financed. The contract could not be recommended for award due to the fact that legal advertising of the project did not reach the Lincoln County Journal in time to be published before bid opening date; therefore, bid opening did not comply with State law.

ST-2352(519) - The work consists of constructing the roadway to subgrade on approximately 0.45 mile of US-20-26, Silver Creek - West, in Blaine County - State financed. The Board concurred in the award to Shamrock Excavating & Construction, Ketchum, Idaho, the low bidder, in the amount of \$33,155.00.

STM-4201(536) and 74-1 - The work consists of constructing a plant mix pavement (overlay) on approximately 3.06 miles of US-12, Lewiston Main and "D" Streets, and 2.298 miles of various City Streets, in Nez Perce County - City of Lewiston and State financed. The Board concurred in the award to Poe Asphalt Paving Inc., Lewiston, Idaho, the low bidder, in the amount of \$246,578.20.

ST-1721(518), Sec. "C" - The work consists of constructing the roadway, drainage, plant mix base, plant mix pavement and seal coating 1.169 miles of SH-39, American Falls Bridge (Roadway), in Power County - State financed. The Board concurred in the award to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, in the amount of \$629,497.00.

STS-2361(575) - The work consists of constructing grade, base and plant mix on 0.710 mile of US-93, Cedar Crossing and Clover Road, in Twin Falls County - State financed. As the low bid was 35.44 per cent over the Engineer's Estimate, the bid was rejected.

STM-2392(534) and Stockpiles No. 2591 and 2592 - The work consists of constructing a seal coat on 14.9 miles of US-93, M.P. 147.9 - 162.8, Russian Johns - North Galena and furnishing aggregates in stockpile at Hailey Maintenance Yard, adjacent to M.P. 118.2, US-93, in Blaine County - State financed. The Board concurred in the award to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, in the amount of \$134,857.00.

ST-5116(567) and Stockpile No. 5593 - The work consists of producing aggregate and place plant mix pavement on US-95, M.P. 499.6 - 500.6 and 505.5 - 510.9 and for production of cover coat and road mix materials in stockpile at Sandpoint on SH-200, in Bonner County - State financed. The Board concurred in the award to Inland Asphalt Company, Spokane, Washington, the low bidder, in the amount of \$246,720.00.

Stockpile Projects No. 5594 and 5595 - The work consists of furnishing road mix aggregate and cover coat material in stockpile at Plummer on US-95, M.P. 396.3 and at Bell Bay on US-95A, M.P. 71.43, in Benewah and Kootenai Counties - State financed. The Board concurred in the award to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$80,900.00.

Buildings 9902, 9903 and 9906 - The work consists of preparing and painting the exterior of a warehouse and service station located at the State Highway and Law Enforcement Headquarters Building, in Ada County - State financed. The Board concurred in the award to S & S Painting, Boise, Idaho, the low bidder, in the amount of \$1,911.00.

ST-6471(612) - The work consists of constructing 2 - 59' concrete bridges and approach on the future southbound lane of US 20-191, over the Ririe Dam Outfall Channel, in Bonneville County - State financed. The Board concurred in the award to Miller Construction Co., Boise, Idaho, the low bidder, in the amount of \$198,182.50.

Cooperative Agreement in Widening Ontario (US 30) Snake River Bridge to Four Lanes Authorized by Board. The Board authorized the State Highway Engineer to execute an Agreement, between the State of Idaho, Department of Highways, and the State of Oregon, Department of Transportation, Highway Division, covering the widening and construction to four-lane standards the Snake River (Ontario) Bridge Section of the Olds Ferry-Ontario Highway No. 455 Spur (US 30).

This Agreement provides that each party will assume one-half of the actual total cost of the construction of said bridge and one-half of the future costs of its maintenance, and that the States of Idaho and Oregon will each be solely responsible for, and bear the cost and expense of, construction and maintenance of approaches to said bridge in their respective States, as previously provided in the present two-lane bridge.

Urban High Density Program. The Board approved the corridor between Chinden Boulevard and Broadway Avenue in Boise for submittal by the Department under this program.

Route Segments for Requested Public Lands Funds Approved. The Board approved the following priority order for Public Lands Fund requests:

- a. Remaining section of US 20 west of Idaho Falls.
- b. Paving of US 12 east of Kooskia.
- c. Reconstruction of US 95 south of Marsing.

Each requested project would include a companion Federal-aid project.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
U-2391(20)	North Five Points to Perrine Bridge at Twin Falls	Amends Minute Entry dated 2/23/72, under Project F-2391(23)
	US 93	
	M.P. 47.70 to M.P. 49.39	Standard Approach Policy
	M.P. 49.39 to M.P. 49.90	Partial Control, Type "E"
	Proposed Frontage Roads Around Type "E" Access	Standard Approach Policy

Interpretive Auto Trail - SH 21. The Idaho State Parks request for an Interpretive Auto Trail on State Highway 21 was reviewed further with the Board. Since signing costs and turnout improvements will be minimal, the Board concurred in granting approval for this summer's (1974) experimental use of the Interpretive Auto Trail concept from Boise to Lucky Peak Reservoir on State Highway 21.

FRIDAY, APRIL 12, 1974

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

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

Request of Richard B. Miskin for Change in Access Control Denied.

In response to a request to District Engineer Harry Day, the Board heard Traffic Engineer James Pline advise against any change of access on the parcel of land adjacent to the Ucon deceleration connection to Ucon and old U.S. 20-191. The recommended request denial was made in the interest of traffic safety. It is bounded by a curve with sufficient traffic counts that made any change in location of present access controls inadvisable. The Board also authorized the Department to investigate the feasibility of acquiring this and other nearby parcels for use in conjunction with future interchange development.

The presentation by Mr. Pline was made prior to an appointment made by Mr. Miskin to appear before the Board. He was unable to keep the appointment because of a snow storm which cancelled his Air West flight. In lieu of the appointment, Board Member Roy Stroschein will hear Mr. Miskin when he is in the area on April 17 and view the problem on the ground. Mr. Stroschein will report his thinking to the Board at the next Board meeting.

North Idaho Board Tour Itinerary Approved. The Board approved the following itinerary from the afternoon of May 13 through Thursday, May 16:

May 13 - Interstate 80N to Ontario; US 95 to Weiser, Council, New Meadows; SH 55 to McCall - lodging.

May 14 - Via SH 55 to US 95 to Grangeville with a luncheon meeting; thence US 95 to Craigmont for a 3 p.m. appointment; thence US 95 to Lewiston for a dinner appointment - lodging.

May 15 - US 95 to Moscow with a luncheon meeting; thence US 95 to Potlatch Jct.; US 95A to Harvard, St. Maries for a 3:30 p.m. meeting; SH 3 to Rose Lake Jct.; Interstate 90 to Coeur d'Alene - lodging.

May 16 - US 95 to Sandpoint for a 9:30 a.m. appointment; US 95 to Bonners Ferry with a luncheon meeting; SH 200 to Hope, Denton Curves, and return to Coeur d'Alene.

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Approval of Deeds & Easements.

US 20 & 191	F-6471(39) (Rigby Section)	Kent Lee Foster & Judy Foster, Jim G. Purser & Erma Purser	Parcel 18-R
Co. Rd. Form- erly SH 79	ST-2751(501) (Jerome Branch Sawtooth Park Highway)	North Side Canal Co., Ltd.	Parcel 28-R

The Board approved and signed deeds on the above items as recommended by the Chief Right of Way Agent.

Condemnation Authority.

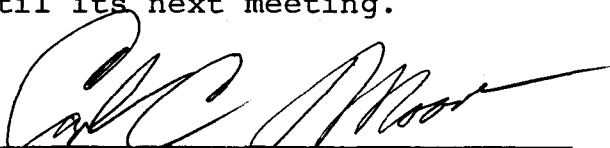
I-80N	I-80N-3(23)142 (E. Bliss I.C. (excl.) - 2 Mi. E. of Tuttle)	Robert A. Robinson & Emma D. Robinson	Parcel 25 and 25-E-1
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The Board approved and signed an order of condemnation on the above parcel as recommended by the Chief Right of Way Agent. However, the Board directed that further effort to settle this parcel by relocation of the access road behind Mr. & Mrs. Robinson's property be attempted before the suit is filed.

Sign Program Report. The Chief Right of Way Agent gave each Board member a copy of the sign program report for their perusal.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
May 13, 1974
Boise, Idaho



 CARL C. MOORE, Chairman

* * * * *

SUPPLEMENT TO APRIL BOARD MEETING MINUTES

April 29, 1974

Settlement in Excess of \$40,000.

US 191	F-6471(39) (Rigby Section)	Ferrin B. Kinghorn & Virginia Kinghorn	Parcel 31
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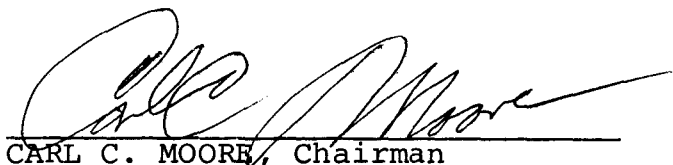
April 29, 1974

On April 29, 1974, the Chief Right of Way Agent called by telephone Chairman Carl Moore, Board Member Roy Stroschein, and Board Vice-chairman Lloyd Barron (who was unavailable), for approving of payment to the Kinghorns the amount of \$60,000 and allowing them to retain the salvage of improvements in the amount of approximately \$1,150, plus retaining the 0.06 acre remaining, which has an appraised remainder value of \$50.

The fair market value on this parcel as appraised reflects \$60,420, with the owners not retaining the salvage and remnant of 0.06 acre.

Mr. Moore and Mr. Stroschein approved settlement in the amount of \$60,000, plus the Kinghorns retaining the improvements and the 0.06 acre remainder.

(Previous Board action on this parcel December 11, 1972, and February 14, 1974.)


CARL C. MOORE, Chairman

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

May 13, 1974

and

MINUTES OF THE NORTH IDAHO TOUR

May 13 - 17, 1974

The Idaho Board of Highway Directors met in stated regular session at 9:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, May 13, 1974. Present were:

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

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

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

I-15-1(68)0 Sec. A, Const., I-15-1(62)0 R/W, Utah State Line - North, Oneida County - Mountain Bell and Utah Power & Light Company

S-RS-2818(1), Big Wood River Br. (East Fork Rd.), Blaine County - Intermountain Gas Company and Mountain Bell

98 Foot Combination Route Designation Extended. Upon the recommendation of the Department on an application of J. B. Covington of Rexburg, the Board concurred in extending route operation for 98 foot combinations to include that section of State Highway 88 from Howe to Sage Junction Interchange with Interstate 15.

PS&E Approved by State Highway Engineer for Future Bid Openings. Upon hearing the report of the plans approved by State Highway Engineer Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
LWC-2392(536) "B"	Timmerman Rest Area (Advertise 5/30/74) (Bid Opening 6/25/74)	\$ 205,000
LWC-2361(574)	Cedar Draw Rest Area (Advertise 6/6/74) (Bid Opening 7/2/74)	115,000
M-7103(001)	Chinden Boulevard, Boise (Advertise 5/27/74) (Bid Opening 6/18/74)	725,000
HHS-F-3271(27)	Glenwood - S.H. 44 (Advertise 6/3/74) (Bid Opening 6/25/74)	61,000
ST-2392(543) (544)	Bellevue - Ketchum	675,000
ST-2821(505)	Ketchum - Sun Valley (Advertise 5/30/74) (Bid Opening 6/25/74)	15,000
ST-4113(572)	So. Ferdinand-Craigmont (Advertise 5/23/74) (Bid Opening 6/18/74)	370,000
ST-1786(520)	Soda Springs - Conda (Advertise 5/30/74) (Bid Opening 6/25/74)	350,000

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I-80N-2(40)121	Glenns Ferry Br. - E. Snake River Br. (Advertise 6/21/74) (Bid Opening 7/23/74)	\$ 3,300,000
S-3809(15)	0.5 Mi. W. of Nat. Forest Boundary - West (Advertise 5/30/74) (Bid Opening 6/18/74)	2,200,000
F-2392(20)	Valley Creek Br. & Apprs. (Advertise 6/14/74) (Bid Opening 7/16/74)	290,000
U-6033(29)	Broadway St., Idaho Falls (Advertise 5/27/74) (Bid Opening 6/18/74)	509,598
ST-4704(513)	Elk City Highway (Advertise 5/23/74) (Bid Opening 6/11/74)	100,000

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

ST-2023(528) & Stockpiles 2587 and 2588 - The work consists of constructing a seal coat on approximately 29.88 miles of I-80N, M.P. 164.6 - 194.2 West Jerome - Greenwood, and furnishing cover coat in stockpiles adjacent to M.P. 17.6 SH-25, Hunt R.R. and M.P. 4.1 SH-50, Hansen Bridge, in Twin Falls and Jerome Counties - State financed. The Board concurred in the award to Circle "A" Construction, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$199,864.80.

STM-6353(502) & Stockpiles 6516 and 6577 - The work consists of furnishing aggregate and seal coating 15.2 miles of US-93A between M.P. 145.18 - 160.38 and furnishing aggregate in stockpile at two locations - M.P. 269.9 and 244.5 on US-93, Cow Creek and south of Challis, in Lemhi and Custer Counties - State financed. The Board concurred in the award to Beymer Paving, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$74,511.00.

RS-3789(3) and RS-3789(4) - The work consists of furnishing culvert extensions, surface preparation, plant mix base and pavement, curbing, guard rail and striping on approximately 15.425 miles of the upper and lower Bogus Basin Road, in Ada and Boise Counties - Federal Aid Secondary and County financed. The Board concurred in the award to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$497,772.62.

Building Project No. 4148 - The work consists of constructing an "L" shaped, basic 44'-8" x 111'-8" concrete masonry with brick veneer, 2 story District Office Building at Lewiston, Idaho, in Nez Perce County - State financed. The Board concurred in the award to Northwestern Const. Inc., Spokane, Washington, the low bidder, in the amount of \$465,800.00.

FL-42(1) & RF-6423(1) - The work consists of shoulder treatment, placing a road mix leveling course, plant mix pavement and seal coating 14.490 miles of U.S. Highway 20, Jct. US 26 East and 12.5 miles west of Idaho Falls - West, in Butte, Bingham and Bonneville Counties - Federal Lands, Rural Primary and State financed. The Board concurred in the award to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$607,850.00.

ST-6471(617) & Stockpile 6582 - The work consists of furnishing aggregate, place scrub coat, plant mix pavement and seal coating 5.580 miles of US 20-191 between M.P. 340.55 - 346.13 and for furnishing aggregate in Stockpile at Source Fr-33-s and at the St. Anthony Maintenance Yard, in Fremont County - State financed. The Board concurred in the award to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$139,749.00.

ST-6471(614) & ST-6471(615) - The work consists of constructing 2-180' prestressed concrete bridges over Henry's Fork of the Snake River and the Buffalo River and approaches on 0.473 and 0.136 miles of US-20 and 191, Mack's Inn and Ponds Lodge, in Fremont County - State financed. As no bids were received, the projects will be readvertised.

STS-2352(520) - The work consists of producing cover coat material in stockpile at M.P. 177.02 on US 26, produce aggregate and place plant mix pavement and leveling course between M.P. 174.86 - 182.76 (7.9 miles between Shoshone and Richfield), in Lincoln County - State financed. The Board concurred in the award to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, in the amount of \$133,460.00.

Stockpile Project No. 3564 - The work consists of furnishing cover coat, road mix aggregate and sanding material in Stockpile at Idaho City, in Boise County - State financed. The Board concurred in the award to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, in the amount of \$60,318.00.

STS-1701(524) - The work consists of furnishing aggregate, re-conditioning the existing pavement, widen shoulders, correct soft spots, add base course and apply surface treatment to 4.4 miles of SH-37 near Rockland, in Power County - State financed. The Board concurred in the award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$136,887.00.

I-15-1(68)0 "A" - The work consists of constructing the roadway, drainage, 2-113' prestressed concrete overpass structures and 2-136' prestressed concrete box girder overpass structures on 6.250 miles of I-15, Utah Line - North, in Oneida County - Federal Aid Interstate and State financed. The Board concurred in the award to W. W. Clyde & Co., Springfield, Utah, the low bidder, in the amount of \$2,524,008.10.

Design Public Hearing Approved. Upon the recommendation of the Department, the Board concurred in going to design public hearing when ready on the following projects:

DF-F-4114(23), (28), (29) & (32) and F-4114(31), Lewiston Hill

Hearing Determination - Proposed Alternative Corridor Locations for the Relocation of U.S. Highway 20-191 Between Thornton and Twin Groves, Madison and Fremont Counties, Idaho, F-6471(19). Public hearings were held at the Washington Elementary School, Rexburg, Madison County, Idaho, at 8 p.m., Tuesday, April 16, 1974, and at the District Courtroom, Fremont County Courthouse, St. Anthony, Fremont County, Idaho, at 8 p.m., Wednesday, April 17, 1974.

The Board, having read the transcripts made of the testimony and proceedings had at said hearings; including a review of all material submitted prior to the closing date for receipt of testimony; and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. U.S. Highway 20-191, in the Thornton - Sugar area, be constructed on generally new location identified as the West Modified Plan shown in the Location Hearing Brochure dated March 1974.
2. Relocated sections of U.S. 20-191, when completed, be added to the State Highway System.
3. The following sections of U.S. Highway 20-191, when replaced by the proposed relocation, be removed from the State Highway System:
 - (a) From a point just south of the existing Union Pacific Railroad structure south of Thornton northward approximately six miles to the junction with State Highway 88 in Rexburg.
4. The section of U.S. Highway 20-191 from the junction with State Highway 88 in Rexburg to a point just north of the Union Pacific Railroad structure north of Sugar be retained on the State Highway System and redesignated.
5. The section of U.S. Highway 20-191 from the vicinity of the Stud Mill south of St. Anthony to the intersection with the proposed relocation in St. Anthony, when replaced by the proposed relocation, be removed from the State Highway System.
6. The section of U.S. Highway 20-191 from the intersection with the proposed relocation in St. Anthony to Twin Groves be retained on the State Highway System and redesignated.

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7. The specific location and design of connections, interchanges and intersections be further evaluated during detailed development of the project. Opportunity will be offered at a future date for a design public hearing.
8. These proposals will provide greater benefit to the State of Idaho than the economic loss and damage resulting to the cities of St. Anthony, Sugar and Rexburg from said changes.

Hearing Determination - Proposed Design of Relocated U.S. 95 from Palisades to Gayway Junction, Payette County, Idaho, F-3111(11). A public hearing was held at the Fruitland High School Auditorium, Fruitland, Idaho, at 8 p.m., Tuesday, April 30, 1974.

The Board, having read the transcript made of the testimony and proceedings had at said hearing; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines:

That the Department should proceed with project development on the proposed design as submitted in said design public hearing.

Hearing Determination - Proposed Location and Design of the St. Maries River U.S. 95 Alternate Bridge Replacement at Santa, Idaho, S-5810(4). A public hearing was held at the Santa Elementary School, Santa, Idaho, at 8 p.m., Friday, May 3, 1974.

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

The Idaho Board of Highway Directors finds and determines:

That the Department shall proceed with project development on Concept B-1 location as outlined in the St. Maries River Bridge Location and Design Brochure dated April 1974.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
EHS-U-6033(29)	Broadway Street, Idaho Falls (Memorial Drive to Yellowstone)	
	I-15 Bus. Loop M.P. 6.310 to M.P. 6.589 (0.279 Mi.)	Standard Approach Policy

NORTH IDAHO BOARD TOUR

May 13 - 17, 1974

Following adjournment of the regular stated Boise Board meeting, the Board began their tour of North Idaho. Those on the tour were:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice-chairman
Roy I. Stroschein, Member
V. N. Richardson, State Highway Engineer
E. D. Tisdale, Deputy State Highway Engineer
Wayne Summers, Executive Secretary
Louis E. Lybecker, Regional Administrator, Federal Highway
Administration, Portland
Omar L. Homme, Division Engineer, Federal Highway Administration
Ed Wood, new Division Engineer, Federal Highway Administration

District Engineers from Districts 3, 4 and 5 accompanied the Board on tour in their Districts.

The Board toured U.S. 20 west to Interstate 80N, thence to U.S. 95 to Palisades Interchange and U.S. 95 to New Meadows and State Highway 55 to McCall.

TUESDAY, MAY 14, 1974

The Board toured State Highway 55 to New Meadows, U.S. 95 to Lewiston, viewing slides in the Pollock area.

At White Bird the Board met with Perry Lee at his request and determined that the Department correct the minor drainage from in front and around the side of Mr. Lee's house occasioned by the higher elevation of the constructed roadway. On Mr. Lee's request that the Department survey his lot in light of his contended right of way encroachment, the Board concurred that the Department should not accede to "prove up" on his property line as the Department is not in the business of conducting private property surveys.

The Board met at luncheon with the Grangeville Chamber of Commerce and stopped enroute to meet at Craigmont with Nezperce and Craigmont interested citizens discussing State Highways 7 and 64 and contemplated U.S. 95 projects in the vicinity of Cottonwood, Ferdinand and Craigmont.

The Lewiston Chamber of Commerce and City officials met at dinner that evening with the Board and discussed future planning of the Lewiston Hill improvement and State highway user revenue trends.

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WEDNESDAY, MAY 15, 1974

Board Chairman and Manager of Port of Lewiston Moore with the Army Engineers gave the Board touring party an on-the-ground comprehensive tour through the various phases of the Port of Lewiston development as it affects the Lewiston Memorial Bridge, City dike bypass and the proposed Southway Snake River Bridge location.

The Board met with the Moscow Chamber of Commerce, City officials and legislators at lunch to discuss Moscow's one-way couplet and alternatives of U.S. 95 together with a future bypass proposal.

Stopping at St. Maries, the Board discussed Forest Highway funding problems and heard suggestions for project development needs for State Highways 3, 5 and the St. Joe River Road.

Touring U.S. 95A and State Highway 3 to Rose Lake Junction, the Board viewed the flooded house along Interstate 90 at Big Creek that was damaged by the heavy spring run-off and directed the Department to negotiate purchase of the house and land as a preventive measure. The property in the narrowly confined river area was not acquired when the Interstate was built, which offered the opportunity of the owner to move the house onto the flood plain during construction of the Interstate.

THURSDAY, MAY 16, 1974

The Board toured U.S. 95 to Bonners Ferry and returned to Coeur d'Alene. Enroute they met with the Sandpoint Chamber of Commerce and local officials who presented an united appeal urging the Board to adopt Alternate 1 location for a U.S. 95 bypass of Sandpoint. Those presenting written statements to that effect to the Board were the Bonner County Commissioners, Sandpoint Chamber of Commerce, Sandpoint City Planning Commission, Sandpoint City Traffic Safety Commission, and the Highway and Urban Committee of the Sandpoint Chamber of Commerce which are in the project file.

Chairman Moore complimented the organizations for this solid support of the U.S. 95 Sandpoint Bypass location and reminded them that when the public hearing on the matter is held in Sandpoint that their statements should be forthcoming at that time also.

District Engineer Harding expressed concern about possible designation of the Railroad Depot as a State and National Historical Site and the possible effect on Alternate 1 which requires Depot removal.


At the Bonners Ferry luncheon meeting with the Chamber of Commerce and legislators, U.S. 95 improvement planning was recounted including Copeland Junction Northeast to Eastport Forest Highway projects. The status of withheld Forest Highway funds was discussed at the meeting.

The Board met that evening in Coeur d'Alene with the Inland Empire Chapter of the Associated General Contractors and discussed matters of mutual interest.

FRIDAY, MAY 17, 1974

The Board enplaned from Spokane, returning to their respective Districts.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for June 19 & 20, 1974.


CARL C. MOORE, Chairman

Read and Approved
June 19, 1974
Boise, Idaho

* * * * *

SUPPLEMENT TO MAY BOARD MEETING MINUTES


May 19, 1974

Hearing Determination - Proposed Design of the Union Pacific Railroad Overpass on State Highway 34 on Third East Street in Soda Springs, Idaho, S-SG-1786(4). A public hearing was held at the Caribou County Courthouse, Soda Springs, Idaho, at 8 p.m., Thursday, May 9, 1974.

The Board, having read the transcript of the testimony and proceedings had at said hearing; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines:

That the Department should proceed with project development on the proposed design as submitted in said design public hearing. The Department will work out with the City pedestrian safety provisions.


CARL C. MOORE, Chairman

* * * * *

May 19, 1974

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

June 19 & 20, 1974

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Wednesday, June 19, 1974. Present were:

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

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

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

HHS-F-3271(27), Formerly STS-3271(543), Intersection S.H. 44 and Glenwood, Ada County - Mountain Bell and Idaho Power Company

M-7103(001), Formerly US-3768(2), Chinden Boulevard, 43rd to 30th Street, Ada County - Idaho Power Company

County - Highway District Unused Current Year Federal-aid Secondary Funds Reapportioned. The Board heard a report from Local Roads Engineer Crossley on the uncommitted balance of \$1,231,100 from 21 counties. Approximately \$35,070 is required to offset previous programming of one-half percent Planning and Research Funds. Mr. Crossley recommended that the amount of \$529,300 be transferred to local accounts to cover those projects and those deficit accounts as follows:

Committed Projects Requiring Additional Funds

Bear Lake	
Nounan Bridge	\$ 45,200
Blaine	
East Fork Bridge	13,000
Boise	
Bogus Basin	
Banks-Lowman	<u>317,100</u>
	\$375,300

Deficit County FAS Accounts

Bingham	\$ 35,300
Clark	23,400
Madison	19,300

Teton
Valley

\$ 49,400
26,600

\$154,000

In accordance with the recommendation, the Board accepted the uncommitted amount of \$701,800 for use on the State Federal-aid System for program authorization.

Additional Routes Approved for Movement of Vehicle Combinations for Three or Four Units with Overall Combination Length not to Exceed 98 Feet. Acting upon a requested permit from the Yellowstone Truck Division of the Pack River Company, Brad J. Littlefield, General Manager, the Board approved the operation of the above combinations from Mullan to the Montana line on Interstate 90 and on U.S. 95 from Sandpoint to the Kootenai River Bridge at Bonners Ferry.

The Board denied Mr. Littlefield's requested operation over State Highway 200 from Sandpoint to the Montana border because of adverse curvature in the Hope - Denton curves section.

Deep Creek - Utah State Line Paving Project No. I-15-1(48)0 Approved for Letting by October 1. A discussion was had concerning the District's request to proceed with a paving project from Deep Creek to a point 1.7 miles north of the Utah line by October 1 in order to open this section to traffic in 1976. A later contract date for paving would result in opening a year later in 1977.

The Board approved plan preparation to make the project ready for letting by October 1.

Board Approves Inclusion of the Snake River Bridge East of Burley in the Highway Improvement Program. A report by District 2 on the deteriorated condition of the Snake River Bridge east of Burley was presented. Alternatives for rebuilding or replacement were presented.

The Board approved inclusion of a project for preliminary engineering in Chapter 6 of the Highway Improvement Program. A feasibility study of alternatives would be included in the preliminary engineering project.

Board Authorizes Advance Purchase of Right of Way at Ucon South Connection to U.S. 191. A request by Mr. R. B. Miskin of Ucon for conversion of the existing farm approach to a commercial approach at the South Ucon Connection was made. Potential purchase of parcels at the South Connection sufficient for a half diamond interchange was discussed. The appraisal indicates a cost of \$68,000. The Board authorized the Department to proceed with a project for advance purchase of right of way adequate for a future half diamond interchange.

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Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
FHP 1-2(1)	U.S. 95 Copeland Junction Northeast 3.5 Miles	Partial Access Control, Type "F"

The Board authorized changing, subject to a public hearing, Standard Approach Policy Access Control to Type "F" Access Control at their January 10, 1974, meeting. As there was no objection to the proposal, the Board determined to proceed with project development based upon Partial Access Control, Type "F".

Traffic Services. The Board approved and signed the following:

1. Exchange deed 3-74-51, Fairview Avenue, Boise, to grant exit only approach onto Curtis Road for M&M Development Company.
2. Exchange deed 3-74-40, Main Street, Boise, with Bob Rice Ford changing the previously granted approach from Bob Rice Ford Company, Inc., to Mr. Bob Rice.
3. Permit 1-74-36, Center Street, I.C., Pocatello, authorizing Dental Engineered Sales to seed and landscape highway right of way.

Hearing Determination - Proposed Alternate Corridor Location Options of U.S. 93 and S.H. 75 Between the Junction of S.H. 68 and North Fork and Ketchum to Sun Valley, Projects F-2392(10) and S-2820(2). Public hearings were held at the Holiday Inn, Ketchum, Idaho, at 8 p.m., Tuesday, April 23, 1974, and at the Wood River High School, Hailey, Idaho, at 8 p.m., Wednesday, April 24, 1974.

The Board, having read the transcripts made of the testimony and proceedings had at said hearings; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. U.S. Highway 93, from the junction with S.H. 68 to North Fork, be constructed on generally existing location identified as the Existing Improved Plan shown in the Location Hearing Brochure dated January, 1974, with the following exceptions: (1) The West Hailey Airport Alignment Option be utilized from a point just north of Bellevue to Main Avenue in Hailey; (2) The West Ketchum Alignment Option be utilized from a point approximately 0.2 mile south of the existing Union Pacific Railroad Crossing to a point approximately 0.2 mile north of the existing Steel Bridge over Big Wood River.

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2. The relocated sections of U.S. Highway 93, when completed, be added to the State Highway System.
3. The existing sections of U.S. Highway 93 between Bellevue and Hailey and south of Ketchum, when replaced by the proposed relocation, be removed from the State Highway System.
4. State Highway 75, from the junction with U.S. Highway 93 in Ketchum northeasterly for approximately 2.6 miles, be constructed on generally existing location identified as the Existing Improved Plan shown in the Location Hearing Brochure dated January 1974.
5. Roadway and right of way widths, as well as the specific location and design of connections, and intersections, would be further evaluated with opportunity for a public hearing prior to final adoption of design standards.
6. These proposals will provide greater benefit to the State of Idaho than the economic loss and damage resulting to the cities of Bellevue, Hailey, Ketchum and Sun Valley from said changes.

PS&E Approved by State Highway Engineer for Future Bid Openings.

Upon hearing the report of the plans approved by State Highway Engineer Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
I-90-1(94)8 Key No. 53(73)	Heutter Rest Area (Advertise 6/10/74) (Bid Opening 6/25/74)	\$ 6,000
I-80N-4(17)252 Key No. 24	Sweetzer Canyon - Utah Line (Drift Fences) (Advertise 6/24/74) (Bid Opening 7/16/74)	72,000
I-80N-2(48)49 Key No. - New	Maple Grove - Gowen Spur U.F.R.R. (Landscaping) (Advertise 6/17/74) (Bid Opening 7/2/74)	180,000
I-90-1(503) Key No. - New	Government Way in Coeur d'Alene (Damaged Bridge Repair) (Advertise 6/10/74) (Bid Opening 6/25/74)	12,000

June 19, 1974

F-3271(23)	Collister - State Street (Signal & Intersection Improvement) (Advertise 7/8/74) (Bid Opening 7/30/74)	\$ 57,000.
RS-3720(2) Key No. 531	Parma Bridge (Advertise 7/1/74) (Bid Opening 7/23/74)	305,000
ST-1786(520) Key No. 225	Monsanto - Conda Jct. (Advertise 6/20/74) (Bid Opening 7/9/74)	437,000

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

S-2818(1) - The work consists of constructing a detour, 101' prestressed concrete bridge and approaches over Wood River in the vicinity of Gimlet, in Blaine County - Federal Aid Secondary and County financed. The Board concurred in the award to Neilsen & Company, Twin Falls, Idaho, the low bidder, in the amount of \$188,881.98.

LWC-5115(541) - The work consists of constructing a rest area facility, northwest of Coeur d'Alene, in Kootenai County - Federal Aid Land, Water and Conservation and State financed. The Board concurred in the award to PK Contractors, Inc., Spokane, Washington, the low bidder, in the amount of \$93,345.00.

RF-3112(30), ST-3112(537) & Stockpile No. 3556 - Federal Aid Rural Primary and State and State financed. The work consists of constructing the roadway, drainage structures, furnishing cover coat material in stockpile and plant mix pavement on 14.644 miles of U.S. Highway 95; Mesa-South, Council-North and Indian Valley, in Adams County. The Board concurred in the award to MacGregor Triangle Co., Boise, Idaho, the low bidder, in the amount of \$1,617,772.70.

ST-5810(511) & STS-5810(507) - The work consists of constructing the roadway, drainage, aggregate base, plant mix pavement, widening, plant mix overlay and furnishing cover coat material in Stockpile on approximately 6 miles of SH-3, Latah County Line - Clarkia and Clarkia Intersection in Shoshone County - State financed. As the low bidder was 34.07 per cent over the Engineer's Estimate, the bid was rejected.

ST-6471(614) and ST-6471(615) - The work consists of constructing 2-180' prestressed concrete bridges over Henry's Fork of the Snake River and the Buffalo River and approaches on 0.473 and 0.136 miles of US-20 and 191, Mack's Inn and Ponds Lodge, in Fremont County - State financed. The Board concurred in the award to Weyher Construction Co., Salt Lake City, Utah, the low bidder, in the amount of \$895,947.60.

STS-2361(575) - The work consists of constructing grade, base and plant mix on 0.710 mile of US-30, Cedar Crossing and Clover Road, in Twin Falls County - State financed. The Board concurred in the award to Beymer Paving, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$66,764.00.

Stockpiles No. 4591 and 4592 - The work consists of furnishing road mix aggregate, cover coat material and anti-skid material in stockpiles at the Orofino and Powell Maintenance Yard and Wendover at M.P. 43.3, 162.2 and 158.9 on US-12, in Clearwater and Idaho Counties - State financed. The Board concurred in the award to H & H Contractors, Inc., Grangeville, Idaho, the low bidder, in the amount of \$152,865.00.

Approval of Deeds & Easements.

US 191 & 20	F-6471(39) (Rigby Section)	Charles Parks	Parcel No. 22-R
I-80N	I-IG-80N-2(38)120 (Glenns Ferry I.C.- King Hill I.C. (Incl.))	Glenn Sellers and Dora Mae Sellers	Parcel No. 5
	Materials Source Kt-132 & Kt-132-S	Idaho Forest Industries, Inc.	
	Materials Source Cn-52	Mary Tucker, a widow	

The Board approved and signed the above documents as requested and presented by the Chief Right of Way Agent.

Condemnation Authority.

I-90	I-90-1(47)61 (W. Wallace I.C. (Incl.) - E. Wallace I.C. (Incl.))	Ray Robinson and Marguerita Robinson	Parcel No. 11 and 11-R
US 95	F-4113(51) (Skookumchuck Cr.- Heckman Ranch)	Ben Victor Robie and Roberta G. Robie	Parcel No. 2
I-90	I-90-1(51)0 (Wash. St. Line- East Post Falls I.C. (Incl.))	Schneidmiller Land Co., a corporation of Washington	Parcel No. 26

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I-90 I-90-1(51)0 Elmer Schneidmiller Parcel No. 99
 (Wash. St. Line- and Marion Schneidmiller;
 East Post Falls Manuel Schneidmiller and
 I.C. (Incl.)) Gladys V. Schneidmiller

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

Waiver of Outdoor Advertising Setback Sign Deed Provision Denied.
 A request of Mr. Harold Grigg, Manager of Cosgriff, Inc., whose letter of June 11 asked that the Board waive the 100 foot setback provided in a deed at Milepost 199.67RO, U.S. 30, in the City of Twin Falls, was discussed with the Board.

After full consideration by the Board, they denied the request to install a sign in this 100 foot setback area. The Board discussed the variance that was allowed up in North Idaho west of Coeur d'Alene. However, the circumstances involved in this particular area provided additional justification for allowing the variance. It is the Board's position that all areas within the State where 100 foot sign setbacks have been acquired, a variance for encroachment should not be allowed.

The Board directed that the \$5 check of Cosgriff, Inc., for a sign permit be returned.

Discussion of Functional Replacement of City Hall at Wallace,
Project No. I-90-1(47)61, W. Wallace I.C. (Incl.) - E. Wallace I.C.
(Incl.), Parcel No. 20. The Chief Right of Way Agent discussed the proposal and procedure to be used for functional replacement of the City Hall at Wallace. The Board concurred with the Chief Right of Way Agent's recommendation that we proceed with a functional replacement of the City Hall at Wallace utilizing the Samuels Hotel property. However, the Board directed that the Department be quite cautious in not allowing more replacement than what the City would logically have due in replacement of the existing facility.

It was the Board's direction that when utilizing the functional replacement procedure all steps necessary be taken to avoid excessive over-replacement.

Forrest Stimpson Access Problem at Walters Ferry to be Reviewed
by District Engineer. Appearing before the Board were Samuel Swayne, Cleo R. Swayne and Forrest Stimpson, leasee, complaining of the access to the Swayne property at the Walters Ferry Bridge east approach. According to Mr. Stimpson, the access point, which is on a curve, presents safety problems and the superelevation of the curve makes turning movements onto the Swayne property difficult.

The Board directed District Engineer Sacht to view the problem on the ground and report back to the Board. The Board stated that it would at a later date advise Mr. Swayne and Mr. Stimpson of its findings in the matter.

Ketchum Delegation Pleased with Board's Determination on U.S. 93 Improvement. The delegation composed of Lloyd J. Walker, Twin Falls; Marilyn Loening, Coordinator, Highway 93 Committee; and Dr. Wally Pond, Blaine County Community Council, Hailey, appeared before the Board to ascertain the Board's decision regarding the location hearings that were held at Ketchum and Hailey recently regarding the alternate locations that were submitted at said hearings.

The Board handed them its determination to improve the present two-lane facility with priority to be given to the Wood River Bridge replacement south of Ketchum. The delegation responded its approval of the Board's thinking.

Reverend Jerry Warren, Troy, asks Board to Consider Guard Rail Protection Along U.S. 95, Salmon River Section South of White Bird. Appearing before the Board were the Reverend Jerry Warren of Troy and Mrs. K. E. Reno of Parma. Reverend Warren cited the tragic accident which caused him to lose his wife and children while traveling Highway 95 southbound at the "box canyon" section south of White Bird. Reverend Warren made it clear that he held no animosity toward the Department because of the accident but was concerned of future accident potential through the absence of guard rail along this section.

The Board expressed their sympathy to Reverend Warren and said that guard rail installations will be considered for those sections where emergency relief projects are required to repair flood damage to the roadway. The remaining sections would depend on relative statewide priorities and available State highway user revenues.

Aberdeen Road Committee Chairman Discusses Sterling - Springfield Road Location. Leonard Schritter, Chairman of the Aberdeen Road Committee, appeared before the Board to sponsor the Modified Canal Route location of the Sterling - Springfield, State Highway 39, hearing matter. Mr. Schritter pointed out the shorter Modified Canal Route was of vital concern to the City of Aberdeen in its travel to and from the Blackfoot area and hoped that the Board would find its way to make a favorable determination in the next day's deliberation of the public hearing held in Aberdeen June 10.

The Board assured Mr. Schritter they would consider his Committee's report.

THURSDAY, JUNE 20, 1974

The meeting of the Highway Board reconvened at 9:30 a.m. in the State Highway Building, Boise, with the following persons present and participating:

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

June 20, 1974

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Hearing Determination - Proposed Alternative Corridor Locations of State Highway 39 Between Sterling Road and Springfield, S-1721(15).
A public hearing was held at the Aberdeen High School, Aberdeen, Idaho, at 8 p.m., Monday, June 10, 1974.

The Board, having read the transcript made of the testimony and proceedings had at said hearing; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. State Highway 39, from Sterling Road to Springfield, be constructed on existing and new location identified as the North Plan shown in the Draft Environmental Statement dated May, 1974.
2. The relocated section of State Highway 39, when completed, be added to the State Highway System.
3. The existing section of State Highway 39, when replaced by the proposed relocation, be removed from the State Highway System.
4. Roadway and right of way widths, as well as the specific location and design of connections and intersections, would be further evaluated with opportunity for a public hearing prior to final adoption of design standards.
5. These programs will provide benefits to the State of Idaho that are greater than any resulting loss or damage.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for July 31, August 1 and 2, 1974.

Read and Approved
July 31, 1974
Boise, Idaho


CARL C. MOORE, Chairman

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SUPPLEMENTS TO JUNE BOARD MEETING MINUTES

June 19, 1974

Correspondence to be Directed to Legislators, Cities and County Commissioners Regarding Alternate Corridor Locations for Highway U.S. 93 Between the Junction of S.H. 68 and Ketchum. The Board directed that the following letter be sent to the State Legislators of District 21, the Cities of Sun Valley, Ketchum, Hailey and Bellevue and the Blaine County Commissioners:

"The Board of Highway Directors (now the Idaho Transportation Board) at its regularly scheduled meeting on June 19, 1974, reviewed all testimony received or presented at public hearings held in Ketchum and Hailey relative to alternate Corridor Locations for Highway U.S. 93 between the junction of S.H. 68 and Ketchum.

"As you undoubtedly are aware, the preponderance of testimony was negative as to the alternate proposals presented. Thus, it was necessary that the Board's determination be that any improvement must be of a roadway widening and pavement overlay type only and would be made on the existing location with some small exceptions as follows:

- "(1) The West Hailey alignment option will be utilized from a point just north of Bellevue to Main Avenue in Hailey.
- "(2) The West Ketchum alignment option will be utilized from a point 0.2 mile south of the existing U.P. Railroad crossing to a point 0.2 mile north of the existing steel bridge over Big Wood River.
- "(3) Other minor relocation south of Bellevue to improve safety would be utilized.

"The purpose of this letter is to point out to the elected local officials that in the opinion of the Highway Board projected traffic in the Ketchum - Sun Valley - Hailey area will, in a very short time, warrant a much higher type highway facility than now exists.

"It is very important here to emphasize that the Board's primary intent has been to purchase right of way now to permit future major improvements to be constructed when the need for those improvements is fully demonstrated by increases in traffic volumes. If the increases do not occur, the major improvements would not be made. However, the decision to provide only minor improvements with no provision for increased right of way widths can only serve the interests of today's residents.

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"It is the feeling of the Board at this time that the best interests of most of the people may not be fully served by the decision rendered. However, in light of the very vocal opposition, the Board felt there was no other choice than the one taken.

"We further believe this action leaves local planning and zoning officials with a strong responsibility to require adequate setback provisions for new subdivisions and other developments which are planned adjacent to the existing highway corridor.

"In an effort to serve the majority of highway users who will be traveling this route, a resurfacing project has now been advertised for bid. This will provide a relatively short range improvement estimated to cost around \$800,000. This work is programed to be completed during the 1974 construction season.

"I feel, though, that it is important to point out that with a better riding surface speeds are likely to be increased with the direct result that accident frequency may also increase. Posted speed limits will be held at the present limits so law enforcement agencies should attempt to enforce them to the fullest extent possible.

"It is also important to point out that an improvement of this kind will not provide much increased load carrying capacity nor added bridge widths or capacity and that expected life of the road will be only 5 to 10 years before other major work will be required.

"In summary then, it is the opinion of the Highway Board that one of the Alternate Proposals presented to the public at hearings in the area would have better served the interest of all. Future major improvement to the route will be extremely costly and, with the present rate of funding, may be impossible.

"The decision to rehabilitate is an attempt by the Board to provide adequate service to the area immediately as a temporary measure in the face of opposition to a long range permanent improvement designed to meet future needs.

Sincerely,

/s/ Carl C. Moore, Chairman
Idaho Transportation Board"

(The above letter was dated July 24, 1974)

* * * * *

* * * * *

July 15, 1974

Settlement in Excess of \$40,000.

I-80N I-IG-80N-2(38)120 C. J. Russell Parcel #1, 1-1

On July 15, 1974, Board Chairman Moore and Vice-chairman Barron were contacted by phone by Bruce White wherein each Board member concurred in a settlement with Mr. Russell at \$82,200.00 as recommended by the Right of Way Section.

(Previous action - February 14, 1974)



CARL C. MOORE, Chairman

* * * * *

SPECIAL MEETING OF THE IDAHO TRANSPORTATION BOARD

June 19, 1974

The appointive Idaho Transportation Board met in special session in Room 201 of the State Highway Building, Boise, Idaho, on Wednesday, June 19, 1974, subject to taking office on July 1, 1974. The following items will be confirmed at the July - August Board Meeting.

Oaths of Office Delivered to Board. Oaths of Office effective July 1 were delivered to the present Idaho Board of Highway Directors announcing their several and individual appointments to the Idaho Transportation Board. The appointments named present Board Chairman Carl C. Moore for a six-year term, Board Vice-chairman Lloyd F. Barron to a two-year term, and Board Member Roy I. Stroschein to a four-year term on the Transportation Board.

Reorganization of Board. By unanimous vote the Idaho Transportation Board nunc pro tunc elected Carl C. Moore, Chairman; Lloyd F. Barron, Vice-chairman; and Roy I. Stroschein, Member.

Appointment of Darrell V Manning as Director of the Idaho Transportation Department. The Idaho Transportation Board nunc pro tunc appointed Darrell V Manning as Director of the Idaho Transportation Department at a salary of \$2340 per month to be effective July 1.

June 19, 1974

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Organization - Board Resolution Adopted.

WHEREAS, The second regular session of the Forty-second Legislature adopted Senate Bill 1295, which said bill was approved by the Governor of the State of Idaho and is effective July 1, 1974; and,

WHEREAS, Said Senate Bill 1295, effective July 1, 1974, creates the Idaho Transportation Department and the Idaho Transportation Board and abolishes the Idaho Board of Highway Directors and the Idaho Department of Highways; and,

WHEREAS, Senate Bill 1295 creates in the Idaho Transportation Department a Division of Highways; and,

WHEREAS, The Idaho Transportation Board has been duly appointed by the Governor of the State of Idaho and consists of Carl C. Moore, Lloyd F. Barron and Roy I. Stroschein, who were and are the existing duly appointed and acting Idaho Board of Highway Directors; and,

WHEREAS, The Idaho Transportation Board under Paragraph 40-112 I.C. is the head and is by law vested with the authority, control, supervision and administration of the Idaho Transportation Department; and,

WHEREAS, There will be an interim period between July 1, 1974, and the time the Idaho Transportation Board can implement the organization of the Idaho Transportation Department, the Division of Highways, and the Division of Aeronautics; and,

WHEREAS, It is necessary that the Division of Highways and the Division of Aeronautics continue operation on an uninterrupted basis during said interim period;

NOW, THEREFORE, The Idaho Board of Transportation does hereby adopt for the Division of Highways all board policies adopted by the Idaho Board of Highway Directors for the operation of the former Idaho Department of Highways and it is ordered that such board policies be, and the same are hereby continued in effect for the operation of the Division of Highways during the interim period;

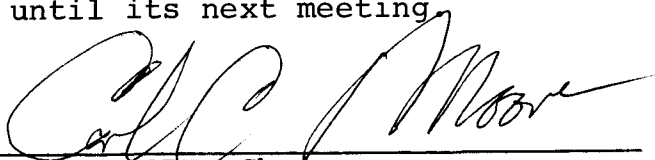
BE IT FURTHER RESOLVED that the Administrator of Highways as the head of Division of Highways, Department of Transportation, be, and he is hereby authorized to sign all contracts and agreements for and on behalf of the Idaho Transportation Board for the operation of the Division of Highways, which have heretofore been delegated by the Idaho Board of Highway Directors to the former State Highway Engineer for the operation of the Idaho Department of Highways; that said delegation to sign such contracts and documents shall be for the period commencing July 1, 1974, until further order by the Idaho Transportation Board.

IT IS FURTHER RESOLVED that the Idaho Transportation Board does hereby adopt for the Division of Aeronautics all board policies now or heretofore adopted by the Board of Aeronautical Directors or the Director of Aeronautics for the operation of the former Department of Aeronautics, as policies for the operation of the Division of Aeronautics during the interim period commencing July 1, 1974, until further order of this board.

IT IS FURTHER RESOLVED that the Administrator of Aeronautics, as head of the Division of Aeronautics, Department of Transportation be, and he is hereby authorized to sign all contracts and agreements for and on behalf of the Idaho Transportation Board for the operation of the Division of Transportation which have heretofore been delegated by the Idaho Aeronautics Board to the former Director of Aeronautics to execute in the operation of the Department of Aeronautics; that said delegation to sign such contracts and documents shall be for the period commencing July 1, 1974, until further order of the Idaho Transportation Board.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
July 31, 1974
Boise, Idaho


CARL C. MOORE, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

July 31, August 1 & 2, 1974

The Idaho Transportation Board met in stated regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Wednesday, July 31, 1974. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice-chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director, Idaho Transportation Department
V. N. Richardson, State Highway Administrator

Minutes of the Idaho Board of Highway Directors. The minutes of the June meeting of the Idaho Board of Highway Directors were read and approved.

Minutes of the Special Meeting of the Idaho Transportation Board. It was moved and seconded that the minutes of the Idaho Transportation Board of June 19, 1974, be approved as printed and the actions taken therein ratified.

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Board Meeting Dates Set. The Idaho Transportation Board scheduled its next regular meeting for Thursday, September 5, and Friday, September 6. The Fall East Idaho Tour was set for the week beginning September 30.

Board Secretary Appointed. It was moved by Mr. Barron, seconded by Mr. Stroschein that Harry Day is hereby appointed as Secretary to the Idaho Transportation Board as an additional duty effective September 1, 1974, and that Elinor A. Wright will serve as Acting Secretary to the Idaho Transportation Board for the period of time from July 1 to September 1.

Increase in Mileage Allowance Approved. The Board was advised that the State Board of Examiners had approved an increase from 12 cents to 15 cents in mileage allowances. Departments may reimburse their employees when personal automobiles are approved for use in performing official duties.

The Board was unanimous in their agreement to adopt the increase for the Department of Transportation effective July 1, 1974.

It was further agreed that the Department would continue to use air fare in lieu of mileage allowances in all cases except those in which ground transportation serves the Department's interest.

Annual Report on Professional and General Services for F.Y. 1974. It was reported to the Board that fiscal year 1974 expenditures for twenty-seven consulting engineering and environmental contracts totaled \$969,563.18, five architectural contracts totaled \$63,176.10, ten outside right of way appraisers were used on fifteen projects which amounted to \$39,026.61 and twenty-two miscellaneous contracts or agreements amounted to an expenditure of \$57,830.00. The grand total amounted to \$1,129,595.89.

Cost of Educational Leave Program - F.Y. 1974. The Department reported that the cost of the educational leave with pay program to Division of Highways employees for F.Y. 1974 amounted to \$6,541.91. Project Engineer Wayne Pickerill was granted a nine months leave to pursue a masters degree in highway traffic safety at the University of Washington, Engineering Technician VI Jim Storey attended a three month school at Chanute Air Force Base in Illinois and Department Planners McFarlane, Cooney and Thurston attended classes totaling two months working time at the University of Northern Colorado in Urban and Regional Planning.

Replacement of IBM 370/155 Computer with IBM 370/145 Computer Authorized. Information Systems and Data Processing recommended the replacement of the existing IBM 370/155 computer with an IBM 370/145 computer. Steve Noyce indicated the Department would benefit from the greater capacity of the slower 145 system and save over \$5,000 per month compared to the cost of the existing 155 system.

The proposed 145 system will be an interim system and will require upgrade to a faster central processor within two years. The Board approved the recommendation.

Highway Access Exchange Deeds Approved. The Board approved and signed the following:

1. Exchange deed on Project F-1491(1), US 91, MP 5.36 - 7.83 to exchange 30 foot approach at Station 35+50 for 40 foot approach at Station 34+60 unrestricted use.
2. Exchange deed on Project F-3311(5), US 95, MP 43.08, Ralph McDaniel, to exchange 20 foot farm and residential approach left of Station 250+00 for farm and residential approach left of Station 244+50.
3. Exchange deed on Project F-1481(10), US 30, MP 429.44, Theodore S. Crane, to exchange 20 foot residential approach left of Station 408+30 for 30 foot residential approach left of Station 406+65.

Request for Residential Approach on Project S-2809(13) Denied. The Board was appraised of Mr. Robert J. Barnes request for a residential approach on Project S-2809(13), SH 68, MP 179.16, right of Station 65+66, Permit No. 2-74-050. The Board agreed with the access control policies and concurred that property access should be obtained from adjacent property owners. Therefore, the request for access should be denied.

Request to Use Highway Property for Grazing Purposes Approved. The Board was apprised of a request to use highway property for grazing purposes by Mr. Harold Spelts relative to Project I-80N-3(22)159, County Road (GS #2) Station 1877+00 right, MP 161.31, Permit No. 2-74-087. The Board concurred in the property use until this excess property can be disposed of.

Pocatello Mall Access at Alameda Road and Yellowstone Avenue in Pocatello, Project F-1032(26), Discussed. The Shopping Center development and access request as outlined in letter of July 15, 1974, from Mr. Dunstan, Mall Centers, Inc., was discussed with the Board. The Board concurred in the following action:

- (a) Negotiate for needed right-of-way on Yellowstone Avenue as a trade for access on Alameda Road.
- (b) Appraise value of changing Warren Street approach from a street approach to a private approach.
- (c) Provide a full intersection with left turn bays at the Warren Street location.
- (d) Require Shopping Centers to pay installation cost of traffic signal at Warren Street location when signal is warranted. Underground signal facilities should be installed on Project F-1032(26).

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Stimpson/Swayne Approach Request on SH 45, MP 10.66, Right, North of Walters Ferry Bridge Reported. Mr. William Sacht, as requested by the Board at their June meeting, reported on his field discussion with Mr. Stimpson. The Board concurred that no other approach location is practical and directed that means will be taken to discourage improper use of highway right-of-way by vehicles circumventing existing approach.

Vehicle Decal Discussed. The new vehicle decal for Transportation Department vehicles was discussed. A blue legend on gold background was selected for all vehicle types to be applied only to new vehicles with existing decal being retained on older vehicles. It was determined that the Division name, ie., Highways, Aeronautics, etc., was not required below the decal.

Project ST-4704(513), Elk City Highway and Crooked River and Hungry Ridge Stockpiles, Cancelled. This project, consisting of road-side excavation, roadway embankment and waste material on State Highway 14 and for furnishing material in stockpile, was advertised on July 2. All bids were rejected because the low bid of \$273,625 was too far above the estimate of \$178,750. Material was to be used for a State funded project on State Highway 14 to widen curves and improve sight distance from Leggett Creek to Red River Junction, a distance of 11.0 miles.

The Board concurred that the State safety improvement project be cancelled and the funds be used to put temporary oil surface on the lower section of road from Mill Creek westerly. District Engineer Lotspeich will be requested to meet with Elk City residents to advise them of the change. It was agreed that Forest Highway Funds should be used to improve the upper section near Elk City.

Revised Interstate, Primary and Secondary Programs Approved. It was reported to the Board that because the programs have been changed from a calendar year to a fiscal year basis there is a need to review and approve the program earlier than usual. The Board approved the following revisions in the Interstate, Primary and Secondary Program.

INTERSTATE PROGRAM

Key No.

- 5 ---- Utah Line - North, has been contracted excepting a 1.8 mile section north of the Utah State Line. A project is proposed for this remaining section in F.Y. 1975.
- 32 ---- Nampa - Meridian, I-80N, 6.4 Mi. (pmx. overlay) has been shifted to F.Y. 1977 Primary Program from the Interstate Program.
- 36 ---- Cleft - Sebree, I-80N, 7.8 Mi. (pmx.), shift to F.Y. 1978 Primary Program from the Interstate Program.

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Oregon Line to Black Canyon I.C., I-80N, 26.4 Mi. has been divided into two projects -- they are:

- 29 ---- Black Canyon I.C. - Caldwell, 13.9 Mi. (\$330,000), and
- 30 ---- Oregon State Line - Black Canyon I.C., 12.5 Mi. (\$350,000). Both projects are scheduled for F.Y. 1983.

PRIMARY PROGRAM

District I - Lava - Lund series previously scheduled through F.Y. 1976 now changed to F.Y. 1975 through F.Y. 1978.

District II -

Key No.

- 537 ---- Valley Creek Bridge & Apprs., US 93, added to F.Y. 1975, from State Program.
- 74 ---- Hailey - Ketchum (Stage I) shifted from F.Y. 1979 to F.Y. 1977.
- 159 ---- Jct. SH 25 - Newman's Corner, US 93, shifted from F.Y. 1976 to F.Y. 1978.
- 78 ---- Newman's Corner - Shoshone, US 93, shifted from F.Y. 1977 to F.Y. 1979.
- 76 ---- Shoshone - North, US 93, shifted from F.Y. 1978 to F.Y. 1980.
- 75 ---- Hailey - Ketchum (Stage II), removed from program.

District III -

Key No.

- 798 ---- Little Salmon Bridges & Apprs., US 95, added to F.Y. 1975, from State Program.
- 859 ---- Cherry Lane & US 30 Inter., added to F.Y. 1976.
- 87 ---- Fruitland Section (I-80N - US 30) shifted from F.Y. 1976 to F.Y. 1977.
- 32 ---- Nampa - Meridian, I-80N, added to F.Y. 1977.
- 88 ---- Marsing, North, SH 55, shifted from F.Y. 1977 to F.Y. 1978.
- 381 ---- 4.0 Miles W. Marsing, US 95, added to F.Y. 1978.
- 36 ---- Cleft - Sebree (I-80N), added to F.Y. 1978.

89 ---- Smith Ferry - Round Valley (Stage I) shifted from F.Y. 1980 to F.Y. 1979.

-- ---- Smith Ferry - Round Valley (Stage II) added to F.Y. 1980.

District IV -

Key No.

426 ---- Ferdinand South, US 95, shifted from F.Y. 1975 to F.Y. 1976.

591 ---- Lewiston Hill, Sec. 2, shifted from F.Y. 1977 to F.Y. 1976.

593 ---- Lewiston Hill, Sec. 1, shifted from F.Y. 1978 to F.Y. 1977.

-- ---- Myrtle Section, US 12, delete from Six-Year Program.

District V -

Key No.

851 ---- Hangman Cr. - So. Tensed, US 95, added to F.Y. 1975, from State Program.

545 ---- Hangman Cr. Br. Appr., So. Tensed, added to F.Y. 1975, from State Program.

District VI -

Key No.

-- ---- US 191-20 series revised to reflect new stage construction concept from Rigby to Thornton. (Previously discussed with Board)

543 ---- N. Fork Teton Riv. Br. & Apprs., US 20-191, added to F.Y. 1975, from State Program.

113 ---- Idaho Falls - Rigby (1977), split into stages and shifted to F.Y. 1979 - 1980.

107 ---- Thornton - SH 88 (1978) - Staging being re-evaluated.

104 ---- Bridge St., St. Anthony - Twin Groves, shift from F.Y. 1980 to F.Y. 1978.

108 ---- SH 88 - N. Sugar, staging being re-evaluated.

SECONDARY PROGRAMKey No.

- 121 ---- Sterling Rd. - Springfield on SH 39, shift from F.Y. 1975 to F.Y. 1976.
- 603 ---- American Falls Dam to Fort Hall Ave. on SH 39, add to F.Y. 1979 from State Funded Program.
- 199 ---- Rigby, East & RR Xing, SH 48 - Project divided into two stages.

The Urban and State funded programs will be reviewed with the Board at the September 5 - 6 meeting.

Public Hearings Approved. Upon the recommendation of the State Highway Administrator, the Board concurred in going to public hearing when ready on the following projects:

RF-5115(18), Hangman Creek Bridge and Appr., South of Tensed
(Opportunity for Combined Hearing)

ER-5115(17), Sheep Creek Bridge and Appr., South of Tensed
(Opportunity for Combined Hearing)

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

M-7103(001) - The work consists of reconstructing the roadway, curb and gutter, sidewalk, bituminous strip, base, plant mix pavement, illumination and signalization on approximately 1.286 miles of US-20 and 26, Chinden Boulevard 43rd - 30th, Garden City, in Ada County - Federal Aid Urban "D" and State financed. The Board concurred in the award to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$575,729.80.

M-7386(001) - The work consists of constructing the city street, plant mix pavement, landscaping, illumination and signalization on 0.280 mile of Broadway Street in Idaho Falls, U.S. Highway 20-191, in Bonneville County - Federal Aid Urban "D" and State financed. The Board concurred in the award to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$795,854.03.

ST-4113(572) & Stockpile 4595 - The work consists of furnishing plant mix scrub coat and plant mix pavement on 9.290 miles of US-95 and furnishing aggregate in stockpile, in Lewis and Idaho Counties - State financed. The Board concurred in the award to Poe Asphalt Paving, Inc., Clarkston, Washington, the low bidder, in the amount of \$234,694.00.

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STM-3112(539), STM-3271(548) & Stockpile 3563 - The work consists of furnishing aggregate in stockpile, furnishing aggregate and seal coating 15.0 miles on US-95 and 10.95 miles on SH-55, in Adams and Valley Counties - State financed. The Board concurred in the award to Quinn Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$157,702.00.

I-90-1(94)8 - The work consists of extending a pump house at the Huetter Rest Area on Interstate Highway 90 in the vicinity of Huetter, in Kootenai County - Federal Aid Interstate and State financed. As the only bid was 253.95 over the Engineer's Estimate, the bid was rejected.

STM-I-90-1(503) - The work consists of removing and replacing one prestressed concrete stringer (stringer provided) and deck concrete to repair damaged structure, in Kootenai County - State financed. The Board concurred in the award to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$21,750.00.

HHS-F-3271(27) - The work consists of constructing the roadway, curb, curb and gutter, base, plant mix pavement, and signalization on Intersection of SH-44 and Glenwood, in Ada County - Federal Aid High Safety and State financed. The Board concurred in the award to Boise Paving and Asphalt Co., Boise, Idaho, the low bidder, in the amount of \$65,115.50.

ST-4704(513) & Stockpiles 4587 and 4588 - The work consists of roadside excavation, roadway embankment and deposit waste material on SH-14; and for furnishing material in stockpile, in Idaho County - State financed. As the only bid was 41.73 percent over the Engineer's Estimate, the bid was rejected.

ST-1786(520) - The work consists of constructing the roadway, drainage and placing a Type "D" Asphalt Surface Treatment on 3.598 miles of State Highway 34, Monsanto-Conda Junction, in Caribou County - State financed. The Board concurred in the award to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$412,183.00.

ST-2392(543) and ST-2821(505) - The work consists of constructing a leveling course and plant mix overlay on approximately 18 miles of US-93 and 1.4 miles of SH-75, Bellevue-Ketchum and Ketchum-Sun Valley, in Blaine County - State financed. The Board concurred in the award to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$222,562.50.

M-7141(001) - The work consists of constructing subgrade, base, drainage, plant mix pavement, signalization and illumination on Moreland Avenue and US-30 in Pocatello, in Bannock County - Federal Aid Urban "D" & State financed. The Board concurred in the award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$81,852.30.

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I-80N-2(48)49 - The work consists of preparing seed bed, seeding and watering to establishment period Stage I of the I-80N landscape project from Maple Grove to Gowen Spur U.P.R.R., in Ada County - Federal Aid Interstate and State financed. The Board concurred in the award to Roberts & Anderson Construction Co., Inc., Provo, Utah, the low bidder, in the amount of \$66,915.00.

ER-5756(3) - The work consists of constructing the approaches and an 81.5' concrete girder bridge over Big Creek near the Sunshine Mine, in Shoshone County - Federal Aid Emergency Relief and County financed. The Board concurred in the award to A & R Construction, Inc., Lewiston, Idaho, the low bidder, in the amount of \$121,236.00.

STM-I-90-1(501) & STM-I-90-1(502) - The work consists of painting (twin structures) at Division Street and Hill Street in Kellogg, in Shoshone County - State financed. The Board concurred in the award to Hanson Painting, Boise, Idaho, the low bidder, in the amount of \$24,863.00.

STM-3291(536) - The work consists of steel bridge repair, painting bridge and plant mix overlay on Mores Creek Bridge, SH-21, in Ada County - State financed. As no bids were received, the project will be modified and readvertised.

PS&E Approved by State Highway Administrator for Future Bid Openings. Upon hearing the report of the plans approved by State Highway Administrator Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
F-6471(68) Key No. 106	Rigby Section Structure (Advertise 8/20/74) (Bid Opening 9/17/74)	\$ 1,450,000
F-3112(32) Key No. 536	Little Salmon River Bridge (Advertise 8/29/74) (Bid Opening 9/24/74)	664,000
ST-6830(506) Key No. 534	South Fork Teton River Bridge	128,000
ST-6830(507) Key No. 535	North Fork Leigh Creek Bridge (Advertise 8/1/74) (Bid Opening 8/20/74)	74,000
HHS-F-1381(20) Key No. 433	Groveland Road Approaches (Advertise 8/19/74) (Bid Opening 9/10/74)	70,000
M-7584(001) Key No. 352	Washington - 6th to 8th, Moscow (Advertise 9/16/74) (Bid Opening 10/8/74)	80,000

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

RF-3112(30) Const., F-3112(30) P.E. & R/W, U.S. 95, Mesa South, Adams County - Idaho Power Company

STS-4810(507) Const., SRS-5810(5) P.E., Clarkia Intersection, State Highway 3, Shoshone County - General Telephone Company of the Northwest

M-7386(001), Broadway Avenue, Snake R. - Yellowstone Ave. in Idaho Falls, Bonneville County - Intermountain Gas Company and Mountain Bell

ER-5756(3), Big Creek Bridge and Approaches, Shoshone County - Washington Water Power Company

S-3809(15), Tollgate - Northeast, Elmore County - Bonneville Power Administration, Mountain Bell and Idaho Power Company

I-80N-2(40)121, Glenns Ferry Bridge - E. Snake River Crossing, Elmore County - Idaho Power Company and Mountain Bell

RS-3806(19) Const., ST-3806(516) P.E. & R/W, Grasmere North and South, Owyhee County - Gem State Utilities Company

RF-4113(46), Cottonwood North, Idaho County - Idaho County Light & Power Coop. Assoc., Inc.

ER-RF-4113(45), Cottonwood So. & Bypass, RF-4113(46), Cottonwood North, ST-4113(554), Cottonwood Airport - So. - Pacific Northwest Bell Telephone Company and Washington Water Power Company

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
F-1481(14)	Lund - Alexander	
	U.S. 30	
	M.P. 389.16 to M.P. 399.02 (8.59 Miles)	Partial Control, Type "F"
F-2391(17)	Jct. S.H. 25 - Newmans Corner	
	U.S. 93	
	M.P. 58.85 to M.P. 65.95 (7.1 Miles)	Partial Control, Type "F"

(This action
rescinds Board
Minute Entry
12/12/68)

Approval to Sell, Purchase or Trade.

I-80N	I-IG-80N-2(38)120 (Glenns Ferry I.C.- King Hill I.C. (Incl.))	Russell, Inc.	Parcel No. 2-R
I-15	I-15-1(37)29 (Downey - South)	Pacific Power & Light Company	Borrow Source Nos. BK-139 and BK-154B

The Board approved and signed the Quitclaim Deed and Easement as recommended.

Condemnation Authority.

US 93	F-2391(10) (Addison Ave., Twin Falls)	Gideon Sperle and Loma Sperle	Parcel No. 29
US 93	F-2391(10) (Addison Ave., Twin Falls)	Mabel E. Lash	Parcel No. 46
I-90	I-IG-90-1(91)0 I-IG-90-1(51)0 R/W (Wash. St. Line - East Post Falls I.C. (Incl.))	Seiter's, Inc.	Parcel No. 39

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

Sign Program Report. The Right of Way Supervisor gave each member of the Board a copy of the current sign status report for his perusal. The Board was also given a status report on the internal review investigation now underway concerning a transaction with Media West.

THURSDAY, AUGUST 1, 1974

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

Carl C. Moore, Chairman
Lloyd F. Barron, Vice-chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
V. N. Richardson, State Highway Administrator

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Division of Aeronautics Submits Report to Board. A report entitled "Idaho Airport System Plan" was presented to the Board for their information and background.

Hearing Determination - Location and Design of Interstate 90 From Wolf Lodge Interchange to Rose Lake Junction, I-90-1(55)26, Key No. 43. A public hearing was held at the Holiday Inn Convention Center, Coeur d'Alene, Idaho, at 7 p.m., Tuesday, June 25, 1974.

The Board, having read the transcript made of the testimony and proceedings had at said hearing; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Transportation Board finds and determines that:

1. Interstate 90, from Wolf Lodge Interchange to Rose Lake Junction, be constructed to current Interstate standards on the existing location as shown in the Location and Design Brochure dated June, 1974.
2. This proposal will provide greater benefits to the State of Idaho than any resulting loss or damage.

Hearing Determination - Location of U.S. Highway 95 From Bellgrove to Mica Flats and the Location and Design of U.S. Highway 95 From Mica Flats to Coeur d'Alene, F-FG-5115(1) - Key No. 711, F-5115(11) - Key No. 98, F-5115(12) - Key No. 99. A public hearing was held at the Washington Water Power Auditorium, Coeur d'Alene, Idaho, at 7 p.m., Wednesday, July 10, 1974.

The Board, having read the transcript made of the testimony and proceedings had at said hearing; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Transportation Board finds and determines that:

1. U.S. Highway 95, from Bellgrove to Coeur d'Alene, be constructed on generally existing location identified as the Existing Improved Plan in the Location Hearing Brochure for Bellgrove to Mica Flats dated March, 1974, and as shown in the Location and Design Hearing Brochure for Mica Flats to Coeur d'Alene dated May, 1974.
2. Relocated sections, when completed, be added to the State Highway System.
3. Existing sections, when replaced by the relocated sections, be removed from the State Highway System.

4. Design Option B at Cougar Bay be constructed as shown in the Location and Design Hearing Brochure for Mica Flats to Coeur d'Alene dated May, 1974.
5. These proposals will provide greater benefits to the State of Idaho than any resulting loss or damage.

Hearing Determination - Design of the Lewiston Hill Section of U.S. Highway 95, DP-F-4114(28), DP-F-4114(23), Q-DP-F-4114(29), F-4114(31) & DP-F-4114(32). A public hearing was held at the Lewis-Clark Hotel, Lewiston, Idaho, at 7 p.m., Thursday, July 11, 1974.

The Board, having read the transcript made of the testimony and proceedings had at said hearing; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Transportation Board finds and determines that:

1. Proceed with design of three-level interchange.
2. Improve Frontage Road on south from 3rd North to 31st Street to accommodate increased local traffic volumes. Evaluate off ramp access at 7th Avenue North.
3. Proceed with design of interchange at top of hill with Highway 195 going over U.S. 95.
4. Frontage Road for Nordby Heights area is not justified as a result of the proposed interchange layout since existing access is maintained to the east.

Relinquishment of Roadway and Right of Way to Ada County Highway District. Whereas, an agreement dated March 14, 1967, by and between the State of Idaho, by and through its Board of Highway Directors, and the County of Ada, State of Idaho, provided that responsibility for maintenance of roadway and drainage features of Vista Avenue Connector extension from a point on Vista Avenue south of the Vista I.C., easterly for a distance of 730 feet shall be assumed by Ada County; and,

Whereas, the said agreement did not provide that the State relinquish the said section of roadway to Ada County; and,

Whereas, it has been determined that complete jurisdiction over the said roadway, including the right of way, shall be relinquished to Ada County; and,

Whereas, Ada County Highway District did agree to add to their road system and assume responsibility for said section of roadway.

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Now, Therefore, Be It Resolved, that all jurisdiction over that certain section of street or highway, including right of way designated as the Vista Connector, beginning at the junction of Vista Avenue and Airport Road and extending easterly for a distance of 730 feet, be, and the same hereby is, relinquished to the Ada County Highway District, successor in interest, with respect to streets and highways, to Ada County.

(The above is recommended and stated in official Exhibit B-134)

FRIDAY, AUGUST 2, 1974

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

Carl C. Moore, Chairman
Lloyd F. Barron, Vice-chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
V. N. Richardson, State Highway Administrator

Temporary Access Permits on U.S. 93 Between the Perrine Bridge and Interstate 80N Authorized. The Board authorized the Department to issue temporary access permits as needed on the section of U.S. 93 between the Perrine Bridge and Interstate 80N to accommodate the parking access (if needed) for the Evel Knievel Snake River Canyon jump scheduled for September 8.

Board Meets with Legislative Interim Highway Needs Study Committee. L. P. Sheesley, Planning Survey Manager, informed the Committee that revenue to the State Highway Fund during fiscal year 1974 amounted to \$51.4 million. Despite a reduction of \$3.1 million in revenue from gasoline tax, actual receipts to the State Highway Fund exceeded the appropriated amount by \$1.1 million. Unexpected increases of from 17 percent to 22 percent in some other revenue sources were responsible for this excess. Principally involved were vehicle registrations, special fuels, gross weight distance fees and 96-hour trip permits.

Because revenue processing lags behind gasoline gallonage reports in unpredictable ways, projected revenues from the gasoline tax are based on future estimates of gallonage. Gasoline gallonage in fiscal year 1974 diverged significantly from historic growth trends. Compared to fiscal year 1973, gallonage in fiscal year 1974 was down 0.2 percent. Had historic growth continued, gallonage in fiscal year 1974 would have exceeded gallonage in fiscal year 1973 by 4.8 percent.

Revenue from the gasoline tax had been estimated to be \$45.6 million for F.Y. 1976. On the assumption that experience in fiscal year 1974 will continue through fiscal year 1976, however, only \$39.3 million will be available from gasoline tax revenue.

If this expected loss occurs in normally anticipated revenue, highway construction will suffer accordingly. Needed to offset such loss would be additional revenue equivalent to that produced by a tax of about 1.5 cents per gallon of gasoline.

State Highway Administrator Richardson reported to the Committee that highway construction costs in Idaho for the first half of 1974 increased 20 percent over 1973 costs.

This increase in cost is reflected by changes in selected bid items. Excavation costs were down 11 percent because rock content decreased in the 1974 projects. Crushed Aggregate was up 23 percent. Asphalt showed the greatest increase, \$46.77 to \$105.50/ton, which was up 126 percent. Plant Mix was up 4 percent. Concrete and Metal Reinforcement were up 28 and 57 percent respectively.

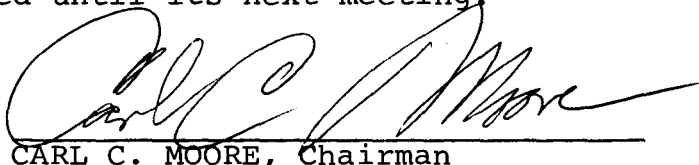
Price trends for the Federal-aid Highway Construction computed from information on some 30 major bid items taken from awards of contracts for Federal-aid projects by State Highway Departments on a nationwide basis indicated item costs increased for First Quarter 1974 over First Quarter 1973 as follows:

Common Excavation	Up 44%
Portland Cement Concrete Pavement	Up 24%
Bituminous Concrete Pavement	Up 34%
Reinforcing Steel	Up 55%
Structural Steel	Up 56%
Structural Concrete	Up 18%
Composite Index	Up 36%

The FHWA Composite Index comparing First Quarter 1974 to the 1973 Average was up 23%.

After these presentations a question and answer period followed with topics centering around funding, flexible roadway standards, landscaping, inflationary costs, the National Fair Labor Act, White Bird, Perrine and American Falls Bridges, and weigh limitations.

WHEREUPON, the Board adjourned until its next meeting.



CARL C. MOORE, Chairman

Read and Approved
September 5, 1974
Boise, Idaho

August 2, 1974

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MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 5 & 6, 1974

The Idaho Transportation Board met in stated regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, September 5, 1974. Present were:

Carl C. Moore, Chairman - Director, District 3
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director, Idaho Transportation Department
V. N. Richardson, State Highway Administrator

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

Board Meeting Dates Set. The Fall East Idaho Board Tour was confirmed for September 30, October 1, 2, 3 and 4, with the October meeting in Boise on October 4. Letters to the communities on the tour route are being prepared by the Director; a news release will be mailed later.

The Board scheduled its November meeting for November 7 and 8.

Bid of Roberts & Anderson, Inc., on Project I-80N-2(48)49, Maple Grove to Gowen Spur, Declared Invalid. Mr. Edward C. Roberts, President, and Mr. Darrell Anderson, Supervisor, appeared in behalf of Roberts & Anderson, Inc., to ask the Board to declare invalid their bid on Project I-80N-2(48)49. The Company erred in the amount bid for the watering item and the extension thereof. When asked their opinion of the Acre - Unit bid basis, they said it involved uncertainties and that they would prefer the usual method of measurement by the M.G.

The Board declared the bid invalid and concurred in the Contractor's recommendation that the Acre - Unit measurement be revoked or suitably modified to eliminate any ambiguities.

Delay in Publication of State Highway Maps from January 1, 1975, to July 1, 1975, Approved. The Division of Highways reported that of a total of 450,000 official State highway maps purchased and received in January, 1974, there is in excess of 150,000 still in stock. There has been a noticeable reduction in the number of requests for maps and tourism type information this year. The maps do not contain a publication date. A delay in publication from January 1, 1975, to July 1, 1975, for the next map was recommended, in order to use the remaining number. The Board concurred in the recommendation.

Board Policies Revised to Reflect New Transportation Department Format. The Board approved en mass the change of all existing Board policies which were revised to reflect the new Transportation Department format, titles and current data. It was noted that new proposed policies or those which modify the meaning or instructions of present policies will be presented and documented individually. Draft copies of new proposed policies or those with significant modifications will be sent to Board Members in advance.

State Highway Administrator's Report.

1. Burke Paint Company Litigation. Burke Paint Company, suppliers of traffic line paint, sued the Department for breach of contract. The jury awarded Burke \$60,000 despite evidence that the Company did not live up to the obligations of the contract to supply paint.
2. Pollock Landslide. Recommendations for correction are forthcoming. May advertise a federally-funded emergency project in about thirty days. Estimated cost \$1.5 million. The Division may initiate a project to correct approximately \$700,000 worth of damage to U.S. 95 along the Salmon River below Riggins.
3. General. Status report on the asphalt pavement overlay program. Discussion of the construction schedule for Project HHS-1381(20), Groveland Road, in connection with impact on traffic destined for the starch plant during potato harvest. District One will be asked to explore detour possibilities. Discussion of current action to replace District Engineer, District Six.
4. Congressional Hearing. The Board authorized a representative of ITD to appear at a congressional hearing in Washington, D.C. in September or October to offer support for a proposal that the Corps of Engineers fund an \$8,000,000 Southway Bridge over the Snake River at Lewiston.
5. Clearwater River Bridge. District Four furnished information, at the request of the U.S. Coast Guard, on right of way and relocation costs for the construction of a new, high bridge at the present bridge site. It was brought out that the upstream option may not be feasible because of the existing pumping plant.

Organizational Meeting of the Interdepartmental Committee Outlined. Keith Longenecker, Assistant Planning Engineer, reported that Section 141.2 of the Department's Action Plan requires that an Interdepartmental Committee be formed to assist in the Systems Planning for statewide transportation. Membership on the committee will consist of representatives of State agencies, regional planning groups, the Governor's office, Federal Highway Administration and

Forest Service. This committee will assist the Department in functional classification and establishing urban systems which are currently underway. The committee will also assist in the development of a statewide bikeway plan which the Department will be conducting in coordination with the Department of Parks and Recreation.

The concept of forming this committee had its origin in response to Federal requirements of providing an interdisciplinary approach to systems planning. This committee will assist in the review of statewide transportation goals and objectives; of the relative importance of social, economic and environmental factors of major impact to the State as they relate to and are affected by transportation systems; of long-range State transportation system plans.

The Board stressed the need to clearly define the committee's functions. The Board pointed out that the decision making authority of the Board and Director must not be abrogated.

Revised Urban and State Funded Safety Improvement Programs
Approved. It was reported to the Board that because the programs have been changed from a calendar year to a fiscal year basis there is a need to review and approve the program earlier than usual. The Board approved the following revisions in the Urban and State Funded Safety Improvement Programs.

URBAN PROGRAM

District I -

Key No.

205 ---- Benton St. Overpass. Added to FY 1975.
 335 ---- Alameda Road, Pocatello. Shifted from FY 1976 to FY 1977.
 444 ---- I-15W I.C. - Highway Avenue. Shifted from FY 1979 to
 FY 1978.

District II -

Key No.

336 ---- So. Blue Lakes Blvd., Twin Falls. Shifted from FY 1975 to
 FY 1977.
 -- ---- Twin Falls, Washington Street North. Added to FY 1978.

District III -

Key No.

890 ---- Carpool. Added to FY 1975.
 150 ---- Fairview & Chinden Blvd. I.C., Boise. Deleted.

136 ---- Cleveland Blvd., Caldwell W.C.L. Shifted from FY 1975 to FY 1976.
 341 ---- 16th Ave. (3rd St. - Garrity Blvd.), Nampa. Shifted from FY 1975 to FY 1978.
 95 ---- State St. (23rd-28th), Boise. Shifted from FY 1976 to FY 1975.
 891 ---- Walnut St. to Urban Boundary (Bike Path). Added to FY 1975.
 892 ---- Jefferson & 11th Street (Signal). Added to FY 1975.
 347 ---- Overland Road, Orchard - Cole. Shifted from FY 1977 to FY 1976.
 138 ---- Chinden Blvd., 49th - 43rd St. Deleted.
 893 ---- Vista, Overland Rd. - Malad St., Boise. Added to FY 1977.
 894 ---- Park and Ride Lots. Added to FY 1977.
 895 ---- Park and Ride Lots. Added to FY 1978.
 896 ---- Park and Ride Lots. Added to FY 1979.
 897 ---- Park and Ride Lots. Added to FY 1980.
 898 ---- I-80N - Mtn. Home E.C.L. (SH 68). Added to FY 1976.
 344 ---- Vista, Ridenbaugh Canal - US 30. Added to FY 1978.
 348 ---- Curtis Rd. Ext., Northview - Chinden. Deleted.
 680 ---- 9th St., Front to Capitol Blvd. Added to FY 1980.
 343 ---- State St. - Jefferson Couplet. Added to FY 1980.

District IV -

Key No.

353 ---- Misc. Signals, Moscow. Shifted from FY 1976 to FY 1975.
 899 ---- Mill Road, 31st to PFI. Added to FY 1976.
 900 ---- Lewiston, Dike Bypass Route. Added to FY 1977.
 901 ---- Lewiston, 11th Ave., 17th to 21st. Added to FY 1977.
 902 ---- Lewiston, 17th St., G to 11th Ave. Added to FY 1977.
 903 ---- Lewiston, 16th Ave., 14th to 21st. Added to FY 1978.
 904 ---- Lewiston, Snake River Ave., Main to 13th. Added to FY 1978.
 905 ---- Lewiston, Bryden Canyon - 5th to 18th. Added to FY 1979.

District VI -

Key No.

355 ---- 17th St., Idaho Falls - Ammon. Shifted from FY 1976 to FY 1975.
 115 ---- Jct. I-15 - West 0.8 Mi. Deleted.
 110 ---- Rexburg S.C.L. - SH 88. Deleted.
 112 ---- SH 88 - Rexburg N.C.L. Deleted.
 115 ---- Jct. I-15 - Memorial Br., Idaho Falls (US 20). Added to FY 1979.

STATE FUNDED SAFETY IMPROVEMENT PROGRAM

District I -

Key No.

205 ---- Benton St. O'Pass (US 30). Shift to Urban "D".
 860 ---- Soda Springs - Monsanto (SH 34). Shift from FY 1976 to
 FY 1975.
 226 ---- Henry - 8.5 Miles East (SH 34). Shift from FY 1976 to
 FY 1975.
 219 ---- Yellowstone Ave., Elm St. - Cedar St. Shift from FY 1976
 to FY 1975.
 228 ---- Preston North (SH 37). Shift from FY 1977 to FY 1975.
 229 ---- Red Rock O'Pass - Downey (US 91). Shift from FY 1977 to
 FY 1976.

District II -

Key No.

254 ---- Jct. SH 25 - I-80N IC (US 93). Shift from FY 1976 to FY 1975.
 251 ---- Richfield - Pagari (US 20-26). Shift from FY 1976 to FY 1975.
 252 ---- Rupert - Heyburn I.C. (SH 24). Shift from FY 1976 to FY 1975.
 253 ---- Snake Riv. - Heyburn I.C. (US 30N). Shift from FY 1976 to
 FY 1975.
 365 ---- Jct. SH 50 - Greenwood I.C. (SH 25). Shift from FY 1976 (SF)
 to FY 1975.
 879 ---- Through Bliss (US 30). Added to Program.
 250 ---- North of Gooding (SH 46). Shift from FY 1976 to FY 1975.
 366 ---- Pagari - Tikura (US 20-26). Shift from FY 1977 to FY 1976.
 370 ---- Bellevue - Ketchum (US 93). Added to FY 1976.
 368 ---- Shoshone - Dietrich (SH 24). Shifted from FY 1977 to FY 1976.
 884 ---- West Buhl - Cedar Crossing (US 30). Added to FY 1976.
 873 ---- Salmon River Bridge (Redfish) (US 93). Added to FY 1977.
 886 ---- Jct. SH 68 - Bellevue (US 93). Added to FY 1977.
 887 ---- Deep Creek - N. Hollister (US 93). Added to FY 1977.
 888 ---- Picabo - Silver Creek (PMX.) (SH 68). Added to FY 1977.
 889 ---- Source Reclamation. Added to FY 1977.

District III -

Key No.

376 ---- Lake St. & 13th, McCall (SH 55). Shifted from FY 1975 to
 FY 1977.
 388 ---- Donnelly - McCall (SH 55). Shifted from FY 1976 to FY 1975.
 374 ---- Grasmere, North & South (SH 51). Shifted to FAS.
 874 ---- Galloway Canal (US 95). Added to FY 1975.
 803 ---- Marsing South (US 95). Added to FY 1975.
 401 ---- Cat Creek Summit, West (SH 68). Shifted from FY 1977 to
 FY 1975.

- 858 ---- Marsing, 1st Ave. - Snake Riv. Br. (SH 55). Added to FY 1976.
 397 ---- Grasmere, North (SH 51). Shifted from FY 1977 to FY 1976.

District IV -

Key No.

- 883 ---- FH Boundary - East (SH 14). Added to FY 1975.
 872 ---- Top of Greer Grade - Weippe (SH 11). Added to FY 1975.
 404 ---- Moscow Mtn. (US 95). Shifted from FY 1976 to FY 1977.
 415 ---- Lowell, West (US 12). Shifted from FY 1976 to FY 1977.
 256 ---- Greer Grade (SH 11). Shifted from FY 1977 to FY 1976.
 257 ---- Viola - Potlatch Jct. (US 95). Shifted from FY 1977 to FY 1976.
 875 ---- Jct. FAS 4713 - Cottonwood Cr. (SH 7). Added to FY 1977.
 850 ---- Cottonwood Airport - South (Pavt.). Added to FY 1976.
 882 ---- Top Bear Ridge Grade - North. Added to FY 1976.

District V -

Key No.

- 263 ---- Waterproof Br. Decks (St. Maries over St. Joe). Shifted to State Forces Work.
 264 ---- N.W. Blvd. I.C., Coeur d'Alene. Shifted to State Forces Work.
 265 ---- Jct. US 95 & 2, Sandpoint (US 95). Shifted to State Forces Work.
 283 ---- Worley - Alexander (US 95). Shifted from FY 1976 to FY 1975.
 285 ---- Clarkia Intersection (SH 3). Shifted from FY 1976 to FY 1975.
 432 ---- Willow Cr., Mullan (US 10). Added to FY 1975.
 284 ---- Sandpoint Bridge, South (US 95). Shifted from FY 1976 to FY 1977.
 876 ---- Rathdrum - Garwood (SH 53). Added to FY 1976.

District VI -

Key No.

- 327 ---- Rigby Streets (US 20). Shifted from FY 1976 to FY 1975.
 326 ---- Federal Hill, South (US 191). Shifted from FY 1976 to FY 1975.
 329 ---- Yellowstone & Holmes, Idaho Falls (US 191). Shifted to State Forces FY 1976.
 334 ---- Hatches Corner - Driggs (SH 33). Shifted from FY 1977 to FY 1976.
 877 ---- Big Lost River Bridge (US 20). Added to FY 1976.
 312 ---- North of Mackay (US 93A). Shifted from FY 1975 to FY 1977.

The Board concurred in deleting State Forces work listing in the Improvement Program.

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Budget. The Transportation Planning Programs & Budgets Manager presented F.Y. 76 budget projections based on three levels of gas tax revenue and no growth in fuel consumption: status quo at 8.5¢/gal.; 10¢/gal.; and 11¢/gal. (Charts on file.) The status quo level would result in a State funded improvement program of \$4.3 million; the 10¢ level - \$8.4 million; and the 11¢ level \$11.5 million. \$8.4 million would sustain the F.Y. 1975 level of programing, subject to inflationary reductions; and \$11.5 million would fall short of meeting the Maintenance Section's needs projection for a pavement rehabilitation program.

The Board authorized the Department to develop the F.Y. 76 budget using the income level that would be produced by a 10¢/gal. tax; and suggested that the Director explore gas tax revenue structure tied to fuel price with a minimum yield based on the 10¢/gal. tax. It was further suggested that current diversions from State Highway User Revenue be explored as additional sources of highway funding.

Public Hearings Approved. Upon the recommendation of the State Highway Administrator, the Board concurred in going to public hearing on the following projects:

S-3790(1), Boise River Bridges - S.H. 69
(Opportunity for Combined Hearing)

F-1481(14), Lund to Alexander
(Design Hearing)

Location and Design Approved for Project RF-5115(18), Hangman Creek Bridge and Approaches, and Project ER-5115(17), Sheep Creek Bridge and Approaches. As no requests were received to be heard in public hearing, the Board concurred in the location and design of Project RF-5115(18), Hangman Creek Bridge and Approaches, and Project ER-5115(17), Sheep Creek Bridge and Approaches, and that project development should proceed on the basis of current proposals.

Blaine County Commissioners and Blaine County Planning & Zoning Commission Oppose West Hailey Airport Alignment Option, Project F-2392(10). The Board reviewed the opposition of the Blaine County Commissioners and Blaine County Planning & Zoning Commission to the West Hailey Airport Alignment Option.

The Board could see no reason to change the location for U.S. Highway 93 in the Hailey area as specified in the Board Determination dated June 19, 1974, for the following reasons:

1. The existing highway alignment is too close to the airport and has two sharp curves at the Hailey South City Limits.

2. To extend U.S. 93 through Hailey along the west side of the railroad right of way would require extensive residential displacement with significant environmental consequences.
3. The proposed alignments would eliminate the two sharp curves, utilize Main Street and minimize displacement of residences if right of way is purchased in the near future.
4. The Federal Highway Administration has not responded to the Department's request for reduced standards to get participation in a two-lane facility.
5. There are plans for residential development west of the airport that would strangle the airport.

Letters were sent to the government officials explaining the problems involved with replacing the Wood River bridge south of Ketchum on the present site, and the intermodal implications of the airport proposal.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
RF-5115(18)	Hangman Creek Br. and Appr. M.P. 380.94 to 381.20 (0.26 Mi.)	Standard Approach Policy
ER-5115(17)	Sheep Creek Br. and Appr. M.P. 378.54 to 378.80 (0.26 Mi.)	Standard Approach Policy
S-5810(4)	St. Maries River Br. at Santa M.P. 67.76 to 68.10 and M.P. 68.34 to 68.67 (0.67 Mi.)	Partial Control, Type "A"
	M.P. 68.10 to 68.34 (0.24 Mi.)	Standard Approach Policy

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

RS-3806(19) - The work consists of constructing the roadway, drainage structures and placing a bituminous surface treatment on 4.886 miles of State Highway 51, Grasmere North and South, in Owyhee County - Federal Aid Rural Secondary and State financed. The Board concurred in the award to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$583,130.00.

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S-RS-3809(15) - The work consists of constructing the roadway, drainage structures and placing an asphalt surface treatment on 6.988 miles of State Highway 68, 0.5 mile west of the National Forest Boundary-West, in Elmore County - Federal Aid Secondary, Rural Secondary and State financed. The Board concurred in the award to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, in the amount of \$2,069,740.00.

Building No. 6141 - The work consists of installing a Heating and Refrigeration System in the Beeches Corner Port of Entry Building, in Bonneville County - State financed. The Board concurred in the award to Conan & Landon Heating & Air Conditioning, Idaho Falls, Idaho, the low bidder, in the amount of \$2,280.00.

Buildings No. 4431 & 4011 - The work consists of reroofing the Bovill and Potlatch Maintenance Buildings, in Latah County - State financed. As no bids were received, the projects will be negotiated.

ST-6830(506) and ST-6830(507) - The work consists of designing and constructing an 80' and 42½' or 28' concrete bridges over the South Fork of the Teton River and the North Fork of Leigh Creek on SH-33, in Fremont and Madison Counties - State financed. The Board concurred in the award to Weyher Construction Co., Salt Lake City, Utah, the low bidder, in the amount of \$177,650.00.

RF-4113(46), DP-RF-4113(45) & ST-4113(554) - The work consists of constructing the roadway, drainage structures and placing a Type D Surface Treatment on 7.276 miles of U.S. Highway 95, Cottonwood - North, Cottonwood South and Bypass and Cottonwood Airport - South, in Idaho County - Federal Aid Rural Primary, Development and State financed. The Board concurred in the award to S. W. Groesbeck, Eugene, Oregon, the low bidder, in the amount of \$2,460,370.20.

RS-1817(4) - The work consists of constructing a 134' prestressed concrete bridge over the Bear River on the Nounan Road, in Bear Lake County - Federal Aid Rural Secondary and County financed. The Board concurred in the award to Miller Construction, Twin Falls, Idaho, the low bidder, in the amount of \$149,455.50.

I-80N-2(40)121 - The work consists of constructing the roadway, drainage, 284' concrete underpass and placing plant mix on frontage roads on approximately 6.182 miles of I-80N, Glenns Ferry Bridge to E. Snake River Crossing, in Elmore County - Federal Aid Interstate and State financed. The Board concurred in the award to Galey Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$3,759,182.60.

I-80N-4(17)252 - The work consists of constructing a control fence for deer migration along 22.040 miles of Interstate Highway I-80N, between Sweetzer I.C. and Utah Line, in Cassia and Oneida Counties - Federal Aid Interstate and State financed. The Board concurred in the award to Fordyce Fencers, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$98,730.25.

RS-3720(2) - The work consists of the construction of 0.341 mile of roadway approaches and a 198' prestressed concrete structure over the Boise River at Parma, Idaho, in Canyon County - Federal Aid Rural Secondary and State financed. The Board concurred in the award to Miller Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$363,343.35.

ST-1032(541) - The work consists of constructing a scrub coat and plant mix overlay on approximately 0.7 mile of US-191, Yellowstone Avenue, Elm Street to Cedar Street in Pocatello, in Bannock County - State financed. The Board concurred in the award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$16,331.40.

ER-5788(2) - The work consists of reconstructing the roadway, drainage structures, channel modification and placing a roadmix pavement on 0.379 mile of the county road, Clark Fork East, in Bonner County - Federal Aid Emergency Relief and County financed. The Board concurred in the award to Hesco Construction, Inc., Dishman, Washington, the low bidder, in the amount of \$68,364.50.

HHS-5041(36), HHS-5728(1) and STS-5041(568) - The work consists of widening for turn bays, placing a plant mix pavement and a gilsonite seal coat on U.S. Highway 10, Spokane St. - Idaho St.; Nelson Rd. - Spokane St. in Post Falls and Washington State Line - East, in Kootenai County - Federal Aid High Hazard Safety and State financed. The Board concurred in the award to Inland Asphalt Company, Spokane, Washington, the low bidder, in the amount of \$128,033.55.

PS&E Approved by State Highway Administrator for Future Bid Openings. Upon hearing the report of the plans approved by State Highway Administrator Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
HHS-5041(36), HHS-5728(1), ST-5041(568)	Spokane Street-Idaho Street; Nelson Road-Spokane Street in Post Falls and Washington State Line-East (Advertised 8/19/74) (Bid Opening 9/3/74) (Cleared by Board 9/16/74)	\$ 175,600
ST-1032(541)	Yellowstone Avenue, Elm Street, Cedar Street (Advertised 8/12/74) (Bid Opening 8/27/74) (Cleared by Board)	39,000

ST-6471(619)	Rigby Streets (Advertise 10/10/74) (Bid Opening 11/5/74)	\$ 109,000
RS-6742(13)	Rigby East (Advertise 10/10/74) (Bid Opening 11/5/74)	46,000
RF-6471(71)	So. Rigby-Thornton (Advertise 10/10/74) (Bid Opening 11/5/74)	1,800,000
RF-6471(68)	So. Rigby-Thornton (Strs.) (Advertise 10/10/74) (Bid Opening 11/5/74)	1,407,000
I-15-1(69)0	Utah Line - Deep Creek (Advertise 10/17/74) (Bid Opening 11/12/74)	2,509,000

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

RS-3720(2), S.H. 18, Parma Bridge, Owyhee County - Idaho Telephone Company and Idaho Power Company

ST-6830(507), No. Fork Leigh Creek Bridge, Teton County - Mountain Bell

Approval to Sell, Purchase or Trade.

I-15	I-15-1(27)8 South Malad - Deep Creek I.C.	Calvin Dredge and Meriel Dredge	Parcel No. 21-R-1
US 191	FI-1031(3) Malad Valley Highway	Calvin C. Dredge and Meriel Dredge	Parcel No. 34 & 35R
US 191 & 20	F-6471(40) Rigby-Thornton	F. L. Massengale, Dean C. Cramer and and Betty L. Cramer	Parcel No. 19-R
US 191 & 20	F-6471(40) Rigby-Thornton	Myrtle Harrop, Hugh Hoopes and Rose Hoopes	Parcel No. 18-R

The Board approved and signed the deeds as presented and recommended by the Right of Way Supervisor.

Settlement in Excess of \$40,000.

I-15 I-15-1(62)0 J. Reed Nielsen and Parcel No. 1
 Utah State Line - Isabelle O. Nielsen
 North

The Board approved settlement at \$42,000 on the Nielsen parcel as presented and recommended.

Sign Report. The Right of Way Supervisor distributed copies of the sign report to each Board member for his review.

Aeronautics and Public Transportation Administrator's Report.

1. Airport System Planning and Development. Administrator Worthie Rauscher and Engineer Larry Mathison presented a status report on planning and development for several airports throughout the State. Handout material that accompanied the report is on file.
2. Gimlet Airport. This is a private airport being used by the public. Owners wish to close the field to facilitate subdivision development. They would like the Department to effect closure, but the Department will resist such action.
3. Cascade Airport. The Board authorized the Department to negotiate acquisition of property for this airport on the basis of buying the grazing rights for an amount not to exceed \$10,000. (See Legal Section Report on September 6, 1974.)

FRIDAY, SEPTEMBER 6, 1974

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

Carl C. Moore, Chairman
 Roy I. Stroschein, Member
 Darrell V Manning, Director
 V. N. Richardson, State Highway Administrator

Summary of Efforts of States to Increase Revenue Levels Presented. The Highway Planning and Programming Supervisor presented a brief summary of telephone contacts with officials in Montana, Utah and Washington concerning efforts in those states to increase revenue levels.

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Highway Access Exchange Deeds Approved. The Board approved and signed the following:

1. Exchange Deed on Project F-1491(1), US 91, MP 5.36 - 7.83, Dennis and Maydean Pope, to exchange 30 foot approach at Station 35+50 for 40 foot approach at Station 34+60 replacing exchange deed approved at the last Board Meeting.
2. Exchange Deeds on Project FHP 25-4(4), Lowman East for the following:
 - (a) Parcel 1-A, Davis and Giese, relocate 20 foot unrestricted approach from Station 390+20 left to Station 386+50 left, relocate 20 foot unrestricted approach from Station 394+85 left to Station 391+18 left and relocate 40 foot joint use approach from Station 400+05 left to 20 foot unrestricted approach Station 400+20 left.
 - (b) Parcel 4-A, Warner, relocate 20 foot unrestricted approach Station 407+10 left to Station 408+85 left.
 - (c) Parcel 7-A and 8-A; Denney, Nelson, Lewis, Rambo and Glenn; Exchange Type 1, 24 foot unrestricted approach Station 417+10 right for Type 2, 24 foot unrestricted approach Station 419+62 right.
 - (d) Parcel 16-A, Miracle and Bartlett, relocate 20 foot unrestricted approach from Station 631+15 right to Station 632+00 right.

Highway Access Request, Albert E. Blaser. A request was considered for access to SH 21, MP 7.6, Brian Subdivision for a frontage road or an approach to provide access to residential construction by Mr. Blaser. This access request, Permit 3-74-185, has repeatedly been denied by the District the past several years. The Board concurred in the access denial and recommended that action be taken to delete Mr. Blaser's temporary illegal approach.

Legal Reports.

1. Access Control Problem on U.S. 95 Near Pinehurst. Attorney Hohler explained an access control problem on U.S. 95 near Pinehurst. Residents, apparently unaware of the access control, gain access to a paved section of old highway on existing right of way and thence to present U.S. 95 at random, creating a safety problem. The Board instructed the District and Legal to negotiate with the property owners to lease to them portions of the old highway as a frontage road for a finite period, not to exceed ten years, with the provision that the owners cause a fence to be erected between the old and new highways between authorized access points.

2. Cascade Airport. As a contingency against a breakdown in negotiations with the Greens, the Board signed a condemnation order for the property needed for this airport. There was a discussion of the Bureau of Reclamation's policy of considering individual requests to trade grazing rights on Bureau land for fee title, and how such action in this case would act against the Department's interests.

Board Policy B-519. The State Highway Administrator presented a revised policy on fencing right of way. The following revised policy was approved by the Board:

Board Policy B-519 - Right of Way Fencing

Projects involving new right of way and those requiring full-control access shall be fenced at State expense. Fences in full-access control areas shall be located one (1) foot inside the right of way line and maintained by the State. Other fences shall be located on the adjoining property owner's land as close to the right of way line as possible and be maintained by the property owner unless damaged by a highway user. In the latter case, the State shall be responsible for repair costs.

On construction projects within existing right of way, if fencing is required for highway user safety, the installation shall be at State expense. Maintenance resulting from damage by highway traffic shall be repaired at State expense. Maintenance required by the normal wear and tear shall be performed by the property owner at his expense. Replacement required by normal wear and tear shall be on a 50-50 basis between the adjoining landowner and the State if the fencing is outside the right of way line.

If an adjoining landowner in a presently unfenced area of the State Highway System requests a right of way fence, the State shall share the cost on a 50-50 basis, and the landowner shall provide all maintenance costs except costs of highway user damage which will be borne by the State. Replacement costs shall be at the same 50-50 ratio.

Steel cattleguards and gates shall be considered as right of way line fencing.

All highway fencing shall be "closed" by an intersecting fence, cattleguard, or a natural barrier.


Right of way contracts shall stipulate that the positioning of the fence line shall not alter the recorded property line between the State and the adjoining landowner.

(Former date of B-519): 7/25/62)

September 6, 1974

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WHEREUPON, the Board adjourned until its next meeting.



 CARL C. MOORE, Chairman

Read and Approved
 October 4, 1974
 Boise, Idaho

MINUTES OF THE
 EASTERN IDAHO BOARD TOUR
 and
 REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD
 September 30, October 1 - 4, 1974

The Board began their tour of Eastern Idaho in Boise at 8 a.m., Monday, September 30, 1974. Those on the tour were:

Carl C. Moore, Chairman - Director, District 3
 Lloyd F. Barron, Vice Chairman - Director, District 2
 Roy I. Stroschein, Member - Director, District 1
 H. L. Day, Transportation Planning Manager and Secretary
 to the Idaho Transportation Board
 Darrell V Manning, Director, Idaho Transportation Department
 E. D. Tisdale, Deputy Director, Idaho Transportation Department
 V. N. Richardson, State Highway Administrator
 E. M. Wood, Division Engineer, Federal Highway Administration

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

Challis Meeting. The touring party met with Airport Commission Chairman Thomas Butts. They visited the Challis Airport and discussed the status of the current Airport improvement project and planned runway paving project.

Tuesday, October 1, 1974

Leadore Meeting. A meeting was held with Mayor Jack Weigand, Senator James Ellsworth and four Leadore citizens to discuss possible installation of a flashing signal at the intersection of SH-28 and SH-29. The Traffic Section reports there are no warrants for a flasher. The City officials are concerned about the safety of school children. The Board asked the Department to evaluate the speed signs, pavement markings and the possibility of using bouncing ball flashers in advance of the intersection. (ACTION REQUIRED BY DISTRICT 6.)

October 1, 1974

Luncheon Meeting with Greater Idaho Falls Chamber of Commerce.
Chamber President Les Kiel, welcomed the Board and read a letter expressing the unanimous opinion of the Chamber Directors recommending that number one priority be given the development of U.S. 191-20, Idaho Falls to Chester. Messrs. Moore, Barron and Stroschein made responses for the Board.

Mayor Pedersen emphasized community transportation needs as related to the Broadway Street corridor, 17th Street, and Anderson Street - Lewisville Junction projects.

County Engineer Bob Gray made a presentation in behalf of the Commissioners advocating that the Idaho Falls - Bone - Grays Lake Road be added to the State Highway System or otherwise developed to an all weather standard. Chairman Moore complimented the Commissioners on their presentation, and pointed out that, as long as there is a substantial backlog of substandard highways on the System, it would be a number of years before the Board could consider such action.

The Transportation Planning Manager discussed with Eastern Idaho Special Services Agency representatives, Cliff Brady, Jack Viggers and Palmer Wylde, an EISSA proposal to use an Urban Mass Transportation Administration grant for urban transportation for the elderly and handicapped. Their response to a suggestion that existing taxi services be used was negative because of the cost to the user. In Idaho Falls the round trip fare per individual is \$2.90 (exclusive of gratuity). The Transportation Planning Manager has a copy of the proposal.

Jack Viggers made a presentation in behalf of the EISSA. He pointed out that his agency had been appointed the sixth region agency for the problems of the aged. He encouraged development of transportation for the elderly and handicapped and pledged his agency's assistance in this development. Mr. Manning responded by describing the UMTA grant allocation for urban transportation for the elderly and handicapped. He pledged the Department's help in developing multi-modal planning to meet diverse transportation needs.

Mr. Hendrickson, Manager of the Yellow Cab Company, presented to Mr. Manning and the Mayor a copy of his transportation proposal for the handicapped and elderly.

Mr. Richardson commented on the development schedule for projects on U.S. 191-20, particularly in the Rigby, Sugar City and Macks Inn areas.

Mr. Moore commented on the inadequacy of the 8.5 cent tax structure in view of inflationary trends.

October 1, 1974

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Rexburg Chamber of Commerce Meeting. Of primary interest was the projected development of U.S. 191-20 from Rigby to Twin Groves. Mr. Richardson reported on the phased development schedule for the Rigby - Thornton segment; and the general planning schedule for the remaining projects from Thornton northerly. Funding and the impact of inflation on the construction schedule were discussed.

A question was raised about the safety of the transitions from new to old road sections on SH-33 at the Canyon Creek Bridge and at the south end of the Chester Southwest project. Mr. Richardson indicated that these would be analyzed. (ACTION REQUIRED BY DISTRICT 6.)

The City Council and the Chamber of Commerce asked that a rest area be considered near the proposed SH-88, US 20-191 interchange. Chairman Moore said that this would be considered in the design public hearing for this project.

The Board reaffirmed their decision to install a Warm River Recreation Area information sign at the junction of US 20-191 and SH-32 at Ashton. The Ashton representatives would like to have the junction of SH-47 indicated, perhaps with a trail blazer type of sign. (ACTION REQUIRED BY DISTRICT 6.)

It was pointed out that points of access to Rexburg would be discussed at the forthcoming design public hearings for the Thornton to SH-88 project and the SH-88 to Fremont - Madison County Line project.

Ricks College representatives asked if directional signs for the College could be installed at the future SH-88, US 20-191 interchange and at the SH-88, I-15 interchange. Approval was given on the first item and the Department is to check on the latter. (ACTION REQUIRED BY DISTRICT 6.)

There was some criticism of the Department's destination signing policy, particularly the frequency with which out-of-state major destinations are indicated, e.g., Jackson, Portland.

Wednesday, October 2, 1974

Driggs Chamber of Commerce - Driggs City Council Breakfast Meeting. The District gave a status report on the proposed resurfacing of the Hatch's Corner - Driggs segment of SH-33.

The Director responded to an inquiry about the proposed surfacing project for the Driggs Airport by saying that federal funds may become available for this purpose after July 1, 1975. Driggs has plans ready and an application filed with the FAA.

The Chairman responded to questions about the proposed 10 cent per gallon federal excise tax on motor fuels, and the present level of highway revenue related to needs. He stated his opinion that the excise tax would aggravate inflationary trends and would affect the economy adversely. The tax would not be used for highway purposes.

The State has a substantial backlog of substandard road mileage; the present level of funding won't catch us up within 20 years; in fact the backlog will increase.

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A proposed Main Street improvement project in Driggs was discussed. Mr. Choules presented two alternative proposals involving landscaping and the removal of diagonal parking. The Chamber President was asked to solicit opinion from his membership about the parking proposal and how best to finance the City portion of the project.

Winter maintenance on SH-33 from Harrop Hill to Newdale, and the efforts expended on the east and west ends was also discussed.

Soda Springs City Council and County Commission Meeting. Discussed was the community's need for a railroad overpass, and the development of an urban-type project on SH-34 at the north edge of Soda Springs. It was pointed out that a residential development and an industrial park have created impacts that make a wider facility with curb and gutter desirable. It would be a two-mile project.

Mr. Neilsen reported on the status of development of the \$800,000 overpass project.

The Board will take the street project under consideration.

Neilsen gave a status report on the Lava - Alexander (Fish Creek) projects; and a report on the proposed forest highway project on the Tincup section of SH-34. The latter will be discussed in a Board meeting with Federal Highway Administration and Forest Service officials on November 7, 1974.

A new County Airport was discussed with a site selection study being the first step. Mr. Manning outlined the funding process involving federal-aid and State assistance with the local share. He met with the Airport Chairman to discuss the County's agreement with its consultant, and the procedure for applying for federal-aid.

The question of railroad cars blocking crossings and impairing sight distance next to crossings was brought up. Under State law how long can railroad equipment block a crossing?

The Board agreed to look at possible sources of funding to improve a graveled city road that serves as an unofficial bypass between US-30 and SH-34 on the east side of town. This road is not on a federal-aid route. (ACTION REQUIRED BY HIGHWAY PLANNING.)

Montpelier - Board Meeting. The Board Policies that were revised at the September Board Meeting were discussed, and it was decided that several will be reviewed by Mr. Manning, Mr. Richardson and Mr. Tisdale and discussed at the next meeting.

Dinner Meeting, Montpelier. Mr. Olean Parker, County Airport Commission Chairman, discussed with Mr. Manning some proposals for improving the Bear Lake County Airport, such as adding navigation aids and extending the runways. The need for height obstruction zoning was brought out.

County Commissioner Max Haddock expressed appreciation for a cordial working relationship with the Division of Highways.

Thursday, October 3, 1974

Meeting with Preston City Council and Interested Citizens. Representative Condie suggested improvements be made to SH-36 and to the US-91 - SH-34 junction. Mr. Richardson asked the District to review its plans with a view to reinstating the intersection project in the Improvement Program. (ACTION REQUIRED BY DISTRICT 1.) Mr. Neilsen explained the reasons for the restricted winter maintenance schedule on SH-36. Mr. Neilsen reported the status of the proposed Wayan - Freedom forest highway project.

A traffic-congesting U-turn problem on US-91 at the south edge of Preston was discussed. Mr. Neilsen will check the feasibility of reinstalling a No U-Turn sign. (ACTION REQUIRED BY DISTRICT 1.)

In response to an inquiry about airport improvements, Mr. Manning said that Federal and/or State aid could be available; and he explained the procedure for requesting such aid.

A councilman asked for help with suggestions for a workable method of delineating a pedestrian crossing on US-91 where the asphalt bleeds and obscures traffic paint. The use of plastic insert markers was suggested. The District will examine this possibility. (ACTION REQUIRED BY DISTRICT 1.)

Malad Luncheon Meeting - County Commission, City Council. In response to a question about the possibility of a higher gas tax, Mr. Moore and Mr. Manning commented on the inflationary impact on the State-funded program and similar effects on local jurisdiction's programs.

Mr. Manning commented on Oneida County's plan to purchase an airport residence/public flight room facility, and their request for State assistance. The County has submitted a formal aid application to the Aeronautics and Public Transportation Division. Aeronautics will respond with their recommendations. (ACTION REQUIRED BY AERONAUTICS AND PUBLIC TRANSPORTATION.)

Meeting with Pocatello City Officials at Pocatello City Hall. The Pocatello/Bannock County Economic Impact Study was discussed. The study treats the impact on transportation, among other things, of the Pocatello Industrial Park being developed by the Bucyrus-Erie Corporation.

City Manager Moss described the street improvement program to be financed in part through a six year bond issue program to be voted on in November.

The Airport Manager reported on a projected \$1.6 million (local plus State share is \$300,000 - normally the State would provide \$25,000 per year) two-year airport improvement program. He requested the Board to (1) accelerate State funded portion to meet the two-year schedule, or (2) assist the City in obtaining the extra money through the Legislature. Mr. Manning suggested that the City ask the congressional delegation to encourage continuance of the ADAP program (FAA), and to increase the level of federal funding from \$310 million (nationally) to \$450 million.

Screening for Interstate highway grade separation structures was discussed. Mr. Tisdale suggested that the District estimate the cost of such screening; it may be eligible for Interstate safety improvement financing. (ACTION REQUIRED BY DISTRICT 1.)

Mr. Moore commented on the inflationary impacts on highway construction and maintenance and the revenue needs related thereto.

Burley Meeting with Cassia and Minidoka County and Airport Officials. In response to an inquiry about the activities of the South Idaho Regional Airport Authority, Mr. Manning stated that a site is being selected as the result of a study and that a master plan would be the next step in the development process. He stressed that the Commission could not operate effectively without the support of Twin Falls County and City. The participating counties (in the Authority) are dissatisfied with the non-participants in view of the fact that the latter will share equally in the benefits of a regional airport should one be built. Mr. Manning recommended that the planning process be carried to completion.

It was stressed that the State and Federal money being used at the Twin Falls airport is necessary to fulfill an obligation to meet air traffic requirements until such time as an alternative is realized.

October 3, 1974

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Howard Johnson reported on the status of construction and development of the Dietrich - Kimama section of SH-24. He also reported that a transportation committee involving several local government units had been formed and is studying the possibility of another Snake River bridge between Burley and Paul that could serve as a truck route.

A number of other highway topics were discussed including the Alfresco Road signal (delayed by the transition from TOPICS to Urban D); SH-25 from Paul to Rupert; and railroad crossing signals.

In response to a question about adding mileage to the State Highway System, Mr. Moore described the difficulty the Department is experiencing in maintaining the present system in view of current inflationary trends and the existing revenue structure.

Friday, October 4, 1974

Breakfast Meeting at Burley to Discuss South Ucon Interchange Right of Way Problems with Mr. Richard Miskin. Mr. Miskin related the background data and stated his firm's land and access needs.

In attempting to establish a basis for negotiations, the Board asked the Department to use 1970 (original) land and access control values. These data are available for the Carl Day property, and the same premises could be applied to the Brower property. The Right of Way Section was instructed to work up such costs to be considered by the Board in reaching a decision. The settlement would include purchase of the remainder south of the Day property.

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

October 4, 1974

The Idaho Transportation Board met in stated regular session at the Airport, Boise, Idaho, Friday, October 4, 1974. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Director, District 2
Darrell V Manning, Director, Idaho Transportation Department
V. N. Richardson, State Highway Administrator
H. L. Day, Secretary

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

UMTA Technical Study Contract Authorized. The Board approved the UMTA technical study contract that authorizes a \$20,000 planning grant for Aeronautics and Public Transportation.

October 4, 1974

Negotiation with Richard Miskin Authorized. In reference to the Miskin matter the Board authorized the Department to negotiate with Miskin on the basis set forth above using figures provided by the Right of Way Section. This would result in Miskin's being granted commercial access to the Day and Brower properties and title to the Department's 1.4 acres south of the Day property; and the Department getting title to the land required for the northbound off ramp. Miskin would agree to a 20 foot sign and building setback. (ACTION REQUIRED BY LEGAL.)

Petition by I.M.L., P.I.E., Garrett Freightlines, etal, for Extension of System of Routes Designated for 98 Foot Combinations to Include US-30 from Bliss to Buhl. Upon the recommendation of the Maintenance Section, the Board approved the proposed section of US-30 from Bliss to Buhl for 98 foot combinations, subject to the following restrictions:

1. Operation to be by permit, issued on an annual basis.
2. Permit to restrict operations to daylight hours because of the narrow section.
3. Permit to restrict single axle weight to a maximum of 15,000 pounds, tandem axle weight to 30,000 pounds.
4. Permit to limit operations to combination including semi-trailer and two trailers.

Highway Access Exchange Deed Approved. The Board approved and signed the following:

Exchange Deed on Project S-2864(2), Declo North, Clayne Zollinger, Permit No. 2-74-128, 20 foot approach at Station 5+58, be widened to 40 foot and moved to Station 8+28, Milepost 27.46.

Permit to Use Right of Way No. 6-74-106 on Project F-6471(13) Deferred. The Board was apprised that Harry D. Housley has requested the exchange of a 24 foot approach at Station 289+65, Project F-6471(13), northeast of Chester for a 40 foot approach at Station 285+40, Milepost 356.15, US-20 and US-91.

Approval of this permit was deferred until the November Board Meeting. Mr. Stroschein and Mr. Richardson will attempt to inspect the site.

Requests to Use Highway Property for Grazing Purposes Approved. The Board approved the following requests to use highway property for grazing purposes:

Permit No. 2-74-116, Byron C. Roy, Matls. Source Md - 21S. Only permanent structures permitted will be fenced. The State reserves the right to enter Md - 21S to remove material at any time.

Permit No. 2-74-115, William L. Harding, SH-25 E. of Jerome, MP 6.22 - 6.45. Mr. Harding will be permitted to fence 140 feet of 200 foot right-of-way and use for grazing purposes only. The State reserves the right to use right-of-way for highway maintenance and construction activities at any time when required.

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

Building No. 1222 & 6132 - The work consists of supplying and erecting two 50'8" x 102'8" "Prefab" type metal sand shed buildings at Blackfoot and Idaho Falls, Idaho, in Bingham and Bonneville Counties - State financed. The Board concurred in the award to L. J. Ellsworth Construction Co., Inc., Blackfoot, Idaho, the low bidder, in the amount of \$105,820.00.

HHS-1381(20) - The work consists of modifying the roadway, guard rail and plant mix on 0.398 mile of US-26, Groveland Road Approaches, in Bingham County - Federal-Aid High Hazard Safety and State financed. The Board concurred in the award to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$60,761.00.

Building No. 3031 - The work consists of constructing a 50' x 103' metal maintenance and sand storage building, drilling a well, constructing trailer pads and providing a complete water system and disposal system in the vicinity of Cascade, Idaho, in Valley County - State financed. Three bids were received but all bids were irregular and were not read at the bid opening. The project will be readvertised.

STM-5121(541) and STM-5116(568) - The work consists of cleaning and repainting R.R. Overpasses near Dover and Westmond, in Bonner County - State financed. The Board concurred in the award to Hanson Painting, Boise, Idaho, the low bidder, in the amount of \$21,123.00.

M-7433(001) - The work consists of drilling and casing an 8" well, furnishing and installing pressure pump, vault and accessories, in Ada County - Federal Aid Urban "D" and State financed. The Board concurred in the award to Mayne Pump Co., Inc., Boise, Idaho, the low bidder, in the amount of \$23,787.00.

PS&E Approved by State Highway Administrator for Future Bid Openings. Upon hearing the report of the plans approved by State Highway Administrator Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
US-2862(7)	Overland Ave. - Alfresco Road Signal (Advertise 10/21/74) (Bid Opening 11/12/74)	\$ 44,000

F-4113(51) Skookumchuck Creek - \$1,805,000
 Heckman Ranch
 (Advertise 11/14/74)
 (Bid Opening 12/10/74)

Settlement in Excess of \$40,000.

US 191 F-6471(39) Lloy Prater Parcel No. 4
& 20 (Rigby Section) Building Center

The Board approved settlement at \$66,600, with approval of variance up to \$73,300, as recommended.

US 191 F-6471(39) Valley Builders Parcel No. 1
& 20 (Rigby Section) Supply, Inc.

The Board approved settlement at \$48,100, with approval of variance up to \$53,000, if settlement can be reached at this figure.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for November 7 and 8, 1974.

Read and Approved
November 7, 1974
Boise, Idaho



CARL C. MOORE, Chairman

SUPPLEMENT TO OCTOBER, 1974, BOARD MEETING MINUTES

October 9, 1974

Project Approval for Future Bid Openings.

Most of the following projects will be funded with Federal Emergency Funds, the status of which was uncertain until 10-9-74.

<u>Project</u>	<u>Location</u>	<u>Amount</u>
ST-I-15-1(501)	Sorrelle Creek Drainage (Advertise 10/14/74) (Open Bids 11/5/74)	\$ 112,200
ERFO-90-1(104)	Golconda I.C. - Montana State Line (Advertised 9/30/74) (Open Bids 10/15/74)	111,900

October 9, 1974

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I-90-1(107)74	One Mile West of Lookout Pass (Advertised 9/30/74) (Open Bids 10/15/74)	\$ 354,800
ER-90-1(102), (105) & ERFO-5041(46)	Wolf Lodge - Shoshone Co. Line, French Gulch - End I-90, E. End I-90 - Wolf Lodge (Advertise 10/14/74) (Open Bids 11/5/74)	202,400
ER-4113(65)	Riggins - White Bird (Advertise 10/17/74) (Open Bids 11/5/74)	846,600
ER-4113(66)	Hat Creek Slide Drainage (Advertise 11/7/74) (Open Bids 12/3/74)	150,000
ER-5152(15)	Emida - Harrison (Advertise 11/4/74) (Open Bids 11/26/74)	51,800
ER-5116(33)	Trail Creek at Naples (Advertise 10/17/74) (Open Bids 11/5/74)	67,800
ERFO-5041(41)	W. Wallace - E. Wallace (Advertise 10/28/74) (Open Bids 11/19/74)	20,000
ERFO-I-90-1(106)	Kellogg - W. Wallace (Advertise 10/28/74) (Open Bids 11/19/74)	160,000
ERFO-5756(5)	Carlin Bay - Wolf Lodge I.C. (Advertise 10/14/74) (Open Bids 11/5/74)	140,000

Read and Approved
November 7, 1974
Boise, Idaho



CARL C. MOORE, Chairman

October 9, 1974

SUPPLEMENT TO OCTOBER, 1974, BOARD MEETING MINUTES

October 17, 1974

Settlement in Excess of \$40,000.

I-90 I-IG-90-1(51)0 Elmer Schneidmiller Parcel No. 99
 Wash. State Line-
 East Post Falls
 (Incl.)

The Right of Way Supervisor contacted Chairman Moore and Vice Chairman Barron telephonically October 16 and 17, respectively. Settlement with Elmer Schneidmiller, Parcel No. 99, at \$55,000 was approved by the members contacted.

US 95 Q-DP-F-4114(29) Everett Stranahan Parcel No. 8
 Lewiston Hill

Initiation of negotiations at \$63,200 was approved for the Everett Stranahan property with authority to increase the approved fair market value by ten percent, if necessary.



CARL C. MOORE, Chairman

Read and Approved
 November 7, 1974
 Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 7 & 8, 1974

The Idaho Transportation Board met in stated regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, November 7, 1974. Present were:

Carl C. Moore, Chairman - Director, District 3
 Lloyd F. Barron, Vice-chairman - Director, District 2
 Roy I. Stroschein, Member - Director, District 1
 Darrell V Manning, Director, Idaho Transportation Department
 V. N. Richardson, State Highway Administrator
 H. L. Day, Board Secretary

November 7, 1974

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Minutes. The Board approved the minutes of the Eastern Idaho Board Tour and the October Board Meeting.

Board Meeting Dates Set. The Board confirmed the dates of its next regular meeting for Thursday, December 5, and Friday, December 6. The January meeting was set for January 7 and 8.

Director's Report. Transportation Director Manning briefly discussed pending legislation relating to transportation.

Mr. Manning distributed copies of the Department's response to the Personnel Commission's recommended reallocations. Their proposed changes plus those the Department recommend would add \$1,000,000+ to the Department's salaries and wages budget.

The following twelve revised Board Policies were reviewed and approved by the Board:

B-007 - Transactions With Other Jurisdictions

The Department Director may cooperate with other government agencies in providing at cost materials, supplies, equipment, and services as follows:

- The items to be sold or released must not inconvenience the needs of the Department or exceed budgets for inter-account services.
- Non-contracted items or combinations thereof which exceed \$1,000 must be referred to the Idaho Transportation Board for approval.

The Department must obtain permission from the Board to perform any services off the State Highway System, and, unless specifically ordered otherwise by the Board, must be reimbursed for the cost of such services.

Advisory services to local agencies in connection with Transportation Department programs may be provided at no cost.

(Former dates of B-007: 7/23/63, 9/23/63, 5/18/72, and 9/5/74)

B-135 - Travelways for Non-Motorized Transportation

In the interest of public safety, the Department Director may cooperate with Federal and State agencies, and local governments and groups for the development and maintenance of bicycle, pedestrian, and equestrian travelways within State highway rights of way or secured easements.

Where existing highway rights of way are inadequate for safe non-motorized transportation, additional right of way may be secured in fee or easement. The non-motorized travelway may be separated from the motorized travelway provided the same corridor of travel is served.

Except for maintenance purposes or emergencies, motorized vehicles shall be prohibited from these travelways. In winter, however, they may be used for snowmobiling provided the requirements of Board Policy B-531 are met.

(Former dates of B-135: 11/6/73 and 9/5/74)

B-300 - Acquisition and Disposal of Real Properties and Their Improvements

The Department Director is authorized to purchase, sell, or exchange real estate parcels with a current value of no more than \$60,000. Parcels costing in excess of this amount must be submitted to the Idaho Transportation Board for approval.

When advantageous to the Department, purchases or condemnations for right of way may include uneconomic remnants, landlocked tracts, or the whole of the real property affected. Remainders so acquired may be traded for other land needed by the Department, used by the Department, or sold in accordance with applicable laws.

The owner of improvements on land being acquired for right of way shall be allowed the option of retaining his improvements at a retention value predetermined by the Department. Saleable improvements not retained by the owner may be traded for other needed property at the predetermined retention value or if not traded, will be sold in accordance with applicable laws.

When a stipulation for possession of a property is agreed to with the price to be adjudicated thereafter, the Board authorizes the Department to pay the owner, or deposit into court for the benefit of the owner, 100 percent of the fair market value of the property, as established by the Department.

All right of way acquisitions for the Department shall be in fee simple title except the following types of easements:

- Government grants for rights of way across United States government land. In effect, a government grant constitutes an easement.
- Easements for rights of way across State-owned lands.
- Easements or agreements where highway rights of way cross or encroach upon railroad or other utility or irrigation district rights of way.
- Easements may be used to acquire access road or frontage road rights of way which are to be relinquished at a later date to another public agency for maintenance and/or construction.
- Permanent easements for construction and maintenance of State highways.
- Navigation and air easements for airports.

(Former dates of B-300: 2/11/53, 1/10/74, and 9/5/74)

November 7, 1974

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(Note: This Policy supersedes and withdraws the following Board Policies:

- B-301, Types of Deed in Acquiring Right of Way, dated 10/23/53 and 9/23/63.
- B-302, Administrative Procedure Regarding Acquisition of Property in Excess of \$40,000, dated 12/13/56 and 12/11/69.
- B-303, Land and Property Speculators, dated 1/13/58.
- B-305, Acquisition and Disposition of Improvements to be Cleared from Right of Way, dated 5/21/63, 8/13/63, and 9/1/70.
- B-305-A, Approval of Rotary Account for Acquiring Full Parcels of Right of Way Where Fractions Remain Beyond the Right of Way Requirements, dated 8/13/63 and 2/27/64.
- B-306, Court Awards Considered Final in Condemnation Cases, dated 10/16/63.
- B-307, Right of Way Deposits Under Possession Agreements, dated 5/27/71.)

B-525 - Snowplowing Outside of State Highway Boundaries

The Department Director may designate specific locations where snowplowing may be done outside State highway boundaries under these conditions:

- State highways must be open for vehicular traffic before any other snowplowing can be done.
- Snow clearing may be done only as personnel and equipment become available and at locations adjacent to and abutting the right of way line. Generally, this service will be limited to publicly-used facilities such as post offices, schools, parking turnouts, etc., where no personal benefit can accrue to any one person or business.
- Commercial approaches may be cleared in isolated areas if essential to motorist safety and service.
- This kind of snowplowing is not intended to infringe on commercial snowplowing or to deter localities from acquiring their own snow removal equipment.

(Former dates of B-525: 9/20/61, 7/23/63, 3/21/72, and 9/5/74)

B-527 - Roadside Activities by Volunteer Groups

The Department Director may authorize the following roadside activities by volunteer groups provided they employ safety measures commensurate with those used by Department personnel when working on the State Highway System:

- Beautification and/or cleanup may be performed in areas away from the flow of heavy traffic in such places as roadside rest areas, picnic areas, scenic easements and viewpoints, and within the right of way on lightly traveled roads. These activities will not be permitted along the travelways of the Interstate or other roadways having full control access.

- On holidays and special occasions local groups may offer free service, such as coffee, to motorists who have stopped at rest areas. Sales of any items shall be prohibited. A Department employee must be assigned to supervise activities and safeguard highway facilities.
- Tax-supported agencies or local Chambers of Commerce may dispense free literature and information from tourist information booths or trailers at appropriate rest areas.

In any of the above situations the group leader must certify that he 1) has received the specific requirements for safety, 2) will instruct his group in these requirements, 3) will be responsible for safety of all members of the group while in the right of way, and 4) agrees to protect facilities and property belonging to the Idaho Transportation Department.

(Former dates of B-527: 8/8/66, 5/22/69, 10/17/72, and 9/5/72)

B-534 - State Highway Closure or Reduced Maintenance Services

The Idaho Transportation Department is authorized to make emergency closures or a reduction of maintenance services on selected sections of the State Highway System to 1) ensure the safety of the motoring public or 2) because of shortages of manpower, equipment, or fuel. Such action may be taken after due consideration of these factors:

- Functional classification of the roadway
- Seasonal traffic volume
- Effect upon public and school bus transportation
- Availability and condition of alternate routes
- Priority of maintenance services to be withdrawn

Emergency road closures shall be coordinated with State and local law enforcement officials and the news media. The selected roadway must be barricaded, adequately signed, and cleared of motorists at time of closure. Re-openings shall be coordinated with the above named groups.

A reduction of maintenance services which might affect public safety shall be announced through the news media.

(Former dates of B-534: 1/19/72, 1/10/74, and 9/5/74)

B-600 - Detailed Construction Costs and Contract Awards

The Idaho Transportation Department is authorized to award contracts, for purchases or construction, which do not exceed the Department's estimate of cost by more than ten percent. Low bids in excess of this limit will be referred to the Idaho Transportation Board for deliberation and decision.

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All other considerations being equal, when two or more low bidders bid the same total amount on a project and one of them is an Idaho resident licensed contractor, the contract should be awarded to the Idaho resident.

In consideration of the public interest in competitive bidding, the Department's "Engineer's Estimate of Detailed Construction Cost" will not be announced prior to or at the time bids are opened. After the contract is awarded, however, the Department Director or the Division Administrators may release the "Engineer's Estimate" to the news media.

(Former dates of B-600: 7/2/51, 7/20/51, 9/20/71, and 9/5/74)

(Supersedes and withdraws Board Policy: B-008, Awarding of Bids Where Two or More are the Same, dated 5/19/64)

B-605 - Authority to Sign Contracts and Agreements

The Department Director and Division Administrators may sign all contracts and agreements required for the proper functioning of the Idaho Transportation Department. This authority may be extended to staff members designated by the Director or Administrators.

All agreements, arrangements, plans, contracts, or subcontracts shall conform with Board Policies listed in the reference area below.

(Former dates of Board Policy B-605:

- 2/10/54, Board Minutes of 5/19/72 on page 162, book 13.
- 4/16/73, 7/31/73, and 9/5/74.

Cross-reference to related Board Policies:

- B-007, Transactions with other Jurisdictions.
- B-608, Obtaining Professional or General Services.
- B-635, Code of Fair Practices.)

B-608 - Obtaining Professional or General Services

The Department Director is authorized to seek necessary professional or general services outside the Idaho Transportation Department when they are not available from Department personnel or facilities.

Where performance requirements preclude competitive bidding, the Director may invite qualified firms to submit proposals for the required work.

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

Professional or general service contracts or agreements which exceed a monthly fee of \$1,000 or a lump sum fee of \$10,000 must be submitted to the Idaho Transportation Board for approval and signed by the Department Director or appropriate Division Administrator.

All agreements, arrangements, plans, contracts, or subcontracts shall conform with Board Policy B-605, Authority to Sign Contracts and Agreements.

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

(Former dates of B-608: 8/18/62, 4/16/73, 7/31/73, and 9/5/74)

(Supersedes and withdraws the following Board Policies:

- B-003, Hiring Architects, dated 3/12/73
- B-607, Agreements with Consulting Engineers, dated 9/6/56
- B-623, Board Concurs in Policy for Limited Consulting Services, dated 10/7/68)

B-609 - Personnel Action

The Department Director is delegated authority over employment, promotion, reduction, or dismissal of all employees of the Department. He may also fix their compensation in accordance with legislative action and Idaho Personnel Commission rulings, as adopted by the Idaho Transportation Board.

The Director will advise the Board of proposed personnel actions affecting District Engineers, Section Supervisors, and higher authority.

(Former dates of B-609: 9/30/57, 7/19/65, 2/19/68, 4/15/68, 7/31/72, and 9/5/74)

(Note: This Policy supersedes and withdraws Board Policies:

- B-602, Classifications, Salaries, and Minimum Group Classifications, dated 11/14/51.
- B-606, Personnel Terminations, dated 2/8/56)

B-614 - Movement of Utilities

The Department Director or Board Secretary may act for the Idaho Transportation Board in ordering utility companies to move their service facilities when they are affected by a Transportation Department project.

Hearings, if required, will be held in accordance with Section 40-120(27), Idaho Code.

(Former dates of B-614: 12/11/61, 11/15/71, and 9/5/74)

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

The Department Director, Deputy Department Director or appropriate Division Administrator is authorized to approve plans, specifications, and estimates for projects listed for construction in each Board-approved Transportation Improvement Program. Such approval must be reported at each Board meeting so they can be confirmed and recorded in the official Board minutes. The Board shall also be advised of expected dates for advertising and bid openings of said projects.

(Former dates of B-637: 2/20/73 and 9/5/74)

In connection with B-534, the Board concurred in the suggestion that the wording on signs be modified to minimize the implication that the posted sections are not being maintained.

Mr. Manning presented the incentive award program procedures to the Board. The Board concurred in the procedures and payment schedule.

The Board approved the headquarters building modification plan and the funding thereof as presented by the Director.

The Board noted the "manpower totals" status report as presented by the Director.

Board Policy B-700. The Board approved the following new policy:

B-700 - Correlation with Aeronautics and Public Transportation
Advisory Board

In order to give proper consideration of items concerned with the Division of Aeronautics and Public Transportation, the Idaho Transportation Board requests the Division's Advisory Board to function in the following manner:

- Review Department policies and regulations affecting the Division and make recommendations to consider in adoption of Board or Administrative Policies and regulations.
- Recommend levels and priorities of funding for State airport aid projects.
- Inform the Division Administrator and the Department Director of the aeronautics and public transportation needs and problems in each district of the State.
- Represent the Division in public meetings when requested by the Division Administrator.
- Advise the Department Director of issuance of third level air carrier certificates.
- Review airport site designations and make recommendations concerning same to the Idaho Transportation Board.

- Review proposed legislation which may affect the Division and make recommendations to the Transportation Board concerning such proposals.

Meetings of the Aeronautics and Public Transportation Advisory Board may be called by the Idaho Transportation Board, the Department Director, or the Aeronautics and Public Transportation Division Administrator.

Quad-Cities Airport Delegations. Appearing before the Board were the following:

Cecil Hathaway, Chairman, Quad-Cities Regional Airport
Master Plan Study, Moscow
James L. Taylor, Project Manager, DMJM, Los Angeles,
California
Paul Mann, Mayor, City of Moscow
Tom Campbell, Lewiston Morning Tribune
James K. Armitage, Director, General Services, Latah County,
Moscow
Duane St. Marie, Councilman, Lewiston
Bruce Florea, A-TRAP, Pullman, Washington
Leonard E. Williams, Mayor, City of Lewiston
Stan Nuffer, Consultant, CH₂M, Boise
John C. Cook, Washington State University, Pullman
Richard A. Miller, Regional Director, Public Affairs, Hughes
Airwest, Seattle
Larry Larse, City Supervisor, City of Pullman
Jim Anderson, Councilman, Moscow
Don Mackin, Moscow
Larry Grupp, Manager, Moscow Chamber of Commerce
John Francis, Idahonian Reporter, Moscow

Professor Cecil Hathaway and Mayor Paul Mann (Moscow) presented testimony in favor of continuing the Quad-Cities studies, and asking the Board to pledge its financial support.

Mayor Leonard Williams (Lewiston) and Professor Bruce Florea presented testimony against the Quad-Cities Airport Study proposal.

The members of the Aeronautics Advisory Board and Aeronautics and Public Transportation Administrator Rauscher were also in attendance.

Moscow Couplet Project Delegation. Ralph Hawkins, representing the Board of Directors of the Moscow Chamber of Commerce, presented a history of project development and requested that a location public hearing be held as soon as possible.

Mayor Paul Mann commented on the need to move as quickly as possible so that City planning in other areas can proceed.

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State Highway Administrator Richardson told the delegation that the Board would receive a project development report at this meeting and would be asked to approve the project concept to the end that a location hearing might be held in January, 1975.

Meeting with Aeronautics Advisory Board. The Aeronautics Advisory Board presented a recommendation on the Quad-Cities Airport Study as follows:

The Idaho Airport System Plan, the Washington Airport System Plan, and the National Airport System Plan (Federal 10-year Plan) all identify the future need for a regional airport to serve the Quad-Cities Region.

These three plans plus the Quad-Cities Regional Aviation System Plan represent the best information available on the future needs of the region. The Federal Aviation Administration, as required by the Airport and Airways Act of 1970, can grant funds for planning and airport development as identified in the National Airport System Plan. The final decision on airport development within the region is, of course, up to either (1) the region collectively or (2) the several political entities separately.

The Aeronautical Advisory Board recommends that the previously allocated \$2,500.00 be increased to an amount not to exceed \$3,541.00 for a Phase I Study which will determine if a new regional airport is needed and if so, will identify (1) the location (2) the political entity that will develop and operate the air facility (3) the timing for the development (4) the funding required and (5) the long range alternatives.

The Transportation Board agreed with the recommendation to the extent that:

The Idaho Transportation Board approves increasing the previously allocated \$2,500.00 by \$1,041.00 to a total of \$3,541.00 for a Phase I Quad-Cities Regional Airport Study which will determine if a new regional airport is needed and if so, will identify:

1. The location
2. The political entities that will develop and operate the air facility
3. The timing for development
4. The funding required, and
5. The long range alternatives

Further, additional State of Idaho funds will not be approved for the Quad-Cities Regional Airport Study beyond Phase I until a Regional Airport Authority is formed as provided in Idaho statutes.

Tri-Agency Forest Highway Meeting. John Mors of the Federal Highway Administration reported that there is now a \$6 million authorization in Forest Highway Funds. Dean Tisdale, Deputy Director, stated that approximately \$3.2 million in Forest Highway work could be programed in F.Y. 1976. Anything beyond that amount up to \$6 million would impact development on other systems. It was decided to shift the Elk City Highway project (Dutch Oven E. & W.) and Wayan - Freedom (Wayan - East) to F.Y. 1977. This would leave a \$3.2 million program in F.Y. 1976 consisting of Clark Fork Highway (Hope - Hurschells Lighthouse) superstructures; St. Joe River Highway (Marble Creek West, Forest Highway and ERFO), and Warren Wagon Road (Idaho Co. Line, North).

The following is the Suggested Six Year Forest Highway Planning Program for Idaho:

1974 Program (F.Y. 1975)

<u>F.H. Route</u>	<u>Route Name & Section</u>	<u>Type of Work</u>	<u>Miles</u>	<u>Est. Cost</u>
<u>Region I</u>				
5-1(10)	Clark Fork Hwy. (Hope - Hurschells Lighthouse)	Gr, Str, R.E. Str, BST, Boat Bas.		3,000
		Total FH Funds		3,000
<u>Region IV</u>				
24-2(2)	Banks-Lowman (Garden Valley R.S., East)	Gr, BS, BST	3.5	1,270
			Co. & FAS	150
		Total FH Funds		1,270
		Preliminary Engr.		300
		Total 1975 FY Funds		4,570

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1975 Program (F.Y. 1976)

<u>F.H. Route</u>	<u>Route Name & Section</u>	<u>Type of Work</u>	<u>Miles</u>	<u>Est. Cost</u>
<u>Region I</u>				
5-1(6)	Clark Fork Hwy. (Hope-Hurschells Lighthouse)	Super Str.		800
50	St. Joe River Hwy. (Marble Cr., West)	Gr, BS, BST	3.5	FH 1,500 ERFO 1,000
Total FH Funds				2,300
<u>Region IV</u>				
21-2(2)	Warren Wagon Rd. (Idaho Co. Line, North)	Gr.	2.5	FH 800 Co. & FAS 135
Total FH Funds				800
Preliminary Engr.				300
Total 1976 FY Funds				3,400

1976 Program (F.Y. 1977)

<u>F.H. Route</u>	<u>Route Name & Section</u>	<u>Type of Work</u>	<u>Miles</u>	<u>Est. Cost</u>
<u>Region I</u>				
18	Elk City Hwy. (Dutch Oven E. & W.)	Gr, BS, BST		1,400
Total FH Funds				1,400
<u>Region IV</u>				
40-1(7)	Wayan - Freedom (Wayan, East)	Gr, BS, BST	5.0	1,900
21	Warren Wagon Road (Idaho Co. Line - Burgdorf Jct.)	Gr, BS, BST	2.7 5.2	1,400
Total FH Funds				3,300
Preliminary Engr.				305
Total 1977 FY Funds				5,050

1977 Program (F.Y. 1978)

<u>F.H. Route</u>	<u>Route Name & Section</u>	<u>Type of Work</u>	<u>Miles</u>	<u>Est. Cost</u>
<u>Region I</u>				
18	Elk City Hwy.	Gr, Dr, BS, BST		1,800
		Total FH Funds		1,800
<u>Region IV</u>				
23	North Fork of Payette Hwy. (Banks North, Sta. 127-177)	Gr, Str.		1,760
		Total FH Funds		1,760
		Preliminary Engr.		300
		Total 1978 FY Funds		3,860

1978 Program (F.Y. 1979)

<u>F.H. Route</u>	<u>Route Name & Section</u>	<u>Type of Work</u>	<u>Miles</u>	<u>Est. Cost</u>
<u>Region I</u>				
18	Elk City Hwy.	Gr, Dr, BS, BST		1,400
		Total FH Funds		1,400
<u>Region IV</u>				
23	North Fork of Payette Hwy. (Banks North)	Gr, Sta. 90-127 BS & BST, Sta. 90-177		1,400
		Total FH Funds		1,400
		Preliminary Engr.		300
		Total 1979 FY Funds		3,100

1979 Program (F.Y. 1980)

<u>F.H. Route</u>	<u>Route Name & Section</u>	<u>Type of Work</u>	<u>Miles</u>	<u>Est. Cost</u>
<u>Region I</u>				
50	St. Joe River Hwy. (Mica Cr.-East)	Gr, BS, BST	3.5	3,000
Total FH Funds				3,000
<u>Region IV</u>				
40	Wayan-Freedom Hwy. (Wayan-Wyoming S.L.)	Pave		1,800
Total FH Funds				1,800
Preliminary Engr.				300
Total 1980 FY Funds				5,100

Reserve Projects (F.Y. 1975 - F.Y. 1980)

<u>F.H. Route</u>	<u>Route Name & Section</u>	<u>Type of Work</u>	<u>Miles</u>	<u>Est. Cost</u>
25	Idaho City-Stanley (Stanley, N.W.)	Pave	14.3	1,100
9	Enaville-Murray (Prichard, West)	BS & Pave	9.1	1,400
1-2(1)	Copeland-Eastport (Copeland, Northeast)	Gr, BS, BST	3.3	2,000
50	St. Joe Hwy. (Avery, West)	Gr, BS, Pave	1.9	3,900
*5	Hope-Denton Curves	Pave	7.3	900
*26	Salmon River- Lower Stanley	Pave	28.7	1,800
Total FH Funds				11,100

*Added after the Tri-Agency Meeting

System Action on State Highway 75 in Blaine County Discussed.
State Highway Administrator Richardson and Deputy Director Tisdale pointed out that the project agreement (for the original Federal-aid construction) makes the State responsible for the maintenance of the improved section north of Ketchum and not now on the State Highway System.

The Board will consider system action at the December meeting.

State Highway Administrator's Report. State Highway Administrator Richardson discussed possibilities of funding the Broadway Street Urban System project: 1) shifting several larger projects from Option B (88 percent match) to Option A (77 percent match) to make Federal-aid available, or 2) hold the project until next spring when additional obligational authority may become available. The Board selected the second alternative.

Mr. Richardson apprised the Board of a contract claim on the Best Avenue - Garwood Project DP-F-5116(24). The Highway Division has negotiated with the contractor and recommends a \$138,000 settlement. (The contractor's claim is \$272,000.) The Board concurred in the recommendation.

Mr. Richardson stated that the Division is attempting to apply ER funds to a Pollock Slide correction project (\$1.5 million) before January 1, 1975.

Quit Claim Deed Approved. The Board approved and signed the following:

Quit Claim Deed on Project FH-25-6(2), SH 21, Milepost 126.56, 4½ miles west of Stanley, Permit 2-74-137, Albert R. Chorn, exchange of an approach at Station 2886+50 left for 40 foot approach at Station 2885+97 right. Mr. Chorn will obliterate the old approach for the new one.

Highway Access Exchange Deeds Approved. The Board approved and signed the following:

1. Exchange Deed on Project F-6471(13), Milepost 356.15, US 20 & 191, Permit 6-74-106, Harry and Lillian Lewies, Housley approach northeast of Chester, to exchange 24 foot farm approach at Station 289+65 right for 40 foot business approach at Station 285+40 right.
2. Exchange Deed on Project F-3112(30), Mesa South, US 95, Milepost 124.89, Permit 3-74-228, Harold Westfall, Mesa, to exchange 25 foot unrestricted access at Station 1266+00 right for 25 foot unrestricted access at Station 1261+10 right.
3. Exchange Deed on Project S-2864(2), SH 77, Milepost 27.46 at Declo north city limits, Permit 2-74-128, Clayne Zollinger request for Helen Arnold, owner, to exchange 20 foot field approach left of Station 5+58 for 40 foot unrestricted approach left of Station 8+28.

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4. Exchange Deed on Project S-2864(2), SH 77, Milepost 27.56, 1/4 mile north of Declo, Permit 2-74-007, J. N. Preston, to change existing 20 foot field approach right of Station 9+68 to a 40 foot unrestricted approach right of Station 13+75.

Permit to Use Highway Rights-of-way No. 3-74-214, FH Project 25, Station 1810+50 - 1823+40 left, SH 21, Milepost 72.36 to 72.48 left, Approved. Mr. Truman Joiner, South Fork Lodge at Lowman, had requested permission to install a sewer on highway right-of-way and the Payette River structure so that the effluent can be discharged into an adequate drainage field. The Board approved and signed the permit with the requirement that the sewer line clear highway right-of-way at each end of the bridge and that the bridge end approach and attachment design be subject to approval.

Agreement with Miskin Scraper Works, Ucon, Approved. Attorney Tony Hohler presented copies of the agreement with Miskin Scraper Works, Ucon, involving acquisition of property for a future interchange and a change of access. Miskin has agreed to the terms, but has not yet signed the agreement because the property description had not been written when they reviewed it. The Board approved and signed the agreement.

Disposition of Action Items from October Board Tour Discussed. State Highway Administrator Richardson discussed disposition of action items from the October Board Tour. Regarding Soda Springs, the Board asked the Department to find out if trucks are paying use tax for their travel on a short section of State Highway 34 from the graveled road bypass into the phosphate plant.

Speed Checks on State Highway 55 at McCall Discussed. District Engineer Sachl recounted the history of speed checks on State Highway 55 at McCall in connection with a letter from the McCall Police Department asking that the 35 mile per hour limit be extended at the west and south entrances to the City. The District will increase the size of the speed signs, move the 35 mile per hour sign back at the south entrance, make a minor adjustment of the 35 mile per hour sign at the west entrance, run further speed checks to report to the Board next spring, and meet with the City officials of McCall.

The Board concurred.

Hearing Determination - Lund to Alexander, Project F-1481(14). A public hearing was held at the Caribou County District Court Room, Soda Springs, Idaho, at 7 p.m., Friday, October 18, 1974.

The Board read the transcript made of the testimony and proceedings had at the hearing, including a review of all material submitted prior to the closing date for receipt of testimony. B. E. Sessions, Chief of Highway Development, presented a diagram that showed that by shifting the pivot point of Smith's sprinkler 135 feet south, the net loss of irrigated land would be 0.83 acres.

The Board determined that the design of the project be approved as proposed at the hearing.

Location and Design Approval for Project S-3790(1), Boise River Bridges, South of Eagle. As no requests were received to be heard in public hearing, the Board concurred in the location and design of Project S-3790(1), Boise River Bridges, South of Eagle, and that project development should proceed on the basis of the current proposal.

Public Hearings Approved. Upon the recommendation of the State Highway Administrator, the Board concurred in going to public hearing on the following projects:

1. Combined Location and Design Public Hearing

S-1777(2), Lund - Bancroft

2. Location Hearing

U-4114(25), Moscow Couplet - Environmental & Corridor Planning Supervisor Gwin presented the five alternatives to be proposed at the Moscow Couplet location hearing. The Board approved going to public hearing with no recommended alternative.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
RS-6742(12) Key No. 553	Snake River Bridge, East of Roberts M.P. 1.60 to 2.27 (0.67 Mi.)	Standard Approach Policy

Engineering Agreement E-93, Project M-7181(001), Gould Street Connection, Approved. The Board concurred in the Engineering Agreement covering the preparation of location and environmental studies on Project M-7181(001), Gould Street Connection.

Five consulting engineering firms were contacted. Based on data furnished, J-U-B/Baker, Boise, Idaho, was selected. The consultant's total cost is \$68,200 which includes a fixed fee of \$6,248. The Department's estimated cost for the work was \$65,000. The estimated construction cost of the project is \$2,800,000.

Engineering Agreement E-94, Project F-FG-4114(30), Clearwater River Bridge in Lewiston, Approved. The Board concurred in the Engineering Agreement covering the preparation of the conceptual study on Project F-FG-4114(30), Clearwater River Bridge in Lewiston, with the condition that the Department is to include an assessment of the economic impact of the alternatives on the community, as well as the cost and feasibility portion of the conceptual study.

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Five consulting engineering firms were contacted. Based on data furnished, Howard, Needles, Tammen & Bergendoff was selected. The consultant's total cost is \$68,130.00 which includes a fixed fee of \$8,300.00. The completion date of the study is February 1, 1975. The estimated construction cost of the structure is \$10,000,000.

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

Building No. 6332 - The work consists of constructing a 26' x 72' trailer shelter and facilities at Island Park, in Fremont County - State financed. The contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, on October 24, 1974, in the amount of \$26,500.00.

Building No. 3031 - The work consists of constructing a 50' x 102' metal maintenance and sand storage building, furnish and install pump and pump accessory equipment, constructing trailer pads and providing a complete water system and disposal system in the vicinity of Cascade, in Valley County - State financed. The contract was awarded to Valley Steel Builders, Inc., Boise, Idaho, the low bidder, on October 29, 1974, in the amount of \$104,265.00.

Stockpile Project No. 5596 - The work consists of furnishing 3/4" aggregate, cover coat material, 1/2" aggregate for Road Mix Pavement and Anti-Skid Material in Stockpile Source Bw-31-s at M.P. 34.4 on US-95A and Santa at M.P. 67.8 on SH-3, in Benewah County - State financed. The contract was awarded to W. R. Sutherland, Spokane, Washington, the low bidder, on October 24, 1974, in the amount of \$51,847.50.

ERFO-90-1(104) and I-90-1(107)74 - The work consists of repairing fill slope washout and roadway embankment settlement on 0.232 mile of Interstate Highway 90, Golconda I.C. - Montana State Line and 1 Mile west of Lookout Pass, in Shoshone County. The contract will be awarded to Max J. Kuney Co., Spokane, Washington, the low bidder, in the amount of \$348,336.00.

ST-1024(551) - The work consists of demolishing and disposing of two buildings in the vicinity of Garrett Way, Gould Street and McKinley Avenue, in Pocatello, Bannock County - State financed. The contract was awarded to Bannock Paving Company, Inc., Pocatello, Idaho, the low bidder, on November 7, 1974, in the amount of \$3,004.00.

RS-6770(6) - The work consists of reconstructing the roadway, drainage, base and plant mix on approximately 0.766 mile, Colorado Ave., Bridge St. - N. 8th St. W., St. Anthony, in Fremont County - Federal Aid Secondary and County financed. The contract will be awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$250,162.00.

ER-1(102), ER-90-1(105) and ERFO-5041(46) - The work contemplated under this contract consists of repairing flood damage to the roadway on 19.218 miles of Interstate Highway 90 and 5.973 miles of US-Highway 10; Wolf Lodge - Shoshone County Line, French Gulch - E. End of I-90 and E. End of I-90 - Wolf Lodge, in Kootenai County - Federal Aid Emergency Relief and State financed. The contract will be awarded to Hesco Construction, Inc., Dishman, Washington, the low bidder, in the amount of \$119,270.00.

FRIDAY, NOVEMBER 8, 1974

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

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice-chairman
 Roy I. Stroschein, Member
 Darrell V Manning, Director
 V. N. Richardson, State Highway Administrator
 H. L. Day, Board Secretary

Ada County Highway District Delegation. Appearing before the Board were the following Ada County Highway District representatives: Leon Fairbanks, Commission Chairman; Elmer Soniville, Director; and Herbert Mayer, Deputy Director.

Commissioner Fairbanks expressed concern about lack of available funding for the Broadway Street urban project and the Cloverdale - Kuna secondary project. State Highway Administrator Richardson explained the Board's policy to use all available obligational authority as soon as possible to be in a favorable position to use additional authority should such become available. Accordingly, funds were allocated to projects on the State Highway System that were ready for contract. E. M. Wood, FHWA Division Engineer, stated that it is possible that additional obligational authority may become available late next spring.

In response to a request for information about how funds are allocated, Local Roads Supervisor Crossley explained that the obligational authority covers FAS funding, and that the Ada County Highway District will carry a negative FAS balance until the new allocation next February. However, this changes only the eligibility, and does not make money available.

The Ada County Highway District asked that the Board reassess its commitments to the jobs on the State Highway System and to consider making available what appears to be a \$250,000 remaining obligational authority balance for the Cloverdale - Kuna project.

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The Board will evaluate its position after bids are opened on the Post Falls Interstate project and the Skookumchuck project on U.S. 95 if there is any obligational authority remaining. This information will not be available until after January 9, 1975. The Board advised the Highway District to have its Cloverdale project ready, because it is possible that other project bids may underrun the estimates. The Highway District indicated that it could scale the project down below the \$300,000 estimate.

Mr. Mayer asked that the Board consider allocating percentages of the obligational authority to the several systems. Mr. Richardson explained that any such allocation could have the effect of immobilizing funds that could otherwise be used on ready projects, and could endanger Idaho's position vis-a-vis receiving additional authority.

Aberdeen Delegation. The following delegation appeared before the Board:

- | | |
|----------------------------|-------------------------------|
| Willis Palmer, Aberdeen | Ralph Kendell, American Falls |
| Clifford Wride, Aberdeen | Ron Foster, Aberdeen |
| Lenard Schritter, Aberdeen | Delwin Daniels, Blackfoot |
| Lamar Whyte, Springfield | Austin Stover, Blackfoot |
| Morgan Anderson, Aberdeen | Robert Lee, Aberdeen |
| Jack G. Poulson, Aberdeen | Wesley Christensen, Shelley |

(Board Member Stroschein disqualified himself from any vote in this matter.)

Mayor Clifford Wride, spokesman for the group, expressed dissatisfaction with the Board's selection of the North Route and recommended a change to the Modified Canal Route. Several members of the delegation including Delwin Daniels, Mayor of Blackfoot, spoke in support of this position.

The Board received a statement from the American Falls Chamber of Commerce supporting completion of the project.

The Board authorized a news release reaffirming its position in selecting the North Route Plan.

Possibility of Funding Continuing Guard Rail Safety Improvement Program Discussed. Director Manning and State Highway Administrator Richardson proposed that the Department explore the possibility of funding a continuing guard rail safety improvement program through the Title II provision of the 1973 Federal-aid Highway Act, and to establish a separate category in the State Improvement Program for bridge repair and replacement. The Board concurred.

Aeronautics and Public Transportation Administrator's Report. Worthie Rauscher discussed several items of business that were considered at the Aeronautics and Public Transportation Advisory Board:

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1. The Advisory Board endorsed the guidelines in Board Policy B-700 and recommended the policy's adoption.
2. The Transportation Board approved the expenditure of \$1,099.45 for a perpetual easement from the State Land Board for the Antelope Valley Airport.
3. There has been a request for certification of the Gimlet Airport. The Transportation Board decided to table action until Legal Counsel determines who is entitled to receive the certificate.
4. The Aeronautics and Public Transportation Advisory Board recommended that the \$50,000 aid eligibility for the Hailey Airport be terminated. Hailey officials may reapply for aid if and when needed. The Transportation Board concurred.
5. Aid to the Oneida County Airport was discussed. It was decided that Mr. Rauscher would negotiate with the County for an amount less than the \$11,450 requested, with the establishment of a public facility being a provision of any aid agreement.

PS&E Approved by State Highway Administrator for Future Bid Openings. Upon hearing the report of the plans approved by State Highway Administrator Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
ST-1786(518), ST-1786(521) & ST-1786(525)	Conda Junction-Henry, Henry- 8.5 Miles East, Soda Springs- Monsanto (Advertise 11/28/74) (Bid Opening 12/24/74)	\$ 490,000
ST-3111(530)	Oregon State Line - North (Advertise 11/14/74) (Bid Opening 12/3/74)	517,000
ST-2391(545)	Junction I-80N-Junction SH-25 (Advertise 11/14/74) (Bid Opening 12/3/74)	214,000
ST-5762(501)	Willow Creek - Mullan (Advertise 11/18/74) (Bid Opening 12/10/74)	23,000
ST-6471(616)	Rigby - Lorenzo (Advertise 11/28/74) (Bid Opening 12/24/74)	235,000

<u>Project</u>	<u>Location</u>	<u>Amount</u>
PMS -L16(3)	Pavement Marking (Advertise 12/5/74) (Bid Opening 1/7/75)	\$ 234,000
PMS -S16(2)	Edge Line Striping (Advertise 12/5/74) (Bid Opening 1/7/75)	654,000
ST-4113(574)	Skookumchuck Section (Advertise 12/5/74) (Bid Opening 1/7/75)	70,000
RS-5735(2)	Spokane Street (Advertise 12/9/74) (Bid Opening 1/7/75)	12,000
RF-5041(45)	Spokane Street & US-10 (Post Falls) (Advertise 12/9/74) (Bid Opening 1/7/75)	91,000
I-IG-90-1(99) 3	Washington State Line- Post Falls (Advertise 12/9/74) (Bid Opening 1/7/75)	7,104,000

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

RS-1771(2), Key No. 162, Niter West Road, Caribou County - Mountain Bell

RS-6770(6), Key No. 190, Colorado Ave., St. Anthony, Fremont County - Intermountain Gas Company, Mountain Bell, and Utah Power & Light Company

ST-I-15-1(501), Key No. 204, Sorrelle Cr. Drainage, Bannock County - Intermountain Gas Company

Approval of Deeds & Easements.

US 191 & 20	F-6471(40) (Rigby-Thornton)	Ruth M. Harrop, a widow	Parcel No. 12-R
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The Board approved and signed a deed on the above property in exchange for land needed from her ownership on this project.

Condemnation Authority.

US 191 & 20	F-6471(39) (Rigby Section)	George W. Hayes & Odessa S. Hayes	Parcel Nos. 11 and 11-R
US 191 & 20	F-6471(39) (Rigby Section)	Elbert D. Taylor & Lila J. Taylor	Parcel No. 8-1
US 30	F-1481(25) F-1481(11) R/W (Lava Hot Springs- Lund, Sec. 2)	George R. Egley & Della C. Egley	Parcel No. 1
I-80N	I-80N-3(23)142 (E. Bliss I.C. (Excl.) - 2-Mi. E. of Tuttle)	R. H. Dalton & Mollie R. Dalton	Parcel Nos. 10 and 12

The Board approved and signed orders of condemnation on the above parcels as presented by the Right of Way Supervisor.

Easement to Minidoka County Highway District Across Materials Source Md-21. The Board approved and signed an easement to Minidoka County Highway District across Materials Source Md-21 for providing access to the Snake River.

Tax Problem with State-owned Real Property. The Right of Way Supervisor discussed with the Board the problem involved with the State's acquiring property in excess of highway needs thereby removing more property from the tax rolls than was necessary for construction.

There was no solution reached during the discussion. However, in connection with commercial properties that are leased from the Department, the Department should be sure that the lease fees are such that business competitors are not put at a disadvantage.

Sign Program Report. The Right of Way Supervisor gave each Board member a copy of the current sign status report for the months of October and November.

Lewiston Hill Project. The Right of Way Supervisor stated that on the Lewiston Hill project, property descriptions have been written and appraisals are being prepared.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
December 5, 1974
Boise, Idaho


CARL C. MOORE, Chairman

November 8, 1974

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MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 4 & 5, 1974

The Idaho Transportation Board met in stated regular session at 3 p.m. in the Auditorium of the State Transportation Building, Boise, Idaho, Wednesday, December 4, 1974. Present were:

Carl C. Moore, Chairman - Director, District 3
 Lloyd F. Barron, Vice-chairman - Director, District 2
 Roy I. Stroschein, Member - Director, District 1
 Darrell V Manning, Director, Idaho Transportation Department
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary

Joint Meeting with Legislative Interim Highway Needs Committee.
 Eleven members of the Legislative Interim Highway Needs Committee met with the Board.

Chairman Moore and Transportation Director Manning presented an explanation of the Department's F.Y. 1976 budget proposal. Emphasis was placed on economies effected by the Department since the reorganization, and the need for additional revenue to sustain a viable highway improvement/rehabilitation program.

There followed a discussion of several possible revenue-producing alternatives that would require legislative action.

THURSDAY, DECEMBER 5, 1974

The meeting of the Transportation Board reconvened at 9 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice-chairman
 Roy I. Stroschein, Member
 Darrell V Manning, Director
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 E. M. Wood, Division Engineer, Federal Highway Administration

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

Board Meeting Dates Set. The Board confirmed the dates of its next regular meeting for Tuesday, January 7, and Wednesday, January 8. The February meeting was set for February 6 and 7.

Director's Report.

Mr. Manning distributed a draft of the new Transportation Department organization chart to the Board members, and explained the major changes, i.e., deletion of Deputy Director position; centralization of planning under Chief of Planning; and placement of Public Information Supervisor under Chief of Administration. Mr. Tisdale recommended that the designation of Board Secretary be added parenthetically to the Chief of Planning box on the chart.

The salaries and wages increase that would result from the Personnel Commission's recommended reallocations and cost of living increase would total \$2.6 million for the Department.

Mr. Manning and Mr. Tisdale explained that the Department's Certification Acceptance Plan request was submitted to the Federal Highway Administration with a provision that certain AASHTO design standards be relaxed. No word has been received from the Federal Highway Administration as yet.

The Legal Section is preparing legislation that would provide the employee with greater protection in tort claims actions.

Mr. Manning reported on the completion of his meetings with District Highway personnel throughout the State. These were for the purpose of explaining Department organization and policies, particularly in the personnel area. He stated that through the monthly Department Directors' meetings some changes in Personnel Commission rules will effect more efficient operations.

Mr. Manning told the Board about an executive air transportation plan whereby the State would purchase a used aircraft having an eight passenger capacity that would be used by all State departments, with each agency paying a pro rata share of expense. The Transportation Department would be responsible for the plane. One full-time pilot would be required. The Board received the idea favorably.

The monthly manpower totals summary was distributed.

In connection with the State Land Board's deferral of action on the Department's request to use gravel bars in the Middle Fork of the Clearwater River as materials sources, Mr. Manning suggested that we review alternative source possibilities before the Land Board's next meeting in the interest of avoiding an adverse public relations posture by removing material from a wild river. The Board suggested that the Department document its studies and the trade-off possibilities. The problem also relates to the Salmon River.

Highway Administrator's Report.

Post Falls - Washington State Line Project - The Highway Division is eliminating a railroad grade crossing in the hope that there will be a line consolidation between two railroads. This would save about

\$1 million. This obligational authority could be used to implement safety projects, a high priority item with the Federal Highway Administration. Mr. Wood explained his agency's interest in safety as an emphasis area.

Mr. Tisdale alerted the Board that, on the first phase of the Post Falls project, there are corrections that need to be made that were caused by faulty design. Legal will advise the consultant that he will be held accountable for the extra expense.

An archaeological find was discovered on the Skookumchuck project that will require a salvage contract that will run through next May. Construction activity can be shifted so that progress will not be impeded.

Request for Approach to State Highway 21 East of Boise Taken Under Advisement. District Engineer Sachet briefed the Board on the history of Albert Blaser's request for an approach to State Highway 21 east of Boise.

Attorney Jon Wyman appeared in behalf of his clients Messrs. Blaser and Beauvin to argue his case for granting access to State Highway 21 right of way from the Brian Subdivision.

The Board took the request under advisement until after ACOG meets to discuss other problems concerning the subdivision. If nothing significant comes out of that meeting to affect the Board's opinion, the Department will be authorized to grant a permit for the property owner to develop a frontage road access to Theresa Road on State Highway 21 right of way. The Department was authorized to purchase access control from Beauvin's lot easterly.

Safety Improvement Program and Guard Rail Installation. Traffic Supervisor Pline distributed copies of a list of 1975 programed Federal safety projects and a status report on these projects. He also described the guard rail installation program, particularly along river frontage, because of the interest indicated by the Board at the November meeting. Safety projects will be developed to contract stage to be ready when obligational authority is available.

Maintenance of Improved Segment of Former State Highway 75 Discussed. Highway Planning and Programming Supervisor L. P. Sheesley reported on the status of a segment of former SH 75 northeast of Sun Valley that the Department is being asked to maintain.

A cooperative agreement with the Federal Highway Administration provides a basis for maintaining the segment. Reinstatement as part of the State Highway System is not needed to justify expenditure of State-raised highway user revenues for this purpose.

Mr. Sheesley made the following recommendations:

1. Do not reinstate the segment in question as a part of the State Highway System.
2. Provide necessary maintenance under provisions of the Cooperative Agreement.
3. Consider a proposal to request FHWA to remove the segment from the F.A.S. System extending from the Sun Valley northeast city limits to the Challis National Forest boundary in Custer County. If the FHWA approves, Forest Highway designation will be dropped by Federal regulation. Possibly, maintenance responsibility would end at that time.

The Board concurred in the above recommendations.

Location Determination, U.S. Highway 93, from SH-68 to North Fork and SH-75 from Ketchum to Sun Valley, F-2392(10) and S-2820(2).

The matter of the proposed alternative corridor locations for the relocation of U.S. 93 from the junction with S.H. 68 to North Fork, and S.H. 75 from the junction with U.S. 93 in Ketchum to a point near the Sun Valley east city limits, Blaine County, Idaho, as it affects the cities of Bellevue, Hailey, Ketchum and Sun Valley, having come on for hearing pursuant to notice duly given before Wayne Summers, Hearing Officer for the Idaho Transportation Board, as such locations affected the cities of Bellevue, Hailey, Ketchum and Sun Valley, Idaho, at the Holiday Inn, Ketchum, Blaine County, Idaho, at 8:00 p.m., Tuesday, April 23, 1974, and at the Wood River High School, Hailey, Blaine County, Idaho, at 8:00 p.m., Wednesday, April 24, 1974, and transcripts having been made of the testimony and proceedings at said hearings, and said transcripts having been duly presented to the Idaho Transportation Board, and the Board having considered the same, and the Board being fully advised in the premises hereby makes its decision in the above matter, to wit:

The Idaho Transportation Board finds and determines that:

1. U.S. Highway 93, from the junction with S.H. 68 to North Fork, be constructed on generally existing location identified as the Existing Improved Plan shown in the Location Hearing Brochure dated January, 1974, with the following exception: The section from a point approximately 0.2 mile south of the existing Union Pacific Railroad Crossing to a point approximately 0.2 mile north of the existing Steel Bridge over Big Wood River will include The West Ketchum Alignment Option for purposes of design studies.
2. The relocated sections of U.S. Highway 93, when completed, be added to the State Highway System.

3. The existing section of U.S. Highway 93 south of Ketchum, if replaced by the proposed relocation, be removed from the State Highway System.
4. State Highway 75, from the junction with U.S. Highway 93 in Ketchum northeasterly for approximately 2.6 miles, be constructed on generally existing location identified as the Existing Improved Plan shown in the Location Hearing Brochure dated January, 1974.
5. Roadway and right of way widths, as well as the specified location and design of connections, and intersections, would be further evaluated with opportunity for a public hearing prior to final adoption of design standards.
6. These proposals will provide greater benefits to the State of Idaho than the economic loss and damage resulting to the cities of Bellevue, Hailey, Ketchum and Sun Valley from said changes.

(This action supersedes the Board Determination made on June 19, 1974.)

Location and Design Public Hearing - Yellowstone Ave., Cedar Street to Chapel Street and Alameda Road East and West in Pocatello, F-1032(26). A location and design hearing was held in Pocatello on November 19, 1974. Additions and modifications to the design were requested by local citizens.

The public and city were in agreement with the project in general. Citizens did request the following, however:

1. An additional lane be provided on the south side of Alameda Road between Yellowstone Ave. and Willard Ave. and on the north side from Warren Avenue to Meadowbrook Lane.
2. The proposed raised median on Alameda Road from the railroad tracks to Wilson Ave. be deleted.
3. Mid-block pedestrian crossing lane be considered.
4. Provisions for the mailman to stop and put out mail.
5. Provisions for the A.E.C. bus to stop and pick up and let out passengers safely.

The District will review the transcript of hearing, study the problems, coordinate with the City Engineer of Pocatello and submit a report with recommendations for approval.

The Board concurred in the recommendation.

Public Hearings Approved. Upon the recommendation of the State Highway Administrator, the Board concurred in going to public hearing on the following projects:

Combined Location and Design Public Hearings .

1. S-1777(2), Lund - Bancroft
2. FL-11-1(3), Elephant Butte South (Opportunity)

Location Hearing

1. U-4114(25), Moscow Couplet

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

ST-I-15-1(501) - The work consists of constructing an 8' box culvert and flood channel lining on Interstate Highway 15, Sorrell Creek Drainage in the vicinity of Inkom, in Bannock County - State financed. The contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, on November 26, 1974, in the amount of \$115,881.25.

RF-6471(68) - The work consists of constructing abutment fills, 7 concrete culverts; 23', 34' and 22' concrete bridges; 92', 2 - 72', and 2-44' prestressed concrete bridges on 0.075 mile of US-20 and 191, South Rigby - Thornton, in Jefferson County - Federal Aid Rural Primary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, on November 25, 1974, in the amount of \$935,695.50.

I-15-1(69)0 - The work consists of constructing the roadway, drainage structures, base and cement treated base on 15.987 miles of Interstate Highway 15, Utah Line - Deep Creek, in Oneida County - Federal Aid Interstate and State financed. The contract will be awarded to W. W. Clyde & Co., Springville, Utah, the low bidder, in the amount of \$1,839,792.50.

Stockpiles 1588 and 1589 - The work consists of furnishing cover coat material and anti-skid material in stockpile at M.P. 433.7 and M.P. 398.4 on US-30N, Montpelier and Alexander Jct., in Bear Lake and Caribou Counties - State financed. The contract will be awarded to Kannaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$93,600.00.

M-7584(001) - The work consists of constructing the roadway, drainage and placing a plant mix pavement on 0.142 mile of Washington Street in Moscow, in Latah County - Federal Aid Urban "D" and City financed. The contract will be awarded to United Paving, Inc., Spokane, Washington, the low bidder, in the amount of \$47,814.75.

ER-4113(65) - The work consists of repairing flood damage and placing riprap on 25.300 miles of U.S. Highway 95, Riggins - White Bird, in Idaho County - Federal Aid Emergency Relief and State financed. The contract will be awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$311,070.90.

PS&E Approved by State Highway Administrator for Future Bid Openings. Upon hearing the report of the plans approved by State Highway Administrator Richardson, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
ST-2864(521)	SH-50 - Jct. I-80N (Advertise 12/26/74) (Open Bids 1/21/75)	\$ 55,000
ST-2361(579)	Heyburn I.C. - Rupert (Advertise 12/26/74) (Open Bids 1/21/75)	35,000
ST-2361(580)	Snake River - Heyburn I.C. (Advertise 12/26/74) (Open Bids 1/21/75)	28,000
ST-2790(522)	Rupert - Minidoka (Advertise 12/26/74) (Open Bids 1/21/75)	56,000
ROS-3(1)	Vicinity of Banks, SH-55 (Advertise 1/2/75) (Open Bids 1/28/75)	37,000
ST-3111(529)	South & A & B Line Canal (Advertise 12/26/74) (Open Bids 1/21/75)	99,000
ST-3712(515)	Golden Gate Canal Str. (Advertise 1/2/75) (Open Bids 1/28/75)	73,000
HHS-1381(21)	West Blackfoot I.C. (Advertise 1/2/75) (Open Bids 1/28/75)	186,000

Utility Facility Relocation Determination. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following project:

RF-6471(68), Key No. 106, Formerly F-6471(40), Section "A",
Rigby - Thornton, - Intermountain Gas Company


Sign Program Report. Each Board member received a copy of the current sign status report.

Aeronautics and Public Transportation Administrator's Report. Kamiah Airport authorities have hired a consultant at a cost of \$9,000 to do a master plan study. The local share is \$3,000. It is customary for the State to participate in the local share. This would amount to \$1,500.00. The Board approved this expenditure.

The Board agreed to have lunch with FAA officials on January 8.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
January 7, 1975
Boise, Idaho


CARL C. MOORE, Chairman

SUPPLEMENT TO DECEMBER, 1974, BOARD MEETING MINUTES

December 11, 1974

Furnishing Materials and Services to National Park Service. The National Park Service, Craters of the Moon, requested the Highway Division to do centerline striping on the roads within the National Monument and to furnish gravel, labor and equipment for roadmix material.

The National Park Service does not have the capability for striping, and a commercial service is remote. They do not have roadmixing capabilities, and the amount is too small to justify a contract. They will reimburse the Department for all costs, which will total about \$1,150.00.

The Highway Division recommended Board approval in accordance with Board Policy B-007, and that the December minutes be amended accordingly.

This action was approved by Chairman Moore and Vice Chairman Barron through telephone contact on December 11, 1974.

Snowplowing for U.S. Forest Service. The Clearwater National Forest has requested the Highway Division to perform snowplowing services this winter at the Power Ranger Station on U.S. 12.

December 11, 1974

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