

MINUTES OF THE REGULAR MEETING OF THE  
IDAHO TRANSPORTATION BOARD

JANUARY 8, 1981

The Idaho Transportation Board met in regular session in the Transportation Building at 9:00 a.m. on Thursday, January 8, 1981. The following people were present:

CARL C. MOORE, Chairman - District 3  
LLOYD F. BARRON, Vice Chairman - District 2  
ROY I. STROSCHEIN, Member - District 1  
DARRELL V MANNING, Director  
MARY F. BROOKS, Board Secretary  
G. K. GREEN, State Highway Administrator  
WORTHIE M. RAUSCHER, Aeronautics & Public Transportation Administrator  
WILLIAM W. HARVEY, Public Information Supervisor  
L. P. SHEESLEY, Management Services Supervisor  
RICHARD C. COWDERY, Division Administrator - Federal Highway Administration

Board Minutes. The December Board minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

February 19-20, 1981 (confirmed)  
March 19-20, 1981 (tentative)

Director's Report. The Board noted the out-of-state travel report for December 1980.

Consulting Services for the Automated Supply and Inventory System. The new automated supply and inventory system will provide financial and accounting data to the Transportation Resource Management System (TRMS) regarding the Department's purchases of supplies and materials. It is essential that the supply and inventory system must be in place if the overall TRMS schedules are to be met.

The Board approved Chief of Administration Neumayer's request for consulting services in the amount of \$40,000 for the third and final phase of the development of the supply and inventory system.

In addition, approval was given for a contingency amount of \$10,000 if needed, to be transferred from salaries and wages.

Uniform State Planning Regions. In June 1978 the Board approved changing the numbers of four highway districts to conform to the statewide planning region designation. The Division of Aeronautics and Public Transportation already

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conforms to those designations. It is expected that the following changes will take place April 1, 1981.

<u>Existing</u>	<u>New</u>
District 1	District 5
District 2	District 4
District 3	No change
District 4	District 2
District 5	District 1
District 6	No change

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Moscow Couplet, Project No. M-7644(001), US-95. As a part of the continuing development of an alternate one-way couplet on US-95 in the City of Moscow certain revisions to the state highway system were necessary. These revisions were made in accordance with a cooperative agreement between the Department and the City of Moscow dated December 4, 1980. This official action is shown in Exhibit B-214 which is made a part hereof with like effect.

System Action Public Hearing, Project No. F-1381(12)A, Old US-26. The Board approved a system action public hearing for February 26, 1981 in Blackfoot for relinquishment of old US-26 to the City of Blackfoot and Bingham County.

System Action Public Hearing, Project No. SR-1701(13), SH-37 Loop. The Board approved a system action public hearing on February 25, 1981 in Malad for relinquishment of the SH-37 loop to the City of Malad.

Six-Year Highway Improvement Program: Bridge Replacement and Rehabilitation. An updated program including bridge sufficiency ratings, project readiness, District recommendations and a minimum of 15% for local off-system projects was presented to the Board. The Board approved the changes as shown in Exhibit C-166 which is made a part hereof with like effect.

Jerome County Airport, Project No. 5-16-0020-02. This land acquisition and environmental assessment project is the second phase of a multi-phase project to upgrade the airport to a Basic Utility II class. Acquisition will be 16.8 acres. Estimated cost are as follows:

<u>FAA</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$57,357	\$3,187	\$3,186	\$63,730

The Transportation Board allocated funds not to exceed \$3,200 for completion of this project as recommended by the Advisory Board.

Pullman-Moscow Regional Airport, Project No. 6-53-0051-04.  
The proposed project will provide additional paved apron area for 30 tiedown spaces. Estimated costs are as follows:

<u>FAA</u>	<u>Local</u>	<u>Washington</u>	<u>Idaho</u>	<u>Total</u>
\$135,000	\$5,000	\$5,000	\$5,000	\$150,000

The Board allocated up to \$5,000 contingent upon grants from the FAA and the State of Washington.

Waiver of 14-Foot Width Limitation to Permit Transportation of 18-Foot Wide Mobile Housing Units. Gallatin Homes of Belgrade, Montana requested the Board to waive the 14-foot limit to permit the transportation of the two remaining Gallatin units in Boise when arrangements for their relocation could be accomplished.

The Board approved the request under emergency provisions of Special Permit Regulation 912.4D and delegated authority to the Director to issue permits for modular units, serial numbers GA3778 and GA4016.

Extension of Hearing Testimony Period, Project No. I-90-1(115)60, I-90, West Wallace - East Wallace. To allow additional time for written testimony the Board extended the hearing testimony period to February 10, 1981.

Location and Design Public Hearing, Project No. F-FG-4114(37), US-12, Lewiston Interstate Bridge Intersection. A location and design public hearing has been advertised for February 4, 1981 in Lewiston on the proposed project to provide an improved connection from the Interstate Bridge to the Dike Route (US-12), Main Street and 1st Street in Lewiston.

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

Project No. I-IR-90-1(116)34 and F-FR-5152(26) - The work consists of bridge deck repair, installing new bridge rail, widening of roadway for new guardrail, updating of signing and plant mix overlay of the structures at the Rose Lake Interchange and the Fourth of July Creek in Kootenai County; federal and state financed project. The contract was awarded to Severance Construction Inc., Eden, Idaho, the low bidder in the amount of \$375,715.05.

Project No. I-80N-1(76)27 - The work consists of constructing the roadway, detours, drainage structures, plant mix pavement, concrete pavement, one 32-foot concrete box bridge and signalization on 1.93 miles of Interstate 84,

Caldwell Section in Canyon County; federal and state financed project. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder in the amount of \$4,945,661.87.

Project No. M-7963(009) - The work consists of installing new traffic signals and illumination at the intersection of 11th Avenue North and 6th Street North in Nampa in Canyon County; federal, state and city financed project. The contract was awarded to Johnson Electric Company, Inc., Nampa, Idaho, the low bidder in the amount of \$45,930.00.

Project Stockpile No. 3593 - The work consists of furnishing aggregate for cover coat material, road mix aggregate and sanding material in stockpile within the materials source Ow-74 in Owyhee County; state financed project. The contract was awarded to Quinn Robbins Company, Boise, Idaho, the low bidder in the amount of \$48,640.00.

Project No. BR-SOS-4000(1) - The work consists of constructing a 109-foot prestressed concrete bridge and riprap over Pine Creek at the 4th Street Bridge in Pinehurst in Shoshone County; federal and county financed project. The contract was awarded to A & R Construction, Inc., Lewiston, Idaho, the low bidder in the amount of \$168,747.40.

Project No. HES-5116(41) - The work consists of furnishing and installing a traffic actuated signal including illumination, roadway widening, plant mix pavement, curb and gutter, drainage and sidewalks on US-95 at Hayden Avenue in Kootenai County; federal and state financed project. The contract was awarded to Thorpe Electric, Kingston, Idaho, the low bidder in the amount of \$239,968.00.

Sign Status Report. The Board reviewed the sign status report for October, November and December 1980.

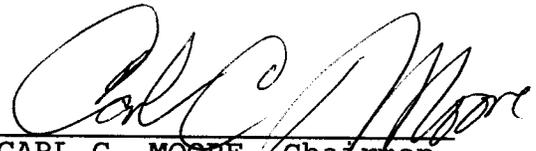
Nielsen Contract Claim, Project No. ER-6461(2) - Henry's Fork Bridge. The Board authorized Chief Legal Counsel Trabert to proceed with settlement of the claim in the amount of \$35,000.00 including all costs. The Board expressed their appreciation and congratulations to Leonard Hill on the outstanding preparation of the case which enabled settlement.

FY82 Budget Presentation to the Joint Finance-Appropriations Committee. The Board recessed to the JFAC Committee Room at 1:30 p.m. where Chairman Moore and Director Manning presented the FY82 Department budget request in the amount of \$150,825,600.00.

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WHEREUPON, the Board meeting recessed at 3:15 p.m.



CARL C. MOORE, Chairman  
Idaho Transportation Board

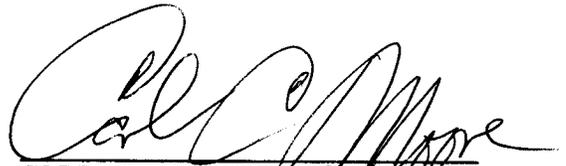
Read and Approved  
February 18, 1981  
Boise, Idaho

SUPPLEMENT TO THE JANUARY 1981  
MEETING OF THE IDAHO TRANSPORTATION BOARD  
January 19, 1981

Through telephone contact with Chairman Moore and Vice Chairman Barron, the Right of Way Supervisor obtained approval of the following:

Approval for a total buyout of Parcel 47  
Project I-80N-1(67)27 Caldwell Section  
(Frontier Motel Inc.).

The Board concurred in the recommended settlement at the reviewed 'before' value plus 3% if necessary for settlement.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
February 18, 1981  
Boise, Idaho

January 19, 1981

MINUTES OF THE REGULAR MEETING OF THE  
IDAHO TRANSPORTATION BOARD

FEBRUARY 18-19, 1981

The Idaho Transportation Board met in regular session in the Transportation Building at 3:15 p.m. on Wednesday, February 18, 1981. The following people were present:

Carl C. Moore, Chairman - District 3  
Lloyd F. Barron, Vice Chairman - District 2  
Roy I. Stroschein, Member - District 1  
Darrell V Manning, Director  
Mary F. Brooks, Board Secretary  
G. K. Green, State Highway Administrator  
Worthie M. Rauscher, Aeronautics and Public Transportation  
Administrator  
E. D. Tisdale, Chief of Management & Programs  
Stuart Gwin, Public Transportation Supervisor  
Richard C. Cowdery, Division Administrator - Federal  
Highway Administration

Board Minutes. The January Board minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

March 18-19, 1981 (confirmed)  
April 23-24, 1981 (tentative)  
May 18-22, 1981, East Idaho Board Tour (tentative)

Director's Report. Director Manning reviewed the summary of legislation currently pending before the state legislature.

Cliff Hinkley has been reappointed by the Governor to the Aeronautics and Public Transportation Advisory Board for a term expiring January 31, 1983. George Cooke was also reappointed by the Governor to the Advisory Board for a term expiring January 31, 1984.

Director Manning has been elected vice-chairman of the Transportation Research Board for 1981.

At a meeting with the Governor concerning the Rose Lake bridge, it was determined that the local highway district jurisdiction is unable financially to even design a replacement for the deteriorated bridge. Legislation may be pending to help them.

The manpower report shows a 23-employee decrease from 1980. The turnover rate of .7 percent is considerably lower than the average rate in other state agencies.

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Annual Certification of Funds. In compliance with Section 40-137, Idaho Code, the Board certified the revenue and disbursements received from taxes or fees on motor fuel, registration, and operation of vehicles in the state of Idaho for calendar year 1980.

Board Policy B-06-30, SAFETY PROGRAM. As required by Board Policy, Chief of Administration Neumayer advised the Board of efforts to reduce vehicular and industrial accidents during 1980. Tort liability claims filed against the department decreased since 1979.

Cascade Airport, Project No. 5-SP-4164.1-02. This proposed planning project includes a site selection study, airport requirements and financial plan for the next 20 years, and various airport plans. Cost under the current grant are as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$13,905	\$4,635	\$18,540

Eventual cost distribution after FAA reimbursement at 90 percent:

<u>FAA</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$16,686	\$927	\$927	\$18,540

The Board approved the state/local grant in the amount of \$13,905 as recommended by the Advisory Board.

Public Transportation Service in the Lewiston Area, Project No. RPT-0016(1). Pass-through funds of \$9,900 from Section 18 have been requested by Nez Perce County to prepare a five-year plan for the implementation of public transportation service in the Lewiston area. The study would determine which of three methods of providing service would best serve the study area.

The Board feels it is essential that the ultimate beneficiary of the system, the City of Lewiston, also be responsible for the study. In that regard, the Board urged the City of Lewiston to become lead sponsor of the project before further consideration of funding could be made.

Statewide Public Transportation Program. Public transportation assistance provided by the Division during 1980 is outlined in Exhibit C-167, which is made a part hereof with like effect.

State Highway Administrator's Report. Organizational changes within the Bureau of Highway Development were illustrated in a revised organization chart reviewed by the Board.

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The Board was informed of changes to the Urban program as directed in the December Board meeting.

The necessary right-of-way is being purchased to construct a free right turn lane off US-93 onto Poleline Road in Twin Falls.

Local industrial interests will remove a safety hazard on US-2 in order to allow 85 foot loads between Laclede and Dover.

State Institution Road Improvement. The Administrator of the Division of Public Works requested the following improvements to roads in, through and around the grounds of the following state institutions using FY82 funds:

1.	Lewis and Clark College	
a.	9th Avenue - repair and seal coat from 4th through parking lot to 6th Street.	\$ 5,130
b.	5th Avenue - repair and seal coat from 9th Avenue to 7th Avenue.	\$ 3,030
c.	8th Avenue - repair and seal coat from 5th Street to 6th Street.	\$ 7,440
d.	11th Avenue parking lot - repair and seal coat.	<u>\$ 8,400</u>
	Sub-Total	\$24,000
2.	State office building at Lewiston.	
a.	Seal coat parking lot.	<u>\$ 6,000</u>
	GRAND TOTAL	\$30,000

In accordance with Board Policy B-05-15, the Board approved the expenditure of \$30,000 of FY82 funds as recommended by the Maintenance Supervisor.

Annual Update of Statewide Roadside Facilities. After reviewing an updated map for 1981, the Board approved District 5's request to convert the Pastime rest area to a turnout facility. The Board approved the updated rest area plan map as recommended.

Location Determination, Project No. F-3291(22), I-84 to Diversion Dam, SH-21. Five alternatives were presented at a location hearing held in Boise in January. After reviewing the hearing transcript, the Board approved the staff's recommended location of the desert alternative. Their decision

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is as shown in Exhibit C-168, which is made a part hereof with like effect.

The Board reviewed the staff presentation on all Wallace alternatives, but delayed discussion on the recommendations until further information was provided at Thursday's meeting.

WHEREUPON the Board meeting recessed at 5:30 p.m.

THURSDAY, FEBRUARY 19, 1981

The Board meeting reconvened in the Transportation Building, Boise, Idaho, at 8:45 a.m. on February 19, 1981. Present were:

Carl C. Moore, Chairman - District 3  
 Lloyd F. Barron, Vice Chairman - District 2  
 Roy I. Stroschein, Member - District 1  
 Darrell V Manning, Director  
 Mary F. Brooks, Board Secretary  
 G. K. Green, State Highway Administrator  
 Worthie M. Rauscher, Aeronautics and Public  
 Transportation Administrator  
 Richard C. Cowdery, Division Administrator - Federal  
 Highway Administration

Update of Access Control Map. The current access control map is based on the 1995 functional classification and shows this functional classification in addition to the recommended level of access control.

The Board concurred with the Management Services Supervisor's recommendations and approved the following changes in the access control map:

1. SH-5 - Upgrade from S.A.P. to Type 1 to be consistent with SH-3.
2. US-20 - Upgrade to full access control between John's Hole and Lewisville Road interchanges to reflect current design.
3. US-20 Business on Holmes Avenue, and US-26 on Yellowstone Avenue - downgrade to Type 1.

The Board agreed that the map should not show functional classifications as that shows on an existing map and could be revised independent of the access control.

Delegation - Elephant Butte Project. Eldon Green, FHWA Regional Administrator, and Jim Hall of the FHWA Vancouver Special Projects Office met with the Board to discuss the

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Elephant Butte Project. The Board voiced concern over competitive contract negotiations with a small minority business rather than proceeding with the normal competitive bidding process.

Delegation - Twin Falls-Sun Valley Regional Airport, Project No. 6-16-0036-10. In order to fight off eroding effects of inflation, representatives from the city of Twin Falls requested a multi-year grant in the amount of \$159,000 to complete a 1,500-foot runway extension.

Director Manning suggested contacting the Southern Idaho Regional Airport Authority for financial support. The city manager agreed this would be done.

The Advisory Board recommended a grant of \$159,000 subject to the following conditions:

1. The state's share be paid at the rate of not more than \$53,000 per year for FY82, FY83 and FY84.
2. The total federal funds, less the Twin Falls enplanement allocations, be from discretionary funding; hence not reducing the federal funding of other Idaho projects.
3. Assurance be received from the local entity of the availability of local funding including the \$106,000 to be recovered from state funding in FY83 and FY84.

Chairman Moore and Vice-Chairman Barron approved the Advisory Board's recommendations as stated. Member Stroschein abstained.

Delegation - Idaho Association of Highways and Good Roads Districts. Kenneth H. Poe, President of the Association, suggested a review of the formula of funding distribution to local entities. According to Chairman Moore, legislative action would be necessary to sanction a needs study to determine the equitability of the distribution formula. Ed Howell, member of the Association, indicated support for funding the needs study off the top of the formula. Director Manning suggested a meeting of the affected entities to discuss the methodology of the needs study and review proposed legislation to accomplish the necessary review. Mr. Poe indicated he would contact the cities, counties and highway districts to determine their reaction to the proposal.

Delegation - Extra Length Designation of US-20/26 From Arco to Carey. Bert Hartwell, owner of Bert Hartwell Trucking of Montevue, Idaho, and Arlo G. Lott, owner of Arlo G. Lott Trucking of Arco, appealed the State Highway Administrator's denial of their request for over-legal

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designation of the subject route. An economic hardship by means of out-of-direction travel was cited by both firms.

SHA Green indicated that recent improvements from Tom Cat Hill to Carey could qualify that portion of road for extra length operations. However, from Tom Cat Hill at about the Blaine/Butte county line to the Craters of the Moon monument, the route is narrow with both vertical and horizontal curvature restricting sight distance and passing opportunity. The Board took the matter under advisement.

After consideration of the testimony, the Board agreed that over-length operations on that portion of US-20/26 would create an undue hazard to the traveling public. Until such time as that section is improved, the Board upheld the State Highway Administrator's decision. An increase in revenue could expedite the improvement.

Six-year Highway Program: State Safety and Rehabilitation. No funds were available in FY81, and many of the projects have been shifted to other eligible sources of funding. The program presented by Ray Mickelson was developed with the anticipation of receiving \$4 million for each year. Highest priority was given to safety projects.

The Board approved the recommended program with changes shown in Exhibit C-171 which is made a part hereof with like effect.

Nomination to International Office, Institute of Transportation Engineers. Jim Pline, E&CP supervisor, has been requested to consider nomination for election as vice president of ITE.

The Board agreed this was a department matter to be handled by the Director and SHA.

Assessment of Transportation Needs for US-12 From Kooskia to the Montana State Line. Public hearings are scheduled on March 11 in Kooskia and March 13 in Lewiston to supplement the safety review determination with an affirmative action plan for US-12.

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

Key No. 110  
F-6471(58)  
US-20

Thornton - SH-33 (Stage II)  
Base, Conc. Pav't. & Traffic  
Control

Project Length 6.16 Miles  
Companion to Project F-6471(82)

Key No. 1363  
F-6471(82)  
US-20

SH-33 - Salem Road (Stage II)  
Base, Conc. Pav't., Traffic  
Control & Interchange Str.

Project Length 3.19 Miles  
Companion to Project No. F-6471(58)

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

Project No. Building 4841 - The work consists of constructing a 93' by 44' metal maintenance building and domestic water well at Kooskia in Idaho County; state-financed project. The low bid was considerably in excess of the engineer's estimate. The Board agreed with the District, Maintenance and PS&E recommendation for rejection of the low bid. The electrical, mechanical and insulation items will be reviewed, and a revised contract will be considered.

Project Nos. M-7823(001) and S-RS-3712(5) - The work consists of constructing the roadway, drainage structures, plant mix pavement and illumination on 2.558 miles of SH-19 west of Caldwell in Canyon County; federal and state financed project. The contract was approved for award to Asphalt Paving and Construction Company, Boise, Idaho, the low bidder in the amount of \$2,550,444.24.

Project No. I-15-3(61)147 - The work consists of modifying the superstructure on the Hamer grade separation and interchange structures and seal coating the cross roads within control of access limits on Interstate I-15 in Jefferson County; federal and state financed project. The contract was approved for award to Cannon Structures, Inc., Blackfoot, Idaho, the low bidder in the amount of \$323,538.00.

Project HES-6501(22) - The work consists of removing existing and installing new traffic signals and emergency pre-emption system on 0.77 miles of Yellowstone Avenue, Cliff Street to Lomax Street in Idaho Falls in Bonneville County; federal and state financed project. The contract was approved for award to Bengal Electric, Inc., Pocatello, Idaho, the low bidder in the amount of \$339,680.00.

Project No. BR-F-6501(13) - The work consists of removing a 506', 7" steel and concrete bridge, constructing a 783' prestressed concrete bridge and 1.47 miles of roadway, drainage structures and plant mix pavement on US-26 at Swan Valley in Bonneville County; federal and state financed project. The contract was approved for award to Harcon/Ward, a joint venture, Pocatello, Idaho, the low bidder in the amount of \$3,579,009.00.

Project No. RS-4717(7) - The work consists of constructing the roadway, drainage structures, and road mix pavement on 0.2

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miles of Cottonwood - Greencreek Road in Idaho County; federal and county financed project. The low bid was more than 10 percent over the engineer's estimate. It was determined that unit prices for individual items were more costly because of the small quantity in the items. District 4, the Cottonwood Highway District and PS&E recommended award, and the Board concurred. The contract was approved for award to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder in the amount of \$127,158.23.

Project No. RS-SR-RRS-6765(4) - The work consists of rebuilding the shoulders and placing a plant mix overlay and seal coat on 7.121 miles of SH-33, Sage Junction, east in Jefferson County; federal and state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$758,126.00.

Authority to Acquire, Project No. I-80N-1(67)27, Parcel No. 96, I-84. Acquisition of a portion of the subject ownership in 1963 was based on the concept that the frontage roads providing access to the remainder would be extended across the Boise River and tie in with the northwest connector. Prior to construction, the plans were modified, and the frontage road connection to US-20/26 was blocked by virtue of installation of a guardrail section along the travelway of said highway across the frontage road approach. Therefore, access to the subject property has never been physically allowed as per our contractual obligation.

The Board concurred in the District and Right-of-Way Supervisor's recommendation to acquire the Lodge property at a value of \$205,000.00.

Request for Easement Across Material Source by Utah Power and Light Company, Project No. I-15-1(37)29, Borrow Source Bk-139 and Bk-145B, Parcel No. 10-R. The Board concurred in the Right-of-Way Supervisor's recommendation as suggested by District 1 and Materials Supervisor, and executed an easement in favor of Utah Power and Light.

Approval to Proceed with Negotiations, Project No. QU-ORF-2391(29), Parcel No. 1, US-93. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with the acquisition of the Oren F. Boone parcel, which is in excess of \$80,000 fair market value and granted additional authority to settle the parcel within 10 percent over FMV if necessary.

Approval to Proceed with Negotiations, Project No. QU-ORF-2391(29), Parcel No. 4, US-93. The Board concurred with the Right-of-Way Supervisor's recommendation to proceed with the acquisition of the Breckenridge parcel, which is in excess of \$80,000 fair market value and granted additional authority to settle the parcel within 10 percent over FMV if necessary.

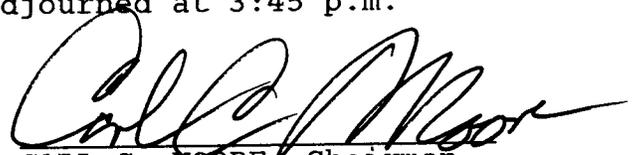
Condemnation Proceedings. The Board signed the orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
ST-2391(552)	30	E. E. White, et ux	US-93
BR-5116(43) and STS-5116(594)	5	Warren T. Scott	US-95
BR-5116(43) and STS-5116(594)	12	Poulton	US-95
BR-5116(43) and STS-5116(594)	3	Eugene D. Barber, et al	US-95

Determination of Location Approval, Project No. I-90-1(115)60, West Wallace to East Wallace. After reviewing the transcript of the hearing, the location report and an extensive analysis by E&CP Supervisor Pline, the Board made the following decision relative to the location of Interstate 90 through Wallace:

1. That the North Hillside Alternative as shown in Figure 2-7 of the Draft Environmental Impact Statement, dated October 15, 1980, be adopted.
2. That the Burke Canyon/South Interchange Alternative for service to East Wallace as shown in Figure 2-21 of the Draft Environmental Impact Statement, dated October 15, 1980, be adopted.
3. That a West Wallace Interchange be adopted for service to Wallace to be either the West Wallace/ITD Land Alternative as shown in Figure 2-12 or the West Wallace/Railroad Yard Alternative as shown in Figure 2-14 of the Draft Environmental Impact Statement, dated October 15, 1980; the selection dependent on railroad negotiations and design considerations.
4. That the previous decision of the Board of Highway Directors, dated May 18, 1964, is herewith rescinded.
5. That these selected Alternatives will provide greater benefits to the State of Idaho than any resulting loss or damage of the City of Wallace.

WHEREUPON the Board meeting adjourned at 3:45 p.m.

  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
March 18, 1981  
Boise, Idaho

February 19, 1981

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SUPPLEMENT TO THE FEBRUARY 1981 MEETING OF  
THE IDAHO TRANSPORTATION BOARD  
FEBRUARY 27, 1981 and MARCH 2, 1981

Through telephone contact with Board Chairman Carl C. Moore on February 27, 1981 and Board Member Roy I. Stroschein on March 2, 1981 the Director obtained approval of a 120-day test period beginning March 4, 1981 for over-length operations by American Strevell of Salt Lake City, Utah.

By special permit, American Strevell can operate 45-foot units within a 105-foot length on Interstate 84 and Interstate 86. Exit will only be allowed from:

- I-86 at Interchange 58 in Pocatello to the Kenworth dealership;
- I-84 at Interchange 182 in Twin Falls to the Oasis Truck Stop; and
- I-84 at Interchange 57 in Boise to the Kenworth dealership.

A fee of approximately 80% of the use fee rate will be assessed American Strevell to reimburse the Department for costs incurred in monitoring and evaluating the over-length operations.

  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
March 18, 1981  
Boise, Idaho

February 27, 1981 &  
March 2, 1981

## SUPPLEMENT TO THE FEBRUARY 1981 MEETING OF THE

## IDAHO TRANSPORTATION BOARD

FEBRUARY 27, 1981 and MARCH 3, 1981

Through telephone contact with Chairman Moore on February 27, 1981 and Member Stroschein on March 3, 1981, the Chief Legal Counsel obtained approval of the following:

Approved a settlement with Bill D. Cates, et al,  
being Parcels 1 & 4 on Project No. I-80N-1(74)44  
Southeast on Ramp Meridian I.C.

The Board members concurred in the recommended settlement of the two (2) parcels at \$143,500 total combined payment.



CARL C. MOORE, CHAIRMAN

Read and Approved  
March 18, 1981  
Boise, Idaho

February 27, 1981 and  
March 3, 1981

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MINUTES OF THE REGULAR MEETING OF THE  
IDAHO TRANSPORTATION BOARD

MARCH 18, 1981

The Idaho Transportation Board met in regular session in the Transportation Building at 8:45 a.m. on Wednesday, March 18, 1981. The following people were present:

Carl C. Moore, Chairman - District 3  
Lloyd F. Barron, Vice Chairman - District 2  
Roy I. Stroschein, Member - District 1  
Darrell V Manning, Director  
Mary F. Brooks, Board Secretary  
G. K. Green, State Highway Administrator  
Worthie M. Rauscher, Aeronautics & Public Transportation Administrator  
William W. Harvey, Public Information Supervisor  
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Meeting Dates. The following meeting dates were scheduled by the Board:

April 23-24, 1981 (confirmed)  
May 18-21, 1981, East Idaho Board Tour (confirmed)  
June 16-17, 1981 (tentative)

Board Minutes. The February Board minutes were approved as distributed.

Director's Report. The Board concurred with the proposed itinerary for the East Idaho Board Tour May 18-21, 1981.

Mr. Manning chaired a four-state task force for AASHTO to identify federal mandates contributing to excessive project costs and delay. The Mandate Review Task Force report has been distributed to all states and the Congress for comment.

At the AASHTO Policy Committee meeting in Washington, D.C. the first of March, the Director learned the direction of the Reagan administration in transportation issues. Cuts are expected in operating assistance in public transportation; highway safety; and assistance to large airports. There is a proposal to limit federal participation to three highway programs: Interstate, primary and bridges.

Capital-For-A-Day meetings are scheduled in Washington County on March 27, Gooding County on April 2, and Twin Falls County on April 3.

The Board examined the out-of-state travel requests for February 1981 and the Highway User Revenue projections through that same period.

March 18, 1981

The Board expressed appreciation to Mac Sheesley and Bob Trabert for their efforts during the legislative session. Revenue producing legislation is now in the Senate Transportation Committee for action this week.

Legal Report. The majority of the 41 pending legal cases are condemnation actions. The case load was identified and analyzed by Chief Legal Counsel Trabert.

St. Maries River Railroad (STMA) Project. The Reagan administration is attempting to rescind FY81 funds already appropriated for local rail service assistance and prevent Congress from reauthorizing the program for FY82 and beyond. Rescission would be difficult to achieve; however, prospects for reauthorization in FY82 and beyond are dim. The Board agreed that the project should continue as planned on the first year rehabilitation program.

Removal of a Section of Former US-26 in the City of Blackfoot, Project No. F-1381(12)A. A system action public hearing was held February 26, 1981. City officials expressed the importance of a Snake River crossing to the city and the surrounding community.

After reviewing the hearing transcript the Board approved removal of a section of former US-26 beginning at the west city corporate boundary and extending southeasterly and easterly along West Bridge Street, and including the bridge crossing the Snake River. The Board agreed with the District 1 recommendation to rehabilitate the bridge using State forces prior to relinquishment to the City of Blackfoot. The Board's decision is as shown in Exhibit B-215 which is made a part hereof with like effect.

Relinquishment of a Section of Former US-26 to Bingham County, Project No. F-1381(12)A. Relinquishment of excess right-of-way in conjunction with this roadway section is necessary to clear titles to adjacent property owners. After reviewing the February 26, 1981 hearing testimony, the Board resolved that a 0.7 mile section of former US-26 beginning at the western city limits of the City of Blackfoot and extending westerly to a junction with existing US-26 be removed from the state highway system effective March 18, 1981. The Board's decision is as shown in Exhibit B-216 which is made a part hereof with like effect.

Relinquishment of SH-37 Loop, Project No. SR-1701(13), Bannock Street, Malad. A system action public hearing was held on February 25, 1981 to consider removal of the SH-37 loop from the state highway system upon completion of the reconstruction of Project SR-1701(13) on Bannock Street.

After reviewing the hearing transcript the Board approved the removal of the portion of SH-37 known as the Malad Loop.

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The Board's decision is as shown in Exhibit B-217 which is made a part hereof with like effect.

Lemhi County Airport, Project No. 5-SP-0032-02. The proposed project is a state/local agreement to help the county front end the cost of design and land acquisition for future ADAP projects. The initial cost summary is as follows:

<u>Local</u>	<u>State</u>	<u>Total</u>
\$29,000	\$29,000	\$58,000

As recommended by the Aeronautics and Public Transportation Advisory Board, the Board approved \$29,000 as requested, with the stipulation that the funds will be applied to ADAP projects as portion of state match

Rexburg-Madison County Airport, Project No. 5-16-0031-04. The proposed project would overlay an existing apron area constructed under Project No. 5-16-0031-03 with just a BST surface, construct a south taxiway, and mark the runway and apron. The cost summary is as follows:

<u>FAA</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$106,830	\$5,935	\$5,935	\$118,700

Dependent upon availability of FAA funds the Board approved \$6,000 for the subject project as recommended by the A & PT Advisory Board.

Nampa Municipal Airport, Project No. 5-16-0043-04. The proposed project is to assist the city with the shortfall under Project 5-16-0043-03 to cover the court award in a condemnation suit. The cost summary is as follows:

<u>FAA</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$118,308	\$6,573	\$6,573	\$131,454

As recommended by the A & PT Advisory Board, the Transportation Board approved \$6,573 for the project.

Bear Lake County Airport, Project No. 5-SP-0027-03. The project is for design of a planned FY82 ADAP project to implement Phase 1 of the recently completed master plan. The current request for design on a state/local basis is as follows:

<u>FAA</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$-0-	\$14,340	\$14,340	\$28,680

March 18, 1981

This will be reimbursable under the first ADAP project with costs for construction and design divided as follows:

<u>FAA</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$415,042	\$23,053	\$23,053	\$461,158

As recommended by the Aero & PT Advisory Board, the Board approved a grant of \$10,000 to assist the advance design; to be considered part of the State's share of the ADAP project along with the funds committed under the planning grant.

Public Transportation Service in the Lewiston Area, Project No. RPT-0016(1). As requested at the February meeting, the proposal was resubmitted by the City of Lewiston rather than Nez Perce County.

The Board approved \$9,900 of pass - through state administrative funds to the City of Lewiston to engage a consultant to prepare a five-year plan for the implementation of public transportation services in the Lewiston area.

Aeronautics & Public Transportation Administrator's Report. The Board examined the airport development and public transportation meeting summary for February and March.

Administrator Rauscher discussed the results of the discontinued service by Mountain West Airlines. He also indicated income is down by 5% and expects to propose legislation to increase revenue next year.

Access Exchange, Project No. F-3112(13), Payette, US-95. The Board approved and signed the access exchange deed to exchange a 20-foot farm approach located left of station 31+80 for a 30-foot farm approach left of station 35+35.

Access Exchange, Project No. S-2862(4), Paul, SH-27. The Board approved and signed the access exchange deed to exchange a 20-foot farm and residential approach at station 163+64 for a 40-foot unrestricted approach at station 163+54.

Location and Design Public Hearing, Project No. F-FG-4114(37), Lewiston Interstate Bridge Intersection, US-12. The proposed project to provide an improved connection from the Interstate Bridge to the Dike Route (US-12), Main Street and First Street in Lewiston was the subject of the hearing on February 4, 1981. After reviewing the hearing testimony and staff analysis, the Board rescinded its previously approved location (alternate number one) and approved alternate number three for the location and design of the project. That alternate would operate one-way south-bound between Main Street and the Dike Route intersection south of the bridge. In addition, the Board concurred with the

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recommendation to proceed with negotiations with Burlington Northern Railroad to relocate the tracks out of the intersection.

Annual Review of Roadway Width Map. The Board approved the roadway width map for rural highways as currently published without change.

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

Project Nos. BGP-0016(2) and BGP-0016(3) - The work consists of constructing portions of the Green Belt bike path located in the areas of the Fairview and the UPRR bridges adjacent to the Boise River in Ada County; and constructing a bike path in the area of the Broadway Bridge in Ada County; federal and city financed project. One of the bidders on each of the projects was irregular due to the Department's oversight in not sending them an addendum. PS&E recommended that both project bids be rejected and readvertised; the Board agreed.

Project Nos. BGP-0016(2), Section "A" and BGP-0016(3) - The work consists of constructing portions of the Green Belt bike path located in the areas of the Fairview and UPRR bridges adjacent to the Boise River, and in the area of the Broadway Bridge in Ada County; federal and city financed project. The contract was approved for award to F. J. Wilson Construction Company, Inc., Boise, Idaho, the low bidder in the amount of \$51,460.63.

Project No. F-FR-2392(31) - The work consists of shoulder widening and placing a plant mix overlay on 8.74 miles of SH-75, railroad tracks to Junction US-20 in Blaine County; federal and state financed project. The contract was approved for award to Eucon Corporation, Pasco, Washington, the low bidder in the amount of \$382,230.00.

Project No. F-FR-6471(88) - The work consists of constructing a scrub coat, fabric membrane, plant mix overlay and seal coat on ten miles of US-20, Last Chance North and South in Fremont County; federal and state financed project. The contract was approved for award to Eucon Corporation, Pasco, Washington, the low bidder in the amount of \$520,923.82.

Project Building No. 2258, Phase 2 - The work consists of constructing a 122' x 50' masonry maintenance building addition to Building 2258 at Shoshone in Lincoln County; state financed project. The contract was approved for award to McAlvain Construction, Boise, Idaho, the low bidder in the amount of \$127,500.00.

Project Nos. F-4201(37), STM-4201(545) and Stockpile Nos. 4614 and 4617 - The work consists of bridge deck rehabilitation, updating guardrail, seal coating, plant mix

March 18, 1981

pavement, furnishing aggregates for road mix, anti-skid and cover coat material in stockpile, Warm Springs-Montana State Line 23.02 miles, Holly Creek - Warm Springs Creek 20 miles, Bald Mountain and Powell, and Stockpile Nos. 4614 and 4617 in Idaho County; federal and state financed project. The contract was approved for award to Poe Asphalt Paving, Inc., Lewiston, Idaho, the low bidder in the amount \$1,434,848.60.

Utility Hearing, Project No. M-7563(003), Overland Road in Boise. Idaho Power Company requested the bid opening be postponed for six months to allow time to secure permanent steel power poles rather than make a temporary installation and then a permanent one after receipt of the steel poles. Ada County Highway District recommended proceeding with the bid opening since the utility companies were well aware of the project going to contract, and had ample time to prepare for relocation of their facilities. Right-of-way was purchased according to plans and the utility companies were properly notified.

The Board reaffirmed the approval to open bids and secure a contract in order to properly coordinate the utility adjustments and expedite completion of the project.

The Board's decision is as shown in Exhibit C-172 which is made a part hereof with like effect.

Authority to Trade Real Property, Project No. ST-86-2(502)41, Parcel No. 1, I-86. Approximately seven and one-half acres are subject to flooding due to a restriction where the drain crosses I-86. The Board deferred action on the recommendation to trade surplus land between the Interstate and railroad in the vicinity of the Igo Interchange for a flood easement on the seven and one-half acres. The Board requested further examination of the situation. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Authority to Initiate Condemnation Proceedings. The Board signed the order of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
ST-2391(552)	55	Donald E. Sonius	US-93

Exchange of Real Property, Project No. Miscellaneous 799, Parcel No. 8, SH-75. The present operators of the public stock driveway located south of Ketchum have proposed to re-align the driveway and are prepared to have the new areas deeded to the State, providing the State will release the previous areas that will not be needed to the adjacent land owner.

The Board deferred action on this agenda item pending further investigation of specific details of the property exchange. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

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After lunch the Board and District 3 Engineer Sacht drove to Caldwell for site inspection of the new maintenance shed and progress on the Interstate project in Caldwell. Also inspected was the Urban job on SH-19.

The Board returned to the District 3 office and toured the new addition.

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

  
 CARL C. MOORE, Chairman  
 Idaho Transportation Board

Read and Approved  
 April 23, 1981  
 Boise, Idaho

SUPPLEMENT TO THE MARCH 1981 MEETING OF  
 THE IDAHO TRANSPORTATION BOARD

March 23 & 24, 1981

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on March 23 and with Member Roy I. Stroschein on March 24, the Chief of Highway Operations obtained approval of the following transaction:

Sale to the Idaho Department of Parks and Recreation of pitrun material from the material sources in Island Park. The aggregate will be used for improvements within Harriman State Park. Estimated value of the material will be \$5,000-7,500 depending on quantity estimates.

  
 CARL C. MOORE, Chairman  
 Idaho Transportation Board

Read and Approved  
 April 23, 1981  
 Boise, Idaho

March 18, 23 & 24, 1981

MINUTES OF THE REGULAR MEETING OF THE  
IDAHO TRANSPORTATION BOARD

APRIL 23, 1981

The Idaho Transportation Board met in regular session in the Transportation Building at 8:50 a.m. on Thursday, April 23, 1981. The following people were present:

Carl C. Moore, Chairman - District 3  
Lloyd F. Barron, Vice Chairman - District 2  
Roy I. Stroschein, Member - District 1  
Darrell V Manning, Director  
Mary F. Brooks, Board Secretary  
G. K. Green, State Highway Administrator  
Worthie M. Rauscher, Aeronautics & Public Transportation Administrator  
Robert L. Trabert, Chief Legal Counsel  
William W. Harvey, Public Information Supervisor  
Barry F. Morehead, Assistant Division Administrator - Federal Highway Administration

Board Minutes. The March Board minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

May 18-21, 1981, East Idaho Board Tour (confirmed)  
June 16-17, 1981 (confirmed)  
July 16-17, 1981 (tentative)

Director's Report. The final status of legislation monitored by the Department was distributed by the Director.

Minor changes to the East Idaho Board Tour itinerary were outlined by the Board Secretary.

Capital-For-A-Day meetings are scheduled in Lincoln County on May 20, Butte County on May 21; tentatively scheduled in Jefferson County on June 22 and Lemhi County on June 23.

Acting Highway Safety Manager Greg Sali outlined events of the March 23 meeting of the Idaho Traffic Safety Commission.

Manpower totals show a decrease of 76 employees from March 1980.

Out-of-state travel in March was down from the prior month.

Delegation - Realignment of Public Stock Driveway Located South of Ketchum; and Bikepath Proposed by Blaine County Recreation District. Jim Phillips, attorney representing John Faulkner and John Peavey, outlined his clients' request for

April 23, 1981

realignment of the public stock driveway south of Ketchum. Discussion centered on the new driveway being considerably narrower than the existing driveway. Mr. Faulkner saw no problem with driving the sheep through the narrower corridor. Realignment is keyed to the bridge recently built across the Wood River with BLM Advisory Board money. Mr. Faulkner agreed to supply the Board with letters from users of the driveway certifying their approval of the realignment.

Russ Pinto, attorney for the Blaine County Recreation District, indicated the location of the bike path between Hailey and Ketchum is keyed on the realignment of this public stock driveway. The same easement for the driveway will be used for the bike path.

Chairman Moore indicated the Board and staff would look at the site during the East Idaho Board Tour, and review letters from local residents before arriving at a decision.

Delegation - Western Bypass of the City of Moscow. Mayor Don Mackin requested determination of a corridor location for the western bypass of the city for planning guidance. The Board, not wanting to exclude the potential of a western bypass of Moscow, stressed that construction was considerably in the future.

The State Highway Administrator was directed to determine the cost of a minimum study necessary for a corridor location determination to satisfy the Mayor's request. The report was requested at the May Board meeting. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Delegation - Overnight Parking in Rest Areas; and Logo Signing. Don Johnson, owner of the Idaho Falls KOA, acting as spokesman for the group, indicated the rest areas serve a useful purpose for the traveling public but were functioning as a detraction from business interests. Mr. Johnson requested the erection of signs prohibiting overnight camping at the 47 rest areas in the State. Chairman Moore cited the obvious problem of enforcement. Mr. Johnson, however, had no suggestion for effective enforcement. Chairman Moore indicated that current rules and regulations governing safety rest areas were being reviewed by the staff and would eventually be presented at a public hearing.

Larry Anderson, President of the Idaho Campground Owner's Association, claimed payment required by the Department for logo signing is excessive, compared with approximately 14 other states. He requested readjustment of the cost schedule for logo signing. Chairman Moore reiterated the Board's position that logo signs should be self-supporting.

Mr. Anderson agreed with Chairman Moore's request to establish a committee to meet with Department staff to review sign costs.

April 23, 1981

Don Johnson indicated difficulty in determining the status of his signs. The District will assist him. (ACTION: DISTRICT SIX ENGINEER)

Needs Study as the Basis for Distributing Highway User Revenues. At the February 1981 meeting the Board suggested that highway district commissioners meet with their counterparts from cities and counties to determine a specific course of action for implementing a needs study of revenue distribution. The Department has prepared a request for proposals from consulting firms to identify the work required, propose methodologies, and estimate cost to complete. Cities, counties and highway districts are now reviewing that RFP.

Revision of Access Control Map. At the February 1981 Board meeting the Board asked for clarification of access control on US-26 in Idaho Falls.

The Board agreed with the District and Management Services Supervisor's recommendation to change the level of access control from Type IV to Type II on US-26: I-15 Interchange to Yellowstone Avenue in Idaho Falls.

Cottonwood Municipal Airport, Project No. 5-SP-4178.3A-01. The proposed project consists of property acquisition, road relocation, crushing aggregate and engineering. The project is proposed as a 75% State, 25% local, with the first portion of the local match made up of \$1,500 expended for property survey and earnest money on the acquisition, and an estimated \$45,000 local force account work to be donated by the Cottonwood Highway District for the road relocation.

Director Manning recalled that approximately eight years ago he advised the City of Cottonwood that their approval of the realignment of the highway would jeopardize airport location and that no future State funds would be expended for relocation of the airport because of their actions.

Based on the recommendation of the Aeronautics and Public Transportation Advisory Board, the Transportation Board approved a grant in the amount of \$50,000 on a 75/25 matching ratio for the first phase of the airport development.

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

Project Stockpile No. 1626 - The work consists of furnishing anti-skid material and cover coat material in stockpile in the vicinity of Blackfoot in Bingham County; state financed project. The contract was approved for award to Low's Sand and Gravel, Shoshone, Idaho, the low bidder in the amount of \$86,486.00.

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Project Stockpile No. 1624 - The work consists of furnishing anti-skid material in stockpile in the vicinity of Malad in Oneida County; state financed project. The contract was approved for award to Low's Sand & Gravel, Shoshone, Idaho, the low bidder in the amount of \$62,831.00.

Project No. M-7563(003) - The work consists of constructing the roadway, drainage structures and plantmix pavement on 0.47 mile of Overland Road from Curtis to Orchard in Boise in Ada County; federal and county financed project. The contract was approved for award to Boise Paving and Asphalt Company, Boise, Idaho, the low bidder in the amount of \$385,749.03.

Status Report on State Railroad Grade Crossing Protection Funds, FY 81 and FY 82. In accordance with Board Policy B-19-06, Traffic Supervisor Meyer outlined the projects to come from the special fund that was established for matching federal funds. Demand for this matching money exceeds state funding availability. Member Stroschein was later briefed on the railroad crossing project on the spur through Aberdeen.

Board Policy B-19-05, Use of Local Federal-Aid Funds. Local Roads Supervisor Marsh told cities, counties and highway districts about proposed changes to B-19-05. Concern was expressed by Ada County and Lewiston that local federal-aid funds could be used only for right-of-way and construction.

As recommended by Mr. Marsh, the Board approved revised Board Policy B-19-05.

Bridge Inspection on Local Systems. Following are contracts for inspection of local bridges requiring Board approval.

<u>Counties</u>	<u>Consultant</u>	<u>Amount</u>
Canyon, Owyhee, Elmore & Boise	J-U-B Engineers	\$ 19,555.44
Ada	Ada County Highway District	16,096.73
Lemhi, Custer, Clark, Teton, Madison, Jef- ferson, & Fremont	Forsgren-Perkins	10,939.93

The Board authorized the Department to execute agreements with the above consultants.

Authority to Trade Real Property, Project No. F-5121(22), Parcel 2-R, Bonner County. As recommended by the Right-of-Way Supervisor the Board executed a quit claim deed in favor of Opal Eileen Marley.

Authority to Trade Real Property, Project No. BR-105s, SH-57. The Board concurred in the Right-of-Way Supervisor's recommendation and executed a deed in favor of Glen Edgar.

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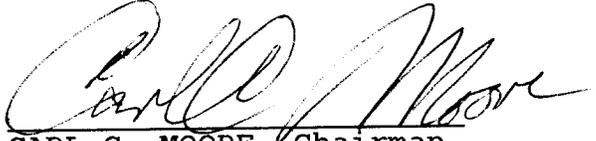
Advance Acquisition of Property, Project No. Q-I-184-1(1)4, Chinden-Broadway Corridor. Advance acquisition (Q) funds have been requested from the FHWA and the Q-funded early acquisition of the parcel in question has been approved. Board approval will be sought at a later date should the appraisal contracts exceed \$10,000. At this point the Board concurred in the project concept.

Authority to Initiate Condemnation. The Board signed the orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
RS-3712(8)	12	John Landa	SH-19
LSI-15W-4(4)	6	Theodore M.	I-86
I-15W-4(21)97	2	Thornton	
LSI-15W-4(4)	16	Kerry G. Speth	I-86
I-15W-4(21)97	11		

Sign Status Report January, February and March, 1981.  
The Board reviewed the report for the first quarter of 1981.

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

  
CARL C. MOORE, Chairman

Read and Approved  
May 18, 1981  
Boise, Idaho

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MINUTES OF THE REGULAR MEETING AND  
EAST IDAHO TOUR OF THE  
IDAHO TRANSPORTATION BOARD

MAY 18-21, 1981

MONDAY, May 18, 1981

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 8:00 a.m. on Monday, May 18, 1981. The following items were discussed and acted upon then and later:

Board Minutes. The April Board minutes were approved as distributed.

Meeting Dates. The following meeting dates were scheduled by the Board:

June 16-17, 1981 (confirmed)  
July 16-17, 1981 (tentative)  
August 19-20, 1981 (tentative)  
September 21-24, 1981, North Idaho Board Tour (tentative)

Director's Report. The Director, State Highway Administrator and Personnel Supervisor are conducting employee meetings in districts and headquarters during May and June.

The April, 1981 manpower report shows a decrease of 67 employees from April 1980.

Highway user revenue projections were reviewed. They will be watched carefully during the summer months.

In keeping with the Legislature's recommendation, the Board approved a 7% salary increase for the exempt positions of Director, State Highway Administrator, Aeronautics and Public Administrator, Chief Legal Counsel and Board Secretary.

Renewal of Present Contract with Data Resources, Inc. for Revenue Forecasting. This contract provides for the continuation of forecasting of state raised gasoline tax revenue accruing to the state highway account. The potential exists for forecasting registration revenue also.

The Board approved the execution of the contract with Data Resources, Inc. in the amount of \$8,000.00.

Payette Municipal Airport Master Plan, Project No. A-SP-4284-01. The City of Payette has applied for a state/local project to develop an airport master plan to resolve their land use problems, aircraft parking problems and hangar area problems. Funding is as follows:

May 18, 1981

<u>State</u>	<u>Local</u>	<u>Total</u>
\$3,000.00	\$3,000.00	\$6,000.00

The Idaho Transportation Board approved \$3,000.00 for a master plan study for the Payette Airport as recommended by the Aeronautics and Public Transportation Advisory Board.

Cottonwood Municipal Airport, Project No. 5-SP-4178.3A-01. In April the Board approved phase 1 of this project including land acquisition, road relocation, aggregate crushing and engineering. In the interim, aggregate quantities have been determined and a cost agreement has been proposed to manufacture the required materials in conjunction with highway project RS-4717(7). To accomplish this the grant amount of \$50,000.00 would require an increase of \$20,000.00 to a total of \$70,000.00. The cost breakout is as follows:

<u>State</u>	<u>Local</u>	<u>Local Force Account</u>	<u>Total</u>
\$70,000.00	\$1,500.00	\$49,800.00	\$121,300.00

The Director expressed some concern about the subject project. The Board approved the increased grant to \$70,000.00 for FY81 contingent on the Director's approval.

Appeal of Denial to Transport Over-Length Modular Building Units. Boise Cascade Corporation requested reconsideration of the State Highway Administrator's denial for transportation of modular building sections exceeding the base width of 14 feet from their Meridian plant to Sun Valley. Units are to rebuild a condominium originally constructed by Boise Cascade which was destroyed by fire.

The Board upheld the State Highway Administrator's denial based on the lack of a demonstrated economic hardship. Rebuilding of the condominium in place should be a reasonably satisfactory option to transporting the excessive width units. In addition, the Board's prime consideration continues to be the safety of the travelling public.

Access Exchange Deed, Project No. F-FG-3112(10), Permit No. 3-18-76. Idaho Power Company requested widening an existing commercial approach to facilitate access to a storage area.

As recommended by the Traffic Supervisor, the Board approved the widening. The deed, not having been available during the Board tour, will be signed at the June meeting.

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

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considerable difference in cost between the concrete box girder and the steel girder bridge, it was determined the latter should be designed as an alternative to the concrete box girder.

As recommended by the Chief of Highway Development, the Board granted approval to execute a lump sum agreement with T. Y. Lin International, Inc., in the amount of \$168,000.00 with a completion date of September 30, 1981.

Bridge Inspection on Local Systems. Following are contracts for inspection of local bridges requiring Board approval:

<u>Counties</u>	<u>Consultant</u>	<u>Amount</u>
Twin Falls, Lincoln, Jerome, Gooding and Camas	Edwards, Howard and Martens, Inc.	\$10,168.00
Blaine, Lincoln, Minidoka and Twin Falls	J-U-B Engineers, Inc.	\$11,985.00
Benewah, Bonner and Kootenai	J-U-B Engineers, Inc.	\$13,932.00

The Board authorized the Department to execute agreements with the above consultants.

Memorandum of Agreement for Historical Bridge Inventory with the United States Department of the Interior. The Department, by mandate, needs an historical clearance on all bridges on the state, local, and off-system highways for the rehabilitation replacement program. Rather than request clearance on an individual basis an attempt is being made to rate the bridges on a statewide basis. The National Park Service of the United States Department of the Interior has the expertise and is willing to conduct the survey. The project is to be completed by May 31, 1982 at a lump sum cost of \$28,000.00. The State's estimate is \$23,600.00, but the Department has neither the resources nor the expertise to undertake a study of this nature.

After considerable discussion the Board deferred action on this matter and requested the State Highway Administrator to provide the requirement to pay the DOI for this service. (ACTION: STATE HIGHWAY ADMINISTRATOR.)

Authority to Initiate Condemnation. The Board signed the Orders of Condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Rt. No.</u>
ST-2391(552)	27	Craig H. Nielsen, et al., (Lynwood Development Co.)	US-93

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<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Rt. No.</u>
ST-2391(552)	61	Mabel Wurster	US-93

Priority Primary Routes. The Board authorized the State Highway Administrator to develop a list of priority primary routes for future funding determinations. (ACTION: STATE HIGHWAY ADMINISTRATOR.)

East Idaho Board Tour. The tour began at the headquarters building with the following people:

Carl C. Moore, Chairman - District 3  
 Roy I. Stroschein, Member - District 1  
 Darrell V. Manning, Director  
 Mary F. Brooks, Board Secretary  
 G. K. Green, State Highway Administrator  
 William W. Sacht, District 3 Engineer  
 Richard C. Cowdery, Division Administrator - Federal Highway Administration  
 M. Eldon Green, Regional Administrator - Federal Highway Administration  
 Robert L. Ford - Division of Financial Management

The group left Boise on I-84 to Mountain Home; then on US-20 to Fairfield. At that point, District 3 Engineer Sacht left and District 4 Engineer Johnson and Vice Chairman Barron joined the tour.

At the junction of US-20 and SH-75, District 6 Engineer Dick met the group and the tour continued on SH-75 to a point south of Ketchum.

Delegation - Realignment of Public Stock Driveway Located South of Ketchum. The Board and staff members viewed the new bridge across the Big Wood River recently built to accommodate the realignment of the public stock driveway. Attorney Jim Phillips presented the Board with a letter from the users of the Hailey-Ketchum-Stanley sheep drive, agreeing that the 35-foot easement adjacent to the county road below Ketchum is satisfactory for their trailing needs.

Chairman Moore indicated a decision would be made after discussion on Thursday.

After lunch, District 4 Engineer Johnson left the group. The tour continued on SH-75 to Challis, then on US-93 to Salmon.

TUESDAY, MAY 19, 1981

The tour continued north on US-93 through the Big Hole

May 19, 1981

country in Montana; then south from Dillon on I-15, and west on SH-33 to Rexburg.

District 6 Engineer Dick led the group through the Rexburg bypass project. The Board remained overnight at Rexburg.

WEDNESDAY, MAY 20, 1981

The group was joined by District 5 Engineer Fiala and departed Rexburg easterly on SH-33 to the City of Driggs.

Delegation - Driggs. Representative John Sessions and Chamber of Commerce members met with the Board and expressed gratitude for the highway improvements in that area.

Doug Martin requested consideration of a reduced speed limit north of town near a residential area and within the city limits. District 6 Engineer Dick will evaluate the request. (ACTION: DISTRICT 6 ENGINEER.)

The group departed south on SH-33, then on SH-31 to the Swan Valley bridge site. Local construction prevented the group from viewing the new bridge construction.

The group left on US-26 through Wyoming and continued on SH-34 to Soda Springs and Preston.

Delegation - Preston. The President of the Chamber of Commerce, two County Commissioners and the Public Works Director for the City of Preston met with the Board and asked about anticipated projects in the area. A number of ways to entice people into the Preston area were discussed by the Chamber of Commerce. The Board indicated that the choice of travel routes was up to the traveler and the Board would not make preferences.

A local radio station owner commented that winter road conditions on SH-34 and SH-36 were not mentioned on the recording from the Pocatello office. District 5 Engineer will review that. (ACTION: DISTRICT 5 ENGINEER.)

In addition, the station owner reported difficulty in reaching the recorded telephone number. District 5 Engineer will evaluate the need for adding an extra telephone line to eliminate the problem. (ACTION: DISTRICT 5 ENGINEER.)

County Commissioner Doug Webb discussed improvements to the local airport. Director Manning suggested contacting the Division of Aeronautics to discuss an airport master plan.

The tour left Preston north on US-91, then on I-15 to Pocatello.

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Delegation - Pocatello. Pocatello Mayor John Evans requested certain modifications be incorporated into the present I-15 interchange serving Center and Clark Streets to improve access from the Interstate to the new hospital now under construction. Chairman Moore indicated that the Board would review that request, and outlined the current funding picture.

The group left the Pocatello City offices and drove through the project in Chubbuck from I-86 to Highway Avenue. They then made an on-site investigation of the modification requested at the Clark and Center Street interchange on I-15.

District 6 Engineer Dick left the tour.

Delegation - Chubbuck. Senator and Mrs. C. E. Bilyeu, Chubbuck Mayor John O. Cotant and other city officials met with the Board and discussed the Chubbuck project recently viewed by the Board. District 5 Engineer Fiala discussing project priorities indicated that the particular project was next in line after Gould Street overpass when funding becomes available.

THURSDAY, MAY 21, 1981

The group left Pocatello on I-15 and stopped at the I-86 Coldwater Hill construction project. District 5 Engineer Fiala returned to Pocatello and the group proceeded to Twin Falls on I-86 and I-84. District 4 Engineer Johnson rejoined the tour at Twin Falls.

Delegation - Twin Falls. Twin Falls City officials expressed concern over rumors that funding had been withdrawn from the Blue Lakes Boulevard widening improvement project. A city representative accused the Board of using funds on other projects in other categories, i.e. Interstate. Director Manning, State Highway Administrator Green and the Board assured the Twin Falls delegation that no funding had been withdrawn from the project and that money could not be spent out of the assigned category.

Public Stock Driveway. The Board approved the requested realignment and will execute the appropriate documents at the June Board meeting.

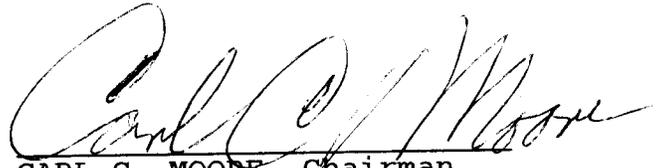
Board Member Stroschein left the tour in Twin Falls.

The tour continued on I-84 and SH-46 to Gooding. Vice Chairman Barron and District 4 Engineer Johnson left the tour after lunch.

The group proceeded from Gooding on US-26, then on I-84 to Boise.

May 21, 1981

WHEREUPON, the Board meeting and tour adjourned Thursday,  
May 21, 1981.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
June 19, 1981  
Boise, Idaho

AAF122

SUPPLEMENT TO THE MAY 1981 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

June 1, 1981

By special meeting of Carl C. Moore, Chairman, and Lloyd F. Barron, Vice Chairman, on June 1, 1981, Project No. LSI-15W-4(4), Massacre Rocks scenic enhancement project, was modified in the following particulars:

The total amount of land to be acquired for scenic enhancement purposes is reduced from 662 acres to 346 acres. This affects the amount of land required for several of the parcels.

This action was necessary in light of economic changes, increase in land values, shortfall of Federal and State revenues, and the general inflationary condition of the construction industry. A more complete account of this decision and the reasons therefore are contained in the Affidavit of Carl C. Moore, Chairman, dated June 3, 1981, attached hereto and made a part hereof as Exhibit C-173.



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CARL C. MOORE, CHAIRMAN  
IDAHO TRANSPORTATION BOARD

Read and approved  
June 3, 1981.

MINUTES OF THE REGULAR MEETING OF THE  
IDAHO TRANSPORTATION BOARD

JUNE 16-17, 1981

TUESDAY, JUNE 16, 1981

The Idaho Transportation Board met in regular session at 8:45 a.m. on Tuesday, June 16, 1981 in the Transportation Building. The following people were present:

Carl C. Moore, Chairman - District 3  
Roy I. Stroschein, Member - District 1  
Darrell V Manning, Director  
Mary F. Brooks, Board Secretary  
G. K. Green, State Highway Administrator  
Worthie M. Rauscher, Aeronautics & Public Transportation Administrator  
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The May Board minutes were approved with minor clarification on the discussion with the Twin Falls delegation.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

July 16-17, 1981 (confirmed)  
August 19-20, 1981 (confirmed)  
September 21-24, 1981, North Idaho Board Tour (confirmed)  
October 15-16, 1981 (tentative)

Director's Report. Director Manning, State Highway Administrator Green and Personnel Supervisor Transtrum attended employee meetings in District 1, 2, 5 and 6.

Capital-For-A-Day meetings are scheduled for Jefferson County on June 4, Lemhi County on June 5, Madison County on June 16, and Teton County on June 17.

The Board reviewed the out-of-state travel in April and May, and noted that the manpower report for May showed a decrease of 71 employees from the previous year.

Traffic Safety Commission. The Traffic Safety Commission meeting on June 4 included legislative proposals to reenact the motorcycle helmet law and eliminate stop signs at railroad crossings. Criteria and priorities established by NHTSA severely limit Idaho's ability to respond to problem areas.

Legal Report. The Board congratulated Robert Trabert and Leonard Hill for obtaining a favorable decision on the Permman case, Project No. I-15W-4(21)97 concerning scenic enhancement and right-of-way acquisition at Massacre Rocks.

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State vs. Weston Motels Condemnation, Project No. ST-2391(552). After extensive negotiations on this parcel, the Board accepted the defendant's offer to settle.

Name Change of Smith Prairie Airport. The Division received a request from Domingo M. Aguirre to change the name of the Smith Prairie Airport to Basque Ranches Airport. Administrator Rauscher described the historical background of the airport. Before the land exchange between Basque Ranches and the Forest Service, the state was granted an easement for airport purposes; hence the airport remains under the control of the Transportation Department.

The Board approved retaining the historical name as Smith Prairie as recommended by the Aeronautics and Public Transportation Advisory Board.

Trade of Property, Magic Reservoir Airstrip. The property at the intersection of the two runways at Magic Reservoir is being sold to the owners of Shore Lodge. The new owners offered a trade of five acres on the short runway for their newly acquired property of 3.76 acres. The Board approved the land trade concept as recommended by the Advisory Board.

NDB Program for FY82: Gooding, Project No. 5-SP-0014-01; Challis, Project No. 5-SP-0009-01; Nampa/Caldwell, Project No. 5-SP-0045-01. Both Gooding and Nampa/Caldwell will result in non-precision approaches while Challis will provide enroute navigation assistance to pilots. Estimated cost at each site is \$12,000.00 with the state providing equipment and installation and locals providing site, electrical service and maintenance.

The Board approved \$36,000.00 for NDB installations for FY82 as recommended by the Advisory Board.

Idaho County Airport, Grangeville, Project No. 5-SP-0015-05. Idaho County requested assistance in the preparation of plans and specifications for improvement to the airport scheduled to be accomplished under the Federal ADAP Program. Improvement items include lengthen and widen runway, construct parallel and connecting taxiways, construction apron and tiedown areas, install VASI, and reconstruct access road. Current requested funding is as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$29,950	\$29,950	\$59,900

The Board approved the grant in the amount of \$29,950 as recommended by the Advisory Board.

Priest River Municipal Airport, Project No. 5-SP-0058-01. Bonner County applied for assistance with acquisition and

installation of low intensity runway lights, airport beacons, VASI, and taxiway reflectors. The state will provide only system layout and supervision of the installation, and the remainder of the work will be done by locals. The cost break-out is as follows:

<u>State</u>	<u>Local Funds</u>	<u>Local Force Account</u>	<u>Total</u>
\$8,350	\$1,330	\$6,670	\$16,350

The Director asked that safety advisories, including signing, be issued concerning night departures to the north at the Priest River Airport. (ACTION: AERONAUTICS & PUBLIC TRANSPORTATION ADMINISTRATOR)

The Board approved a grant in the amount of \$8,350 as recommended by the Advisory Board.

Transfer of Ownership of Building at Cascade Municipal Airport. The Highway Division reviewed the cost analysis involved to provide new foundation walls, dismantle, move and reassemble the surplus building available at the Cascade Airport. The Division found it was not economically feasible to utilize the building at a different location.

The Board, therefore, approved the transfer of ownership of the surplus building to the City of Cascade as recommended by the Advisory Board.

Cottonwood Municipal Airport, Project No. 5-SP-4178.3A-01. During the May meeting the Board approved the increased grant on this project contingent on the Director's approval. Mr. Manning subsequently reviewed the project and indicated the city would be responsible for relocation of the road in question.

Rules and Regulations Governing Public Use of Safety Rest Areas. A revised draft has been reviewed by the Board, Districts and Headquarters. The most significant change produced is the elimination of the prohibition against camping.

The Board authorized the Maintenance Supervisor to proceed through the hearing process required by the Administrative Procedures Act with the proposed rules and regulations as shown in Exhibit C-174.

Delegation from the City and Chamber of Commerce of Cascade. Chamber of Commerce representative Bob Remaklus emphasized the delegation's interest in upgrading the section of SH-55 from Cougar Mountain Lodge to Round Valley. Chairman Moore outlined the financial restrictions the Department currently faces.

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Mr. Remaklus expressed the delegation's support to any Board decision made on a proposed interchange on I-84 as a connector to SH-55.

Delegation - Consultant for American Strevell. Forrest Baker requested an extension of the 120-day test period of American Strevell to operate 45-foot doubles on I-84 and I-86. The Board expressed serious concern over recently reported violations by American Strevell. When restrictions are not adhered to during a limited test, the Board questioned whether control could be maintained if permanent over-legal operations were approved.

The Board took the request under advisement.

Extra-Length Operations. Maintenance Supervisor Nielsen listed the alternatives available to the Board concerning over-length regulations. The Board preferred to evaluate individual cases as they occur. The staff was asked to develop guidelines for determining economic hardship included in Maintenance Regulation 912.4, paragraph D. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Movement of Over-Length Mobile Home. Brett McCarty of Lewiston has substantial equity in his 14 x 80 foot mobile home located in Missoula, Montana. McCarty has lived in the unit, wants to move it to Lewiston, and expects to suffer a substantial loss if forced to sell the unit.

The Board declared an economic hardship to exist, waived the 85-foot combination length limit, and authorized movement of the unit. I-90 and US-95 was recommended as the best available route for transportation.

Six-Year Highway Improvement Program: Federal-Aid Interstate, Interstate 3R/4R, and Primary Program. Changes to the Interstate and Interstate 3R/4R programs as approved by the Board are shown in Exhibits C-175 and C-176 respectively which are made a part hereof with like effect.

Chairman Moore requested a map showing the stage construction on Sherman Avenue to Blue Creek Bay, and on the Wallace projects. (ACTION: CHIEF OF MANAGEMENT AND PROGRAMS)

A cost/benefit comparison of the Mica projects vs. Lawyer's Canyon projects will be made per Chairman Moore's request. (ACTION: CHIEF OF MANAGEMENT AND PROGRAMS)

The following changes were made in the first two years of the primary program:

Key No. 1489, North Cambridge - Move to FY83.

Key No. 1561, Craters of the Moon East - Move to FY83.

The Board approved changes to the primary system program for FY81 and FY82 only. Staff will revise the program for FY83-FY87 and bring to the July Board meeting. (ACTION: CHIEF OF MANAGEMENT AND PROGRAMS) Changes to the primary program as approved by the Board are shown in Exhibit C-177 which is made a part hereof with like effect.

Seltice Way, Formerly US-10, Coeur d'Alene to Washington State Line. With completion of I-90 parallel to Seltice Way jurisdiction reverted to local control in 1973. The Post Falls Highway District experiences difficulty in maintaining that section of highway due to their current financial situation.

The Board agreed to include this section of highway in the tour itinerary in September. Roy Bodine, Chairman of the Post Falls Highway District, will be asked to accompany the Board on that inspection. (ACTION: BOARD SECRETARY)

Boise Metropolitan Transportation Study. Ada Planning Association has indicated since June 1978 that a long-range transportation plan would be developed. A draft copy of the FY82 Unified Work Program indicates planned development would be deferred until FY83.

In support of FHWA, ITD staff proposed that the plan be developed by the last approved deadline of July 1982. The Board will allocate federal funds to other areas of interest if that deadline is not met.

Relinquishment of Excess Right-of-Way to the City of Caldwell, Project No. I-80N-1(67)27. The City of Caldwell requested the state to relinquish its right to a 20-foot wide strip of land from Parcel No. 76 on the subject project. The property was acquired by the state for the purpose of providing access to a landlocked alleyway on the Caldwell city street system.

As recommended by the Management Services Supervisor, the Board approved and signed the official minute as shown in Exhibit B-218 which is made a part hereof with like effect.

Internship Program Agreement. The support addressed in the Internship Program Agreement relates to the base data development and update, and operation of the Pavement Management System Models, the HWYNEEDS Model and Work Program, the Highway Investment Analysis Package, the Highway Performance Monitoring System, and other work related to highway statistical analysis and reports.

The Board approved retaining the Mathematics Department of Boise State University to conduct the subject Internship Program. The Board approved the agreement for the Director's signature in the amount of \$73,019.09.

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State Highway Administrator's Report. Mr. Green reported that the flood easement property at American Falls had been purchased as a remainder and after review by staff. It was determined the Department has no further obligation.

A verbal offer of \$1,000.00 per acre has been made to Mr. Williams concerning property at the Kingston Interchange on I-90. There has been no formal response yet; however, his reaction was negative.

The staff determined that a study of Moscow bypass location corridor would amount to approximately \$80,000.00. The SHA will prepare a letter for Mr. Moore's review to the City of Moscow indicating if the City will designate a corridor, the Department will attempt to connect to it. In addition, any bypass is contingent upon development of adjacent state-owned land. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Access Exchange Deed, Project No. F-FG-3112(10), Permit No. 3-81-76. Having approved the widening of an existing approach during the May Board tour, the Board executed the appropriate access exchange deed.

Exchange of Approaches, Project No. LSS-5738(1) and (2), Permit No. 5-81-4, SH-54. The applicant requested exchange of a 20-foot farm and residential approach at Station 207+80 for a 20-foot farm and residential approach at Station 205+89.

The Board approved and signed the access exchange deed as recommended by Traffic Supervisor Meyer.

Exchange of Approaches, Project No. S-1721(5), Permit No. 1-81-34, SH-39. The applicant requested an exchange of a 20-foot farm approach at Station 156+25 for a 30-foot unrestricted approach at Station 157+02.

The access exchange deed was approved and signed by the Board as recommended by Mr. Meyer.

Exchange of Approach, Project No. F-2361(14) and (25), Permit No. 4-81-049, US-30. Ownership of this parcel has changed hands and the new owner wishes to relocate the existing approach at Station 223+80 Rt. to Station 228+40 Rt.

The Board approved and signed the access exchange deed.

Project Approval for Future Bid Openings: The following projects were recommended and approved for future bid openings:

Key No. 2053  
 Project No. I-15-1(82)20  
 I-15  
 Project Length 0.13 Mile

Devil Creek Slide  
 Repairing two roadway slide  
 areas, const. & remove  
 detour & const. median  
 drain  
 (Advertising Date: 6-11-81)  
 (Bid Opening Date: 7-7-81)

Key No. 2757  
 Project No. F-FR-1481(43)  
 US-30  
 Project Length 6.90 Miles

Lava - Lund  
 Seal Coating  
 (Advertising Date: 6-18-81)  
 (Bid Opening Date: 7-7-81)

Key No. 2758  
 Project No. F-FR-3341(5)  
 US-20  
 Project Length 9.59 Miles

Tollgate North & South  
 Seal Coating  
 (Advertising Date: 6-25-81)  
 (Bid Opening Date: 7-14-81)

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

Project Stockpiles Nos. 1651 and 1653 - The work consists of furnishing 1/2" road mix material in stockpiles in the vicinity of Twin Springs and Buist Junction in Onieda County; state financed project. The contract was approved for award to Hicks-Adams Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$51,605.00.

Project No. STM-15-3(512) - The work consists of seal coating the northbound lanes of I-15 from M.P. 135.00 to 143.20 near Roberts in Jefferson County; state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$47,990.00.

Project Nos. F-6471(58) and F-6471(82) - The work consists of constructing a roadway and concrete pavement on 9.49 miles of US-20-191, Thornton - SH-33, and SH-33 - Salem Road in Madison County; federal and state financed project. The contract was approved for award to Northwest Construction, Inc., Kirkland, Washington, the low bidder in the amount of \$7,299,173.15.

Project Building No. 5406 - The work consists of constructing a 100' x 50' metal supply storage building at Pocatello in Bannock County; state financed project. The contract was approved for award to Steel Systems, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$82,610.00.

Project Building No. 5402 - The work consists of constructing a 39' x 40' masonry shop building addition to Building No. 5402 at Pocatello in Bannock County; state

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financed project. The contract was approved for award to Steel Systems, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$46,882.00.

American Strevell Test. After considerable discussion the Board asked for a review of all double and triple trucking regulations with recommended revisions presented to the Board at the August meeting. (ACTION: CHIEF OF HIGHWAY OPERATIONS) The test period in question, therefore, was extended to August 20, 1981. All restrictions and requirements for the test will continue during the extension.

Board Policy B-06-08, OBTAINING PROFESSIONAL OR GENERAL SERVICES. The proposed revision would delay the reporting date one month to allow all July dates to be included in the fiscal year report.

The Board approved and the Chairman signed the revised B-06-08, as recommended by the Chief of Management and Programs.

Board Policy B-05-34, STATE HIGHWAY CLOSURE OR REDUCED MAINTENANCE SERVICES. The proposed revisions will eliminate duplicate policy on levels of maintenance, and procedures now contained in the Maintenance manual.

The Board approved and the Chairman signed the revised B-05-34, as recommended by the Chief of Management and Programs. Director Manning signed A-05-34 delegating further authority to the State Highway Administrator.

WHEREUPON the Board meeting recessed at 4:45 p.m.

WEDNESDAY, JUNE 17, 1981

The meeting reconvened at 8:45 a.m. in the Transportation Building, Boise, Idaho on Wednesday, June 17, 1981. The following people were present and participating:

Carl C. Moore, Chairman  
 Roy Stroschein, Member  
 Darrell V Manning, Director  
 Mary F. Brooks, Board Secretary  
 G. K. Green, State Highway Administrator  
 Richard C. Cowdery, FHWA Division Administrator

Agreement with the Department of Interior to Conduct an Historical Bridge Inventory. The Department of Interior is charged with maintaining an inventory and making a decision on the preservation of the site. They are not, however, charged with making a survey and investigation to gain a clearance.

June 17, 1981

A bridge inventory conducted by the Department of Interior will more than pay for itself in project development time savings and frustration in communicating with the State Historical Society as well as improve the capabilities of state employees in training.

As recommended by the Chief of Highway Development, the Board authorized the Department to enter into an agreement with the National Park Service, Department of Interior, Seattle, Washington, to conduct an historical bridge inventory, for a lump sum cost of \$28,000.00.

Supplemental Engineering Agreement, E-108, Project No. BRF-5116(43), Bonners Ferry Bridge, US-95. Additional field test borings are needed for the bridge piers to define piling requirements on this project. Contract specifications need to be developed for the bridge contractor to install and load test piles. The Department has adequate equipment but not experienced personnel to accomplish this type of work.

The Board approved the Supplemental Engineering Agreement for foundation investigation and pile test program in the amount of \$44,240.00 with Howard, Needles, Tammen and Bergendoff. The contract time was extended to August 17, 1981 to complete the work.

Transfer of Real Property, Project No. I-80N-1(67)27, Parcel No. 107, I-84. The Board concurred in the Right-of-Way Supervisor's recommendation and executed a quitclaim deed in favor of the Black Canyon Irrigation District.

Authority to Initiate Condemnation Proceedings. The Board signed the orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
F-3311(11)	54 & 55	Assembly of God	US-95
RS-3712(8)	2	Glen R. Williams	SH-19

Public Stock Driveway South of Ketchum, Miscellaneous Project No. 799. The Board concurred in the Right-of-Way Supervisor's recommendation that the State Highway Administrator write a letter to Blaine County Recreation District concurring in their use of the livestock driveway for their public bike path and trail system.

Use of the property for recreational purposes will be subservient to the primary use as a livestock driveway. Also it is understood that the Recreation District must secure the consent of the underlying fee owners.

The Board executed a quitclaim deed on the requested realignment approved during the May Board tour.

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Delegation - I-84/I-184 Interchange Location and Interchange Modification Studies. Representatives of the consulting firm Henningson, Durham, and Richardson discussed alternatives of the study to recommend a location for an interchange on I-84 between the Wye Interchange and the Meridian Interchange. In addition, this study incorporates recommendations to modify the existing Wye Interchange, Cole Interchange and Franklin Interchange in addition to looking at the Maple Grove Road.

Assistant District 3 Engineer Gwin briefly outlined decisions which may be required by the Board on systems actions if an interchange location was approved. The Board asked for a one-sheet line drawing and analysis of the proposed systems actions necessary for the proposed interchange locations on I-84 to be presented at the July meeting. (ACTION: CHIEF OF MANAGEMENT AND PROGRAMS and DISTRICT 3 ENGINEER)

Subsequent to the delegation's presentation the Board asked the District 3 Engineer to advise the consultants to include traffic projections for any proposed regional shopping centers at the proposed interchange locations. (ACTION: DISTRICT 3 ENGINEER)

WHEREUPON the Board meeting adjourned at 10:35 a.m.

  
CARL C. MOORE, Chairman  
 Idaho Transportation Board

Read and Approved  
 July 16, 1981  
 Boise, Idaho

June 17, 1981

MINUTES OF THE REGULAR MEETING OF THE  
IDAHO TRANSPORTATION BOARD

July 16, 1981

The Idaho Transportation Board met in regular session in the Transportation Building at 8:50 a.m. on Thursday, July 16, 1981. The following people were present:

Carl C. Moore, Chairman - District 3  
Lloyd F. Barron, Vice Chairman - District 2  
Roy I. Stroschein, Member - District 1  
Darrell V Manning, Director  
Mary F. Brooks, Board Secretary  
G. K. Green, State Highway Administrator  
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The June Board minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

August 20 - 21, 1981 (confirmed) - Changed from  
August 19 - 20, 1981  
September 21 - 24, 1981, North Idaho Board Tour (confirmed)  
October 15 - 16, 1981 (tentative)

Director's Report. At the AASHTO Executive Committee meeting in June, the Interstate 3R/4R distribution formula received no consensus from the states. A July 20 meeting in Washington, D.C. has been scheduled to arrive at a compromise all states can agree on.

At the WASHTO Annual Meeting the end of June the trucking industry and representative states agreed to stabilize truck weights and lengths to achieve uniformity among the states.

Governor Evans presented incentive awards to the Design Section in District 2 for their suggestion to eliminate 32" and 40" sepia paper and purchase locally only as necessary. Another incentive award was presented to John Gibson of the Headquarters warehouse for his suggestion to use surplus data processing boxes for shipment of materials to the Districts.

Director Manning acted as hearing officer in an appeal of an alleged conflict of interest in public transportation project RPT-0016(2). The decision on that appeal is imminent.

Capital-for-A-Day meetings with Governor Evans and local officials have been held in Clark County on July 15; and are scheduled for Bonner County on July 22; Lewis County on July 23; and Fremont County on August 3.

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Exempt Salary of Director. To achieve equity within the Department's organization and other State Departments, the Board authorized an increase in the Director's salary, effective August 1, 1981.

Legal Report. Legal Counsel Trabert presented the status of pending legal cases.

Report of Activities by the Department to the Board of Examiners in FY81. Chief of Administration Neumayer outlined requests acted upon by the Board of Examiners during FY81.

Annual Report of Civil Rights/Affirmative Action Activity in FY81. In accordance with Board Policy B-18-07 Mr. Neumayer summarized the EEO/AA activities, stating the Department is meeting its objectives in this area.

Annual Report of Employee Education and Training in FY81. To allow more complete information for the annual report, Mr. Neumayer asked that the information be submitted at the September Board meeting rather than July; the Board agreed.

I-84/I-184 Interchange Location and Interchange Modification Study, Project No. I-84-1(4)43. As requested, District 3 prepared line drawings and analyses of proposed system actions necessary for possible interchange locations on I-84. They recommend no changes be made to the state highway system if a Five Mile Road or Cloverdale Road location is chosen. If an Eagle Road location is chosen, they recommend that Eagle Road be added to the state highway system from I-84 north to Fairview Avenue. Existing SH-55 would be removed from the system from the Meridian Interchange to the intersection of Fairview Avenue and Eagle Road. The Board approved the District's recommendation.

District 3 Engineer Sacht introduced a letter from Boise Mayor Eardley opposing "a change in direction and method of analysis" as a result of the Board's request that the consultant consider traffic projections of possible regional retail shopping centers at Eagle and Cloverdale Roads. Ada Planning Association joined with the city in the opposition, saying the analysis "is inconsistent with current comprehensive plans." The Mayor requested that the analysis proceed "...to analyze possible new interchanges with the attention to their impact on existing comprehensive plans, city centers, environmental issues and a full range of fiscal impacts associated with proposed and existing urban services."

The Board felt compelled to evaluate all reasonable possibilities and recognized that planning philosophies could change. Chairman Moore will respond to Mayor Eardley's

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letter indicating the consultant's study will proceed to a planned hearing in October. The study will include proposed shopping center traffic projections in order to adequately evaluate alternatives as a part of a responsible planning process.

Update of Access Control Map. Management Services Supervisor Sheesley recommended the following changes be made to the access control map to reflect changes in conditions impacting SH-41 from Post Falls to Oldtown and correcting access controls shown for SH-54, Spirit Lake to Farragut State Park.

- SH-41: Post Falls to Blanchard - Upgrade to partial control type III.  
Blanchard to Oldtown - Upgrade to partial control type I.
- SH-54: Spirit Lake to Athol - Upgrade to partial control type I.  
Athol to Farragut State Park - Upgrade to partial control type II.

The Board approved the updated access control map.

Material Concerning I-90 Construction Projects. As requested, the Program Control Supervisor submitted a map showing the stage construction on Sherman Avenue to Blue Creek Bay, and on the Wallace projects.

Extension to Consultant Agreement, Pavement Management Systems, International, Inc. A number of unanticipated problems and requests for services have occurred which were not specifically covered in the original agreement. Program Control Supervisor Longenecker requested that funding be increased by \$19,000 and the completion date extended to August 31, 1981.

The Board approved and the Director signed the supplemental agreement number 80-050.

Six-Year Highway Improvement Program: Primary Program. Key No. 1742, "B" Line Canal was approved by the Board for inclusion with the FY82 Primary Program approved in June. As requested in June, a benefit/cost comparison of the Mica projects versus Lawyer's Canyon projects were presented for the Chairman's consideration. The Board approved the updated primary program for FY83-87. Changes to that program are shown in Exhibit C-178 which is made a part hereof with like effect.

The Board asked the staff to verify the program category for Key No. 732, Snake River Bridge, Ontario. (ACTION: CHIEF OF MANAGEMENT AND PROGRAMS)

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Six-Year Highway Improvement Program: Secondary Program for FY82-87. The Board approved changes to the secondary program as shown in Exhibit C-179 which is made a part hereof with like effect.

The Elk River City Council petitioned the Board to revive the project on SH-8 located within the city of Elk River. They also requested that the last block of the highway between Main and Mill Streets be included on the state highway system. The Board requested the State Highway Administrator and the District 2 Engineer to review and analyze the request. (ACTION: STATE HIGHWAY ADMINISTRATOR and DISTRICT 2 ENGINEER)

Six-Year Highway Improvement Program: Urban Program for FY82-87. The Board approved changes to the urban program as shown in Exhibit C-180 which is made a part hereof with like effect.

Sale of Material to the City of Dubois. Dubois requested purchase of 135 cubic yards of cover coat material from our stockpile at Dubois at a cost of \$1,098.90. The Board approved the recommended sale.

State Highway Administrator Green advised the Board that Board Policy B-19-02 would be revised to allow non-contracted items exceeding \$2,500 to be referred to the Board. (ACTION: CHIEF OF MANAGEMENT AND PROGRAMS)

Criteria to Determine Waiver of 85-Foot Maximum Combination Length Limit for Mobile Home Transportation. The Board concurred in the following criteria to be used as guidance in evaluating requests for movement of mobile home combinations in excess of 85 feet.

1. Owner of the excess length mobile home shall have a substantial equity in the unit and shall have owned and lived in it for at least six months.
2. Owner desires to move the unit into or through Idaho to serve as a continuing residence.
3. Owner is unable to sell the unit without unreasonable financial loss because of existing economic circumstances.
4. Owner will furnish documentation of the above by third parties when requested by the Maintenance Supervisor.
5. On trans-state movements involving other states whose regulations prohibit the unit, the owner will furnish documentation of permission from that state.

July 16, 1981

Requests for Waiver of 85-Foot Combination Length Limit for Mobile Home Transportation. Requests from the following three individuals meet the approved criteria for waiving the 85-foot limit. Based on economic hardship circumstances the Board approved waiving the 85-foot limit for Guy L. AlLee, Lillian Coburn, and John E. Curtis.

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

Key No. 1135 Project No. M-7963(005) US-30	Intersection 10th Ave. & E. Chicago St. (Caldwell) Traffic Signals
Key No. 2484 Project No. IR-80N-3(76)132 I-84	Bliss Rest Area Sewage Lagoons Sewage Disposal Systems, Incl. Pumps & Evap. Lagoons
Key No. 270 Project No. I-15W-4(41)22 I-15 Project Length 4.10 Miles	Fall Cr. - Register Rocks Gr., Dr., Strs., Ftg. Rds., Atb.
Key No. 147 Project No. HHS-HES-2391(41) US-93	Blue Lake Falls Ave. (Twin Falls US-93) Signal & Intersection Improvement
Key No. 1138 Project No. HHS-7963(008) US-30 Project Length 1.62 Miles	Karcher Jct. - Canyon St. (Nampa) Widen for Cont. Lt. Turn Lt. Turn Lane, Signal, Storm Sewer & Seal Coat
Key No. 117 Project No. BR-RRS-M-7181(001) SH-71A Project Length 0.30 Mile	Gould Street Connector Gr., Dr., Bs., Surf., Traffic Control, Str., Side Walk & Ret. Walk
Key No. 2018 Project No. BR-RS-4808(6) SH-9 Project Length 3.733 Miles (Companion to Key No. 933)	Deary-Yale Stage 1 Gr., Base, Rockcap & Surf.
Key No. 933 Project No. BR-RS-4808(5) SH-9 (Companion to Key No. 2018)	East Fork Bear Cr. & Big Bear Cr. Replace Structures
Key No. 197 Project No. RS-6830(4) SH-33 Project Length 4.518 Miles	Canyon Cr., Clementsville Gr., Dr., Bs., Plantmix Surf.

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July 16, 1981

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

Project Stockpile Nos. 5648, 5650, and 5651 - The work consists of furnishing aggregate for roadmix (salt treated) in stockpile, aggregate for roadmix in stockpile and cover coat material type II in stockpile at Plummer, Mica and Peterson Hill in Benewah and Kootenai counties; state financed project. The contract was approved for award to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder in the amount of \$185,885.00.

Project Stockpile Nos. 4626, 4631, 4625, STM-4114(601), STM-4113(586), STM-4113(592), STM-4113(593) and STM-4780(528) - The work consists of furnishing covercoat, roadmix and anti-skid aggregate in stockpiles; Craigmont, Orofino and Weippe Maintenance Yards, seal coating; Potlatch-Benewah County Line 9.87 miles, Winchester Junction-Culdesac 13.28 miles, Fenn N and S 11.26 miles, Cottonwood Business Loop 1.42 miles and Weippe-Pierce 10.39 miles in Lewis, Clearwater, Latah, Nez Perce and Idaho counties; state financed project. The contract was approved for award to H. & H. Contractors, Grangeville, Idaho, the low bidders in the amount of \$334,233.10.

Project No. I-15-1(82)20 - The work consists of repairing two roadway slide areas, constructing and removing detour and constructing a median drain ditch on the northbound lanes near M.P. 20.5 on I-15 in Oneida County; federal financed project. The contract was approved for award to Robert V. Burggraff Co., Idaho Falls, Idaho, the low bidder in the amount of \$525,227.40.

Project F-FR-1481(43) - The work consists of seal coating 6.90 miles of US-30, Lava-Lund in Bannock and Caribou counties; federal financed project. The contract was approved for award to Robert V. Burggraff Co., Idaho Falls, Idaho, the low bidder in the amount of \$55,523.50.

Project No. STM-80N-2(513)60 - The work consists of seal coating 22.150 miles (M.P. 60.05 - 70.10 westbound lane and M.P. 61.45 - 82.20 eastbound lane) of Interstate 84 in Ada and Elmore counties; state financed project. The contract was approved for award to Western Construction Company, Inc., Boise, Idaho, the low bidder in the amount of \$160,692.38.

Project Nos. STM-5121(599) and STM-5778(510) - The work consists of seal coating 2.83 miles of US-2, M.P. 6.9 - 9.73 and seal coating 24 miles of SH-57, M.P. 0.00 - 24.00 in Bonner County; state financed project. The contract was approved for award to Tristate Oil and Asphalt Sales, Inc., and subsidiary Johanson Construction Co., Spokane, Washington, the low bidder in the amount of \$43,749.00.

July 16, 1981

The Board asked for an explanation of the engineer's estimate on this particular project, to be presented at the August meeting. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Disposal of State Interest in Old Crusher Site in Latah County on Old US-95 North of Genesee. The Board concurred in the Right-of-Way Supervisor's recommendation and executed a quitclaim deed in favor of the underlying fee owner.

Release of Haul Road Easement, Materials Source Id-177s. The Board concurred in the Right-of-Way Supervisor's recommendation and executed a quitclaim deed in favor of Mr. Asker releasing the haul road easement.

Authority to Trade Real Property, Project No. FAP-18-A(2), Parcel No. 16-R, US-95. The Board concurred in the Right-of-Way Supervisor's recommendation and executed an quitclaim deed in favor of Mr. Lathen on the small triangular area.

Exchange of Real Property, Maintenance Yard 1260 and 1211, Materials Source Bk-19s. The Board concurred in the Right-of-Way Supervisor's recommendation and executed a deed in favor of the City of Downey, conveying the old shed site and the depleted source Bk-19s to the city.

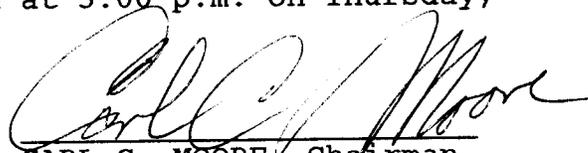
Exchange of Real Property, Project No. ST-5116(609), Parcel No. 1-R, US-95. The Board concurred in the Right-of-Way Supervisor's recommendation to execute a quitclaim deed in favor of Mrs. Roy Walker for the 0.259 acres.

Authority to Initiate Condemnation Action. The Board signed the orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route Number</u>
ST-2391(552)	59	Bruce P. Olsen, et ux	US-93
BR-F-4211(5)	5-2 & 5	Kooskia Power & Land Company	SH-13

Sign Status Report. The Board took note of the sign status report for April, May and June, 1981.

WHEREUPON the Board adjourned at 5:00 p.m. on Thursday, July 16, 1981.

  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
August 20, 1981  
Boise, Idaho

July 16, 1981

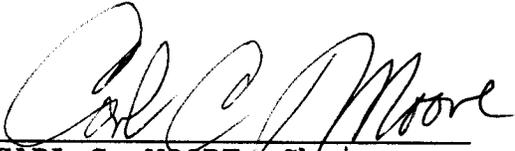
AAF122

SUPPLEMENT TO THE JULY 1981  
MEETING OF THE IDAHO TRANSPORTATION BOARD

July 23, 1981

Through telephone contact with Chairman Moore, Vice-Chairman Barron and Member Stroschein on July 23, 1981 the Right-of-Way Supervisor obtained approval of the following:

To acquire the new 9.5 acre Twin Falls Maintenance Shed Site at the optioned price of \$147,400 plus incidental expenses.

  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
August 20, 1981  
Boise, Idaho

SUPPLEMENT TO THE JULY 1981 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

August 3-4, 1981

Through telephone contact with Vice Chairman Lloyd F. Barron on August 3, 1981 and Member Roy I. Stroschein on August 4, 1981, the State Highway Administrator obtained approval to accept the low bid on the following project:

Research Project 100 (solar energy)  
Jerome and Shoshone

The low bid was in excess of the engineer's estimate. Review of the estimating basis revealed that allowance was not considered in the engineer's estimate for the cost of FHWA required printable readout records which was included in the specified requirements of the bid proposal.

Based on the revised costs, Board Members Barron and Stroschein approved acceptance of the low bid from Sun Power Industries in the amount of \$77,174.00.

  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and approved  
August 20, 1981  
Boise, Idaho

July 23, 1981 & August 3-4, 1981

SUPPLEMENT TO THE JULY 1981 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

August 5-6, 1981

Through telephone contact with Vice Chairman Lloyd F. Barron on August 5, 1981 and Member Roy I. Stroschein on August 6, 1981, the Board Secretary obtained approval of the following over-legal movement:

14' x 71' mobile home owned by Dave Makings of Powell, Wyoming. Movement is anticipated to be accomplished August 11-12, 1981 to Twin Falls, Idaho.

Approval of the over-length movement was based on an established economic hardship and in accordance with the emergency provisions of the Special Permit Regulations.

  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
August 20, 1981  
Boise, Idaho

August 5-6, 1981

AAF122

MINUTES OF THE REGULAR MEETING OF THE  
IDAHO TRANSPORTATION BOARD

AUGUST 20 - 21, 1981

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Thursday, August 20, 1981. The following people were present:

Carl C. Moore, Chairman - District 3  
Lloyd F. Barron, Vice Chairman - District 2  
Roy I. Stroschein, Member - District 1  
Darrell V Manning, Director  
Mary F. Brooks, Board Secretary  
G. K. Green, State Highway Administrator  
Wayne Pickerill, Airport Development Supervisor  
E. D. Tisdale, Chief of Management and Programs  
Robert L. Trabert, Chief Legal Counsel  
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The July Board minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

September 21- 24, 1981, North Idaho Board Tour (confirmed)  
October 15 - 16, 1981 (confirmed)  
November 18 - 19, 1981 (tentative)

Director's Report. Chairman Carl Moore was unanimously chosen to receive the AASHTO President's Modal Award for water transportation to be presented at the annual AASHTO meeting in October.

Capital-For-A-Day Meetings with the Governor have been held in Bonner County on July 22, Lewis County on July 23, and Fremont County on August 3, 1981. Franklin County and Bear Lake County are scheduled for August 26 and 27, respectively.

Director Manning testified before Senator Symms' Subcommittee on Transportation concerning federal highway legislation as it relates to programs in Idaho. The Board was given a copy of the Director's testimony.

Capital Assistance under UMTA 16(b)(2) Program, Project No. ID-16-0007. The Board approved consolidated state applications in the amount of \$173,615 as recommended by the Aeronautics and Public Transportation Advisory Board. The total estimated project cost represents an 80% federal grant and 20% local (applicant) contribution.

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Friedman Memorial Airport, Hailey, Project No. 5-SP-0016-02.  
 Trans-Western Airlines requested accelerating installation of a non-directional beacon (NDB) and offered to participate financially. The Division of Aeronautics and Public Transportation would provide the transmitter, antenna system, and associated material; Blaine County would provide land, and operate and maintain the facility; the airline would provide installation to A&PT specifications.

The Board approved an allocation of up to \$15,000.00 for the NDB installation as recommended by the Advisory Board.

Soda Springs Airport, Project No. 5-SP-0047-01. The City requested installation of an airport lighting and reflector system. The Division would supply the lighting materials, one-half the unicom cost, surveying and layout.

At 50% participation, the Board approved \$3,400.00 state funding for the lighting-reflector project so long as it would not be listed in publications as being lighted until all obstructions are marked.

Buhl Municipal Airport, Project No. 5-SP-0005-02.  
 The proposed project allows for advance acquisition of one to three parcels required for construction of the proposed Basic Utility Stage I airport.

As recommended by the Advisory Board, the Board approved a state grant of \$31,017.00 for advance property acquisition.

Pocatello Municipal Airport, Project No. 6-16-0028-09.  
 The project includes an overlay of the terminal ramp area and reconstruction of two stub taxiways to the terminal ramps to provide design strength for 727/200 aircraft. Estimated costs are:

<u>FAA</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$284,316	\$15,795	\$15,795	\$315,906

The Board approved state funding of \$15,800.00 as recommended by the Advisory Board.

Friedman Memorial Airport, Hailey, Project No. 6-16-0016-07. Included in the project are improvement of the safety overrun area, expansion of apron and tiedown areas, construction of a ground vehicle access around the north end of the runway, and completion of site work around the new maintenance building. Estimated costs are:

<u>FAA</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$336,237	\$18,680	\$18,680	\$373,597

The Board approved funding of \$18,700.00 as recommended by the Advisory Board.

Lewiston-Nez Perce County Airport, Project No. 6-16-0022-11. The proposed project involves taxiway "D" rehabilitation, reconstruction of the access road and parking in front of the terminal, and terminal improvements (non-participating by the state). Project costs are:

<u>FAA</u>	<u>City</u>	<u>County</u>	<u>State</u>	<u>Total</u>
\$178,402	\$76,517	\$76,517	\$32,440	\$363,876

The Board approved funding of \$32,500.00 as recommended by the Advisory Board.

Professional and General Service Contracts and Agreements in FY81. Chief of Administration Neumayer outlined the professional and general service contracts and agreements during FY81 in accordance with Board Policy B-06-08.

Idaho Rail Plan Update. Public hearings are scheduled in Mackay on September 2, and St. Maries on September 10 to receive comments on the draft Idaho Rail Plan Update. The Board will review the plan and hearing testimony during the September Board Tour.

Revision of Access Control Map. Due to the physical constraints existing along US-12 between Arrow Bridge and the Orofino city limits, resulting in the impracticality of developing Type IV access control, Management Services Supervisor Sheesley recommended that the access control map be revised to show Type III control on this segment of US-12. The Board concurred in that recommendation.

Delegation - Ashton City Councilman and Merchants. Paul Wynn, Street Commissioner of the City Council of Ashton, and three city merchants requested Board consideration of advancing the Ashton Main Street project, Project No. ST-6801(508). Their primary concern was reconstruction of the existing sidewalks.

After Chairman Moore explained the funding picture, he requested staff to work with the City of Ashton on programming, and examine grades on Main Street to meet the sidewalk elevation. (ACTION: DISTRICT 6 ENGINEER)

Delegation - Appeal of Denial to Transport Over-Length Units. Dave Badten, Regional General Manager of Boise Homes in Pocatello, appealed the State Highway Administrator's denial to Lemons House Moving of Idaho Falls to transport sixteen-foot wide modular housing units from Pocatello to Evanston, Wyoming. Chairman Moore expressed reluctance to change existing regulations prohibiting such movement because of resulting safety hazards to the traveling public.

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After discussion with staff the Board upheld the denial for transportation of over-width units.

Delegation - Nampa. Mayor Starr and City Engineer Bledsoe intended to discuss Urban "D" funding for the Midland Boulevard project. District 3 Engineer Sacht received notification last week that the right-of-way phase of this project has been programmed by the FHWA.

State Highway Designation in Conjunction with Possible Interchange Between Boise and Meridian on I-84. Various alternatives have been identified by Ada County Highway District Board President, each of which is dependent upon selection of an interchange site at Cloverdale or Five Mile Roads.

Mr. Sheesley explained an exhibit depicting several proposals, each of which involves out-of-direction travel to integrate with Eagle Road. Construction of a regional shopping center in proximity to any of the proposed interchange locations would parallel existing problems encountered by state highway routing through Meridian.

The Board indicated that an opportunity would exist during the public hearing for Ada County Highway District to present their proposals.

Analysis of Possible Effects of Regional Shopping Center on Possible New Interchanges Between Boise and Meridian, Project No. I-84-1(4)43. The staff made an assessment and determined only a "site specific" analysis could be completed in the time frame being considered. Information regarding the size of the various proposals was obtained from the developers and a computer program to adjust the employment was acquired from the Ada Planning Association.

The Board directed the consultant to proceed with the study including analyses of new data to determine need and placement of a possible interchange between Boise and Meridian on I-84.

Access Exchange, Project No. F-FG-3112(10), Permit No. 3-82-005, US-95. The applicant requested an exchange and relocation of a 20-foot unrestricted approach for a 40-foot unrestricted approach.

Based on the Traffic Supervisor's recommendation the Board approved and signed the access exchange deed.

Increase of Overweight Fees. Amendment to Section 49-127A, Idaho Code, increased the use fee mill rate from 2.2 mills per ton mile to 2.7 mills.

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Subject to determination of hearing requirement by Legal Counsel, the Board concurred in the proposed computation of overweight fees:

Base fee of \$5.00 plus \$0.0027 (2.7 mills) per ton mile for overweight permitted, plus \$1.00 for each 10,000 pounds, or part thereof, adjusted to 50-mile and 1,000-pound increments, or part thereof, minimum \$6.00.

Definition of Basic Unit Width for Mobile/Modular Home Regulations. Board regulations limit basic width of new manufactured housing units to fourteen feet. That basic width is defined as outside wall-to-wall dimensions at the base of the unit.

For clarification the Board redefined the basic width to be wall-to-wall dimensions below the level of the eaves. Approval is subject to determination of hearing requirement by Legal Counsel.

Exemption from Width Limitation for Implements of Husbandry. Amendment to Section 49-913, Idaho Code, restored a grandfather right exempting implements of husbandry from width limitation, and from a requirement to obtain over-width permits when being temporarily transported on the Interstate to or from the farm during daylight hours. That grandfather right was eliminated by legislative action in 1975 when legal width was increased from eight to eight and a half feet, and a saving clause required over-width permit for any vehicle exceeding eight feet on the Interstate system.

Subject to determination of hearing requirement by Legal Counsel, the Board approved revision of Special Permit Regulation 912.2 requiring overwidth permits only for farm tractors exceeding nine feet in width on the Interstate system to or from the farm.

Request for Overlength Designation on US-26, US-20 and SH-33. A request has been received by District 6 Engineer for overlength designation on US-26 between Carey and Arco; US-20 between Rexburg and Montana Line; and SH-33 between Rexburg and Victor. Overlength designation on US-20 and SH-33 has been denied. The request may be reviewed after the present work on US-20 is completed in approximately one year.

As recommended by Maintenance Supervisor Nielsen the Board approved overlength designation on US-26 between Carey, M.P. 196.04, and Arco, M.P. 248.36, for 105-foot maximum length loads by special permit, effective September 1, 1981.

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1981-82 Winter Maintenance Standards. In accordance with Board Policy B-05-06 a revised map identified proposed levels of winter maintenance standards. The Board approved the recommended changes and levels of winter maintenance service.

Review and Revision of Extra-Length Regulations. The Maintenance Section reviewed current extra-length regulations and proposed a revision to limit the amount of off-tracking of the vehicle and overall length rather than size of individual units.

- Off-tracking of combination units exceeding 75 feet but not exceeding 85 feet in overall length operating on a blue-coded route would not exceed five feet on a 165-foot radius curve.
- Off-tracking for combination units exceeding 75 feet but not exceeding 105 feet in overall length operating on red-coded routes would not exceed six feet on a 165-foot radius curve.
- Maximum off-tracking for units up to 105 foot in overall length operating on designated Interstate routes, interchanges and breakdown areas, would not exceed eight feet on a 165-foot radius curve.
- Special permits, rather than a certificate of compliance, would be required on all routes designated for extra-length operations.

The Board agreed with the proposed revisions and authorized the Maintenance Supervisor to seek comments from the trucking industry and surrounding states. (ACTION: MAINTENANCE SUPERVISOR)

120-Day Test Period for Operation of 45-Foot Doubles On I-84 and I-86. Staff analysis revealed potential hazards created by encroachment at intersections. The Maintenance Supervisor recommended denial of the request to operate 45-foot doubles on the Interstate. After considerable discussion the Board authorized the Director to proceed with negotiations with the trucking industry to develop impound/breakdown yards and off-ramp modifications at designated interchanges on the Interstate. (ACTION: DIRECTOR)

While negotiations are underway, the Board extended American Strevell's permit to operate 45-foot doubles on I-84 and I-86 until September 29, 1981. Requirements of the original permit are still in effect. The permit may be extended from Board meeting to Board meeting depending on progress of the Director's negotiations with the trucking industry.

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Project Approval for Future Bid Opening. The following project was recommended and approved for future bid opening:

Key No. 2377	Elephant Butte, So. Stage 2
Project No. F-3111(33)	Grade, drain, base surface
US-95	
Project Length 0.70 mile	

Companion to FL-11-1(5)

Analysis of Engineer's Estimate, Project Nos. STM-5121(559) and STM-5778(510). Staff comparison indicated that contractors are now bidding very competitively and perhaps are not including equipment replacement costs and reasonable profit margins due to the current economy.

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

Project Nos. STM-15-1(509)55 and STM-15-2(505) - The work consists of applying a seal coat on approximately 21.2 miles of I-15 between M.P. 54.7 and 63.3, and M.P. 80.3 and 92.9, including the ramps at all interchanges and ramps to the scales at the Port of Entry in Bannock and Bingham counties; state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$105,966.75.

Project Nos. I-80N-3(67)207 and IR-86-1(3)0 - The work consists of furnishing material and placing a seal coat on 8.19 miles of I-84, SH-27 I.C. to Snake River Bridge and furnishing material and placing a seal coat on 15.2 miles of I-86, Salt Lake I.C. to Raft River I.C., in Minidoka and Cassia counties; federal and state financed project. The contract was approved for award to Kloepfer, Inc., Paul, Idaho, the low bidder in the amount of \$319,680.42.

Project No. PW-482(1) - The work consists of patching, leveling and seal coating streets and parking lots on L. C. S. C. campus and at the State Office Building in Lewiston in Nez Perce county; state financed project. The only bid received was in excess of the engineer's estimate. The District recommended rejecting the bid because of the excessive cost of seal coating which was more than double the estimate, and incorporating this with another project. Contract Administration concurred and recommended re-advertising the project with Project No. M-7124(001). The Board concurred.

Project Nos. STM-2779(516), STM-2779(517) and Stockpile Nos. 2618, 2646, 2628 and 2641 - The work consists of placing a seal coat on 12.9 miles of SH-46, South Wendell I.C. to N.C.L. of Gooding, placing a seal coat on 1.67 miles of SH-46 spur, West Wendell I.C. to SH-46, also placing cover coat

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material in stockpiles at M.P. 238.30 on US-30 in Twin Falls County, at M.P. 158.5 on US-26 in Lincoln County, at M.P. 61.20 on SH-24 in Lincoln County, and placing anti-skid material in stockpile in the Twin Falls Maintenance Yard, in Gooding, Lincoln and Twin Falls counties; state financed project. The contract was approved for award to G. Glen Clark, Buhl, Idaho, the low bidder in the amount of \$230,974.40.

Project Nos. STM-3271(561) and Stockpile No. 3592 - The work consists of seal coating 13.225 miles of SH-44, East Middleton - East Eagle and producing 1/2" aggregate for road mix, cover coat material and sanding material in stockpiles at the Boise Maintenance Yard in Ada and Canyon counties; state financed project. The contract was approved for award to Bryan C. Rambo Construction Company, Inc., Nampa, Idaho, the low bidder in the amount of \$183,685.92.

Project Building No. 4841 - The work consists of constructing a 93' x 44' metal maintenance building at Kooskia in Idaho County; state financed project. The contract was approved for award to Keyes-Scanlon, Inc., Pasco, Washington, the low bidder in the amount of \$154,945.00.

Project No. F-FR-3341(5) - The work consists of seal coating 9.254 miles of US-20, M.P. 103.25 to 112.5, Tollgate North and South in Elmore County; federal and state financed project. The contract was approved for award to Mark A. Burggraf, dba Asphalt Sales Contractor, Idaho Falls, Idaho, the low bidder in the amount of \$42,471.50.

Delegation - State Representative Emery Hedlund. Representative Hedlund of St. Maries expressed concern over the condition of the Dike Route, SH-3, pointing out that many safety improvements were needed now due to increased truck traffic. The Board indicated there was no money available for the new bypass in this area in the foreseeable future. The Board asked staff to identify, estimate and prioritize possible safety improvements on the existing highway; information due prior to the fall Board Tour. (ACTION: DISTRICT 1 ENGINEER)

Six-Year Highway Improvement Program: Critical Bridge. The updated program includes anticipated bridge replacement rehabilitation funds for FY82-87. Consideration was given by management to recommendations from the Districts, bridge sufficiency ratings, project ratings, and a minimum of 15 percent off-system projects. The Board-approved program is shown in Exhibit C-181 which is made a part hereof with like effect.

Professional Services in Checking Shop and Erection Plans for Three Structures, Project No. BR-M-MG-7181(001). Division of Highways personnel are unable to handle the additional work when this project is placed under contract.

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Howard, Needles, Tammen and Burgendoff (HNTB) designed the project under Engineering Agreement E-120.

The Board approved Chief of Highway Development Sessions' recommendation to enter into an agreement with HNTB to check shop drawings and erection plans with the total actual cost plus fixed fee not to exceed \$10,360.00.

Location and Design Public Hearing, Project No. I-90-1(130)21 and I-90-1(129)29, I-90. A design public hearing on Wolf Lodge I.C. to Reserve Creek and a location and design public hearing on Reserve Creek to Rose Lake Junction is scheduled for September 15, 1981 in Coeur d'Alene. The proposed projects would bring the entire 12.29-mile section to current Interstate highway standards.

Public Hearing, Project No. BR-F-5121(28), US-2. A location and design public hearing is advertised for the Pend Oreille River Bridge and approaches at Oldtown for September 9, 1981 in Oldtown. The proposed project consists of reconstructing 0.82 miles of US-2 from the Washington-Idaho State Line at Oldtown easterly across the Pend Oreille River.

Authority to Trade Real Property, Project No. F-3111(11), Parcel No. 53-R, US-95 and 30. The Board executed a quitclaim deed in favor of the City of Fruitland in exchange for 1,805 square feet of new right-of-way and 2,075 square feet for utility easement.

Disposal of Old Right-of-Way, Project No. FHEC-25-J and FAP-145-B, SH-21. The Board concurred with the Right-of-Way Supervisor's recommendation and executed a quitclaim deed in favor of the parties entitled thereto.

Partial Release of Old Right-of-Way, Project No. ST-2391(567), Parcel No. 2, US-93 and SH-24. The Board executed a quitclaim deed in favor of Raymond L. Mitchell for the surplus right-of-way.

Approval to Proceed with Negotiations, Project No. F-FG-6471(76), Parcel No. 30, US-20. The Board approved the recommendation to proceed with acquisition of the Nielson Brothers parcel which is in excess of \$80,000 fair market value (FMV) and granted additional authority to settle the parcel within ten percent over FMV if necessary.

Authority to Proceed with Negotiations, Project No. F-RF-6471(76), Parcel No. 37, US-20. The Board agreed with the Right-of-Way Supervisor's recommendation to proceed with acquisition of the Paul Parkinsen parcel which is excess of \$80,000 fair market value (FMV), and granted additional authority to settle the parcel within ten percent over FMV if necessary. Also, the Board approved acquisition of the un-economic remnant at \$3,250.00.

Authority to Initiate Condemnation Action. The Board signed the order of condemnation on the following parcel:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
I-80N-1(67)27	72-1	Ellis Merritt	I-84

Board Policy B-12-15, HIGHWAY ACCESS CONTROL. The Board Policy revision provides for an annual review and update of the access control map in order to provide the opportunity to assess the impact of any changes in functional classification approved in June. The Board approved and the Chairman signed the revised Board Policy.

1982 Highway Safety Plan Recommendations. Highway Safety Manager Miller presented the 1982 Idaho Highway Safety Plan as recommended by the Idaho Traffic Safety Commission on July 15, 1981. The Board approved the plan as presented.

Mr. Miller discussed the effectiveness of the following 1981 safety projects: Boise Selective Traffic Enforcement Patrol, Motorcycle Rider Course, and Ada County Traffic Safety Study.

WHEREUPON the Board meeting recessed at 4:45 p.m.

AUGUST 21, 1981

The Transportation Board meeting reconvened at 10:00 a.m. in the Transportation Building, Boise, Idaho on August 21, 1981 and the following people were present:

Carl C. Moore, Chairman  
 Lloyd F. Barron, Vice Chairman  
 Darrell V Manning, Director  
 Mary F. Brooks, Board Secretary  
 G. K. Green, State Highway Administrator  
 E. D. Tisdale, Chief of Management and Programs  
 Robert L. Trabert, Chief Legal Counsel  
 Richard C. Cowdery, Division Administrator - Federal Highway Administration  
 Robert Ruby, Field Operation Engineer - Federal Highway Administration

Lawsuit on US-12. Legal Counsel Trabert briefed the Board on the current status of the lawsuit (Idaho State Bowhunters, et al. vs. John Block, et al.) pending on US-12.

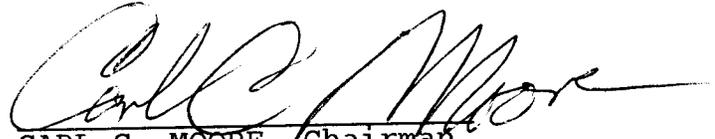
Ada County Highway District. The Board had lunch with Ada County Highway District President Charles Winder and staff, and discussed long-range transportation planning in

August 21, 1981

AAF122

Ada County, the Milwaukee Street extension, and authorized the Director to work on resolving procedural problems among Ada Planning Association and operating agencies. (ACTION: DIRECTOR)

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



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved,  
September 24, 1981  
Boise, Idaho

August 21, 1981

**FRONT**

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

SEPTEMBER 21 - 24, 1981

SEPTEMBER 21, 1981

The Board Tour of northern Idaho officially began in Lewiston on Monday, September 21, 1981. The tour included the following people:

AAG946

- Carl C. Moore, Chairman - District 3
- Lloyd F. Barron, Vice Chairman - District 2
- Roy I. Stroschein, Member - District 1
- Darrell V Manning, Director
- Mary F. Brooks, Board Secretary
- G. K. Green, State Highway Administrator
- James H. Clayton, District 2 Engineer
- Richard C. Cowdery, Division Administrator - Federal Highway Administration
- Glen L. Green, Deputy Regional Administrator - Federal Highway Administration

The tour departed south on US-95 to Grangeville, then east on SH-13 and SH-14 to Elk City. The tour proceeded to Orofino.

Delegation - Orofino. Representatives of the Orofino Chamber of Commerce met with the Board and staff at 4:30 p.m. Chamber President John Lacy requested a timetable on US-12 improvements and actions which could be taken by the Chamber to assist in those improvements. Chairman Moore suggested the Chamber express its views to the Department and to the University of Idaho who has filed the lawsuit against the Department on US-12. Director Manning itemized the requests outlined in that lawsuit. Bob Werner stated the North Idaho Chambers of Commerce should reiterate its position against the University's involvement.

Mel Snook, a local resident, identified his concern that truck size and weights are unenforceable and "out-of-hand." Improvements for the benefit of the trucking industry are being subsidized by automobile owners and he felt the trucking industry should pay their fair share.

Dorene Walrath, Secretary of the Chamber, suggested clearing brush along the side of the road between Orofino and Lewiston as a means to improve sight distance.

September 21, 1981

SEPTEMBER 22, 1981

The tour continued at 8:00 a.m. on Tuesday, driving US-12 to Missoula. District Engineer Clayton returned to Lewiston, and District 1 Engineer Merle Harding joined the group. The tour continued to Coeur d'Alene on Interstate 90.

SEPTEMBER 23, 1981

The tour group proceeded north from Coeur d'Alene on US-95 to Bonners Ferry and returned to Sandpoint for the Sandpoint Bridge dedication at 10:30 a.m.

Delegation - Sandpoint. After the dedication of the Sandpoint Bridge, the Board and staff met with Sandpoint City Officials at the City Hall. The City requested support from the Board on removing the Spokane International Railroad tracks along US-2. Director Manning indicated the Department had no objections to removing the tracks along that corridor. The staff will prepare a letter of support. (ACTION: DISTRICT 1 ENGINEER)

From Sandpoint the tour continued west on US-2 and then south on SH-41 to the Post Falls Highway District office.

Mr. Roy Bodine, Chairman of the Post Falls Highway District, joined the Board to inspect former US-10, Seltice Way.

Delegation - Post Falls. Mr. Bodine and Post Falls city officials met with the Board at City Hall, and expressed appreciation for improvements in the area. Improvements to Seltice Way were discussed. District Engineer Harding indicated that even under Department ownership, financial constraints would preclude improvements to that highway.

SEPTEMBER 24, 1981

Departing Coeur d'Alene at 8:00 a.m. the tour continued south on US-95 with side trips on SH-58, SH-60, SH-6, SH-66 and SH-8.

At the District 2 office the Board and staff received a FY83 budget briefing from Gene Baker and a current financial picture from Mac Sheesley.

Vice Chairman Barron reconvened the Board meeting in Boise at 5:00 p.m.

September 24, 1981

Board Minutes. The August Board minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

October 15 - 16, 1981 - Tri-Agency Meeting at 10:00 a.m.  
on October 16 (confirmed)  
November 18 - 19, 1981 - District 3 Tour on November 19  
(confirmed)  
December 10 - 11, 1981 - (tentative)

Director's Report. Director Manning indicated negotiations with the trucking industry are proceeding and recommended that American Strevell's permit for operation of 45-foot doubles on I-84 and I-86 be extended to October 20, 1981. The Board approved.

Capital-for-a-day meetings have been held in Nez Perce County on September 14, 1981; in Idaho County on September 15 - 16, 1981. Power County meetings are scheduled on September 30 and Oneida County on October 9.

Central Materials Laboratory Remodeling. The addition of an entrance and improving the space of the present Materials Lab building will permit grouping of several Headquarter's functions, reduce personnel and improve productivity. The estimated cost of \$177,470 includes construction, engineering and architectural fees. The Board approved the remodeling project.

Employee Education and Training, FY81. Chief of Administration Neumayer provided the annual itemized report of employee education and training amounting to \$486,455. Inflationary effects on transportation, subsistence and payroll costs resulted in the increase from FY80.

Idaho Rail Plan Update. Testimony from the public hearings in Mackay and St. Maries was provided to the Board during the tour. Action on the update was deferred to the October meeting to provide time for Board review of the hearing transcript.

Pullman-Moscow Regional Airport, Project No. 6-SP-0507-01. Severe cracking of the asphalt without signs of serious distress indicates early action to seal the approximately 59,000 feet of cracks will do much to preserve the investment of this airport. The \$30,000 cost of a crack sealing project will be split equally among the regional airport, Washington and Idaho.

The Board approved the Advisory Board's recommendation and granted an amount up to \$10,000 for the subject project.

Waiver of 85-Foot Maximum Combination Length Limit on US-30. Mr. and Mrs. Van Garner have petitioned for waiver of the 85-foot length limit to allow transportation of their 14x80 foot mobile home from Wyoming to Soda Springs via US-30.

September 24, 1981

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Due to an established economic hardship the Board approved waiver of the 85-foot maximum length under the emergency provisions of the Special Permit Regulations, .

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

Key No. 1968 Project No. I-IR-80N-1(58)55 I-84	UPRR, Gowen Spur Repair Deck, Expansion Joint and Bridge Rail
Key No. 1969 Project No. I-IR-80N-2(59)57 I-84	UPRR, Main Line Repair Deck, Expansion Joint and Bridge Rail
Key No. 98 Project No. F-5115(11) US-95 Project Length 2.07 Miles	Cougar Cr. - Coeur d'Alene Gr., Dr., Bs., Bst., Re- taining Walls
Key No. 2771 Project No. F-3111(40) US-95 Project Length 6.5 Miles	6 Miles N. of Oregon Line- North Seal Coating
Key No. 2324 Project No. F-FR-5116(48) US-95 Project Length 22.292 Miles	3.2 Miles N.E. Copeland Jct.-Eastport Level and Overlay
Key No. 1056 Project No. RS-5724(2) SH-58 Project Length 0.275 Mile	Rock Cr. Br. Appr. Gr., Dr., Base and Surface
Companion with BR-RS-5724(1)	
Key No. 1097 Project No. BR-RS-5724(1) SH-58 Project Length 0.018 Mile	Rock Creek Bridge Constructing Bridge
Companion with RS-5724(2)	

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

Project BR-SOS-0900(5) - The work consists of constructing a 110-foot prestressed concrete bridge on Upper Pack River Road in Bonner County; federal and state financed project. The contract was approved for award to Robert B. Goebel, General Contractor, Spokane, Washington, the low bidder in the amount of \$200,731.46.

September 24, 1981

Project No. PMS-S16(66), (67) and (68) - The work consists of removing existing guardrail and bituminous curb, and placing concrete guardrails on 3.034 miles of SH-21, Discovery Park to 1.1 mile east of Hilltop, 2.9 miles of SH-21, Forest Service Nursery to Boise National Forest boundary, and 1.9 miles of SH-21, Hilltop to Forest Service Nursery in Ada and Boise counties; federal financed project. The contract was approved for award to Alexander Construction Company, Nampa, Idaho, the low bidder in the amount of \$607,193.35.

Project Stockpile Nos. 5627 and 5649 - The work consists of furnishing cover coat material and 1/2" aggregate road mix pavement in Stockpile, Rt., M.P. 30.9, SH-200, at the Sandpoint Maintenance Yard, and Rt. M.P. 483.6, US-95 and 1/2" aggregate for road mix pavement in Stockpile, Rt. M.P. 505, US-95 at the Bonners Ferry yard in Bonner and Boundary counties; state financed project. The contract was approved for award to Peak Paving Company, Inc., Sandpoint, Idaho, the low bidder in the amount of \$116,747.50.

Project Building No. 6092 - The work consists of removing the existing built-up roofing and installing a monolithic, spray applied urethane foam insulation and elastomer roof coating with necessary roof flashing repairs on the Rigby Office Building in Jefferson County; state financed project. The contract was approved for award to Intermountain Plastics, Boise, Idaho, the low bidder in the amount of \$15,763.00.

Project No. PMS-S16(64) and (65) - The work consists of moving existing guardrail, terminal end sections and installing new concrete roadside delineation on 42.55 miles of US-12, Arrow to Greer and Greer to Kamiah in Lewis, Nez Perce, Clearwater and Idaho counties; federal financed project. The contract was approved for award to Alexander Construction, Nampa, Idaho, the low bidder in the amount of \$230,000.00.

Project No. M-7124(001) - The work consists of constructing the roadway, drainage structure, curb and gutter, sidewalk, storm sewer, plant mix pavement, and a dry well and pump station on 0.63 miles of city and county road, Mill Road in Nez Perce county; federal and state financed project. The contract was approved for award to Sime Construction, Kennewick, Washington, the low bidder in the amount of \$708,362.93.

Project No. PW-482(1) - The work consists of patching, leveling and seal coating streets and parking lot on Lewis Clark State College Campus in Nez Perce county; state financed project. The low bid was more than ten percent over the engineer's estimate. Because the bid exceeded available funding for the second time, District and Contract Administration recommend the bid be rejected. The District indicated that manpower and equipment is available and the work could be performed by state forces at this time. The Board approved rejecting the bids and proceeding with state forces.

September 24, 1981

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Project No. BR-RRS-M-7181(001) - The work consists of constructing a 265-foot bridge, two 70-foot bridges, retaining walls, roadway, drainage, concrete pavement, plant mix pavement, premixed base, curb and gutter, sidewalk, signalization, illumination, removal of old concrete bridge 0.405 miles of US-30 Business in Bannock County; federal and state financed project. The contract was approved for award to Harcon/Ward, A Joint Venture, Pocatello, Idaho, the low bidder in the amount of \$4,251,185.90.

Project Stockpile No. 4629 - The work consists of furnishing cover coat and road mix aggregates in stockpiles at the Grangeville Maintenance Yard in Idaho County; state financed project. The contract was approved for award to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder in the amount of \$113,750.00.

Modification to June Board Action, Project No. I-80N-1(67)27, Parcel No. 107, I-84. In June the Board executed a quitclaim deed in favor of Black Canyon Irrigation District and the United States Bureau of Reclamation. The Bureau requested the Black Canyon Irrigation District name be removed from the deed due to an agreement that all interests in property subsequently obtained shall be solely in the name of the United States.

The Board approved and requested the Right-of-Way Supervisor to prepare a new quitclaim deed for signature at the October meeting. (ACTION: RIGHT-OF-WAY SUPERVISOR)

Board Policy B-19-02, TRANSACTIONS WITH OTHER JURISDICTIONS. The proposed revision increases to \$2,500 the amount of sale of materials, supplies, equipment and services to other government agencies. Removed from the policy is the requirement for Board permission to perform services off the state highway system. In addition the title of the policy was changed to be more explicit about direction of the transaction. The Board approved and signed the revised Board Policy.

Vice Chairman Barron asked the staff to evaluate the validity and practicality of triple combination units on US-20 north of Mountain Home. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Vice Chairman Barron also asked that the Bennett City directional sign on US-20 north of the I-84 junction be removed. (ACTION: DISTRICT 3 ENGINEER)

A status report of the Fairfield Airport was requested at the October meeting. (ACTION: AERONAUTICS PUBLIC TRANSPORTATION ADMINISTRATOR)

WHEREUPON the Board adjourned at 6:00 p.m.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
October 15, 1981  
Boise, Idaho

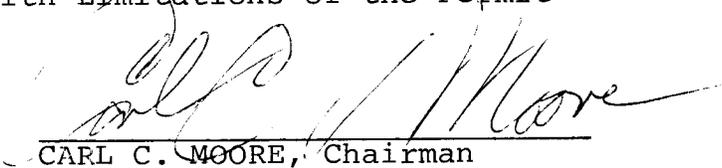
AAG946

SUPPLEMENT TO THE SEPTEMBER 1981 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

October 6-7, 1981

Through telephone contact with Board Chairman Carl C. Moore and Member Roy I. Stroschein on October 6, 1981 and Vice Chairman Lloyd F. Barron on October 7, 1981 the Board Secretary obtained approval to proceed to public hearing on the revisions to the following sections of the Special Permit Regulations:

- Section 962, Extra-Length Vehicle Combinations
- Section 943.2, Special Permit Fees
- Section 912.4(E), Waiver of Limitations for Emergency Movements
- Section 913.7, Revocation of Permit for Moving Violations or Non-Compliance with Limitations of the Permit



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
October 15, 1981  
Boise, Idaho

September 24, 1981  
October 6-7, 1981

MINUTES OF THE REGULAR MEETING OF THE  
IDAHO TRANSPORTATION BOARD

OCTOBER 15-16, 1981

OCTOBER 15, 1981

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Thursday, October 15, 1981. The following people were present:

Carl C. Moore, Chairman - District 3  
Lloyd F. Barron, Vice Chairman - District 2  
Roy I. Stroschein, Member - District 1  
Darrell V Manning, Director  
Mary F. Brooks, Board Secretary  
G. K. Green, State Highway Administrator  
Robert L. Trabert, Chief Legal Counsel  
E. D. Tisdale, Chief of Management & Programs  
W. W. Harvey, Public Information Supervisor  
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Legal Report. Chief Legal Counsel Trabert indicated the court ruled in favor Crow Rock, Project No. ST-4749(510) for a total amount including interest of \$125,967.00. The Board instructed Mr. Trabert to attempt to negotiate a settlement.

Briefs were filed yesterday, October 14, 1981, on the lawsuit concerning improvements to US-12.

The Board congratulated Pat Fanning on receiving a favorable decision from the court on the inverse condemnation case in Nampa, Project No. US-3754(10).

Board Minutes. The September Board minutes were approved with a correction on the third page concerning the estimated cost of the Central Materials Laboratory remodeling. The amount should read \$177,470.00 including architectural fees.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

November 18-19, 1981 - District 3 Tour on November 19  
(confirmed)

December 10-11, 1981 - (confirmed)

January 7-8, 1982 - (tentative)

Director's Report. Director Manning attended the AASHTO Annual Meeting in Chicago and remarked that in addition to cuts this year, the Office of Management and Budget may request further cuts in next year's funds to \$6.3 billion.

October 15, 1981

At a recent meeting with Boise Mayor Eardley, Ada County Commissioner Emery and ACHD Commissioner Jeppson, Director Manning discussed the transportation planning process.

Board Member Stroschein and State Highway Administrator Green attended the Broadway Bridge dedication in Idaho Falls on October 8.

Participants at a meeting in St. Maries on October 9 discussed deferral of the Mission I project due to inadequate funding. The State agreed to begin work on the Heyburn Park passing lane project on SH-5 to be completed next summer. Also completed next summer would be the Sullivan Rock Point widening project on SH-3 pending owner's permissions. Widening of the Dike Route and the trucking industry's number one priority to correct Reed's Corner will be accomplished as funds permit. In addition the State will review Doctor Sullivan's approach on SH-3 for safety improvements.

Capital-for-a-day meetings are scheduled in Blaine County on October 22, 1981 and Minidoka County on October 23, 1981.

Out-of-state travel requests in September include training and workshops.

The manpower report showed the decline of forty-one employees from September 1980.

The I-84 interchange location public hearing testimony will probably be submitted to the Board at the January or February, 1982 meeting.

Negotiations with the trucking industry on breakdown areas continue and the Board approved American Strevell's permit extension to November 24, 1981.

A complaint has been received from the Chairman of the Coeur d'Alene Ground Transportation Association concerning the State's courtesy car program at the Coeur d'Alene Airport. The Board authorized the Aeronautics and Public Transportation Administrator to make inquiries of local community officials and businesses for comments on the program. (ACTION: AERONAUTICS & PUBLIC TRANSPORTATION ADMINISTRATOR)

The Board approved the District 3 tour itinerary scheduled for November 19, 1981.

Relinquishment of a Portion of Former US-26 in Blackfoot, Project No. S-1381(12)A. As a result of the Board action in March of 1981, the required rehabilitation has now been completed on the Snake River Bridge and roadway section.

Therefore, the Board resolved that a section of former US-26 beginning at the Blackfoot West corporate boundary and

October 15, 1981

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extending southeasterly and easterly along West Bridge Street to a junction with State Highway Business Route I-15 near the Meridian Street intersection, and including the bridge crossing the Snake River, be removed from the state highway system effective October 1, 1981. The official Board resolution is shown in Exhibit B-219 which is made a part hereof with like effect.

Statewide Ridesharing Coordination. Ada County Highway District proposes that in order to provide for funding the ridesharing program on both the state and local level for FY82-83, that "\$40,500.00 of federal-aid urban funds from the overall state allocation be assigned to the District to support a total ridesharing budget of \$45,000.00 with the local match provided by the District or employees receiving the benefits of the service."

As recommended by Management Services Supervisor Sheesley, the Board approved an allocation of \$40,500.00 subject to FHWA approval and Legal concurrence.

Idaho Rail Plan Update. Public hearings on the plan were held in Mackay and St. Maries. Most of those testifying in Mackay opposed the Union Pacific's plan to abandon the rail line. A petition with 750 signatures requesting modification of the rail plan to identify the Mackay branch as essential to the state, and change of priorities in the plan to make it eligible for federal local rail assistance funds. Virtually no testimony was received from identified shippers.

The Idaho Rail Plan Coordinating Committee agreed with the plan's recommendation that there is no justification for a project on the Mackay branch with public and/or private funds at this time.

The Board concurred that the Idaho Rail Plan recommendations should remain the same. The Board encouraged the Union Pacific to postpone abandonment of the Mackay Branch for a reasonable period to allow opportunity for input from mining companies on contributing a portion of the rehabilitation expense. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

Seltice Way, Former US-10, Post Falls Highway District. The Board authorized the Department to proceed with an intensive study to identify appropriate corrective action necessary for rehabilitation of former US-10. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

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

Project No. BGP-0016(2) - The work consists of constructing a 12-foot diameter bikeway underpass under Main Street

October 15, 1981

and approaches to the Fairview and railroad bridge bike paths in Ada County; federal and city financed project. In view of the excessively high bids, the Contract Administration Supervisor recommended the bid be rejected; the Board concurred.

Idaho Research Project No. 100 - The work consists of furnishing an approved design of solar energy systems, and procuring and installing a solar energy system to heat a 10,000 gallon asphalt tank to 300° F in the District yard at Shoshone, and two solar energy systems to heat the Jerome rest area building (WBL) and its domestic hot water in Lincoln and Jerome counties; federal financed project. Due to the inability of the low bidder, Sun Power Industries, to become bonded, they have forfeited their proposal guaranty and all bids for this proposed work are recommended to be rejected. The Board agreed.

Project No. I-15-1(83)2 - The work consists of reconditioning the roadway, provide drainage and plant mix pavement on 4.055 miles of frontage road, FAS 1702 on Oneida County; federal and state financed project. The contract was approved for award to Robert V. Burggraf Company, Idaho Falls, Idaho, the low bidder in the amount of \$528,992.20.

Project No. BGP-0016(1) - The work consists of constructing a bikeway in the city of Rathdrum in Kootenai County; federal and state financed project. The contract was approved for award to Murphy Brothers, Inc., Spokane, Washington, the low bidder in the amount of \$19,863.50.

Project No. STM-80N-3(514)180 and Stockpile Nos. 2629 and 2642 - The work consists of placing a seal coat on 14.12 miles of I-84, SH-50 I.C. to Greenwood Interchange, also placing cover coat material Type II in stockpile at M.P. 16.03 SH-77, also placing anti-skid material at Rupert Maintenance Yard in Jerome, Cassia and Minidoka counties; state financed project. The contract was approved for award to Boise Paving and Asphalt Company, Boise, Idaho, the low bidder in the amount of \$461,848.63.

Project Stockpile No. 3590 - The work consists of producing cover coat material and 1/2" road mix aggregate in stockpiles in the vicinity of Montour on SH-52 in Gem County; state financed project. The contract was approved for award to Boise Paving and Asphalt Company, Boise, Idaho, the low bidder in the amount of \$113,890.00.

Wallace Depot Relocation, Architectural Agreement No. 122, Project No. I-90-1(47)61, I-90. To reduce cost of Interstate construction, comply with the wishes of interested citizens in preservation of an historical building, and improve rapport with city officials and others, the old Burlington Depot is proposed to be relocated on state property and turned over to the City of Wallace by deed or agreement.

October 15, 1981

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As recommended by Chief of Highway Development Sessions, the Board approved a cost-plus-fixed-fee agreement with Zabala, Giltzow, Albanese, Hiatt/Wells and Company in the amount of \$48,427.00 to evaluate, study and design the structure's relocation.

Union Pacific Railroad Relocation Study, Engineering Agreement No. 121, Project No. I-90-1(47)61, I-90. The Burlington Northern Railroad in the Wallace vicinity is now under the jurisdiction of the Union Pacific Railroad Company. Through the removal of the railroad and depot, the Interstate can become a reality by lowering the highway grade, reducing the excavation on the hillside, complying with requests of the public expressed in the draft EIS as well as reduce the cost of the highway significantly.

As recommended by Mr. Sessions, the Board approved a cost-plus-fixed-fee agreement with International Engineering Company in the amount of \$218,508.00 to negotiate with, to conduct, coordinate and determine the feasibility of relocating the railroad system in the Wallace area.

Location and Design Public Hearing, Project No. BR-F-5121(28), US-2. A hearing was held on this project on September 9, 1981 at Oldtown. All testimony favored the project consisting of the reconstruction of 0.82 mile of US-2 from the Washington-Idaho state line at Oldtown easterly across the Pend Oreille River.

The Board approved the location and design as presented at the hearing, and authorized the staff to review the Pik Kwik approach and negotiate with the owners to develop a satisfactory solution to the problem.

Design Public Hearing, Project Number I-90-1(130)21, Location and Design Public Hearing, Project Number I-90-1(129)29, I-90. Public hearings were held on these projects September 15, 1981, at Coeur d'Alene. After reviewing the hearing testimony the Board approved the location and design as presented at the hearing except for the location and design of the weigh station and associated adjustments to the East Side Highway District roads and Cedar Creek in the vicinity of Wolf Lodge. In addition, the Board authorized further study be given to a weigh station location and the required analysis and documentation of environmental issues associated with its location and design.

Authority to Initiate Condemnation Action. Board signed the orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
SR-RS-2779(5)	2	Gary L. McLaughlin	SH-46
SR-RS-2779(5)	4	Max E. Retherford	SH-46

October 15, 1981

Board Policy B-14-04, TRANSPORTATION PROGRAM DEVELOPMENT.  
The proposed policies and associated directives formalize the process by which project proposals are entered into transportation programs for Board approval. They establish criteria for project evaluation and scheduling in the various programs administered by the department; outline the program development process for the edification of employees; and assign responsibility for various activities in the program development process.

The Board approved and signed Board Policy B-14-04 as recommended by Chief of Management and Programs Tisdale.

Board Policy B-19-07, FEDERAL-AID HIGHWAY SAFETY FUNDS.  
The existing policy exempts four programs from Board review and provides for statewide prioritization of those programs. It is recommended the policy be rescinded because the pavement marking program is unfunded for 1982; in the future all programs will be submitted to the Board for review and approval regardless of the method of scheduling; and the requirement for statewide prioritization of federal aid safety programs and bridge replacement projects is contained in B-14-04. Administrative Policy A-19-07 establishing criteria for statewide prioritization remains in effect.

The Board rescinded Board Policy B-19-07 as recommended by Mr. Tisdale.

Jerome County Airport, Project No. 5-16-0020-03. The proposed project is the third in a series of projects to upgrade the airport and is for the construction of new runway, connecting taxiways, hangar taxiways and surface road. Cost are as follows:

<u>FAA</u>	<u>LOCAL</u>	<u>STATE</u>	<u>TOTAL</u>
\$525,870.00	\$29,215.00	\$29,215.00	\$584,300.00

The Transportation Board approved a grant of the amount of \$29,215.00 including the \$14,762.50 already paid the county under the 5-SP-0020-01 project, as recommended by the Aeronautics and Public Transportation Advisory Board.

Sandpoint City-County Airport, Project No. 5-SP-0033-03.  
The proposed project is for installation of a fuel farm to serve Sandpoint, Priest River, and Bonners Ferry Airports. Cost breakdown is:

<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
\$25,000.00	\$25,000.00	\$50,000.00

To assure fuel availability in this north Idaho region, the Board approved a grant in the amount of \$25,000.00 as recommended by the Advisory Board.

October 15, 1981

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WHEREUPON THE BOARD RECESSED AT 11:30 A.M.

OCTOBER 16, 1981

The Board reconvened in the Transportation Building at 8:45 a.m. on October 16, 1981. The following people were present:

Carl C. Moore, Chairman - District 3  
 Lloyd F. Barron, Vice Chairman - District 2  
 Roy I. Stroschein, Member - District 1  
 Mary F. Brooks, Board Secretary  
 Darrell V Manning, Director  
 Wayne Pickerill, Airport Development Supervisor

Fairfield Airport. Mr. Pickerill has received no contact from the County on the subject airport. Vice Chairman Barron offered to contact county commissioners to expedite the project. The Board authorized the Aeronautics and Public Transportation Administrator to contact the Fairfield Airport Governing Board, to determine the status of the airport project. A report was requested at the November meeting including project costs and alternatives. (ACTION: AERONAUTICS AND PUBLIC TRANSPORTATION ADMINISTRATOR).

Tri-Agency Meeting. At 10:00 a.m. the annual Tri-Agency meeting convened with the following people present:

IDAHO TRANSPORTATION BOARD AND DEPARTMENT

Carl C. Moore, Chairman, Board  
 Lloyd F. Barron, Vice Chairman, Board  
 Roy I. Stroschein, Member, Board  
 Darrell V Manning, Director  
 Mary F. Brooks, Board Secretary  
 E. D. Tisdale, Chief of Management and Programs  
 G. K. Green, State Highway Administrator  
 B. E. Sessions, Chief of Highway Development  
 Ray Mickelson, Principal Planner  
 Keith Longenecker, Program Control Supervisor  
 W. W. Harvey, Public Information Supervisor

FEDERAL HIGHWAY ADMINISTRATION

Eldon Green, Regional Administrator - Portland, Oregon  
 Richard C. Cowdery, Division Administrator - Boise, Idaho  
 Barry Morehead - Assistant Division Administrator -  
 Boise, Idaho  
 James Hall, Division Engineer - Vancouver, Washington  
 Clyde H. Leighty, Chief Program Coordination Branch -  
 Vancouver, Washington

October 16, 1981

UNITED STATES FOREST SERVICE

Sterling Wilcox, Director of Engineering - Ogden, Utah  
 Jim Trenholm, Transportation System Development  
 Engineer - Ogden, Utah  
 Ron Hayden, Assistant Director of Engineering -  
 Ogden, Utah  
 Bill Gournay, Assistant Director of Engineering -  
 Missoula, Montana  
 Dayton Nelson, Transportation Planner - Missoula, Montana  
 Jack Lavin, Forest Supervisor, Boise National Forest -  
 Boise, Idaho  
 J. Kirby Lee, Forest Engineer, Boise National Forest -  
 Boise, Idaho

Ray Mickelson outlined the Forest Highway Program for  
 FY82 and FY83.

Considerable discussion ensued concerning the letting of  
 the North Fork of the Payette highway project on FH-23 with  
 the companion Silver Bridge project. Chairman Moore indicated  
 the Board's reluctance to change the FY82 Forest Highway project  
 to FY83. The Department will review the possibility of letting  
 the Silver Bridge project with the Forest Highway paving project  
 and give a recommendation to the Federal Highway Administration.

Jim Hall, FHWA Division Engineer from Vancouver, requested  
 reevaluation of the St. Joe River and Banks to Lowman projects  
 proposing their construction be consolidated into 3 year groups.

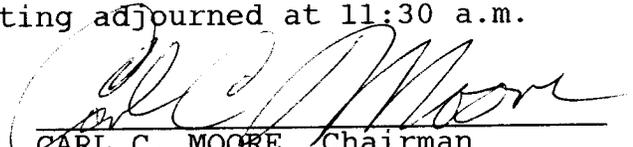
Tri-Agency participants agreed to move the St. Joe  
 River Highway Project, Phase I, on FH-50 to FY83. The Banks  
 to Lowman project on FH-24 would be shifted to FY84.

The Board approved the Forest Highway Planning Program  
 for FY82-83, as shown in Exhibit C-182.

The Transportation Board, FHWA, and U.S. Forest Service  
 agreed to delay further modifications to the Forest Highway  
 Program until after spring break up to allow the new regional  
 Forest Service Engineers time to evaluate their entire program.  
 Chairman Moore proposed that the Tri-Agency participants meet  
 again in June 1982 to reevaluate the Six-Year Forest Highway  
 Planning Program, FY84-87.

The Tri-Agency meeting adjourned at 11:00 a.m.

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

  
 CARL C. MOORE, Chairman  
 Idaho Transportation Board

Read and Approved  
 November 18, 1981  
 Boise, Idaho

October 16, 1981

AAG946

SUPPLEMENT TO THE OCTOBER 1981 MEETING  
OF THE IDAHO TRANSPORTATION BOARD  
OCTOBER 28 & 30, 1981

Through telephone contact with Board Member Roy I. Stroschein on October 28 and Vice Chairman Lloyd F. Barron on October 30, 1981 the Chief of Administration received approval for award of a construction contract for modifying the Central Materials Lab to:

Hasegawa & Associates  
Boise, Idaho  
\$168,074.00  
Completion time: 135 calendar days



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
November 18, 1981  
Boise, Idaho

MINUTES OF THE REGULAR MEETING  
AND DISTRICT 3 TOUR OF THE  
IDAHO TRANSPORTATION BOARD

November 18-19, 1981

November 18, 1981

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Wednesday, November 18, 1981. The following people were present:

Carl C. Moore, Chairman - District 3  
Lloyd F. Barron, Vice Chairman - District 2  
Roy I. Stroschein, Member - District 1  
Darrell V Manning, Director  
Mary F. Brooks, Board Secretary  
G. K. Green, State Highway Administrator  
Worthie M. Rauscher, Aeronautics and Public  
Transportation Administrator  
Robert L. Trabert, Chief Legal Counsel  
W. W. Harvey, Public Information Supervisor  
Richard C. Cowdery, Division Administrator -  
Federal Highway Administration

Board Minutes. The October Board and Tri-Agency Meeting Minutes were approved as distributed to the Board.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

December 10-11, 1981 - (confirmed)

January 7-8, 1982 - (confirmed)

February 11-12, 1982 - (tentative)

North Idaho Chamber of Commerce Resolutions. The Board reviewed resolutions passed by the North Idaho Chamber of Commerce at their October 31, 1981 meeting in St. Maries. Resolution No. 2 urged that moneys be allocated and construction commenced immediately to upgrade and improve US-93 over Lost Trail Pass. Resolution No. 4 stressed continued improvement and commercial use of US-12 between Lewiston and Missoula. Resolution No. 5 urged Idaho's Congressional delegation to introduce special legislation appropriating sufficient funds to adequately construct 7.5 miles of road from County Highway P-1 to the campground on Freeman Creek. Resolution No. 8 requested improvement to the northernmost 17 miles of US-95. Resolution No. 10 urged expedited replacement of the Calder Bridge over the St. Joe River. Resolution No. 13 endorsed highway improvements to Reid's Corner on SH-3 and installation of passing lanes between St. Maries and PeeDee Hill on SH-5.

November 18, 1981

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Director's Report. At the Traffic Safety Commission meeting on November 16, 1981 a plaque was presented to Boise Chief of Police John Church for the effective Selective Traffic Enforcement Program (STEP) where 252 less accidents were identified from October 1979 through July 1981 resulting in a \$1.4 million savings to the public. Carl Struthers of Carl's Cycle Sales was awarded the Motorcycle Safety Foundation Certificate of Recognition for providing personal and financial support to the safety efforts of police agencies, schools and motorcycle clubs in the Treasure Valley.

The hearing on revisions to the maintenance regulations is scheduled for November 23, 1981.

Negotiations with the trucking industry continue on the establishment of breakdown areas. The Board extended American Strevell's permit until December 15, 1981. (ACTION: Maintenance Supervisor)

Capital-for-a-day meetings with the Governor and local officials have been held in Latah County on November 12-13 and are scheduled in Kootenai County on November 19-20, Elmore County on December 9, Canyon County on December 10-11, Bear Lake and Franklin Counties on December 15-16, and Ada County on December 18.

The Board reviewed the out-of-state travel by employees during October. Director Manning noted the manpower report continues to show a downward trend.

Legal Report. Chief Legal Counsel Trabert distributed a summation of 50 pending cases including 31 condemnation actions.

Settlement of the Healy condemnation case on Project No. F-5115(11) has been delayed two years because of the death of the defendant. The Board agreed to accept the attorney's offer to settle at \$90,000.00. (ACTION: Chief Legal Counsel)

The contract claim with Crow Rock, Project No. ST-4749(510), was discussed and the Board authorized the Chief Legal Counsel to appeal the case to the Supreme Court if Crow Rock does not accept the settlement offer of \$100,000.00. (ACTION: Chief Legal Counsel)

Minority Business Assistance Center (MBAC) Contract Extension. On January 1, 1981 the MBAC commenced operations under a one-year supportive services contract to provide technical assistance to minorities and women-owned businesses. Under terms of the current agreement, the contract may be renewed one year.

The Board approved a one-year extension of the contract to MBAC in the amount of \$95,000.00 from January 1, 1982 through

November 18, 1981

December 31, 1982, as recommended by Chief of Administration Neumayer.

Allocation of FY82 Section 18, Nonurbanized Area Public Transportation Assistance. Funds are allocated by a performance-based formula allocation procedure reviewed by a committee composed of representatives from local transportation planning, the State Office of Aging, the handicapped community, the Idaho Transportation Department, and a general citizen. The review committee's recommendations are as follows:

<u>Project No.</u>	<u>Applicant</u>	<u>Section 18</u>
RPT-0016(2)	Ketchum/Sun Valley Public Transit Authority	\$152,650
RPT-0016(3)	SICOG, Inc.	17,286
RPT-0016(4)	SEICCA, Inc.	100,365
RPT-0016(5)	Trans IV, College of Southern Idaho	144,741
RPT-0016(6)	C.A.R.T., Inc.	77,576
RPT-0016(16)	Panhandle Area Transit	71,984
RPT-0016(20)	Northwestern Stage Lines	<u>13,384</u>
	Total for Projects	\$577,986
RPT-0016(1)	State Administration	40,000
	Contingencies	<u>20,888</u>
	Total Program	\$638,874

The Board approved the funding levels for FY82 as proposed by the Section 18 Review Committee and recommended by the Aeronautics and Public Transportation Advisory Board.

FY82 Construction Schedule. Congress imposed an FY82 national limitation for highway construction in the amount of \$8.2 billion which may be further reduced in Congress accepts additional cutbacks proposed by the President. Idaho's FY82 program includes approximately \$40 million which was frozen on August 8, 1980 at the time of the first obligational limitation.

Major areas of concern impacting the construction schedule were outlined by Principal Planner Ray Mickelson. Projects recommended for construction in FY82 and projects recommended for deferral until FY83 (assuming discretionary projects are approved) were approved by the Board. That construction schedule is as shown in Exhibit C-183 which is made a part hereof with like effect.

Board Policy, B-19-05, LOCAL FEDERAL-AID FUNDS. B-19-05 has been revised to permit an initial allocation of Federal-aid Urban funds to the Statewide Ridesharing Coordination program before remaining funds are allocated to urban areas.

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The Board approved and the Chairman signed the revised Board Policy B-19-05.

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

Project No. STM-6354(546) and Stockpile Nos. 6647 and 6646 - The work consists of seal coating 15.40 miles of US-93 (M.P. 278.0 to 285.9 and M.P. 292.0 to 299.5); also furnishing 1/2" aggregate for road mix pavement, cover coat material Type 2 and sanding material in stockpile at Source Le-122; also furnishing 1/2" aggregate for road mix pavement, cover coat material Type 2, anti-skid material and sanding material in stockpile at the Salmon Maintenance Yard in Lemhi County; state financed project. The contract was approved for award to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder in the amount of \$297,523.40.

Project Nos. STM-6421(507), STM-6421(509) and Stockpile No. 6644 - The work consists of seal coating US-20 from M.P. 263.61 to 283.80 and 288.70 to 294.00 and furnishing 1/2" aggregate for road mix pavement and cover coat Type 2 in stockpiles at Source Bu-26 near Arco in Bonneville, Bingham and Butte Counties; state financed projects. The contract was approved for award to Boise Paving and Asphalt Co., Boise, Idaho, the low bidder in the amount of \$279,430.10.

Project No. IR-80N-3(76)132 - The work consists of constructing sewage lagoons and access roads, including septic tanks, piping, pumps and electrical services at the Bliss Rest Area and POE facilities in Gooding County; state and federal financed project. The contract was approved for award to Hicks-Adams Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$113,894.43.

Project Nos. F-4113(61) and F-FR-4211(10) - The work consists of constructing the roadway, drainage structures, plant mix pavement and seal coat on 2.38 miles of US-95, Grangeville South, also for the work of placing fabric membrane, plant mix pavement and seal coat on 1.07 miles of SH-13, Main Street, in Idaho County; federal and state financed project. The contract was approved for award to Eucon Corporation, Pasco, Washington, the low bidder in the amount of \$1,347,147.25.

Project Building No. 1041 - The work consists of constructing a 50'0" X 110'8" metal maintenance and sand storage building at Clark Fork in Bonner County; state financed project. In the best interests of the state and in accordance with Standard Specification 103.01, the Board rejected the low bid on this project.

Project Building No. 9901 - The work consists of removing and replacing existing feeder wires to the Headquarters building main panel and renting two generators in Ada County; state

November 18, 1981

financed project. The contract was approved for award to Century Electric, Boise, Idaho, the low bidder in the amount of \$4,950.00.

Location Public Hearing, Project Nos. F-3271(21) and F-3271(26), McCall-New Meadows and McCall Bypass, SH-55. A draft environmental impact statement has been prepared covering proposed highway improvements from McCall to New Meadows. The Board approved the proposed project for presentation at a location public hearing, tentatively scheduled in January 1982, including the proposal that the present highway through McCall would be removed from the State Highway System if a bypass alternative were constructed. The project is scheduled for public hearing now to allow local governments to include the proposed bypass corridor in their planning.

Authority to Sell Property, Project No. I-80N-1(67)27, Parcel No. 47-R, I-84. Due to difficulty of protection and accelerated depreciation while vacant, District 3 and other interested sections recommend disposal of the remainder of property acquired in February 1981.

The Board concurred with the Right-of-Way Supervisor's recommendation to dispose of Parcel 47-R at public auction prior to completion of the project, with a minimum acceptable bid of \$172,000.00.

Approval of Easement for Idaho Power, Headquarters Complex. The planned extension of the Materials Lab building encroaches on Idaho Power's buried mainline furnishing power to the Lab and Central Supply.

The Board executed the easement in favor of Idaho Power to accommodate movement of the buried line.

Approval of Transfer of Real Property to Madison County, Project No. RF-6471(41), Parcel No. 45-R, US-20. Construction of the Thornton-Rexburg project in the vicinity of the SH-88 interchange created two dead-end roads in the Widdison Subdivision. Madison County Commissioners have agreed to take the responsibility of constructing the culdesac on the east side if the state would deed the remainder property to them.

The Board approved the Right-of-Way Supervisor's recommendation and executed a deed in favor of Madison County.

Authority to Proceed with Negotiations, Project No. RS-1721(22), Parcel No. 5, SH-39. The Board authorized the Right-of-Way Supervisor to proceed with acquisition of the Carter parcel which is in excess of \$80,000.00 Fair Market Value (FMV), and granted additional authority to settle the parcel within 10% over FMV if necessary.

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Presentation on Highway Needs, Highway Investment Analysis Package and Pavement Management Programs. In 1977 the Board approved the development and implementation of computer programs to analyze the State Highway System on a continuing basis. Information generated from the four major systems now operational has been used to develop a 35 millimeter slide show for presentation to various audiences.

The Board approved the concept of developing a slide/video presentation showing the construction needs on the State Highway System for further refinement and approval in April 1982 prior to the 1983 Idaho Legislative Session.

WHEREUPON, the Board meeting recessed at 3:15 p.m.

NOVEMBER 19, 1981

DISTRICT 3 TOUR

The Board meeting reconvened on Thursday, November 19, 1981 at 8:45 a.m. in the District 3 conference room and received an update on District 3 activities and projects including proposed widening of Sunny Slope on SH-55, Caldwell's Northwest connector, Boise's interchange study hearing, and winter maintenance on SH-21 between Idaho City and Lowman. The tour began at 9:15 a.m. and consisted of the following people:

Carl C. Moore, Chairman  
 Lloyd F. Barron, Vice Chairman  
 Roy I. Stroschein, Member  
 Darrell V Manning, Director  
 Mary F. Brooks, Board Secretary  
 G. K. Green, State Highway Administrator  
 W. W. Sacht, District 3 Engineer  
 Richard C. Cowdery, FHWA Division Administrator

From the District 3 office the group proceeded west on I-184 and reviewed the proposed interchange locations. At Caldwell the Board and staff looked at the I-84 and SH-19 projects under construction. The tour continued via SH-19 and US-95 to the Oregon border and viewed construction progress on the Elephant Butte projects. On the way to lunch in Nampa the group looked at the proposed Sunny Slope project on SH-55.

After lunch the group departed on US-30 to Caldwell, on I-84 to the US-95 junction, then to Payette. From Payette the tour continued to Emmett on SH-52 and looked at various proposed IR, primary and critical bridge projects. The group returned to Boise via SH-55 and SH-44.

November 19, 1981

WHEREUPON, the Board meeting and District 3 Tour adjourned at 3:00 p.m.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
December 10, 1981  
Boise, Idaho

SUPPLEMENT TO THE NOVEMBER MEETING OF  
THE IDAHO TRANSPORTATION BOARD

November 23, 1981

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on November 23, 1981, the State Highway Administrator advised and received concurrence in the lateral movement of Bridge Design Supervisor R. B. Jarvis to work on design of the Wallace structures. Replacement of Mr. Jarvis will be accomplished through normal procedures.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
December 10, 1981  
Boise, Idaho

AAG946

MINUTES OF THE REGULAR MEETING OF THE  
IDAHO TRANSPORTATION BOARD

December 10-11, 1981

Thursday, December 10, 1981

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Thursday, December 10, 1981. The following people were present:

Carl C. Moore, Chairman - District 3  
Lloyd F. Barron, Vice Chairman - District 2  
Roy I. Stroschein, Member - District 1  
Darrell V Manning, Director  
Mary F. Brooks, Board Secretary  
G. K. Green, State Highway Administrator  
Wayne Pickerill, Airport Development Supervisor  
W. W. Harvey, Public Information Supervisor  
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The November Board minutes were approved as distributed with a typographical error corrected on page 4 and a destination on the District 3 tour clarified on page 6.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

January 7-8, 1982 - confirmed  
February 11-12, 1982 - confirmed

Director's Report. The out-of-state employee's travel report shows considerably less travel than in previous months.

Proposed 1982 legislation includes: 1) increasing airman registration fees from \$2.00 to \$6.00 per year; 2) increasing maximum aircraft registration from \$100.00 to \$200.00; 3) repealing I.C. 49-672 relating to stops signs at railroad crossings; 4) shifting liability of subsidy on gasohol from highway user revenues to the general fund; 5) allowing the Idaho Land Board to enter into written agreements with other state agencies concerning bonding requirements; 6) establishing departmental equipment revolving fund; and 7) eliminating requirement for Board to actively participate in systems action hearings.

Director Manning met with Idaho State Representative Geddes who requested that Deep Creek Road between Malad City and Weston be put on the State Highway System. The Board agreed to look at the road on the Eastern Idaho Tour in May 1982.

December 10, 1981

Several Eastern Idaho legislators asked that project priorities on US-20 be moved from the St. Anthony area toward the Idaho Falls-Rigby area.

Director Manning and Controller Gene Baker described a chart showing state highway revenue and distribution for FY83 which will be included in the Department's budget presentation to the Joint Finance-Appropriations Committee. The Governor's FY83 budget request for the Department will be \$140,377,700 -- 6.5% less than the FY82 appropriation and 13.7% higher than the FY82 income estimate.

Because negotiations with the trucking industry continue, the Board approved an extension of American Strevell's permit to operate 45-foot doubles on I-84 and I-86 to January 12, 1982. (ACTION: MAINTENANCE SUPERVISOR)

Highway Safety Report. In October 1980 the Board requested a diagnostic team review of other routes for comparison with the review of US-12. The Board authorized no further reviews be conducted until the results from the last three reviews are assessed.

Highway Safety Manager Bill Miller commented on the excellent results achieved from the alcohol related accident reduction effort in Bonneville County.

System Action Public Hearing, Project No. I-80N-1(41)27. A hearing has been tentatively scheduled in January 1982 for the realignment of the State Highway System in Caldwell. The proposed system action will include removing 10th Street from Cleveland Boulevard to I-84 and rerouting SH-19 over the Northwest Connector.

Business Loops on the State Highway System. Chairman Moore suggested examining all business loops through cities for possible removal from the State Highway System. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

Jerome County Airport, Project No. 5-SP-0020-03. The project includes installation of a medium intensity runway lighting system. The state would provide materials, trenching and installation supervision while the county would provide the electrician, all installation labor and final clean up.

The Transportation Board approved a \$10,000.00 grant for materials and trenching as recommended by the Aeronautics and Public Transportation Advisory Board.

Revised Rules and Regulations Governing Public Use of Safety Rest Areas. The November 23, 1981 public hearing was attended by both recreational vehicle owner organizations and campground owners. Both factions testified they had no problems with and were in favor of the proposed regulations.

December 10, 1981

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After reviewing the testimony, the Board adopted the rules and regulations as presented at the hearing for implementation effective March 1, 1982. Those revised rules and regulations are shown in Exhibit C-184 which is made a part hereof with like effect.

Revised Special Permit Regulations 926, 912.4, 913.7, 943, 931.7, and 932.2. The Board reviewed testimony received at the November 23, 1981 public hearing and adopted the regulations as proposed with the following exceptions or additions:

- 962.2,C - Allow maximum off-track of 8.75 feet for long doubles subject to satisfactory operation characteristics at specified ramps.
- 962.2,H - Allow weight tolerance of up to 4,000 pounds in weight distributed to following trailers.
- 962.3 - Require all extra-length combinations to obtain permits; require off-track computation form be attached to permits only if the combination includes internal dimensions which would indicate possible excessive off-track, criteria to be determined before implementation.
- 943 - Leave the fee for over-length annual permits at \$25.00, with the provision that costs and revenue will be evaluated after one year, and adjustments made at that time if necessary to cover costs.

The Board authorized implementation of all proposed revisions by March 1, 1982 and allowed extra-length operators to comply with either the new or the old regulations until July 1, 1982 as a grandfather right. The revised special permit rules and regulations are shown in Exhibit C-185 which is made a part hereof with like effect.

Pickups Trailing Fifth-wheel Units. Chairman Moore requested an analysis to determine if pickups trailing fifth-wheel units were a legal configuration and fell under Board regulations. Maintenance Supervisor Nielsen indicated that legislative changes may be necessary to regulate the units. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

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

Project No. RS-5750(2) - The work consists of constructing the roadway, waterline, drainage structures and plant mix pavement on 1.3836 miles of FAS-5750 from the Pinehurst off-ramp of I-90 going southeast to beyond the southerly city limits, in Shoshone County; federal and county financed project.

The contract was approved for award to Murphy Brothers, Inc., Spokane, Washington the low bidder in the amount of \$1,197,933.40.

Project No. M-7963(005) - The work consists of curb radius change and installing traffic signals and illumination at the intersection of 10th and Chicago, US-30 in Caldwell, in Canyon County; federal, state and city financed project. The contract was approved for award to Tri-State Electric, Inc., Boise, Idaho the low bidder in the amount of \$63,837.05.

Project No. BR-RS-3770(2) - The work consists of constructing a 378' prestressed concrete bridge and approaches over the Boise River on 0.417 miles of the Star Road, in Ada County. The contract was approved for award to A & R Construction, Inc., Lewiston, Idaho the low bidder in the amount of \$741,355.11.

Exchange of Approaches, Project No. F-5121(5), Permit No. 1-82-27, US-2. The applicant requested exchange of a 20-foot farm and residential approach at Station 296+25 Rt. for a 40-foot unrestricted approach at Station 296+80 Rt.

The Board approved and signed the exchange deed as recommended by the Traffic Supervisor.

Exchange of Approaches, Project No. LSS-5738(1), Permit No. 1-82-77, SH-54. The applicant requested relocation of a 20-foot farm and residential approach at Station 136+50 Lt. for a 20-foot farm and residential approach at Station 138+57 Lt.

The Board approved and signed the exchange deed as recommended by the Traffic Supervisor.

Lime Creek Bridge, Project No. RS-3811(3). The FAS project was first requested by the Glens Ferry Highway District in August 1977 in anticipation of heavy logging and recreational traffic. Design of the bridge was completed with final design review in July 1980. The bridge sufficiency rating is 45.7. The bridge is ready to go to contract but Elmore County has no FAS funds.

The Board authorized the Board Secretary to advise the Glens Ferry Highway District that the Lime Creek Bridge will be reviewed at the time the Critical Bridge program is reviewed prior to June 1982. (ACTION: BOARD SECRETARY)

Rehabilitation of Seltice Way, Former US-10. A review of funding options, improvement alternatives and needed rehabilitation indicate a disparity between the agencies involved.

The Board authorized the District 1 Engineer to initiate meetings with the Post Falls Highway District, the City of Post Falls and the City of Coeur d'Alene. Items to be resolved

December 10, 1981

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include: 1) distribution of urban system funding for rehabilitation; 2) appropriate division of future route maintenance responsibilities; 3) coordination of control on adjacent property development and Seltice Way improvements; and 4) recommended solution to rehabilitation needs and revenue sources for work. (ACTION: DISTRICT 1 ENGINEER)

Authority to Dispose of Surplus Property, Project No. I-80N-1(67)27, Parcel No. 97-R, I-84. The Board concurred in the Right-of-way Supervisor's recommendation and authorized disposal of the property in question at a public auction prior to completion of the project.

Approval to Settle, Project No. F-FG-6471(62), Parcel No. 1, US-191-20. The Board approved the Right-of-way Supervisor's recommendation to settle the above-listed parcel for \$108,000, and authorized purchase of grain bins in the event their "in-place" value is less than the cost of moving them.

Approval to Settle, Project No. F-6471(76), Parcel No. 30, US-191-20. The Board approved the settlement of the above-listed parcel for \$124,400, as recommended by the Right-of-way Supervisor.

Approval to Proceed with Negotiations, Project No. BR-F-2392(30), Parcel No. 6, SH-75. The Board authorized the Right-of-way Supervisor to proceed with acquisition of the Fassett parcel which is in excess of \$80,000 Fair Market Value, and granted additional authority to settle the parcel within 10% over FMV if necessary.

I-84 Interchange Location Study between Boise and Meridian, Project No. I-84-1(4)43. District 3 Engineer Bill Sacht and Assistant DE Ted Gwin informed the Board that the public hearing would be scheduled in mid or late February. An analysis was presented showing when two additional lanes would need to be built to accommodate additional traffic on I-84 and the Interstate connector.

The Board directed the staff to identify goals for handling traffic on the Interstate and State Highway System, prepare a matrix of positive and negative aspects for each possible decision, and prepare a timetable of everything that needs to be done before an interchange could be opened. (ACTION: STATE HIGHWAY ADMINISTRATOR)

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

Friday, December 11, 1981

The Board meeting reconvened at 9:30 a.m. on Friday, December 11, 1981 in the Transportation Building, Boise, Idaho with the following people present:

December 11, 1981

Carl C. Moore, Chairman  
 Lloyd F. Barron, Vice Chairman  
 Roy I. Stroschein, Member  
 Darrell V Manning, Director  
 Mary F. Brooks, Board Secretary  
 G. K. Green, State Highway Administrator  
 Robert L. Trabert, Chief Legal Counsel

Lawsuit on US-12. Mr. Trabert reported he is in the process of filing for dismissal and will file motion for summary judgment.

Exempt Employees. The Board authorized the Director to create a policy for overtime worked by exempt employees.

WHEREUPON, the Board adjourned at 10:15 a.m.



CARL C. MOORE, Chairman  
 Idaho Transportation Board

Read and Approved  
 January 7, 1982  
 Boise, Idaho

AAG946

SUPPLEMENT TO THE DECEMBER 1981 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

December 17, 1981

Through telephone contact with Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on December 17, 1981, the Right-of-way Supervisor obtained approval of the following:

To proceed with the acquisition of the Sprute ownership, Parcel No. 2 on Project No. Q-I-184-1(1)4, which is in excess of \$80,000.00 Fair Market Value.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
January 7, 1982  
Boise, Idaho

December 17, 1981