

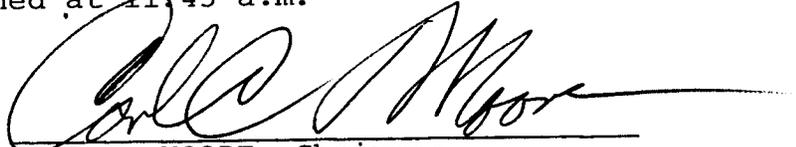
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Mr. Crapo asked the Board to review the Department's agreement with sign owner, Grant Wilkins, with an eye to separating acquisition of legal nonconforming signs from setback signs, since payment for the latter is not assured. (ACTION: RIGHT OF WAY SUPERVISOR)

Use of U.S. 93 Stock Trail South of Ketchum Discussed. John Faulkner, Gooding, and Bill Jones, Hagerman, met with the Board to discuss their current use of the U.S. 93 stock trail south of Ketchum.

Mr. Moore suggested, and the gentlemen concurred, that they inspect the affected section with a Department representative. (SEE ACTION RE HEPWORTH ITEM ON DECEMBER 2, 1975)

WHEREUPON, the Board adjourned at 11:45 a.m.

  
CARL C. MOORE, Chairman

Read and Approved  
January 8, 1976  
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD  
January 8 & 9, 1976

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, January 8, 1976. 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
- E. D. Tisdale, State Highway Administrator
- H. L. Day, Board Secretary
- E. M. Wood, Division Administrator, Federal Highway Administration

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

February and March Board Meeting Dates Set. The Board reaffirmed its February meeting for February 12 and 13. The March meeting was scheduled for March 4 and 5.

Setback and Hiatus Period Signs. The Board reviewed the letter the Department sent to the Attorney General asking legal status if the Board offered payment for setback signs. The Board asked that a similar letter be prepared for hiatus signs. (ACTION: LEGAL COUNSEL)

Director's Report. Mr. Manning reported on legislative meetings around the State to inform legislators of the Department's construction status and budget preview. Approximately 78 legislators were involved. The Chairman asked that Board members be notified of such meetings in advance.

Mr. Manning stated that the Department will ask that eleven bills be introduced today in the Legislature. He will meet with the House Transportation & Defense Committee also for a question and answer session.

The Board was advised that New Mexico's Governor Apodaka has asked for information about Idaho's "Too Great To Litter" signs. Mr. Manning reported that Management is considering a consulting contract for a productivity audit survey.

Mr. Manning advised the Board about a forthcoming meeting on the Hay salary plan to inform the Legislature and department heads about the plan and its current status.

Mr. Manning commented on two personnel grievance actions now being processed. He also reported that the supply and inventory system is now on line at the headquarters office. It promises greater efficiencies and significant cost savings when it is expanded statewide.

The Manpower Totals Report was noted by the Board.

Staff Salaries. The Board concurred in the recommendation of the Director that the State Highway Administrator's salary be raised from \$2,369 per month to \$2,451 per month, effective February 1, 1976, or sooner if possible.

Board Policy Approved. The Board approved the following policy:

B-09-04 - Travelways for Non-Motorized Transportation

The Department Director is authorized to develop a program for non-motorized transportation in cooperation with Federal, State and local agencies and interested groups for the development, construction and maintenance of bicycle, pedestrian and equestrian travelways.

Except for maintenance or emergencies, motorized vehicles shall be prohibited from these travelways. However, during winter months they may be used for snowmobiling, except within urban area boundaries. Adherence to Board Policy B-05-31 is necessary also. Maintenance

agreements are negotiable with other responsible agencies or units of government regardless of right-of-way ownership when it is considered by the Board to be in the best interest of the Department.

(Former date of B-09-04: 11/7/74)

Improvement of Sight Distance for Snowmobiles Crossing US 20-191 Requested. Mr. Stroschein asked that action be taken to improve the highway sight distance and signing for snowmobiles crossing US 20-191 at the junction of Fremont Road A-2 in Island Park. (ACTION: DISTRICT 6 ENGINEER)

State Highway Administrator's Report. Mr. Tisdale reported that, while the recent release of FY 77 Interstate funds, is based on an apportionment factor of 0.450 percent rather than 0.500 percent minimum, when and if Congress completes action on 1976 highway legislation the minimum could apply, bringing the total up to about \$16 million. The version passed by the Senate would weight the apportionment for uncompleted segments to the extent that Idaho could realize \$21 million.

In connection with the analysis of the tort claims report, he stated that the Division of Highways is strongly emphasizing safety in the operation of State vehicles.

In commenting on the news release on construction cost increases, Mr. Stroschein asked for a report comparing the last three years. (ACTION: CHIEF OF DEVELOPMENT)

In response to the Division Administrator's request for a staffing report for each project, Mr. Wood reported that the subject has been discussed by his area engineers with Highway Division district engineers, and that he will accept our PS&E approval request as certification that staffing is adequate for the project.

Mr. Tisdale reported on the status of funding for the bridge on the American Falls Dam. While \$900,000 in federal funds have been reserved for this purpose, new federal highway legislation may increase the availability of this category. The bridge estimate will be updated by the consultant, and a request for participation be sent to FHWA. The four party agreement (ITD, U.S. Bureau of Reclamation, American Falls Reservoir District and FHWA) needs to be consummated.

Extension of Time - American Falls Bridge, Project ST-1721(518)B. It was recounted to the Board that Hensel - Phelps Construction Company had the contract on both the White Bird and American Falls Bridges. During the period from December 1974 to April 1975 the State suspended work on the White Bird Bridge to rectify some design weaknesses. The contractor requested an extension of time on the American Falls project claiming the delay on the White Bird Bridge delayed getting some brackets which were to be used on both projects.

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The District denied the extension of time. The contractor appealed to the State Highway Administrator. In a letter dated December 18, the State Highway Administrator upheld the District's decision. The contractor on December 23 appealed the decision to the Board.

It was recommended to the Board that this claim be denied. It was pointed out that to recognize an interrelationship between projects being constructed by the same contractor could set a bad precedent.

The Board supported the Department's position and directed that the contractor be invited to appear before the Board if he so desires. (ACTION: BOARD SECRETARY)

Extension of Time - White Bird Bridge, Project F-4113(58). It was reported to the Board that Hensel - Phelps Construction Company claims that steel for the White Bird Bridge was delayed through no fault of the contractor. However, at the beginning of the project, the contractor spent 82 calendar days trying to decide on a steel fabricator. During this period of indecision, the delivery time on steel changed from six to eight weeks to four to five months. This delay in steel delivery then placed the contractor in a winter situation with the railroad when the railroad is closed to the unloading point at New Meadows. This further delayed the work. No liquidated damages were charged for the ironworkers strike in 1974 nor for the State caused suspension from December 1974 to April 1975.

Because the delays in steel delivery were contractor-caused, the Department recommended that the time extension be denied.

The Board concurred in the recommendation and directed that Attorney Paul Boyd be hired as hearing officer and a date established with the contractor for an administrative hearing. (ACTION: LEGAL COUNSEL)

Contractor's Claim, White Bird Bridge, Project F-4113(58), Change Order No. 8. It was recounted to the Board that the State suspended work on the White Bird Bridge for about four months from December 11, 1974, to April, 1975, because of questions concerning design of the girders. This was through no fault of the contractor. The District asked the contractor for his costs for the delay and changes in construction so a change order could be prepared. The cost submitted by the contractor was \$203,065. This could not be substantiated by the District and they instead offered \$100,064. The contractor then submitted a claim to the State Highway Administrator. On a review of the elements of the claim, it was determined the contractor should be compensated for some costs denied by the District. The State Highway Administrator offered the contractor \$118,471.10.

The Administrator offered \$18,407 more than the District because the District offered to pay only 50 percent rental for the concrete premix plant during shutdown. On the advice of Legal Counsel and based on historical precedent, it was determined that the contractor was entitled to 100 percent rental on the plant. This was an actual out-of-pocket cost to the contractor.

The contractor appealed the State Highway Administrator's decision stating that union requirements on travel should be considered and that the rental rate offered on overhang brackets was too low.

The contractor also maintained that there was interrelation between the White Bird Bridge and the American Falls Bridge and the State caused delay affected the construction of the American Falls Bridge.

In reference to items in the contractor's Serial Letter No. 99, the following recommendations were made to the Board:

Item 1 - Agreement

Item 2 - Contractor request for travel pay. This should be allowed. Amounts to \$1,195.27.

Item 3 - Delay to American Falls Bridge. Recommend this be denied.

Item 4 - Payment for overhang brackets. Contractor wants purchase price. State has allowed a rental rate. Vern Otter, consultant, researched the rental rates and determined that the Division's rental rate for brackets is low. A more equitable figure would increase this settlement about \$1,000.

The Board agreed to these recommendations as a basis of settlement, recognizing that the contractor may not agree to settle until his request for time extension has been acted upon.

Replacement of Idaho Entrance Signs on the Primary and Secondary Highway System Approved. It was recommended to the Board that the existing rustic cedar signs be replaced with a new, more economical design as they are frequently vandalized or stolen.

The Board concurred in the recommended changes.

Bicentennial Independence Relay Transcontinental (BIRT) Approved. The Board was advised that a group is requesting permission to run from Olympia, Washington to Washington, D.C. crossing Southern Idaho on the following routes:

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US 26, Nyssa-Caldwell  
 US 30, Caldwell-Boise  
 I-80N, Boise-Mountain Home  
 SH 68, Mountain Home-Carey  
 US 20, Carey-Idaho Falls  
 US 26, Idaho Falls-Alpine, Wyoming

Ten or more people will run at about five mph on a five mile relay system. They will be in Idaho from 8 a.m., June 9, 1976, to 12 Noon, June 11, 1976. The final schedule is to be established in April.

The following protection requirements would be in force:

- (1) Run on right shoulder or right edge of pavement.
- (2) Pilot vehicle behind runner with amber flasher, slow moving vehicle emblem and reflectorized sign--"RUNNER AHEAD."
- (3) Pilot vehicle in advance on two lane - two way roadways with item (2) protection devices.
- (4) Reflectorized bright clothing for runners.
- (5) That pilot vehicles conform to Idaho statutory requirements relative to turnout requirements when delaying three or more vehicles.
- (6) That Idaho State Police monitor activity while in Idaho to provide assistance in case of traffic interference or emergency conditions.
- (7) That advance man precede relay to contact local city police to facilitate their movement through cities.

The Board approved the routing but emphasized the need for safety precautions. Mr. Barron asked that a liability waiver be obtained. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Pony Express '76. The Board was advised that a group will re-enact the Pony Express from Mount Vernon, Washington to Valley Forge, Pennsylvania this summer. Their route through Idaho will follow US 30 and/or I-80N. Specific details have not been finalized. They are requesting approval of the ride along the highway in Idaho at a speed of 12 to 15 mph, day and night, for less than two days in Idaho.

Their activities and protection requirements will be as follows:

- (1) Daytime - ride off pavement  
 Nighttime - ride on pavement

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- (2) Veterinarian vehicle pilot behind rider and equipped with roof mounted rotating "amber" light, slow moving vehicle emblem and reflectorized sign--"HORSE RIDER AHEAD."
  - (3) Horse equipped with special shoes for pavement.
  - (4) Reflectorized vest on rider, reflectorized leg wraps and saddle on horse.
  - (5) Forward vehicle in front of rider for two-way roadways and night operations equipped with amber flasher and rear floodlight to illuminate roadway for rider.
  - (6) Proposed pavement stencil--"PONY" and relay station number to be 24" x 24" located at ten mile intervals.
  - (7) Proposed 11½" x 17" cardboard sign to read "PONY EXPRESS '76 RELAY STATION NO. \_\_\_\_."

The Department recommended and the Board concurred in the following:

- (1) That Pony Express '76 be approved to use the Interstate highway where feasible plus other appropriate routes as determined later.
- (2) That above vehicle warning and protection plan be approved.
- (3) That cardboard signs be installed for relay stations but not pavement stencils with the understanding that each relay station location must be approved by the Department. Also, that all costs for fabrication, installation and removal of cardboard signs shall be borne by Pony Express '76.
- (4) That all operations conform to the Idaho statutory requirements relative to turnout requirements when delaying three or more vehicles. That Idaho State Police monitor activity while in Idaho to provide assistance in case of traffic interference or emergency conditions.

The Board in granting approval emphasized the need for safety precautions. Mr. Barron asked that a liability waiver be obtained.  
(ACTION: CHIEF OF HIGHWAY OPERATIONS)

Quitclaim Deed Approved. The Board approved and signed the following:

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Quitclaim Deed - Kirk S. Jensen, Pocatello, Project M-7231(002), Parcel No. 12 - Deletion of 30 foot approach at Station 88+32 for property owner's recovery of 20 foot building and structure setback.

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

Exchange Deed - Carl Voight, Nampa, ROW Permit No. 3-75-228, SH 45, MP 26.00, Project S-US-3754(2), Parcel 31 & 32A, Station 405+66 to Station 407+66 Right. Exchange 10 foot and 20 foot wide residential approaches at Station 405+85 Right and Station 405+26 Right respectively for 30 foot wide unrestricted approach at Station 405+87 Right; existing City street approach, Dakota Avenue, vacated by City of Nampa, Station 407+46 Right for 30 foot wide unrestricted approach, Station 407+21 Right; removal of existing approaches, construction of new approaches and installation of curb and gutter 180 foot across property frontage to be by permittee under supervision of City of Nampa.

Approval of Federal Aid Primary System. A tabulation of route descriptions and a map exhibit showing the Federal Aid Primary System as of January 1, 1976, was presented to the Board for their approval.

The Board approved the System as described; however, Mr. Moore asked that future summaries submitted for approval carry identification of specific changes. (ACTION: CHIEF OF PLANNING)

Removal from the State Highway System (US 10). The Board approved the removal of 1.730 miles of State Highway No. US 10, described as beginning at a junction with the Mullan Business Loop and extending easterly, as shown in official Exhibit B-143, which is made a part hereof with like effect as though included in full herein.

Removal from the State Highway System (SH 39). The Board approved the removal of 2.660 miles of State Highway No. 39, described as beginning at a junction with State Highway No. 39 near Riverside and ending at a junction with State Highway No. 26 north of Moreland, as shown in official Exhibit B-144, which is made a part hereof with like effect as though included in full herein.

Addition to the State Highway System (Bicycle Path Extension of US 20-191). The Board approved the addition of 0.525 mile of a former Fremont County Road, described as beginning at a junction with the Island Park Reservoir Road and extending northerly a distance of 0.525 miles to a junction of State Highway No. US 20-191, as shown in official Exhibit B-145, which is made a part hereof with like effect as though included in full herein.

Preliminary Report of Task Force for Evaluating State Highway System and Procedure for Removal of Submarginal Routes Presented.  
A preliminary report of the task force for evaluating the State Highway System and the procedure for removal of submarginal routes was presented to the Board.

The Board will make its review of this subject at a later meeting after the Management Review and Executive Committees have reviewed and made recommendations.

The Board expressed a desire to proceed with caution in evaluating removals, particularly on a wholesale basis. Each route is to be considered on its own merits.

Approval was not granted to take the recommendations to the Interagency Advisory Committee or Area Advisory Committees until departmental recommendations have been finalized.

Review of Six Year Highway Improvement Program on the Primary System. The State Highway Administrator and Project Scheduling Supervisor announced the Division's intention to bring one major program category to the Board each month for review. This means that each program would be reviewed at least twice a year. In addition they recommended continuing use of Federal-aid "Option B" ratio, and identifying the requisite State funded projects from the approved Federal-aid program to offset the difference between the "Option A" and "Option B" ratios.

The Board expressed the wish that Idaho's congressional delegation be asked to support a provision in pending highway legislation that would apportion funds before the beginning of the fiscal year. The Department will also contact the delegation to ask support of the higher level of funding provided for rural systems in the House of Representatives' bill. (ACTION: CHIEF OF PLANNING)

There were no substantive changes as a result of this review.

Alternate Corridor Locations for Relocation of Interstate 15W from Raft River to Rockland Junction Discussed. The Environmental & Corridor Planning Supervisor explained the Highway Division's recommendations, and the Board listened to recommendations from representatives of the State Parks and Recreation Department for Option D at Register Rock.

Thereupon, the Board made the following determination based on the ITD recommendations:

Location Hearing Determination - Alternate Corridor Locations for Relocation of Interstate Highway I-15W from Raft River to Rockland Junction, Cassia and Power Counties, Idaho, Projects I-15W-5(10)117, I-15W-4(17)108 & I-15W-4(21)97. A public hearing was held at the Hillcrest Elementary School, American Falls, Idaho, at 7:30 p.m., Tuesday, November 26, 1975.

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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:

1. Interstate Highway I-15W, from Raft River to Rockland Junction, be constructed on generally existing location identified as the Existing Improved Plan in the Draft Environmental Impact Statement dated September 1975.
2. Interchange Option A at Cold Water Camp be constructed as shown on Page 95 of the Draft Environmental Impact Statement dated September 1975.
3. Alignment Option A at Fall Creek be constructed as shown on Page 85 of the Draft Environmental Impact Statement dated September 1975.
4. Alignment Option A between Massacre Rocks and Register Rock be constructed as shown on Page 63 of the Draft Environmental Impact Statement dated September 1975. \*
5. Independent Alignment adjacent to the Oregon Trail Historic Site east of Massacre Rocks be constructed as shown in part on Page 56 of the Draft Environmental Impact Statement dated September 1975.
6. The additional two lanes plus interchanges shall be added to the State Highway Systems. Frontage roads, stock trails and required private access roads shall be the responsibility of the local highway jurisdiction or private owners after construction.
7. The exact location and design of frontage and other access roads shall be the subject of a future Design Public Hearing.
8. These proposals will provide greater benefits to the State of Idaho than any resulting loss or damage.

Public Hearings Scheduled. The Board was advised that the following projects are scheduled for public hearing:

1. Projects F-3281(27), (28) & (32), Caldwell to Nampa, US 30 (Tentatively planned for March 1976). Location and Design Hearing.
2. Project FH 40-1(7), Wayan, East, Wayan - Freedom Highway, SH 34 (Tentatively planned for March 1976). Design Hearing.

\*This paragraph rescinded at February 12, 1976, Board Meeting.  
See page 126 for revised Paragraph 4.

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Location and Design of FHP-18, Elk City Highway, SH 14 Approved by Director. A location and design public hearing was held at Grangeville, Idaho, at 7:30 p.m., December 16, 1975.

In accordance with Board minute entry dated 7/31/75, the location and design of the above captioned project was approved by the Idaho Transportation Director, to wit:

1. Selection of location along existing State Highway 14.
2. Design recommendations for Leggett Creek - American River project and, in particular, the existing route alternatives at Newsome Hill and at Crooked River.

The above recommendations are contingent upon approval of the final environmental statement.

Results of Design Public Hearing for Projects RF-RFG-6471(76) and RF-6471(36), North of Sugar to Twin Groves, US-191-20, Noted. A design public hearing was held at St. Anthony, Idaho, on December 4, 1975.

Because of general comments made at the hearing, the District is making a detailed analysis of the alignment through St. Anthony to determine which alignment (along 4th South Street or mid-block between 4th & 5th South Streets) would have the least impact. An analysis was made several years ago but may not be valid now. The current District study should be completed in a week or two.

The Board was advised that it is the Department's recommendation that the county road a mile south of the Stud Mill not be closed.

The final recommendations will be deferred until the studies are completed. (ACTION: DISTRICT 6 ENGINEER)

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
U-6501(16) Key No. 116	Yellowstone Avenue, Anderson Street North in Idaho Falls U.S. 191-26-20, M.P. 334.91 to M.P. 335.38, 0.47 Mile	Standard Approach Policy
RS-6830(6) Key No. 437	Hatches Corner, South & West SH-33, M.P. 35.26 to M.P. 35.84, 0.58 Mile	Standard Approach Policy

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

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Key No. 220 M-7121(003) I-15	Jefferson and Alameda Signalization, Pocatello (Advertise Date 2/9/76) (Open Bids 3/2/76)	\$ 42,000
Key No. 1042 M-7561(001) US 26, I-15	Parkway Drive & I-15 Bus. Signalization, Blackfoot (Advertise Date 2/9/76) (Open Bids 3/2/76)	107,000
Key No. 398 M-7316(001) US 20 Bus.	Lewisville Rd., Briggs St. - North, Idaho Falls Gr., Dr., Bs., PMX, Storm Sewer, RR Xing, Traffic Signalization (Advertise Date 3/1/76) (Open Bids 3/23/76)	612,000

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

ER-5810(6) - The work consists of constructing a 243' pre-stressed concrete bridge, drainage structures, and partial grading on SH-3, St. Maries River Bridge at Santa, in Benewah County - Federal Aid Emergency Relief and State financed. The contract will be awarded to R. Redding Construction Co., Inc., Spokane, Washington, the low bidder, in the amount of \$328,521.00.

I-90-1(47)61 "F" R/W - The work consists of demolishing and disposing of all buildings and foundations and cleaning up the listed parcels on I-90, West Wallace - East Wallace Demolition, in Shoshone County - Federal Aid Interstate and State financed. The contract will be awarded to T. R. Scott Demolition & Exc. Contractors, Spokane, Washington, the low bidder, in the amount of \$6,193.00.

Stockpile No. 6601 - The work consists of furnishing cover coat material and 1/2" aggregate for road mix in stockpile, adjacent right of M.P. 245.4 on US-26, 3.5 miles west of Arco, in Butte County - State financed. The contract was awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, on January 9, 1976, in the amount of \$31,440.00.

Stockpiles 1590, 1594, 1595, 1596 and 1597 - The work consists of furnishing aggregates for road mix pavement and cover coat material in stockpile, Pocatello Yard, Preston Yard, Montpelier Yard, Buist Junction M.P. 19.1, SH-37 and Malad, in various counties - State financed. The contract will be awarded to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, in the amount of \$191,790.00.

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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 project:

- HHS-7122(001), Key No. 963, Addison Ave. & Locust St. and
- HHS-7122(002), Key No. 964, Addison Ave. & Eastland Dr. - Mountain Bell

Quitclaim Deed Executed for Kenneth & Henrietta Kugler, Bn-128 Extension, U.S. 20, Bonneville County. The Board executed a Quitclaim Deed in favor of the Kuglers on that portion lying north of Materials Source Bn-128 Extension, more specifically identified as Government Lot 11 and the north 53 feet of Government Lot 12, Section 3, T. 1 N., R. 37 E., B.M.

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

- |       |   |                     |               |
|-------|---|---------------------|---------------|
| US 93 | F-2391(10)<br>Addison Ave.-<br>Twin Falls | Norman Garlington   | Parcel No. 37 |
| SH 39 | RS-1721(15)<br>Sterling -<br>Springfield  | William L. Andersen | Parcel No. 13 |

Outdoor Advertising Control. In the December 1975 Board meeting there was some discussion during the audience with Messrs. Snarr and Crapo concerning signs on setbacks and the way present procedures for dealing with sign companies require the removal of all nonconforming signs.

In conformance with State law, the Board reaffirmed its position that it would continue to require removal of all nonconforming signs and would authorize purchase of setback signs only if federal reimbursement for same were forthcoming.

Functional Replacement of Wallace City Hall and Fire Station, I-90-1(47)61 - Parcel 20, E. Wallace - W. Wallace. In the Board meeting of June 1974, the Right of Way Supervisor discussed with the Board the acquisition of the Wallace City Hall property by the Functional Replacement Procedures.

Architectural plans have now been prepared and reviewed and an estimate of cost prepared by the architect. The proposed facility to replace the City Hall and Fire Station will cost approximately \$667,000.

Following a discussion of what constitutes "functional replacement," the Board supported the proposed action.

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

Auction Sale of Wilma Theatre in Wallace Reported, I-90-1(47)61, Parcel 19, E. Wallace to W. Wallace. The Right of Way Supervisor reported on last month's auction sale of the Wilma Theatre property in Wallace.

Status of Condemnation Action.

US 95	FF-RF-4114(23)	Helen McIntosh Property	Parcel No.
	Lewiston Hill		1-1
	(Sec. 2)		
	(Truck Escape		
	Ramp)		

A progress report on negotiations for the McIntosh property on the Lewiston Hill project now under construction revealed a complication in that the owner has asked assurance that utility crossings can be provided for future development. The City of Lewiston, whose authority it is to designate the location of such crossings, has not done so despite requests from the Department. The property owner should be advised that the Department has acted in good faith to have this accomplished so that the necessary conduits could have been provided on construction. (ACTION: DISTRICT 4 ENGINEER)

Cost Comparison of Pipe Usage on Projects Completed During 1975. A pipe summary showing the comparison of quantity and cost of various pipe used on completed projects for calendar years 1974 and 1975 was presented to the Board for their information.

Release of Two Airway Beacons at Strevell Approved. The Aeronautics & Public Transportation Administrator advised the Board that a request has been received from Mr. Harold C. Smith of Park Valley, Utah for transfer of the unused beacon towers for private use. The towers serve no useful purpose at existing sites. The transfer obligation life has expired. The Division of Aeronautics & Public Transportation may have in-place liability.

The Board authorized release of the towers to the requestee subject to "liability release" and assurance that State law requirements for competitive bidding are met, or Board of Examiners approval obtained.

Execution of Contracts for Operating and Capital Assistance Under Section 5 for Boise City. The Board in April authorized the Aeronautics & Public Transportation Administrator to submit on behalf of Boise City a joint application for Operating and Capital Assistance under Section 5 of the Urban Mass Transportation Act of 1964, as amended.

The contract offer for the operating portion of the application was received in late summer at which time the Board authorized the Aeronautics & Public Transportation Administrator to sign the contract on behalf of the designated recipient, the Idaho Transportation Department. That contract made \$209,145 available to the City for the transit system.

On December 5, 1975, the Aeronautics & Public Transportation Division received a contract offer for the capital portion of the application. The total local share comes from Boise City. The project will provide badly needed equipment for the City.

The Board by resolution dated January 8, 1976, and signed by Chairman Moore authorized the Aeronautics & Public Transportation Administrator to execute contracts on behalf of the Department.

FRIDAY, JANUARY 9, 1976

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 Administrator, Federal Highway  
 Administration

West Wallace Interchange - East Wallace Interchange, Project I-90-1(47)61, Reviewed. The Board reviewed the West Wallace Interchange - East Wallace Interchange project and reaffirmed its previous determination as arrived at through the public hearing process.

Apportionment Balance Summary Reviewed. Mr. Tisdale reviewed the apportionment balance summary with the Board.

Delegation Meets With Board Regarding Transportation of 5'x5' Cylindrical Hay Bales. The following delegation met with the Board:

Dale Branson, State Representative, Legislative District 8,  
 Nezperce  
 Donovan L. Heckman, White Bird  
 Jim Seibel, Nampa  
 William Dee, Attorney, Grangeville

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Following a thorough discussion of hauling 5'x5' cylindrical bales as "practically irreducible" loads, the Board agreed to a redefinition of reducible load requirements to allow such loads on legal width vehicles, with only one bale permitted in the top tier, and with restrictions appropriate to (1) the haul route and (2) time of day and week. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Such limitations will result in safer hauling conditions by virtue of eliminating the alternative of tractor-drawn trailer haul of cylindrical bales, and making the hauling of high center-of-gravity rectangular bale loads a less attractive option.

Meeting with Idaho Branch of Associated General Contractors. The following members of the Associated General Contractors met with the Board:

Mark Burggraf, Idaho Falls	Frank Galey, Jr., Boise
Tom MacGregor, Boise	Lloyd Miller, Twin Falls
John Molitor, Boise	Jim Quinn, Boise
Lew Duvall, Boise	R. M. Chastain, Boise

Mr. MacGregor, President of the Idaho Branch of the Associated General Contractors, expressed concern on behalf of his Board of Directors that the ITD budget request is less than the amount required to meet current highway needs.

Mr. Moore explained the Board's rationale in establishing the budget level.

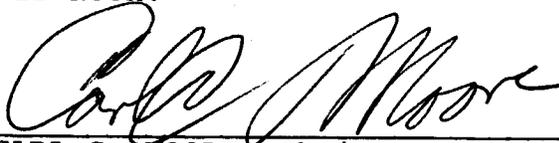
In response to a question about the Department's ability to match Federal-aid that might become available, Mr. Tisdale stated that the requested additional State revenue would provide required matching funds. The AGC representatives expressed the wish to become involved early in the budget formulation process.

When the contractors' group asked how their organization could help obtain additional revenue, Mr. Moore recommended support of the Governor's proposals. Mr. Manning stressed that the ultimate decision about amount and source of revenue is the Legislature's. There ensued a discussion of several revenue alternatives, and the desirability of providing sources that are responsive to inflation.

Mr. MacGregor designated Mr. Molitor and Mr. Chastain as principal contacts for help in legislative matters.

Mr. Molitor suggested that State forces construction might be the basis for discussion at a future meeting.

WHEREUPON, the Board adjourned at 12 Noon.

  
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 CARL C. MOORE, Chairman

Read and Approved  
 February 12, 1976  
 Boise, Idaho

January 9, 1976

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD  
February 12 & 13, 1976

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, February 12, 1976. 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  
E. D. Tisdale, State Highway Administrator  
H. L. Day, Board Secretary  
E. M. Wood, Division Administrator, Federal Highway Administration

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

March and April Board Meeting Dates Set. The Board reaffirmed its March Meeting for March 4 and 5. The April meeting was scheduled for April 8 and 9. Tentative dates for the North Idaho Tour were set for May 3 - 7.

Douglas T. Snarr and Terry L. Crapo Meet with Board Regarding Federal Compensation for Signs Located on Setback Easements. Mr. Crapo reviewed the legal opinion dated February 9, 1976, obtained from the Idaho Attorney General at the Board's request. He restated the sign companies' request that the Board authorize payment for selected outdoor advertising signs in setback areas and press the Federal Highway Administration for the federal share of such payment.

Mr. Crapo also asked that the Board authorize payment for hiatus period signs. The Board recognized the equitable nature of this proposal. Mr. Crapo ventured that, should legal action become necessary in the case of hiatus signs, such action should be pursued concurrently with similar action for setback signs. Legal Counsel was asked to prepare a recommendation for Board action for both hiatus period and setback signs.

Legal Counsel Tway presented to the Board a draft letter for the Chairman's signature to the Outdoor Advertising Association representative (Mr. Crapo) refusing the Association's request to purchase test signs and enter legal action against the FHWA. The Board approved.

The Board asked that the letter state that, in regard to hiatus signs, if the sign companies elect to pursue legal action against the federal government the Department will offer to enter the suit as "a friend of the court." In addition, it will be indicated that the Board is favorably disposed toward seeking a change in federal law that would enable federal share payment for hiatus period signs. (ACTION: LEGAL COUNSEL)

Legal Report. In answer to an inquiry from the Board members, Legal Counsel Tway stated that there were no new developments to report on the Hensel-Phelps Construction claim on American Falls Bridge.

The possibility of appealing a court settlement which granted \$45,000 for 25 acres of land needed for construction of the Lewiston Hill project was discussed. Upon the recommendation of Legal Counsel, the Board agreed not to appeal the case.

Mr. Tway was asked to check on the status of how the Department is disposing of old highway right of way. (ACTION: LEGAL COUNSEL)

A discussion was held on right of way problems on the Cottonwood Bypass project.

Mr. Stroschein asked about the progress of the condemnation on the William L. Andersen property on the Sterling - Springfield Project RS-1721(15).

State Highway Administrator's Report. Mr. Tisdale reported that the Corps of Engineers is interested in acquiring river front east of Lewiston on U.S. 12 for recreational purposes. He stated that the Department has programmed at some future date a bike path from Lewiston to Spalding Park. Mr. Tisdale suggested a counter offer might be made to the Corps for them to extend their bike path for one-half mile and possibly an exchange could be worked out.

Mr. Tisdale distributed the monthly apportionment balance status report.

Department's 1975 Revenue and Disbursements Certified by Board. The Board certified the 1975 Idaho Transportation Department revenue and disbursements as required by Idaho Code 40-137. A copy is filed as Exhibit C-97 in the records of the Board, which is made a part hereof with like effect as though included in full herein.

Manpower Totals Report. The Manpower Totals Report was noted by the Board.

Extension of Employment Approved. The Board approved a four-month extension of employment beyond retirement age for LaRue R. Campbell, Senior Clerk, Traffic Section, or until July 1, 1976.

Board Policy B-12-15 (B-117), Welcoming Signs at Border Entrances, Rescinded. In view of the fact that the Board reviews and makes a decision on any proposed changes in the area of welcoming signs at border entrances and it is a matter of record in the minute entries, the Board approved rescission of B-12-15.

Board Policy B-12-17 (B-124), Stop and Yield Highway Signing, Rescinded. This Board Policy was adopted by the Board on July 30, 1959. It has since become outmoded with the adoption of the Manual on Uniform Traffic Control Devices for Streets and Highways (Substantive Rule #1). Therefore, the Board approved rescission of B-12-17 because its contents are amply covered in other areas.

Board Policy B-19-08 (B-131), Allocation of Monies to Idaho Cities from TOPICS Program, Rescinded. This Board Policy was adopted by the Board on April 8, 1969. All allocated monies have been obligated and there will be no future Federal-aid under this program. The Board approved rescission of B-19-08 because the program funding is obsolete.

Request for Transportation of 5½ by 5½ Feet Cylindrical Hay Bales Denied. It was recounted to the Board that the Department had received a request from Mr. Lance Fleming, Valor Ranch, Meridian, Idaho, for permission to transport cylindrical hay bales, two bales wide, with bale dimension of 5½ by 5½ feet.

The Board was advised that the request had been denied.

Request to Pasture Highway Right of Way Approved, Project F-RF-4113(51), Sta. 1275+00 to 1281+25 Left U.S. 95, 2.4 Miles South of White Bird, M.P. 221.23 - 221.35, Heckman Ranches, Inc., Right of Way Permit 4-76-3. It was reported to the Board that an approximate one-half acre, irregular triangular portion of land exists between the highway fencing and partial control of access - right of way line. Mr. Heckman has requested use of the land adjacent to his corrals and pasture for his ranching operation.

The Board approved the request to use highway right of way for an annual rental of \$50.00/year starting February 1, 1976.

Design of Idaho Entrance Signs Approved. The Board previewed and approved the proposed design of Idaho entrance signs on the State Primary and Secondary Systems. The redesign of the signs had been approved at the January 8, 1976, meeting of the Board.

Addition to the State Highway System (Interchange Ramps in Lewiston, US-12). The Board approved the addition of interchange ramps on State Highway No. US-12, approximately 0.5 mile in length, and described as beginning at the east approach of the Interstate Bridge in Lewiston, as shown in official Exhibit B-146, which is made a part hereof with like effect as though included in full herein.

Status of Litigation Over Use of Gravel Bars in Clearwater River Along U.S. 12. Chief of Highway Development Sessions advised the Board of his conversation with Department of Public Lands Director Trombley to the effect that the Land Board has not changed its position vis-a-vis the Division of Highways' use of river gravel bars for proposed U.S. 12 construction. It is Mr. Sessions' opinion that the Division can proceed in the face of impending court action to use gravel above high water level, since the Division has fee title to the land involved.

Replacement of Structures on U.S. 12 Approved. The following background information was presented to the Board in connection with their approval of replacement of structures on U.S. 12:

<u>Location</u>	<u>Suff. Rating</u>	<u>Width</u>	<u>Load</u>	<u>Estimated Cost</u>		
				<u>P.E.</u>	<u>Const.</u>	<u>Total</u>
Sutter Creek	27.4	22'	H-15	4,000	46,000	50,000
Five Mile Creek	50.0+	24'	H-15	40,000	410,000	450,000
Six Mile Creek	50.0+	24'	H-15	40,000	410,000	450,000
				\$84,000	\$866,000	\$950,000

Sutter Creek is eligible for Bridge Replacement Funds.

The Board will approve preliminary engineering and schedule for construction at a later date.

North Pleasant Valley Road Intersection with State Highway 39, Project RS-1720( ), Approved. The Project Scheduling Supervisor described the project proposal and the State and County involvement.

The Board approved the project for preliminary engineering with the understanding that the State's share of preliminary engineering and construction costs will be approximately forty-five (45) percent. The project will be scheduled for construction when the funding can be anticipated.

Pocatello Downtown Signals, Project M-7151(002), Approved for Utilization of Portion of Remaining FY 1976 Urban "D" Apportionment. The Board was advised that this project has been requested by the City of Pocatello to install six new signals at the intersections of Main and Arthur with Clark, Center, and Lewis Streets. The project should precede an L.I.D. project (proposed for this summer) and State Project ST-7381(501), Center Street, Arthur-5th (scheduled for FY 1977). Project ST-7381(501) is a heater remix and overlay project which will allow removal of that segment from the State System. The total cost of the project is estimated to be \$186,000.

The Board approved utilization of a portion of the remaining FY 1976 Urban "D" apportionment so as to allow installation of these signals in logical sequence with other proposed work.

Review of Six Year Highway Improvement Program on the Interstate System. Following a project-by-project review by the Project Scheduling Supervisor, the Board approved the program as presented.

Clearwater Bridge in Lewiston, U.S. 12, Project ST-4114(593). It was recounted to the Board that Pepsi Park is located adjacent to the northwest end of the existing bridge and is situated on land leased from the Department and the local bottling company. The lease from the Department provides for termination one year after giving written notice.

This situation has been reviewed with FHWA representatives from Washington, D.C., and they indicate that the Department can cancel the lease and reclaim the land for highway use without becoming involved in a Section 4(f) situation. This would clear the way for a new bridge location downstream from the existing bridge. It would also eliminate a potential 4(f) involvement with East End Park south of the river.

The City has not issued an official position with respect to Pepsi Park; however, preliminary contact indicates they consider it necessary for their recreation program.

The Board concurred in issuing a cancellation notice as early as possible to avoid a Section 4(f) situation in order to simplify the environmental process, but suggested that the City be advised informally that use of the land can continue on a temporary basis.

On another aspect of the Memorial Bridge proposal, the Highway Division will prepare a letter to FHWA asking that during Mr. Moore's forthcoming meeting with Federal Highway Administrator Tiemann, a joint meeting with U.S. Coast Guard representatives be arranged to discuss the latter agency's interpretation of "functional replacement" of the Clearwater Bridge when it is rebuilt to clear a navigational channel.

Also, in connection with the Department's response to a public notice from the Coast Guard asking for comments on the effects of opening the Clearwater River under the Memorial Bridge to navigation, the latter agency pointed out that, traditionally, the structure's owner is responsible for damage incurred through such use. At Mr. Moore's suggestion a response to the Coast Guard's comments will be prepared describing the economic impact of providing protection (fendering) for the structure; that such costs should be the responsibility of the Federal government under the Truman-Hobbs Act, and that if a navigation permit is issued it should contain such a provision. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

February 12, 1976

HHG594

Location Determination for Projects I-15W-5(10)117, I-15W-4(17) 108 and I-15W-4(21)97, Raft River - Rockland Jct., Interstate 15W. The Board determination of January 8, 1976, approved Option A between Massacre Rocks and Register Rock. This option requires encroachment into the Lake Walcott Pool for approximately 800 feet. This encroachment is opposed by the Interior Department, State Parks and Recreation, and several environmental groups. The BLM in a letter dated February 4, 1976, has requested reconsideration of Options C or D for this area.

Options A and C are comparable in cost:

Option A - \$3,266,000  
Option C - \$3,455,000

Option D is considerably more expensive at \$4,296,000. Any of these options will provide satisfactory access to land adjacent to the Interstate highway.

The Department recommended and the Board approved, with Mr. Stroschein dissenting, that the Board Determination dated January 8, 1976, be changed as follows:

Paragraph 4 is hereby changed to read:

"Alignment Option C between Massacre Rocks and Register Rock be constructed as shown on Page 71 of the Draft Environmental Impact Statement dated September 1975."

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
S-5732(7) Key No. 156	Junction SH-41 & SH-53  SH-41, M.P. 7.49 to M.P. 8.20, 0.71 Miles  SH-53, M.P. 9.29 to M.P. 9.46 and M.P. 9.53 to M.P. 9.71, 0.35 Miles	Partial Control of Access, Type A

Public Hearings Scheduled. The Board was advised that the following projects are scheduled for public hearing:

1. Project FH 40-1(7), Wayan, East, Wayan - Freedom Highway, SH 34. Design Hearing (March 24, 1976)

Chairman Moore asked that the Board be given a project development progress report at the April meeting. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

2. Project F-3281(26), Caldwell - Nampa, US 30. Location and Design Hearing. (February 25, 1976)

Design Public Hearing Decision on Projects RF-RFG-6471(76) and RF-6471(36), North of Sugar to Twin Groves, US 191-20. A design public hearing was held at St. Anthony, Idaho, on December 4, 1975. The January Board review deferred approval of the design until studies were completed.

After the District had made a detailed analysis of the alignment through St. Anthony, it was recommended and the Board concurred that the design be approved as presented at the public hearing, except that the proposed design be modified to provide a connection to the east leg of the county road one mile south of the Stud Mill.

The Fremont County Commissioners and the City of St. Anthony are in agreement with the project as proposed at the hearing.

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following bids:

Stockpiles No. 1598 and 1599 - The work consists of furnishing anti-skid material in stockpile at Department of Transportation, Division of Highways Maintenance Yards at Blackfoot and American Falls - State financed. The contract will be awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$80,800.00.

Stockpiles No. 5607 and 5608 - The work consists of furnishing aggregate for cover coat material and road mix pavement in stockpile adjacent to M.P. 30.85, SH-200, Sandpoint Yard and 0.6 mile east of M.P. 483.6, US-95, Colburn - State financed. The contract was awarded to Grant Construction Company, Hayden Lake, Idaho, the low bidder, on February 17, 1976, in the amount of \$53,650.00.

HHS-7152(001), 7122(001) and 7122(002) - The work consists of installing traffic signals in the City of Twin Falls, Shoshone Street at 4th Avenue N & E and 6th Avenue N & E, Addison Avenue E and Locust Avenue, Addison Avenue E and Eastland Drive, in Twin Falls County - Federal Aid Hazard Safety and State financed. The contract was awarded to Tri-State Electric, Inc., Boise, Idaho, the low bidder, on February 23, 1976, in the amount of \$117,125.00.

Stockpiles No. 4601 and 4599 - The work consists of furnishing aggregate for roadmix pavement and anti-skid material in stockpile adjacent to US-12 at M.P. 98.1, Lowell Maintenance Yard and Grangeville Maintenance Yard - State financed. The contract was awarded to H & H Contractors, Inc., Grangeville, Idaho, the low bidder, on February 6, 1976, in the amount of \$107,041.00.

M-7323(001) & U-3021(36) - The work consists of constructing one additional traffic lane, drainage structures, placing a plant mix base and surface, landscaping, illumination, signalization and constructing additional width to the Boise River Bridge, 31' x 383' Prestressed Concrete, on 0.483 mile of U.S. Highways 20-26-30 and SH-55, Garden - 27th on Fairview Ave., and 30th - Garden on Chinden Blvd. and Fairview Ave., in Ada County - Federal Aid Urban and State financed. The contract will be awarded to Neilsen & Company, Twin Falls, Idaho, the low bidder, in the amount of \$978,695.75.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 1256 I-90-1(110)61 I-90	W. Wallace I.C. Structure Structure (Advertise Date 3/15/76) (Open Bids 4/6/76)	\$ 490,000
Key No. 41 I-90-1(47) R/W I-90	New Wallace City Hall Building (Advertise Date 3/22/76) (Open Bids 4/13/76)	\$ 700,000

Approval to Trade Uneconomic Remainder. The Board approved and signed the deed to complete the transaction on the following:

SH 3	ER-5810(6) Santa Bridge & Approaches	Charles M. Rogers & Josephine H. Rogers	Parcel No. 8
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Quitclaim to Union Pacific Land Resources.

I-90	I-IG-90-1(17)60 E.C.L. Osburn- W. Wallace I.C.	Union Pacific Land Resources Corporation, a Utah Corporation	Parcel No. 1-RR-1.1 and 1-RR-1.2
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On November 12, 1975, the Board executed a Quitclaim Deed to Upland Industries Corporation, a subsidiary of Union Pacific Corporation. The Department presented the executed deed to Upland Industries on December 30, 1975. On January 19, 1976, the Department received a letter from Upland that the deed was satisfactory except that the conveyance should be to Union Pacific Land Resources Corporation, a Utah corporation. They asked the Department to arrange this revision and present them with the executed deed.

The Board approved and signed the Quitclaim Deed to Union Pacific Land Resources Corporation and the minutes are hereby cross-referenced with the action of November 12, 1975.

Approval to Trade Uneconomic Remainder. The Board approved and signed the deed to complete the transaction on the following:

US 20	S-SG-3703(4) Hammett Con- nector to I-80	Leon Humphries	Parcel No. 3
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Quitclaim to Double "D" Land, Inc.

US 20	M-MG-7316(001) Lewisville Rd.- Anderson Street	Double "D" Land, Inc.	Parcel No. 24
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HHG594

As a result of negotiations for Parcel No. 24 on the above captioned project, a portion of the land that was previously existing right of way is now surplus. Double "D" Land, Inc., expressed a desire in trading for this area. The settlement reflects a reduction of \$5,220 from the total just compensation of \$12,000 due for the right of way needed and damages to the remainder caused by the control of access. They are willing to accept this land even though it is subject to existing buried utilities and that no buildings or structures may be constructed thereon.

The Board approved and signed the quitclaim deed to Double "D" Land, Inc. The Board also signed a condemnation order in the event negotiations break down. The deed will be held pending a successful outcome.

Status of Condemnation Action.

US 95	FF-RF-4114(23) Lewiston Hill (Sec. 2) (Truck Escape Ramp)	Helen McIntosh Property	Parcel No. 1-1
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The Right of Way Supervisor reported that negotiations for the McIntosh property on the Lewiston Hill route will be successfully completed. It was noted that the utility conduits discussed at the last Board meeting have been installed.

FRIDAY, FEBRUARY 13, 1976

The meeting of the Transportation Board reconvened at 9:30 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Lloyd F. Barron, Vice Chairman (Presiding)  
 Roy I. Stroschein, Member  
 Darrell V Manning, Director  
 E. D. Tisdale, State Highway Administrator  
 H. L. Day, Board Secretary

U.S. 89 Intersection with S.H. 61 and Flooding at Bear River Bridge Discussed. Mr. Lyle G. Tapper, representing the Montpelier Chamber of Commerce, met with the Board to express concern about the adequacy of the U.S. 89 intersection with State Highway 61 and the flooding problem at Bear River Bridge at the Thomas Fork structure.

Mr. Barron suggested that Mr. Tisdale ask District Engineer Nielsen to contact Mr. Tapper to discuss the problems, and review on site. (ACTION: DISTRICT 1 ENGINEER)

Bicycle Route on U.S. 93 Between Hailey and Ketchum Discussed. Meeting with the Board was Robert Kettle, Assistant City Planner, Blaine County Planning & Zoning Commission.

Mr. Kettle said the Blaine County officials are concerned about the safety of operating bicycles on U.S. 93 between Hailey and Ketchum. He presented a proposal for a bike route between the cities that would use Union Pacific Railroad right of way from Hailey to Red Top Lodge, and a county road and U.S. 93 from there to Ketchum. This would involve shoulder widening on U.S. 93 and a cantilever modification of the Wood River structure.

Mr. Tisdale pointed out that the railroad does not have fee title to all of its right of way in the corridor. He also said that the design for proposed widening for a turn refuge at the Elkhorn Road intersection with U.S. 93 would have to be examined for compatibility with a bike lane.

Mr. Barron noted that, because of adverse public opinion, the Board decided against any major improvements to the bridge and the highway between the bridge and Ketchum. Mr. Manning stated that existing right of way is not adequate to accommodate the road and a bike lane. Mr. Tisdale suggested that Blaine County may wish to direct its attention to the subject of additional right of way width.

Mr. Kettle will pursue BOR funding for the southernmost segment on Union Pacific right of way. The Division of Highways will supply cost estimate data and data on railroad right of way before Mr. Kettle explores specific project and cooperative funding proposals. (ACTION: RIGHT OF WAY SUPERVISOR AND DISTRICT 2 ENGINEER)

Hensel-Phelps Construction Company Meets With Board Regarding Claim on American Falls Bridge, Project ST-1721(518)B. Meeting with the Board were the following representatives of Hensel-Phelps Construction Company:

Bob Ruyle, Vice President, Greeley, Colorado  
Frank Ward, Vice President, Vancouver, Washington  
Gary Babbitt, Lawyer, Boise

Mr. Ward gave a detailed description of bridge overhang brackets used on the White Bird Bridge and their unique applicability to the American Falls Bridge. He said that the Company had considered using other brackets at American Falls, but had rejected the idea because of excessive cost.

Mr. Ruyle said because work on the White Bird project was suspended, the use of the brackets at American Falls was delayed; hence the request for time extension.

The Board agreed to take the matter under advisement.

WHEREUPON, the Board adjourned at 12 Noon.



CARL C. MOORE, Chairman

Read and Approved  
March 4, 1976  
Boise, Idaho

SUPPLEMENT TO THE FEBRUARY, 1976, MEETING OF THE  
IDAHO TRANSPORTATION BOARD

February 20, 1976

On February 20, 1976, through telephone contacts with Board Chairman Carl Moore and Board Member Roy Stroschein, the Chief of Highway Development secured Board approval of the following supplemental engineering agreements:

Project M-7433(003), Vista Avenue, US 30 to Ridenbaugh Canal. CH<sub>2</sub>M-Hill, consultants. To cover additional EIS work in the amount of \$19,334.20.

HHG594

Project M-2020(001), Chinden/Broadway Corridor Study. Stevens, Thompson & Runyan, consultants. To expand the scope of work to study several at-grade route concepts as lower cost alternatives in the amount of \$28,905.00.



CARL C. MOORE, Chairman

Read and Approved  
March 4, 1976  
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 4, 1976

The Idaho Transportation Board met in regular session at 10 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, March 4, 1976. Present were:

Carl C. Moore, Chairman - Director, District 3  
Roy I. Stroschein, Member - Director, District 1  
Darrell V Manning, Director  
E. D. Tisdale, State Highway Administrator  
H. L. Day, Board Secretary  
Tom Difloe, Assistant Division Administrator, Federal Highway Administration

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

April, May and June Board Meeting Dates. The Board reaffirmed its April Meeting for April 8 and 9. Tentative dates for the North Idaho Tour are May 3 - 7. The June Meeting was set for June 10 and 11.

State Highway Administrator's Report. In discussing the monthly apportionment status report, Mr. Tisdale pointed out that Interstate project projections were based on the assumption that additional funding would be available to close critical gap segments. Recent congressional activity indicates this will not be the case; therefore, the program will have to be reduced.

March 4, 1976

Mr. Tisdale apprised the Board that Representative Branson had contacted the Department concerning a project on State Highway 7, Jct. U.S. 95 - Cottonwood Creek. The following information was submitted to the Board for their information:

<u>Project Funding Source</u>	<u>Roadway Width (Ft.)</u>	<u>Estimated Cost</u>	<u>Project Development Time (Minimum)</u>
F.A. Secondary	28	\$2,200,000	2 Years
100% State	24	\$1,140,000	1 Year

Neither proposal is included in the currently approved Six Year Highway Improvement Program.

Mr. Moore expressed a preference for the 24 foot width, contingent upon State funds being available in the future.

Director's Report. Mr. Manning informed the Board that the Joint Finance/Appropriations Committee approved the Department's budget based on the Governor's recommendation with one exception in the Aeronautics & Public Transportation budget.

He also gave status reports on the following: Traffic Safety Reorganization Bill; Joint Memorial on Sign Legislation; Revenue Measures. Two regional airport authority bills now before the Legislature were discussed.

Mr. Manning assured the Board that complete, in-depth information on all transportation-related measures has been furnished to the Legislature.

Mr. Manning described some adverse features of a proposed bill that would require unobligated interaccount funds to revert to the General Fund.

The Board was advised that the Idaho Personnel Commission has upheld the Department's position on the Larsen grievance. They were also informed that ITD and design personnel are taking the designers' grievance-related problems jointly to the Idaho Personnel Commission.

At Mr. Moore's request, Mr. Manning described the sequence of events that could follow the completion of the current site study for the Quad-Cities Regional Airport, with particular reference to any subsequent involvement of the Transportation Board.

The Manpower Totals Report was noted by the Board.

Aeronautics & Public Transportation. Larry Mathison, Airport Engineering Services Supervisor, responded to a query from Mr. Stroschein about State aid for resurfacing the Aberdeen airport.

March 4, 1976

HHG594

Mr. Moore asked that he be furnished, in writing, answers to these questions about the Quad-Cities Regional Airport Study: When consultant's report is due; to whom submitted; and the subsequent steps. Also at what points in the process is the Transportation Board involved; and an assessment of the Board's authority and responsibility. In connection with a discussion of the South Idaho Regional Airport Authority, Mr. Moore asked for a copy of the regional airport authority statute. (ACTION: A&PT ADMINISTRATOR)

Mr. Mathison gave the Board a status report on the study and the current activities of the Quad-Cities Study Advisory Board.

Extra Length Operations During Hazardous Conditions Discussed. A status report of extra length operations during hazardous weather and road conditions involving combinations having three or four units with overall length in excess of 75 feet but not in excess of 98 feet was given to the Board.

It was reported that preliminary meetings have been held with Frank York, Federal Motor Vehicle Safety Investigator; Les Lund, Commercial Vehicle Division; Captain DeYoung, Idaho State Police; and others, including two Weigh Station Supervisors who have at times required the last trailer of such combinations to be dropped because of road conditions.

The Department has no documented information about operations of such combinations on icy roads. Test runs during normal conditions were conducted between June 8 and June 24, 1975.

The Board was informed that Mr. York plans to ride with a driver during a trip when roads have snow cover and the Department may have an observer in a following vehicle. In the event Mr. York's investigation confirms that problems do exist, it was recommended that the Department be authorized to proceed to appropriate hearings on a regulation change to prohibit triple operations during hazardous road or weather conditions.

The Board agreed that the problem should be investigated and a recommendation made based on the findings.

Contractor's Claim on American Falls Bridge, ST-1721(518) "B" Denied. It was recounted for the Board that Hensel - Phelps Construction Company has appealed the decision of the State Highway Administrator not to grant an extension of time on this project. The contractor contends that he planned to use overhead brackets obtained for the White Bird Bridge on the American Falls Bridge and that the State delayed work on the White Bird Bridge and thereby delayed his work on the American Falls Bridge. His argument implies an interrelation between the two projects.

Legal Counsel has reviewed the claim and supports the position that the two projects must stand separately and that there is no interrelationship.

Whereupon, the Board denied the contractor's appeal. (ACTION: BOARD SECRETARY)

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

1. Exchange Deed - Kidd, Declo, ROW Permit 2-76-014, Project S-2864(2), Parcel No. 13-A, Station 30+60 and 37+50, SH 77, M.P. 27.88 and 28.01, 1/2 Mile North of Declo.
2. Exchange Deed - Dickerson & Grover, Rexburg, ROW Permit 6-76-051, Project F-6462(2), Parcel No. 14A-2, SH 88, 3 Miles West of Rexburg, M.P. 75.59.

Mr. Pline discussed his philosophy on approach restrictions, i.e., that neither width nor use be specified when access control is designated. This would make exchange transactions easier.

The Board agreed that existing standards and policies be reviewed and specified recommendations brought to the Board. (ACTION: TRAFFIC SUPERVISOR)

Access Request by A. J. Vollweiler, Montpelier, Denied (Project F-1481(4), Station 196+10, M.P. 434.19, U.S. 30). The Board was advised that Mr. Vollweiler requested this approach because of the large number of people driving across the right of way to reach his bowling alley rather than using the frontage road concept.

The Highway Division recommended and the Board concurred in the following:

1. The request for an approach be denied.
2. District 1 install a vehicle barrier along U.S. 30 between the highway and the frontage road. It appears that a chain link fence would be the preferable installation at a cost of about \$3,000.00 for 600 feet of fencing.

The Board, in taking this action, acknowledged the seriousness of the problem, but felt that operational safety is the overriding consideration and that Mr. Vollweiler be so advised. (ACTION: DISTRICT ONE ENGINEER)

March 4, 1976

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Rest Area Travel Information Program Reviewed. Cline, Inc., of Boise, an advertising consultant, was employed on August 29, 1975, to research the rest area travel information alternatives and provide a recommendation for Idaho. The total cost of this service was not to exceed \$2,000.00. The report has been prepared for Department information with current billing costs at \$1,017.50.

The report provides two alternatives:

1. Do nothing.
2. Provide information centers at Pocatello, Boise and Coeur d'Alene with the Department sharing a major portion of the initial costs. (Construction of kiosks)

The report also recommended that Idaho defer further action until the economical feasibility of the Oregon system has been established.

The Board accepted that recommendation subject to more detailed review of the report.

Preliminary Engineering and Environmental Studies Approved for SH 53 Through Rathdrum. The Board was advised that the proposal is for preliminary engineering studies, including aerial mapping, at an estimated cost of \$7,000. This work could be combined with the proposed project at the "Y" connections with SH 41.

The 1973 sufficiency rating on the 1.4 mile segment ranges from 47 to 54. The proposed project would include a right turn lane onto the Burlington Northern Railroad crossing on Mill Street (site of five fatalities since 1972) to improve safety. A proposed \$100 million Burlington Northern classification and maintenance yard is predicted to enlarge Rathdrum to four times its present size.

The Board approved the project for preliminary engineering and environmental studies.

Location and Design Public Hearing for Project F-3281(26), Caldwell-Nampa, US 30, Noted. It was noted by the Board that a location and design public hearing was held February 25, 1976, at the Midway Elementary School. No major problems have arisen yet as a result of the hearing; however, the hearing is still open and written testimony will be received through March 6.

Project Development Status Report on Project FH 40-1(7), Wayan, East, Wayan - Freedom Highway, SH 34. Chief of Highway Development Sessions presented a project development status report on the above project as requested by the Board in February.

Public Hearings Scheduled. The Board was advised that the following public hearings will be scheduled:

1. Location and Design Public Hearing for a project on Route FAM-7622, Project RF-2361(41), Heyburn Bridge and Approaches, US 30 (Opportunity for hearing proposed for April 1976).
2. Design Public Hearing for Projects RF-6471(41), Thornton to Rexburg, and RF-6471(42), Rexburg to North Sugar, US 191-20 (Hearing to be held in April 1976)

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. 6161 - The work consists of furnishing and installing a complete oil fired heating system at the Maintenance Building in the vicinity of Mackay, in Custer County - State financed. The contract will be awarded to Conan & Landon, Idaho Falls, Idaho, the low bidder, in the amount of \$4,500.00.

Stockpile Projects No. 5603, 5604 and 5609 - The work consists of furnishing aggregates for cover coat material and road mix pavement in stockpile at Brannon Pit, 0.25 Mile South of M.P. 67.5, US-2, Copeland Junction Rt. M.P. 522.0, US-95, and Round Prairie Lt. M.P. 532.8, US-95, in Boundary County - State financed. The contract will be awarded to W. R. Sutherland, Spokane, Washington, the low bidder, in the amount of \$82,200.00.

Stockpile No. 4603 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpile adjacent to M.P. 304.95, US-95 (Site #1) and M.P. 312.12, US-95 (Site #2), Transportation Department's District Four Headquarters Maintenance Yard, in Nezperce County - State financed. The contract will be awarded to DeAtley Corporation, Lewiston, Idaho, the low bidder, in the amount of \$44,400.00.

LSF-39-2(5) - The work consists of constructing a toilet building, sewage disposal system, arbors, tables, water distribution system, underground sprinkler system, furnish and plant shrubs, trees and lawn adjacent to US-93 at M.P. 102.012, in Blaine County - Federal Aid Landscape and State financed. MacGregor Triangle Co., Boise, Idaho, was the low bidder in the amount of \$225,040.00, which was 12.69 percent over the Engineer's Estimate. The costs associated with furnishing concrete at this remote location were underestimated. The adjusted estimate is \$217,172.50; and, therefore, the Board recommended acceptance of the low bid.

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I-80N-3(54)226 - The work consists of placing deck overlays on the Twin Bridges over the Snake River, east of Burley, and repairing the approaches on 0.280 mile of Interstate Highway 80N, in Minidoka and Cassia Counties - Federal Aid Interstate and State financed. The contract will be awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, in the amount of \$675,067.00.

Project Approval for Future Bid Openings. The following projects were considered by the Board for approval for future bid openings:

Key No. 1006	E. Bliss I.C.-Malad Rv. Stage I	\$2,700,000
I-80N-3(59)142	Gr., Dr., EBL	
I-80N	Strs., Exc. Sec. WBL	
	(Advertise Date 4/8/76)	
	(Open Bids 5/4/76)	
Key No. 1007	Malad Rv. Br.-2 Mi. E. of Tuttle	\$2,247,000
I-80N-3(60)142	Stage II	
I-80N	Gr., Dr., EBL	
	Strs., Exc. Sec. WBL	
	(Advertise Date 4/15/76)	
	(Open Bids 5/11/76)	

Because of the anticipated shortfall in Interstate funding (approximately \$3 million), the Division of Highways recommended deferring Key No. 1007 in favor of the Wallace project on Interstate 90. Because of funding contingencies and the fact that the full Board was not present, the Board will defer a decision until the April meeting.

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.

M-7323(001) & U-3021(36), Key Nos. 158 & 1031, Fairview Ave., Garden St. - 27th St. & Chinden Blvd. - Garden St. - Boise Water Corporation, Idaho Power Company, Mountain Bell and Intermountain Gas Company

Appeal to Board Concerning Order to Remove Advertising Sign (Terry A. Cravens, U.S. 95, Sagle, Idaho). The Board was advised that a 2' x 6' sign was erected in November 1975 in a nonconforming area near Monarch Road north of Sagle, Idaho.

The sign has been removed since posting on January 20, 1976, by Mr. Cravens. Mr. Cravens has, however, asked that the Board act on his appeal.

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The Board determined that a hearing officer be appointed and Mr. Cravens be offered the opportunity for a hearing under the Administrative Procedures Act. (ACTION: LEGAL COUNSEL)

Avigation Easement to City of Arco and Butte County, Materials Source Butte-3, U.S. 20-26 - 93A. The Board was advised that to be eligible for federal funding for airport improvements, the sponsor is required to own a certain amount of land beyond the end of the runway, together with an avigation easement. The airport improvements have been made and the Division has agreed to deed 3.3 acres of land to the local sponsor, together with an avigation easement on a portion of the remaining source. The sponsor agreed to pay \$425.00, plus advertising and deed fee, for the 3.3 acres, and \$200.00 for the avigation easement. These amounts have been received by the Division. The State Highway Administrator and the Aeronautics & Public Transportation Administrator approve of both transactions.

The Board approved the transactions and signed the Avigation Easement.

Construction of Railroad Crossing of US-89 Between Paris and Bloomington. The Board was advised that Earth Science Inc. has requested information on construction of a railroad crossing of US-89 between Paris and Bloomington. They are conducting engineering and environmental studies on a proposed phosphate mine and beneficiation/calcination plant in Bear Lake County. The anticipated traffic is one train a day in and out of the outloading yard near Montpelier and the time of crossing would be 6-10 minutes. It was also pointed out that the proposed crossing may be placed on a severe angle with the highway; potential for expansion of service is great; land use may change; rolling terrain effecting sight distance of highway user; and severe winters with drifting snow.

The expected accidents by the Vorhees Formula are:

<u>Year</u>	<u>Type of Protection</u>	<u>Expected Accidents</u>
1976	Signing only (Crossbucks)	1/10.21 years
1976	Flashing Signals	1/33.26 years
1996	Signing only (Crossbucks)	1/7.59 years
1996	Flashing Signals	1/24.73 years
1996	Flashing Signals & Gates	1/121 years

The Highway Division recommended and the Board concurred that if application for a crossing is submitted, installation of automatic signals with gates would be required at the applicant's expense.

WHEREUPON, the Board adjourned at 3:30 p.m.



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CARL C. MOORE, Chairman

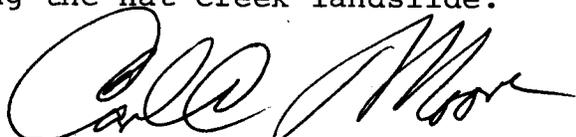
Read and Approved  
April 8, 1976  
Boise, Idaho

SUPPLEMENT TO THE MARCH, 1976, MEETING OF THE  
IDAHO TRANSPORTATION BOARD

April 2, 1976

On April 2, 1976, through telephone contacts with Board Vice Chairman Lloyd Barron and Board Member Roy Stroschein, and on April 5, 1976, through telephone contact with Board Chairman Carl Moore, the Chief of Highway Operations secured Board approval of the following letter agreement:

Project ER-4113(67), Hat Creek Slide. CH<sub>2</sub>M-Hill, consultants. To cover the investigation, analyzation, design and recommend remedial measures for stabilizing the Hat Creek landslide.



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CARL C. MOORE, Chairman

Read and Approved  
April 8, 1976  
Boise, Idaho

## MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

April 8 &amp; 9, 1976

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, April 8, 1976. Present were:

Carl C. Moore, Chairman - Director, District 3  
 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  
 Glen Bedell, Area Operations Engineer, Federal Highway Administration

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

May, June and July Board Meeting Dates. The Board set its North Idaho Tour for May 3 - 7. The June Meeting was scheduled for June 9, 10 & 11 and the July meeting was scheduled for July 15 and 16.

Gimlet Airport. As the result of a request by the owner and lessee of the private airport at Gimlet, Idaho, a public hearing was held to determine if the airport should be declared a "public use airport" or restricted to private use, as provided by the Idaho Code. The code provides that the Idaho Transportation Board shall make this decision.

The four criteria in the regulations for a public use airport were deemed by the Aeronautics & Public Transportation Advisory Board to be satisfied. Therefore, the Advisory Board recommended that the Transportation Board determine that the Gimlet Airport is a public use facility.

The Board determined as follows:

The Idaho Transportation Board having read the hearing transcript of the hearing on the application of Mrs. Laurence Johnson, doing business as Johnson Flying Service, for the designation and approval of the Gimlet Airport, a private airport, as a public use airport, and having reviewed the recommendations to the Idaho Transportation Board by the Aeronautics & Public Transportation Advisory Board and being fully advised in the premises, now finds as follows:

1. That the Gimlet Airport will be open to public use.
2. That the site is adequate for the proposed airport.

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3. That the proposed airport conforms to minimum standards of safety.
4. That the United States Department of Transportation, Federal Aviation Administration, has granted air space for the Gimlet Airport.
5. That safe air traffic patterns can be worked out for the Gimlet Airport and for all existing airports and approved and designated airport sites in its vicinity.
6. That the Aeronautics & Public Transportation Advisory Board recommends and deems it necessary that the designation of the Gimlet Airport be day visual flight rules (VFR) if granted designation as a public airport, with the following waiver:

"That the portion of the horizontal and conical surfaces which exceed VFR standards be declared as not compromising safety."

NOW, THEREFORE, IT IS ORDERED that the Idaho Transportation Department, Division of Aeronautics and Public Transportation, grant the application of Mrs. Laurence Johnson, doing business as Johnson Flying Service, for the designation and approval of the Gimlet Airport as a public use day VFR airport with the following waiver:

That the portion of the horizontal and conical surfaces which exceed VFR standards be declared as not compromising safety.

American Falls Airport Sponsored by Power County, Allocation Request (1st Supplement). Based on "draft" airport master plan, the sponsor submitted and subsequently twice revised application for State assistance to implement the master plan. The current application calls for the following assistances:

<u>Total</u>	<u>State</u>	<u>Local</u>	
\$33,925	\$16,962	\$16,962	
3,000	1,500	1,500	AMP Requirement
	(-5,000)		Current Allocation
	13,462		Required Supplement

The Idaho Transportation Board approved the recommendation of the Aeronautics & Public Transportation Advisory Board that the request by the Power County Airport be allocated up to \$14,000.00, in additional funds, for airport development with the following stipulations:

- (a) The 1200' x 30' access taxiway defined as providing access to the proposed ag-plane tie down area, and

- (b) The 120' x 200' tie down area defined to handle the increased use of the airport by commercial sprayers be redefined as available to all segments of the aviation community; and that the auto and truck traffic be fenced away from the said access taxiway and tie down area; and that zoning be accomplished based on current legislation, and further all construction plans be based on a revised and approved Airport Layout Plan as defined in Regulations of the Division of Aeronautics & Public Transportation.

Allocation and Encumbrances of Funds for Aeronautics Projects for FY 77. The following Exhibits "A" and "B" show existing projects either underway or awaiting federal funding, which will not be completed before the end of FY 76. In order that the projects can be continued in FY 77, Board approval is needed to (1) allocate funding to those projects requested on Exhibit "B", and (2) encumber the adjusted funds for previously allocated projects as requested on Exhibit "A".

EXHIBIT "A"

Division of Aeronautics & Public Transportation

FY 75 Funds to be Re-encumbered and FY 74 Funds, now unavailable to be encumbered from surplus FY 76 Funds for expenditure in FY 77 (Fund 48). Also, FY 75 funding in Fund 40 to be re-encumbered for FY 77.

Category I Projects - Projects Previously Allocated by the Board and encumbered in MER 0300, 0211, 0165

<u>Sponsor</u>	<u>Program</u>	<u>MER</u>	<u>Previous Allocation</u>	<u>Supplemental Allocation</u>	<u>Current Requested Allocation</u>
Coeur d'Alene	ADAP	0300	\$16,736	\$ 3,264	\$20,000
St. Maries	ADAP	0300	16,360	28,640	45,000
Pocatello	PGP	0300	5,000		<u>5,000</u>
				Total	\$70,000
Homedale	SADAP	0211	20,250	(10,250)	10,000
American Falls	SADAP	0211	5,000		5,000
Buhl	SPGP	0211	3,000		3,000
Cascade Lands	SADAP	0211	10,000		10,000
Grangeville	PGP	0211	10,000		5,000
Jerome	SADAP	0211	5,000	5,000	10,000
Mackay	SPGP	0211	5,000		5,000
St. Anthony	SADAP	0211	5,000		5,000
Glenns Ferry	SADAP	0211	10,000		10,000
Oakley	SADAP	0211	5,000		<u>5,000</u>
				Total	\$68,000

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Lewiston	SADAP	0165	\$14,000	\$14,000
Pocatello	SADAP	0165	25,000	25,000
Twin Falls	SADAP	0165	10,000	<u>10,000</u>
Total				\$49,000

Note: Projects Encumbered under MER 0300 will be encumbered from FY 76 funds (Fund 48)  
 Projects Encumbered under MER 0211 will be re-encumbered from FY 75 funds (Fund 48)  
 Projects Encumbered under MER 0165 will be re-encumbered from FY 75 funds (Fund 40)

## EXHIBIT "B"

## Division of Aeronautics &amp; Public Transportation

FY 76 Projects to be Encumbered for Expenditures in FY 77

## Category II Projects

<u>Sponsor</u>	<u>Program</u>	<u>Previous Allocation</u>	<u>Current Requested Allocation</u>
Kamiah	ADAP	-	\$ 30,000
Sandpoint	ADAP	-	3,000
Craigmont	SADAP	-	2,500
McCall	ADAP	-	15,000
Gooding	SADAP	-	1,000
Hailey	ADAP	-	26,000
Bear Lake County	SADAP	-	20,000
Driggs	SADAP	-	12,000
Aberdeen	SADAP	-	<u>9,000</u>
Total			\$118,500

Note: Encumbrances will be from FY 76 Funding (Fund 48)

The Idaho Transportation Board approved the allocations and requests to encumber funding for said allocations as shown on the above Exhibits and as recommended by the Aeronautics & Public Transportation Board.

Caribou County Delegation Meets With Board Concerning Improvement of Grace - Alexander Jct. Section of SH 34. The following delegation met with the Board:

Dick Smith, Caribou County Commissioner, Grace  
 Dewey Mansfield, Farmer, Grace  
 Russell A. Westerberg, State Representative, Legislative District 32, Soda Springs  
 Don W. Gilbert, Farmer, Grace  
 C. J. Rasmussen, Farmer, Grace

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Communications from the following were made part of the project records:

Ore-Ida Goods, Inc., Boise  
 Soda Springs Elevator, Inc., Soda Springs  
 City Transfer and Storage, Inc., Soda Springs  
 Utah Power & Light Co., Grace  
 Tri Chem, Inc.  
 A petition from the Grace Seed Growers Association

Don Gilbert, representing the Grace Seed Growers, presented reasons for asking that the Grace - Alexander Jct. section of SH 34 be improved.

County Commissioner, Dick Smith, explained the arrangement whereby, with Highway Division help with maintenance, the County allowed heavy hauling on the county system to alleviate pressure on SH 34. In so doing, six miles of county paved road were damaged. He also supported an improvement project.

Representative Russell Westerberg asked the Board's consideration to programming a project at the earliest opportunity.

Mr. Tisdale summarized state secondary highway project needs in District One, and pointed up the great disparity between overall needs and available funding statewide. He also indicated that the District will be in touch with community representatives to discuss the feasibility of interim protection of the Soda Springs Third Street railroad crossing with gates. (ACTION: DISTRICT ONE ENGINEER)

Idaho Branch, Associated General Contractors, Delegation. The following delegation met with the Board:

L. C. Duvall, Associated General Contractors, Boise  
 Monte D. Bell, Area Manager, Peter Kiewit Sons' Co., Twin Falls  
 Lloyd Miller, President, Miller Construction Co., Twin Falls  
 Jim Quinn, President, Quinn Robbins Co., Boise  
 Tom MacGregor, President, MacGregor Triangle, Boise  
 John P. Molitor, Executive Secretary, Associated General Contractors, Boise  
 Mark Burggraf, President, Allied Paving, Idaho Falls  
 R. M. Chastain, Director-Civil Affairs, Morrison-Knudsen, Boise

In response to AGC President MacGregor's request for an evaluation of the results of the legislative session, Mr. Moore and Mr. Manning attributed success to a frugal budget presentation. They complimented the AGC on that organization's help.

Mr. MacGregor emphasized the need to plan for the next legislative session and to coordinate the activities of the several interested groups. He offered the AGC's assistance in this effort,

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i.e., a program carried out through an organization called "United for Idaho." (UFI is a nonpartisan, business-oriented political action group.)

Mr. Chastain, in commenting on UFI, suggested pursuing a coordinated effort to develop an inflation-responsive program of highway legislation.

Mr. Molitor asked if the Department would cooperate by providing factual highway needs information. He was advised that any information the Department has on file is available for public inspection.

Chastain and MacGregor said that concern had been expressed by some legislators that highway funds are not being used to maximum benefit by local road authorities and by the Highway Division, particularly in the area of "force account" work. Mr. Moore expressed confidence that the use of funds is being optimized by the Department.

Mr. Molitor asked that the Department curb what appears to the AGC to be an increase in state forces construction activity that should in their view be let to contract with the AGC members.

Mr. Moore stated that a discussion of specific problems is a healthy thing, and pledged the Board's and the Department's willingness to communicate with the AGC at all times.

Mr. Bell petitioned the Board to change its regulation prohibiting the use of overwidth trailers under certain conditions. The Board agreed to review the AGC's written communication on this subject. Having reviewed the request, the Board concurred in staff recommendations. (See Minute Entry dated April 8, 1976, on Annual Permits for Ten Foot Wide Hauling Vehicles.)

Mr. Burggraf expressed concern over the Department's rejection of the proposed WASHTO specification relating to "changed governmental conditions." The rejection was recommended by legal counsel because of lack of specificity.

Mr. Tisdale acknowledged the need for protection against the consequences of such changes (taxes, price controls, etc.) The Board agreed that the Department should review the related provision in federal specifications for applicability to Idaho. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Mr. MacGregor asked, in connection with the sales tax issue, that the Department put a price on stockpiled aggregates that are to be used in a subsequent contract. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Delegation from Moscow Meets with Board. The following delegation met with the Board:

George Russell, Moscow City Councilman  
 Jim Anderson, Moscow City Councilman  
 Ralph Hawkins, Chairman, Moscow Central Business District  
 Committee  
 Paul Mann, Mayor of Moscow  
 Jim Crossler, Moscow  
 Larry Grupp, Manager, Moscow Chamber of Commerce  
 William A. Smith, Director, Public Works, City of Moscow

Chamber Manager Larry Grupp said the New Idaho Hotel property is on the market, and asked the Board's consideration of advance right of way acquisition. Mr. Tisdale responded that until the design hearing is held the degree to which the property would be affected will not be known. Mr. Manning asked that the potential impact on the property be assessed before the hearing. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

The group urged early development of a project on SH 8 from the Washington State Line easterly. Mr. Tisdale reported that a corridor and environmental study has been authorized. A status report will be given the Chamber. (ACTION: DISTRICT FOUR ENGINEER)

In reference to the Moscow to Viola US 95 overlay project, Mr. Tisdale affirmed that the south terminus will be at A Street in Moscow.

The Chamber and the City are involved in planning for downtown redevelopment. They would appreciate advice from the District on pedestrian safety. (ACTION: DISTRICT FOUR ENGINEER)

EEO Supportive Services Consulting Agreement Approved. It was reported to the Board that use of federal funds for highway construction carries an obligation by the Department to ensure that minorities, disadvantaged and females receive affirmative action consideration towards employment. The Department has a master EEO plan with the FHWA and has accepted its obligation with a positive attitude.

The number of groups involved in the EEO program is increasing with pressures for more staff resources always present. An arrangement is proposed which will do a better job for minorities and limit the pressures on administrative expenses.

A consulting agreement is suggested with an organization comprised of minorities who will have the responsibility of administering, training, counseling and follow through in their minority areas.

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Manpower Totals Report. The Manpower Totals Report was noted by the Board.

Highway Conference Funding Levels. Mr. Tisdale presented the Board with a list of the tentative Highway Conference funding levels.

Annual Permits for Ten Foot Wide Hauling Vehicles. It was reported to the Board that current regulations restrict the use of overwidth hauling vehicles to those loads that have a characteristic that would make the load impractical or unsafe to be hauled on a legal width vehicle (8-1/2 feet). Excessive width, weight or height may require the use of overwidth hauling vehicles to protect the public interest.

Many Idaho contractors have obtained ten-wide trailers for hauling large rubber-tired loaders, earth moving equipment, etc., because it is impractical or impossible to safely haul some items of their equipment inventory on legal width vehicles. They are required to also maintain legal width hauling vehicles because most of their equipment does not currently qualify to be hauled on overwidth vehicles.

Operations with overwidth vehicles are inefficient because many times the backhaul load will not qualify for hauling on an overwidth vehicle, resulting in an unladen return trip from a qualified overwidth haul.

The Department is in the position of requiring many heavy equipment contractors to either maintain or hire an overwidth vehicle while at the same time restricting the efficient use of such equipment.

The Department recommended and the Board concurred that annual permits be issued for overwidth hauling vehicles not exceeding ten feet in width, valid for hauling construction-related equipment loads. Any load exceeding the dimensions of the bed of the trailer shall be nonreducible in size. Such annual permit shall be limited to the Routine Overweight Chart and shall also be limited to the red coded routes of the Pilot Car Requirements Map if the width is more than 12 feet 6 inches and shall be limited on other routes to 14 feet 6 inches. Other existing Special Permit Regulations shall apply. Annual permits for the width limits mentioned above and for weight not exceeding the Routine Overweight Chart are issued at a fee of \$100.00.

Slip Ramp for 7th Avenue in Lewiston Discussed. It was reported to the Board that treatment of US 12 connection to 7th Avenue or the frontage road close to 7th Avenue has been discussed extensively relative to the Lewiston Hill and Lewiston I.C. construction. The main items of concern are:

1. Prior access rights of Mrs. Murphy.
2. Problems associated with closing US 12 median with no modifications of 7th Avenue approach.
3. Problems created by building deceleration lane and connection to the existing frontage road.
4. Relationship of 3rd Avenue North I.C. with frontage road deceleration lanes.

Having looked at sketches of several alternate access proposals in the vicinity of 6th and 7th Avenues and 23rd Street, the Board decided to defer a decision pending a review of the public hearing transcript and an on-site review during the tour in May.  
 (ACTION: BOARD SECRETARY)

Approach Permit No. 1-76-26, Robert Saxton, Preston, Denied.  
 It was reported to the Board that Mr. Robert Saxton applying through Forsgren, Perkins and Associates requested an approach on US 91, MP 7.65, Project F-1491(1), South 2nd Street East. A 40 foot commercial approach was requested for a car wash facility and denied by the Department for the following reasons:

1. Approach would be in a roadway transition area.
2. Approach is close to a public road approach.
3. The proposed property usage would create larger than normal number of vehicular accesses to US 91.
4. The highway access rights were purchased to restrict this type of access on this particular triangular parcel.

The Board upheld the Department's determination.

Quitclaim Deeds Approved. The Board approved and signed the following:

1. Quitclaim Deed for Phillip Wells, US 30 Bus., 2.5 Miles NW of Mountain Home, Sebree I.C., F-3022(11), Permit No. 3-76-10, granting one 40 foot unrestricted approach at Station 2111+75 Left.
2. Quitclaim Deed for Harvey D. and Hollis Bothoff, US 20 & 26, 5.8 Miles East of Gooding, F-2351(7), Parcel 37-A, Station 430+00 Left, M.P. 155.85, granting a 30 foot field approach.

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Revised Control of Access on US 30 Business Route at Sebree I.C. to Conform with Access Control Policies Approved. It was recounted for the Board that the access at the Sebree I.C./US 30 connection, west of Mountain Home, was purchased as full control of access in 1957-58 under Project I-3022(7). This temporary connection was operated until the Mountain Home bypass was completed in the 1970's.

Construction of the Sebree I.C. resulted in the following features:

1. Station 2116+15.3 End of Full Control of Access
2. Station 2101+51.10 County Road Approaches
3. Station 2100+20.0 Cattle Guard Access Control
4. Station 2096+80.0 End of Ramp AB, Free Running Right Turn

It was noted that the full control of access extends 1935.3 feet out from the ramp terminal intersection and that county road approaches have been constructed 471.1 feet from the ramp termination.

It was proposed by the Department that the full control of access exterior to the County Road approaches be changed to Type "A" access control conforming to current policies relative to interchange access control.

The Board approved the following access control:

<u>Project</u>	<u>Station</u>	<u>Description</u>
I-80N-2(9)91	2100+20 2100+20	End of Full Access Control Begin Partial Access Control Type A Left and Right
F-3022(11)	2101+51.1	Centerline County Road Approach and change of construction project designation
F-3022(11)	2116+15.3	End of Partial Access Control Type A Left and Right

Designation and Addition of US 95, One-way Couplet (Moscow), to the State Highway System. The Board approved the addition of State Highway No. US 95 within the City of Moscow, described as beginning at a junction near Main Street and 8th Street and extending northerly via Main and Jackson Streets to a point near the junction of Main and D Streets, as shown in official Exhibit B-147, which is made a part hereof with like effect as though included in full herein.

Chairman Moore suggested that any information release on this action convey the Board's intention to add Washington Street to the State Highway System as a future action. (ACTION: PUBLIC INFORMATION COORDINATOR)

Designation and Addition of I-90 Business Route (Mullan) to the State Highway System. The Board approved the addition to State Highway No. I-90 of a business loop through Mullan, said loop to begin at a junction with I-90 at the West Mullan Interchange and extend northeast and east via River Street, a distance of 0.996 miles, to another junction with I-90 at the East Mullan Interchange, as shown in official Exhibit B-148, which is made a part hereof with like effect as though included in full herein.

Designation and Addition of I-90 Business Route (Osburn) to the State Highway System. The Board approved the addition to State Highway I-90 of a business loop through Osburn, said loop to begin at a junction with I-90 at the Third Street Interchange and extend south via Third Street, thence southeast via Mullan Avenue, a distance of 1.517 miles, to another junction with I-90, as shown in official Exhibit B-149, which is made a part hereof with like effect as though included in full herein.

Designation and Addition of I-90 Business Route (Coeur d'Alene) to the State Highway System. The Board approved the addition to State Highway I-90 of a business loop through Coeur d'Alene, said loop to begin at a junction with I-90 near the Coeur d'Alene Northwest City Limits and extend southeasterly via Northwest Boulevard and Sherman Avenue, a distance of 3.905 miles, to another junction with I-90 near the Coeur d'Alene Southeast City Limits, as shown in official Exhibit B-150, which is made a part hereof with like effect as though included in full herein.

Designation and Addition of I-90 Business Route (Kellogg) to the State Highway System. The Board approved the addition to State Highway I-90 of a business loop through Kellogg, said loop to begin at a junction with I-90 and New Street and extend southeast via Cameron Avenue, thence southwest via Division Street, a distance of 1.005 miles, to another junction with I-90, as shown in official Exhibit B-151, which is made a part hereof with like effect as though included in full herein.

Development of Section of State Highway 7 North and West of Grangeville Requested. The Board asked that development be expedited on a seven mile section of State Highway 7 north and east of Grangeville so the Department will be in a position to build all or a part of it should funds become available.

Mr. Tisdale stated that the availability of State funds will depend on how much is required to match Federal-aid, the full extent of which is not yet known. (ACTION: DISTRICT IV ENGINEER)

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Distribution of Federal-aid Secondary Funds Discussed. In response to a suggestion from Mr. Tisdale, the Board asked that the Department explore the possibility of distributing Federal-aid secondary funds in a ratio more favorable to the State system than the present 50-50 split. In so doing, the needs estimates and functional reclassifications will be considered. (ACTION: PLANNING SUPERVISOR)

Federal-aid Secondary Program Review. The Board reviewed the Federal-aid secondary program with the understanding that Federal transition period and FY 77 apportionments will not be known exactly until pending legislation has become law.

Following discussion of funding for the Heyburn Bridge, Soda Springs Overpass and Grace - Alexander projects, the Board decided to defer the assignment of priorities until the May meeting.

The Board asked that a letter be sent to local officials setting forth the Soda Springs overpass project timetable and pointing up problems encountered. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Urban Program Review. The Board was complimentary about the format showing projects by city rather than district. However, the Chairman requested the cities be listed in descending order by population.

The Board approved the program, and authorized making it available to the communities involved. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Design and Right of Way for McCammon - Topaz, US 30, Approved. The Board was apprised that District One has requested a project be programed in the subject area for design and right of way. The estimated cost is \$55,000 for right of way and \$235,000 for design for a total of \$290,000. The environmental studies are included under RF-1481(32), McCammon to Lava.

The surface width in this area is variable ranging from 24 to 40 feet. The 1973 Sufficiency Rating ranges from 57 to 91 unadjusted and 56 to 90 traffic adjusted. The accident rate in much of this section is one to two times the system average of 3.0 per MVM.

The Board approved the District's request.

Submittal of Federal Lands Projects to FHWA for Public Lands Highway Funds Approved. The Department recommended and the Board concurred that the following projects should be submitted to the FHWA for Public Lands funding:

<u>Priority</u>	<u>Key No.</u>	<u>Project No. and Description</u>	<u>Est. Cost</u>
1	1079	FL-16-1(11); US 12-Lowell, East and West	\$1,440,000 (FLH) 200,000 (FAP)
2	808	FL-11-1(4); US 95-6.8 Mi. N. of the Oregon State Line, N. 6.4 Mi.	2,910,000 (FLH) 740,000 (FAP)
Totals			\$4,350,000 (FLH) 940,000 (FAP)

Preliminary Engineering for Location and Environmental Studies on US 91, Preston - Virginia, Approved. The Board was apprised that District One has requested that a preliminary engineering project for location and environmental studies be programed for the subject area at an estimated cost of \$25,000.

The majority of this 32.9 miles has a surface width of 22 to 24 feet. The 1973 Sufficiency Rating ranges from 59 to 79 unadjusted and 62 to 75 traffic adjusted. The accident rate in much of this section is one to two times the system average of 3.0 per MVM.

The Board approved the District's request.

Location and Environmental Study on SH-39 from the American Falls Dam to I-15W East of American Falls, Project RS-RSG-1721(19). The Environmental & Corridor Planning Supervisor presented a status report on the location and environmental study on SH-39 from the American Falls Dam to I-15W east of American Falls. He stated that five alternatives have been considered and two public information meetings have been held. He also recommended that the DEIS be completed covering the Harrison Street, North Bypass Modified, and No Major Improvement Alternatives. A location public hearing would be scheduled subsequent to publication of the DEIS.

Mr. Tisdale suggested that both routes be considered as an arterial plan for American Falls.

System action is to include two options: (1) Harrison Street location north of Fort Hall Avenue added to the System and Idaho Street removed, and (2) North Bypass Modified location and Harrison Street north of Fort Hall Avenue added to the System and Idaho Street, Harrison Street south of Fort Hall Avenue and Pocatello Avenue removed.

The Board supported this approach in their approval to prepare for a public hearing.

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Location and Environmental Study on US-26 from Granite Hill to Swan Valley, Project F-6501(14). The Environmental & Corridor Planning Supervisor presented a status report on the location and environmental studies on US-26 from Granite Hill to Swan Valley. He stated that seven alternatives were originally considered. Two public information meetings and one agency meeting were held and the number of alternatives reduced to three. Mr. Gwin presented the cost estimates for the several alternates. There followed a discussion of environmental impacts.

The Department recommended and the Board concurred that the DEIS be completed covering the proposed alternatives, including No Major Improvement:

1. West Section
  - a. Existing Improved
  - b. South
2. East Section
  - a. Existing Improved
  - b. North
  - c. South

A location public hearing will be scheduled subsequent to publication of the DEIS.

Status Report on Chinden - Broadway, Boise, Location Study. The Board was advised that the Draft Environmental Impact Statement is in the final stages of review and should be ready for final typing and printing by mid or late April. The consultant has indicated it will require one month to print the required copies. Another month is required to advertise the Location Public Hearing. It is, therefore, estimated that a hearing can be held in early July.

Public Hearings Scheduled. The Board was advised that the following public hearings have been scheduled:

1. Location Hearing for Project F-4113(56), Cox's Ranch to Goff Bridge, US-95. (Hearing to be held on May 18, 1976)
2. Location and Design Hearing for Project M-7231(007), Chubbuck Interchange to Highway Avenue, US 91. (Hearing to be held on May 11, 1976)
3. Opportunity for Location and Design Hearing for Project RF-2361(41), Heyburn Bridge and Approaches, US 30. (Opportunity advertised for April 22, 1976)
4. Opportunity for Location and Design Hearing for Project RS-6830(6), Hatches Corner South and West, SH 33. (Opportunity advertised for May 6, 1976)

5. Design Hearing for Project RF-6471(41), Thornton to Rexburg; and RF-6471(42), Rexburg to North Sugar, US 191-20. (Hearing to be held on May 13, 1976)

Location and Design Hearing Determination, Caldwell - Nampa, U.S. Highway 30, Project F-3281(26). A public hearing was held at the Midway Elementary School on February 25, 1976.

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 project be approved as presented at the hearing except for a possible adjustment of the connection to Moss Lane.

Location and Design of Project FH 40-1(7), Wayan, East, Wayan - Freedom Highway, SH 34. A location and design public hearing was held at Soda Springs, Idaho, on March 24, 1976.

In accordance with Board minute entry dated 7/31/75, location and design approval will be requested of the Idaho Transportation Department Director in that the project is non-controversial.

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

Stockpile No. 2598 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpile left and adjacent to M.P. 205.6, US-26 (Site No. 1), Carey Maintenance Yard and adjacent left of M.P. 188.9, US-26 (Site No. 2), in Blaine and Lincoln Counties - State financed. The contract will be awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, in the amount of \$42,175.00.

Stockpile No. 3570 - The work consists of furnishing aggregate for road mix pavement, cover coat material and sanding material in stockpile approximately 0.2 mile east of M.P. 0154, US-30 (Mountain Home Business Loop) in the Mountain Home Maintenance Yard, in Elmore County - State financed. The contract will be awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, in the amount of \$67,350.00.

M-7561(001) and M-7121(003) - The work consists of placing a premixed base; plant mix pavement and signal installation at intersections on Interstate Highway 15 Business Route and Parkway Drive in Blackfoot and Jefferson Avenue in Pocatello, in Bingham and Bannock Counties - Federal Aid Urban and State financed. The contract will be awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$112,149.00.

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Stockpile No. 3569 - The work consists of furnishing aggregates for cover coat material, road mix pavement and sanding material in stockpile left and adjacent to M.P. 25.24, US-30 (Site #1), and adjacent and left M.P. 26.78, US-30 (Site #2), in Payette County - State financed. The contract will be awarded to Quinn-Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$68,580.00.

Stockpile No. 3571 - The work consists of furnishing aggregates for road mix pavement and cover coat material in stockpile approximately 1/8 mile east M.P. 34.89, SH-78, near Murphy, Idaho, in Owyhee County - State financed. The contract will be awarded to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, in the amount of \$56,480.00.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 1260 M-7151(002) US-30	Downtown Signals, Pocatello Signalization (Advertise Date 5/3/76) (Open Bids 5/25/76)	\$ 218,000
Key No. 817 I-80N-2(49)50 I-80N	Cole & Overland I.C. Signals & Ramp Imp. (Advertise Date 5/24/76) (Open Bids 6/15/76)	192,000
Key No. 322 & 877 FLH-38-1(1) US 20-26	AEC Jct. - 7 Miles West & Big Lost River Bridge PMX, Seal, Bridge & Appr. (Advertise Date 5/6/76) (Open Bids 6/1/76)	930,000
Key No. 50 I-IG-90-1(76)0 I-90	Wash. St. Line - E. Post Falls I.C. BS, P.C. Conc., Sign, Light, G.R. (Advertise Date 5/31/76) (Open Bids 6/22/76)	3,240,000
Key No. 67 RF-1481(24) US-30	Lava Hot Springs - Lund Sec. 1 Gr., Dr., St. (Advertise Date 5/31/76) (Open Bids 6/22/76)	2,171,000
Key No. 86 RF-3112(31) US-95	Monroe Creek Curves Gr., Dr., Bs., Pmx. (Advertise Date 6/3/76) (Open Bids 6/29/76)	520,000

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:

I-80N-3(23)142 P.E. & R/W, Key No. 17, E. Bliss I.C. (Excl.)-2 Mi. E. of Tuttle; I-80N-3(50)142 Const., Key No. 1006, E. Bliss I.C. (Excl.)-Malad R. (Stage I); I-80N-3(60)142 Const., Key No. 1007, Malad River-2 Mi. E. of Tuttle (Stage II) - Mountain Bell

Granting of Access Easement Across Portion of Jf-77, Adjacent to SH 48. The Board was advised that Mr. Merlin F. Sharp has requested an access easement to land that he owns adjacent to and on the northwest side of Materials Source Jf-77. The easement proposed is 25' x 800' and extends along the southwest side of the source and encompasses what is the normal "buffer" zone along the source.

District personnel and the Materials Section concur in granting this easement. An appraisal has been made and Mr. Sharp has paid \$345 for the easement.

The Board approved the easement to Mr. Sharp.

Trade of Approximately 1/2 Acre of Land and Old Power House - Nez Perce County.

US 95	FF-4114(28) Lewiston Hill, Sec. 3	Leonard D. Beavert	Parcel 4-1
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It was reported to the Board that negotiations on the Beavert property broke down and the parcel was submitted to Legal for action. Prior to trial, Legal Counsel and Beaverts' attorney (Keeton) arrived at a compromise settlement which included the transfer of an old "Powder House" located within the Beavert property but owned by the State.

The "Powder House" is of no use to the Department and has been appraised at \$250. It is approximately 150 sq. ft. of frame building with metal cover located on 0.516-acre of land. The building was constructed in 1939 or 1940.

The Board signed a Quitclaim Deed to the Beaverts as part payment of settlement.

Trade of 0.43-Acre as Part Payment for Right-of-Way Needed on Greer Hill.

SH 11	ST-4780(514) Greer Hill Clearwater County	John E. Erickson	Parcel No. 3
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It was reported to the Board that during right-of-way negotiations with Mr. Erickson for the right-of-way needed on this project, Mr. Erickson expressed a desire to acquire approximately one-half acre the State owns in order that he may develop a small spring for domestic and livestock water purposes.

District personnel checked out the area and it was determined the transfer could be made to Mr. Erickson provided the Department retain an easement for slope construction and maintenance.

The 0.43-acre was traded to Mr. Erickson for an offset of \$130 against the necessary right-of-way.

The Board signed the Warranty Deed to Mr. Erickson conveying the 0.43-acre.

Trade Back of 0.49-Acre to McIntosh.

US 95	FF-4114(23) Const.	Helen C. McIntosh &	Parcel No. 1-2
	Q-DP-4114(29) R/W	G. A. McIntosh	
	Lewiston Hill		
	(Sec. 2)		

It was reported to the Board that during negotiations with Benedict and McIntosh for the necessary land for an escape ramp for trucks, there was also an agreement reached on several draws with waste material from the construction project. The filling is a benefit to the property as well as a convenient place to waste materials for the State.

One of the areas to be filled has a strip consisting of approximately 1/2-acre that was acquired for right-of-way in the original acquisition, but due to the filling of the adjacent property is no longer needed.

Part of the settlement with the property owners is the deeding back of this 0.49-acre strip. There is an offset of \$1,225 against the needed right-of-way for this return (0.49-acre x \$2,500 per acre).

The Board signed the Deed to return the 0.49-acre to Helen C. McIntosh.

Settlement in Excess of \$60,000.

US 95	U-4114(29)	Joseph P. McCann	Parcel No. 10
	Lewiston Hill I.C.		
	(Sec. 1)		

The captioned parcel has been appraised by Staff Appraiser Richardson and Fee Appraiser Meisner and reviewed by Roy Hollifield. The appraisals, which are recorded in the project files, were in excess of \$60,000.

On April 5, 1976, Board Chairman Moore and Board Vice Chairman Barron were contacted by phone, at which time they concurred in beginning negotiations at the lower appraisal, with authority to go to the higher appraisal, if necessary.

The Board confirmed the authority to settle as above.

US 95	U-4114(20) Lewiston Hill I.C. (Sec. 1)	Wayne Klemgard	Parcel No. 9
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The captioned parcel has been appraised by Staff Appraiser Richardson and Fee Appraiser Meisner and reviewed by Roy Hollifield. The appraisals, which are recorded in the project files, were in excess of \$60,000.

On April 5, 1976, Board Chairman Moore and Board Vice Chairman Barron were contacted by phone, at which time they concurred in beginning negotiations at the lower appraisal, with authority to go to the higher appraisal, if necessary.

The Board confirmed the authority to settle as above.

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

I-90	I-90-1(47)61 W. Wallace I.C. (Incl.)-E. Wallace I.C. (Incl.)	Pine Villa, Inc., Emma K. Henderson and Mona K. Henderson	Parcel No. 21
US 91	M-7231(002) Cedar St. - Chapel St. & Alameda E. & W.	Lyle R. Cobbs, et al	Parcel No. 24
US 93	F-2391(10) Addison Ave., Twin Falls	B. J. Staley	Parcel No. 35
US 93	F-2391(10) Addison Ave., Twin Falls	Jane M. Lebovitz	Parcel No. 42
US 91	M-7231(002) Cedar St. - Chapel St. & Alameda E. & W.	American Oil Co. and Michael Hunzeker	Parcel No. 11

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SH 43 ER-5810(6)  
Santa Bridge &  
Approaches

Santa Community Hall  
Association of Santa

Parcel No. 4  
and 4-R

FRIDAY, APRIL 9, 1976

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  
Roy I. Stroschein, Member  
Darrell V Manning, Director  
E. D. Tisdale, State Highway Administrator  
H. L. Day, Board Secretary  
E. M. Wood, Division Administrator, Federal Highway  
Administration

Delegation Meets with Board Concerning Sterling - Springfield Project (Canal Modified Route). The following delegation met with the Board:

Leonard Schritter, Farmer, Aberdeen  
Barton Wride, Farmer, Aberdeen  
LaMar Whyte, Businessman and Farmer, Springfield  
Porter Houghland, Rancher, Springfield  
W. Dean Abrahams, State Senator, Legislative District 11,  
Caldwell  
Noy Brackett, State Representative, Legislative District  
24, Twin Falls  
Reed Budge, State Senator, Legislative District 32,  
Soda Springs  
James A. Yost, State Senator, Legislative District 23,  
Wendell

Mr. Schritter recounted the history of the public hearing process for the Sterling Road - Springfield project and presented a petition with more than 180 signatures supporting the Canal Modified Route and advocating another public hearing. Porter Houghland read a statement favoring the Canal Modified Plan. Senator Budge and Representative Brackett expressed their interest in the proposal.

Delegation Meets with Board Concerning Sterling - Springfield Project (North Route). The following delegation met with the Board:

Lynn Broadhead, Rockford and Blackfoot  
Dwain Stufflebeam, Blackfoot  
J. Alan DeGuilio, Sterling  
Elston Wynn, Sterling  
Keith Gneiting, Sterling  
Richard Line, Sterling

April 9, 1976

Alan DeGuilio read a statement favoring continued development of the North Route. Dwain Stufflebeam read a letter from the Black-foot Chamber of Commerce asking the Board to reach a decision on the project as soon as possible based on prior hearing testimony and engineering studies. Lynn Broadhead read a statement in support of the North Plan.

Delegation Meets with Board Concerning Sterling - Springfield Project (North Route). The following delegation met with the Board:

Theodore Wren, Bingham County Commissioner, Aberdeen  
 Merle M. Terry, Aberdeen  
 Vern Tieszen, Aberdeen

Commissioner Wren ventured the opinion that the petition presented by Mr. Schritter may have been misleading to some who signed it. He stated that two of the Commissioners support the Board's selection of the North Plan.

Chairman Moore read into the record a letter from the Aberdeen Chamber of Commerce as follows:

"We realize that there has been a considerable amount of controversy and discussion concerning this project. We as a board of directors feel that the time has come to stop talking about this road, and start building it.

"We understand that the State Transportation Board has reached a decision on where and when this segment of State Highway 39 should be constructed. It is our feeling that the Board should abide by the decision that has already been made.

"We both need and want this road, and feel that the construction of it has been delayed long enough.

Sincerely,

Aberdeen Chamber of Commerce  
 Board of Directors

/s/ Evan Palmer, Secretary"

In response to a question from Representative Brackett, Mr. Tisdale and Mr. Tway explained the factors that could contribute to the delay of the project if a new hearing were held.

Answering a question from Senator Budge about an allegation that inflated offers are being made for rights of way, Mr. Tisdale explained the basis of and legal and administrative constraints upon the right of way process.

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Communications from the following were put into the project records:

Aberdeen Chamber of Commerce  
 Rockford Lumber and Hardware, Inc., Blackfoot  
 Blackfoot Chamber of Commerce  
 A statement signed by J. Alan DeGuilio, Richard A. Line,  
 Elston Wynn and Keith Gneiting

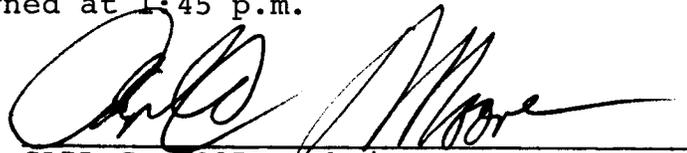
A discussion ensued on the subject of reopening the project to another public hearing, in the course of which Board Vice Chairman Lloyd Barron was contacted by telephone. Thereupon, the Board decided to take no action in this matter.

Traffic Records Workshops. The Traffic Safety Commission Director advised the Board that the fiscal year 1976 Work Program allocates \$20,700 in Federal funds for the Traffic Safety Commission staff and the Idaho Division of Highways Traffic Section staff to conduct traffic records workshops throughout the State. With existing workloads, these workshops cannot be conducted "in-house."

Under the provisions of Board and Administrative Policies A-06-08 on obtaining professional services, the Traffic Safety Commission acted as an evaluation committee to review a proposal that the National Safety Council conduct four such workshops at a cost of \$3,000.00 per workshop.

The Board concurred in the Traffic Safety Commission's approval of the project and selection of the National Safety Council as the project consultant.

WHEREUPON, the Board adjourned at 1:45 p.m.



CARL C. MOORE, Chairman

Read and Approved  
 May 3, 1976  
 Boise, Idaho

MINUTES OF THE  
REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD  
and  
NORTH IDAHO BOARD TOUR

May 3 - 7, 1976

The Idaho Transportation Board convened in Boise in regular session at 6:45 a.m., Monday, May 3, 1976. Present were:

Lloyd F. Barron, Vice Chairman - Director, District 2  
Roy I. Stroschein, Member - Director, District 3  
Darrell V Manning, Director - Idaho Transportation Department  
E. D. Tisdale, State Highway Administrator  
H. L. Day, Board Secretary

Minutes. The Board approved the minutes of the April Board Meeting, as amended.

June Board Meeting. The June meeting date was reaffirmed for the afternoon of June 9, June 10 and June 11. One topic of the proposed meeting with the Joint Interim Highway Needs Committee will be a review of the Maintenance Management System.

Miscellaneous Items.

Mr. Tisdale explained that, because transition quarter Federal funding will be less than expected, it will not be possible to schedule either the Heyburn Bridge or Grace-Alexander Jct. projects from transition funds.

Mr. Manning and Mr. Tisdale briefed the Board members on the status of pending litigation on the I-90 segment through Wallace.

Following a discussion of the West 5 Points - Addison Avenue projects in Twin Falls, Mr. Stroschein asked that a reply be prepared to a resolution from a Twin Falls City official complaining about the progress of project development. Mr. Barron urged that background data be thoroughly researched before a reply is prepared  
(ACTION: DISTRICT TWO ENGINEER - FOR DIRECTOR'S SIGNATURE)

G. J. Neumayer - Indefinite Leave of Absence Without Pay. The Director recommended that the Board agree to the Governor's request to appoint Chief of Administration, G. J. Neumayer, Acting Director of Administration on May 8, 1976, pending naming a permanent replacement, and to protect the position for Mr. Neumayer during this period. The Board concurred in this action.

May 3, 1976

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Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

ST-2391(551), STM-2391(546), STM-2361(588) and STM-2361(589) - The work consists of seal coating 10.300 miles of US Highways 30 and 93, I-80N to Jct. SH-25, Addison Ave. to Snake River, Deadmans Gulch to West 5 Points and East 5 Points to Cemetery; and placing secondary screenings in Stockpile at Twin Falls Maintenance Yard, in Jerome and Twin Falls Counties. State financed projects. The contract will be awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, in the amount of \$52,290.80.

Building No. 3114 - The work consists of constructing a 50' x 90'4" Metal Maintenance Building at Banks, Idaho, in Boise County - State financed. The contract was awarded to Valley Steel Builders, Boise, Idaho, the low bidder, on May 11, 1976, in the amount of \$103,180.00.

ER-5116(33)A - The work consists of repairing the embankment slopes and drainage, on 0.265 mile of US-95, Bonners Ferry Slope Repair, in Boundary County - Federal Aid Emergency Relief and State financed. All bids were rejected and the project will be readvertised.

I-90-1(110)61 - The work consists of constructing a 177' concrete overpass and grading on connecting road, West Wallace I.C. Structure, in Shoshone County - Federal Aid Interstate and State financed. The project was recommended for award to Max J. Kuney Co., Spokane, Washington, the low bidder, in the amount of \$368,605.50; however, due to pending litigation on the I-90 segment through Wallace the project will not be awarded.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 1007	Malad River Bridge - 2 Mi. E.	\$2,247,000
I-80N-3(60)142	Tuttle, Stage 2	
I-80N	Gr., Dr., EBL	
	Strs., Exc. Sec., WBL	
	(Advertise Date June 7, 1976)	
	(Open Bids June 29, 1976)	
Key No. 21	Underpass E. of Tuttle	52,000
I-80N-3(56)150	Str., Approaches	
I-80N	(Advertise Date June 7, 1976)	
	(Open Bids June 29, 1976)	

Key No. 653 Ponds Lodge - Phillips Lodge \$ 36,000  
BW-BOR-6471(628) Bike Path  
US-20 (Advertise Date May 27, 1976)  
(Open Bids June 22, 1976)

Settlement in Excess of \$60,000.

M-7823(001) Wayne Hopper Parcel No. 44  
Caldwell West C.L. -  
Cleveland Blvd.

The captioned parcel has been appraised by Fee Appraisers Tom Skinner and Doug Vollmer and reviewed by Roy Hollifield. The appraisals, which are recorded in the project files, were in excess of \$60,000.

Slip Ramp for 7th Avenue in North Lewiston. The Board determined that access be provided at the approximate point of intersection of 6th Avenue and 23rd Street with alignment designed to prevent wrong way movements on U.S. 12. This determination carries the stipulation that such access be closed if and when an interchange is constructed at 3rd Avenue North. It is noted that this change in access control requires the concurrence of the FHWA.

NORTH IDAHO BOARD TOUR

The Board began their tour of Northern Idaho in Boise at 8 a.m., Monday, May 3, 1976. Those on tour were:

- Carl C. Moore, Chairman - Director, District 3  
(joining the touring party in Grangeville)
- 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
- E. M. Wood, Division Engineer, Federal Highway Administration

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

There were stops enroute to inspect the Hat Creek Slide Project and the north abutment of the White Bird Bridge.

White Bird Summit - Fenn Study. The Board authorized a corridor (location and environmental) study to provide supplemental State highway service between the White Bird Summit and Fenn. (ACTION: DISTRICT FOUR ENGINEER)

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Grangeville Meeting. Dinner meeting with the Mayor of Grangeville, the Idaho County Commissioners, Members of the Chamber of Commerce, Senator Jack Tacke, and interested citizens (18 in all).

There were questions from the group on several transportation topics. Mr. Lotspeich reported on the status of SH-7 improvements and project development activities. There was particular interest in what is proposed to be a state-funded project just north of the junction of SH-7 and US-95. Mr. Lotspeich stated that design will be complete this summer. Mr. Moore commented on the problems involved with State funding. Appreciation was expressed for work the Highway Division has accomplished to date.

Mr. Lotspeich told the group that the Grangeville Main Street signal project is scheduled for FY 1978. Several members of the local group asked that the signal proposed for Main and Idaho Streets be installed sooner. Mr. Tisdale explained that the signal warrants were projected to FY 1978, and commented on the Department's potential liability vis-a-vis tort claims if the signal is installed without meeting MUTCD requirements.

Mr. Lotspeich also gave a status report on the proposed project on US-95 from Grangeville south to the golf course. Mr. Tisdale advised that an attempt to advance a safety improvement project at the hazardous curve near the golf course was unsuccessful because of right of way and environmental considerations. In response to a request Mr. Lotspeich said the District Office will explore the possibilities of additional signing or other advance warning measures. (ACTION: DISTRICT FOUR ENGINEER)

A representative of Hamilton & Voeller, Consulting Engineers, reported on the status of the Grangeville airport master plan development.

Mr. Moore and Mr. Lotspeich commented on the Craigmont-Ferdinand section of US-95. A location public hearing is tentatively scheduled for fall, 1976. Mr. Stroschein urged maximum public participation in the hearing.

Mr. Wood reported that the Leggett Cr. to Dutch Oven Curves project on SH-14 is scheduled for construction start next August. The remaining project from Dutch Oven Curves to Red River should go forward in FY 1977. Mr. Moore commented on the Tri-Agency relationship and Mr. Tisdale described the Board's efforts in behalf of funding for these projects.

Chamber of Commerce President Glen Olin read a resolution from that organization's Board of Directors urging early completion of improvements to the south end of SH-7. He also read a letter from the President of Brown Motors, Grangeville, on the same subject.

There was a suggestion from a member of the Chamber of Commerce that the Board consider a bypass of Grangeville from the vicinity of White Bird Summit to the vicinity of Fenn.

Mr. Moore summarized construction progress and project development on the Lewiston Hill projects.

Mr. Tisdale described activities at the Hat Creek landslide area on US-95 above Riggins, emphasizing the temporary nature of the construction in the immediate area of the slide, and the need to explore further a satisfactory solution to the problem of earth mass stability.

Senator Tacke expressed appreciation for the public service performed by the Board, Director Manning and Administrator Tisdale.

In response to an inquiry about a proposed Off-System project in Grangeville, Mr. Tisdale explained funding limitations and the procedure to be followed in submitting a project application. Mr. Lotspeich will check on the status of the City's earlier application. (ACTION: DISTRICT FOUR ENGINEER)

Mr. Moore answered an inquiry about paving improvements on US-12 above Kooskia by stating that the Board hopes to be able to secure appropriate Federal funding for a project this year.

Mr. Barron acknowledged Senator Tacke's and Representative Branson's considerable support for transportation legislation. He stressed the importance of a strong, state-funded rehabilitation program for highways.

TUESDAY, MAY 4, 1976

Nezperce Meeting. The Board met with Mayor Riggins, Lewis County Commissioner Johnson, Representative Branson and several interested citizens. In response to an inquiry, Mr. Moore stated that it is the Board's intention to start construction on the southernmost seven miles of SH-7 this summer if State funds are available. He discussed the status of the proposed Ferdinand-Craigmont section of US-95, and Mr. Lotspeich described project development activities on SH-64 east of Nezperce.

Concern was expressed about the deteriorating condition of the westernmost two miles of SH-64. Mr. Lotspeich said corrective measures will be undertaken by District Maintenance forces.

Representative Branson complimented the Board on past and present efforts to improve highways on the Camas Prairie.

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Orofino Meeting. The Mayor, a Clearwater County Commissioner, Representative Carl Braun, Senator Claude Judd, and Mr. Portfors, representing the Chamber of Commerce, asked about the proposed replacement of the Clearwater River Bridge at Orofino. Mr. Lotspeich said the draft environmental statement is being prepared to cover several alternate sites. Mr. Moore and Mr. Tisdale commented on the impact of statewide bridge construction priorities on the critical bridge replacement program.

Senator Judd suggested the possibility of legislation to establish a bridge replacement fund. Mr. Tisdale discussed FAS and Off-System funding.

Senator Judd suggested the possibility of Clearwater County's taking over the Gilbert Grade portion of SH-7 in exchange for State monetary assistance or (as suggested by the Commissioners) for the State's reassuming on its system a portion of old SH-7 from Orofino to Cavendish. The Board asked the Department to prepare an analysis of the implication of such a trade. (ACTION: CHIEF OF PLANNING)

Mr. Lotspeich reported on the status of the proposed Greer Grade rehabilitation project.

Senator Judd said there is public opinion adverse to spending State funds to replace the Clearwater Memorial Bridge for navigation. Mr. Moore assured the group that it is the Transportation Board's intention that this would not happen.

The Mayor reported on the development of the Orofino airport.

Lewiston Dinner Meeting. The dinner meeting was sponsored by the Lewiston Chamber of Commerce. Representative Ron Harlow, the Mayor of Lewiston, several Councilmen, the City Manager and a Nez Perce County Commissioner were present.

Mr. Moore responded to questions about the Ferdinand - Craigmont section of US-95; the dike route in Lewiston, and proposed projects on US-95 between Potlatch and Coeur d'Alene.

Mr. Manning commented that the Quad-Cities regional airport Phase II study report should be published this summer, and should be used by local officials to reach a decision on airport facilities.

On the subject of the old (existing) Lewiston Hill road, Mr. Moore stated that it would be removed from the State Highway System; and that any further use beyond relinquishment should be a local decision.

Mr. Manning explained the Department's reason for proposing, and subsequently withdrawing, draft legislation which would require advance public notification of the designation of historic sites. Local interest was expressed in reviving such legislation in the event notifications are not promulgated administratively.

Mr. Moore reported on his recent meeting with FHWA and Coast Guard officials in Washington, D. C. on the subject of financing a replacement structure for the Clearwater Memorial Bridge.

WEDNESDAY, MAY 5, 1976

St. Maries Meeting. The Board met with Senator Chase, Representative Lewis, the Mayor, the Councilmen, and Chamber of Commerce representatives. Representative Lewis questioned the proposed location of the replacement bridge near St. Joe City. Mr. Harding explained that decision is up to local authorities since this is an Off-System project with County and Federal funds. He urged participation in the May 12 public hearing.

When asked about proposed construction in the area, Mr. Tisdale described the St. Maries - Thorn Creek rehabilitation project. Mr. Harding reported on the status of development of the St. Maries bypass proposal. The Mayor stressed the importance of this project to the community.

A Councilman asked that the City be furnished a copy of the current cooperative maintenance agreement between the City and State. Mr. Harding suggested reviewing and updating. (ACTION: DISTRICT FIVE ENGINEER)

Mr. Manning responded to Senator Chase's request for comment on the proportion of funds being expended for highway development and construction in North Idaho.

Mr. Wood reported on the status of the Marble Creek section of the St. Joe River Road; explaining that rights of way should be acquired by the end of September.

Luncheon Meeting at Wallace. The Board met in a luncheon meeting with the Chamber of Commerce and Senator Murphy. Mr. Harding responded to a question about three-name destination signs on the Interstate.

Following a comment about the freeway causing the loss of several businesses in Wallace, the Chairman of the Chamber Roads and Streets Committee urged the Board to authorize construction of an eastbound off-ramp at the east Wallace interchange. Mr. Harding responded that the Department had considered several alternatives in arriving at a design that would result in the least impact on the City.

Mr. Barrus (Assistant District Engineer) described two possible eastbound off-ramps, their costs, impacts on the community and problems with east-west local traffic movements at the interchange. All of these effects would be adverse. Mr. Tisdale supplemented

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these comments with a description of the accident potential should the freeway not be built, and ventured that Federal approval of a partial east interchange might not be sustained should a modification be proposed at this time. Mr. Moore reaffirmed the Board's earlier decision in the design of the East Interchange.

Mr. Harding described the proposed covering of the Coeur d'Alene River channel. Responding to expressed concern about possible reduction in parking capacity, he stated that the full parking area potential cannot be assessed until the possibility of using railroad right of way can be explored with the railroad companies in light of the forthcoming consolidation of trackage.

Legal Counsel Tway described the Department's position vis-a-vis the legal action that has been pressed against the Department asking restraint against any further highway activity in Wallace until the environmental impact statement is updated.

Following lunch the Board met with Shoshone County Commissioner Vince Alexander to discuss matters of highway interest in the Wallace area.

That evening the Board participated in a dinner meeting in Coeur d'Alene with representatives of the Inland Empire Chapter of the Associated General Contractors.

THURSDAY, MAY 6, 1976

Sandpoint Meeting. The Board met with the Chamber of Commerce and several representatives of Bonner County and the City of Sandpoint. Representative Don Maynard was also in attendance. The Chamber President expressed concern about traffic congestion through town and asked for a report on the bypass route development, and the projection for repair of the Pend Oreille River Bridge. Mr. Harding summarized current activities to update the environmental statement in consideration of the Burlington Northern depot historic site designation. He described plans to improve the substructure and deck of the river bridge on an emergency basis.

Mr. Tisdale urged the City to consider a one-way street operation plan as an interim measure. It was reported that the community has considered several one-way options but has taken no action to implement any of them.

Acting on the Chamber's request, the District will investigate appropriate signing for the new monument Park Information Center and delineation for the approaches. (ACTION: DISTRICT FIVE ENGINEER)

Mr. Tsidale explained to the County Engineer the status of the Federal Off-System Program under the 1976 Highway Bill.

Luncheon Meeting at Bonners Ferry. The Board met in a luncheon meeting with the Chamber of Commerce, Mayor and Council, the Lion's Club Board of Directors, and several interested citizens. Representatives Maynard and 'Swede' Davidson were also in attendance.

The following items were discussed at this luncheon meeting:

1. Need for additional passing possibilities on the North Hill. Mr. Harding said the District will examine the problem for possible action to provide more passing lanes or turnouts as temporary expedients. (ACTION: DISTRICT FIVE ENGINEER)
2. Illumination lighting at the Three-Mile Junction. Mr. Harding said the District will review the nighttime accident records at this location. Identification of the intersection seems to be part of the problem. (ACTION: DISTRICT FIVE ENGINEER)
3. No Parking area on highway at IGA and Evergreen Ford Agency. Mr. Harding explained that the City has the prerogative of posting this congested area for no parking.
4. Sidewalks on South Hill from High School. Mr. Tisdale suggested cooperative action whereby the City would acquire the use of contiguous property for the sidewalks. The Mayor suggested looking for an alternate location. The District will explore the situation further with City officials. Mr. Tisdale explained the time required to develop a U.S. 95 reconstruction project through this area.
5. Drain across the highway at the north end of High School. Mr. Harding agreed to explore the possibility of installing a larger cross drain when the road is breached by forthcoming water line construction. (ACTION: DISTRICT FIVE ENGINEER)
6. Bridge across the river at north end of town. Mr. Tisdale commented on statewide bridge replacement needs and the inadequacy of the Federal program to meet these needs.
7. Sandpoint Bypass. Mr. Moore explained the current problems involved in the development of this project. Mr. Harding described the structural problems on the Sandpoint Bridge and proposed corrective action.

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8. Slide Area. Mr. Harding said recently-opened bids for construction to correct lower slide damage were too high, and were rejected. The job will be reassessed and readvertised. One of the group suggested a retaining wall be built as part of the corrective measures for the upper slide.
9. Slow moving vehicles on U.S. 95 north of Bonners Ferry. Mr. Tisdale responded that the Department will look at the possibilities for turnouts to alleviate the problem. (ACTION: DISTRICT FIVE ENGINEER)
10. Status of Copeland Junction to Eastport project. Mr. Tisdale gave a status report on this Forest Highway project. Mr. Barron commented on the need to increase State revenue to provide a better rehabilitation program.

#### BUSINESS SESSION

The Board met in business session in Coeur d'Alene, May 6, 1976. Mr. Moore, Mr. Stroschein, Mr. Barron, Mr. Manning, Mr. Tisdale, Mr. Day and Mr. Green (FHWA representative) were in attendance.

In reviewing proposed modification to the four-party agreement on the American Falls Dam, Mr. Tisdale pointed up some ambiguities in the Bureau of Reclamation's recommendations that could act to the State's disadvantage. The Board accepted Mr. Green's recommendation to review provisions of similar agreements for roadway-on-dam projects in other parts of the country before taking further action. Mr. Stroschein asked that the Department's Agreement with the water users be made available at the next meeting. (ACTION: CHIEF OF DEVELOPMENT)

In connection with the Twin Falls resolution criticizing the Department's progress on the Addison Avenue and West Five Points projects, Mr. Tisdale read a draft reply prepared by District Two. Several changes were suggested. Mr. Tisdale will prepare the changes and review with the Director. (ACTION: STATE HIGHWAY ADMINISTRATOR)

S.H. 16 Extension. The Board, having reviewed the preliminary report on the possibility of providing supplementary State highway service from Emmett through Indian Valley to a junction with U.S. 95 south of Mesa, authorized a corridor study as a part of the Southwest Regional Transportation Plan development.

There ensued a discussion of several State rehabilitation projects proposed for construction this summer.

Mr. Tisdale advanced the idea of using the six planning districts for allocation of FAS and Off-System highway funds. The Board asked that the capabilities of the several planning agencies be assessed and a report made to the Board before any decision is made.  
(ACTION: CHIEF OF PLANNING)

FRIDAY, MAY 7, 1976

Moscow Meeting. The Board met with the Moscow Chamber of Commerce. Mayor Mann, Representatives Dobler and Hosack were in attendance.

In answer to a question about the Troy-East project on S.H. 8, Mr. Tisdale explained Federal-aid secondary funding limitations, and Mr. Boyd Rood (Assistant District Engineer, District 4) told the group that the project would probably not be underway before F.Y. 1982.

On the subject of commuter air service, Mr. Manning said Federal subsidies to commuter airlines is not available but is under discussion in Washington, D.C. Several members of the group expressed support for commuter service to Moscow, and suggested that a State subsidy be considered.

Responding to Representative Hosack's inquiry about the proposed Moscow bypass, Mr. Moore and Mr. Tisdale explained the preliminary activities that must precede the identification of a corridor and the acquisition of rights of way. Following the location public hearing, the City would be in a better position to act through zoning to preserve a corridor.

Mr. Moore gave a status report on the proposed Craigmont-Ferdinand section of U.S. 95. The Chairman of the Latah County Chamber of Commerce urged that S.H. 9 be improved between Harvard and Deary.

Mr. Moore echoed Representative Dobler's concern about the limited funding for secondary roads and urged public support for future Federal-aid legislation that would recognize the continuing need of rural states for strong FAS and FAP programs.

WHEREUPON, the tour ended at 10:15 a.m., and the Board adjourned until its next meeting.

  
CARL C. MOORE, Chairman

Read and Approved  
June 10, 1976  
Boise, Idaho

May 7, 1976

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SUPPLEMENT TO THE MAY, 1976, MEETING OF THE  
IDAHO TRANSPORTATION BOARD

May 24, 1976

On May 24, 1976, through telephone contacts with Board Vice Chairman Lloyd Barron and Board Member Roy Stroschein, the State Highway Administrator secured Board approval of the following:

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 471 ST-15-2(502) I-15	2½ Mile G.S. Repair Removal and Repair Span 4 Superstructure (Advertise Date May 24, 1976) (Open Bids June 8, 1976)	\$ 93,000
Key No. 1062 ST-3271(556) & Stockpile 3572 SH-55	Silver Br.-Cougar Mtn. Lodge & Garden Valley Stockpile Plantmix Overlay & Stockpile (Advertise Date May 20, 1976) (Open Bids June 8, 1976)	736,000
Key No. 326 RF-6471(78) US 20-191	Federal Hill South Plantmix Overlay and Seal (Advertise Date June 10, 1976) (Open Bids June 29, 1976)	814,000
Key No. 858 ST-3111(533) SH-55	Marsing 1st Ave.-Snake River Br. Gr., Dr., Bs, PMX, C & G (Advertise Date May 31, 1976) (Open Bids June 15, 1976)	84,000
Key No. 325 ST-6501(539) US-26	Palisades West Pmx, Seal (Advertise Date May 24, 1976) (Open Bids June 15, 1976)	407,000

  
CARL C. MOORE, Chairman

Read and Approved  
June 10, 1976  
Boise, Idaho

## MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

June 10 &amp; 11, 1976

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, June 10, 1976. 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  
 E. M. Wood, Division Administrator, Federal Highway  
 Administration

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

July and August Board Meeting Dates. The July meeting date was reaffirmed for July 15 and 16. The August meeting date was set for August 12 and 13. A tour of the flood disaster area will be scheduled for June 24.

Director's Report. Mr. Manning reported on the areal extent of the Teton Dam flood damage; the extent and kind of damage to roadways and structures by route; restoration activities on the state highway system; and on property damage sustained by Department employees.

Mr. Tisdale described the problem with restoring certain local roads with federal funds. Some routes would be removed from the federal-aid system by virtue of the functional realignment process, and would become ineligible for Emergency Relief funds. Acting on requests from the Governor and the Department, the FHWA is exploring the possibility of suspending removal, or otherwise expediting the obligation of funds before the deadline.

Mr. Tisdale explained that authority has been delegated to the District Engineers in Districts One and Six to develop projects for contract, with only programming authority retained by Headquarters.

Mr. Stroschein requested that the Department arrange meetings with local officials with road jurisdiction to explain funding and restoration procedures. (ACTION: LOCAL ROADS SUPERVISOR)

Mr. Manning reported that the Department has fielded six damage assessment personnel to work with Federal Highway employees in estimating costs of restoration. He praised the positive attitude and actions of District personnel in coping with the emergency. He said we received excellent cooperation from the Idaho National Guard.

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Mr. Tisdale said the Highway Division plans to work constructively with property owners in the Rexburg area for advance right of way acquisition for the relocation of U.S. 20-191 in an effort to provide relocation assistance.

Having contacted the FHWA Washington, D.C. office, Mr. Wood told the Board that all existing FAS routes in the disaster area will be eligible for Emergency Relief funds irrespective of the functional realignment deadline of June 30. The Department should write FHWA a letter requesting that such action be taken because the disruption of traffic patterns caused by the flood will delay final assessment of functional use; hence all local FAS routes should be considered as major collectors for an indefinite period of time. A draft letter was prepared.

Mr. Manning commented on the Department's budget development schedule and on the major and minor programs. He suggested a review during the July meeting.

The Board noted the monthly manpower totals report.

Mr. Manning reminded the Board of the changes in group insurance coverage that will affect all board and commission members.

Mr. Manning told the Board that he had accepted an assignment to head a task force to develop an AASHTO policy and recommendations for the future of the Highway Trust Fund. He also asked the Board's opinion on accepting nomination for the office of Vice President of AASHTO. The Board reacted positively to both of these assignments.

Board Policies Approved. The following Board policies were approved by the Board:

B-07-03 - Tort Claim Action Against Employees

In recognition of Idaho Supreme Court rulings on the susceptibility of Department employees to being named in lawsuits, the Idaho Transportation Board will hence forth provide the necessary means to defend, save harmless and indemnify any of its officers, employees and agents against any tort claim or demand, whether groundless or otherwise, arising out of an alleged act or omission occurring in the performance of duty, except where such claims arise out of malfeasance in office or willful or wanton neglect of duty.

(Former dates of B-07-03: 5/12/70 and 9/5/74)

B-07-01 - Trespassing on Property

The Idaho Transportation Board authorizes the Department Director to establish a policy regarding trespassing on property. In all cases, it shall be Department policy to have employees seek permission of land owners, tenants or those persons having possession of the property before going onto the property.

(Former date of B-07-01: 1/24/53)

B-01-12 - Purchase of State Property by Department Personnel

The Department Director shall advise personnel of the Department that they may not purchase any personal or real property owned by the Department which has been approved for disposal and offered for sale to the public.

However, they may purchase State property offered for sale by other State agencies, where buying is done by competitive bidding and the Department employee is not in a favored position with said agency.

(Former dates of B-01-12: 4/25/72 and 9/5/74)

B-01-08 - Political Activities

In accordance with Idaho statute, Transportation Department employees shall not use their positions to interfere with an election or nomination of any candidate to public office, not attempt to coerce or intimidate any other employee into making political contributions.

(Former dates of B-01-08: 6/21/52, 9/20/71 and 9/5/74)

B-05-33 - Unauthorized Signs and Other Encroachments on Right-of-Way

The Idaho Transportation Board adopts the policy of not issuing permits for the use of State highway rights-of-way for unauthorized signs, billboards and structures. The Department Director is authorized to issue an Administrative Policy to the effect that rights-of-way shall be kept clear of such intrusions.

The placing or painting of "election posters or literature or other promotional or sales material upon public or private property real or personal" is unlawful without permission of the owner -- such matter found within the highway right-of-way shall be removed immediately. However, the foregoing shall not apply where such matter is affixed to a utility pole within the right-of-way where written permission from the owner of the utility pole has been secured.

Signs outside of urban areas shall be removed to the nearest Department shed for storage. The District Engineer shall notify the owner of the sign and land (via certified mail) stating where the material may be picked up within thirty days. If the material has not been picked up after thirty days of the written notice, the Maintenance Foreman shall discard the material.

Handling of advertising signs, except posters on the right-of-way in urban areas, will conform to stipulations contained in maintenance agreements with cities.

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When a city, by formal agreement, assumes full administrative and legal responsibility for sidewalk areas along curbed sections of a State highway within a zoned business district, non-structural amenities may be permitted to bear upon the sidewalk providing:

- Items do not serve to support any part of a building, sign or any device for displaying or selling merchandise.
- Items do not form a wall.
- The space between the property line and the face of the curb is at least eight feet wide and no part of the amenity shall extend closer than eighteen inches from a vertical plane containing the upper line of the curb face.
- Such amenities are part of a prescribed architectural scheme common to a neighborhood of business establishments, extending along the highway a distance of one or more city blocks.

(Former dates of B-05-33: 8/9/51, 4/21/54, 3/19/62 and 8/1/68)

B-27-01 - Charter or Rented Aircraft & Pilot's Requirements

The Department Director, with counsel from the Aeronautics and Public Transportation Advisory Board and the Aeronautics and Public Transportation Administrator, shall establish and monitor rules and regulations for charter aircraft and pilots which are operating for or on behalf of the State of Idaho.

(Former date of B-27-01: 8/1/75)

B-06-30 - Safety Program

It is the policy of the Idaho Transportation Department to provide safe working conditions, free from hazards likely to cause harm to employees or damage to equipment, by compliance with rules and regulations of the Occupational Safety and Health Act of 1970 and any applicable State policies relative to safety.

The Department Director shall establish safety objectives and monitor rules and regulations to assure a successful program. As a condition of employment, each employee must comply with all standards established by the program; each supervisor and manager shall assume the responsibility to assure that employees are aware of the standards and policies and that they comply.

The Board will review the Department's safety record each year at its February meeting.

(Former date of B-06-30: -0-)

West Wallace Interchange Discussed. On the subject of the Wallace project, Legal Counsel apprised the Board that the plaintiffs have stipulated the necessity of building the West Wallace Interchange as proposed and agreed to its exclusion from the lawsuit. The judicial hearing on the merits of the case will be conducted on July 21.

Case of Grant A. Patterson, et al v. Josiah Howard, et al. The Board was advised that several years ago the Department purchased approximately 37 acres in Blaine County as a materials source. Somewhat later, Mr. LaFell H. Edwards recorded a quitclaim deed from himself to himself and claimed it on the grounds of adverse possession, although he had no color of title to the land whatsoever. He subsequently granted this land to his daughter, Verda O'Crawley, by warranty deed. Now the people from whom the Department acquired the property have filed action to quiet title to the one acre that was transferred by Mr. Edwards to his daughter.

The quiet title action will not affect the Department since it is not named as party to it, but since there is a question of ownership and the Department is one of the claimants, Legal Counsel recommended and the Board concurred that the Department should intervene and determine its rights at this time. (ACTION: LEGAL COUNSEL)

Order to Remove Advertising Display. The Board was advised that on April 20, 1976, at 1:30 p.m., at the Idaho Transportation Department, Division of Highways District Office in Coeur d'Alene, a duly noticed hearing was convened for the purpose of hearing the appeal of the appellant, Terry A. Craven, from an order of the Department to remove a certain outdoor advertising display maintained by the appellant along U.S. 95 in Bonner County.

The appellant failed to appear and present any evidence or argument in support of this appeal. The appellant was then contacted by the hearing officer by telephone at which time the appellant stated he did not wish to appear and that he had nothing further to offer.

It was, therefore, the recommendation of the hearing officer that the appeal be denied for the reason that the appellant failed to appear and present any information that would warrant reconsideration of the original order.

The Board concurred in this recommendation and Mr. Craven was so notified in writing.

Bruce Meadows Airstrip Request for U.S. Forest Service Special Use Permit. It was reported to the Board that the U.S. Forest Service has agreed to issue a "Special Use Permit" to the Division of Aeronautics and Public Transportation for operation and maintenance of the airport at Bruce Meadows. Division staff met with Boise National Forest representatives on April 16 where approval was obtained.

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Upon the recommendation of the Aeronautics & Public Transportation Advisory Board, the Board approved the request for transfer of the Bruce Meadows field and the addition of this airport to the existing system of State operated airports.

State-Raised Highway User Revenue Forecasts. The Planning Supervisor presented a report on state-raised highway user revenue forecasts. He stated that population forecasts indicate significant growth has occurred very recently, and is expected to continue into the long-range future. Vehicle registrations and fuel consumption are highly correlated with population. Revenue from fuel tax is expected to increase at a slower rate than population, however. Although more people will be driving more automobiles, average travel is expected to remain stable at slightly more than 10 thousand miles per year; cars will be more fuel-efficient; and it is assumed persons per vehicle will stabilize, where historically, the ratio has declined.

The Board agreed to having this presentation made to the Joint Interim Legislative Highway Needs Committee in July, suggesting in the discussion a change in the table of estimated revenue and the graph on truck and bus registration revenue.

Federal-aid Primary System Revisions Based on Functional Classification Approved. The Planning Supervisor reported that federal regulations require realignment of Federal-aid Systems by July 1, 1976, based on functional classification. Arterials can only be included in the Federal-aid Primary System. The Federal-aid Secondary System is to be comprised of major collectors only. To maintain integrity of the basic planning tool functional classification affords, Federal-aid System modification is necessary.

The Board approved the proposed Federal-aid Primary System.

Extension of Employment Beyond Retirement Age. The Board approved a one year extension of employment beyond retirement age for Elva Taylor, Administrative Secretary, from October 31, 1976, to October 31, 1977.

Distribution of Federal-aid Secondary Funds. Mr. Tisdale apprised the Board that the Planning Section has explored distributing FAS funds in a ratio more favorable to the State System than the present 50-50 split. He said that PPM 20-5 Secondary Road Plan, located in Volume 6, Chapter 3, Subsection 9 of the Federal-aid Highway Program Manual, prohibits modification unless the State is responsible for the Federal-aid System.

Bridge Inspection Program. Mr. Tisdale reported that a FHWA review of the Bridge Inspection Program in Idaho revealed shortcomings in the program insofar as county bridges are concerned.

The Board agreed that the Department advise local road jurisdictions that inspection of bridges is a prerequisite to routes being established on the local FAS system after June 30, 1976.

Apportionment Balance Report. Mr. Tisdale presented the Apportionment Balance Report dated June 9. He said the Department will receive about \$3 million for resurfacing Interstate routes. Recommendations have not been developed yet about where and when these funds will be applied.

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

1. Exchange Deed - Swett Approach, U.S. 95, Bonners Ferry, ROW Permit 5-75-106, Project FAP-F-5116(10), M.P. 504.66 - Exchange 20 foot farm and residential approach at Station 467+70 Left for a 20 foot farm and residential approach at Station 468+10 Left.
2. Exchange Deed - Templeton, I-15 Bus., American Falls, ROW Permit 1-76-54, Project F-1024(11), M.P. 3.71 - Exchange 20 foot approach, Station 909+16, for 40 foot approach, Station 908+00.

Improvement of State Highway 8 in Elk River Requested. The Board was advised that the City of Elk River has requested an improvement project to repair and resurface a five block section of State Highway 8 coming into Elk River.

District Four will be asked to prepare an estimate for this work and it will be presented in July during a review of the Federal-aid secondary program. (ACTION: DISTRICT FOUR ENGINEER)

Twenty-year Projection of Federal-aid Primary and Secondary Highway Programs. Wayne Pickerill, Project Scheduling Supervisor, presented a twenty-year projection of the federal-aid primary and secondary highway programs. The data pointed up dramatically the inadequacy of the present level of federal funding, eroded by anticipated inflation, to meet even minimum needs. Before this information is presented to the Joint Interim Legislative Highway Needs Committee next month, an attempt will be made to project realistic needs in the categories of major reconstruction and rehabilitation. (ACTION: PLANNING SUPERVISOR & PROJECT SCHEDULING SUPERVISOR)

Mr. Tisdale asked the Board to review the projections and comment before the July meeting.

Six Year Highway Improvement Program - Local Secondary. The Project Scheduling Supervisor apprised the Board that a local secondary project is proposed for a portion of U.S. 10 which is to revert to the Post Falls Highway District upon completion of the Washington Line - Post Falls section of I-90. The work would consist of removal of the depressed section under the Milwaukee Road, McGuire - New Port Branch (abandoned).

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Currently runoff water is pumped into an irrigation canal which is soon to be abandoned. Construction of the proposed project would provide natural drainage. The proposed project would eliminate a 40 foot constriction or an otherwise 60 foot section. The estimated cost of the project would be \$130,000.

The Board approved inclusion of this project in the F.Y. 1977 program.

Six Year Highway Improvement Program - State Safety and Rehabilitation. The following list of projects was approved for inclusion in the FY 1977 State Safety and Rehabilitation Program subject to availability of funding during subsequent months.

<u>Project No.</u>	<u>Route No.</u>	<u>Description</u>
ST-1491(520)	US-91	Preston, North
ST-2790(518)	SH-24	Shoshone-Dietrich
STS-3112(547)	US-95	State & Main, Weiser
STS-3281(547)	US-30	1st & Idaho, Meridian
STS-3782(506)	US-30	US-30 & Main, Meridian
STS-3321(511)	SH-44	Jct. SH-44 & SH-69, Eagle
	US-95B	8th & Center, Payette
STS-4114(582)	US-95	Moscow Mtn.
ST-4114(570)	US-95	Moscow - Viola
ST-5116(572)	US-95	Bonner Co. L. - Cocalalla
ST-6729(506)	SH-31	Pine Creek

Six Year Highway Improvement Program - Primary Highways. The list of projects approved for inclusion in the Six Year Highway Improvement Program for Primary Highways is shown in marked Exhibit B-152, which is made a part hereof with like effect as though included in full herein.

Six Year Highway Improvement Program - Interstate Additions. The Board approved adding the following two projects to the Interstate Program for F.Y. 1977:

I-15: Samaria Road Grade Separation, Estimated Cost - \$13,000  
 I-90: Mullan - Montana Line, Estimated Cost - \$356,000

Hearing Determination - Proposed Alternate Corridor Locations for the Relocation of U.S. Highway 95 from Cox's Ranch to Goff Bridge Through Riggins, Idaho County, Idaho, Project F-4113(56). A public hearing was held at the Odd Fellows Hall, Riggins, Idaho, at 7:30 p.m., Tuesday, May 18, 1976. A transcript was made of the testimony and proceedings and duly presented to the Idaho Transportation Board.

The Chief of Highway Development presented a summary of hearing comments received as of June 7. Following an extensive discussion of citizen and agency comments in response to the environmental statement and the public hearing, the Board reached the following determination:

1. U.S. Highway 95, from Cox's Ranch to Goff Bridge, be constructed on generally existing location identified as the Existing Improved Plan in the Draft Environmental Impact Statement dated February 1976.
2. Every effort will be made during project design to minimize the displacement of residences.
3. The exact location and design of public and private accesses shall be the subject of a future Design Public Hearing.
4. These proposals will provide greater benefits to the State of Idaho than any resulting loss or damage to the City of Riggins.

Chairman Moore asked that the news release accompanying this determination include a statement to the effect that "the Board had considered earlier the alternate route around Riggins east of the river but had eliminated it from consideration at the hearing because of prohibitive costs of construction; the potentially unstable geologic conditions; and the poor traffic service to the community."

Hearing Determination - Proposed Design of Thornton to Rexburg, Project RF-6471(41), and Rexburg to North Sugar, Project RF-6471(42), U.S. Highway 191-20. A design public hearing was held at the Madison County Courthouse, Rexburg, Idaho, at 7:30 p.m., Thursday, May 13, 1976. A transcript was made of the testimony and proceedings and duly presented to the Idaho Transportation Board.

The following recommendations were made to the Board:

1. Alternate #2, an extension of S.H. 33 westerly to proposed U.S. 191-20, be approved.
2. South Rexburg Interchange be constructed initially.
3. Further study be given to phase development (4-lane vs. 2-lane) considering such elements as safe traffic operations and available financing.
4. Further study be given to the access proposed for the east portion of the Widdison Addition.

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5. Access for a bike/hike path be provided under the South Fork of the Teton River Bridge. Bike/hikeway utilize old road between Rexburg and Sugar City.
6. The remainder of the design be approved as presented at the hearing.

The Board approved the recommendations as presented, including a recommendation that the Salem Road grade separation be planned as a future development.

Hearing Determination - Proposed Location and Design of Hatches Corner South and West, Project RS-6830(6), S.H. 33. A location and design public hearing was held at the Teton County Courthouse, Driggs, Idaho, at 7:30 p.m., Thursday, May 6, 1976. A transcript was made of the testimony and proceedings and duly presented to the Idaho Transportation Board.

The Department recommended that the location and design be approved as presented at the hearing and that the severance damage problems be worked out during right-of-way negotiations.

The Board concurred, and asked that Mr. Fullmer's adverse situation be alleviated to the greatest extent possible during right-of-way negotiations.

Public Hearings Scheduled. The Board was advised that the following public hearings have been scheduled:

1. Design Hearing for Project M-7574(002), Jackson Street in Moscow, U.S. Highway 95. (Hearing to be held June 29, 1976, at Moscow)
2. Location and Design Hearing for Project U-4114(47), 18th Street and Main Street Intersection in Lewiston, U.S. Highway 12. (Opportunity advertised for June 22, 1976)

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

I-90-1(110)61 - The work consists of constructing a 177' concrete overpass and grading on connecting road, West Wallace I.C. Structure, in Shoshone County - Federal Aid Interstate and State financed. The contract will be awarded to Max J. Kuney Co., Spokane, Washington, the low bidder, in the amount of \$368,605.50.

Stockpiles No. 6593, 6594, 6595, 6602 and 6603 - The work consists of furnishing aggregates for road mix pavement, cover coat material and secondary rejects in stockpiles at M.P. 206.9, US-93; M.P. 127.7, SH-21; M.P. 188.9, US-93; M.P. 173.3, US-93 and M.P. 159.7, US-93A, in Custer County - State financed. The contract will be awarded to Maverick Construction Co., Burley, Idaho, the low bidder, in the amount of \$197,650.00.

STM-I-80N-3(507), STM-I-80-4(503), STM-2351(508), STM-2361(585), STM-2864(523), STM-6292(501), STM-2809(515) and STM-2392(550) - The work consists of cleaning and painting handrail and/or bridge rail on 17 structures and stringers on one structure from North of Stanley to Sweetzer I.C. on Highways I-80N; US-26-30-93; SH-21-68-77, in Jerome, Cassia, Lincoln, Gooding, Blaine and Custer Counties - State financed. The contract will be awarded to Hanson Painting, Boise, Idaho, the low bidder, in the amount of \$27,912.00.

M-7151(002) - The work consists of furnishing and installing traffic signals and illumination on US Highway 30 Business Route in Pocatello at the intersections of Main Street and Clark, Center and Lewis Streets, also Arthur Street and Clark, Center and Lewis Streets, in Bannock County - Federal Aid and State financed. The contract will be awarded to Signal Electric, Inc., Kent, Washington, the low bidder, in the amount of \$167,538.65.

M-7046(001) and M-7316(001) - The work consists of constructing the roadway, drainage, plant mix pavement, illumination and traffic signal sign bridge on 0.751 mile of Anderson Street and on 0.331 mile of Highway US-20 Business; Anderson Street, Butte Branch R.R. Xing - Yellowstone Avenue and US-20 Business (Lewisville Road) Briggs Street - North Idaho Falls, in Bonneville County - Federal Aid and State financed. The contract will be awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$1,268,766.60.

Building Project No. 4421 - The work consists of constructing a 50' x 90'-4" Metal Maintenance Building, at Twilligar Bar (6 miles north of Lucille, Idaho), in Idaho County - State financed. The contract will be awarded to Valley Steel Builders, Inc., Boise, Idaho, the low bidder, in the amount of \$104,297.00.

Buildings No. 5074 and 5213 - The work consists of furnishing and erecting two (2) 60' x 120' "Prefab" type metal sand storage buildings at Sandpoint and Mullan, Idaho, in Bonner and Shoshone Counties - State financed. The contract will be awarded to Garco, Inc., Spokane, Washington, the low bidder, in the amount of \$128,288.00.

I-15W-4(26)89 and I-15W-4(39)89 - The work consists of slope flattening, guard rail, delineation, road mix leveling course and a plant mix pavement on 8.468 miles of Interstate Highway 15W, Rockland Junction to Igo, in Power County - Federal Aid Interstate and State financed. The contract will be awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$896,239.80.

ST-15-2(502) - The work consists of repairing Span No. 4 of the 2-1/2 mile grade separation in the vicinity of Pocatello on Interstate Highway 15, in Bannock County - State financed. The contract will be awarded to Miller Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$65,390.00.

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ST-3271(556) & Stockpile 3572 - The work consists of placing a plant mix overlay on various sections of 15.210 miles of SH-55, and furnishing 1/2" road mix aggregates in stockpile, Silver Bridge - Cougar Mountain Lodge and Garden Valley Stockpile, in Boise County - State financed. The contract will be awarded to Quinn Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$622,464.90.

STM-1721(522), STM-1481(565) and STM-15-1(506) - The work consists of seal coating 39.200 miles of SH-39, Springfield to Riverside, US-30, Bancroft to Alexander Junction and I-15, Virginia I.C. to Merrill Road, I.C., in Bingham, Caribou and Bannock Counties - State financed. The contract will be awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$96,496.85.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 328 ST-6501(541) US-26	Antelope Flat, Stage I Flatten Back Slopes (Advertise date June 29, 1976) (Open Bids July 13, 1976)	\$ 230,000
Key No. 69 RF-1481(26) US-30	Lava Hot Springs - Lund, Sec. 3 Gr., Dr. (Advertise date July 12, 1976) (Open bids August 3, 1976)	900,000
Key No. 486 I-80N-4(21)221 I-80N	Salt Lake I.C. - Idahome I.C. Seal Coat (Advertise date June 17, 1976) (Open Bids July 13, 1976)	111,000
Key No. 636 I-80N-3(63)136 I-80N	W. Bliss I.C. - E. Bliss I.C. Seal Coat (Advertise date June 17, 1976) (Open bids July 13, 1976)	110,000
Key No. 1224 M-7111(001) US-30	US 30 & Pole Line Rd., Pocatello Sig., channelization, PMX, seal curb and gutter (Advertise date June 21, 1976) (Open bids July 13, 1976)	305,000
Key No. 446 HHS-7243(001) SH-21	Eckert Rd. Intersection, SH-21 Widening left turn bays (Advertise date June 24, 1976) (Open bids July 20, 1976)	43,000
Key No. 1103 BR-RS-3856(6) SH-52	Payette River Br. Appr. Approaches (Advertise date June 24, 1976) (Open bids July 20, 1976)	196,000

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:

M-7151(002), Key No. 1260, Signals on Main & Arthur,  
Pocatello, Bannock County - Idaho Power Company

M-7046(001) Const., Key No. 1095, Formerly S-6723(4),  
Anderson St., Butte Br. RR Xing - Yellowstone Ave. in  
Idaho Falls, Bonneville County - Intermountain Gas  
Company

M-7316(001), Key No. 398, Formerly US-USG-6715(7),  
Lewisville Rd. - Anderson St. in Idaho Falls,  
Bonneville County - Mountain Bell

Trade of 808 Sq. Ft. (Parcel No. 28-R), Payment for Right-of-Way from Gideon Sperle.

US 93	F-2391(10)	Gideon Sperle	Parcel No. 29
	Addison Ave. -		
	Twin Falls		

The Board executed a Warranty Deed to Gideon and Loma Sperle, husband and wife, conveying the 808 sq. ft.

Quitclaim to Trus-Joist Corporation.

US 20	FAS 161-C	Trus-Joist Corporation	Parcel No. 8
	Franklin Road		

The Board executed a Quitclaim Deed in favor of Trus-Joist Corporation.

Easement to Idaho Power Company, Bl-100s, Materials Source at Hailey, Blaine County. The Board executed a Correction Easement to Idaho Power Company.

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

US 93	F-2391(10)	Pauline E. Deagle	Parcel No. 5
	Addison Ave.,	Contract Purchaser -	
	Twin Falls	Robert O. Freel	
US 93	F-2391(10)	School District No. 411	Parcel No. 13
	Addison Ave.,		
	Twin Falls		

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SH 44	M-7036(002) State Street, 28th - 36th	Curtis A. Munson Contract Purchaser - Gary Wood	Parcel No. 4
US 95	U-4114(29) Lewiston Hill I.C. (Sec. 1)	Wayne Klemgard	Parcel No. 9

Discussion of Fencing on Thelin Parcel.

SH 39	RS-1721(15) Sterling Road- Springfield	H. J. Thelin	Parcel No. 19
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The Board was advised that during attempts to acquire the right-of-way needed from the ownership, Mr. Thelin objected to the "screening" fence the Department contemplates building across the front of his property. Mr. Thelin asked that the Department pay him the fencing cost, and he would construct a screening fence on his property approximately 200 feet north of the right-of-way line, and agreed to maintain all junk autos, etc., behind the fence. He wants to display salable vehicles on the front of the property.

The Right of Way Supervisor pointed out that it would be illegal for the Department to build a screening fence on Thelin's property. He recommended that the Board designate a no-parking zone along Thelin's highway frontage, and not build a screening fence on highway right-of-way. The Board concurred. (ACTION: DISTRICT ONE ENGINEER)

Snake River Bridge, Project F-3111(27), U.S. 30. The Board was informed that the Oregon State Highway Division has requested advancing the Snake River Bridge project to construction in F.Y. 1977. This project is presently programed for construction in F.Y. 1979 in the Primary Program. A letter was sent to E. S. Hunter, Oregon Deputy State Highway Engineer, advising him of the schedule which was qualified by the availability of Bridge Replacement Funds. Mr. Hunter has accepted the F.Y. 1979 programing and stated he would make this recommendation to his superiors.

The Department recommended and the Board concurred that this project should be retained in the F.Y. 1979 Primary Program pending availability of Bridge Replacement funds.

St. Joe River Bridge, Project OS-0500(1). A public hearing was held in St. Maries on May 12, 1976, on the location and design of the St. Joe River Bridge. The consensus of the hearing was for relocation of the bridge to a site downstream from the present crossing.

The Board was advised that the Benewah County Commissioners have requested other location studies be made for the replacement of the bridge, and that the Department continue to obligate the \$358,800 presently obligated to this project.

The Department recommended holding the funds for construction of the bridge until F.Y. 1978. The Board concurred with the stipulation that the situation be reviewed in one year.

F.Y. 1975 Uncommitted Federal-aid Secondary Funds. It was reported to the Board that 16 counties have uncommitted funds in the amount of \$998,500. Approximately \$62,400 of this amount is required to affect the 1-1/2 percent H.P.R. and P.R. program and the 1975 deficit. Projects that will be ready for PS&E by June 1, 1976, and requiring additional funds are:

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	<u>Project</u>	<u>FAS Req'd.</u>	<u>Current Total Auth.</u>	<u>Add'l. FAS Funds Required</u>
Latah				
Thorn Cr. Br.	RS-4790 (2)	89,400		
Cow Cr. Br.	RS-4792 (7)	109,600	310,200	19,500
L. Potlatch Cr. Br.	RS-4795 (1)	130,700		
Elmore				
Jct. SH 67-7.5 Mi. W.	RS-3804 (5)	780,000	222,000	558,000
Owyhee				
Big Flat Cr. W.	RS-3701 (3)	616,200	217,100	<u>399,100</u>
	Total Additional Funds Required			\$976,600
	FAS Funds Transfer			<u>936,100</u>
	Deficit			\$ 40,500

It was recommended and the Board concurred that the amount of \$936,100 be transferred to local accounts to cover the above projects. Further, the remaining deficit of \$40,500 will be carried over to the next accounting.

FRIDAY, JUNE 11, 1976

The meeting of the Transportation Board reconvened at 9:30 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 Administrator, Federal Highway  
Administration

FHWA Report. Mr. Wood reported contact with FHWA Administrator Tiemann indicates favorable response will be received next week to the Department's request for Public Lands funding for the U.S. 12 project east of Kooskia. He also reported that it seems likely that 100 percent Emergency Relief funding will be authorized for flood damage relief.

State Highway Administrator's Report. Mr. Tisdale gave the Board a status report on several "action items" from the May tour, and on the preparations to open the Perrine Bridge to traffic.

Exempt Employee Salary Increase. The Board discussed and agreed to accept the recommendations on exempt employee salary increase contained in the Governor's May 27 letter to Chairman Moore.

Transfer of \$50,000 to Governor's Emergency Fund Approved. As a result of a call from the Governor, the Board agreed to transfer \$50,000 to the Governor's emergency fund to be used for the purchase of an executive airplane to be operated in the name of and scheduled by the Transportation Department.

WHEREUPON, the Board adjourned at 11:30 a.m.



CARL C. MOORE, Chairman

Read and Approved  
July 15, 1976  
Boise, Idaho

SUPPLEMENTS TO THE JUNE, 1976, MEETING OF THE  
IDAHO TRANSPORTATION BOARD

June 23, 1976

On June 22, 1976, through telephone contacts with Board Chairman Carl C. Moore and Board Member Roy Stroschein, and on June 23, 1976, through telephone contact with Board Vice Chairman Lloyd Barron, the Chief of Highway Development secured Board approval of the following:

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

ER-5116(33)A - The work consists of repairing the embankment slopes and drainage on 0.265 mile of US-95, Bonners Ferry Slope Repair, in Boundary County - Federal-aid Emergency Relief and State financed. The contract will be awarded to Davidson-Kelson, Inc., Bonners Ferry, Idaho, the low bidder, in the amount of \$88,364.00.

ST-4780(521) - The work consists of grading, drainage structure, placing aggregate base and prime coating 1.282 miles of SH-11, Greer Grade, in Clearwater County - State financed. The contract will be awarded to Murphy Brothers, Inc., Spokane, Washington, the low bidder, in the amount of \$443,333.00.

June 24, 1976

Release of Borrow No. 1, Projects F-6471(17) and I-IG-15-3(18)119, U.S. 20 and Interstate 15, Bonneville County, Approved. On June 24, 1976, the Board was advised that the materials lease obtained for the captioned projects has no definite date of expiration. The projects have been long since completed; thus, the Department has no further interest.

In order to remove a "cloud on the title" that remains for that area described in the materials lease, the Board executed the release of Borrow No. 1.

June 24, 1976

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June 28, 1976

On June 28, 1976, through telephone contacts with Board Chairman Carl C. Moore and Board Vice Chairman Lloyd Barron, the Chief of Highway Development secured Board approval of the following:

Project Approval for Future Bid Openings. The following project was recommended for project approval for future bid opening:

Key No. 224	McCammon - Topaz	\$161,000
ST-1481(562)	Shoulder Widening, PMX	
US-30N	Scrub Coat, PMX	
	(Advertise date June 28, 1976)	
	(Open bids July 20, 1976)	

  
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 CARL C. MOORE, Chairman

Read and Approved  
 July 15, 1976  
 Boise, Idaho

IDAHO TRANSPORTATION BOARD TOUR OF TETON DAM

FLOOD DISASTER AREA

June 24, 1976

The Idaho Transportation Board toured the Teton Dam flood disaster area on June 24, 1976. Tour personnel were:

Carl C. Moore, Chairman - Director, District 3  
 Lloyd F. Barron, Vice Chairman - Director, District 2  
 Roy Stroschein, Member - Director, District 1  
 Darrell V Manning, Director, Idaho Transportation Department  
 E. D. Tisdale, State Highway Administrator  
 H. L. Day, Board Secretary  
 Keith Green, District Six Engineer  
 E. M. Wood, Division Administrator, Federal Highway  
 Administration  
 Gerald N. Lind, Division Bridge Engineer, Federal Highway  
 Administration

The group toured the flood area by automobile between Rexburg and St. Anthony.

June 24, 1976

At 1 p.m. the Board met with the Madison County Commission, the Mayors of Rexburg and Sugar City, Senator Dick Smith, Representative John Sessions and Representative Doyle Minor.

District Engineer Green explained a proposal for restoring US 20-191 highway service on the new alignment west of Sugar City. This would involve reestablishing a limited facility on existing alignment north of Sugar City using State funds; and building a two-lane facility from the intersection of the new line with the Rexburg - Salem Road northerly to the Madison - Fremont County Line using federal emergency relief funds.

Mr. Tisdale commented on the amounts of money involved and the possibility that the road on new alignment would require two years to complete. Green said service should be restored on existing alignment in two months.

Mr. Moore told the group that, as a matter of consideration for those who have been displaced by the flood, the Department will move ahead with right-of-way acquisition on the new alignment irrespective of the construction proposal described.

Mr. Tisdale stated that the Department would attempt to work with the Bureau of Reclamation in appraising property in consideration of the flood damage.

Mr. Green explained that, under the proposal, State Highway 33 would be extended westerly to an intersection with the new highway; and the old highway from State Highway 33 northerly would be relinquished to the county when the new road is put into service.

In response to an inquiry, Mr. Moore and Mr. Manning explained why it would be impractical to reopen the subject of the highway location around Rexburg to allow consideration of alignment through the airport.

There was no adverse comment on the Department's proposal.

Mr. Green estimated that service on the Teton - St. Anthony local secondary road could be restored by late fall under an emergency reconstruction contract.

The Mayor of Sugar City expressed appreciation for the way in which the Department has worked to expedite repairs and its expressed intention to offer assistance through right-of-way acquisition and relocation.

Subsequently the Board agreed to pursue with FHWA the possibility of obtaining emergency relief funding in the amount required to rebuild the highway to a four-lane standard and to apply these funds to a two-lane facility as described above. State funds would be used to restore service on the existing alignment.

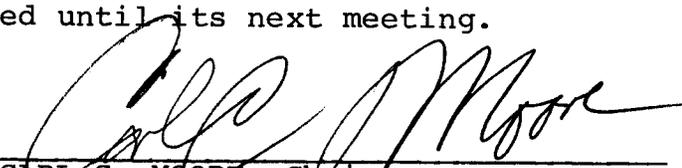
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State Highway 33 would be extended westerly as a FAS project to a connection with the new U.S. 20-191 location. It would be the intention to eliminate the planned connection of the existing to new alignment north of the railroad crossing because the need for this connection would be obviated by the westerly extension of State Highway 33. The road on existing alignment north of State Highway 33 would revert to local jurisdiction. These system changes would be subject to public hearing.

The District will negotiate with county officials on the basis of replacing the North Fork Teton River crossing with a timber rather than a concrete structure. (ACTION: DISTRICT SIX ENGINEER)

WHEREUPON, The board adjourned until its next meeting.

  
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 CARL C. MOORE, Chairman

Read and Approved  
 July 15, 1976  
 Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

July 15 & 16, 1976

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, July 15, 1976. 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  
 E. M. Wood, Division Administrator, Federal Highway Administration

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

August, September Board Meeting and East Idaho Tour Dates. The August meeting date was reaffirmed for August 12 and 13. The September Board meeting and East Idaho Tour has been tentatively scheduled for September 27 through October 1.

Draft Policy for Acquisition of Project Easements and Rights-of-Way by Local Government Units Discussed. Mr. Moore asked if the Department would suggest a procedure whereby local government

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units, particularly cities, could acquire project easements and rights-of-way. Mr. Tisdale stated that the Local Roads Section has prepared a draft policy and has submitted it to the Association of Idaho Cities for comment. An agenda item will be scheduled for the August meeting. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Tours of Chinden-Broadway and State Street Corridors Scheduled. At the Board's request, tours of the Chinden-Broadway and State Street corridors will be scheduled in August. Mr. Manning suggested that a tour of State Highway 51 be included. (ACTION: DISTRICT THREE ENGINEER)

Director's Report. Mr. Manning asked the Board's advice on eliminating the traditional annual report in favor of the report that is included in the Executive Budget, which meets the requirements of law. On Mr. Manning's and Mr. Tisdale's recommendation, the Board authorized the inclusion annually in the Highway Statistics (Transportation Statistics) booklet certain historical information that has been published in the annual report, and to use the Executive Budget to fulfill the legal requirement. (ACTION: CHIEF OF ADMINISTRATION AND CHIEF OF PLANNING)

The Director told the Board about the plans to dedicate the Perrine Bridge on July 31. Mr. Moore will be the principal speaker. Invitations will be extended to former Board Chairmen Rich and Flandro.

Mr. Manning, in presenting the Manpower Totals Report, said the number of personnel on the payroll is down about forty from this time last year.

Mr. Manning briefed the Board on the status of FY 1978 budget preparation with particular reference to the state rehabilitation program. The Board accepted his recommendation for program level and policy approach to establishing program priorities; and agreed that pursuance of a separate state bridge rehabilitation and replacement program be deferred for at least a year while state and federal revenue trends are evaluated.

Board Policy Approved. The following Board policy was approved by the Board:

B-27-02 - Correlation with Aeronautics and Public Transportation Advisory Board

In order to give proper consideration to items concerning the Division of Aeronautics and Public Transportation, the Idaho Transportation Board requests the Division's Advisory Board to function in the following manner:

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- Review Department policies and regulations affecting the Division and make recommendations to consider in adoption of Board and/or Administrative Policies and regulations.
- Recommend levels and priorities of funding for State airport aid projects.
- Inform the Department Director and the Division Administrator of aeronautics and public transportation needs and problems in each of the Districts.
- Represent the Division in public meetings, when requested by the Division Administrator.
- Advise the Department Director on issuance of third level air carrier certificates.
- Review airport site designations and make recommendations to the 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 Transportation Board, Department Director or the Aeronautics and Public Transportation Administrator.

(Former date of B-27-02: 11/7/74)

Annual Report on Educational Leave for F.Y. 76. Pursuant to Board Policy B-18-06, it was reported to the Board that during F.Y. 76 no educational leave with pay was granted to any employee of the Idaho Transportation Department.

It was agreed that the requirement for this policy which mandates this report should be reviewed in light of legislative action that severely limited such leave. (ACTION: CHIEF OF PLANNING)

Employee Group Life Insurance Plan. The Board was advised that those members who have been covered under the Employee Group Life Insurance Plan can convert this coverage to a personal plan if they wish to do so. The conversion time period is until July 31, 1976, and the coverage is limited to \$10,000.00.

The Board asked for detailed information about the conversion plan. (ACTION: CHIEF OF ADMINISTRATION)

Appeal of Administrative Order to Remove Signs. It was reported to the Board that Image National Corporation has appealed the Highway Division's order to remove three outdoor advertising signs because they are in a nonconforming area.

The Board appointed Attorney Pat Fanning to hear this appeal.  
(ACTION: LEGAL COUNSEL)

Parkening Case Discussed. Legal Counsel Tway advised the Board that the judge dismissed the Parkening Case involving removal of Clearwater River gravel because of lack of jurisdiction. The case has been appealed to the Circuit Court of Appeals in San Francisco.

Hensel-Phelps Construction Company - American Falls Bridge, Project ST-1721(518)"B". Legal Counsel Tway reported that Hensel-Phelps Construction Company may bring suit against the Department over liquidated damages assessed against them on the American Falls Bridge project.

Interstate 90 Wallace Section Litigation. Legal Counsel Tway advised the Board that the trial of the Interstate 90 Wallace Section litigation will convene next Wednesday in Boise.

On Mr. Barron's motion and Mr. Stroschein's second, the Board entered executive session for the purpose of discussing this case at 9:40 a.m. On Mr. Barron's motion and Mr. Stroschein's second, the Board resumed regular session at 9:56 a.m.

State Highway Administrator's Report. In discussing the Idaho Motor Transport Association request for extra length truck movements on U.S. 95 from I-80N I.C. to Fruitland, Mr. Tisdale said that the Department had denied a similar request for U.S. 95 between Grangeville and Craigmont, and that the Board may receive a petition appealing this decision.

On the subject of the requested highway improvement through Elk River, Mr. Tisdale presented a District proposal for improvements similar to those provided in Weippe at a cost of about \$14,000. The Board authorized the Department to proceed by contract or State forces. (ACTION: DISTRICT FOUR ENGINEER)

Mr. Tisdale informed the Board about wind-induced vibrations on the new Perrine Bridge. He said the Department will probably ask the FHWA to test a model of the structure and its environment in a wind tunnel.

Delegation from Elko, Nevada Regarding State Highway 51 Meets With Board. Mr. Dan Bilbao and Mr. Michael Marfisi, Elko, Nevada, accompanied by Idaho State Senator Dean Summers met with the Board.

Mr. Marfisi, as spokesman for the Elko Chamber of Commerce, asked the Board to program reconstruction of a 15-mile section of State Highway 51 from Grasmere northerly. He presented several letters, snapshots, and petitions with 453 signatures supporting this request.

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Mr. Moore told the delegation that a 5-mile section in the area mentioned is scheduled for bid opening this month. Mr. Tisdale said any further development will be constrained by availability of funds.

Idaho Motor Transport Association Meets With Board. The following members of the Idaho Motor Transport Association met with the Board:

Claude E. Abel, Managing Director, IMTA, Boise  
 Bob Grim, Transportation Manager, American Fine Foods, Inc.,  
 Payette  
 Bob Kafka, Transportation Manager, Kit Manufacturing Co.,  
 Caldwell  
 Gary Moss, Vice President, Idaho Peterbilt, Boise  
 Lee E. Barrett, Asst. Managing Director, IMTA, Boise  
 Brad I Littlefield, General Manager, Yellowstone Division,  
 Pack River Company, Coeur d'Alene  
 William D. Harris, General Manager-Trucking, Boise Cascade,  
 Boise  
 James Pingree, Manager, Star Motor Freight, Inc., Lewiston

James Pingree as spokesman acknowledged the Board's positive response to the Association's request for designated chainup areas.

Gary Moss asked for a higher priority for the development of I-80N from Raft River to American Falls. Mr. Tisdale said that right-of-way and environmental problems would make it impossible to advance the construction of the new two lanes, but that the Division will investigate the possibility of advancing the up-grading of the existing two lanes. (ACTION: DISTRICT ONE ENGINEER)

Mr. Tisdale reported on the status of the Glens Ferry - Hammett section of I-80N.

Mr. Kafka criticized the safety and condition of an at-grade railroad crossing on a local road west of Meridian. Mr. Tisdale said this could be considered for improvement under the Off-System Rail Crossing Federal-aid Program. Mr. Manning said the Department will sponsor legislation that would permit State and local funds to be used in railroad crossing improvements. He asked for IMTA support.

Mr. Grim asked for a progress report on the Elephant Butte South section of U.S. 95 in Owyhee County. Mr. Tisdale responded that, pending approval of public lands federal funds, an extension of the Oregon State Line North section could be constructed, but that the high cost of the Elephant Butte section makes the prospects for major improvement unlikely there in the foreseeable future.

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Mr. Moore responded to an inquiry about improvements to U.S. 95 from Grangeville to White Bird Summit by acknowledging the need for improvement and noting the Board's intention to study a Summit - Fenn addition to the State Highway System following a request received at a meeting in Grangeville on the North Idaho tour in May.

Mr. Pingree suggested that shoulder improvements could be made through the Lawyer's Canyon section of U.S. 95.

Mr. Moore stated that, until major improvements are completed on the Lewiston Hill, projects will not be constructed on U.S. 12 east of Lewiston. They are now in the design phase.

Mr. Tisdale explained the Department's plans to rehabilitate the Pend Oreille River bridge at Sandpoint. Mr. Moore commented on the I-90 Coeur d'Alene East section and the public hearing next fall. Mr. Manning suggested that the IMTA present its views at the hearing.

Mr. Day commented on the public information/public hearing schedule for the Chinden-Broadway Corridor proposals.

Mr. Pingree offered IMTA's support of triple-bottom truck operations, even under adverse weather and road conditions. Mr. Tisdale reported that a session to discuss triples operations will be scheduled with Garrett Freightlines at the August Board meeting, and said an invitation will be extended to IMTA to participate. Note: Subsequent to this discussion, IMTA requested scheduling at September meeting. (ACTION: BOARD SECRETARY)

Revision of Specifications for Special Permit Warning Flags and Signs Approved. The Department recommended and the Board approved adoption of the AASHTO standards for red flag size and oversize load sign, and provided specifications for a smaller sign for escort vehicles as follows:

Red Flag - Plain bright red, 18 inches square, fastened by the corners of one side.

Oversize Load Sign - On towing vehicle or rear of load, black letters 10" high, 1-5/8" stroke, FHWA Series C, overall 18" high, 7" wide, yellow background, mounted above roof line of towing vehicle, mounted on rear of mobile home or other wide load with bottom of the sign 6' above roadway.

- On escort vehicles, letters 8" high, 1" stroke, FHWA Series B, black on yellow, overall 10" high by 5' wide, mounted above the roof line of the vehicle.

The Board suggested a transition period through which change-over to the new standards would be made. The State Highway Administrator said advice of Legal Counsel will be sought as to the need for public hearing. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Extra Length Combinations, Designation of Route - U.S. 95 - I-80N Interchange to Gayway Jct. The Board was informed that the Idaho Motor Transport Association has requested designation of the subject route as an extension of the extra length system.

The request was made to provide access to Garrett terminal in Fruitland without traveling west into Ontario and then east on the U.S. 30 spur to Gayway Junction.

The mileage involved is 4.27: 2.12 rural and 2.15 municipal. The accident rate is not above average for normal traffic on this section. Despite two turns in Fruitland, the Garrett triple combination will have no tracking problems.

Letters from the Payette County Sheriff, the Fruitland City Police, and the Fruitland Mayor support the petition.

The Board approved designation of the subject section of U.S. 95 for extra length operation.

Revised Control of Access--U.S. 30 Business Route at Sebree I.C., West of Mountain Home. At the April 8, 1976, Board Meeting, the Full Control of Access adjacent to the Sebree I.C. was revised to Partial Control of Access, Type A. Subsequent discussions with the FHWA indicate that this action should be modified slightly to eliminate the need for FHWA final approval. The changes would be as follows:

<u>Project</u>	<u>Station</u>	<u>Access as Approved on April 8, 1976</u>		<u>Recommended Access Limits: Station</u>
		<u>Station</u>	<u>Description</u>	
I-80N-2(9)91	2100+20		End-Full Access Control	2101+51.1
	2100+20		Begin-Partial Access Control Type A, Left & Right	2101+51.1
F-3022(11)	2101+51.1		Centerline-Co. Rd. Approach & change of Project	
F-3022(11)	2116+15.3		End-Partial Access Control Type A, Left & Right	no change

The Board approved the revision of the April 8, 1976, Board Minutes as noted above.

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

Exchange Deed - Grange Mutual Life Company, S.H. 45 at Nampa, Permit No. 3-76-111, Project S-US-3754(2) - Exchange 10 foot residential approach at Station 397+83 Right for 40 foot unrestricted approach at Station 397+94 Right.

Elevation Signing on Idaho Highway System. The Board was advised that the State of California installs elevation signs at highway summits and then at even intervals on long grades. There has been some interest and letters to sign similarly in Idaho.

This informational type sign has some merit to assist drivers on the longer grades. It was recommended to the Board that the program be initiated with signs installed over a period of time so that it does not detract from more important signing.

The Board authorized installation of grade signs on the Interstate System only, withholding decision on other highways pending evaluation of public reaction.

Draft Environmental Statement for Chinden-Broadway Corridor. Keith Longenecker, Assistant Planning Engineer, advised the Board that the corridor hearing for the Chinden-Broadway project is scheduled for July 26, 1976. The proposed project is located in the City of Boise with a portion in the easterly limits of Garden City. It involves the improvement of the arterial street system from Chinden Boulevard in Garden City to Broadway Avenue in Boise.

Mr. Longenecker presented a brief overview of possible corridor alternatives, funding and future system actions.

It was recommended the Board review the various proposals prior to the hearing in order to be informed regarding the various alternatives. Subsequent to the hearing, the Board will be requested to review and approve specific alternatives, system actions, stage construction and jurisdictional responsibilities.

Pilot Program for Departmental Participation in Regional Transportation Planning and Programing Approved. The following proposal for departmental participation in regional transportation planning and programing was presented to the Board:

Recommendations

1. Areawide transportation advisory councils would be formed by the regional planning agency to develop, in cooperation with the Idaho Transportation Department and local implementing agencies, regional transportation planning and programing.

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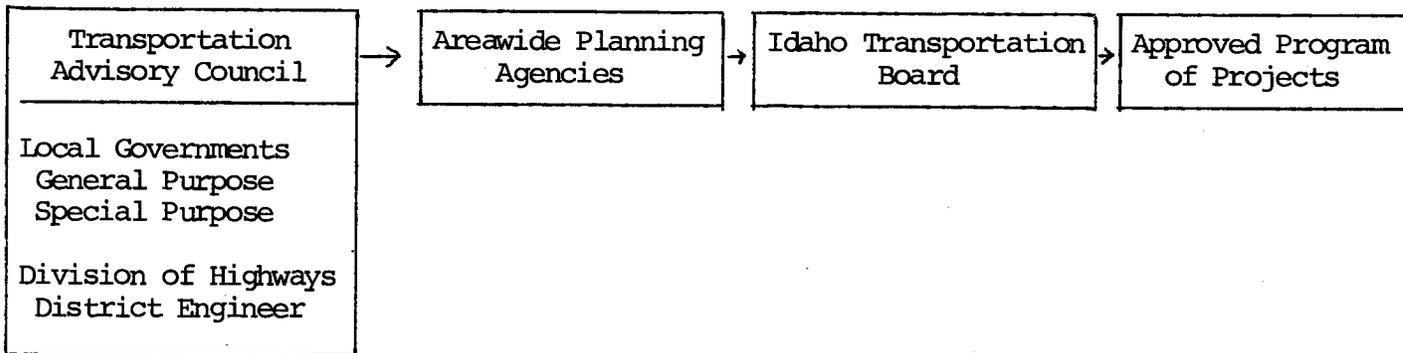
2. Councils would recommend local Federal-aid projects to be included in the program of projects.
3. An approved program of Federal-aid projects would require concurrence of the Idaho Transportation Board.
4. It is recommended that one "pilot" council be established in one of the uniform planning districts at the outset. If successful, all districts would ultimately participate.
5. Suggested Organization: Each county within the region would be represented on the transportation advisory council. A representative would be selected by the county from their membership within the areawide planning agency. The representative could be a county commissioner, highway district commissioner or city official or their representatives.

The Idaho Transportation Department would be represented on the council by a District employee, preferably the District Engineer.

The council would be expected to organize its own membership into an effective body for carrying out its duties including planning, citizen involvement and decision making.

Proposals from the area wide planning agency to the Idaho Transportation Board would be in the form of an annual program of projects with provisions for modifications when necessary to reflect changes. Each implementing agency would have the right to appeal a priority recommendation to the Transportation Board.

The organizational relationship would be as follows:



The jurisdictional difficulties involved in this proposal and the apprehensions over a "third" or nonresponsive level of government were discussed. The pilot program was approved.

Evaluation of SH 7, Nezperce - US 12 and FAS Route 4771, Ahsahka - Jct. SH 3 Near Kendrick. During the May Board tour, local delegations discussed with the Board the possibility of placing on the State Highway System the Ahsahka - Kendrick highway P-1 (FAS Route 4771). This would be in trade for removing SH 7 from the system.

The Planning Section evaluated the proposal, using criteria developed by a task force between August 1975 and January 1976.

The comparison is between two low volume routes, one of which is not on the State Highway System. Although the Ahsahka - Kendrick highway was rated higher than SH 7 by the task force, it nevertheless serves essentially local needs when considered in the context of a statewide transportation system. Reviews should be made periodically as part of the system evaluation process.

It was recommended to the Board that the Department proceed with previous Board instructions to improve SH 7 and relinquish it to local jurisdiction per standing agreements.

The Board concurred. Mr. Moore suggested that the Department pursue recommendations for section-by-section removal of those segments on the State System that rank below the minimum criterion for inclusion on this system. (ACTION: CHIEF OF PLANNING)

Selection of Consultant to Update Boise Metropolitan Transportation Study Traffic Model. It was reported to the Board that the BMTS is in the second year of a five year planning program to review and reevaluate the transportation plan. The principal objective of the study for FY 1977 will be the recalibration of traffic models.

The current traffic model for the BMTS was developed in 1964. Since 1964, significant changes have occurred in the distribution of activities within the BMTS area. The decline of the central city has been coupled with development of commercial activities in suburban areas and a major suburban migration of the population. Much of the western portion of the study area has been converted from farmland (in 1964) to residential subdivisions. In some zones, population forecasts of 99 percent over 26 years have grown 1004 percent in 11 years. It has also become necessary to expand the study area and relate the traffic zones to census tract boundaries.

Proposals for performing this work have been received from five consultants. A committee has reviewed the qualifications and proposals and selected two candidates for further evaluation. The COMSIS Corporation estimates the cost at \$69,949 and Peat, Marwick, Mitchell and Company estimates the cost from \$50,000 to \$100,000 depending on the complexity of model development. The Planning Section initially estimated the cost at \$70,000 and included this amount in the Unified Work Program and Internal Budget.

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It was recommended and the Board concurred that a consultant be engaged to perform the work since the Planning Section currently does not have staffing capabilities to perform it in view of other priorities. The consultant work will also provide training for the personnel involved in the modeling work. The contract would be prepared for the estimated cost of \$70,000.

Location and Design Approval for Project U-4114(47), 18th Street and Main Street Intersection in Lewiston, US 12. An opportunity for a location and design public hearing was given. No requests were received, so no hearing was held.

The Board approved the location and design of the project as currently designed.

Hearing Determination - Design of Jackson Street in Moscow, U.S. 95, M-7574(002). A design public hearing was held at the City Council Chambers, Moscow, Idaho, on June 29, 1976. A transcript was made of the testimony and proceedings and duly presented to the Idaho Transportation Board.

Since the design of the project was not controversial, it was recommended and the Board concurred that the project design be approved as presented at the hearing.

Location Public Hearing Scheduled. The Board was advised that the following location public hearings have been scheduled:

1. Project M-2020(001), Chinden-Broadway in Boise. Hearing scheduled for July 26, 1976.
2. Projects M-1045(001) & M-1046(001), State Street Corridor. Hearing scheduled for August 17, 1976.
3. Project RF-RFG-1721(19), American Falls Dam - I-15W Interchange (SH-39). Hearing scheduled for August 31, 1976.
4. Project M-7181(001), Gould Street Connection (US-30). Hearing tentatively scheduled for early September.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
RF-6471(41)	Thornton - Rexburg	Partial Control Type "E" Sta. 1166+83.36 to Sta. 1381+00 and Sta. 1443+00 to Sta. 1466+00, 4.49 miles  Full Control Sta. 1381+00 to Sta. 1443+00 and Sta. 1466+00 to Sta. 1493+54.66, 1.70 miles
RF-6471(42)	Rexburg - N. of Sugar	Partial Control Type "E" Sta. 1521+00 to Sta. 1645+00, Sta. 1705+00 to Sta. 1745+00 and Sta. 1811+00 to Sta. 1845+25.60, 3.75 miles  Full Control Sta. 1493+56.66 to Sta. 1521+00, Sta. 1645+00 to Sta. 1705+00 and Sta. 1745+00 to Sta. 1811+00, 2.91 miles

As approved, the access control limits reflect Full Control of Access in the interchange areas and Partial Control of Access Type "E" for the remainders of the projects.

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

ST-5115(543) - The work consists of placing a plant mix pavement and stockpiling cover coat material on 10.880 miles of U.S. Highway 95, Worley to Alexander, in Kootenai County - State financed. The contract will be awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, in the amount of \$455,379.50.

ST-1481(561) - The work consists of placing a plant mix surface on 17.3 miles of U.S. Highway 30, Lava Hot Springs to Bancroft, in Bannock and Caribou Counties - State financed. The contract will be awarded to Beymer Paving, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$288,285.50.

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ST-3111(533) - The work consists of grading, drainage structures and placing a plant mix pavement on 0.136 mile of State Highway 55, Marsing, 1st Avenue to Snake River Bridge, in Owyhee County - State financed. The contract will be awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, in the amount of \$97,580.70.

I-80N-3(59)142 - The work consists of constructing roadway, drainage structures, 397' steel underpass, 132' and 136' concrete slab overpasses and 212' steel pedestrian bridge on 4.94 miles of I-80N, East Bliss Interchange to Malad River, in Gooding County - Federal Aid Interstate and State financed. The contract will be awarded to Miller Construction Company, Twin Falls, Idaho, the low bidder, in the amount of \$2,555,153.41.

I-80N-2(49)50 - The work consists of constructing two (2) traffic signals, widening connections, adding turning lanes, signing and plant mix pavement at Cole Road and Overland Road I.C., in Ada County - Federal Aid Interstate and State financed. The contract will be awarded to Tri-State Electric, Inc., Boise, Idaho, the low bidder, in the amount of \$157,355.25.

I-IG-90-1(76)0 - The work consists of reconditioning the existing roadbed, placing aggregate base, concrete pavement, drainage structures, signing and illumination on 5.55 miles of I-90 and placing aggregate base and plant mix pavement on ramps, connecting and frontage roads, Washington State Line - East Post Falls I.C., in Kootenai County - Federal Aid Interstate and State financed. The contract will be awarded to Acme-Vickrey, a Joint Venture, Spokane, Washington, the low bidder, in the amount of \$2,588,190.80.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 1249 M-7591(001) US-91	Main & Broadway St.-Blackfoot Median Removal (Advertise date August 9, 1976) (Open bids August 31, 1976)	\$ 201,000
Key No. 77 RF-2391(22) US-93	Perrine Br. - I-80N Gr., Dr., Bs., PMX (Advertise date August 2, 1976) (Open bids August 24, 1976)	1,415,000
Key No. 397 RS-3806(20) SH-51	Grasmere No. Gr., Dr., Bs., BST (Advertise date August 5, 1976) (Open bids August 31, 1976)	622,000
Key No. 1266, 1267 PMS-S-16(5)Y Various	Restriping Edgeline District 2 & 3 (Advertise date July 26, 1976) (Open bids August 17, 1976)	170,000

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Key No. 1268, 1269 PMS-S-16(5)Z Various	Restriping Edgeline Districts 4 & 5 (Advertise date July 26, 1976) (Open bids August 17, 1976)	622,000
Key No. 1026 M-7231(002) US-191	Cedar-Chapel, Yellowstone Pocatello Gr., Bs., PMX, Chan., C&G, Sig., Bike, SW (Advertise date August 16, 1976) (Open bids September 14, 1976)	930,000
Key No. 366 RF-2352(10) US-26	Pagari - Tikura PMX - O'Lay (Advertise date August 12, 1976) (Open bids September 14, 1976)	531,000
Key No. 295 ST-5152(534) US-95A	Thorn Creek - St. Maries Level, PMX, O'Lay (Advertise date August 5, 1976) (Open bids August 31, 1976)	563,000
Key No. 1128 STS-8143(501) SH-68	2nd St. (US-30) & SH-68, Mountain Home Signal (Advertise date August 5, 1976) (Open bids August 31, 1976)	46,000

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:

I-80N-2(49)50, Key No. 817, Formerly M-7563(002), Cole Rd. & Overland Rd. I.C. Signals, Ada County - Idaho Power Company

ST-3111(533), Key No. 858, SH-55, Marsing, 1st Avenue - Snake River Bridge, Owyhee County - Idaho Power Company and Continental Telephone Company of the West

Authority to Trade Surplus Land to Worley Highway District.

Materials Sources	Worley Highway District	Parcel No. 1
Kt-151-s Ext. & Kt-1-s Kootenai County		

The Board was advised that the Worley Highway District is interested in obtaining 3.74 acres of land now owned by the Department (Kt-151-s) by exchanging 4.64 acres to the State adjacent to Kt-1-s, plus a 0.07 acre piece near Kt-151-s to improve the Department's existing access. The Board executed the deed in favor of the Worley Highway District to complete the trade.



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US 191 RF-6471(40) Dora Holland Pierce Parcel No. 15  
 Rigby-Thornton

US 20 M-MG-7316(001) Morgan C. Edwards Parcel No. 31  
 T-4060(1) R/W  
 Lewisville Road-  
 Anderson St.  
 Crossing in  
 Idaho Falls

Authority to Settle in Excess of \$60,000.

US 12 U-4114(37) L & M Glass Parcel No. 1  
 Lewiston I.S.  
 Bridge  
 (Stage 1)

The subject project has been appraised by appraisers Rudd and Bartels and reviewed by Hollifield. All appraisals were in excess of \$60,000. The Board approved initiation of negotiations at the reviewed fair market value with authority to go ten percent above reviewed amount if necessary for settlement.

Sign Status Report. The sign status report for the months of April, May and June, 1976, were presented to the Board. The sign and site payment total to June 30, 1976, is \$1,537,599.00.

Acquisition of Property Adjacent to Headquarters Site Approved. The Right of Way Supervisor described an opportunity to purchase three and a fraction lots lying adjacent to and northwesterly of the Transportation Department headquarters site. The Board approved the decision to negotiate acquisition. (ACTION: RIGHT OF WAY SUPERVISOR)

Transfer of Permanent Emergency Relief Allotment for Construction of Four-Lane Facility from Present Location to Permanent Location on New System, US 20-191, Projects RF-6471(42) and ER-6471(61). The Board was advised that in accordance with applicable regulations, temporary restoration of US 20-191 is eligible for temporary Emergency Relief Funds to restore service. Permanent restoration is eligible for permanent Relief Funds to reconstruct the facility to current geometric and design standards.

<u>Four Lane Restoration</u>	<u>Estimated Const. Cost.</u>
Railroad Overpass	\$ 950,000
N. Fork Teton River Bridge	380,000
Approaches	<u>1,240,000</u>
ER Funds	\$2,570,000

Construct New Facility

From FAS 6770 Route to Connection of US 20-191 North of Teton River	4,100,000
Reconstruct FAS 6770 (FAS Funds)	284,000
Extend SH-33 to new facility (FAS Funds)	<u>274,000</u>
Total	\$4,658,000
ER and FAS Funds	\$3,128,000
Balance (State Funds)	\$1,530,000

In the event State funds are not available in FY 1978, the Primary System may be adjusted or the project on the new route shortened to correspond with allotment of ER Funds.

The Department recommended transfer of permanent eligible ER Funds to construct the four-lane highway on new location. It was also recommended that State funds be provided to make up the difference between eligible ER funds and the amount necessary to construct the four-lane facility.

The Board concurred in the Department's recommendations.

Annual Report on Professional and General Services for F.Y. 76.  
The Board was advised that during F.Y. 76 there were 22 engineering and environmental contracts totaling \$519,609.88; no architectural contracts; nine general consulting agreements totaling \$103,314.26; 15 outside right of way contracts equaling \$36,037.50; 57 miscellaneous contracts and agreements which amounted to \$134,666.22. The grand total for all professional and general services contracts and agreements for F.Y. 76 was \$793,627.86 vs. \$827,923.41 for the same period in F.Y. 75.

The Board was also advised that several supplements to original engineering agreements have been authorized by the State Highway Administrator under authority of the original agreement. The Board was asked to review this practice for policy clarification.

The Board asked that the existing policy be applied to supplemental agreements insofar as dollar values are concerned.

Aeronautics & Public Transportation New Office/Hangar Complex.  
The Board was advised that the Aeronautics & Public Transportation Division budgeted during F.Y. 76 and F.Y. 77 a total of \$243,500.00 to construct a new office building, aircraft hangar, aircraft ramp and auto parking area. Glen Wickman, A.I.A., has been retained by Public Works to design the project. Mr. Wickman initially assured that the budgeted funds were adequate. On July 13, 1976, upon completion of the design, he discovered that an additional \$125,000.00 will be required.

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The Division has explored several alternatives including (1) reduce the size of the complex (savings \$36,000.00), (2) alternate construction materials (saving \$12,000.00) and, (3) paving the aircraft ramp and auto parking through an airport development project. using trustee benefit funds (savings \$70,000.00). The alternatives either provide less than needed space, increase maintenance and insurance costs, or reduce funding for public airport development.

The Division has received permission to occupy their present offices beyond the planned loss date (July 1, 1977) from the Boise Air Terminal; however, they must vacate the hangar portion of the building by that date. Since none of the alternatives will allow constructing both the office and hangar, it appears they should proceed to construct the hangar, utilities and parking areas and delay the office until F.Y. 78.

The Aeronautics & Public Transportation Administrator recommended that the Board approve the construction of the hangar, utilities, and parking areas from presently appropriated funds and request an additional \$125,000.00 from the free cash portion of Fund 048 to construct the office in F.Y. 78.

The Board approved this recommendation subject to a canvass of the Aeronautics & Public Transportation Advisory Board for approval. (ACTION: A&PT ADMINISTRATOR)

Aeronautics & Public Transportation Maintenance Shop. The Board was informed that the Aeronautics & Public Transportation Division must vacate the portion of our present building utilized as a maintenance shop by July 1, 1977. The Division has explored moving an existing building from the Arco Airport to fulfill their needs. This procedure appears to (1) not save funds and (2) would provide a marginal facility. The more logical procedure would be to acquire a new metal building and erect it with Aeronautics & Public Transportation crews.

It was recommended and the Board concurred in the acquisition of a prefabricated metal maintenance shop building and utilities to be erected in F.Y. 78. The \$80,000.00 would be appropriated from the free cash balance of Fund 048 and included in the F.Y. 78 budget.

State Airfield at Osburn Bridge Discussed. The Board discussed the possibility of establishing a state airfield at Osburn bridge on U.S. 20-191 in Island Park, and asked the Department to investigate this possibility. (ACTION: A&PT ADMINISTRATOR)

FRIDAY, JULY 16, 1976

The meeting of the Transportation Board reconvened at 9:15 a.m. in the Auditorium 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

Joint Meeting with Legislative Interim Highway Needs Study Committee. The following members of the Interim Highway Needs Study Committee met with the Board:

Senator Reed W. Budge	Representative E. V. McHan
Senator Walter Yarbrough	Representative Clifford Scoresby
Senator W. Dean Abrahams	Representative Noy E. Brackett
Senator James Ellsworth	Representative Dale Branson
Senator Richard Egbert	Representative Karl E. Koch
Senator C. E. Bilyeu	Representative Israel Merrill
Senator Claud Judd	Representative C. Wendell Miller
Representative John O. Sessions	Representative Russell A. Westerberg
Representative Ernest A. Hale	

District Engineer Green presented a comprehensive report of Highway Division District Six's involvement in disaster relief operations resulting from the Teton flood. He stated that highway damage totaled \$11.3 million, with \$7.8 million on the federal-aid systems. One hundred thirty-four miles of road were damaged; fifty-four on the federal-aid systems. Green said road restoration is progressing well, and described specific restoration projects. Board members expressed appreciation for the outstanding work performed by District Six personnel during the emergency.

Chief of Highway Development Sessions reviewed the development status of highway projects statewide.

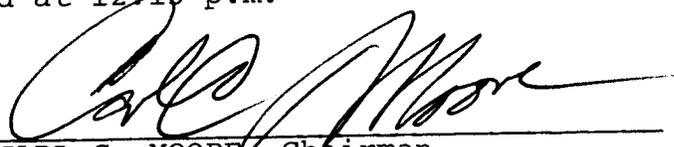
Mr. Manning spoke of transportation funding, prefacing his remarks with an expression of appreciation to the legislators for their support of increased highway user revenue. He discussed the future of the federal-aid programs, stating that he chairs an AASHTO task force that will explore the future of transportation funding in the U.S.

Chief of Planning Day presented projections of highway user revenue components through F.Y. 1981 and of highway user revenue through F.Y. 1996.

Mr. Tisdale explained the effects of these and federal-aid revenue projections on the primary and secondary systems programs; and commented on the anticipated needs for funding a state rehabilitation program under optimistic and pessimistic scenarios.

Mr. Stroschein gave the Committee a status report on the development of the new American Falls Dam.

WHEREUPON, the Board adjourned at 12:15 p.m.

  
CARL C. MOORE, Chairman

Read and Approved  
August 12, 1976  
Boise, Idaho

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SUPPLEMENTS TO THE JULY, 1976, MEETING OF THE  
IDAHO TRANSPORTATION BOARD

July 26, 1976

On July 26, 1976, through telephone contacts with Board Chairman Carl C. Moore and Board Vice Chairman Lloyd Barron, the Board Secretary secured Board approval of the following:

Program Changes Approved. The following program change was approved by the Board:

<u>Program Year</u>	<u>Key</u>	<u>Project</u>	<u>Route</u>	<u>Length</u>	<u>Total Cost</u>
1977	887	Deep Cr.-Jct. SH 74	US 93	17.0	\$753,000
1978	368	Shoshone-Dietrich	SH 24	6.15	\$670,000

The Board also approved revising the programing of the Driggs Street project from RS-6830(9) to ST-6830(513). The Federal Highway Administration will not approve an exception to secondary standards on State Highway 33.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid opening:

Key No. 257	Viola Potlatch	\$ 490,000
ST-4114(589)	PMX Overlay	
US 95	(Advertise date August 9, 1976)	
6.9 Miles	(Open Bids August 31, 1976)	

Key No. 404 ST-4114(582) US 95 1.4 Miles	Moscow Mountain, Trucklane Gr., Dr., Bs., PMX (Advertise date August 9, 1976) (Open bids August 31, 1976)	\$ 380,000
Key No. 1146 ST-7381(501) US 30 0.5 Mile	Center Street, Pocatello Heater Remix and PMX Overlay (Advertise date August 2, 1976) (Open Bids August 24, 1976)	27,400
Key Nos. 1265 & 1270 PMS-S-16(5)X Various 315 Miles	Restriping Edgeline (District 1 & 6) Restriping Edgeline (Advertise date August 9, 1976) (Open bids August 31, 1976)	105,300
Key No. 228 STS-1491(520) US 91 5.8 Miles	Preston-North Widening, Scrub Coat, PMX Overlay (Advertise date August 5, 1976) (Open bids August 31, 1976)	304,000
Key No. 223 STS-1491(519) US 91 8.90 Miles	1 Mile No. Banida-Red Rock PMX Overlay (Advertise date August 5, 1976) (Open bids August 31, 1976)	466,000
Key No. 229 ST-1491(521) US 91 6.60 Miles	Red Rock - Downey PMX Overlay (Advertise date August 5, 1976) (Open bids August 31, 1976)	323,000

August 2, 1976

On August 2, 1976, through telephone contacts with Board Chairman Carl C. Moore and Board Vice Chairman Lloyd F. Barron, the Right of Way Supervisor secured Board approval of the following:

Authority to Settle in Excess of \$60,000.

US 95    Q-FF-4114(32)    Schumacher    Parcel No. 1

The appraisals and review by the State's reviewing appraiser exceeded \$60,000. The Board approved initiation of negotiations at the reviewed fair market value with authority to go ten percent above the reviewed amount if necessary for settlement.

August 2, 1976

August 4, 1976

Cancellation of Contract No. 3726, Project No. I-90-1(110)61.  
During a court case held on July 22, 1976, Judge Ray McNichols ruled the State must prepare a new EIS and hold another public hearing. The new EIS must study a no major improvement alternative which would negate the necessity for the West Wallace Interchange structure.

Contractor Max J. Kuney agreed by letter dated August 4, 1976, to cancel contract at no expense to the State.

Board approval to cancel contract No. 3726 was received by telephone on August 4, 1976.

  
CARL C. MOORE, Chairman

Read and Approved  
August 12, 1976  
Boise, Idaho

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MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

August 12 & 13, 1976

The Idaho Transportation Board met in regular session at 9:50 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, August 12, 1976. 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  
E. M. Wood, Division Administrator, Federal Highway Administration

Minutes. The Board approved the minutes of the July Board meeting subject to resolving Mr. Barron's question about the scope and cost of Project PMS-S-16(5)X. Page 21 of the minutes was corrected.

Board Meeting Dates Set. The Board confirmed the East Idaho Tour dates for September 27 through October 1.

August 12, 1976

The October meeting was scheduled for October 13 through October 15, including a one-day tour of District 3 on October 13.

The November meeting was tentatively scheduled for November 4 and 5, and including a Tri-Agency Forest Highway Meeting if possible. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT) It may be possible to schedule a meeting with the Legislative Highway Needs Committee. (ACTION: BOARD SECRETARY)

Director's Report. Mr. Manning said that the legislative audit is progressing well. There is a meeting scheduled on August 16 to discuss cash flow.

He presented a report of the first meeting of his AASHTO task force on transportation funding. Copies of draft proposals based on the task force discussions will be sent to the Board.

In discussing the manpower totals report, Mr. Manning pointed out that the Department employs 44 fewer personnel than last year at this time.

The Board approved extension of George Neumayer's leave of absence until October 1. The Governor's office will be so notified. (ACTION: CHIEF OF PLANNING)

Southway Bridge Proposal, Lewiston - Clarkston. The Board approved a position statement supporting a federally-financed bridge over the Snake River upstream from the Interstate Bridge. The statement will be addressed to the Chairman of the House Public Works Committee on September 1. The Committee will conduct hearings on the omnibus water development bill which includes the bridge proposal. (ACTION: BOARD SECRETARY)

State Highway Administrator's Report. Mr. Tisdale advised the Board that the Department has received requests from several government entities to perform work for them on roads other than State highway routes in District 6. The District has advised that the work can be scheduled and completed without undue hardship while Department crews are in the vicinity of the requested service.

The following work was approved by the Board:

City of Dubois - Stripe Main St.	0.9 Mile	\$ 300.00
Sheep Experiment Station - C.L. Striping	4.0 Miles	400.00
Salmon National Forest - C.L. Striping	18.0 Miles	2,500.00
Salmon National Forest - Shoulder Mowing	18.0 Miles	750.00

The cancellation of the West Wallace Interchange contract with Max J. Kuney was discussed with the Board. In taking note of this action, the Board expressed its concurrence.

In discussing the Wallace Interstate proposal, Mr. Tisdale reported on a meeting with representatives of the Union Pacific Railroad Company during which the possibility of abandoning service through and east of Wallace was discussed. The combined rights of way of both the Burlington Northern and the Union Pacific could be used advantageously for the location of the Interstate alignment.

The railroad representatives stated that, before ICC abandonment proceedings could be instituted, shippers that would be affected by abandonment should be canvassed for their opinions. Mr. Tisdale recommended to the Board that the Department implement such a canvass before a decision is reached on alternatives that may be explored in a renewed corridor study.

Acting on Mr. Barron's motion and Mr. Stroschein's second, the Board approved the course of action described above.

Mr. Moore suggested that a public meeting be scheduled in Wallace to explain the Department's proposed action. (ACTION: DISTRICT 5 ENGINEER)

Mr. Tisdale advised the Board that authorization has been received to replace the State Highway 48 bridge east of Roberts with Emergency Relief funds.

State Vs. Bastian Discussed. Legal Counsel Tway reported on the results of the trial of the State vs. Bastian case in Twin Falls. He believes there are reasons for appealing the judgment and at the same time, proceeding with a condemnation action against what has been described as an uneconomic remainder of the Bastian property.

The Board signed a condemnation order against Arlen Bastian, Parcel No. 27-R, on Project T-4020(1). The Board also concurred in Legal Counsel's recommendation to (1) request a new trial and (2) to appeal the court decision.

Appeal of Administrative Order. The Board was advised that Mr. Jim Heckathorn, Jim's Rock and Gem Shop in McCall, has appealed the Highway Division's order to remove an outdoor advertising sign on SH 55 because it is in a nonconforming area. In posting the sign, the District followed procedures pursuant to Idaho Code 40-2863.

The Board appointed Attorney Pat Fanning to conduct a hearing on the appeal. (ACTION: LEGAL COUNSEL)

Twin Falls School Board Delegation. The following delegation representing the Twin Falls School Board met with the Board:

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H. W. Ronk, Chairman, Twin Falls School Board  
 George Staudaher, Superintendent, District 411  
 Byron Snyder, Member, Twin Falls School Board  
 Noy E. Brackett, State Representative, Twin Falls  
 Dan J. Obenchain, Traffic & Safety Chairman, Twin Falls  
 Richard S. High, State Senator, Twin Falls  
 Fred Decker, Attorney, Twin Falls

As spokesman, Attorney Fred Decker explained the School Board's concern about the possibility that the 25 mile speed might be increased on 2nd Avenue adjacent to the Lincoln and Bickel Elementary Schools. Mr. Moore stated that the Board had no intention of changing this limit.

Mr. Tisdale concurred that a no parking prohibition could be obtained adjacent to these facilities for safety reasons. This would be dependent upon an agreement between the Department and the City of Twin Falls. (ACTION: DISTRICT 2 ENGINEER)

In response to the District's request for a crossing signal on Addison Avenue, the Board reiterated its position that traffic control features should not be tied to a right of way negotiation now pending. Mr. Tisdale suggested that the Department make additional studies after school begins using time-lapse video equipment. He pointed out that the raised median contemplated by this project should minimize the crossing hazard. Mr. Moore said that it has been the Department's experience that crossing guards are the most effective means of protection.

The Board agreed to hold condemnation action in abeyance pending the studies mentioned above; but emphasized their position that the signal and the right of way issues be handled separately. It was agreed that District 2 will keep the School District informed about the median design and the time-lapse video study. (ACTION: DISTRICT 2 ENGINEER)

Lewiston Hill Interchange Project Discussed. Mr. Moore asked that the Lewiston Hill Interchange project be reviewed for any possible conflicts with the forthcoming paving project, inasmuch as the former will be advertised later than originally anticipated.

Six Year Highway Improvement Program - Interstate System. The Board expressed reservations about programing adjustments caused by the Wallace litigation beyond three fiscal years. The program will be modified accordingly.

The following projects were approved for fiscal years 1976-77, 1977-78, and 1978-79:

F.Y. 1976-1977  
(Funds Available Now)

<u>Key No.</u>	<u>Route No.</u>	<u>Project Description</u>	<u>Total Cost</u>
4	I-15	McCammon-Inkom	\$1,900,000
1014	I-80	Sweetzer Canyon-Utah S.L.	50,000
1258	I-80N	E. Hammett I.C. (Excl.)- E. Glenns Ferry	1,020,000
1251	I-80N	Maple Grove-Gowen Spur UPRR	170,000
1339	I-90	Mullan-Montana Line	360,000
1262	I-90	Mission I.C.	70,000
1275	I-80N	Burley-Twin Bridge	800,000

F.Y. 1977-1978  
(Funds Available October 1, 1976)

13	I-15W	Cassia C.L.-E. 1.4 Mi.	1,730,000
15	I-15W	Power C.L.-Raft River	1,930,000
1008	I-80N	E. Bliss I.C. (Excl.) - 2.0 Mi. E. Tuttle	3,500,000
39	I-180	Boise West Connection	340,000
1257	I-80N	E. Hammett I.C. (Excl.) - E. Glenns Ferry	1,340,000
57	I-90	Mullan-Montana Line	2,550,000
982	I-90	E.C.L. Osburn-W. Wallace	1,100,000
33	I-80N	E. Hammett I.C. (Excl.)- E. Glenns Ferry	7,030,000

F.Y. 1978-1979  
(Funds Available October 1, 1977)

1009	I-80N	E. Bliss I.C. (Excl.)- 2.0 Mi. E. Tuttle	120,000
1021	I-80N	Snake River Bridge, Ontario	250,000
9	I-15W	Rockland Jct.-Massacre Rocks	3,300,000
3	I-15	Portneuf I.C.-Pocatello Cr. I.C.	450,000
1101	I-15	Arimo-Merrill Road	580,000
1259	I-80N	E. Hammett I.C. (Excl.)- E. Glenns Ferry I.C. (Excl.)	3,440,000
46	I-90	Dudley (Rest Area)	300,000
72	I-15	S. Idaho Falls I.C.	300,000

Location and Environmental Study, Ferdinand to Craigmont, U.S. 95, Project No. F-4113(22). The Environmental and Corridor Planning Supervisor reported that five alternatives have been considered:

<u>Plan</u>	<u>Length</u>	<u>Cost (\$1,000)</u>
a. No Major Improvement	10.2	N/A
b. West Plan	9.2	\$ 9,700
c. Central Plan	9.5	8,200
d. East Plan	9.4	7,860
e. Existing Improved Plan	10.1	10,950
f. East-Central Plan	9.4	8,720

Several citizen meetings were held in Craigmont to gain input. Major concern expressed at these meetings was for loss of good farm land.

The Department recommended that the Draft Environmental Impact Statement be completed covering the above alternatives. A corridor location hearing will be scheduled subsequent to publication of the Draft EIS, which should be at the end of October, 1976.

The Board approved the recommendations, but expressed concern about the degree of curvature on the East Plan approach to Craigmont. The Environmental and Corridor Planning Supervisor indicated that this could be mitigated.

Public Hearings Scheduled. The Board was advised that the following public hearings have been scheduled:

Location Hearings

1. Projects M-1045(001) & M-1046(001), State Street Corridor (23rd Street to Broadway) (Hearing scheduled for August 17, 1976)
2. Project RF-RFG-1721(19), American Falls Dam - I-15W Interchange (SH-39) (Hearing scheduled for August 31, 1976)
3. Project M-7181(001), Gould Street Connector (US-30) (Hearing to be scheduled in mid September)
4. F-6501(14), Granite Hill - Swan Valley, US 26 (Hearing to be scheduled late September)

Combined Location and Design Hearing

1. Project U-6501(16), Yellowstone Avenue, Anderson Street - North (US-26) (Hearing to be scheduled for late September)

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

ER-6461(4) - Placing a plantmix overlay on approximately 4.5 miles of Plano Road and FAS Route No. 6760, SH-88 Detour - Federal Aid Emergency Relief financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$96,215.90.

ER-6461(5) - Remove the Henry's Fork River Bridge - 5 Miles West of Rexburg on SH-88 - Federal Aid Emergency Relief financed. The contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, in the amount of \$56,000.00.

ER-6767(1) - Construct the roadway, drainage, plantmix pavement and design of an approved structure 86' - 102' (US-20 Loading) over the Teton River on 1.136 miles of US 191-20 - Federal Aid Emergency Relief financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$370,465.00.

RF-4201(29) & FLH-16-1(11) - The work consists of furnishing and placing an 18'-0" x 8'-11" steel arch, drainage structures, plant mix pavement, and seal coating 26.300 miles of Highway US-12, Lowell East and West, in Idaho County - Federal Aid Rural Primary, Federal Highway and State financed. The contract was awarded to Poe Asphalt Paving, Inc., Lewiston, Idaho, the low bidder, in the amount of \$1,156,199.50. The Highway Division will explore possibilities for applying the difference between the Engineer's Estimate and the low bid on additional construction on this route. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

RS-4790(2), RS-4792(7) & RS-4795(1) - The work consists of constructing a 15'-4" x 9'-3" plate pipe arch culvert and approaches on FAS Route 4790 at Thorn Creek, a 40' x 38' bridge and approaches on FAS Route 4792 at Cow Creek and a 40' x 30' bridge and approaches on FAS Route 4795 at Little Potlatch Creek, in Latah County - Federal Aid Rural Secondary and State financed. The contract was awarded to R. Redding Construction Co., Inc., Spokane, Washington, the low bidder, in the amount of \$268,000.00.

ST-1481(562) - The work consists of furnishing aggregate, widen roadbed, place plant mix scrub coat and plant mix pavement on 4.650 miles of US-30N, McCammon - Topaz, in Bannock County - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$141,990.65.

STM-3271(557) - The work consists of seal coating 17.590 miles of SH-55, Banks North and South, in Boise County - State financed. The contract was awarded to Circle A Construction, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$54,238.12.

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STM-6561(504), STM-6471(626), Stockpiles 6604 & 6605 - The work consists of furnishing aggregate in stockpiles and seal coating 9.100 miles on SH-87 and 4.200 miles on US 20-191 in the vicinity of Henry's Lake, in Fremont County - State financed. The contract was awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, in the amount of \$107,871.60.

ST-6501(541) - The work consists of flattening back slopes, fill slopes and extending pipe culverts on 3.343 miles of U.S. Highway 26 at Antelope Flat, in Bonneville County - State financed. The contract was awarded to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, in the amount of \$148,026.10.

RF-4113(71) - The work consists of enlarging the north abutment and placing a floating approach slab, White Bird Canyon Bridge on U.S. 95, in Idaho County - Federal Aid Primary and State financed. As the low and only bid was 134.08 percent over the Engineer's Estimate, the Highway Division will monitor the north abutment and, with the consultant, reevaluate the need for corrective action.

I-80N-3(63)136 & Stockpiles No. 2599 & 3526 - The work consists of seal coating 4.830 miles of I-80N, West Bliss I.C. - East Bliss I.C., and furnishing cover coat material in stockpiles, in Gooding County - Federal Aid Interstate and State financed. The contract was awarded to Twin Falls Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$134,241.50.

I-80N-3(60)142, Stage II, & I-80N-3(56)150 - The work consists of constructing the roadway, drainage and irrigation structures, 302' post-tensioned concrete underpass and a 12' concrete machine railroad underpass on 3.283 miles of Interstate Highway 80N, Malad River to 2 miles east of Tuttle and railroad underpass east of Tuttle, in Gooding County - Federal Aid Interstate and State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$2,299,776.59.

ER-6767(6), ER-6774(8) and ER-5830(8) - Construct the roadway drainage structures, 52' concrete bridge, 2 concrete box culverts, 1 concrete box culvert extension, plantmix pavement and seal coating on 2.449 miles of SH-33 and 2.425 miles of Moody Road - Federal Aid Emergency Relief financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$588,582.50.

ER-6461(2) - Construct the approaches and a 323' prestressed concrete bridge over the Henry's Fork of the Snake River on SH-88, West of Rexburg - Federal Aid Emergency Relief financed. The contract was awarded to Neilsen & Company, Twin Falls, Idaho, the low bidder, in the amount of \$449,406.25.

FLH-38-1(1) - The work consists of reconditioning and resurfacing 5.319 miles of US 20-26, AEC Junction West, and constructing a 61' prestressed concrete bridge over Big Lost River at Station 1487+37.50, in Butte County - Federal Lands Highway and State financed. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$619,722.00. This project will be extended to use the full Federal Lands funds authorization.

I-80N-4(21)221 - The work consists of seal coating on 13.874 miles of I-80N between M.P. 222.4 and 236.3, Salt Lake I.C. to Idaho I.C., in Cassia County - Federal Aid Interstate and State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, in the amount of \$91,562.00.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 1041 RS-1721(20) SH-39 0.00 Mile	Sterling Road-Springfield Structures - 1 Detour (Advertise Date August 16, 1976) (Open Bids September 14, 1976)	\$ 398,500
Key No. 4 I-15-1(66)47 I-15 9.19 Miles	McCammon-Inkom Grade, Flatten Slopes, Cover Rock Guard Rail (Advertise Date August 30, 1976) (Open Bids September 21, 1976)	1,480,000
Key No. 32 F-3021(35) I-80N 6.35 Miles	E. Nampa-Meridian Plant Mix Overlay (Advertise Date September 15, 1976) (Open Bids October 12, 1976)	292,000
Key No. 36 F-3022(33) I-80N 7.78 Miles	Cleft-Sebree Plant Mix Overlay (Advertise Date September 15, 1976) (Open Bids October 12, 1976)	1,064,000
Key No. 1328 ST-4749(512) SH-7 7.53 Miles	Jct. US 95 Cottonwood Creek Grade, Drain, Base (Advertise Date September 1, 1976) (Open Bids September 28, 1976)	520,000
Key No. 141 RS-4712(1) US-95 0.90 Mile	Cottonwood Business Loop Grade, Drain, Base, Plant Mix (Advertise Date August 31, 1976) (Open Bids September 21, 1976)	391,000

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Key No. 414 ST-4114(570) US-95 7.23 Miles	Moscow-Viola Widen, Plant Mix Overlay (Advertise Date August 20, 1976) (Open Bids September 14, 1976)	\$ 308,000
Key No. 296 ST-5116(572) US-95 7.35 Miles	Granite-Cocolalla Level and Plant Mix Overlay (Advertise Date August 25, 1976) (Open Bids September 14, 1976)	580,000
Key No. 1070 ST-6830(513) SH-33 0.65 Mile	Main Street, Driggs Grade, Drain, Base, C&G, Illum. Surf., Sidewalk (Advertise Date September 1, 1976) (Open Bids September 28, 1976)	397,000
Key No. 83 STS-2391(555) US-93 0.00 Mile	North Five Points, Twin Falls (Interim) C&G, Signals, Paving (Advertise Date August 19, 1976) (Open Bids September 7, 1976)	106,400
Key No. 1110 ST-5116(579) US-95 1.12 Miles	Sandpoint Bridge Substructure Repair (Advertise Date September 3, 1976) (Open Bids September 21, 1976)	375,000
Key No. 1339 I-90-1(114)72 I-90 1.76 Miles	Mullan-Montana Line Sub-surface Water Control (Advertise Date September 17, 1976) (Open Bids October 12, 1976)	360,000
Key No. 884 STS-2361(587) US-30 3.6 Miles	West Buhl-Cedar Xing Heater Re-mix Plant Mix (Advertise Date August 18, 1976) (Open Bids September 7, 1976)	187,000
Key No. 1351 STS-8072(591) SH-79 0.51 Mile	Jerome Street Heater Re-mix, Plant Mix (Advertise Date August 18, 1976) (Open Bids September 7, 1976)	24,000
Key No. 1349 STS-8102(501) SH-25 0.89 Mile	Jerome Street Heater Re-mix, Plant Mix (Advertise Date August 18, 1976) (Open Bids September 7, 1976)	50,500
ER-6767(2) US 20-191 2.32 Miles	So. Fork Teton River-Sugar City Shoulder Repair, Plant Mix Surf. & Seal (Advertise Date August 9, 1976) (Open Bids August 16, 1976)	325,000

ER-6461(1)	Henry's Fork Br.-Rexburg	457,000
SH-88	Gr., Dr., Bs., Plant Mix	
3.98 Miles	(Advertise Date August 9, 1976)	
	(Open Bids August 16, 1976)	
ER-7786(001)	Main St. & 2nd East in Rexburg	160,000
US 20-191	Gr., Storm Sewer, C & G, Plant Mix	
0.29 Mile	(Advertise Date August 9, 1976)	
	(Open Bids August 16, 1976)	

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-1481(26), Key No. 69, U.S. Hwy. 30, Lava-Lund, Sec. 3, Caribou County - Utah Power & Light Company

M-7316(001), Key No. 398, Formerly US-USG-6715(7), Lewisville Rd.-Anderson St. in Idaho Falls, Bonneville County - Utah Power & Light Company

RS-4790(2), Key No. 177, Uniontown Rd., Thorn Cr. Br., Latah County - Washington Water Power Company

Release of Exhausted Materials Source, Idaho County.

Materials Source Id-25s                      Mrs. Henry Bieren

The Board was advised that the source is depleted and the District and Materials Section recommend release of the source. Therefore, the Board executed a Quitclaim Deed in favor of Mrs. Henry Bieren to remove the cloud from Mrs. Bieren's title to the 1.47 acres of land.

Condemnation Authority. Upon recommendation of the Right of Way Supervisor and Legal Counsel, the Board approved condemnation action on the following parcels:

US 30	T-4010(1) West 5 Points - Twin Falls	Arlon L. Bastian, et ux Albertson's Inc.	Parcel 27-R
US 95	FF-4114(32) Top of Lewiston Hill, I.C.-North	Harvey Schumacher, a single man	Parcel No. 1

Settlement in Excess of \$60,000.

US 95	FF-4114(41) FF-4114(29) R/W Lewiston Hill I.C. (Sec. 1)	Wayne Klemgard	Parcel No. 9
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Upon recommendation of the Right of Way Supervisor, the Board approved settlement on the above parcel at \$84,000.

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General Aviation Project Approval (FY 77). The Aeronautics & Public Transportation Administrator advised the Board that State statute requires Idaho Transportation Board approval of all general aviation projects for planning and development. Projects anticipated to be ready for programming are as follows:

- |                 |                   |
|-----------------|-------------------|
| 1. Planning     | 2. Development    |
| 1.1 Buhl        | 2.1 Sandpoint     |
| 1.2 Gooding     | 2.2 Coeur d'Alene |
| 1.3 Grangeville | 2.3 Kamiah        |
|                 | 2.4 Hailey        |
|                 | 2.5 Burley        |

The Board approved the above projects for submission and programming.

Council Airport Planning. The Aeronautics & Public Transportation Administrator informed the Board that after meeting with the State and FAA (with due consideration for availability of authorizing legislation) the sponsor elected to take advantage of a direct state-local planning program. The consultant prepared an engineering services agreement scaled down and tailored to the minimum requirements necessary to prepare the sponsor for future development programming. In anticipation of federal reimbursement, the State has agreed to provide 95 percent (federal plus state share) of the reduced project to expedite its completion. Breakdown is as follows:

<u>Total</u>	<u>State</u>	<u>Local</u>
\$9,335	\$8,858	\$477

The federal share will be recovered during Phase I of the airport development project.

The Board approved the allocation of up to \$9,000.00 for this project.

Use of State Airplane. In response to Mr. Moore's inquiry, Mr. Rauscher reported that the use of the State airplane is exceeding his expectations, averaging 4-5 passengers per trip. His estimate of operating cost has been verified so far. Mr. Manning said he visualizes improvement in scheduling Transportation Department use through use of the computer terminals in each District office.

FRIDAY, AUGUST 13, 1976

The meeting of the Transportation Board reconvened at 8:50 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 Administrator, Federal Highway  
 Administration

Consultant Contract with WOFAC Company to Develop Productivity Analysis System Approved. The Board was advised that to improve productivity and maximize benefits from the expenditure of resources, the WOFAC Company was invited to conduct a productivity audit to determine potential improvements available through the implementation of workload management techniques. The productivity audit was conducted during February and March, 1976, covering the following areas: Director's staff, Bureau of Planning, Bureau of Administration, Bureau of Development, Bureau of Operations and District 3. Specifically excluded were Financial Control and Maintenance, as developmental programs are under way in these two areas.

The findings of the productivity audit were presented to the Department on March 30, 1976. These findings indicated that the implementation of a WOFAC Productivity Analysis System would produce a significant level of productivity improvement in selected areas. Qualified in-house personnel would be trained in this initial phase to enable their extension of the system to the other areas of the Department.

If a system were developed for all of the above areas, the WOFAC Company estimates that a savings of approximately \$500,000 annually would be realized. A like amount could be generated through continued in-house efforts to extend the program throughout the entire Department.

The Department recommended engaging the WOFAC Company to develop a productivity analysis system applicable to the Bridge Design Section, and to the General Services area. An appropriate number of Department employees will be trained by the WOFAC Company to operate and extend the system. The one time cost for consultant's services in these two areas would be approximately \$50,000 and would generate an annual return of approximately \$110,000.

The Board granted permission to negotiate a contract with WOFAC, conditioned upon assurance that productivity savings can be documented.

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Pilot Program of Retaining Local Attorneys Authorized. The Board authorized a pilot program of retaining local attorneys to assist in legal actions involving court litigation. (ACTION: LEGAL COUNSEL)

Motor Fuels Tax Receipts Reported. The Highway Planning Supervisor reported that motor fuels tax receipts for June were in excess of predictions. He sees this as an anomaly rather than a portent of regular consumption.

Removal of SH 29, SH 70, and SH 66 from the State Highway System. As a result of an evaluation of the State Highway System, the Assistant Planning Engineer reported to the Board on the following three low-volume routes which are recommended for removal from the State System. Each is a short "stub" type route on the State Federal-aid Secondary System. One route was selected from each Director District so as to achieve geographical equity.

State Highway 29: This is a 13-mile minor collector extending from SH 28 at Leadore to the Montana State Line in Director District One. The average daily traffic is 40 trips. Total evaluation rating for the route is 22, which is identical to the rating for SH 7 between US 95 and Nez Perce. (SH 7 is scheduled for removal from the State System.) SH 29 connects to Montana SH 324 at Bannack Pass (elev. 7672).

State Highway 70: This five-mile section parallels the Snake River downstream from Weiser in Director District Two. It is functionally classified as a major collector. Average daily traffic is 600 trips. However, the task force's accumulative rating for this route is only 15, the lowest for any low-volume route on the system. The farming area west of Weiser served by SH 70 has a well-developed grid of other paved local roads. A county road extends west from the end of SH 70 into the sparsely populated canyon.

State Highway 66: This is a one-mile major collector in Director District Three extending from US 95 in Latah County to the Washington State Line. Average daily traffic is 500 trips. The task force assigned this route a total rating value of 23, the third-lowest score on the list of low-volume State routes. SH 66 does not connect to a Washington State highway - rather, a local road extends from the stateline to Palouse, Washington. Other connections from US 95 extend into Washington seven miles north (SH 6) and nine miles south (SH 8).

The Board concurred in the following recommendations:

1. Authorize the Planning Section to contact District Engineers to begin negotiations for transfer of the above mileage to local road jurisdictions involved. (ACTION: DISTRICT ENGINEERS 3, 4 & 6)

2. Rescind Board Policy B-09-05 requiring improvement of sections of State highway routes prior to their removal from the State Highway System. (ACTION: CHIEF OF PLANNING)

Extension of the State Highway System (SH 33). The Board approved the extension of State Highway No. 33 westerly approximately 0.5 mile over an established county road to the future interchange of U.S. Route No. 20-191, as shown in official Exhibit B-153, which is made a part hereof with like effect as though included in full herein. The effective date of this action will be coincident with the effective date of the Road Closure and Maintenance Agreement to be consummated with Madison County.

Redesignation of US 93. The Board authorized the Department to contact the AASHTO Route Numbering Committee with the suggestion that US 93 between Shoshone and Challis be redesignated over existing US 93 Alternate. Existing US 93 would be retained on the Primary System and be given a State route number (probably SH 75).

Board Policy B-04-01, Control of Access on Freeways. The Board deferred action on the Department's request to rescind this policy pending completion and adoption of draft Board Policy B-12-15, Highway Access Controls. (ACTION: CHIEF OF PLANNING)

Board Policy B-05-22, Stinger-Steered Semi-Trailer Vehicles, Rescinded. The Board approved rescission of this policy, dated 4/22/63, as the subject matter is covered in Section 49-915, Idaho Code.

Board Policy B-05-10, Route Designation of 40-Foot Vehicles, Rescinded. The Board approved rescission of this policy, dated 9/23/63, as the subject matter is now covered by Special Permit Regulation 5-931.1.

Board Policy B-05-08, Posting State Highways Requiring Protection From Heavy Loads Due to Weather Conditions, Rescinded. The Board approved rescission of this policy, dated 9/7/51, as the subject matter is now covered by Special Permit Regulation 5-922.1.

Board Policy B-16-03, Restriction on Foreign Materials, Rescinded. The Board approved rescission of this policy, dated 9/10/69, as the subject matter has been superseded by subsequent Board actions. The Department now allows foreign materials, providing they meet required specifications.

Board Policy B-09-01, Board's Objective Regarding Community Highway Problems, Rescinded. The Board approved rescission of this policy, dated 3/15/54, as the subject matter is covered in the Idaho Code, Section 40-121, and will be incorporated in the goals and objectives of the State Transportation Plan.

HIG594

Board Policy B-05-29, Regulations and Idaho Routes Permitting the Operation of Combinations of Vehicles Having an Overall Length In Excess of Sixty-Five Feet but not to Exceed Ninety-Eight Feet, Rescinded. The Board approved rescission of this policy, dated 7/31/68, as the subject matter is now covered by Special Permit Regulation 5-962.

Board Policy B-05-06, Posting Vehicle Weights and Sizes, Rescinded. The Board approved rescission of this policy, dated 6/22/64, as the subject matter is now covered by Special Permit Regulation 5-931.1.

Board Policy B-05-05, Disassemble Load to Comply with Legal Load Limit, Rescinded. The Board approved rescission of this policy, dated 12/12/51, as the subject matter is now covered by Special Permit Regulation 5-912.1, 913.3 and 921.1,C.

Board Policy B-05-28, Revision on Movement of Overwidth Mobile Home Special Permit Authorized, Rescinded. The Board approved rescission of this policy, dated 6/21/67, as the subject matter is now covered by Special Permit Regulation 5-932.

Budget Overview. Gene Baker, Financial Control Assistant, presented a summary of anticipated revenue and expenditure for fiscal years 1977 and 1978. The significant increase shown for the maintenance building program was questioned by the Board and the Director. It was concluded that the current level should be maintained with allowance for inflation. Mr. Tisdale recommended that priority be given to maintenance sheds and sand sheds and that the District office extension at Coeur d'Alene be deferred.

The Board requested more definitive information on the building and operating cost components of the highway maintenance and operation program budget, with reference to specific buildings and non-interstate bridge deck repairs. (ACTION: MAINTENANCE SUPERVISOR)

It was agreed that the Board of Examiners would be petitioned to increase the authorization for federal-aid expenditures to allow full use of federal apportionments related to the Teton Dam flood disaster.

WHEREUPON, the Board adjourned at 12:15 p.m.

  
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 CARL C. MOORE, Chairman

Read and Approved  
 September 27, 1976  
 Boise, Idaho

## SUPPLEMENTS TO THE AUGUST, 1976, MEETING OF THE

## IDAHO TRANSPORTATION BOARD

August 20, 1976

On August 20, 1976, through telephone contacts with Board Chairman Carl C. Moore and Board Vice Chairman Lloyd F. Barron, the Chief of Highway Development secured Board approval of the following:

Supplemental Engineering Agreement, Project ER-4113(69), Hat Creek Slide - U.S. 95, CH<sub>2</sub>M-Hill, consultants. To cover a total increase of \$18,500, which includes a fixed fee of \$2,016, due to additional design requirements. The original agreement was in the amount of \$37,000.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 1421 ST-3712 (516) SH-19 0.58 Mile	2nd Ave.-10th Ave., Caldwell Repaving, PMX (Advertise Date August 23, 1976) (Open Bids September 7, 1976)	\$ 21,100.00
Key No. 1420 ST-3782 (507) US 30 0.93 Mile	10th Ave.-23rd Ave., Caldwell Repaving, PMX (Advertise Date August 23, 1976) (Open Bids September 7, 1976)	39,911.00
Key No. 1422 ST-7323 (504) US 30 1.54 Miles	Cole to Orchard, on Fairview Avenue Repaving, PMX (Advertise Date August 23, 1976) (Open Bids September 7, 1976)	107,450.00
Key No. 887 ST-2391 (548) US 93 17.9 Miles	Deep Creek-Jct. SH 74 Plantmix (Advertise Date August 30, 1976) (Open Bids September 21, 1976)	772,000.00
Key No. 1397 ST-6423 (504) US 20 0.17 Mile	W. Broadway - Idaho Falls Gr., Dr., PMX, C & G (Advertise Date August 31, 1976) (Open Bids September 21, 1976)	76,000.00
Key No. 1245 BR-M-7622 (001) US-30 0.91 Mile	Heyburn Bridge & Apprs. Gr., Dr., Bs, PMX, Str., Illum. (Advertise Date September 13, 1976) (Open Bids October 5, 1976)	2,630,000.00

HIG594

August 20, 1976

Key No. 109	Rigby-Thornton (Stage 3)	\$2,920,000.00
RF-6471(54)	PCC Pavement, Sign, Light,	
US 20	Curb, Conc. Rail	
6.7 Miles	(Advertise Date September 23, 1976)	
	(Open Bids October 19, 1976)	
Key No. 896	Mocteleme - Plummer	49,000.00
RF-5115(21)	Seal Coat	
US 95	(Advertise Date September 23, 1976)	
6.81 Miles	(Open Bids October 19, 1976)	
Key No. 149	Lewiston Hill I.C.	4,326,000.00
UFF-4114(41)	Gr., Dr., Strs.	
US 95	(Advertise Date September 10, 1976)	
0.93 Mile	(Open Bids October 5, 1976)	

September 1, 1976

Through telephone contacts with Board Chairman Carl C. Moore, Board Vice Chairman Lloyd F. Barron, and Board Member Roy I. Stroschein, the State Highway Administrator and Chief of Highway Development secured Board approval of the following:

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bid:

ST-5152(534) & Stockpile 5605 - The work consists of widening the roadway, constructing drainage structures and plant mix overlay on 6.509 miles of US-95A, Thorn Creek to St. Maries, and furnishing aggregate for road mix and cover coat material in stockpile adjacent to M.P. 42.9 on US-95A, in Benewah County - State financed. The contract was awarded to L. M. Johnson, Inc., Spokane, Washington, the low bidder, in the amount of \$852,538.50.

September 13, 1976

Through telephone contacts with Board Vice Chairman Lloyd F. Barron and Board Member Roy I. Stroschein on September 10, 1976, and with Board Chairman Carl C. Moore on September 13, 1976, the Chief of Highway Development secured Board approval of the following:

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bid:

September 13, 1976

STS-2391(555) - The work consists of constructing the base, plant mix pavement, curb and gutter, signalization and signing at North 5 Point Intersection in Twin Falls, in Twin Falls County - State financed. The contract was awarded to Beymer Paving, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$110,270.00.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid opening:

Key No. 1258	E. Hammett I.C.-Glenns Ferry	\$ 971,000.00
I-80N-2(52)114	Frontage Rds., Gr., Dr., Bs.,	
I-80N	PMX, Str.	
2.489 Miles	(Advertise Date Sept. 28, 1976)	
	(Open Bids October 26, 1976)	
Key No. 1433	A.E.C. Jct.-7 Miles West	243,000.00
FLH-3801(1)B	Shoulder Widening, PMX Overlay	
US 20-26	(Advertise Date Sept. 30, 1976)	
3.027 Miles	(Open Bids October 26, 1976)	

HIG594

September 13, 1976

On September 8 and September 13, 1976, through telephone contacts with Board Vice Chairman Lloyd F. Barron and Board Chairman Carl C. Moore, respectively, the Board Secretary received Board approval to extend the closing date of the location public hearing on the Chinden - Broadway Corridor, Project M-2020(001) from September 22 to October 10, 1976.



CARL C. MOORE, Chairman

Read and Approved  
September 27, 1976  
Boise, Idaho

MINUTES OF THE  
REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD  
and  
EAST IDAHO BOARD TOUR

September 27 - October 1, 1976

The Idaho Transportation Board convened in Boise in regular session at 8:45 a.m., Monday, September 27, 1976. Present were:

Carl C. Moore, Chairman - Director, District 3  
Roy I. Stroschein, Member - Director, District 1  
Darrell V Manning, Director - Idaho Transportation Department  
E. D. Tisdale, State Highway Administrator  
Worthie Rauscher, Aeronautics & Public Transportation  
Administrator  
H. L. Day, Board Secretary  
E. M. Wood, Division Administrator, Federal Highway  
Administration

The following items were recorded and read and approved by the Board in Boise:

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

October and November Meeting Dates Confirmed. The Board confirmed the October meeting dates of October 13 through October 15, with a one-day tour of District 3 on October 13. The November meeting was set for November 4 and 5.

Non-directional Beacon (NDB) Navigation Aid for Coeur d'Alene Air Terminal. Mr. Rauscher advised the Board that the Aeronautics & Public Transportation Division has coordinated and received sponsor (Kootenai County) and FAA approval for replacement of the existing 25 watt unit with a new 80 watt SAC unit to be purchased by the Department. In conjunction with the relocated TVOR, the installation should provide significantly improved service and reduced inclement weather minimums. The FAA has verbally agreed to operate and maintain the NDB.

Upon the recommendation of the Aeronautics & Public Transportation Division, the Board approved the acquisition and installation of a new NDB for Coeur d'Alene subject to sponsor funding of removal and installation.

September 27, 1976

Moscow-Pullman Regional Airport-Land Acquisition, Access Road, Ditch and Fencing. Mr. Rauscher reported to the Board that the sponsor has received a tentative allocation for the subject project from the federal government. The sponsor has \$34,000 available for matching leaving a \$14,000 deficit in the local share. Split equally between the two states, funding would be as follows:

<u>Total</u>	<u>Idaho</u>	<u>Washington</u>	<u>Local</u>
\$479,730	\$7,000	\$7,000	\$33,973

Upon the recommendation of the Aeronautics & Public Transportation Division, the Board approved allocating up to \$7,000 for the project.

Burley Municipal Airport Apron Project. The Board was advised that the sponsor has submitted a request for federal-aid to expand the tie down apron (230' x 500'). Expected funding would be as follows:

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$8,238	\$70,414	\$3,911	\$3,911

The Board, as recommended by the Aeronautics & Public Transportation Division, approved allocation of up to \$4,000 for the subject project.

Salmon Municipal Airport Planning Grant. Mr. Rauscher reported that Lemhi County was advised of the merits and deficits of developing an airport master plan. They have now indicated their desire to undertake such a plan with state and federal assistance. Funding would be as follows:

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$16,000	\$14,400	\$800	\$800

Upon the recommendation of the Aeronautics & Public Transportation Division, the Board approved the application and allocation of up to \$800 for the subject project.

Oneida County Airport (Malad City) Seal Coat Project. Mr. Rauscher reported that Oneida County has submitted a request for state assistance to seal coat the existing partial parallel taxiway, stub taxiways, warm up area and parking area. The project funding requirements are as follows:

<u>Total</u>	<u>State</u>	<u>Local</u>
\$5,904	\$2,951	\$2,951

Upon the recommendation of the Aeronautics & Public Transportation Division, the Board approved an allocation of up to \$3,000 for the project.

Consultant to Complete FY 76 Public Transportation Work Program. Mr. Rauscher advised the Board that public transportation funds are available to retain a consultant to complete the work remaining from the FY 76 work program. Funds must be allocated from OCE instead of personnel.

The Board granted approval to the Department Director to appoint a consultant to work with the Division of Aeronautics & Public Transportation under contract at an approximate cost of \$8,800 (\$1,760 State and \$7,040 Federal).

Relocation of Crystal Airway Beacon and Tower to the American Falls (Power County) Airport. Mr. Rauscher advised the Board that the sponsor has requested permission to assume ownership and agrees to perform and finance the relocation of the Crystal beacon into the American Falls Airport for operation as part of their lighting system. The BLM lease has expired with resulting request for removal by that agency.

Upon the recommendation of the Aeronautics & Public Transportation Division, the Board approved the transfer and relocation of the beacon and tower subject to the sponsor meeting the BLM's requirements for site restoration.

Board Policies Approved. The following Board policies were approved by the Board:

B-06-07 - Official Highway Maps

Free distribution of the official Idaho highway maps will be limited to individuals requesting up to four (4) maps for their personal use.

All commercial organizations requiring larger quantities will be charged the Department's current cost for each map plus any applicable shipping charges. The Department will continue to furnish maps to all Federal, State, county, city and non-commercial jurisdictions at no cost.

The Department Director is authorized to initiate a program to implement this policy.

(Former date of B-06-07: -0-)

B-13-02 - Public Hearings and Location and Design Determinations

It shall be the policy of the Transportation Board to hold public hearings on Federal-Aid highway projects (as required) to assure, to the extent possible, that highway locations and design are 1) consistent with Federal, State and local goals and objectives; and 2) that ample opportunity is provided for public participation. The Department Director is authorized to determine the course of action to achieve these goals.

Location and design determinations shall be made only after a review of the hearing testimony and giving full consideration to transportation needs and socioeconomic and environmental factors. The Transportation Board shall determine the proposed action for Location Hearings and Combined Location and Design Hearings on the State Highway System which are subject to Idaho Statute. Design Hearings and Combined Location and Design Hearings on the State Highway System which are not subject to Idaho Statute, but the project is being contested, shall also be referred to the Transportation Board for consideration.

The Department Director is hereby given authority to determine the proposed course of action on other hearings and those projects not requiring a hearing.

(Former date of B-13-02: 9/10/69)

B-18-06 - Employee Education and Training

It is a policy of the Idaho Transportation Department to encourage and assist employees in improving their effectiveness through programs which will:

- Develop management skills;
- Improve or maintain employee job skills; and
- Establish and promote plans for individual development.

Financial support, as budgeted, is authorized for management and job skills training when the Department will benefit.

The Department Director is authorized to provide for program development, budgeting and evaluation. The Director will make an annual report to the Transportation Board regarding the program objectives, results and cost.

(Former dates of B-18-06: 2/20/73, 7/31/73 and 9/5/74)

HIG594

Board Policy B-03-04, Use of Interstate Right-of-Way for Utility Installations, Rescinded. The Board approved rescission of this policy, dated 1/15/68, as the contents are covered in the Department's "Utility Accommodation Policy."

Board Policy B-14-02, Projects Affecting Water Resource Developments, Rescinded. The Board approved rescission of this policy, dated 2/18/55, as the policy no longer has application to Department operations.

Location Hearing Determination - American Falls Dam to East American Falls I.C., Project RS-RSG-1721(19), State Highway 39. A public hearing was held at the Production Credit Association Conference Room, American Falls, Idaho, at 7:30 p.m., Tuesday, August 31, 1976. A transcript was made of the testimony and proceedings and duly presented to the Idaho Transportation Board. The Board after considering the transcript made the following decisions:

1. Arterial System Alternative, Option 1, as shown on page 17 of the Draft Environmental Impact Statement, dated July 1976, be adopted.
2. The North Bypass Modified Alternative (shown in red on page 17) be added to the State Highway System when constructed, from the vicinity of the American Falls Dam along Oregon Trail Avenue to a connection with Pocatello Avenue near the East American Falls Interchange. Harrison Street from Fort Hall Avenue to Pocatello Avenue, then along Pocatello Avenue to the junction with the proposed North Bypass Modified would be removed from the State Highway System when the above construction is completed.
3. Harrison Street from the intersection of Fort Hall Avenue to the intersection with Oregon Trail Avenue would be added to the State Highway System when constructed. Idaho Street from the intersection with Fort Hall Avenue westerly would be removed from the State Highway System when replaced by Harrison Street.
4. The exact location and design of public and private accesses shall be the subject of a future Design Public Hearing.
5. These proposals will provide greater benefits to the State of Idaho than any resulting loss or damage to the City of American Falls.

Public Hearings Scheduled. The Board was advised that the following location and design public hearings have been scheduled:

1. Project HHS-1720(1), North Pleasant Valley Road in Power County (a connection to SH 39). Hearing tentatively planned for the later part of November, 1976.
2. Project F-6501(16), Yellowstone Avenue, Anderson Street - North, U.S. 26-191. Opportunity for a hearing offered for October 6, 1976.

Supplemental Engineering Agreement, White Bird Bridge, Letter Agreement, Project No. F-4113(58). The Board approved a Supplemental Engineering Agreement, Revision No. 4, dated September 23, 1976, supplementing the Letter Agreement between the Idaho Transportation Department, Division of Highways, and Howard, Needles, Tammen & Bergendoff, Consultant, which provides for an increase in cost of preparation of final plans, specifications and inspection work associated with modification and stabilization of the north abutment and adjustment of bridge bearings at the north abutment.

The total amount of this Supplemental Engineering Agreement is \$24,790.00. Previous authorizations covered by the letter agreement dated September 3, 1976, plus Supplements 1, 2 & 3 total \$59,287.47, which brings the total agreement plus supplements to \$83,977.00.

The Board indicated that it would be in the public interest to maintain traffic through construction.

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-15-05 on the following construction bids:

RF-3112(31) - The work consists of constructing the roadway, drainage structures and plant mix pavement on 1.032 miles of US-95, Monroe Creek Curves, in Washington County - Federal Aid Rural Primary and State financed. Acting on the State Highway Administrator's advice, following an evaluation of the estimate in consideration of material price in the area, the Board approved award of the contract to MacGregor Triangle Co., Boise, Idaho, the low bidder, in the amount of \$560,750.00.

PMS-S-16(5)X - The work consists of furnishing and applying painted edge line striping on various U.S. and State highways in Eastern Idaho, in various counties - Federal Aid Pavement Marking and State financed. The contract was awarded to Paint-A-Line, Inc., Seattle, Washington, the low bidder, in the amount of \$75,153.00.

PMS-S-16(5)Y - The work consists of furnishing and applying painted edge line striping various U.S. and State highways in Southwest Idaho, in various Southwest Idaho counties - Federal Aid Pavement Marking and State financed. The contract was awarded to Swanson Equipment Company, Fargo, North Dakota, the low bidder, in the amount of \$126,605.00.

PMS-S-16(5)X - The work consists of furnishing and applying painted edge line striping on various U.S. and State highways in Northern Idaho, in various North Idaho counties - Federal Aid Pavement Marking and State financed. The contract was awarded to Paint-A-Line, Inc., Seattle, Washington, the low bidder, in the amount of \$27,130.00.

OS-4000(3) - The work consists of constructing 120; prestressed concrete bridge and minor roadway adjustments on Hill Street in Kellogg, in Shoshone County - Federal Aid Off System financed. The contract was awarded to Max J. Kuney Co., Spokane, Washington, the low bidder, in the amount of \$190,780.00.

M-7591(001) - The work consists of removing portions of the raised median, replacing base and plant mix pavement and placing an open graded asphalt friction pavement on 2.159 miles of US-91 on Main & Broadway Streets in Blackfoot, in Bingham County - Federal Aid Urban and State financed. The contract was awarded to Bengal Construction Co., Pocatello, Idaho, the low bidder, in the amount of \$184,294.40.

RS-1721(20) - The work consists of constructing one 61', one 72' and one 52' prestressed concrete bridges, roadway, drainage structures and road mix pavement on SH-39, Sterling Road - Springfield (Structures), in Bingham County - Federal Aid Rural Secondary and State financed. The contract was awarded to Miller Construction Company, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$379,321.20.

STS-8143(501) - The work consists of furnishing and installing a signalization and illumination system at the intersection of 2nd East (US-30) and American Legion Blvd. (SH-28) in Mountain Home, Elmore County - State financed. The contract was awarded to Howard Electric Co., Boise, Idaho, the low bidder, in the amount of \$41,800.00.

STS-2391(555) - The work consists of constructing the base, plant mix pavement, curb and gutter, signalization and signing at North 5 Point Intersection in Twin Falls, in Twin Falls County - State financed. The contract was awarded to Beymer Paving, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$110,270.00.

STS-2361(587), STS-8072(501) and STS-8102(501) - The work consists of rehabilitating plant mix pavement, plant mix pavement overlay, shoulder widening and reshaping and paving approaches on 3.6 miles of Highway 30, Main Street-Buhl, and for the work of rehabilitating plant mix pavement and plant mix overlay on 0.51 mile of Highway 79, Lincoln Street - Jerome, and on 0.89 mile of Highway 25, Main Street - Jerome, in Twin Falls and Jerome Counties - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$222,892.55.

ST-3712(516), ST-3782(507) and ST-7323(504) - The work consists of rehabilitating plant mix pavement and a plant mix pavement overlay on 0.50 mile of SH-19, on 0.93 mile of US-30, and on 1.54 mile of US-30, in Canyon and Ada Counties - State financed. The contract was awarded to Quinn Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$101,735.40.

RF-2391(22) - The work consists of constructing the roadway, drainage structures, base and plant mix pavement on 2.372 miles of US-93, Perrine Bridge - I-80N, in Jerome County - Federal Aid Rural Primary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, in the amount of \$1,308,950.27.

Building No. 1371 - The work consists of constructing a 44' x 178' concrete and pumice block maintenance building and furnishing a well pump and water system from an existing well at Soda Springs, in Caribou County - State financed. The contract was awarded to Clark Brothers Construction Co., Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$208,737.00.

Stockpile No. 5606 - The work consists of furnishing aggregate for roadmix pavement in stockpile adjacent and right of MP 0.7 of SH-57 in the Priest River Maintenance Yard, in Bonner County - State financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$25,750.00.

RS-1832(1) - The work consists of constructing a 16' box culvert, grading, drainage structures, and road mix pavement on 3.986 miles of county road in Bingham County - Federal Aid Rural Secondary and State financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$620,165.00.

OS-2800(1) - The work consists of widening 0.491 miles of Dalton Avenue from an existing width of 20' to 39'-7" and surfacing the widened area in Kootenai County - Federal Aid Off System financed. The contract was awarded to Inland Asphalt, Spokane, Washington, the low bidder, in the amount of \$46,789.75.

STS-1491(520), STS-1491(519) and ST-1491(521) - The work consists of widening roadbed, placing plant mix scrub coat and plant mix pavement on 21.25 miles of US-91, Preston North, 1 mile north Banida - Red Rock Overpass and Red Rock Overpass - Downey in Franklin and Bannock Counties - State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$674,767.50.

ST-7381(501) - The work consists of furnishing the materials and performing the work of heater scarifying, furnishing and applying an asphalt rejuvenating agent and placing a plant mix pavement on 0.53 of a mile of US-30 on Center Street between Arthur and Fifth Avenue in Pocatello in Bannock County - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$16,470.40.

RF-1481(26) - The work consists of furnishing the materials and performing the work of constructing the roadway and drainage structures on 2.346 miles of US-30N, Lava Hot Springs-Lund, Section 3, in Caribou County - Federal Aid Primary and State financed. The contract was awarded to LeGrand Johnson Construction Co., Logan, Utah, the low bidder, in the amount of \$833,622.40.

OS-4300(1) - The work consists of constructing the roadway, drainage, guard rail and 321' prestressed concrete bridge on the Cabarton Road in Valley County - Federal Aid Off System financed. The contract was awarded to Neilsen & Company, Twin Falls, Idaho, the low bidder, in the amount of \$469,665.45.

RS-3856(006) - The work consists of furnishing aggregate, constructing roadway, drainage and surface treatment on 0.476 mile on SH-52, Payette River Bridge approaches in Payette County - Federal Aid Secondary and State financed. The contract was awarded to Quinn Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$184,994.80.

RS-3784(2) - The work consists of constructing a 120 ft. prestressed concrete structure, grading, drainage structures and plant mix pavement on 1.021 miles of Kuna - Cloverdale Road, in Ada County - Federal Aid Rural Secondary and County financed. The contract was awarded to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$233,906.75.

RS-3804(5) - The work consists of constructing the roadway, drainage structures, plant mix pavement, and furnishing cover coat material in stockpile on 7.405 miles of FAS-3804, in Elmore County - Federal Aid Rural Secondary financed. The contract was awarded to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, in the amount of \$825,441.50.

STS-4114(582), ST-4114(570), ST-4114(589) - The work consists of widening and plant mix paving existing US-95 between M.P. 350.67 and 352.07 Moscow Mountain for a truck lane, place a plant mix leveling course and plant mix overlay from Moscow-Viola and Viola to Potlatch in Latah County - State financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, in the amount of \$1,086,565.00.

BW-BOR-6471(628) - The work consists of constructing and surfacing approximately 0.530 mile of bicycle path from Ponds Lodge to the Phillips Lodge turnoff west and adjacent to US 20-191, in Fremont County - Federal Aid and State financed. As the low bid was 104.44 percent over the Engineer's Estimate, the bid was rejected.

ST-5116(572) - The work consists of placing plant mix leveling and plant mix overlay on US-95 for 7.35 miles from Granite to Cocolalla, in Bonner County - State financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, in the amount of \$505,946.00.

RF-6471(78) - The work consists of placing a plant mix pavement and seal coating 7.750 miles of the U.S. Highway 20-191, Federal Hill South, North of Ashton, in Fremont County - Federal Aid Rural Primary and State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$667,120.00.

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:

ST-5152(534), Key No. 295, Overlay & Truck Lanes, Thorn Cr.- St. Maries, Benewah County - General Telephone Company of the Northwest

ST-4749(512), Key No. 1328, Jct. U.S. 95-Cottonwood Cr., Idaho County - Pacific Northwest Bell, Idaho County Light & Power Cooperative Assn., Inc.

RF-3112(31), Key No. 86, U.S. 95, Monroe Creek Curves, Washington County - Mountain Bell, Idaho Power Company

RS-1721(20), Key No. 1041, Sterling Rd.-Springfield (Structures), Bingham County - Continental Telephone Company of the West

RS-1832(1), Key No. 180, Power County Line North & East, Bingham County - Idaho Power Company, Continental Telephone Company of the West, Mountain Bell

RS-3804(5), Key No. 828, A.F. Base Jct. SH 67 - 7.5 Mi. West, Elmore County - Mountain Bell

Order to Condemn Remainder.

US 95	FF-4114(32)	Harry Schumacher	Parcel No. 1-R
	Top of Lewiston		
	Hill I.C.-North		

At the August Board meeting, the Board approved condemnation of the necessary right of way from the Schumacher ownership. The Department neglected to include on that order and discuss with the Board a 5.57 acre uneconomic remnant created by the right of way taking. Chairman Moore and Vice Chairman Barron were contacted by telephone on September 16, at which time they approved condemnation of this remainder. The Board signed the order of condemnation.

Condemnation Authority. The Board signed the order of condemnation on the following parcel:

US 93	F-2391(10)	Ora Sumner	Parcel No. 1
	Addison Avenue,		
	Twin Falls		

September 27, 1976

Scheduling of Project U-FF-4114(41), Lewiston Hill I.C. and Project F-4114(31), Lewiston Hill Paving Reported. The Board was apprised of the following scheduling for the Lewiston Hill construction projects:

Lewiston Hill I.C. - Advertise 9/29/76; Open Bids 10/12/76.

Work Schedule

- February 1, 1977 - Completion of Haul Road, stripping of Materials Source for Project F-4114(31).
- June 1, 1977 - All work other than I.C. Structure and Approaches 100' each side shall be completed.
- August 1, 1977 - All work to be completed.
- Liquidated Damages \$1,500 per calendar day.

Lewiston Hill Paving - Advertise 10/8/76; Open Bids 11/2/76.

Work Schedule

- October 1, 1977 - Completion of Paving.
- December 1, 1977 - Completion of Signing, Lighting, Landscaping. Liquidated Damages \$700 per calendar day.

Approval of Highway Safety Tasks for FY 1977. It was reported to the Board that the Idaho Traffic Safety Commission met on September 23, 1976, to review tasks to receive funding for FY 1977 from highway safety funds. The following tasks with noted changes were recommended by the Commission and approved by the Board:

<u>Agency</u>	<u>Task</u>	<u>Funds</u>
University of Idaho	Traffic Safety Instructor	\$ 15,300
Dept. of Education	K-12 Safety Education	63,300
Dept. of Education	Senior Driver Refresher	25,000
University of Idaho	Driving Range	100,000
Bureau of Highway Safety	Statewide Program Coordinator	104,900
Bureau of Highway Safety	Task Audits	8,000
Dept. of Health & Welfare	Breath Alcohol Testing	50,540
Lewiston	Traffic Records Clerk	10,500
	(Recommend rewrite application to remove reference to crime)	
Dept. of Health & Welfare	Basic EMT Training	6,000
	(Recommend more detail on use of funds & evaluation)	
Dept. of Health & Welfare	EMT Refresher Training	6,000
	(Recommend more detail on use of funds & evaluation)	

September 27, 1976

Dept. of Health & Welfare	Advanced EMT Training	\$ 16,000
	(Recommend more detail on use of funds & evaluation)	
Dept. of Health & Welfare	CIM/QRU Training	12,000
	(Recommend more detail on use of funds & evaluation)	
Dept. of Law Enforcement	12 Radars	16,800
Dept. of Law Enforcement	Police Administration Training	9,900
Dept. of Education	School Bus Driver Training	25,000
Dept. of Law Enforcement	Police Supervision Training	3,400
Dept. of Law Enforcement	Accident Investigation Training	36,500
Boise Police Department	Accident Investigation Training	10,750
Canyon Co. Road Dept.	Accident Evaluation Study	16,000
Lewiston	Traffic Engineering Shortcourse	670
Boise State University	Adult Driver Training	19,510
Traffic Section, ITD	Local Safety Coordinator	28,912
Traffic Section, ITD	Accident Analysis Staff	19,916
Traffic Section, ITD	Traffic Engineering Shortcourse	4,700
Traffic Section, ITD	Traffic Technician Training	<u>5,000</u>
	TOTAL	\$614,598

The Five Year Safety Program will be brought to the Board at the October meeting. (ACTION: CHIEF OF HIGHWAY SAFETY)

#### EAST IDAHO BOARD TOUR

The Board began their tour of East Idaho in Boise at 9:10 a.m., Monday, September 27, 1976. Those on tour were:

Carl C. Moore, Chairman - Director, District 3  
 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  
 E. M. Wood, Division Administrator, Federal Highway Administration  
 Eldon Green, Deputy Regional Administrator, Federal Highway Administration, Portland  
 Steve Ahrens, The Idaho Statesman

District Engineers from the respective Districts accompanied the Board on tour in their Districts. Howard Johnson, District 2 Engineer, accompanied the tour through Districts 1 and 6.

The group inspected the Glens Ferry - King Hill project en-route to Twin Falls.

Luncheon Meeting at Twin Falls. Representative Noy Brackett and 35 citizens representing the City Council, the Twin Falls Highway District Commission and the Twin Falls Chamber of Commerce met in a luncheon meeting with the touring group.

September 27, 1976

District Engineer Howard Johnson gave a report on the status of current and recently completed construction projects in the area. He also commented on the status of the proposed Addison Avenue and West Five Points projects in Twin Falls. In response to concern expressed by a councilman, Mr. Johnson said that current improvements at the North Five Points intersection should mitigate the traffic capacity problem until a more effective solution, such as conversion to a four-way intersection through closure of South Blue Lakes Boulevard can be implemented. The councilman's concern addressed the problem of increased traffic on 9th Avenue as access to Blue Lakes.

Local concern was expressed about the perceived urgency of establishing a truck route to relieve traffic on North Blue Lakes Boulevard. Twin Falls Highway District Chairman Poe described the Twin Falls transportation planning study and said the District would cooperate in establishing the belt route west and north of the City as described in the study. Mr. Poe described the road crossing of the Salmon Falls Creek Dam on a FAS route as narrow and hazardous, and appealed for help in planning a new crossing of the creek. Mr. Moore commented that the need for bridges and bridge replacements greatly exceeds the resources available for this purpose.

In response to several questions from the Chamber, Mr. Moore explained the circumstances leading to the Board's determination on the Hailey - Ketchum corridor hearing; Mr. Manning described the potentially adverse effects on airline schedules in Idaho if the Ford administration's proposed deregulation program is implemented; and he reported on the status of proposed new intrastate airline service. Mr. Manning said the Department has no plans to ask for additional revenue at the next legislative session, taking into consideration the increases enacted at the last session, and making some basic assumptions about economic and energy scenarios.

Commenting on City Manager Milar's inquiry about the assignment of Urban System funds, Mr. Tisdale said the Board's position has been that the discretion lies with the City in setting priorities.

Burley Meeting. The touring group met in Burley with Representative Vard Chatburn, Representative Ernest Hale, Senator Bob Saxvik, the Mayor of Burley and fourteen citizens representing the City and the Chamber of Commerce.

The Chairman of the Chamber Highway Committee urged the Board to accelerate development of a project for a new Snake River Bridge between Burley and Paul. Mr. Moore discussed the great disparity between bridge construction needs statewide and nationwide and the resources available to fund the program. At the present rate of federal financing, it would require about 100 years to meet Idaho's bridge needs; he suggested that the Congress and the state legislatures

need to address this problem nationwide. Mr. Moore stated that it may be possible to build a new bridge on Overland within a ten year time frame.

In response to inquiries, Mr. Tisdale explained the Department's position on diagonal parking; and Mr. Johnson said that improved traffic operations improvements at the Main - Overland intersection could only be made by restricting parking on the approaches to the intersection. The Mayor said the Council may reexamine its position on parking. In the event that the City and County cooperate in establishing a truck route, as the Mayor suggested they might, Mr. Tisdale pledged the Department's assistance in signing for the route; but he said trucks cannot be prohibited from using the State Highway System.

Mr. Manning responded to Senator Saxvik's expressed concern that additional revenue provided by the Legislature does not seem to be making a discernable difference in the highway program by explaining the Department's position vis-a-vis federal-aid matching requirements and the costs of sustaining a safe and serviceable system of roads and bridges.

TUESDAY, SEPTEMBER 28, 1976

The Board inspected the Clark Street Interchange on I-15, and had described to them the City's request for a change in its configuration to provide better access to the east side of the Interstate. They were briefed on several proposals for safety improvement projects on I-15 between Pocatello and Arimo which could be programmed for construction in 1977 inasmuch as the first project on I-15W between Raft River and Rockland Junction will not be ready to advertise before October, 1977. The Board inspected the two projects under construction on the Lava-Alexander relocation.

Soda Springs Meeting. The touring group met in Soda Springs with Senator Reed Budge, Representative Russell Westerberg, the Caribou County Commissioners and the Mayor and City Councilmen. District Engineer Nielsen reported that activity on right of way acquisition for the Grace-Alexander section of SH 34 had begun. He stated that right of way acquisition for the 3rd Street railroad overpass should be complete by spring of 1977. Scheduling of construction will depend on funds that may be available in fiscal year 1977 or to become available in FY 1978. Nielsen said advance right of way purchase will be pursued to provide access to the grain elevator; and the Department will participate with the City in upgrading 2nd Street to carry detour traffic. Mr. Moore stated the Board's intention to accelerate the development of the overpass to every extent possible. He commented on the critical role played by the increase in state highway user revenue in making possible \$20 million in highway construction in the Soda Springs area.

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In response to an inquiry about future improvements to SH 34 east of town, Nielsen said that there is no project in the six year program, but that preliminary engineering authority has been granted by the Board.

Mr. Tisdale said the Wayan - Freedom project is about three months behind schedule, with construction contemplated for spring, 1977.

Luncheon Meeting at Preston. The touring group met in Preston with Senator Reed Budge, Representative Angus Condie, the Mayor and 14 citizens representing the City government and the Chamber of Commerce.

In response to an inquiry from the Chamber about the status of the Wayan - Freedom project, Mr. Tisdale reported that construction is contemplated for spring, 1977. He said that replacement of two narrow structures over the Blackfoot and Little Blackfoot Rivers would probably be accomplished with State funds within two years.

District Engineer Nielsen agreed to work with the City in providing highway signing for a City park and a public camping area. The District will also explore the possibility of supplemental destination signing for Logan, Utah, via U.S. 91 at the Downey Interchange on I-15. (ACTION: DISTRICT 1 ENGINEER)

In response to a request for a new access off U. S. 91 south of town for commercial development, Mr. Moore explained the Board's reluctance to waive access restrictions for reasons of safety. Mr. Tisdale suggested the possibility of the City's development of a public street intersection as an alternative access solution. Thereafter the Board inspected the site.

The Mayor described the City's proposal to build a crosswalk and landscape improvements in their central business district, and asked about Department participation. Mr. Moore suggested that the City work with the District office to the end that the District would provide estimates of feasibility and cost. (ACTION: DISTRICT 1 ENGINEER)

The Preston Airport Manager requested assistance from the State in providing a non-directional beacon. Mr. Manning explained the conditions under which State assistance can be made available.

Answering an inquiry about installing a traffic signal at 1st South and State Streets, Mr. Nielsen said the intersection will be monitored to determine if a warrant is imminent. He explained that the Department's responsibility for pavement markings in the City is limited to center and lane lines.

Enroute to American Falls, the touring group inspected the paving project under construction on I-15 at Malad.

American Falls Meeting. The touring group met in American Falls with Mayor Ferguson and Councilman Richardson. The location hearing determination for the American Falls Dam to East American Falls I.C. project was reviewed with them. The City officials concurred in the determination and with Mr. Moore's suggestion that access to the North Modified segment of the adopted plan be restricted.

In response to Councilman Richardson's expressed concern about a school crossing near the intersection of Harrison Street and Pocatello Avenue, Mr. Tisdale said an adult crossing guard would be the most effective protection.

In the interest of controlling future development, the Mayor asked that the bypass right of way requirements be defined as soon as possible. (ACTION: DISTRICT 1 ENGINEER) The District will consider the possibility of providing pedestrian and small vehicle access under Harrison Street to a potential recreation area when the railroad overpass project is designed.

Access to Bowling Alley in Montpelier Discussed in Meeting in American Falls. Mr. Vollweiler, owner, and Mrs. Benson, manager, of a bowling alley in Montpelier met with the Board reiterating a request for an access to this business from a restricted section of U.S. 30. Following an extensive discussion of the problem and an explanation of the reasons for restricted access control, the Board reaffirmed its position to retain the integrity of the access control. District Engineer Nielsen will meet with the Montpelier City Council to determine if the City has taken any action toward providing access via the frontage road easement. (ACTION: DISTRICT 1 ENGINEER)

Pocatello Dinner Meeting. The touring group met at a dinner meeting in Pocatello with the Pocatello Chamber of Commerce, Mayor Purce and City Councilmen, Senator Bilyeu and Representative Abbott.

Public Works Director John Postlewaite described the City's plans for the improvement of the Bench Road and its status of development.

Mr. Postlewaite also described a proposed residential development east of I-15 between Buckskin and Barton Roads and its potential impact on the Interstate, i.e., a future grade separation/interchange addition.

District Engineer Nielsen commented on District activities in evaluating the possibility of modifications to the Clark Street Interchange on I-15 as discussed when Mr. Manning and Mr. Tisdale met with the City Council recently.

There followed a question-and-answer period on the subject of highway developments in the Pocatello - Eastern Idaho area and other key locations in Southern Idaho.

Mr. Manning commented on actual vs. predicted highway user revenues and the economic and energy factors that could affect the level of revenue in the future. He also said the Department will continue its efforts toward improved air service in Idaho, but cautioned that federal proposals for air industry deregulation could have an adverse effect on air service.

WEDNESDAY, SEPTEMBER 29, 1976

Eldon Green, Deputy Regional Administrator, Federal Highway Administration, left the tour group at this point.

Rexburg Meeting. The Board met Mayor John Porter in Rexburg and received assurance that highway-related problems in the City have been or are being satisfactorily resolved. Thereupon, in the company of Kent Marler who represented the Madison County Commissioners, the group toured damaged areas of the county road system. Senator Richard Egbert accompanied the tour.

Idaho Falls Luncheon Meeting. The touring group met with the Bonneville County Commissioners, representatives of the Idaho Falls Chamber of Commerce, Senator Dick Egbert, Representative John Sessions, Representative Elaine Kearnes, Senator Dane Watkins and Representative Wayne Tibbitts.

Commissioner Detrick described the County's plans to improve the Bone Road to federal-aid secondary status.

Mr. Moore discussed the scope of the highway improvement program and acknowledged the assistance provided by the Legislature in the form of additional highway user revenue. Mr. Moore, Mr. Tisdale and District Engineer Green responded to questions about the Granite Hill - Swan Valley proposal and about the problem of structural concrete deterioration. Mr. Manning discussed state and federal highway funding in relationship to improvement needs. He responded to questions about the current rates of revenue accrual and the cost of flood damage to the state highway system.

In response to Commissioner Detrick's request, the Board declined to offer advice on how to plan specific improvements on the Bone Road inasmuch as the Board cannot make a commitment to taking an improved facility on the state highway system in the future. Mr. Moore made the observation that the Highway Division, district and headquarters, could offer advice to the county in its reconnaissance efforts. The district was asked to help the county engineer in developing a request for federal-aid for a reconnaissance study.

(ACTION: DISTRICT 6 ENGINEER)

Interchange North of Roberts on I-15 Discussed. The touring group met with Senator Richard Egbert, Representative Wayne Tibbitts, Jefferson County Commissioner Leland Call and a delegation from Roberts requesting the Board's consideration to converting the Diamond Road grade separation north of Roberts on I-15 to an interchange to provide additional access to the City.

Mr. Tisdale commented on certain fiscal and physical problems inherent in the proposal; and Mr. Moore said the Board would review the proposal after completion of the Department's feasibility investigation. (ACTION: DISTRICT 6 ENGINEER)

Representative Tibbitts asked that Keith Green accompany him and Mayor Watson of Menan on a field review of the Menan - Lorenzo county secondary project to evaluate a problem of access to properties in the city. (ACTION: DISTRICT 6 ENGINEER)

In response to an inquiry by Senator Egbert about the temporary traffic signal at the intersection of U.S. 20-191 and Lewisville Road, Mr. Tisdale asked Mr. Green to leave the signal in place after the Lewisville - Anderson intersection project until the intersection is monitored for a permanent signal warrant.

State Highway Administrator Tisdale left the tour at this point.

THURSDAY, SEPTEMBER 30, 1976

The Board inspected the reconstruction project on U.S. 20-26 west of the INEL junction enroute to Challis. Director Manning and Steve Ahrens left the tour at Arco. At Challis the group inspected the new maintenance facility.

Reprogramming of FHP 50-2(5), St. Joe River Road, Approved. Mr. Tisdale notified the Board by telephone that the estimate of the cost of Forest Highway Project 50-2(5), the St. Joe River Road, increased from \$1.5 to \$2.3 million and explained the reasons therefor. The Board approved reprogramming the project at the new estimate.

FRIDAY, OCTOBER 1, 1976

Enroute to Boise the Board inspected the Banks - Lowman road and arrived in Boise at 2 p.m.

WHEREUPON, the Board adjourned until its next meeting.

  
CARL C. MOORE, Chairman

Read and Approved  
October 14, 1976  
Boise, Idaho

October 1, 1976

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## IDAHO TRANSPORTATION BOARD

FALL, 1976, TOUR OF DISTRICT 3

October 13, 1976

The Board began their tour of District 3 in Boise at 9 a.m., Wednesday, October 13, 1976. Those on tour 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  
 W. W. Sacht, District 3 Engineer  
 H. L. Day, Board Secretary

The group departed Boise for Marsing via U.S. 20-26, SH 69, I-80N, and SH 55. Thence via SH 78 to the SH 51 junction and on SH 51 to the Idaho/Nevada state line, inspecting the State airport at Riddle enroute.

The tour returned to Boise via SH 51 and I-80N, arriving at 5:30 p.m.

## MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

October 14 &amp; 15, 1976

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, October 14, 1976. 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  
 Tom Difloe, Assistant Division Administrator, Federal Highway Administration

Minutes. The Board approved the minutes of the September Board Meeting and East Idaho Tour.

Board Meeting Dates Set. The Board reconfirmed November 4 and 5 as the dates of the next meeting, holding open the possibility of a meeting with the Joint Interim Legislative Highway Needs Committee on the afternoon of November 3.

The December meeting dates were set for December 2 and 3.

October 14, 1976

Director's Report. Mr. Manning reported on the final meeting of his AASHTO Transportation Funding Task Force. He said the draft report will be sent to the Board, and will be presented to the Executive Committee at the Annual AASHTO Meeting in Birmingham, Alabama.

He commented on the monthly employment report and the fact that the number of certified employees is down from last year.

Contract with Neilsen & Company, Project ER-6461(2), Henry's Fork River Bridge, Discussed. Donald Cox, Chief of Highway Operations, reported to the Board that, as a result of the Department's discussion with the contractor and serving notice of contract termination for reasons of inadequate performance, construction progress has improved and the termination notice has been lifted. A change in the design of the pier cap/pier interface was made; but the contractor has claimed time delay because of unrealistic tolerances in the original design. The project will continue to be monitored closely.

Approach to State Highway 69 Requested by Red Steer, Inc.  
The following delegation met with the Board:

A. L. Lyons, Attorney, Red Steer, Inc.  
Jonathan Gibbs, Vice President, Red Steer, Inc.  
Robert L. Bush, Architect, Red Steer, Inc.

Mr. Gibbs and Mr. Bush described plans for a fast food restaurant on State Highway 69 just north of the Interstate 80N interchange, and presented their reasons for requesting a new approach to State Highway 69. Their request had been denied by District Three.

The Board denied the application for reasons of safety and directed the Department to study the possibilities of improving the Meridian Road intersection with State Highway 69. (ACTION: DISTRICT THREE ENGINEER)

Chinden Blvd. to Broadway Ave. Corridor Location Discussed with Ada County Highway District. The following Ada County Highway District representatives met with the Board:

Leon Fairbanks, Chairman, ACHD Commissioners  
L. C. Bass, Vice-Chairman, ACHD Commissioners  
Mike Silva, Secretary, ACHD Commissioners  
Elmer Soniville, Director, ACHD  
Herb Mayer, Deputy Director, ACHD

Also present at the meeting were:

Richard Eardley, Mayor, City of Boise  
John Bertram, Project Coordinator, Eighth Street Market Place  
Bill Straub, Project Director, Dayton Hudson Properties  
Paul Day, KTVB News  
Rod Gramer, Idaho Statesman

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Pauli Crooke, KBCI News  
Lane Bettencourt, KIVI News  
Bill McMillin, KIVI News  
Eric Guise, River Street Neighborhood

Several other interested citizens were also in attendance.

Mr. Moore explained that the meeting was not an extension of the public hearing; but that the Board would consider alternative proposals that resulted from the public hearing process.

ACHD Chairman Fairbanks spoke for the Commission, and presented its recommendations bearing on the selection of alternatives in the Chinden Broadway Corridor as follows:

"The agreed upon location is as follows:

for the interchange:

That the interchange be located at the confluence of Chinden Blvd., Fairview Ave., and I-180 N as proposed in each of the interchange alternatives. Interchange #3 as refined in the design process is acceptable.

for route segment:

That the route segment be located northerly of the Union Pacific Railroad Tracks as outlined in alignment D and D-1, D-1 is viewed as a stage development of D, assuming adequate funding cannot be secured initially.

for couplet alignment:

That the Front and Borah-Myrtle Couplet be the chosen location. The extension of Front Street east of 3rd Street would be realigned to the north approximately 300 feet."

Mr. Fairbanks presented several documents in addition to the ACHD recommendations including statements from Boise and Garden City.

Mr. Tisdale explained that Idaho law requires that a public hearing be held to air changes in the state highway system resulting from the corridor location determination and approval of the final environmental statement.

In response to Commissioner Silva's request, Mr. Tisdale described what could transpire in the design public hearing process.

Mr. Moore said that the ACHD recommendations would receive full consideration.

October 14, 1976

Thereupon, the Board determined as follows and authorized a news release based on the determination:

Location Hearing Determination - Proposed Alternate Locations of the Federal-Aid Highway Systems from Chinden Boulevard to Broadway Avenue in Boise, Ada County, Idaho, Project M-2020(001). A public hearing was held at the Capital High School Auditorium, Boise, Idaho, at 7:30 p.m., Monday, July 26, 1976. A transcript was made of the testimony and proceedings and duly presented to the Idaho Transportation Board. The Board after considering the transcript made the following decisions:

1. Selection of a detailed Interchange layout with I-180 and Chinden Boulevard will be made following study of additional alternatives proposed in the hearing testimony. All alternatives will be re-evaluated for mitigation. Alternate Interchange layouts shall be the subject of a future Public Hearing and a recommended layout shall be discussed in the Final Environmental Statement.
2. The D Corridor as shown on page 135 of the Draft EIS shall be adopted for the Route Section between the I-180 Interchange and 13th Street. Selection of a design alternative within the corridor will be the subject of a future Design Public Hearing.
3. Selection of a specific location between 13th Street and Capitol Boulevard shall be made in consideration of the Ada County Highway District's location determination between Capitol Boulevard and Broadway Avenue. Alternatives introduced as a result of the public hearing process will be assessed and discussed in the Final Environmental Statement.
4. Transportation Board Action to effect changes to the State Highway System shall be taken after the next required Public Hearing.
5. The exact location and design of public and private accesses shall be the subject of a future Design Public Hearing.

Access Approach from SH 45 in Nampa Discussed. Mr. Bill Montgomery, Nampa, presented a request for approval of an unauthorized access approach from SH 45 in Nampa he has been using for over ten years and which the District has challenged. He suggested approval be given for a joint-use approach with a supermarket on an existing 30-foot utility easement.

The Board directed the Department to work with Mr. Montgomery to provide a joint-use access within the bounds of the easement. (ACTION: DISTRICT THREE ENGINEER)

October 14, 1976

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UMTA Agreement to Conduct Public Transportation Technical Assistance Approved. The Transportation Board, as recommended by the Aeronautics & Public Transportation Advisory Board, authorized the Division of Aeronautics & Public Transportation to enter into an agreement with the Urban Mass Transportation Administrator to conduct public transportation technical assistance.

Flight Hazard Determinations on Highway Structures. The Aeronautics & Public Transportation Administrator advised the Board that he is working with the Chief of Highway Operations in making flight hazard determinations on highway structures over 150 feet in height.

Big Creek Airport Access and Snow Compaction. Mr. Rauscher advised the Board that Mr. Bruce Minter, owner of the Big Creek Lodge, has requested permission to compact the snow on the runway during the winter to enable year-round usage of the airport. He also has requested access onto the airport from a proposed hangar site.

Upon the recommendation of the Aeronautics & Public Transportation Advisory Board, the Board granted Mr. Minter permission to compact the snow on both sides of the Big Creek runway for ski operations and access onto the field from an approved site subject to Board review July 1, 1977.

Authorization to Sign UMTA Reimbursement Checks. Upon the recommendation of the Aeronautics & Public Transportation Advisory Board, the Board authorized the Administrator of the Division of Aeronautics & Public Transportation to sign Urban Mass Transportation Administration's reimbursement checks and forward them to the recipient within 24 hours after receipt.

City of Riggins' Request to Purchase Maintenance Station. Concerning the City of Riggins' request to purchase the Highway Division's maintenance station in the city, the Right of Way Supervisor reported that, while an appraisal is not complete, a letter will be written to the Mayor assuring him that the city will be given the opportunity to purchase.  
(ACTION: RIGHT OF WAY SUPERVISOR)

Outdoor Advertising Sign Status Report. The quarterly outdoor advertising sign status report was presented to the Board.

Six Year Highway Improvement Program - State Safety and Rehabilitation. The Board asked that the new Six Year Program be presented in the perspective of the previously-approved three year program in a way that changes would be delineated. This was accomplished, and the Board completed its review with the following directions:

1. Check the possibility of financing bridge deck overlays on structures over the Interstate with Interstate funds.
2. Explore advancing Key No. 1487, Greer Hill, from FY 79 to FY 78.

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- 3. Deleted Key No. 1472, painting handrail on various structures in District 1. This should be STM.
- 4. Shift Key No. 1065, Grangeville Main Street Signals to FY 77 and explore secondary funding.
- 5. Try to advance Key No. 1513, Kamiah - Greer on U.S. 12, from FY 82.

A copy of the approved State Safety and Rehabilitation Program is marked Exhibit C-98 and is made a part hereof as though included in full herein.

Five Year Safety Program. The Traffic Supervisor distributed copies of a proposed Five Year Safety Program. The STS projects are also shown in the Safety and Rehabilitation Program presented by the Project Scheduling Supervisor. Mr. Pline said there is some indication that FHWA may allow more flexible use of safety funds; if so, a better balanced program will result in Idaho. The Board made note of the program recommendations.

Location Hearing Determination - Proposed Alternate Corridor Locations of U.S. Highway 26 between Granite Hill and Swan Valley, in Bonneville County, Idaho, Project F-6501(14). A public hearing was held at the Legion Hall, Swan Valley, Idaho, at 7:30 p.m., Thursday, September 23, 1976. A transcript was made of the testimony and proceedings and duly presented to the Idaho Transportation Board. The Board after considering the transcript made the following decisions:

- 1. U.S. Highway 26, from Granite Hill to the vicinity of the U.S. Forest Service Ranger Station, to be located on generally existing alignment as shown in red on page 16 of the Draft Environmental Impact Statement, dated August 1976.
- 2. U.S. Highway 26, from the U.S. Forest Service Ranger Station to Swan Valley be located on the existing improved alignment as shown on page 22 of the Draft Environmental Impact Statement, dated August 1976, subject to approval of a Section 4(f) Statement required because of the encroachment on the Spring Creek Campground.
- 3. The relocated sections of U.S. Highway 26, when completed, will be added to the State Highway System.
- 4. The existing sections of U.S. Highway 26, when replaced by the proposed relocation, be removed from the State Highway System.

5. Roadway and right of way widths as well as the specific location and design of connections and intersections will be the subject of a future Design Public Hearing.
6. These proposals shall provide greater benefits to the State of Idaho than any resulting loss or damage.

Mr. Difloe ventured the opinion that, if Department of Interior concurrence is obtained, the Secretary of Transportation would make an administrative determination that there is no prudent alternative to the existing improved alternative's Section 4(f) encroachment.

Location Hearing Determination - Proposed Alternate Corridor Locations for the Relocation of U.S. Highway 30 from Arthur Street on the West to Taft Avenue on the East Along the General Location of Gould Street in Pocatello, Bannock County, Idaho, Project No. M-7181(001). A public hearing was held at the Pocatello City Hall, Pocatello, Idaho, at 7:30 p.m., Friday, September 24, 1976. A transcript was made of the testimony and proceedings and duly presented to the Idaho Transportation Board. The Board after considering the transcript made the following decisions:

1. Alternate I, Gould Street Two-Way, as shown on page 72 of the Draft Environmental Impact Statement, dated July 1976, be adopted.
2. Upon completion of the Gould Street construction a section of U.S. 30 from Garrett Way to Arthur Street and the U.S. 30 Business Loop from its intersection with Garrett Way on the northwest to the intersection with the Fourth and Fifth Avenue Couplet, be removed from the State Highway System.
3. The exact location and design of public and private accesses shall be the subject of a future Design Public Hearing.
4. These proposals shall provide greater benefits to the State of Idaho than any resulting loss or damage to the City of Pocatello.

Location and Design Hearing Determination - Chubbuck Interchange to Highway Avenue, U.S. 91, Project M-7231(007). A location and design public hearing was held at the Chubbuck Elementary School, Chubbuck, Idaho, at 7:30 p.m., Tuesday, May 11, 1976. A transcript was made of the testimony and proceedings and duly presented to the Idaho Transportation Board.

It was recommended and the Board concurred that the location and design of U.S. 91 be approved as presented at the hearing, and that the City of Chubbuck purchase nine feet along the south side of Chubbuck Road and five feet along the north side for the improvement of Chubbuck Road.

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Public Hearing Scheduled. The Board was advised that the following location and design public hearing will be scheduled for the later part of November, 1976:

HHS-1720(1), North Pleasant Valley Road in Power County  
(A connection to S.H. 39).

Location and Design Approval for Project F-6501(16), Yellowstone Avenue, Anderson Street - North, U.S. 26-191. An opportunity for a location and design public hearing was given. No requests were received, so no hearing was held.

The Board approved the location and design of the project as currently designed.

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

ST-6830(513) - The work consists of excavating the existing pavement, curbs, sidewalk, etc., and constructing a new roadway drainage, curb and gutter, sidewalks, plant mix pavement, seal coating and illumination on 0.644 mile of SH-33, Driggs Main Street in Teton County - State financed. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$364,542.00.

ST-4749(512) - The work consists of constructing the roadway, drainage structures, placing aggregate base and furnishing 3/4" aggregate in stockpile in the vicinity of Grangeville on 4.584 miles of State Highway 7, Junction US-95 to Cottonwood Creek in Idaho County - State financed. The contract was awarded to Materne Bros. Co., Spokane, Washington, the low bidder, in the amount of \$419,299.00.

ST-2391(548) - The work consists of constructing a plant mix overlay on U.S. 93 from M.P. 20.2 to 38.1 and furnishing aggregates for cover coat and secondary screenings in stockpile, 500' west M.P. 25 - U.S. 93 and at the Twin Falls Maintenance Yard, in Twin Falls County - State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$701,640.00.

RF-2352(10) and ST-2352(523) - The work consists of constructing a plant mix pavement and furnishing cover coat material in stockpile on 7.308 miles, U.S. 20-26, Pagari-Tikura, and for constructing a plant mix pavement and cover coat material in stockpile on 5.800 miles, U.S. 20-26, Richfield-Pagari, in Lincoln and Blaine Counties - Federal Aid Rural Primary and State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$587,824.25.

M-7231(002) - The work consists of constructing the roadway, drainage, concrete pavement, plant mix pavement, premixed base, signalization, illumination, signing and curb and gutter on 0.854 mile of I-15 Bus., US-91 and FAM-7101, on Yellowstone Ave., Cedar to Chapel Streets and Alameda Road East and West in Pocatello, in Bannock County - Federal Aid Urban and State financed. As the low bid was 34.27 percent over the Engineer's Estimate, the bid was rejected and the project will be readvertised. The Chief of Highway Development discussed changes in design and specifications that should result in a more realistic proposal.

FLH-38-1(1) "B" - The work consists of reconditioning and re-surfacing 3.023 miles of US 20-26, AEC Junction West, M.P. 263.504 - M.P. 265.027 and M.P. 265.252 - M.P. 266.752, in Butte County - Federal Land and State financed. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$236,216.70.

ER-1833(7), ER-I-2(34)92 and ER-1847(7) - The work consists of repairing shoulders, patching, plant mix pavement, seal coating rebuilding Snake River Dikes and placing riprap on 0.794 mile of Rose Road, FAS-1833, Snake River Dikes at Blackfoot on Interstate 15 and Snake River Bridge West of Shelley, in Bingham County - Federal Aid Emergency Relief financed. The contract was awarded to Bengal Construction Company, Pocatello, Idaho, the low bidder, in the amount of \$165,899.50.

ST-5116(579) - The work consists of repairing and repainting the substructure of the Sandpoint Bridge at M.P. 471.74 on U.S. 95, in Bonner County - State financed. The contract was awarded to R. Redding Construction Co., Inc., Spokane, Washington, the low bidder, in the amount of \$444,794.00.

ER-6770(7) - The work consists of constructing roadway, grade and drainage and 87' prestressed concrete bridge over the North Fork of the Teton River north of Rexburg, on 0.379 miles of FAS-6770, in Madison County - Federal Aid Emergency Relief financed. The contract was awarded to Goodwin Construction Company, Blackfoot, Idaho, the low bidder, in the amount of \$139,771.01.

F-U-FF-4114(41) - The work consists of constructing the roadway, drainage structures, 379' and 199' concrete interchange structures on US-95 & US-12 interchange ramps, Lewiston Hill Interchange, in Nez Perce County - Federal Aid Primary and State financed. The contract was awarded to Roy E. Ladd, Inc., the low bidder, in the amount of \$2,579,060.00.

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Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No.--New	Dry Creek Drainage	\$ 12,000
ST-5121(551)	Underdrains	
SH-200	(Advertise Date 10/18/76)	
0.13 Mile	(Open Bids 11/9/76)	
Key No. 846	Trestle Creek-Montana State Line	17,000
ER-5121(23)	Pipe Culvert	
SH-200	(Advertise Date 10/18/76)	
.038 Mile	(Open Bids 11/9/76)	
Key No. 750	Beauty Bay Hill	137,000
ROS-5(2)	Gr, Dr, Widen, PMX, Gd. Rail	
US-95A	(Advertise Date 11/1/76)	
0.77 Mile	(Open Bids 11/23/76)	
Key No. 594	Lewiston Hill Sec. 2 & Sec. 3	3,725,000
DP-F-4114(31)	Gr, Dr, Illum, Ldscape, PMS	
US-95	(Advertise Date 10/18/76)	
6.17 Miles	(Open Bids 11/9/76)	

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:

F-U-FF-4114(41), Key No. 1034, U.S. Hwy. 95, Lewiston Hill I.C. (Sec. 1), Nez Perce County - Pacific Northwest Bell, The Washington Water Power Company

M-7111(001), Key No. 119, Formerly T-4010(6), US 30 & Pole Line Rd. in Pocatello, Bannock County - Idaho Power Company

RS-6830(513), Key No. 1070, Formerly RS-6830(7), Main St. in Driggs, Teton County - Mountain Bell, Fall River Rural Electric Co-Op

RS-3784(2), Key No. 1001, Formerly RS-3784(1), Kuna Rd. E. to Cloverdale Rd., Ada County - Mountain Bell, Idaho Power Company

STS-4114(582), Key No. 404, Moscow Mountain Truck Lane, Latah County - General Telephone Company of the Northwest, Clearwater Power Company

M-7231(002), Key No. 1026, Project F-1032(26) P.E., Cedar St.-Chapel St. on Yellowstone Ave. in Pocatello, Bannock County - Idaho Power Company, Mountain Bell

STS-2391(555), Key No. 1329, Project U-2391(20) PE & R/W,  
North 5 Points Intersection in Twin Falls - Idaho Power  
Company, Mountain Bell

Advance Acquisition of Idaho Motor Hotel in Moscow.

US 95            U-4114(25)                    Idaho Motor Hotel  
                  Moscow Couplet  
                  Stage 1

The Right of Way Supervisor advised the Board that a request by Mr. James A. Crossler, General Manager of the new Idaho Motor Hotel, that the Department acquire this ownership on the north side of Moscow and east of Main Street where the proposed Washington Street couplet comes back into U.S. Highway 95 stimulated an economic study of the three proposals in this area. He described the three proposals, which all involve a total buyout and resale of remainder. The Right of Way Supervisor recommended inclusion of demolition of the hotel in any event. He said it may be possible to use federal advance right of way funds to purchase the property with the demolition option if hardship can be substantiated.

The Board authorized the Department to proceed on this basis providing federal advance right of way funds can be obtained. (ACTION: RIGHT OF WAY SUPERVISOR)

Sale of Land to Corps of Engineers, Lower Granite Lock & Dam Tracts 1723 and 1725. The Board was advised that the Corps of Engineers have requested that the Department sell them two parcels of land containing 9.47 acres along the Clearwater River between right-of-way of U.S. 95 and the Clearwater River. The area is irregular in shape and lies east of the old Washington Water Power dam. The Corps has appraised the property needed and offered \$7,300.00 for same. The Department's Appraisal Section has reviewed that appraisal and concurs in the \$7,300.00.

The Board executed the Quitclaim Deed in favor of the Corps of Engineers for the 9.47 acres of land with the assurance the Department would retain sufficient right of way to widen U.S. Highway 12 to an acceptable four-lane standard.

FRIDAY, OCTOBER 15, 1976

The meeting of the Transportation Board reconvened at 9:30 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
- Tom Difloe, Assistant Division Administrator, Federal Highway Administration

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Abandonment and Relinquishment of Right of Way on Old Abandoned Section of U.S. 95 North of Lewiston. The Board approved the abandonment of a portion of State Highway No. U.S. 95, 0.783 mile in length, and described as Government Lots 2 and 3, in the E $\frac{1}{2}$ SW $\frac{1}{4}$  of Section 18, Township 36 North, Range 5 West, Boise Meridian. Coincident with said abandonment, all right, title, and interest of the Idaho Transportation Department, Division of Highways, in and to the rights of way associated with said abandoned road, are relinquished to the abutting property owners as their interests may appear. The above action is shown in full in official Exhibit B-154, which is made a part hereof with like effect as though included in full herein.

Action to Remove Section of State Highway No. 7, North of the City of Nezperce, from the State Highway System Deferred. The Board determined that the project just completed be monitored through the next spring breakup before final action is taken and that the Prairie Highway District be so advised. (ACTION: DISTRICT 4 ENGINEER)

Extension of Interstate Designation in Boise Discussed. Highway Planning Supervisor Sheesley discussed with the Board the advisability of acting as soon as possible to request an extension of the Interstate designation from the present interchange at Chinden Boulevard to 13th Street, or projected ramp termini.

The Board concurred in the advisability of this action and of a high level contact with FHWA in concert with a chain-of-command request through the division office. (ACTION: CHIEF OF PLANNING)

Possible State Highway System Action Changes Discussed. Possible state highway system action changes were discussed. The Board agreed that system changes should be pursued incrementally as project proposals are developed.

Request by A & T Trucking, Nezperce, for Extension of Routes Designated for Extra-Length Operations to Include SH 64 from Craigmont to Nezperce Approved. It was reported to the Board that currently U.S. 95 from Lewiston to Craigmont is a designated route for extra-length operations. An extension from Craigmont to Grangeville has been denied because of deficiencies in the Lawyer's Canyon area.

The subject section of highways has good travelway width and good shoulder width. Terrain is rolling with both vertical and horizontal sight distance restrictions, but it is a consistent alignment without surprise features and traffic on this section will be almost entirely local vehicles. ADT on the route except within the Craigmont city limits will be in the 300-400 range. Safety and service ratings for this section of highway will compare favorably with other two-lane sections previously designated for operation of extra-length vehicle combinations.

The Board approved the request with the provision that these operations be monitored and a report made to the Board in a year.

(ACTION: MAINTENANCE SUPERVISOR)

Route Designation - Revisions. The following routing changes were recommended for Board consideration:

1. US 95A Potlatch to Santa           Redesignated as SH 6  
US 95A SH 3 to I-90               Redesignated as SH 97

Initiate action with AASHTO to delete the US 95A designation in Idaho.

2. Redesignate SH 33 from Sugar City to Victor and Wyoming Line as SH 88. The route overlap with US 191 from Rexburg to Sugar City would be handled with SH 88 trail blazers.

The Board approved the above route designation revisions and asked that appropriate news releases be prepared. (ACTION: TRAFFIC SUPERVISOR)

Board Action on Previous Access Approval Revoked. It was recounted to the Board that on November 7, 1974, a Quit Claim Deed on Project FH-25-6(2), SH 21, Milepost 126.56, 4½ miles west of Stanley, was approved for Albert R. Chorn to build a 40 foot approach under Permit 2-74-137.

The land has now been sold to the U.S. Forest Service and they do not want the approach granted by the Quit Claim Deed. The approach was only partially constructed so the Forest Service will obliterate the approach and restore the right of way fence. The Quit Claim Deed has been signed but never recorded in the property records.

It was recommended and the Board concurred that the Idaho Transportation Board Minutes of November 7, 1974, and the Quit Claim Deed pertaining to the above approach be voided.

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

1. Exchange Deed - Robinson, Project F-1481(10), Station 402+96, US 30, MP 429.37, North City Limits of Bennington, Permit #1-76-94. Relocate 30' residence and field approach from Station 398+50 to Station 402+96.
2. Exchange Deed - Joe Conrad, Project F-3754(2), Station 388+29.7 left SH 45, MP 25.668, Permit 3-76-199, 12th Avenue South, Nampa. Install 236 LF curb and gutter and 8 foot sidewalk. Relocate 20' rural approach Station 388+55 to Station 388+29.7 and widen to 30' business curb cut opposite Jersey Avenue. Work to be done by property owner under approval and supervision of Nampa City Engineer.
3. Exchange Deed - Lucky Penny Ranch, Project S-3832(6), Station 688+00 left, SH 16, MP 12.82, west of Emmett, Permit #3-76-134. Change approach from 20' restricted to 40' unrestricted business approach.
4. Exchange Deed - Dillin, Project FH-4-1(1), SH 1, Permit #5-76-29, Bonners Ferry. Relocate 20' approach, Station 119+00 to 118+00, MP 2.23 to 2.21.
5. Exchange Deed - Bingham County, Project S-1721(5), Station 45+70 - SH 39, MP 49.84, 1/4 mile east of Riverside, Permit 1-76-78, 36 foot public road approach. The County will relinquish the 20 foot farm approach to Station 40+71 for the new approach.
6. Exchange Deed - Triangle Development, Project F-5116(10), Station 434+65, MP 476.69, US 95, Permit #5-76-33, Sandpoint. Relocate 24' unrestricted approach from Station 434+65 to Station 436+30 to fit planned business development of property.
7. Exchange Deed - Mediterranean Homes, Project S-US-3754(2), SH 45, Permit No. 3-76-181, Nampa. Exchange 20 ft. residence approach, Station 397+55 Lt. for 40 ft. unrestricted approach, Station 396+92.6 Lt.; constructing 189 L.F. curb & gutter, 8' pedestrian/bike path and transition to existing bike path on both ends.

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Traffic and Pedestrian Control at School Crossings Discussed.

Traffic Supervisor Pline presented information requested by the Director on traffic and pedestrian control at school crossings. He will make a comparative evaluation of several types of crossing protection methods on various highway and street systems in an attempt to assess effectiveness.

Mr. Manning asked that information be compiled on protection devices and methods; their potential effectiveness; and a delineation of responsibilities for installation, operation and maintenance. This information would be made available to local citizens, school and other officials who express an interest in school crossing protection. Mr. Pline said that an information package could be ready shortly after January 1, 1977. (ACTION: TRAFFIC SUPERVISOR)

The Board recessed to attend the Caldwell Airport dedication ceremony.

WHEREUPON, the Board adjourned until its next meeting.



CARL C. MOORE, Chairman

Read and Approved  
November 4, 1976  
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 4, 1976

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, November 4, 1976. 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

Minutes. The Board approved the minutes of the October Board Meeting as distributed.

Board Meeting Dates Set. The Board reaffirmed December 2 and 3 as the dates of the next meeting. The January meeting dates were established tentatively for January 13 and 14.

Director's Report. Mr. Manning explained ITD organization changes that will establish a Management Services Bureau under the direction of the now Chief of Planning. The new bureau will encompass Policies and Procedures; Research; Planning; Information Systems and Data Processing; and a new section--Resource Planning, which will include the functions of priority programing, budget and manpower planning. The new unit will be staffed principally from other existing units.

Mr. Manning gave the Board a status report on the WOFAC Company productivity contract.

He reported that the Department had submitted a request to the FHWA for an extension of the Interstate System from the present terminus of I-180 easterly to 13th Street in the Chinden - Broadway corridor. He presented a revised schedule of development within the corridor. Mr. Tisdale showed the Board a sketch of a proposed modification of the Chinden interchange design.

Mr. Manning described the Department's personnel performance evaluation system and distributed copies of the manual prepared for supervisors' use. He also discussed a simplified report from the project development scheduling system to more accurately reflect key development points such as environmental statement deadlines.

The Public Information Coordinator demonstrated the video tape system recently acquired by the Department for use in training activities.

The Board noted the monthly manpower totals report.

Six Year Forest Highway Program Discussed. The Project Scheduling Supervisor presented the suggested six year forest highway program and described changes from the previously approved program. In discussing the need for improving a deteriorating road between Priest River and Nordman, it was agreed that a proposal would be made at the Tri-Agency meeting to move the Priest River section ahead to FY 1978, possibly supplementing forest highway funds with state funds. Along with this, the two Ketchum - Challis jobs would be consolidated in FY 1979; the two St. Joe River Road projects, Stages 1 and 2 from Mica Creek easterly, consolidated in FY 1980; and the two projects on SH 55, Stages 1 and 2 from Banks northerly, consolidated in FY 1981. These changes would result in a balanced program and make project size more responsive to competitive bidding.

State Highway Administrator's Report. Mr. Tisdale reported on the status of several action items from earlier Board meetings, i.e., the Bone Road reconnaissance study; the Diamond Road Interchange at Roberts; and the Menan - Lorenzo project. He also commented on a letter from District Engineer Johnson to the City Manager of Twin

Falls asking clarification of the City's position on the North Five Points to Perrine Bridge proposal. He summarized responses from local government on the Board's proposed policy on financing state highway projects through communities, and said Department representatives may meet with the Association of Idaho Cities to discuss a proposal involving two levels of participation--one applicable to through routes, and the other to stub or loop roads.

Mr. Tisdale said that officials in Blackfoot expressed concern, as a result of the Teton flood, that the Department's structures and dikes may in fact be detrimental obstructions. The District will investigate these claims.

He reported that a request had been received from Sugar City asking that the proposed grade separation over the new location of U.S. 20-191 west of the City be moved to the south. He expressed hope that the issue could be resolved without delaying acquisition of rights of way for the next project.

Mr. Tisdale gave a status report on Project ER-6461(2), Henry's Fork Bridge replacement. He said the contractor is claiming delay in forming piers because of the presence of concrete on the river bottom from the demolished bridge.

In reviewing the Apportionment Balance Report, Mr. Tisdale pointed out that there is an unobligated balance of \$6.8 million in transition quarter funds. He suggested using some of the balance to make up a projected primary program deficit in FY 1977. This would make it possible to combine two projects on the top of the Lewiston Hill in FY 1978, because the deficit would have carried forward into FY 1978. The remaining balance could be used to advance the Boise River Bridges project if federal approval of design can be obtained.

These suggestions will be considered in the primary program review at the December Board Meeting. (ACTION: PROJECT SCHEDULING SUPERVISOR)

Proposed Changes to Reduce Extent of State Highway System in Boise Discussed. Director Manning and Planning Supervisor Sheesley described proposed changes that would reduce the extent of the State Highway System in the Boise metropolitan area, and simplify the routing of U.S.-numbered highways.

The Board agreed with the objectives with the understanding that changes may have to be staged over a period of time and that U.S. number changes require the concurrence of the AASHTO Route Numbering Committee.

Tri-Agency Forest Highway Meeting. The Tri-Agency Forest Highway Meeting convened with the following representatives from the U.S. Forest Service, Federal Highway Administration and Idaho Transportation Department in attendance:

U.S. Forest Service

Jim Trenholm, Transportation Engineer, Ogden  
 Jerry Knaebel, Forest Engineer, Boise  
 Ron Hayden, Assistant Regional Engineer, Ogden  
 Bob Larse, Regional Engineer, Missoula  
 Bruce Meinders, Assistant Regional Engineer, Missoula  
 Fred Burnell, Transportation Planner, Missoula

Federal Highway Administration

Eldon Green, Deputy Regional Administrator, Portland  
 E. M. Wood, Division Administrator, Boise  
 W. L. Smith, Planning Engineer, Vancouver  
 John Mors, Director, Office of Federal Highway Projects,  
 Vancouver

Idaho Transportation Department

Carl C. Moore, Chairman, Idaho Transportation Board  
 Lloyd F. Barron, Vice Chairman, Idaho Transportation Board  
 Roy I. Stroschein, Member, Idaho Transportation Board  
 Darrell V Manning, Director  
 E. D. Tisdale, State Highway Administrator  
 H. L. Day, Secretary, Idaho Transportation Board  
 Wayne D. Pickerill, Project Scheduling Supervisor  
 Blaine E. Sessions, Chief of Highway Development

John Mors, FHWA, reviewed the status of the projects in the previously approved Forest Highway Program. In response to Mr. Moore's question, Mr. Mors said that the St. Joe River Road (Marble Creek West) would be ready for contract during this fiscal year even in consideration of right-of-way acquisition difficulties.

Mr. Tisdale commented on the Board's interest in combining projects on adjacent route segments for economic reasons; and in advancing the Priest River Road to FY 1978 using state funds to supplement forest highway funds.

A Forest Service representative expressed concern about delaying the first Ketchum - Challis project because of growing environmental concerns. It was suggested that both the Priest River and Ketchum - Challis projects be developed concurrently in consideration of the possibility that the first Ketchum - Challis project remains in FY 1978, and the Priest River project moves to FY 1979.

This proposal was accepted with the understanding that project development status would be considered in next year's program review and priority decisions.

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It was agreed that the program would be printed showing project consolidations as discussed. The Forest Service regions would then evaluate possible options.

It was also agreed that a North Idaho forest highway tour would be scheduled along with the regular Board tour in May, 1977. A combined meeting - tour will be considered with the Board's fall tour of Eastern Idaho in 1977. (ACTION: BOARD SECRETARY)

Payment for Damage to Weber - Huffman Springs Authorized. The Board was advised that during construction of the first White Bird Hill Project No. F-4113(20), some springs were destroyed on a ranch belonging to Mrs. Weber and operated by her son-in-law, Mr. Huffman. The claim is based on monitoring by District 4 and is valid. Originally they claimed damages of \$50,000. The Department offered \$5,000 in March 1973. Nothing more was heard until August of this year when their attorney, Paul Keeton, called and accepted the \$5,000 offer.

Payment of \$5,000 in damages was authorized by the Board.

Semitrailers Exceeding the Maximum Legal Limit of 39 Feet Between Fifth Wheel Kingpin and Last Trailer Axle. It was reported to the Board that legal length of truck-tractor semitrailer combinations was extended from 60 to 65 feet in 1973 with a provision that kingpin to last axle would be limited to 38 feet as a control of offtrack (the tendency of trailing axles to cut across in turning movements). The 1974 legislature extended the kingpin-to-last-axle restriction to 39 feet.

Twenty of the 50 states allow 60 or more feet of combination length but only three, California, Oregon, and Idaho, have a kingpin to last axle restriction.

The Department recommended issuance of permits for all routes and eventual deletion of the kingpin-to-axle restriction from Idaho Code 49-913, paragraph c.

The Board concurred in the recommendation, subject to the provision that the permit be revoked if permittee is cited for a moving violation. This concept will be reviewed by Legal staff with respect to the Board's authority and by Department staff for possible extension into all truck overweight and size procedures. The Board expressed interest in reducing the volume of permit processing to a minimum. In this connection, if an alternative to the code restriction is pursued (such as box-length), various segments of the trucking industry should be contacted to ascertain feasibility. (ACTION: MAINTENANCE SUPERVISOR)

Request by Pack River Lumber Company for Issuance of Special Permits to Allow Operation of Two Unit Combination with Overall Length of 85 Feet Approved. The Board was advised that the Pack River Lumber Co., Yellowstone Division, Coeur d'Alene, has requested the Board to consider issuance of special permits to allow operation of a two unit combination with an overall length of 85 feet on routes designated by the Board for extra length operations.

The routes designated for extra length are restricted for combinations having three or four units with overall length exceeding 75 feet but not to exceed 98 feet.

The subject combination consists of a three axle truck, to which a 4th axle has been added behind the tandem drive, and a four axle full trailer. This would establish a precedent for issuance of permits for regular operation of an illegal combination.

Maximum legal loading would result in axle group loads which would overstress older H15 structures by more than 30 percent because of the concentration of 8 axles in relatively short spacing. This could be controlled on a permit by a distribution of weight on critical axle groups to less than would otherwise be legally allowable. Authority to issue permits would provide control on the permit of both weight and route as necessary.

The Department recommended issuance of permits, maximum combination 85 feet, for such two unit combinations.

The recommendation was approved subject to the provision that the permit be revoked if permittee is cited for a moving violation. (ACTION: MAINTENANCE SUPERVISOR)

Overlegal Permit Revocation Policy. In connection with the discussion of the issuance of overlegal permits, the Board requested a policy be drafted on permit revocation by reason of permittee citation for a moving violation. (ACTION: MAINTENANCE SUPERVISOR)

Removal from the State Highway System (Center Street Spur Connection of US 30 in Pocatello). The Board approved the removal of the Spur Connection of State Highway No. U.S. 30, 0.55 mile in length, beginning at the intersection with 5th Avenue and extending southwesterly via Center Street to an intersection with Arthur Avenue in Pocatello, as shown in official Exhibit B-155, which is made a part hereof with like effect as though included in full herein.

Board Policy Approved. The following Board policy was approved by the Board:

B-01-03 - Incentive Awards

The Department Director is authorized to establish an incentive award system for encouraging employees to submit creative ideas

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which will benefit Department activities.

(Former date of B-01-03: -0-)

Public Hearing Scheduled. The Board was advised that the following location and design public hearing has been scheduled for December 7, 1976, at American Falls:

HHS-1720(1), North Pleasant Valley Road in Power County  
(A connection to S.H. 39)

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
M-7823(001)	W. Caldwell C.L.- Cleveland Blvd.	<u>Partial Control, Type "E"</u> Sta. 862+69.69 to 871+78.47, West right of way line of Calloway Ave., Sta. 0+00 to 2+86+
		<u>Partial Control, Type "A"</u> Sta. 825+96.53 to 839+53.81, (Centerline Roedel Avenue)
		<u>Standard Approach Policy</u> (Centerline Roedel Avenue) Sta. 839+53.81 to 862+69.69
S-3712(8)	East Greenleaf-Simplot	<u>Partial Control, Type "A"</u> Sta. 588+88.74 to 743+43.36
RS-3712(5)	Simplot-West Caldwell C.L.	<u>Partial Control, Type "A"</u> Sta. 743+43.36 to 825+96.53

As approved, the access control limits reflect a change from Partial Control, Type "B" as approved by the Board on August 1, 1972, to Partial Control, Type "A" being revised and approved November 4, 1976.

Partial Control, Type "E" replaces a portion of the existing urban area, currently under Standard Approach Policy.

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

I-90-1(114)72 - The work consists of placing French drains, pipe underdrains, plant mix leveling course, plant mix base and fog seal at various points between Sta. 391+50 and Sta. 652+70 between Mullan and Montana Line, in Shoshone County - Federal Aid Interstate and State financed. As the low bid was 48.05 percent over the Engineer's Estimate, the bid was rejected and the project will be re-advertised.

M-7111(001) - The work consists of modifying existing channelization and illumination, placing premixed base and plant mix pavement, installing signalization and landscaping on 0.153 mile of US-30 at the intersection of US-30 and Pole Line Road in Pocatello, in Bannock County - Federal Aid Urban and State financed. The contract was awarded to Bengal Construction Co., Pocatello, Idaho, the low bidder, in the amount of \$286,206.00.

I-15-1(66)47 - The work consists of excavating ditch lines and flattening cut and fill slopes on the existing Interstate, furnishing and placing borrow, granular borrow and base material for slope flattening and installing guard rail on 9.186 miles of Interstate Highway 15, McCammon to Inkom, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$923,672.00.

OS-1500(2) - The work consists of constructing 2-31' concrete bridges and detours on US-30 west of Bancroft, in Caribou County - Federal Aid Off-System financed. The contract was awarded to Idaho Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$112,733.00. Approval to award this contract was obtained from the Board through telephone contact with Mr. Barron and Mr. Stroschein.

ER-6774(7), Sec. "A" - The work consists of constructing the roadway, drainage, 3 concrete culverts, 1-150' span concrete bridge and 1-87' span concrete bridge over the South Fork and North Fork, respectively, of the Teton River on 1.659 miles of FAS-6774, North of Teton, in Teton County - Federal Aid Emergency Relief financed. The contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, in the amount of \$429,455.55.

Building No. 9901 - The work consists of constructing a 12'-3-3/4" X 8'-0" aluminum and glass front entrance vestibule for the Idaho Transportation Department and Law Enforcement Building at 3311 West State Street, Boise, Idaho, in Ada County - State financed. As the only bid was irregular, it was rejected.

ER-5756(4) - The work consists of constructing a 70' prestressed concrete bridge and approaches on 0.095 mile of County Route FAS-5756, Upper Big Creek Bridge, in Shoshone County - Federal Aid Emergency Relief and County financed. The bid was rejected due to the fact that certain items were misrepresented in the bid schedule making it advisable to readvertise this project.

Stockpile Projects No. 5610 and 5611 - The work consists of furnishing aggregates for Anti-skid material in Stockpile at Cedars, Left M.P. 32.0, U.S. 10 and aggregates for road mix pavement at the Tunnel, Left M.P. 28.35, U.S. 10, in Kootenai County - State financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$58,440.00.

F-1481(24) - The work consists of constructing the roadway, drainage structures, minor amount of base, road mix and bituminous surface treatment, 255' and 2-76' prestressed bridges on 1.819 miles of US-30N, Lava - Lund, in Bannock County - Federal Aid Primary and State financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$2,165,351.00. Approval to award this contract was obtained through telephone contact with the Board. The Federal Highway Administration has also concurred in the award.

RS-3806(20) - The work consists of furnishing aggregates, constructing roadway, drainage and surface treatment on 5.059 miles of SH-51, Grasmere North, in Owyhee County - Federal Aid Secondary and State financed. As the low bid was 26.31 percent over the Engineer's Estimate, the bid was rejected.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 874	Galloway Canal Bridge	\$ 91,000
BR-RF-3112(40)	(Advertise Date 11/25/76)	
US 95	(Open Bids 12/21/76)	

Key No. 1263	Benton & Main Street, Pocatello	34,000
M-7151(003)	Signals	
US 30	(Advertise Date 11/29/76)	
	(Open Bids 12/28/76)	

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:

I-80N-2(52)114, Key No. 1258, Frontage Roads Nos. 1 & 2, Hammett-Glenns Ferry, Elmore County - Mountain Bell, Idaho Power Company

HHS-F-6(3), Key No. 751, Formerly ROS-6(3), U.S. Hwy. 20, Oakland Waste Ditch, Bonneville County - Mountain Bell, Utah Power & Light Company

ST-6423(504), Key No. 1397, W. Broadway-Idaho Falls, Bonneville County - Mountain Bell, Intermountain Gas Company

Trade of Surplus Property--Riggins Maintenance Yard #4410.

The Board was advised that the new maintenance facility at Twilegar Bar between Riggins and White Bird is nearing completion. When completed, the new facility will replace the Riggins Maintenance facility, and will be surplus property. The City of Riggins is contemplating construction of a new City Hall and are interested in our property (which is adjacent and north of the present city hall).

The City, due to obligation of federal funds by the office of Economic Development, needs immediate commitment on the State's part to transfer the property to them. However, possession by the City is not necessary until early 1977.

The property to be conveyed to the City has a market value of \$8,100. The City has two lots that they will trade to the Department, plus a 20' strip across the front of present City property which has a market value of \$7,800.

One of the City's stated purposes for the State property is to create off-street parking, which is needed in Riggins. When viewed in this benefit, the \$300 difference in the trade is advantageous.

Whereupon, the Board executed the deed to the City of Riggins.

Correction Warrany Deed To Randall Finance Company,

I-IG-80N-1(22)50, Franklin Road I.C. & Boise Connector, Ada County.

It was reported to the Board that the Martin Zachreson Company, subsequent owner to Randall Finance, has experienced difficulty in requesting zoning changes due to a discrepancy existing between a distance contained in our deed and an actual surveyed distance. Thus, they have requested a correction deed, with which the District Engineer has concurred after confirmation of the error. The previous Board action took place on November 7, 1966.

The Board executed the Correction Warrany Deed.

Use of Right-of-Way for Agricultural Purposes, RRF-1481(14),

U.S. Highway 30, Lund to Alexander. It was reported to the Board that the proposed right-of-way requirement on the Lund-Alexander project is 240' wide. Construction of the two lanes proposed will utilize approximately one-half of the newly acquired right-of-way. Since this is mostly irrigated farm land, there will be a considerable weed problem in controlling noxious weeds on the excess right-of-way until the 4-lane facility is constructed.

To get away from this problem, the District has requested that they be allowed to issue revocable encroachment permits on the area not now needed for right-of-way so that the land will be cultivated and maintained. The proposed permits will pass responsibility for weed control and maintenance to the permittee.

November 4, 1976

HHG594

In accordance with Board Policy B-12-01, the Board approved on a project basis the issuing of encroachment permits by the District Engineer. (ACTION: DISTRICT 1 ENGINEER)

Brandt Salvage Yard at Moscow, CJF-11-4(6), U.S. Highway 95 North of Moscow. A letter the Department received in mid-September from attorney William V. McCann, Jr., Lewiston, concerning a junkyard owned by Mr. Bill Brandt of Moscow was discussed with the Board.

The Department has been trying for several years to negotiate with Mr. Brandt to screen, clean-out, or otherwise bring his junkyard into compliance with the Beautification Act. During October, the District held two meetings with Mr. McCann and Mr. Brandt and it appears now that Mr. Brandt will close his yard as a junkyard and retain the truck repair business.

Orders of Condemnation. Upon recommendation by the Right of Way Supervisor, the Board signed Orders of Condemnation on the following parcels:

SH 39	RS-1721(15) Sterling Road- Springfield Bingham County	John DeGuillo, a single man; Heber J. Thelin, et ux, as contract purchasers	Parcel No. 18
		Heber J. Thelin, et ux	Parcel No. 19

Highway Safety Management System Plan. Pat Ehrlich, Chief of Highway Safety, reported to the Board that the Idaho Traffic Safety Commission through the Bureau of Highway Safety has developed a six year plan for highway safety activities and projects. The tasks to implement the first year of the plan were presented to the Board for approval at their September meeting. It was requested that the total plan be overviewed for the Board at this meeting.

She presented the Board members with a copy of the management system plan and described its major features. She also commented on the favorable public response to the Department's demonstration motor vehicle inspection program.

New Meadows Airport Land Acquisition and Transfer. The Aeronautics & Public Transportation Administrator informed the Board that the existing airport boundary extends beyond property lines formally established by title documents prior to transfer to the State. To the south, School District 11 exempted from sale lots 9-18 in 1971. This exemption was to allow the Department to determine the need for (and proposed disposition of) these lots in the interest of the airport. Field surveys identify that Lots 16, 17 & 18 should be retained as a minimum. Access would then require relocation to the west or east side. The School District requests \$1,800 for these three lots. In addition, the northwest end of the field extends

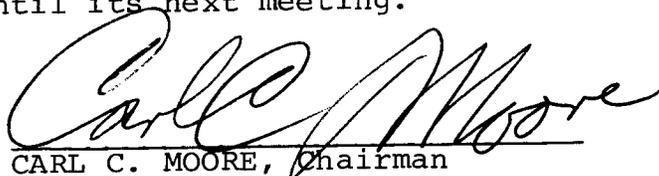
beyond titled land to private land owned by Mr. Carr. He has agreed to trade title to this parcel for land along the east side. Such a trade would be to retain the current strip while releasing an equivalent amount not directly needed for its operational integrity.

Upon the recommendation of the Division of Aeronautics & Public Transportation, the Board approved the following:

1. The acquisition of Lots 16, 17 & 18 from School District 11 for \$1,800 (\$600 each).
2. That the City of New Meadows be requested to vacate that portion of right-of-way for McClain Street east of Cunningham.
3. Trade of equivalent land to Mr. Carr for land now occupied by the airport.

WHEREUPON, The Board adjourned until its next meeting.

Read and Approved  
December 2, 1976  
Boise, Idaho



CARL C. MOORE, Chairman





Microfilm  
HR-12

8 Sept 77

HISTORICAL RECORDS

Dated December 2, 1976 to July 27, 1977

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

An INDEX of the Board minutes by alphabetic arrangement and by project number from June 1951 to and including June 1977, is located on the last half of microfilm roll number HR-6.

A record of the legislative action which created each Department is on the next frame.

The microfilm images hereon are a true and accurate reduction of the actual MINUTES mentioned above. They have been filmed in the normal course of business and under authority of the Idaho Transportation Department Administrative Policy No. A-06-25 and statutes and regulations cited thereon.

MICROFILM ROLL NO HR-12

SEAMAN S. MILLS  
General Services Supervisor

Date Filmed 8 Sept 77

By Luan Knospe

Lens Reduction 25X

on a Bell and Howell  
Planetary Camera

**FRONT**

## MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 2 &amp; 3, 1976

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, December 2, 1976. 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  
E. M. Wood, Division Administrator, Federal Highway Administration

Minutes. The Board approved the minutes of the November Board meeting as amended on page 2.

Board Meeting Dates Set. The Board confirmed January 13 and 14 as the dates of the next meeting. The February meeting dates were tentatively scheduled for February 10 and 11.

Director's Report. Mr. Manning reported on his transportation task force's report to AASHTO at the organization's annual meeting in Birmingham. He discussed several organizational changes in AASHTO and reported that he was elected Vice President of the organization.

Mr. Tisdale said he had discussed the Department's requested extension of the Interstate System with Deputy FHWA Administrator Coupal. The prospect of obtaining additional mileage is not bright, but the Department's application is being strengthened in cooperation with the FHWA Division office.

On the subject of the Clearwater Memorial Bridge replacement, Coupal ventured the opinion that the U.S. Coast Guard has not fully acknowledged its responsibility, and suggested resubmitting a request for assistance and sending a copy to him through the Division Office. Coupal will follow up with the U.S. Coast Guard. Mr. Wood recommended that the Department also pursue funding through Section 132 of the Federal-aid Highway Act for structures over federal projects by contacting Idaho's congressional delegation. The Board concurred.  
(ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Mr. Moore suggested as a third alternative a meeting with Senators Church and McClure and representatives of the Federal Highway Administration and U.S. Coast Guard.

Mr. Manning presented the monthly employee totals report.

He reported that there will be a closeout conference with the Legislative Auditor in the near future. He also gave a status report on the WOFAC productivity contract.

State Highway Administrator's Report. Mr. Tisdale apprised the Board that the AASHTO Route Numbering Committee has approved route number changes involving SH 68 - US 20 and US 93 - US 93A. Changes involving US 95A will be laid before the AASHTO Committee at its summer, 1977, meeting. Sign changeover is tentatively scheduled for January 1, 1978, to coincide with publishing of a new map. (ACTION: BOARD SECRETARY)

The Board noted a letter from the Mayor of Buhl expressing appreciation for the Department's resurfacing project on US 30 through Buhl. Also noted was a letter from District 1 stating that a concrete barrier has been erected on US 30 adjacent to the Vollweiler bowling alley in Montpelier as discussed during the Board tour in September.

Mr. Wood expressed concern over communication between the Department's legal counsel and FHWA regional counsel independent of consultation with appropriate administrators. The Director will develop policy in this area and present it to the Board. (ACTION: CHIEF OF MANAGEMENT AND PLANNING)

Mr. Tisdale presented the current status of apportionments report.

In connection with a discussion of the Swan Valley Bridge, the Chief of Highway Operations reported on a minor landslide on US 26 east of the bridge.

Mr. Stroschein asked about potential Department involvement in dike protection at Blackfoot. Mr. Manning said it is doubtful that the Department can, legally, participate in such measures.

Mr. Barron asked about the status of a proposed rehabilitation project on SH 68 west and south of Tollgate. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Larry Grupp, Manager, Moscow Chamber of Commerce, Meets With Board Regarding Expediting Purchase of Idaho Inn Property. Larry Grupp, Manager, Moscow Chamber of Commerce met with the Board. He expressed the Chamber's concern about expediting purchase of the Idaho Inn property as right of way for the couplet project. Mr. Grupp said that renovation of the Inn is imminent.

Mr. Tisdale said the Department must proceed with caution in view of the fact that there is a design problem involving service to A Street that has not yet been resolved. It may be a month or more before it is known whether the problem can be resolved.

Stanley Delegation Meets with Board on Redesignation of U.S. 93 Between Shoshone and Challis. The following delegation met with the Board:

Jim Bennetts, Attorney for Stan Harrah, Inc.  
 Ted Springer, Attorney for Stanley Chamber of Commerce  
 David Crow, Reporter for the Wood River Journal, Hailey  
 Dennis Cain, Attorney for Stanley Construction Co.  
 J. G. Nicholson, Mayor of Stanley  
 Jerry Funderburg, Stanley Chamber of Commerce  
 Carol Wolfgang, Manager-Rod & Gun Club, Stanley  
 Max J. Bitton, Mystic Saddle Ranch, Obsidian  
 Nancy DuBois, Rod & Gun Club, Stanley  
 Nedra Sessions, Sessions Lodge, Stanley  
 Marjorie Pollock, Sessions Lodge, Stanley  
 Mary Elliott, Sessions Lodge, Obsidian  
 Freda Nicholson, Sawtooth Rock Shop and Stanley Laundromat  
 Ed Elliott, Obsidian  
 M. W. Pollock, Engineer, Stanley  
 J. Don Sessions, Sessions Lodge, Obsidian  
 Keith Holmes, Rupert

A statement was presented to the Board by Ted Springer on behalf of the Stanley Chamber of Commerce in opposition to the redesignation of U.S. Highway 93. The Stanley Chamber of Commerce requested the Board reject the recommendation of the American Association of State Highway and Transportation Officials to redesignate U.S. Highway 93, and that the Board conduct full public hearings throughout the route prior to reconsideration of the question.

Jim Bennetts also presented the Board with a statement on behalf of Stan Harrah, Inc., d/b/a Sawtooth Shopping Center of Stanley, opposing redesignation for reasons of area economy. He urged that more public input should be sought prior to a decision being made to redesignate.

Complete statements are in Central Files.

The possibility of designating this route as a scenic highway was discussed. The spokesmen for the delegation were receptive to this possibility.

In response to a request that more time be allowed for economic impact data collection, Chairman Moore assured the delegation the matter would remain open for sixty days. (See minute entry of December 3, 1976, on this subject.)

Request for Extension of Extra-Length Route Designation to Include US 2/200 Denied. It was reported to the Board that Mr. Claude Abel, IMTA Manager, on behalf of Louisiana-Pacific Lumber Co., has requested the extension of extra-length route designation to include US 2/200 from Sandpoint west to Priest River and from Bonners Ferry north and east to Moyie Springs.

The Board was advised that US 2/200 west of Sandpoint to Priest River is a section approximately 29 miles in length. Approximately 11 miles is rated inadequate as to both shoulder width or surface width, with a safety rating of approximately 11 on a par 30 scale. A part of this route is parallel and immediately adjacent to a river with steep slopes. US 95 north of Bonners Ferry crosses the Kootenai River Bridge with a curb to curb width of 19 feet and a length of 1279 feet. A steep winding hill, 1.5 miles in length, is located immediately north of the bridge.

The Board concurred in staff recommendation to deny the request.

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

Exchange Deed - Nutsch and Watts Manufacturing, Project F-2441(4), Station 2096+71.8, 1/2 mile west of Jerome. Widen existing 20' field approach to 40' with unrestricted usage.

Quit Claim Deed Approved - Mr. Earl Stone, Mountain Home, F-3022(11), Station 2107+55 Left, Sebree I.C. Area; US 30 Bus., MP 0.65 Left; West of Mountain Home on Sebree I.C. Approach; Permit 3-76-184. The Board was advised that Mr. Stone has requested a 40 foot approach in the Partial Control of Access, Type "A". Access was changed from full control to partial control by Board action on 7/15/76. Presently, no approaches exist from the property to US 30 Bus. However, the property abuts the county road on the north with about 500 feet of frontage and will have unlimited access to this road.

Upon the recommendation of the Department, the Board approved the request with the provision that the permittee erect a suitable barrier to limit access at approved points. This provision will be included in a letter transmitting the permit. (ACTION: TRAFFIC SUPERVISOR) The Quit Claim Deed was signed by the Board.

Revision of Partial Control of Access at Pinehurst, Right of Way Permit 4-76-69. The request of Mr. Thomas Peterson for a revision in partial control of access on U.S. 95 at Pinehurst was reviewed with the Board. This revision would permit Mr. Peterson to use the old highway roadbed to access his property and be comparable to access control on adjacent parcels.

It was the Board's decision that the partial control of access line on the west side of U.S. Highway 95, Project F-4113(12), from Station 599+00 left to Station 601+00 left would be tapered from a point approximately 60 feet inside the highway right-of-way line and then follow the right-of-way line joining the existing parcel control of access line at Station 603+50 left leaving a trapezoidal portion of the highway right of way encompassing the old highway that is outside the control of access requirements providing access to a parcel at Station 600+75 left.

The official plans for the project will be revised to reflect the Board's decision. (ACTION: TRAFFIC SUPERVISOR)

Removal and Abandonment from the State Highway System (I-15).  
The Board approved removal of five intermittent sections of former State Highway No. I-15, described as beginning at the Utah State Line and ending 0.750 mile north of Malad Corporate Limits; and abandonment of four intermittent sections of former State Highway No. I-15, described as beginning at a point 1.268 miles north of the Utah State Line and ending at a point 1.344 miles south of Malad Corporate Limits, with a combined length of 9.480 miles; as shown in official Exhibit B-156, which is made a part hereof.

Removal and Abandonment from the State Highway System (US 95).  
The Board approved removal of two sections of former State Highway No. U.S. 95, 3.800 miles in length, the first section described as beginning at a point 1.295 miles south of Cottonwood South Corporate Limits and ending at the south junction of the Cottonwood Business Loop, and the second section described as beginning at the north junction of the Cottonwood Business Loop and ending at a point 1.767 miles north of the Cottonwood North Corporate Limits; and abandonment of five intermittent sections of former State Highway No. U.S. 95, located north and south of the City of Cottonwood, with a combined length of 0.450 mile; as shown in official Exhibit B-157, which is made a part hereof.

Removal and Abandonment from the State Highway System (SH 24).  
The Board approved removal of a section of former State Highway No. 24, 6.983 miles in length, and described as beginning at a point 7.350 miles east of a junction with State Highway No. U.S. 93 and extending northeasterly via Dietrich, thence south and east to a junction with the relocated section of State Highway No. 24 south of Besslen; and abandonment of another section of former State Highway No. 24, described as beginning at a junction with the east end of the relocated section of State Highway No. 24 south of Besslen and extending westerly 0.133 mile; as shown in official Exhibit B-158, which is made a part hereof.

Board Policies Approved Subject to Public Hearing. The format of the following Board policies were approved subject to a favorable public hearing to be held under the Administrative Procedures Act:

B-05-19 - Right-of-Way Fencing

The Idaho Transportation Board authorizes the Department Director to establish Department criteria for the construction and/or maintenance of right-of-way fencing on the State Highway System. Situations requiring arbitration or clarification of policy will be referred to the Board for final determination.

(Former dates of B-05-19: 7/25/62 and 9/6/74)

B-12-15 - Highway Access Controls

The Idaho Transportation Board authorizes public and private access to the State Highway System according to the following policy.

Regulation of access shall be established on new construction projects on the State Highway System considering: type of facility; functional classification; future development; adjacent land use; highway safety; vehicle operations; preservation of highway utility; and route consistency.

Classes of access regulation are: controlled; and "Standard Approach Policy." Sections of highway not designated as controlled access shall be operated and maintained in accordance with the Department's "Standard Approach Policy."

METHOD OF ACCESS	TYPE OF ACCESS CONTROL				
	FULL CONTROL	PARTIAL CONTROL			
		I	II	III	IV
A. Public Road Connections	Via Inter-change ramps only (5)	As shown on project plans and determined to be in the public interest (1)			
B. Existing Private Approaches	Access Road Service only	As shown on project plans with no spacing restrictions	Maximum of three (3) per side per mile until access road construction (3)	Access Road Service only (3)	
C. New Private Approaches	Access Road Service only	Permitted at not less than six hundred and sixty (660) feet spacing between approaches, (4) except that isolated parcels shall be served (2)	Prohibited, except that isolated parcels shall be served (2)	Access service road only except in extreme cases (3)	Access Road Service only (3)

Supplemental data:

- (1) For Type IV, partial access control, existing public road connections shall be shown on the project plans, with future public road intersections limited to one (1) per mile.
- (2) Isolated parcels are those land units adjacent to the highway right-of-way that have no access due to canals, streams, impossible terrain, other barriers or were created by property sale or exchange before the original access purchase.
- (3) Adequate highway right-of-way for access roads will be obtained under Type III and IV partial access control. Access roads will be provided when deemed appropriate by the Board.
- (4) The minimum six hundred and sixty (660) foot approach spacing for Type I partial access control may be increased and will be considered in the initial approval of that type of access by the Board.
- (5) Full control of access prohibits all at-grade intersections, including those with railroads.

Access control shall be maintained according to the type purchased and established on each specific land parcel. Former types of access control purchases (A,B,C,D,E and F) shall remain in effect.

The intent of this policy is to provide a safe, regulated highway operation with a minimum of traffic interference from adjacent properties and yet provide appropriate service thereto. It is important that access be limited in order to preserve the integrity of the highway system and protect the investment in the highway improvements. All approach requests or revisions in access control shall be considered relative to this intent.

The Board retains the right to change access control or reconstruct or widen the roadway and arrange for necessary modifications or closures of driveway approaches. Each section of highway having access control shall be posted, providing notice to the public that the access to that section of highway is restricted.

(Former dates of B-12-15: 10/14/63, 1/24/73 and 9/5/74)

Coincident with the approval of B-12-15, the Board approved rescission of Board Policy B-14-01 dated 4/23/53 as the subject matter is contained in B-12-15.

B-12-01 - Right-of-Way Encroachment Permits

The Department Director is authorized to establish procedures and controls for issuing right-of-way encroachment permits; design and safety standards of the State Highway System must not be adversely affected by the granting and use of such permits.

A non-refundable application fee is required for the permits, except for those issued to other governmental agencies. The fees shall be as follows:

- Control of access area applications      \$40.00
- Utility encroachment applications      \$40.00
- Standard Approach Policy applications    \$20.00

Permits requiring a revision of property rights involving Exchange Deeds or Quit Claim Deeds shall be approved by the Transportation Board.

Property owners who are not granted a permit after the Department has processed the application may appeal to the State Highway Administrator. If further arbitration is required, the Department Director will be consulted and, if necessary, the appeal will be presented to the Transportation Board for a final decision.

Property owners who are granted an encroachment permit for an approach to a State highway must construct the approach to required standards. If the permittee builds a substandard approach, he will be given one (1) year in which to conform to standards or the permit will be revoked and legal action taken to cause the approach to be removed.

(Former dates of B-12-01: 11/15/71 and 9/5/74)

Board Policies Approved. The following Board policies were approved by the Board:

B-03-02 - 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 project.

If required, hearings will be held in accordance with Idaho Statute.

(Former dates of B-03-02: 12/11/61, 11/15/71, 9/5/74 and 11/7/74)

B-06-11 - Out-of-State Travel

The Department Director is authorized to approve out-of-State travel when it is in the interest of Department operations.

(Former dates of B-06-11: 1/6/60, 8/31/70, 3/22/71, 1/23/73, 9/10/73 and 9/5/74)

B-06-13 - Use of Auditorium and District Conference Rooms

The auditorium in the Headquarters building may be used by State agencies and other organizations who have affiliate interests with the Transportation Department. Conference rooms in the District offices may also be used for similar purposes.

The Department Director is authorized to establish rental fees and other requirements for the use of these facilities.

(Former dates of B-06-13: 4/14/61, 11/15/71 and 9/5/74)

B-14-01 - Damaged or Obsolete Railroad Crossing Signals and Gates

When damage occurs to an automatic railroad crossing signal or gate, it shall be the responsibility of the railroad company to collect from the party(s) responsible for the damage. If such action is ineffective, the Department will share in the cost of the repair at the same ratio stipulated in the original agreement for installing the signal and gate.

Those automatic crossing signals and gate mechanisms mutually agreed upon as being obsolete shall be replaced at the participation ratio used for current installation.

The Department will not pay for railroad flagging costs while an automatic signal or gate is inoperative.

Advance warning signs for at-grade railroad crossings will be installed and maintained by the Department.

(Former dates of B-14-01: 3/16/64, 1/20/73, 9/10/73 and 9/5/74)

B-14-03 - Selection of Pipe Culverts

The kind(s) of culvert pipe used on State highways will be specified when warranted by economic criteria, such as distance from source of supply, or by engineering considerations such as fill heights, soil characteristics, topography, etc.

When engineering or economic criteria do not dictate a particular kind, type or class of pipe, it will not be specified. An exception to this will be on Interstate or Primary highways where the life

expectancy of access control and right-of-way width is anticipated to be fifty (50) years or more. In these cases, the Department will designate the use of a specific type of culvert pipe known to have long life.

(Former dates of B-14-03: 6/27/62, 4/24/72 and 9/5/74)

B-14-06 - Approval of Plans, Specifications and Estimates

The Department Director or his designee is authorized to approve plans, specifications and estimates for projects listed for construction in each Board approved Transportation Improvement Program. Such approvals 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-14-06: 2/20/73, 9/5/74 and 11/7/74)

B-18-02 - Personnel Action

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

The Transportation Board will be advised of proposed personnel actions affecting Section Supervisors and higher authority.

(Former dates of B-18-02: 9/30/57, 7/19/65, 2/19/68, 4/15/68, 7/31/72, 9/5/74 and 11/7/74)

B-14-05 - Detailed Construction Costs and Contract Awards. The Board deferred action on this policy. It will be resubmitted to the Board at the next meeting.

Six Year Highway Improvement Program - Primary Highways. The Project Scheduling Supervisor reported to the Board that current estimates of federal-aid funds, including transition quarter funds, expected to be available to the Department have allowed shifting of several projects plus the addition of the following:

<u>Key No.</u>	<u>Description</u>	<u>F.Y.</u>
1559	D St. & Dike Route Connector	1977
1557	Lewiston Hill, Signing	1977
1563	Preston, Signals	1980
1558	Lewiston Hill, Paving	1980

<u>Key No.</u>	<u>Description</u>	<u>F.Y.</u>
78	Newmans Corner - Shoshone	1981
1052	Thru Sandpoint, Stage 1	1981
733	Newmans Corner - Shoshone, Seal	1982
	Boise River Bridges, Stage 2	1982
	Thru Sandpoint, Stage 2	1982
807	Willow Cr. - Rigby	1982

The Board approved the above changes to the program. A copy of the revised Six Year Highway Improvement Program for Primary Highways is marked Exhibit C-99, and is made a part hereof.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
S-2809(7)	Picabo East & West	Partial Control Type I Right and Left of M.P. 185.93 to M.P. 191.40

(Access Control Type I replaces the previous Type "A" Access Control.)

Public Hearings Scheduled. The Board was advised of the following public hearings:

1. F-2392(13), Valley Creek Bridge, U.S. Highway 93  
(Opportunity for a location and design public hearing has been offered for January 6, 1977)
2. RF-6471(42), SH-88 to North of Sugar, U.S. Highway 191-20 (Supplemental design hearing scheduled for January 11, 1977, in Sugar City)
3. HHS-1720(1), North Pleasant Valley Road in Power County - A connection to S.H. 39. (Location and design public hearing scheduled for December 7, 1976, at American Falls)
4. M-7064(004), "D" Street Extension, U.S. Highway 12  
(Design public hearing tentatively planned for January 1977)

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

December 2, 1976

I-80N-2(52)114 - Work consists of constructing roadway, drainage structures, plant mix pavement, and 40' prestressed concrete bridge on 2.497 miles of I-80N frontage roads, East Hammett I.C. - Glens Ferry, in Elmore County - Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, in the amount of \$1,429,307.80 - Alternate No. 1. Approval to award this contract was obtained through telephone contact with the Board on December 1, 1976.

HHS-7063(001) - Work consists of furnishing and installing traffic signals, widening and a plant mix overlay at the intersection of SH-44 and Collister Road, in Ada County - Federal Aid and State financed. The contract was awarded to J. M. Hess Construction Co., Inc., Nampa, Idaho, the low bidder, in the amount of \$75,792.77.

HHS-F-6(3) & ST-6423(504) - Work consists of constructing roadway, drainage structures, plant mix pavement and 21'0" x 10'6" x 142' corrugated plate pipe arch, Oakland Waste Ditch at M.P. 302.8, West Broadway to Idaho Falls, M.P. 306.57 - 306.75 on US-20, in Bonneville County - Federal Aid and State financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$199,515.00.

RF-5115(21), STM-5115(551) & Stockpile 5602 - Work consists of placing a seal coat from Mocteleme Creek to Plummer and from Plummer to Worley and furnishing cover coat material, aggregate road mix pavement and anti-skid material in stockpile at Plummer Yard on 13.200 miles of U.S. Highway 95, in Benewah and Kootenai Counties - Federal Aid Rural Primary and State financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$161,670.50.

F-6471(54) - Work consists of placing a concrete pavement and concrete deck seal on structures on 6.934 miles of U.S. Highway 191-20, Rigby to Thornton, in Jefferson and Madison Counties - Federal Aid Primary and State financed. The contract was awarded to Kasler Corporation, San Bernardino, California, the low bidder, in the amount of \$3,071,000.00.

Stockpiles 4606 and 4605 - Work consists of furnishing aggregates for cover coat material, road mix pavement and anti-skid material in stockpile at Potlatch Yard and Moscow Yard, in Latah County - State financed. As the low bid was 30.11 percent over the Engineer's Estimate, the bid was rejected and the project will be readvertised.

HHS-7243(001) - Work consists of widening the existing roadway, drainage, plant mix pavement and plant mix pavement overlay on 0.246 miles of SH-21, Eckert Road Intersection, in Ada County - Federal Aid High Hazard Safety and State financed. The contract was awarded to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$29,923.00.

Building No. 3311 - Work consists of furnishing and installing a Torit Dust Collector Air Units, Ducts, Roof Exhaust Fan, Gas Line, Heater Units related piping, electrical wiring and appurtenances in the Central Sign Shop Warehouse and Storage Building at Boise, Idaho, in Ada County - State financed. The contract was awarded to Ada Heating & Cooling, Boise, Idaho, the low bidder, in the amount of \$23,621.00.

Building No. 6051 - Work consists of constructing a 44' x 114'-8" concrete and pumice block maintenance building and providing a complete water system with well and disposal system in the vicinity of Driggs, in Teton County - State financed. The contract was awarded to Clark Brothers Construction Co., Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$152,078.00.

I-80N-2(54)49 - Work consists of preparing seed bed, seeding and watering to establishment period Stage 1 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 contract was awarded to Randall & Blake, Inc., Littleton, Colorado, the low bidder, in the amount of \$142,695.00.

ER-5121(23), STM-5121(549) and ST-5121(551) - Work consists of furnishing and installing pipe culvert, underdrains and small ditch at Trestle Creek, Oden Culvert and Dry Creek on SH-200, in Bonner County - Federal Aid and State financed. The contract was awarded to Fix It Fitz Construction, Inc., Sandpoint, Idaho, the low bidder, in the amount of \$43,634.00.

Stockpiles 2564, 2565, 2566 and 2567 - Work consists of furnishing cover coat material and secondary screenings in stockpile at Twin Falls Yard, Hansen Bridge, adjacent to M.P. 196.8, U.S. 30, and M.P. 208.2, US-30, in Twin Falls and Jerome Counties - State financed. The contract was awarded to G. Glen Clark, Buhl, Idaho, the low bidder, in the amount of \$60,000.00.

DP-F-4114(31) - Work consists of constructing roadway, drainage structures, illumination, landscaping and plant mix pavement on 0.262 miles of US-95 and US-12, Lewiston Hill Section 2 and 3, in Nez Perce County - Federal Aid Primary and State financed. The contract was awarded to DeAtley Corporation & Steelman Duff, Inc., a Joint Venture, Lewiston, Idaho, the low bidder, in the amount of \$2,565,301.41.

OS-4100(1) and OS-4100(2) - Work consists of constructing 4-18' box culverts on North and South Leigh Creek, on County Roads, in Teton County - Federal Aid Off-System and County financed. The contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, in the amount of \$95,954.00. The award of this contract has the approval of Teton County.

Building No. 2121 - Work consists of constructing a 44' x 114'-8" concrete and pumice block maintenance building and two trailer pads and providing a water system (well by State) and disposal system in

the vicinity of Stanley, Idaho, in Custer County - State financed. The contract was awarded to Don Shafer, Inc., Salmon, Idaho, the low bidder, in the amount of \$154,300.00.

OS-4200(2), OS-4200(3) and OS-4200(4) - Work consists of constructing a 53', 55' and 80' concrete bridges on local county roads over the King Hill Canal, Low Line Canal 3400 N. Road and Low Line Canal 3700 E. Road, in Twin Falls County - Federal Aid Off-System financed. The contract was awarded to Arrington Bros. Construction, Twin Falls, Idaho, the low bidder, in the amount of \$123,590.00.

Well No. 1 - Work consists of drilling and casing a six (6) inch diameter well, furnishing and installing a pump and appurtenance items, developing the well to produce twenty five (25) gallons per minute of potable water, and conduct the necessary pumping tests to prove the well's capacity in Ada County - State financed. The contract was awarded to Robert P. Jones, Boise, Idaho, the low bidder, in the amount of \$5,058.50.

BR-M-7622(001) - Work consists of constructing roadway, drainage structures, plant mix pavement, illumination and a 1313' prestressed concrete bridge over the Snake River on 0.903 mile of U.S. Highway 30 and 30S, Heyburn Bridge and Approaches, in Cassia and Minidoka Counties - Federal Aid Urban and State financed. The contract was awarded to Miller Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$1,652,508.75.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 640	Hat Creek Slide	\$ 127,000
ER-4113(6)	Slide Monitoring Installation	
US 95	(Advertise Date 12/29/76)	
-- Miles	(Open Bids 1/25/77)	
Key No. 1343	Jct. US 95 - Cottonwood Creek	421,000
ST-4749(513)	Bs., Pave, Str.	
SH 7	(Advertise Date 12/15/76)	
7.53 Miles	(Open Bids 1/18/77)	
Key No. 945	Apprs., St. Maries River Bridge	201,000
ER-5810(9)	at Santa	
SH 3	(Advertise Date 12/28/76)	
0.3 Mile	(Open Bids 1/18/77)	

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:

DP-F-4114(31), Key No. 394, Lewiston Hill (Sec. 2 & 3),  
Nez Perce County - The Washington Water Power Company,  
Clearwater Power Company and Pacific Northwest Bell  
Telephone Company

Project BR-M-7622(001), Key No. 856, Project RF-2361(41)  
P.E. & R/W, Heyburn Bridge & Approaches, Cassia &  
Minidoka Counties - Mountain Bell, Heyburn City Electric  
and Burley City Light and Power

HHS-7243(001), Key No. 446, Formerly HHS-3291(17), Eckert  
Rd. Intersection, SH 21, Ada County - Idaho Power Company  
and Mountain Bell

HHS-7063(001), Key No. 389, Formerly F-3271(23), State  
St. & Collister, Boise, Ada County - Mountain Bell and  
Idaho Power Company

Trade of 0.17 Acre (7405 S.F.) Identified as Parcel No. 50-R  
For Partial Payment of Right of Way to be Acquired from Elizabeth  
Anders.

SH 19	M-7823(001) Caldwell WCL- Cleveland Blvd.	Elizabeth W. Grimes Anders, et al	Parcels 51 & 59
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The Board executed a Warranty Deed conveying Parcel No. 50-R  
to Elizabeth W. Grimes Anders, et al.

Settlement in Excess of \$60,000.

US 20	RF-6471(41) Thornton - SH 88	Louis F. Smith	Parcel 45
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The subject property has been appraised by Mr. Newell (Fee  
Appraiser) and Charles Boyd (Staff Appraiser). All appraisals were  
in excess of \$60,000. The Board concurred in reviewers' finding of  
Fair Market Value with authority to go ten percent above reviewed  
amount if necessary for settlement.

US 20	RF-6471(41) Thornton - SH 88	Richard E. Bird	Parcel 46
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The subject property has been appraised by Mr. Newell (Fee  
Appraiser) and Charles Boyd (Staff Appraiser) and reviewed by Roy  
Hollifield (Review Appraiser). All appraisals were in excess of  
\$60,000. The Board concurred in reviewers' findings of Fair Market  
Value with authority to go ten percent above reviewed amount if  
necessary for settlement.

Agreement Between States of Idaho and Washington, Project Q-FF-4114(32), U.S. Highway 95, Approved. The Right of Way Supervisor advised the Board that the Department's anticipated reconstruction of a portion of U.S. Highway 95 for the Lewiston Hill North project requires additional right of way and minor reconstruction of a portion of Washington Highway SR-95.

Predicated on the fact that the Department cannot expend money outside the boundaries of the State, an agreement is required to recover from the State of Washington any future construction cost and preliminary right of way expenditures.

The Board signed the agreement and it will be presented to the State of Washington for execution.

Granite Lake Power Line Crossing Upstream from Snake River Seaplane Base. The Aeronautics & Public Transportation Administrator informed the Board that an existing power line across the Snake River at Lewiston at M.P. 145 is a potential hazard to aircraft traffic approaching the seaplane landing area. In addition, hazard potential increases in inclement weather since most aircraft fly the river to remain VFR.

Upon the recommendation of the Aeronautics & Public Transportation Advisory Board, and in accordance with Section 5.2 of the Regulation 5, the Board found this line a potential hazard and directed the Aeronautics & Public Transportation Division to request the Washington Water Power Company to mark it according to State standards.

Salmon Airport Master Planning Application. The Aeronautics & Public Transportation Administrator reported to the Board that Lemhi County has submitted an application for conducting an airport master plan. The FAA advised them of the non-availability of PGP funding--at least until FY 78. Current interest by the sponsor reflects their desire to proceed on a state-local planning program with 75 percent state funding. Future participation in the ADAP program could reduce this through reimbursement. Funding requirements are:

<u>Total</u>	<u>State</u>	<u>Local</u>
\$12,000	\$9,000	\$3,000
	<u>3,800</u>	Previous allocation (3-7-75 & 9-27-76)
	\$5,200	Required

Upon the recommendation of the Aeronautics & Public Transportation Advisory Board, the Board approved allocating up to \$5,200 additional funds for a master plan at Salmon.

Idaho Falls Municipal Airport - Airport Terminal Multi-year Grant Request. The Aeronautics & Public Transportation Administrator advised the Board that the City of Idaho Falls expects to apply for a multi-year grant from the FAA to expand the air facilities and terminal building. The grant would extend over four years committing federal apportionment monies available to the sponsor. In order to relieve part of the local debt burden, the sponsor has requested state assistance to be applied to the non-revenue generating portions of the terminal development project excluding the building proper. This would include land acquisition, roadway development and parking. Project costs are:

	<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
1. Land	\$ 650,000	\$ 590,000		60,000
2. Terminal	<u>2,819,300</u>	<u>909,293</u>	\$80,000	<u>1,830,007</u>
	\$3,469,300	\$1,499,293	\$80,000	\$1,890,007

Upon the recommendation of the Aeronautics & Public Transportation Advisory Board, the Board approved allocating up to \$20,000 for each of fiscal years 77, 78, 79 and 80 subject to annual review and verification of an equivalent expenditure each year by the sponsor.

Use of State Airplane. In response to an inquiry, Mr. Rauscher reported on the use of the State airplane. He said the use of the State plane is exceeding expectations, with over 350 trips from June 19, 1976, to date and an average load factor of 4.5 persons per trip.

FRIDAY, DECEMBER 3, 1976

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

Requests for Extension of Employment Beyond Retirement Age. The Board approved an extension for Sr. Deputy Attorney General Faber Tway beyond his retirement date of 4/1/77 on a contingency basis. At this point in time, these employees are in an exempt status; however, if the Governor wins a legal action now pending between the Attorney

General and the Governor, Department attorneys would be returned to classified status.

This decision was made following extensive review of the current work load in the Legal Section. This extension is considered essential to provide a period of training for replacement attorneys. The complexity of highway, relocation and right of way law and the period of time needed to acquaint replacement attorneys with these provisions makes the extension essential. The extension may be terminated by the Director when deemed advantageous to the Department.

Deputy Attorney General Anton Hohler may be retained after 5/1/77 on a consulting basis to conclude legal cases now pending where he is the attorney of record.

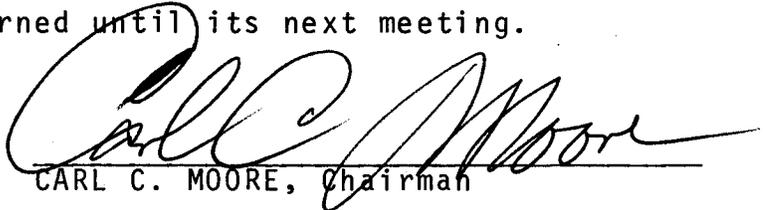
Designation of Scenic Routes in Idaho Approved. The Board authorized designation of scenic routes in Idaho utilizing route markers and maps.

The Department will work through the several Regional Planning Associations throughout the State for preliminary recommendations as to the appropriate scenic routes for State highway and local systems. The initial selection will be limited to routes of recognized quality. The scenic routes will be incorporated into the 1978-79 edition of the Idaho State Highway Map. (ACTION: CHIEF OF MANAGEMENT AND PLANNING)

Informational Meeting on Redesignation of U.S. 93 Between Shoshone and Challis to be Held in Stanley Area. The Board authorized an informational meeting to be held in the Stanley area in January in response to the expressed interest by the Stanley delegation meeting with the Board on December 2, 1976. The meeting is intended to provide local citizens an opportunity to submit more information concerning the economic impact of the proposed Board action to redesignate U.S. 93.

A Board decision will be deferred until February 1, 1977, to incorporate any data which may be developed out of the economic study being conducted by the Department of Commerce--Economic Development Administration.

WHEREUPON, the Board adjourned until its next meeting.

  
CARL C. MOORE, Chairman

Read and Approved  
January 13, 1977  
Boise, Idaho