

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 11-12, 1984

The Idaho Transportation Board met in regular session in Boise, Idaho, in the Transportation Building at 9:05 AM on Wednesday, January 11, 1984. 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
 E. D. Tisdale, Chief of Engineering Services
 Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The December Board Minutes were approved as distributed to the Board Members.

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

February 15-16, 1984
 March 7-8, 1984

Director's Report. Director Manning announced that L. P. "Mac" Sheesley was appointed Chief of the Motor Vehicle Bureau effective December 30, 1983.

The Transportation Department has been asked to provide technical assistance to a committee (non-profit corporation) which intends to preserve the history of Idaho aviation and provide educational programs and displays. The committee expects an air museum to be completed by 1990.

The Department will centralize the highway design function in the headquarters office to take advantage of Computer Assisted Design (CAD) technology. As attrition reduces the number of design personnel, the CAD system will take over many of the computation and analysis tasks as well as generate many of the drawings previously made by draftsmen. Executive Management believes that centralization, in combination with computerization, will result in the optimum use of shrinking resources.

Funds budgeted for winter maintenance are being depleted rapidly in the wake of recent storms. Although some savings will be realized from the use of more efficient diesel equipment, quantities of sand, material and labor are running ahead of previous years.

Chairman Moore and Director Manning will present the FY85 Department budget to the Joint Finance and Appropriations Committee on January 25, 1984 at 8:30 AM. The Division of Aeronautics budget

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anticipates introduction of three revenue bills to increase airman and general aircraft registration fees and raise the aviation fuel tax to five cents per gallon. A fourth bill may be introduced which will levy fees on commercial aircraft on a per route basis. The Division of Highways budget reflects maintenance of current effort.

Selective Traffic Enforcement Project Proposal in Bingham County. After consultation with Bingham County Commissioners the Board determined that it would be more effective to provide the county with traffic engineering technical assistance and signing than with traffic enforcement assistance. Through a current safety grant, the Department is providing local road departments with traffic engineering related assistance.

In compliance with the Commissioners' request, Bingham County will be given a high priority for assistance under this grant because of their relatively high accident problem.

Proposed 1984 Minority Business Assistance Center Services Contract. The Minority Business Assistance Center (MBAC) assists businesses operated by minorities, disadvantaged or women to successfully obtain highway construction work. The Center operates on a 100% federally funded grant provided through FHWA. The Board approved contracting for minority business assistance services for 1984.

1984 Legislation Proposed By Representative Lydia Edwards. The first draft proposed to fund the Department of Law Enforcement from the General Account in FY85. The bill also segregated sources of revenue between local units of government and the Transportation Department. In addition the legislation provided for County Assessors maintaining 44 separate registration files and places car registration with the Counties and truck registration with the Transportation Department.

Chief of Motor Vehicles Sheesley discussed the disadvantages associated with the proposed legislation. Representative Edwards appeared before the Board and distributed revised copies of the proposed legislation for the Board's review. She itemized her concerns and reasons for the shift in funding.

The Board indicated they would have the staff evaluate the revised legislation. (ACTION: CHIEF OF MOTOR VEHICLES)

Driver Licensing, County Registered Motor Vehicles, and Title Inquiries. CMV Sheesley proposed that computer terminals and printers (compatible with District Office systems) be installed in Assessors' and Sheriffs' Offices statewide over a period of several years.

He proposed two pilot projects in Gem and Bonneville Counties at a cost of about \$25,000. He expects Gem County to be operational by June of 1984 and Bonneville County the following month. By adopting

a phased long-range proposal the Department should reduce backlogs, achieve desired service level and improve image.

The Board approved the two pilot projects. Contingent on their success, the Board also approved the proposal to install on-line terminals and printers on a piecemeal basis in about 14 counties each year at an annual cost of \$300,000 plus maintenance and mailing costs of about \$140,000. The Board asked for a progress report in July of 1984. (ACTION: CHIEF OF MOTOR VEHICLES)

Motor Vehicle Bureau Bad Check Policy. The Board requested development of guidelines concerning bad checks. They approved the proposed revision to MVB Accounting Manual, Procedure No. 32-01, Section III, as outlined by CMV Sheesley.

The Board requested quarterly reports to determine effectiveness of the guidelines. (ACTION: CHIEF OF MOTOR VEHICLES)

Delegation - Dian Shelby, Outdoor Advertising Display Appeal. Dian Shelby of Shelby Outdoor Advertising appeared before the Board to appeal the adverse decision of the Hearing Officer regarding the outdoor advertising display approximately 1.5 miles south of Rigby on US-20. Miss Shelby contended she complied with all State regulations and received a signed photocopy of the permit authorizing erection of the sign at the specified location. She further contended that the owners indicate that within six months the pole yard will be expanded to a location within 600 feet of the sign.

Because additional details were necessary, the Board deferred the matter until the February meeting. They asked the State Highway Administrator to review the sign appeal, identify intentions of pole yard owners and clarify circumstances concerning sign placement. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Delegation - ITD/WHI Study of High-Fixed Registration Fees to Replace the Existing Weight-Distance Structure. Claude Abel of Idaho Motor Transport Association and Ken Heald, Chief Engineer of Western Highway Institute (WHI) appeared before the Board to present final figures of the study to consider replacement of the ton-mile tax with a flat-fee registration structure. Mr. Heald suggested a compromise with regard to those operators who might be disinclined to register at a substantially higher fee. Additionally, he included special equipment vehicles in the limited category. The staff's analysis did not reflect this inclusion but agreed with the concept.

The Board directed the staff to continue working with IMTA and WHI in presenting the study results to the House Transportation Committee with an explanation of factors for their consideration. (ACTION: CHIEF OF MOTOR VEHICLES)

Lunch With Senator Reed Budge and Representative John Sessions, Chairmen of the Legislative Transportation Committees. During lunch the Board and staff discussed the long truck combination test, the Department's FY85 budget, the ITD/WHI study to replace the weight-

distance fee structure, and proposed legislation including the revenue-raising aviation bills.

Acceleration of Project No. F-FR-1491(11), State Street in Preston, US-91. Chief of Engineering Services Tisdale reviewed the Primary Program to determine impacts of accelerating the project as requested by Preston City Officials at the December meeting. He recommended that the project be advanced to FY84 with no deferrals in the program at this time. The Board concurred.

1984 District 3 Bridge Inspection Program, Project No. BR-NBIS(813). The Board approved the following agreements with consultants covering bridge inspections in District 3 for 1984.

Smith & Kangas Engineers	162 bridges	\$12,004.
Holladay Engineers	128 bridges	\$10,385.
Harold J. Cox	110 bridges	\$10,195.
Ada County Highway District	113 bridges	\$10,670.

Location and Design Approval, Project No. BR-RRS-M-7231(005), Quinn Road Overpass, US-91. A location and design public hearing was held on this project on November 2, 1983, considering three alternatives. The staff recommended the grade separation alternative because of safety, reduced traffic delay, no interruption of emergency services and due to support of local officials. The Board approved the recommendation to replace the existing narrow railroad overpass structure with a new structure spanning the railroad at the same location. The Board's decision is as shown in Exhibit C-213 which is made a part hereof with like effect.

Technical Support for the HWYNEEDS/HIAP Model. The model is fully aligned and operational on the Department's computer system. The need for technical support from Boise State University's Research Center continues due to lack of permanent employees to handle the responsibility. The contract extension provides for the technical support in operation and maintenance of the model to accommodate revision to incorporate the "new level of development plan" in the system.

The Board approved the contract with Boise State University in the amount of \$12,773.40.

Transportation Plan for Northern Ada County. The plan is designed to provide a planning framework through which local transportation needs can best be met. This document was endorsed by the Ada Planning Association as the Metropolitan Planning Organization and it was submitted to the Department for official recognition as an implementing agency.

The Board deferred action on this item to allow staff to resolve identified errors. (ACTION: ACTING MANAGEMENT SERVICES SUPERVISOR)

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Removal of a Portion of Former SH-46 North of Gooding, Project No. SR-RS-2779(5). A public hearing was held on October 18, 1979 concerning replacement of that portion of SH-46 referred to as the curves north of Gooding. The Gooding County Highway District No. 1 agreed to accept and maintain that portion of former SH-46 upon completion of the subject project. The District advised that construction has been completed.

The Board approved and signed the official minute as shown in Exhibit B-237 which is made a part hereof with like effect.

Relinquishment of Maintenance Responsibilities, Project No. I-15W-4(41)22, I-86. Maintenance responsibilities for the frontage road along I-86 between Coldwater Hill and Register Rock were discussed at the December meeting and relinquished to local agencies in Power County.

The Board approved and signed the official minute affirming that December action as shown in Exhibit C-214 which is made a part hereof with like effect.

Statewide Aviation System Plan Update. The planning study will be 90% Federal funds with the State's 10% to be provided through in-kind services as recommended by the Aeronautics and Public Transportation Advisory Board. The Board approved updating the existing State Aviation System Plan.

Program of Projects for Section 18 and Section 9a, Non-urbanized Public Transportation Assistance Program. The Board reviewed the final program of projects and approved

\$10,000 for State administration;
 \$50,000 for Section 18 project in Lewiston, if a proper application can be submitted by the end of 1984; and
 \$25,000 contingencies and program reserve.

State Highway Administrator's Report. As requested at the December meeting, SHA Green reported that the Cheese Factory sign between Boise and Nampa on I-84 has been posted as illegal. The Town House Motel sign near the intersection of I-84 and US-95 has been purchased and will be removed.

Because of severe winter storms, snow removal costs this season are \$500,000 ahead of last year.

Sale of Bulk Traffic Paint to Local Jurisdictions. Since the conversion to bulk traffic paint storage, local jurisdictions will be unable to buy paint in drum containers. Bonneville County requested purchase of approximately \$15,000 worth of traffic paint in bulk.

The Board approved that sale and delegated authority to the Director to exceed the \$2,500 limit in Board Policy B-19-02 on sales of traffic paint to other jurisdictions. (ACTION: P&P COORDINATOR)

Long Truck Combination Test. At the annual meeting of the Multistate Transportation Committee, members resolved to conduct a test of long vehicle combinations in Idaho, Utah, Nevada and Oregon to generate data to submit to FHWA for the study required by Section 415 of the Surface Transportation Assistance Act of 1982. That Section required the Secretary of Transportation to conduct a study and make a report to Congress concerning the feasibility, economic benefits and impacts on the general public of operating long doubles and triples on a designated system of Interstate routes, in overall lengths not to exceed 110 feet and with gross loads restricted only by Formula B (loads between 120,000-130,000 pounds).

The Board approved permits for test vehicles proposed by the industry provided FHWA assured the State that data generated will be valid for use in their study. The Board further approved permits for test vehicles as described in Section 415 of the STAA-82, in the event assurances of validity of the longer vehicles is not forthcoming.

Status of Sign Program as of December 30, 1983. Because of District resource constraints and delay required to update the active sign listing, Chief of Highway Operations Cox projected completion date in April 1984.

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

Stockpile No. 1655, Key No. 2691 - The work consists of crushing 5,000 C.Y. of cover coat material Type 1 in stockpile, in the vicinity of Landing, in Power County; state financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder in the amount of \$60,610.00.

Stockpile No. 6654, Key No. 2717 - The work consists of producing 1/2" aggregate for road mix pavement in stockpile at the Sugar Maintenance Yard, and producing cover coat material Type 2 and sanding material in stockpiles at Source Fr-76-s, near Sugar City, in Fremont County; state financed project. The contract was approved for award to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder in the amount of \$56,309.00.

Project No. FH-25-6(3), Key No. 0778 - The work consists of producing cover coat material in stockpile and placing a plant mix overlay on 14.35 miles of SH-21, Vader Creek to Stanley in Custer County; federal and state financed project. The contract was approved for award to Idaho Sand & Gravel Co., Inc., the low bidder in the amount of \$1,180,104.10.

Project No. F-6423(9), Key No. 83 - The work consists of removing an existing timber culvert, installing a 12'10"x8'4"x132' corrugated plate pipe arch, constructing 80' of roadway and 710' of detour, plant mix paving, and seeding over the Great Western Canal on US-20 west of Idaho Falls in Bonneville County; federal and state

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financed project. Bids were considerably more than 10% over the engineer's estimate. The District and Contract Administration Section recommend rejecting all bids and readvertising the project. The Board concurred.

Project No. F-FR-4171(6), Key No. 367 - The work consists of placing plant mix overlay, leveling course, seal coat, guardrail and shoulder widening on 8.78 miles of SH-3, Bovill - North, in Latah County; federal and state financed project. The contract was approved for award to Inland Asphalt co., Spokane, Washington, the low bidder in the amount of \$1,312,744.28.

Project No. HES-4114(58), Key No. 2251 - The work consists of constructing a runaway truck ramp, maintenance U-turns, revising sprinkler system, and installing concrete guardrail on 5.01 miles of US-95, Lewiston Hill; federal and state financed project. The contract was approved for award to Alexander Construction Co., Nampa, Idaho, the low bidder in the amount of \$459,956.00.

Project No. BR-SOS-0100(4), Key No. 3027 - The work consists of constructing a 30' concrete bridge, approaches and plant mix pavement on 0.038 mile of Victory Road over the Ridenbaugh Canal, in Ada County; federal and state financed project. The contract was approved for award to Idaho Construction Co., Twin Falls, Idaho, the low bidder in the amount of \$53,845.43.

Annual Update of Roadside Facilities. The Board deferred action on this item until corrections could be made to the map showing existing and proposed facilities. (ACTION: MAINTENANCE)

Right-of-Way Use Permit No. 5-84-15, Project No. S-1751(1), SH-40. The property owner was granted a 20 foot approach in 1967 with permission to expand it to 40 feet at his cost. The owner now requests an additional approach on the opposite side of his property. An appraised value of \$150 for the additional approach at Station 168+40R was established.

The Board approved and signed the access exchange deed subject to receipt of \$150 from Ardean Higbee.

WHEREUPON the Board recessed at 4:30 PM.

THURSDAY, JANUARY 12, 1984

The Board reconvened at 9:00 AM on January 12, 1984 in the Transportation Building, Boise, Idaho.

Delegation - Larry Clement, Blackfoot, Use of Materials Source Bg-90. Mr. Clement explained he has obtained a yearly lease of the subject property for the past 10-12 years. That yearly lease contained a 60-day cancellation notice. In March 1983 he was notified by the District that his lease was cancelled. He obtained permission from the District to harvest the potato crop which was

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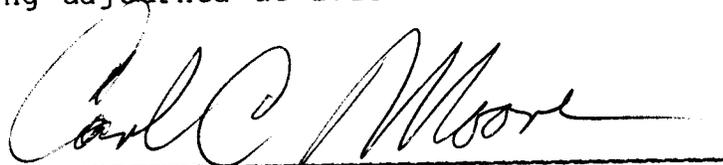
being planted at the time. When that crop was harvested, he planted winter wheat and was told by the District that he must remove equipment from the property or be considered trespassing. He suggested a trade of similar property be considered.

The Board deferred action on the matter until the State Highway Administrator could review the lease of the material source to Mr. Clement. They requested a report at the February meeting (ACTION: STATE HIGHWAY ADMINISTRATOR)

Review of Department's FY85 Budget. Director Manning reviewed with the Board his presentation of the FY85 budget which will be made to the Joint Finance and Appropriations Committee on January 25.

Lunch with Representative Lydia Justice Edwards. The Board and staff lunched with Representative Edwards and discussed the status of Horseshoe Bend Hill and the Silver Bridge project north of Banks on SH-55.

WHEREUPON the Board meeting adjourned at 1:15 PM.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
Boise, Idaho
February 15, 1984

January 12, 1984

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REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 15-16, 1984

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 AM on Wednesday, February 15, 1984. Present were:

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

Election of Officers. Mr. Ohman nominated Mr. Moore as Chairman of the Board for 1984; seconded by Mr. Barron. Motion carried. Mr. Ohman nominated Mr. Barron as Vice Chairman of the Board for 1984; seconded by Mr. Moore. Motion carried.

Board Minutes. The January Board Minutes were approved as distributed to the Board Members.

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

March 14-15, 1984 (NOTE: Changed from March 7-8, 1984)
 April 11-12, 1984
 May 7-10, 1984 - North Idaho Board Tour

Director's Report. The Director met in January with Sam Routson, Senator Symms' Legislative Aide, to discuss highway project priorities in the Boise and Moscow areas. He indicated the Senator is working to secure Congressional approval of the Interstate Cost Estimate (ICE) so that federal funds could be released to construct some of the remaining Interstate segments.

Highway Maintenance Operators in District 3 filed a grievance against the Department citing the lack of stand-by pay during periods of unstable winter weather as inequitable.

In conjunction with Transportation Departments in Oregon and Washington, the Director and staff are working to identify differences among the states' motor carrier laws and regulations, particularly those governing vehicle size and weight. Recommendations involving changes in statutes will be forwarded to the Multi-State Highway Transportation Committee.

Director Manning, Board Chairman Moore and staff met with a group of Kooskia citizens in February who had requested that the schedule of improvements on US-12 be accelerated. Chairman Moore explained the projects had been delayed by groups who were concerned

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about the environmental impact of proposed changes. Some safety projects have been dropped from the schedule in deference to the wishes of environmentalists.

Legal Report. Chief Legal Counsel Trabert outlined the pending 38 court cases of which 10 are condemnation actions. Since the courts are now handling administrative hearings for the motor vehicle functions, the legal section's caseload has dropped dramatically.

Attorney Fanning briefed the Board on the Hearing Officer's decision in the matter of the Boise Stage Stop sign at M.P. 73.7 on I-84. Both the landowner and the sign owner are scheduled to meet with the Board later in the morning. The Hearing Officer recommended that the subject sign not be permitted but suggested that the Department not require the removal of the subject sign for a period of 100 days during which time the property and/or sign owner may take such measures as are required to conform the use of the property on which the sign is located to commercial.

Consolidated State Application for Capital Assistance Under the 16(b)2 Program. A total of 15 applications were received from private, nonprofit organizations providing elderly and handicapped transportation statewide. The Review and Selection Committee proposed the following program funding recommendations:

Federal grant (80%)	\$158,669
Local (applicant) contribution (20%)	\$ 39,667
Total estimated project cost	\$198,336

The Board reviewed the committee's recommendation and the specific organizations proposed for funding. They approved the applicants as recommended by the Review and Selection Committee.

Revised Program of Projects, Section 9a, Project No. RPT-8416(2). The Department suggested that UMTA be requested to obligate an additional \$10,000 for the purchase of a radio communications system for the Ketchum/Sun Valley Public Transit Authority. The Board approved the request.

Small City Transit Marketing Demonstration Project. The project will provide on-site marketing assistance to public transportation projects in Twin Falls, Pocatello and Idaho Falls.

The Board approved submitting this application UMTA for consideration.

Delegation - Eastern Idaho Citizens Group for Highway Improvement. Carl Agren and Cecil Green urged the Board's consideration to pave the additional two lanes between Idaho Falls and Rigby before the Lewisville Interchange was built on US-20.

Delegation - Outdoor Advertising for Boise Stage Stop, M.P. 73.7, I-84. Property owner James Hisel and sign owner James Montandon appealed the Hearing Officer's decision that the subject sign was illegal.

The Board agreed with the Hearing Officer but authorized the property owner to proceed with his plans to develop the property to commercial use thereby making the sign legal. Mr. Hisel was asked to advise the Department of his progress prior to expiration of the 100-day limit. Legal was asked to prepare the appropriate order for Board signature affirming the Hearing Officer's decision. (ACTION: CHIEF LEGAL COUNSEL)

Delegation - Lewiston City Officials, Project No. RRP-RRS-4114(65). Mayor Pro-Tem Leonard Williams and City Manager Craig McMicken requested that the Board consider modification to Alternate #3 for the Interstate Bridge Intersection to allow safer and easier traffic movements.

The Board asked the Department to review the City's request and report. (DISTRICT 2 ENGINEER)

Data Processing Programming Support. Demands for programming support are greater than the existing staff can handle. Chief of Engineering Services Tisdale proposed to contract for programmers/analysts on an as-needed basis for a period of three years with an approximate cost of \$50,000 per year.

The Board authorized CES Tisdale to distribute requests for proposals for programming support as recommended. (ACTION: CHIEF OF ENGINEERING SERVICES)

Transportation Plan for Northern Ada County. Items questioned at the January meeting were addressed by the staff. Future documents will reflect current Department programs and policies.

The Board instructed the staff to advise Ada Planning Association that they approved the short- and long-range program elements. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

Pavement Management System. The Consultant Selection Committee chose Pavement Management Systems Ltd. to perform the work to complete Phase III of the Idaho Pavement Management System at a cost plus fixed fee of \$146,825.

The Board granted authority to the Department to contract for the proposed work at the stated price.

Interstate and Interstate 4R Development Programs. The Board reviewed management's recommendations for adjustments to the Interstate and the Interstate 4R programs. They instructed the staff to retain Key No. 3342, Malad Summit Rest Area in FY 84/85. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

The Board approved Management's recommended changes for the balance of FY84 and for FY85-90 for the Interstate and Interstate 4R programs. The revised programs are as shown in Exhibits C-215 and C-216 respectively which are made a part hereof with like effect.

State Highway Administrator's Report. Mr. Green indicated that the District continues to work on the appeal by Shelby Outdoor Advertising for the sign south of Rigby. He expects to report at the March meeting.

District 5 is still working with Larry Clement concerning the Materials Source Bg-90. The Board favored proceeding with relocating that materials source to lessen the impact on a nearby residential area.

District 1 advises that a rock bluff east of Coeur d'Alene may slide onto US-10. The District expects to dynamite in a controlled situation which may force a short-term closure of the road.

On-line Terminals in County Assessors' Offices. The staff met with assessors from Canyon, Payette and Washington Counties to discuss this concept for drivers' licenses and motor vehicle registrations at the county level. The Board approved pilot installations in Gem and Bonneville Counties. Canyon County proposed to compensate the Department for installation at two satellite locations. For best efficiency, Chief of Motor Vehicles Sheesley proposed that Canyon County be included with the Gem County pilot effort.

The Board approved the installation of on-line terminals in Canyon County immediately following Gem County.

Delegation - Representative John O. Sessions. Representing area legislators, Representative Sessions requested that the Board pave the proposed four lanes from Willow Creek to Rigby rather than the project from Willow Creek to Idaho Falls which includes the interchange.

The Board considered the request and agreed to move Key No. 807, Willow Creek to Ucon, from FY88 to FY85, and Key No. 1895, Ucon to Rigby, from FY89 to FY85. In addition, the Board moved Key No. 113, Idaho Falls to Willow Creek, from FY85 to FY88/89.

Right of Way Use Permit No. 1-84-063, Project No. F-5116(14), US-95. The permit would widen the approach to 30 feet and change the residential only access designation to unrestricted.

As recommended by Chief of Highway Operations Cox, the Board approved and signed the access exchange deed.

Right of Way Use Permit No. 1-84-61, Project No. F-5121(5), US-20. The permit would widen the approach to 30 feet and change the residential only access designation to unrestricted.

As recommended by CHO Cox, the Board approved and signed the access exchange deed.

Authority to Initiate Negotiations. The Board authorized the staff to proceed with acquisition of the following parcels which are in excess of \$80,000, and granted additional authority to settle the parcels within 10% over the determined FMV, if necessary.

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
Q-I-90-1(142)18	41	Roger Young	I-90
I-90-1(89)16	25	C. T. Kennedy, et. aux. Robert B. McFarland, et. aux.	I-90

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

Key No. 3254	Addison Ave. W. - Blue Lakes Blvd. N.,
Project No. F-FR-2391(50)	Twin Falls
US-93	Seal coat
Project length: 1.23 miles	

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-90-1(160)61, Key No. 3194 - The work consists of relocating the Citizens Utility Company facilities in Wallace, Idaho, in Shoshone County; Federal and State financed project. The contract was approved for award to WICO, Inc., Spokane, Washington, the low bidder in the amount of \$395,959.00.

Project No. F-6423(9), Key No. 83 - The work consists of removing an existing timber culvert, installing a 12'10"x8'4"x132' corrugated plate pipe arch, constructing 80' of roadway and 710' of detour, plant mix paving, and seeding over the Great Western Canal on US-20 west of Idaho Falls, in Bonneville County; Federal and State financed project. The contract was approved for award to Hunziker Construction Co., Pocatello, Idaho, the low bidder in the amount of \$110,852.50.

Project No. BR-SOS-1800(2), Key No. 2997 - The work consists of constructing the roadway, curb and gutter, sidewalk, storm sewer, sanitary sewer, plant mix pavement, and a 101.5' prestressed concrete bridge on 0.089 mile Main Street in the City of Orofino, in Clearwater County; Federal and State financed project. The contract was approved for award to W. A. Strom Contracting, Inc., Orofino, Idaho, the low bidder in the amount of \$332,511.04.

Project No. F-2391(17), Key No. 159 - The work consists of constructing 48', 162' and 57' prestressed concrete bridges over the "M," "U," and "R" Canals, and placement of borrow on US-93, Jct. SH-25 to Newman's Corner, in Jerome County; Federal and State financed project. The contract was approved for award to Severance

Construction, Inc., Eden, Idaho, the low bidder in the amount of \$435,171.88.

Project No. IR-15-3(56)135, Key No. 522 - The work consists of leveling the north and south bound lanes at Sage Jct., placing a plant mix leveling course and 0.20' plant mix overlay, seal coating the north bound lane from M.P. 135.000 to 143.379, a portion of the south bound lane and ramps at Sage Jct. on I-15, in Jefferson County; Federal and State financed project. The contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, Idaho, the low bidder in the amount of \$1,432,056.70.

Project No. F-3271(40), Key No. 2360 - The work consists of constructing a 16' concrete culvert over Mill Creek Slough at Middleton on SH-44 (M.P. 4.147), in Canyon County; Federal and State financed project. The contract was approved for award to Nay's Construction, Nampa, Idaho, the low bidder in the amount of \$124,830.00.

Project Nos. IR-15-1(99)35 and IR-15-1(100)16, Key Nos. 2947 and 3163 - The work consists of crushing and placing a plant mix scrub coat and seal coat over the full width on 8.6 miles I-15 (M.P. 16.3 - 22.1 and M.P. 36.1 - 38.9); these projects include sealing the ramps on Deep Creek, Devil Creek and Virginia Interchanges, in Bannock and Oneida Counties; Federal and State financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder in the amount of \$523,948.45.

Project No. HES-5116(47), Key No. 2389 - The work consists of designing, fabricating and installing three painted overhead sign bridges in Sandpoint in Bonner County; Federal and State financed project. After the bids were opened, the Mayor of Sandpoint requested the project be cancelled as they are not appropriate for the city and conflict with the image the town wishes to present. That request was granted by the Director. The Board concurred with the recommendation to reject all bids.

Project No. FH-61-1(1), Key No. 3074 - The work consists of constructing the roadway and a 150' prestressed concrete bridge on 0.125 miles of FAS-3811, Lime Creek Bridge in Elmore County; Federal and State financed project. The bids were more than 10% over the engineer's estimate. It was Contract Administration's belief that the remote location of the project was not given enough consideration in estimating the project. The low bidder agreed to a recommendation by the evaluation committee to sign an agreement acknowledging his bid had considered high water conditions and that he recognized the cost for dewatering, coffer dams, etc. would be at his expense. The District and Contract Administration recommend award of the project. The contract was approved for award to R. E. Sullivan Construction, Ontario, Oregon, the low bidder in the amount of \$395,724.15.

Location and Design Public Hearing, Project Nos. IR-84-1(9)49 and I-IR-184-1(8)0, I-84. A location and design public hearing was held in January on these projects to construct Maple Grove Road to

accommodate four lanes of traffic with pedestrian sidewalks on both sides, and modify the Wye Interchange to accommodate two 12' lanes and a 10' shoulder. The latter project is necessary to replace defective bridges and reorient traffic moves to normal merging conditions.

After reviewing the hearing testimony and additional information presented by the consultant, the Board approved the project for development to construction stage in accordance with information presented at the public hearing.

FY83 Employee Safety Program. In FY83 the Department continued its policy to promote employee safety to reduce personal injury and the severity of industrial and vehicular accidents. As required by Board Policy B-06-03, Chief of Administration Neumayer submitted information to the Board concerning numbers of employees attending safety classes and the number of vehicular and industrial accidents.

Sales of Materials and Supplies to Other Jurisdictions. At the January meeting the Board approved the sale of bulk traffic paint to local units of government and requested a revised policy reflecting that decision. That sale is only one of an increasing number of products that are sold by the Department to other jurisdictions. The State Legislature is now considering legislation to permit local governments to purchase from state bid contracts without going through the bidding process.

The Board postponed action on a revised policy until legislative adjournment in order to consider all possibilities.

Annual Certification of Funds to the State Auditor. In compliance with Section 40-137, Idaho Code the Board signed the certification of revenue and disbursements for calendar year 1983 for the Division of Highways Account 2205. That account is for the receipt, budgeting and expending of funds received from tax or fees on motor fuels, registration, and operation of vehicles in Idaho.

WHEREUPON the Board meeting recessed at 5:15 PM.

THURSDAY, FEBRUARY 16, 1984

The Transportation Board reconvened at 10 AM in the Transportation Building on Thursday, February 16, 1984.

Sale of Signs to Fremont County. The Department has advised counties that assistance will be offered in the posting of load ratings on deficient bridges as identified by the Bridge Inspection Program. Fremont County has requested the necessary signs for 31 bridges at an approximate cost of \$2,900 which exceeds the limit outlined in Board Policy B-19-02.

The Board acknowledged the savings to be realized by the taxpayer and approved the sale of the requested signs to Fremont County.

WHEREUPON the Board adjourned at 11:30 AM.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
March 14, 1984
Boise, Idaho

SUPPLEMENT TO THE FEBRUARY 1984 MEETING OF THE
IDAHO TRANSPORTATION BOARD

March 1, 1984

Through telephone contact with Board Chairman Carl C. Moore and Board Member John M. Ohman, Blaine E. Sessions obtained approval for Engineering Agreement No. 84-055 with CH2M Hill to complete the structure design of the viaduct on Project No. I-90-1(47)61, West Wallace-East Wallace, I-90. The agreement is in the lump sum amount of \$69,315.00.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
March 14, 1984
Boise, Idaho

March 1, 1984

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REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 14-15, 1984

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Wednesday, March 14, 1984. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
John M. Ohman, 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

Board Minutes. The February Board minutes were approved with a correction on the third page.

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

April 10-11, 1984 (NOTE: Changed from April 11-12, 1984)
May 7-10, 1984, North Idaho Board Tour
June 6-7, 1984
July 31-August 1, 1984

Director's Report. Safe pilot banquets were held in Boise, Idaho Falls, Pocatello, Twin Falls and Coeur d'Alene to honor 351 Idaho pilots who have earned fifty points through a combination of attending safety seminars and logging accident-free hours during 1983.

Several proposals in the U.S. Senate could, if enacted, seriously reduce funds accruing to the Federal Highway Trust Fund and further erode the "user pays" principle which underlies construction and maintenance of federal-aid highway systems.

As requested by Governor Evans, a provision which encourages hiring workers from the economically depressed Silver Valley will accompany all future construction contracts let by the Department in that area.

In a hearing before the Idaho House Transportation Committee the Department supported House Bill 561 which would replace Idaho's weight-distance tax on trucks with a fixed registration fee. That bill is sponsored by the Idaho Motor Transport Association which is a result of the study conducted by Western Highway Institute and the Department.

March 14, 1984

A coordinated effort by Idaho State Senator Wes Trounson and the Motor Vehicle Bureau will resolve a 20-year-old problem connected with titling rebuilt automobiles more than 25 years old. Senate Bill 1368 will establish a procedure for reconstructing and documenting the history of a rebuilt automobile so that circumstances can be verified. The bill will authorize the Bureau to issue titles to those vehicles when proper documentation is submitted.

On March 2 the U. S. Congress passed a six-month approval of the Interstate Cost Estimate (ICE) which allowed the USDOT to release \$2 billion, approximately half the funds earmarked for Interstate construction. Idaho's share of the initial release will be between \$9-10 million, depending on how federal administrative costs are deducted. Release of the funds permits Idaho's Interstate program to proceed uninterrupted for most of this year.

A tri-state maintenance meeting with Oregon and Washington will address the concern for uniformity among the states in relation to truck weight and size regulations.

North Idaho Board Tour. The Board approved the proposed itinerary as outlined by the Board Secretary for the tour of north Idaho in May.

Amendment to Rule No. 39.01.32.03, Audit of Highway Use Fees. The Department's rules and regulations promulgated during 1983 have been reviewed and approved by the House Transportation Committee. The Senate Transportation Committee asked that the rule on audit of highway use fees be amended to allow that the individual vehicle mileage record contain "gross weight carried" only when that information is available.

The Board approved the amendment and authorized the Board Secretary to distribute the revised rule. (ACTION: BOARD SECRETARY) In addition, they asked for a report of the results of the amended rule at the October meeting. (ACTION: CHIEF OF MOTOR VEHICLES)

Readoption of Department Rules and Regulations. In June, 1982 the Board adopted the renumbered and recodified rules and regulations of the Department pursuant to Section 67-5205, Idaho Code. The agency may supplement or revise the rules as often as necessary but at least once every two years.

The Board readopted the Department's rules and regulations as they now exist and are on file with the secretary. Effective date of readoption is May, 1984. (ACTION: BOARD SECRETARY)

Rule No. 39.01.09.01, Certification of Local Improved Road Mileage. The proposed rule concerns certification of county and highway district improved road mileage for the apportionment of highway user revenues. The rule sets up standards to be followed in determining which roads in counties are improved roads.

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The Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Abandonment of Camas Prairie Railroad Between Spaulding and Grangeville. Burlington Northern and Union Pacific, owners of the Camas Prairie Railroad, have advised they intend to abandon the line from Spaulding to Grangeville probably late in 1984 or 1985. Several shippers have contacted the rail planning unit requesting information and technical assistance.

The Interstate Commerce Commission will be advised of the Department's possible interest in acquiring railroad right-of-way in the Lawyer's Canyon area. Assuming the abandonment is approved and the line is not acquired by a short line, the Commission will impose the "public use condition" giving the Department, in essence, the right of first refusal.

1984 District 4 Bridge Inspection Program, Project No. BR-NBIS(813). The Board approved the contract with JUB Engineers to inspect bridges in Area No. 2 in District 4 at a cost of \$10,186.00.

Update of the Statewide Aviation System Plan. A&PT Administrator Rauscher reviewed with the Board five firms who submitted proposals to update the system plan. The Board approved contracting with Hosac Engineering, Inc./Marjorie Hanley & Associates to accomplish the work of updating the statewide aviation system plan.

Proposed Forest Service Heliport at the New Meadows Airport. The U. S. Forest Service New Meadows Ranger District proposed construction of a heliport at the state-owned New Meadows Airport. The heliport would be used as a fire-suppressant helitack base during the summer months. All construction and facility costs would be paid by the Forest Service while the Division of Aeronautics would have final authority for the approval of plans, facilities, and proposed operations.

The Board authorized Mr. Rauscher to negotiate a land use agreement with the U. S. Forest Service for establishment of the heliport.

State Management of UMTA Section 8 Grants for Small Urbanized Areas. For increased continuity and coordination, the Board authorized the Department to manage all local planning programs for Section 8 grants.

Shelby Outdoor Advertising Display South of Rigby, US-20. A review of Miss Shelby's appeal of the hearing officer's decision was presented to the Board. The outdoor advertising application and permit indicated the sign would be installed at milepost 319.5. It was, in fact, erected at milepost 319.61. Property owner, Mr. Eldon Hall, could not establish a definite date for expansion of the pole yard. The Board, therefore, agreed with the hearing officer's decision and declared the sign to be illegal.

The Board, however, agreed that some misunderstanding had occurred as a result of the Department's Right-of-way Agent signing the permit and furnishing a photocopy to Miss Shelby's agent. The Board, therefore, directed the department to share the expense of removal and to work with the company in moving the sign to a legal location. The Board's decision is as shown in Exhibit C-217 which is made a part hereof with like effect.

Outdoor Advertising for Boise Stage Stop Sign, Milepost 73.7, I-84. The Board signed the order affirming the hearing officer's decision that the subject sign was illegal. The order further stipulated that the property owner could proceed with plans to develop the property to commercial use, thereby making the sign legal. The Board's decision is as shown in Exhibit C-218 which is made a part hereof with like effect.

Participation in Bridge Analysis and Rating System (BARS) Project M/E VI. The program is approved by AASHTO and FHWA, and is the only professionally maintained analysis system at present for determining bridge load capacities. The department does not have the in-house expertise or capability to maintain this system. Cost of participation in the program is \$12,000.00.

As recommended by State Highway Administrator Green, the Board approved participation in the Bridge Analysis and Rating System from April 1, 1984 to March 31, 1985.

Status of Illegal and Non-conforming Signs. The Board reviewed the district sign status as of February 29, 1984. Fourteen signs have been removed with approximately 356 remaining.

Rule No. 39.01.31.01, Principal Place of Business of Motor Vehicle Dealers. The proposed rule clarifies the definition and requirements of a principal place of business as defined in Section 49-2402(8), Idaho Code. As required by Section 49-2403(1), Idaho Code, the Motor Vehicle Dealer Advisory Board has reviewed and approved the proposed rule.

As recommended by Dealer Operations Manager Doug Kraemer, the Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Delegation - Ray Oliver, Executive Secretary-Treasurer of the Idaho Association of Highway Districts (IAHD). Mr. Oliver asked for clarification of Section 40-109, Idaho Code which defines a county road system as one comprising all public highways in a county except those included within the state highway system, those included within municipal street systems of incorporated cities and villages, and those under federal control. His Association prefers that municipal street systems be included as a part of the county system in order to obtain HUR apportionment for those streets when they are maintained by the county. The Board asked the Chief Legal Counsel

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to identify alternative language in the definition of county road system to clarify exclusion of municipal street systems. (ACTION: CHIEF LEGAL COUNSEL)

Mr. Oliver further asked if the Department would consider publishing laws applicable to roads and streets in the form that could be updated each year. He suggested a cooperative venture with funds from the IAHD. The Board asked the staff to examine possibilities for publishing laws relating to state, city or county road operations and report at the next meeting. (ACTION: CHIEF OF ENGINEERING SERVICES).

The Board further asked the CES to analyze the distribution of federal-aid secondary funds to highway districts and cities with a report at the April meeting. (ACTION: CHIEF OF ENGINEERING SERVICES)

Mr. Oliver also asked for consideration of the Department's publishing once again the county highway district directory. The Department gathers the information and provides it to the Association of Idaho Cities (AIC). The AIC, however, does not include enough of the information to be of value to the IAHD. The Board directed the staff to evaluate publishing the highway district directory again and asked for a report at the April meeting. (ACTION: CHIEF OF ENGINEERING SERVICES)

Delegation - Weiser Chamber of Commerce. Chamber President Jay Edwards expressed the Chamber's endorsement of a proposed bypass of Weiser using the existing truck route. They asked to be included in the planning proces. He also expressed interest in an information stop along that bypass. The Board indicated they would be reviewing the primary program the following day and would discuss the proposed project at that time.

An industrial site built south of town has increased truck traffic at the Wicks Road and US-95 intersection. Mr. Edwards asked if that intersection could be improved. The Board directed the district to evaluate a turn-bay at the intersection and also a railroad grade crossing improvement on Wicks Road. (ACTION: DISTRICT 3 ENGINEER)

WHEREUPON, the Board meeting recessed at 1:30 p.m.

Senate Confirmation of John M. Ohman and Bob Harney. The Director and Board Secretary accompanied Board Member Ohman and A&PT Advisory Board Member Bob Harney to their confirmation hearing before the Senate State Affairs Committee.

THURSDAY, MARCH 15, 1984

The Transportation Board reconvened at 9:00 a.m. on Thursday, March 15, 1984 in the Transportation Building, Boise, Idaho.

Annual Application for Discretionary Public Lands Highway Funds for FY85. The Board approved the application for \$4,877,000 in Public Lands Funds involving the following projects:

SH-51, Nevada Line through Duck Valley Indian Reservation	\$2,460,000
US-93, Trail Creek Road North and South	\$1,076,000
SH-33, Henry's Fork West	\$1,341,000

Comments from Forest Supervisors, Bureau of Reclamation and Bureau of Land Management Directors have been negative regarding the Cleft-Tollgate project's impact on their land and research management activities. Without their support approval of public lands funding for the project is unlikely.

In FY84 Idaho received \$2.3 million in public lands funds for the 3.7 mile project on the Banks-Lowman Forest Highway.

Six-year Highway Improvement Programs: Primary, Secondary and Critical Bridge. Chief of Engineering Services Dean Tisdale indicated that his staff investigated revenue bonding in the form of toll roads on Horseshoe Bend Hill, Indian Valley, Cleft-Tollgate, and SH-21 from I-84 to Diversion Dam. The analysis showed that form of funding would not be economically feasible on Indian Valley or on Cleft-Tollgate. It would be feasible on Horseshoe Bend Hill and on SH-21. The Board directed the staff to continue to examine the possibility of toll roads as a source of funding for SH-21 relocation in Boise. (ACTION: CHIEF OF ENGINEERING SERVICES)

The Board directed the staff to move Key No. 2795, Cleft-Tollgate out of the primary program due to local opposition and lack of funding. (ACTION: CHIEF OF ENGINEERING SERVICES)

The Board asked the staff to evaluate the proposed Weiser Bypass for inclusion in the primary program earlier than 1990. The Board asked for that analysis at the September meeting. (ACTION: CHIEF OF ENGINEERING SERVICES)

With \$9 million earmarked as set-aside funds for major projects, the Board approved the primary program as recommended by management. A copy of that program is as shown in Exhibit C-219 which is made a part hereof with like effect.

Board Policy requires that 50% of the apportioned funds be made available to local road officials for use on secondary roads not on the state highway system. Local governments are not presently programming all the funds made available to them. However, there are several major county secondary projects that require funding considerably in excess of the amount normally allocated to the local jurisdictions.

After review of the Secondary program the Board waived Board Policy B-19-05 to allow Teton County to exceed their account balance

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for Key No. 1629, Bates Road. The Board also approved waiving the Board Policy to allow Blaine County to exceed their account balance for Key No. 2449, WCL Ketchum - West Boundary Board Ranch. In addition, the Board requested that Key No. 2603, Fairfield North City Limits No. 1 be retained in FY85. With those changes, the Board approved the secondary program as recommended by management. A copy of that approved program is as shown in Exhibit C-220 which is made a part hereof with like effect.

Local governments receive 35% of the bridge funds for local off-system and local on-system critical bridge projects provided projects are ready for letting. The proposed critical bridge program provides 75% of the bridge funds for state highways in the event that local projects are not ready for bidding. Since the approval of federal funds for preliminary engineering, local governments have accelerated development of bridge projects and are beginning to utilize their percentage more effectively.

The Board approved the critical bridge program as presented by management and as shown in Exhibit C-221 which is made a part hereof with like effect.

In order to facilitate tracking of projects, the Board asked the staff to identify the initial year of approval on the program boards. (ACTION: CHIEF OF ENGINEERING SERVICES)

Annual Update of Roadside Facilities. The Board reviewed the updated map showing existing and proposed facilities as required by Board Policy B-05-15. The Board approved the new classifications as outlined and approved the updated map as shown.

Right-of-way Use Permits. The Board approved and signed the following right-of-way use permits:

<u>Permit No.</u>	<u>Project No.</u>	<u>Route No.</u>	<u>Owner</u>
6-84-093	F-2353(2)	US-93	Jim Scouten
4-84-073	F-2361(11)	US-30	Leland W. Alexander
3-84-091	F-3311(11)	US-95	Dan T. Morris

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

Key No. 3338	Juniper Rest Area (EBL & WBL)
Project No. IR-84-4(8)269	Supporting facilities
I-84	

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

Project Nos. F-HES-2391(39), HES-2391(49) and F-2391(51), Key Nos. 215, 3065 and 1246 - The work consists of reconstructing the roadway, curb and gutter, drainage structures, and constructing traffic signals on 0.52 miles of Blue Lakes Blvd. N. (US-93) and

0.50 miles Pole Line Rd.,; on 0.156 miles of Addison Ave. at North Five Points Intersection; and the Martin St. signal, all in Twin Falls, in Twin Falls County; federal and state financed project. The bids were more than 10% over the engineer's estimate. An analysis of the bids indicated the bids were responsive. Due to commitments on irrigation facilities, it is imperative the project be started as soon as possible. The staff recommended award of the project; the Board agreed. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder in the amount of \$1,210,051.40.

Trade of Real Property. The Board approved and signed the deeds on the following parcels:

<u>Parcel No.</u>	<u>Project No.</u>	<u>Route No.</u>
2-R	I-90-1(14)21	I-90
3-R-Lt.	F.A.-130-A	SH-55

Tour of US-95. The following people toured the completed Elephant Butte project south of Marsing and the section of US-95 from Parma north to I-84:

Carl C. Moore, Board Chairman
 John M. Ohman, Board Member
 Mary F. Brooks, Board Secretary
 G. K. Green, State Highway Administrator
 W. W. Sacht, District 3 Engineer
 Richard C. Cowdery, FHWA Division Administrator

WHEREUPON, the Board meeting adjourned at 4:00 p.m.



CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 April 10, 1984
 Boise, Idaho

March 15, 1984

ABA641

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

TUESDAY, APRIL 10-11, 1984

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Tuesday, April 10, 1984. Present were:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
John M. Ohman, Member
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
Richard C. Cowdery, FHWA Division Administrator

Board Minutes. The March Board Minutes were approved as distributed to the Board Members.

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

May 7-10, 1984 - North Idaho Board Tour
June 6-7, 1984
July 31-August 1, 1984

Director's Report. The Olympic Torch Run is scheduled through Idaho beginning June 29. Official ceremonies will be held in Boise on July 1.

The Director outlined those legislative bills monitored by the Department that became law. The 31 bills will be further analyzed by the staff to determine their specific impact.

At the March 16 meeting of the National Academy of Science panel studying the benefits and costs of the 55 mile per hour national maximum speed limit, members concluded that existence of the speed limit was responsible for saving 3,000 lives per year. The panel will convene on April 26 to develop a final report for Congress.

Rule Nos. 39.01.09.01, Certification of Local Improved Road Mileage and 39.01.31.01, Motor Vehicle Dealers' Principal Place of Business. Comments may be received until April 16 on the proposed rules. Contingent on receiving no adverse comments the Board approved the two rules and authorized the Board Secretary to distribute same. (ACTION: BOARD SECRETARY)

The state is quickly running out of numbers to be used for license plates, especially in the larger counties. The Department has proposed new license plates to be issued beginning in January 1985. The plates will use a sequence containing three letters and three numbers.

April 10, 1984

SH-21 Accident Experience. In September 1981 a diagnostic review team toured SH-21 from Boise to Idaho City to determine accident causes and recommend solutions. Countermeasures which were implemented include increasing the enforcement on SH-21, installing concrete guardrail where warranted, and providing public information and education.

While the average daily traffic did not increase significantly from 1981, the total accidents and injury accidents for 1982 and 1983 increased from their low in 1981. Highway Safety Manager Miller had no explanation for that increase.

Remodel of Existing Headquarters Facilities. Due to the severe overcrowding of the Motor Vehicle Bureau and the centralization of some functions, an architectural review of headquarters space is being conducted. However, it is essential that additional space be available in the interim.

Chief of Administration Neumayer recommended that the present storage area over the Print Shop be remodeled to accommodate one or more sections of the Motor Vehicle Bureau.

The Board approved the remodeling project for an amount not to exceed \$80,000.

Distribution of FAS Funds to Local Entities. At the March meeting Ray Oliver of the Idaho Association of Highway Districts recommended that the Board consider including FAS route mileage within cities in computing FAS allocations to each county. The analysis of the effects of his request find that the effect is very minimal. The Board authorized the staff to present the analysis to the Idaho Association of Highway Districts for their input before adoption. (ACTION: LOCAL ROADS SUPERVISOR)

Publication of Handbook on Laws Relating to City, County and State Roads and Highways. Also at the March meeting Ray Oliver requested the Department update and republish the Idaho Highway Laws handbook which was last published by the Department in 1968. Discussion of a possible contract with Commerce Clearinghouse, Inc. stimulated considerable interest in providing such a service but on a nationwide basis. They continue to investigate the needs and demand for such a service and will report back.

The Motor Vehicle Bureau now publishes a handbook of motor vehicle laws. The same approach could be applied to an Idaho Highway Laws handbook. Board directed the staff to further investigate that approach. (ACTION: LOCAL ROADS SUPERVISOR)

Evaluation of Selected Routes for Modified Designations. At the October 1983 meeting the Board explored the possibility of modified designations for US-30 and SH-81, SH-44 and US-20-26, and US-91 and SH-39.

Correspondence from Districts 3, 4 and 5 as well as the City of Burley and Bingham County Commissioners recommend the proposed actions be dropped. The Board authorized the staff to discontinue consideration of the proposed modified designations.

The Six-year Highway Improvement Program for Hazard Elimination (HES). The staff asked that the HES program be deferred until the May meeting. The Board agreed.

Six-year Highway Improvement Program for Urban Systems. Eighteen cities in Idaho have a population of 5,000 or more and are, therefore, eligible to receive federal urban funds. Those funds are allocated to each urban area as its population relates to the statewide urban population. Projects are selected by appropriate local officials with concurrence of the Board.

Collectively the cities do not have projects developed to utilize federal funds available in FY84-85. All urban cities will be advised by letter of their current urban fund balances and the need to have projects developed for federal funding.

The Board approved the urban program as recommended by management and as shown in Exhibit C-222 which is made a part hereof with like effect.

Six-year Highway Improvement Program: Rail-Highway Crossings. Because funds will lapse in FY86 unless used, the maximum amount of funds was transferred to the HES program. Projects were selected on a statewide basis based on priority index numbers and the grouping of projects by city for efficiency and contract letting.

The Board approved the rail-highway crossing program as recommended by management and as shown in Exhibit C-223 which is made a part hereof with like effect.

Update of Roadway Width Map. As required by Administrative Policy A-14-02 an update of this map is to be presented to the Board. The staff asked that review of the map be deferred pending completion of the level of development plan. The Board concurred.

Raft River Rest Area, Project No. IR-86-1(7)4, I-86. An urgent need exists to refurbish the Raft River rest area before it can be replaced by the Coldwater and Massacre Rocks rest areas programmed in FY88.

In order to serve the traveling public in the interim, the Board authorized the staff to program the Raft River rest area refurbishing project in FY84 in the amount of \$65,000. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

Rule No. 39.01.31.02, Clarifying the Requirements when a Manufacturer may Franchise Motor Vehicle Dealers in Idaho. The proposed rule clarifies the licensing requirement of Section 49-2401 Idaho Code for motor vehicle manufacturers and distributors doing business through the franchising of motor vehicle dealers in Idaho.

The Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Rule 39.01.31.03, Clarifying the Requirements for a Motor Vehicle Dealer License. The proposed rule clarifies the requirements of Section 49-2401 Idaho Code that provides that a dealer license is required under certain situations. The Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Identification of Existing Policies for Promulgation as Rules. The Board asked the Chief Legal Counsel to identify which existing policies, if any, should be promulgated as rules. (ACTION: CHIEF LEGAL COUNSEL)

Amendment to Rule No. 39.01.32.03. The Board asked for a report of the results of the approved amendment at the October 1984 Board meeting. An evaluation of possible impacts of that amendment revealed no significant impact.

Motor Vehicle Bureau Bad Check Report. With the development of a procedure for handling bad checks, the Board requested a progress report be made each quarter. The Board acknowledged the slight improvement in the reduced amount of bad checks from September 1983 to the end of March 1984. The Board urged the staff to continue to prosecute writers of bad checks. (ACTION: LEGAL)

Rule No. 39.03.27.9, Commercial and Through-the-Fence Operations and Hangar Construction at State Airports. The proposed rule allows commercial and through-the-fence operations at state-owned and/or operated airports subject to Board approval.

The Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Status of Sign Program. The Board reviewed the districts' status as of March 31, noting that while 46 signs were removed approximately 21 new illegal signs were inventoried. More than half of those signs were in District 3.

State Institution Road Improvement. In accordance with Section 40-2215, Idaho Code and Board Policy B-05-15, the Board approved the program expenditure of \$30,000 at the Department of Agriculture's Health Lab Complex in Boise, Idaho.

Truck Operations on US-12. Through State Senator Ronald Beitelspacher of Grangeville, the Idaho County Sheriff requested that the Board consider reducing speeds and truck lengths on US-12. For four months during 1978 the truck speed limit on US-12 was reduced from 55 to 45 miles per hour from Lowell to the Montana

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Line. A subsequent study showed that the average truck speeds increased one mile per hour.

While the accident experience is high for all trucks, the 85-foot truck accident rate is not as bad as the general truck accident rate. The Department believes the power to revoke the 85-foot special length truck permits encourages drivers of the longer trucks to obey the law.

The Board discussed the continuing problem of accidents and speeds on US-12 and directed the Department to make additional speed checks at higher than average accident locations. Locations that may provide the highest accident prevention benefits should have the speed limits lowered by ten miles per hour. The Board asked that a report of the speed checks and locations identified be given at the June meeting. They also asked that periodic checks be made to determine the effects of the speed limit changes with a status report at the September Board meeting. (ACTION: TRAFFIC SUPERVISOR)

The Board also asked the Department to continue exploring the possibility of requiring a newly developed mud flap designed to reduce spray and splash on longer trucks in order to improve visibility for motorists following or passing those trucks in wet weather. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

The Board also considered the use of time slips as a method of monitoring truck speeds. The staff was asked to evaluate that concept and report at the May meeting. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Status Report on the State Railroad Grade Crossing Protection Fund. In accordance with Board Policy B-19-06 the Chief of Highway Operations presented a status report on the subject expenditures. The Board noted that over \$129,000 was expended in FY84 with the protection funds.

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

Key No. 259	Cherry Lane Bridge - Lenore
Project No. F-FR-4201(48)	Widen and plant mix overlay
US-12	
Project length: 5.65 miles	
Key No. 56	4th St. Interchange - Coeur d'Alene
Project No. I-IR-90-1(92)12	Replace structure for additional
I-90	lanes, add lanes on ramp, and
	signals
Key No. 3372	Glenns Ferry - Snake River
Project No. IR-84-2(26)120	Saw and seal transverse and longitudi-
I-84	nal joints, replace 200 SY pavement
Project length: 8.5 miles	

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Key No. 2302
 Project No. F-FR-3341(7)
 SH-51
 Project length: 10.1 miles

Grasmere North & South
 Bituminous surface treatment

Key No. 198
 Project No. RS-6830(5)
 SH-33
 Project length: 5.310 miles

Clements ville - East
 Grade, drain, base, plant mix

Key No. 2855
 Project No. HES-3768(5)
 Project length: 0.100 mile

US-20 & SH-55, W. of Boise
 Signal & intersection improvement

Key No. 23
 Project No. I-IR-80N-4(26)228
 I-84

Cotterel Rest Area
 Buildings & sewage system

Key No. 2785
 Project No. IR-84-3(8)164
 I-84
 Project length: 10.68 miles

West Jerome IC-SH-50 IC
 Rotomill passing lane, overlay and
 seal full width

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

Building No. 9902 - The work on this project consists of removing the existing, furnishing and installing two (2) deep yoke, drive-through, frame contact, passenger car hoists in the Boise Headquarters Garage, known as Idaho Building No. 9902, in Ada County; state financed project. The contract was approved for award to F. J. Wilson Construction, Inc., Boise, Idaho, the low bidder in the amount of \$9,811.40.

Project No. HES-7963(011), Key No. 2492 - The work consists of intersection improvement at US-30 and SH-55 installing traffic signals, plant mix pavement and drainage, on 0.251 miles of US-30 and Karcher Road in Canyon County; federal and state financed project. The low bid was more than 10% over the engineer's estimate. After analyzing the bids and discussing it with the District and the low bidder, it was determined that the engineer's estimate was not updated to meet current conditions. The District and Contract Administration Supervisor recommend award of the project; the Board concurred. The contract was approved for award to Idaho Sand & Gravel Co., Inc., Caldwell, Idaho, the low bidder in the amount of \$177,464.89.

Right-of-Way Use Permit. The Board approved and signed the access exchange deed on the following right-of-way use permit:

<u>Permit No.</u>	<u>Project No.</u>	<u>Owner</u>	<u>Route No.</u>
3-84-117	S-3754(2)	Harmon Johnson	SH-45

April 10, 1984

ABA641

WHEREUPON, the Board adjourned at 2:50 p.m.

WEDNESDAY, APRIL 11, 1984

The Board reconvened on April 11, 1984 at the Transportation Building, Boise, Idaho at 9:00 a.m.

The following Board and staff members toured the Horseshoe Bend Hill and Silver Bridge projects on SH-55:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
John M. Ohman, Member
Darrell V Manning, Director
G. K. Green, State Highway Administrator
Mary F. Brooks, Board Secretary
Richard C. Cowdery, FHWA Administrator

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



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
May 7, 1984
Boise, Idaho

SUPPLEMENT TO THE APRIL 1984 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

April 20, 1984

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron and Member John M. Ohman on April 20, 1984, the Right-of-Way Supervisor obtained approval of the following:

Settlement with Pancheri, Inc., Parcel No. 4, Project No. F-6501(25), for right-of-way needed on the Granite Hill to Garden Creek Project for the amount of \$130,000.00.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
May 7, 1984
Boise, Idaho

SUPPLEMENT TO APRIL 1984 MEETING OF
THE IDAHO TRANSPORTATION BOARD

April 23, 1984

Through telephone contact with Vice Chairman Lloyd F. Barron and Member John M. Ohman, on April 23, 1984, the Board Secretary obtained approval to amend the State application for capital assistance to Project No. ID-16-0009 under UMTA's 16(b)(2) program in the amount of \$29,624 for the purchase of 2 vans:

Magic Valley Rehabilitation Services	\$16,280
Madison County Older Americans	18,008
State Administration (8%)	2,743
	<u>\$37,031</u>
UMTA Participation (80%)	\$29,624
Local Participation (20%)	7,406


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
May 7, 1984
Boise, Idaho

April 20 & 23, 1984

ABA641

SUPPLEMENT TO THE APRIL 1984 MEETING OF
THE IDAHO TRANSPORTATION BOARD

April 25, 1984

Through telephone contact with Board Vice Chairman, Lloyd F. Barron, and Member John M. Ohman on April 25, 1984, the Right-of-Way Supervisor obtained approval of the following:

Commence negotiations with J. J. Streibick, Parcel 1, which is in excess of \$80,000 fair market value, and additional authority, if necessary, to settle the parcel within 10% over the fair market value for the right-of-way required or for a total buy-out.

Project No. RRP-RRS-4114(65)
Key No. 2858

Exercise the option with John C. Parke for acquisition of Materials Source No. EL-73 and 74, the total of which is evaluated in excess of \$80,000.00 and to exchange a portion of Materials Source EL-94 as partial payment for the sources being acquired.

Material Sources EL-73 and 74
Key No. 1910


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
May 7, 1984
Boise, Idaho

April 25, 1984

SUPPLEMENT TO THE APRIL 1984 MEETING OF THE
IDAHO TRANSPORTATION BOARD

May 3, 1984

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron and Member John M. Ohman on May 3, 1984, the Board Secretary obtained approval to adopt the following rule on an emergency basis effective May 3, 1984:

Rule No. 39.01.32.12, Sale of Abandoned Vehicles -- Clarifies the appropriate entity who shall provide notice of sale of abandoned vehicles and who shall conduct the sale as provided by Sections 49-3614 and 49-3615, Idaho Code.

The Board finds it necessary to adopt these rules on an emergency basis because a financial burden has been placed upon some tow truck operators that are holding abandoned vehicles since some law enforcement entities will not conduct sales.


CARL C. MOORE Chairman
Idaho Transportation Board

Read and Approved
May 7, 1984
Boise, Idaho

ABAG41

May 3, 1984

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

MAY 7-10, 1984

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 8:00 AM on Monday, May 7, 1984. Present were:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
John M. Ohman, Member
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
Richard C. Cowdery, FHWA Division Administrator
Lou MacDonald, FHWA Deputy Regional Administrator - Portland

Board Minutes. The April Board minutes were approved as distributed to the Board members.

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

June 6-7, 1984
July 31-August 1, 1984
September 18-21, 1984 - East Idaho Board Tour

Director's Report. Meetings have been scheduled throughout the state to advise employees of the impact of legislative actions and for the Director, State Highway Administrator and Personnel Supervisor to respond to comments and questions.

At the final meeting of the Congressionally-mandated study on the costs and benefits of the 55 mile per hour speed limit, the committee concluded that the speed limit has saved a few thousand lives per year and should remain as the basic national speed limit. The committee also recognized that a more realistic speed should be allowed on rural interstates and that enforcement should concentrate on large speed differentials and speed reporting should be completely revised.

The Transportation Research Board Materials and Construction Engineer solicited suggestions from Director Manning on how TRB could be of assistance to the Department.

During a meeting with the Director of the Department of Corrections, Mr. Manning received assurances that they would meet private industry's price for processing license plates.

The Board approved the exempt salary recommendations for the positions of Director, Board Secretary, State Highway Administrator and Chief Legal Counsel.

May 7, 1984

Rule Nos. 39.01.31.02, Clarifying the Requirements When Manufacturers May Franchise Motor Vehicle Dealers in Idaho and 39.01.31.03, Clarifying the Requirements of a Motor Vehicle Dealer License. Subject to receiving no adverse comments by May 10, 1984, the Board approved the subject rules and authorized the Board Secretary to distribute same in accordance with the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Minority Business Assistance Center in East Idaho. The proposed east Idaho center would be 100% federally funded by a grant through the FHWA. The center would either provide or help acquire necessary assistance and financing, bonding, licensing, estimating, bidding, subcontracting, recording and reporting. Its staff will conduct training and provide information to interested and qualified minority firms to become qualified contractors.

The Board approved the request to begin negotiations for a professional contract to operate an East Idaho Minority Business Assistance Center at a cost of \$80,000-90,000 for a 12-month period.

Six-Year Highway Improvement Program: Hazard Elimination. The updated Hazard Elimination (HES) Program includes the maximum annual transfer of 40% for the rail-highway crossing program. HES funds can be used on any public road other than the interstate system. Projects are selected at high-hazard locations which constitute danger to vehicles or pedestrians.

The Board approved the updated HES program for FY84-89. A copy of that program is shown in Exhibit C-223 which is made a part hereof with like effect.

High Priority Projects. The priority designation of highway projects has been resumed. The Board approved the staff's recommended designations which will appear in the development programs with manpower resources assigned accordingly.

HWYNEEDS/HIAP Model Modifications. The FHWA has given a special grant of \$100,000 to the Department to modify the models to incorporate 18 kip axle loadings as a variable in pavement evaluation in addition to pavement age.

The Board approved the recommended modifications and authorized Management Services Section to proceed with contractual arrangements. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

Extension of Internship Contract with Boise State University. Interns will provide support for the bridge weigh-in-motion system, video logging to replace photo logging and data received from the Ports of Entry. The FY85 cost is \$110,365.07, 80% of which will come from the Federal Highway Planning and Research Program.

The Board approved the extension of the Internship contract with BSU.

Rule 39.01.31.04, Issuance of 96-Hour Trip Permits Authorized by Section 49-120, Idaho Code. The proposed rule is intended to clarify requirements and availability of trip permits for resident and nonresident vehicle operators or owners in accordance with Senate Bill 1273 passed by the Second Regular Session of the 47th Idaho Legislature. The rule, as well as the law, will be effective July 1, 1984.

The Board approved the rule and authorized the Board Secretary to process same through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Small Computer Hardware and Software for Public Transportation Activities. The system would be used to support public transit management activities of both rural and urban area transportation projects. The system would provide spread sheet, word processing and graphics capability, in addition to being compatible with UMTA-developed software.

The Board approved proceeding to bid for a system, printer and software at a cost not to exceed \$16,000. Eighty percent of that cost will be federally funded.

Obligation of Funds for Purchase of Van for the Shoshoni-Bannock Indian Tribe. An internal study of transportation needs on the Fort Hall Indian Reservation indicates a pressing need for one van to be used for senior citizen services.

As recommended by the Aeronatics Administrator, the Board approved \$20,000 in local and federal funds for one lift-equipped van for the Shoshoni-Bannock Senior Services Program.

Outdoor Advertising Display Appeal, Dian Shelby. At the March meeting the Board determined that the outdoor advertising display south of Rigby on US-20 was illegal and denied Ms. Shelby's appeal of the hearing officer's decision. The Board, however, did direct the Department to share the expense of removal and work with the company in moving the sign to a legal location.

State Highway Administration Green informed the Board that Ms. Shelby has rejected that solution and retained legal counsel.

Splash and Spray Suppressant Devices. The Board evaluated the splash and spray mud flaps as a requirement for obtaining extra-length permits, particularly for those 85-foot combinations operating on US-12.

The Board authorized the Maintenance Supervisor to prepare a rule to require splash and spray mud flaps on special permit trucks operating on US-12 for presentation at the June Board Meeting. (ACTION: MAINTENANCE SUPERVISOR)

Rule No. 39.02.05.7, Routes Designated for Long Trailers. The proposed rule designates routes that are designated for semitrailers having a kingpin to last axle dimension exceeding 39 feet. The rule is in accordance with House Bill 532 passed by the Second Regular Session of the 47th Idaho Legislature.

The Board approved the new rule and routes coincident with the federally designated network required by the Surface Transportation Assistance Act of 1982. They authorized the Board Secretary to process same through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Amendments to Rule No. 39.02.05.9, Special Permits for Overweight and Oversize Vehicles. Amendments to this rule are necessary for clarity and to raise the liability insurance limits to keep up with cost trends.

The Board approved the amendments and authorized the Board Secretary to process same through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Consulting Services for Final Design, Plans and Specifications, Project No. I-90-1(101)16, Key No. 62, I-90. The FHWA approved our request to proceed with preparation of final plans for the segmental concrete box girder and the steel deck arch bridge alternatives. Existing staff does not have the experience or expertise for design of the two selected structure types. Chief of Highway Operations Cox, therefore, recommended that a consultant be retained to prepare complete plans and specifications for both alternatives.

The Board agreed with the request and authorized staff to proceed with the negotiation for consulting services for the final design, plans and specifications for the two proposed structure alternatives for the Bennett Bay Bridge. (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:

Stockpile No. 3606, Key No. 2927 - The work consists of furnishing and placing road mix aggregate and cover coat material in stockpiles at Emmett, SH-52 M.P. 28.3, in Gem County - State Financed Project. The contract was approved for award to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder in the amount of \$93,800.00.

Project No. BR-SOS-0400(3), Key No. 2595 - The work consists of constructing a 138' prestressed concrete bridge over Bear River on Pescadero Road in Bear Lake County - Federal and State Financed Project. The contract was approved for award to Idaho Construction Co., Twin Falls, Idaho, the low bidder in the amount of \$187,617.70.

May 7, 1984

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Project No. I-90-1(161)61, Key No. 3195 - The work consists of constructing a 134' prestressed concrete bridge with temporary approaches on the North Frontage Road, a 39' prestressed concrete bridge for ramps B-C and C-D over Canyon Creek, and the demolition and disposal of various buildings in Wallace, Idaho, in Shoshone County - Federal and State Financed Project. The contract was approved for award to A & R Construction, Inc., Lewiston, Idaho, the low bidder in the amount of \$347,533.01.

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

Key No. 3191 Project No. I-90-1(159)61 I-90	Wallace, Canyon Cr. & R.R. Truss Abutment New route, bridges
Key No. 3337 Project No. IR-84-3(26)133 I-84	Bliss & Jct. US-93 (EBL & WBL) Rest Areas Supporting facilities
Key No. 3485 Project No. IR-86-1(7)4 I-84	Raft River Rest Area Supporting facilities
Key No. 1684 Project No. IR-15-1(79)40 I-15 Project length: 8.1 miles	Arimo - McCammon Scrub coat & seal
Key No. 99 Project No. F-5115(2) US-95 Project length: 2.75 miles	Mica Flats-Cougar Creek Grade drain base, structure & asphalt treated base
Key No. 3340 Project No. FR-2392(38) SH-75	Timmerman Rest Area Supporting facilities
Key No. 1347 Project No. F-FR-3112(45) US-95 Project length: 5.21 miles	New Meadows North, Stage 2 Construct roadway, drainage structures & plant mix surfacing

Right-of-Way Use Permit. The Board approved and signed the access exchange deed on the following right-of-way use permit:

<u>Permit No.</u>	<u>Project No.</u>	<u>Owner</u>	<u>Route No.</u>
1-84-70	F-5121(10)	Phillip Keyser	US-2

Consultant Agreement No. E-132, Project No. I-90-1(47)61, Key No. 41, I-90. Agreement No. E-132 will supercede previously approved Agreement No. 84-055. The work involved will be to complete the design of units 6, 7 and 8 of the Wallace viaduct,

supervise, train and assist state employees in concrete post-tensioned box girder structure design. The agreement will terminate September 30, 1984.

As recommended by the State Highway Administrator, the Board approved Agreement No. E-132 in the amount of \$44,663.00.

NORTH IDAHO BOARD TOUR

The official tour of north Idaho began in Boise on May 7, 1984 and proceeded on I-84 and US-95.

Chairman Moore expressed concern over planned improvements to route traffic more smoothly on US-95 bypassing Payette. He asked the District to consider further measures (e.g. straightening the curve) to improve the intersection of US-95 and US-95B south of town.

District 3 Engineer Sacht and Chief of Engineering Services Tisdale drove with the group as far as the District boundary on US-95 and the returned to Boise via SH-55. District 2 Engineer Clayton joined the tour at Pollock.

Delegation - Cottonwood Airport. City and airport officials met with the Board and staff to inspect the recently completed state/local airport project.

Delegation - Bill Henderson, Lewiston. Mr. Henderson, representing his employees at Henderson Motors and many of his customers, urged the Board to improve the access at US-12/95 and 31st Street in Lewiston and eliminate the potential for accidents. He suggested that hazardous warning signs and strobe lights be erected in combination with a reduction in speed to 45 MPH from the city limits to 36th Street and 35 MPH through the rest of the arterial roadways in north Lewiston. Henderson requested a merge lanes west from 31st N. and east from 31st S. as well as limiting exits from 31st S. to east only and from 31st N. to west only.

The Board complimented Mr. Henderson on a well-prepared and delivered presentation. The staff will continue to work on a solution to the problem.

Delegation - Seaport Citizens Area Transit (SCAT). Mrs. Betty Clack, Director of SCAT indicated she would like to open the system to the public with a fixed route. There would continue to be no charge to senior citizens but a 75-cent fee would be assessed all other riders. While no revenue projections were available, she believed the program would be successful.

Delegation - Lewiston Chamber of Commerce and City Representatives. An informal social gathering was sponsored by the Lewiston Chamber. Discussions ranged from local transportation projects to trucking industry concerns.

May 7, 1984

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TUESDAY, MAY 8, 1984

The tour group departed Lewiston and drove to Moscow via US-12, SH-3 and SH-8.

Delegation - Moscow Chamber of Commerce and City Representatives. Chairman Moore briefed the delegation on the status of area projects and explained that completion of the couplet is not in the 10-year program. Local officials discussed the congestion on SH-8 at the West Moscow Shopping Center. A second access at "A" Street is needed to relieve the situation and the city will request federal aid on their project to widen and improve the street. The city offered lobbying assistance in the proposed Indian Valley route. The new Dean of the U. of I. College of Engineering suggested his students would gain valuable experience by working on ITD projects. He was informed the department has been using students.

The tour continued north on US-95 and remained overnight in Coeur d'Alene. District 2 Engineer Clayton returned to Lewiston when District 1 Engineer Harding met the group at the Latah/Benewah county line.

WEDNESDAY, MAY 9, 1984

From Coeur d'Alene the schedule included traveling I-90 and SH-41 to Rathdrum.

Delegation - Rathdrum City and School District Representatives. Improvement to the intersection of SH-41 and SH-53 will be facilitated by willingness of School Board to negotiate for necessary right-of-way. District 1 Engineer Harding reported he will schedule surveying when right-of-way appraisal of school property has begun.

From Rathdrum the tour continued on SH-41 to Oldtown and US-2 to Sandpoint.

Delegation - Sandpoint Chamber of Commerce and City Representatives. Local officials indicated a community consensus favored bypassing the city in order to eliminate truck traffic downtown. The detrimental effect of increasing traffic on the downtown area was of greater concern than possible loss of business due to the bypass. Director Manning reminded city officials that the department's efforts were thwarted by local residents ten years ago. He suggested the current attitudes be expressed in writing.

The tour resumed on US-95 north to Bonners Ferry.

Delegation - Bonners Ferry Chamber of Commerce and City Representatives. Officials were told the bridge would be open by September 1, 1984. Chairman Moore and the staff responded to questions concerning area projects.

May 9, 1984

Tour participants drove south on US-95 arriving in Coeur d'Alene.

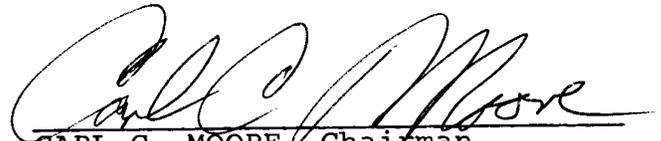
Delegation - Panhandle Area Transit, Coeur d'Alene. The system, funded from UMTA Section 18 money, was explained and their 1984 first quarter report distributed. Some questions were expressed about equipment sources.

THURSDAY, MAY 10, 1984

The tour participants drove east on I-90 to Wallace.

Delegation - Wallace Local Officials. Mayor Morbeck and Harry Magnuson asked if the UPRR station property could be utilized for parking during the centennial celebration. SHA Green will investigate and report to the Mayor. District 1 Engineer Harding responded that Main Street would be improved during drier weather. Current touch-up photos of the I-90 project through Wallace will be prepared and sent to Mr. Magnuson. State Highway Administrator Green will investigate possible sources of funding for development of the depot park. Excess property is disposed of after project completion but the District will discuss earlier disposal of some parcels with City officials. (ACTION: STATE HIGHWAY ADMINISTRATOR)

The group returned to Coeur d'Alene via I-90 where the tour officially ended at 1:30 p.m.


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 June 6, 1984
 Boise, Idaho

May 10, 1984

ABAG41

SUPPLEMENT TO THE MAY, 1984 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

April 6-7, 1984

Through telephone contact with Board Chairman Carl C. Moore on April 7, 1984 and Vice Chairman Lloyd F. Barron on April 6, 1984, the State Highway Administrator obtained approval for the following:

Overrun of Supplement No. 1 and additional work in Supplement No. 2 on Engineering Agreement No. E-129, Project No. I-90-1(47)61, Key No. 41, I-90. The \$7,200 overrun resulted from laboratory and field work on materials studies for slope stabilization. The \$9,991 additional work compensates the consultant for modification of slope geometrics, reanalysis of rock and anchor bolting in addition to soldier pile and lagging analysis.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
June 6, 1984
Boise, Idaho

April 6-7, 1984

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

JUNE 6, 1984

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building at 9:00 AM on Wednesday, June 6, 1984. Present were:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vicechairman - District 2
 John M. Ohman, 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 as distributed to the Board Members.

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

July 31-August 1, 1984
 September 17-20, 1984 - East Idaho Board Tour
 October 17-18, 1984
 November 14-15, 1984
 December 5-6, 1984

Rest Area Maintenance. Board Member Ohman received complaints regarding maintenance of the rest area near Blackfoot on I-15. The other Board members expressed their serious concern over the deplorable condition of many of the rest areas. After considerable discussion the Board authorized the staff to increase emphasis and funding, if necessary, on rest area maintenance. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Director's Report. During the month of May Director Manning, SHA Green and Personnel Supervisor Transtrum met with employees in districts and headquarters. Questions included implementation of the Transportation Technician Series and pay policies effective July 1, 1984.

At the AASHTO Executive Committee meeting discussions focused on legislation before Congress which could affect the federal-aid distribution formulas, special construction projects and the viability of the trust fund. Chief Executive Officers of Oregon, Idaho and Washington reaffirmed their commitment to resolve interstate uniformity issues.

June 6, 1984

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At the Transportation Research Board's Executive Committee meeting, Director Manning presented the status of his committee's special project studies.

The Traffic Safety Commission reviewed major safety legislation passed in the 1984 session. In addition, staff members described a new method of prioritizing projects based on relative value which will permit optimum use of available safety funds.

The State Highway Administrator participated in the spring WASHTO workshop in Missoula where information was exchanged on a variety of subjects including bonding to match federal-aid, the increasing incidence of pavement rutting and stripping, and technological advancements in computer-assisted drafting and design. All western states, including Texas and California, supported a resolution to retain the present distribution formula on interstate 4-R funds, even though those two states could receive additional funds under a change proposed by Congress.

The Board directed Mr. Manning to pursue with the Governor the subject of returning interest on funds to the state highway account. (ACTION: DIRECTOR)

The Proposed 1984 East Idaho Board Tour Itinerary. The Board approved the proposed itinerary beginning September 17, 1984.

Promulgation of Certain Board Policies as Rules. At the Board's request Legal Counsel identified existing Board Policies which should be promulgated as rules:

- B-03-08 - Accommodation of utilities within the right-of-way of federal-aid highways
- B-05-26 - Specifications for lights on snow removal equipment
- B-12-08 - Policy on providing advertising kiosk at rest areas
- B-12-15 - Highway access control

The Board authorized the staff to proceed with the development of the policies as rules. (ACTION: CHIEF LEGAL COUNSEL)

Status of Pending Legal Cases. Mr. Trabert distributed a summary status of legal matters. The court caseload totals 32 of which five are condemnations. Two negative easement sign cases in District 3 have been appealed to the Supreme Court.

Contract for Minority Business Assistance Center in Eastern Idaho. Bids were received for the center in east Idaho to assist the minority, disadvantaged and women-owned businesses, and potential businesses to successfully obtain highway work.

The Board approved award of the contract for one year with the Idaho Citizens for Minority Affairs, the low bidder in the amount of \$88,000.00.

June 6, 1984

Status of Projects in Boise Area. Roadway Design Supervisor Pline briefed the Board on current programming, proposed design and status of design and projected costs for projects in the Boise area through FY93.

Lewiston Interstate Bridge Intersection Design Alternative, Project No. RRP-RRS-4114(65), Key No. 2858, US-12. City officials met with the Board in February, 1984 requesting modification to Alternative No. 3 chosen by the Board in 1981 as the interstate design alternative as a result of the public hearing. The City prefers Alternative No. 4 that accomodates all existing traffic maneuvers but provides relatively no intersection operational improvements.

The City's proposal to allow two-way traffic between the Interstate Bridge and Snake River Avenue has been reevaluated by the District and Headquarters staff.

The Board deferred action on the City's request to modify the intersection design, or pursue the project, until completion of the railroad project. The city will be so advised. (ACTION: BOARD SECRETARY)

FY84 Bridge Inspection Program, District 1, Project No. BR-NBIS(813). The Board approved the agreement with Meckel Engineering and Surveying to inspect 54 bridges in Shoshone County for a total cost of \$10,478.28.

Potential Abandonment of Camas Prairie Railroad Between Spaulding and Grangeville. Remaining shippers on the line are concerned about potential impacts on their operations. State officials expect the Department to analyze the situation and support the State's economic and transportation interests.

The Board authorized the staff to continue working with private and public interests to secure accurate information for the railroad's consideration of line abandonment.

Phase IV Rehabilitation Project on St. Maries River Railroad, Project No. STMA 84-1. The Board approved the continuing work on this project with the railroad performing the work under force account at a total of \$178,571. District 2 will administer the expenditure of these funds.

Adjustment to the FY84 Interstate 4R Program. Staff proposed that the Interstate 4R Project, Key No. 2523 (Sebree Interchange to US-20 Interchange) be expanded to include part of another project, Key No. 3215 (US-20 Interchange to East Glenns Ferry Interchange). The larger contract planned in FY84 would be desirable since it involves specialized work. Funds are available to accommodate the increase.

The Board authorized the combination in the Interstate 4R Program of FY85 Key No. 3215, with FY84 Key No. 2523, to be constructed in FY84.

Adjustment of Primary and Critical Bridge Programs. District 2 recommended that the Lawyer's Canyon projects between Ferdinand and Craigmont on US-95 be rescheduled due to possible railroad abandonment. By scheduling the middle section first, the railroad right-of-way upon abandonment could be used as the alignment for US-95 on the south and north ends.

The Board approved revisions in the primary and critical bridge programs as follows:

<u>Key No.</u>	<u>Program</u>	<u>From</u>	<u>To</u>
2500	Primary	FY86	FY88
2501	Primary	FY88	FY87
588	Bridge	FY88	FY87
2641	Primary	FY87	FY86
556	Bridge	FY87	FY88

Addition to FY89 Primary Program. At the March 1984 meeting Weiser local officials supported the truck bypass route on East 7th Street and on East 6th Street from East Park to US-95 at the northeast city limits.

In order to allow ample time for route selection and final development the Board approved the Weiser bypass project, Key No. 685, in the primary program for FY89.

Addition to the FY84 Secondary Program. A state-funded maintenance project for the Treasureton slide north of Preston on SH-34 was established in FY84 to repair the roadway and place horizontal drains to correct the problem. The slide area has developed to a point that major work is necessary.

The Board, therefore, authorized an emergency project, Key No. 3496, in the FY84 secondary program in the amount of \$330,000.00.

Addition to FY85 Urban Program and Adjustment to the HES Program. The signal and intersection improvement project HES-6501(37), Key No. 3564 on US-26, at Woodruff and Yellowstone in Idaho Falls is in the Hazard Elimination (HES) Program for FY88. To fund the project in FY85, the Mayor of Idaho Falls proposes to use the \$220,000 in urban funds for the partial acquisition of right-of-way for the HES Broadway Avenue Project between I-15 and River Parkway, Key No. 1000A.

The Board approved the shift of Key No. 3564 from FY88 to FY85 in the amount of \$220,000 in the HES Program. The Board also approved the city's use of urban funds in the amount of \$220,000 in FY85 to partially offset the right-of-way costs for Key No. 1000A.

June 6, 1984

Update of Map of Recommended Roadway Widths for Rural Highways. Since the last review and update of the roadway width map the Department has adopted a level of development map. Also, the latest draft of the AASHTO Policy on Geometric Design of Rural Highways from AASHTO has been published. The new approach reflects the need for different design standards for arterial and secondary highways. The Board deferred action until the July-August meeting so input from the Districts could be evaluated.

Annual Review of the Rural Statewide Functional Classification Map for the State Highway System. The following changes are suggested due to adverse effects relating to the State's highway beautification program:

- SH-34 - That portion from Preston to US-30 should be revised from a major collector to a minor arterial and placed on the primary system.
- SH-6 - That portion from Potlatch to SH-3 should be revised from a major collector to a minor arterial and placed on the primary system.
- SH-33 - Those portions from US-20-26 to SH-28, I-15 to US-20 and SH-31 to the Wyoming border should be revised from a minor arterial to a major collector and placed on the secondary system.
- SH-31 - The entire route, from US-26 to SH-33, should be revised from a minor arterial to a major collector and placed on the secondary system.

The Director questioned the financial impact of such changes; the staff will evaluate and resubmit at the July-August meeting.
(ACTION: CHIEF OF ENGINEERING SERVICES)

FY84 Projects Not Ready for Contract by August 1 and Backup FY85 Projects. The Board reviewed the list of FY84 highway projects that would not be ready for contract by August 1 and the list of backup projects in FY85 which could be developed to obligate federal funds in FY84. The objective to zero out the obligational authority in July would enable the Department to be eligible for the national redistribution of federal funds in August.

The Board approved the following FY85 backup projects to obligate federal funds in FY84.

<u>Key No.</u>	<u>Program</u>	<u>Route No.</u>	<u>Description</u>
3385	Interstate 4R	I-90	Washington St. Line-S.I. R/R (Pav. R&R)
3406	Interstate 4R	I-15	Utah Line-Deep Cr. (Pav R&R)
1988	Interstate 4R	I-15	Sage Jct.-Hamer (Pav. R&R)
3319	Secondary	SH-48	Clark & Edwards N. Rudy Canal (Reconstr.)

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1828	Critical Br.	Off-System	Beau R. Br., Bailey Cr. (Repl.)
2848	Critical Br.	SH-48	Burgess & Rudy Canals (Reconstr.)
1327	Rail-Hwy Cross.	I-15B	S. Broadway, Blackfoot (Gates)
3067	Rail-Hwy Cross.	Local	Alice St., Blackfoot (Gates)
3068	Rail-Hwy Cross.	Local	Bridge St., Blackfoot (Gates)
3372	Interstate 4R	I-84	E. Hammett I.C.-Snake River (Previously E. Glenns Ferry I.C.-Snake River)

- COMBINED WITH FY84 PROJECT -

3215	Interstate 4R	I-84	US-20 I.C.-E. Glenns Ferry I.C. (Pav. R&R)
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FY77-84 Public Lands Highways Funding. Chief of Engineering Services Tisdale outlined Idaho's allocations from this discretionary funding program since 1977. He distributed a list and chart showing state-by-state allocations. The application for public lands highway funds for three projects approved by the Board in March 1984 will be sent to the FHWA Division Office.

Forest Highway Funds. The Western Direct Federal Division of the FHWA recently submitted several St. Joe River route improvement options for the use of forest highway funds. The exchange of public lands and forest highway funding would be subject to the FHWA agreeing to fund another construction project on the state highway system to insure that there is a like amount of exchanged funds.

The Board rejected the FHWA's offer to use \$1.8 million of forest highway funds in FY85, combined with \$1.4 million of our secondary funds to complete the SH-9 project. Further, the Board refused to commit whatever public lands funds we would receive in FY86 or FY87 on the St. Joe River Road project.

Rule No. 39.01.32.11, Titling of Nonresident Owner-Operator Vehicles and/or Motor Vehicles and Transient Farm Labor Vehicles. Legislation passed during the 1984 session authorized the development of rules to allow the titling of motor vehicles belonging to nonresident owner-operators that are leased to Idaho trucking companies, and to nonresident transient farm labor vehicles by providing proof of ownership in the form of a certified copy of out-of-state title. The rule will be effective July 1, 1984.

The Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act, and to distribute the rule if no adverse comments were received.
(ACTION: BOARD SECRETARY)

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Rule No. 39.01.32.13, Special License Plates and Cards for the Handicapped. Legislation passed during the 1984 session allowed for a special handicapped parking card to be issued in lieu of the current special handicapped license plate. Pursuant to Section 49-695(7), Idaho Code the Department proposed rules and regulations for the issuance of the card by the Motor Vehicle Bureau effective July 1, 1984.

The Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act, and to distribute the rule if no adverse comments were received.
(ACTION: BOARD SECRETARY)

Rule No. 39.01.32.14, Temporary Operating Authority (Permits, Cost, Billing, Bond) for Commercial Vehicles. The Department sponsored legislation passed during the 1984 session allowing for the issuance of temporary letters of operating authority to Idaho motor carriers and motor carriers in prorate states for a fee of \$5.00 per letter. The proposed rule provides the mechanics for issuance of temporary letters of authority pursuant to Section 49-104, Idaho Code.

The Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act, and to distribute the rule if no adverse comments were received.
(ACTION: BOARD SECRETARY)

Rule No. 39.01.32.15, Clarifying the Requirements for the Cancellation of Motor Carrier Registrations. The proposed rule clarifies the requirements for cancellation of motor carrier registrations as permitted by Section 49-124, Idaho Code. In addition, the rule establishes the appeal procedure following cancellation.

The Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act, and to distribute the rule if no adverse comments were received.
(ACTION: BOARD SECRETARY)

Rule No. 39.01.32.16, Waiver of Penalty Assessed for Late Filing of Quarterly Reports by Motor Carrier Vehicle Owners, and Late Payment of Fees for Same. The proposed rule establishes a means by which a motor carrier may contest penalties assessed, and establishes requirements for being excused from such penalty. The proposed rule also establishes an appeal process.

The Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act, and to distribute the rule if no adverse comments were received.
(ACTION: BOARD SECRETARY)

Rule No. 39.01.32.17, Remittance of Monies Collected from Motor Vehicle Licensing Fees. Pursuant to Sections 40-405 and 40-2210, Idaho Code, the rule establishes a due date for the remittance of

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monies collected by the county assessors of the various counties from motor vehicle licensing fees to the State Treasurer for deposit in the highway distribution account and/or the state highway account.

The Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act, and to distribute the rule if no adverse comments were received.
(ACTION: BOARD SECRETARY)

Joint Use of Ports of Entry. The Legal Section reviewed both federal and state laws pertaining to multi-state agreements. Agreements could be established under conditions outlined by Chief of Motor Vehicles Sheesley. Upon his recommendation the Board authorized a joint Port of Entry with the state of Montana at Milepost 5 on I-90 near Saltese, Montana.

Delegation - Idaho Transit Association. Herb Norr and Charlie Chambers asked the Board to consider a two-year moratorium on funding of new public transit projects in order to assure existing projects a stable funding base. The Director will determine the legality of such a move and report to the Board in July-August.
(ACTION: DIRECTOR)

Transit Needs Study, Project No. ID-09-8007. The Idaho Transit Association proposed to do a Transit Needs Study to identify a stable financial resource and construct a uniform procedure of performance audit and reporting to enable operating agencies to build local and statewide support. Total cost of the study will be \$4,800.00, of which 20% will be provided by state funds already programmed to match this federal grant. The Board asked for an outline of financial matters to be covered in the study. (ACTION: AERONAUTICS & PUBLIC TRANSPORTATION ADMINISTRATOR)

Release of Unencumbered Funds for Airport Improvement Projects and Purchase of Materials/Supplies for Resale to Municipalities. To protect legislated spending authority it is necessary to encumber existing funds. The Advisory Board recommended that an additional \$12,000.00 be approved for the Council Airport Project No. 3-16-0011-01 with a stipulation that federally noneligible items be completed as a condition of the state grant, and also a good faith effort made by the city to provide a 50% share.

The Advisory Board also recommended an additional \$20,000.00 be approved for the Cascade Airport Project No. 3-16-0061-02 and up to \$25,000.00 for purchase of airport materials and supplies for resale to municipalities.

The Board approved releasing the unencumbered funds as recommended by the Aeronautics and Public Transportation Advisory Board.

Delegation - Nampa City Representatives. The city asked the Board to establish a transportation corridor in the area of the proposed Karcher Interchange on I-84 to preclude business development in the area. The Board reaffirmed that the project, Key No. 3214, is programmed in FY88 and the staff is proceeding on that schedule.

Delegation - Moscow City and Chamber Representatives. City officials asked the Board to waive Board Policy B-19-05 to extend their six-year limit on urban funds to finance major improvements to A Street. The staff will examine the program and identify potential changes. (ACTION: CHIEF OF ENGINEERING SERVICES)

Amendment to Rule No. 39.02.05.9, Requiring Splash and Spray Suppressant Devices for Vehicle Combinations Operating by Special Permit on US-12. The addition of Paragraph 10 to Section 62,02 is modeled after Oregon's rule. Combinations of vehicles which present special problems in fitting with the mud flaps (e.g. tank trucks and trailers, log trucks and trailers, hopper-type trailers, etc.) would be exempt from the requirement.

The Board asked the staff to present the proposal to the trucking industry for comment and resubmit. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Proposed Conversion of Recreational Property for Land and Water Conservation (LWC) Funded Rest Areas. Ten of the highway rest areas were funded partially with Bureau of Outdoor Recreation LWC funds varying from a token amount to 50%. As closure or adjustments to those rest areas became necessary, needed administrative flexibility was absent. The staff believes the only way to get out from under the obligation with the Department of Interior is to convert their remaining interests in the rest areas to one or more good projects of more clearly recreational function; their interest in the rest areas to be determined through the appraisal process.

The Department of Parks and Recreation identified two projects acceptable for conversion.

The Board approved transfer of the uneconomic remnants of land at Massacre Rocks State Park to the Idaho Parks and Recreation Department at the appraised value. The Board, however, deferred contributing to the purchase of right-of-way for a bicycle path along the abandoned Boise branch of the Union Pacific Railroad east of Boise until the staff can prepare a complete inventory of property involved in the conversions. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Alteration of Access Provisions, Project No. HES-7581(001), Key No. 1404, I-15 Business Loop. In exchange for the closure of a driveway not compatible with traffic criteria for the proposed intersection improvement, the Department recommended replacement access off Bridge Street.

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Key No. 3317 Project No. HES-4114(67) US-95 Project length: 0.840 Mile	Riverside Hill Truck Lane Constructing truck lanes
Key No. 3410 Project No. FR-4114(73) US-95 Project length: 0.080 Mile	Moscow Mt. Slide Correction Slide correction
Key No. 3524 Project No. RS-1701(14) SH-37 Project length 0.260 Mile	Bannock St. 1st, West St. in Malad Plant mix pavement
Key No. 2588 Project No. IR-86-2(8)36 I-84	Rockland I.C. Resurfacing, restoration, rehabilita- tion, minor widening
Key No. 3097 Project No. IR-15-1(90)57 I-15 Project length: 2.170 Miles	Sorrell Creek Drive Inkom P.O.E. Grade & drainage
Key No. 3342 Project No. IR-15-1(98)25 I-15	Malad Susmmit Rest Area Rest area improvement
Key No. 2609 Project No. IR-84-2(6)70 I-84 Project length: 12.190 Miles	Regina - Cleft, E.B.L. Resurfacing, restoration, rehabilita- tion, minor widening
Key No. 19 Project No. IR-80N-3(48)164 I-84 Project length: 8.73 Miles	West Jerome I.C. - Valley Rd. I.C. Modify slopes dr., posts, guard rail & illumination

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. HES-3782(7), Key No. 1600 - The work consists of reconstructing and signalizing the intersection of SH-69 and Overland Road, in Ada County; Federal and State financed project. The contract was approved for award to Gene M. Ranstrom, dba G. M. Ranstrom Construction, Inc., Boise, Idaho, the low bidder in the amount of \$150,140.75.

Stockpile Nos. 1648 & 5507, Key Nos. 2426 and 3168 - The work consists of crushing and stockpiling anti-skid material in Stkp. 1648, located in the Division of Highways Headquarters Yard South of Pocatello, and crushing and stockpiling 1/2" road mix pavement and cover coat material Class 2 in Stkp. No. 5507, located on the I-86

Business Loop West of American Falls, in Bannock and Power Counties; State financed project. The contract was approved for award to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder in the amount of \$237,200.00.

Project Nos. STM-1721(526) & STM-1721(527), Key Nos. 2950 and 2951 - The work consists of crushing and applying a seal coat on approximately 7.4 and 6.8 miles of SH-39, M.P. 15.6 to 23.0 and M.P. 42.3 to 49.1, in Bingham County; State financed project. The contract was approved for award to Kloepfer, Inc., Paul, Idaho, the low bidder in the amount of \$222,223.64.

Project No. HES-7063(008), Key No. 3198 - The work consists of seal coating and placing thermoplastic pavement markings at the Glenwood intersection on 2.010 miles of SH-44, Glenwood to Collister (State Street), in Ada County; Federal and State financed project. The low bid was more than ten percent over the engineer's estimate. Upon analysis, it was the consensus that the increase in cost of rubberized asphalt was overlooked. The staff recommended award; the Board concurred. The contract was approved for award to Aslett Industries, Twin Falls, Idaho, the low bidder in the amount of \$99,222.00.

Project No. F-6501(25), Key No. 2467 - The work consists of constructing 3.81 miles of roadway, drainage structures and plant mix pavement on US-26, M.P. 368.52 to 372.33, in Bonneville County; Federal & State financed project. The contract was approved for award to J. J. Welcome Construction Co., Inc., Redmond, Washington, the low bidder in the amount of \$4,663,931.85.

Project No. STM-84-1(505), Key No. 3371 - The work consists of shoulder repair, including cold-planing existing plant mix strip, laying new plant mix, sawing/routing longitudinal edge joint and sealing joint, on 4.520 miles of I-84, M.P. 44.35 to 48.87, Meridian - Maple Grove, in Ada County; State financed project. The contract was approved for award to Ranstrom Construction, Inc., Boise, Idaho, the low bidder in the amount of \$124,354.04.

Project No. STM-1481(581), Key No. 2278 - The work consists of removing and rebuilding concrete pavement for sawing and sealing construction joints, and for routing and sealing random pavement cracking on US-30, east of Montpelier, in Bear Lake County; State financed project. The contract was approved for award to Severance Construction, Inc., Eden, Idaho, the low bidder in the amount of \$290,170.70.

Project No. RS-6830(5), Key No. 198 - The work consists of constructing the roadway, drainage structures, plant mix surfacing and seal coating on 5.31 miles SH-33, M.P. 120.129 to 125.440, in Teton County; Federal and State financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder in the amount of \$2,464,538.80.

Right-of-Way Use Permits. The Board approved and signed the access exchange deed on the following right-of-way use permits:

<u>Permit No.</u>	<u>Project No.</u>	<u>Owner</u>	<u>Route No.</u>
3-84-130	F-3311(11)	Dan Morris	US-95
3-84-101	F-3311(11)	City of Homedale	US-95

Board Policy B-19-02, Sales to Other Jurisdictions. With the passage of new legislation during the last state legislative session, the existing Board Policy was outdated. The proposed policy will permit the Department to establish procedures to manage the expected requests from local units of government which will include recovery of costs by others using ITD's procurement and accounts receivable systems.

As recommended by Chief of Administration Neumayer, the Board approved and the Chairman signed the new Board Policy B-19-02.

WHEREUPON, the Board meeting adjourned at 4:20 p.m.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
July 31, 1984
Boise, Idaho

SUPPLEMENT TO THE JUNE 1984 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

June 19, 1984

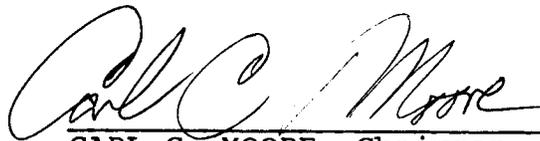
Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member John M. Ohman on June 19, 1984, the Board Secretary obtained approval for the following:

Amendment to Rule No. 39.02.12.1, adopting Revision No. 1 dated December 1979 and Revision No. 2 dated December 1983 of the Manual on Uniform Traffic Control Devices on Streets and Highways.

Emergency amendment to Rule No. 39.03.27.8, Aircraft Registration. Changing the registration period from fiscal year to annual year.

Rule No. 39.01.01.15, Procedure for Hearing Before the Idaho Transportation Department Pursuant to Administrative Procedures Act.

Extension of long truck combination testing period (approved at the January Board meeting) to October 1, 1984 due to delay in availability of the new sizes of equipment for which the test was intended.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
July 31, 1984
Boise, Idaho

June 19, 1984

SUPPLEMENT TO THE JUNE 1984 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

July 5 & 6, 1984

Through telephone contact with Vice Chairman Lloyd F. Barron on July 6, 1984 and Member John M. Ohman on July 5, 1984, the Board Secretary obtained approval to advertise the following projects:

<p>Key No. 2281 Project No. F-FR-HES-1491(11) US-91 Project length 0.38 miles</p>	<p>State Street - Preston Remove existing plant mix pavement, placing plant mix pavement & signalization</p>
<p>Key No. 3022 Project No. F-FR-3112(53) US-95 Project length 9.8 miles</p>	<p>North Cambridge, North Seal coat</p>
<p>Key No. 3252 Project No. F-3111(45) US-95 Project length 9.20 miles Companion to Project No. F-FR-3111(43)</p>	<p>Elephant Butte, South Seal coat</p>
<p>Key No. 3020 Project No. F-FR-3111(43) US-95 Project length 0.8 miles Companion to Project No. F-FR-3111(45)</p>	<p>4.0 Miles West of Marsing Seal coat</p>
<p>Key No. 1463 Project No. SR-RS-2854(1) SH-77 Project length 0.52 miles</p>	<p>Structures South of Declo Construct bridges</p>



 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
July 31, 1984
Boise, Idaho

July 5-6, 1984

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SUPPLEMENT TO THE JUNE 1984 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

July 10 & 11, 1984

Through telephone contact with Board Chairman Carl C. Moore on July 10, 1984 and Vice Chairman Lloyd F. Barron and Member John M. Ohman on July 11, 1984 the Board Secretary obtained approval for the following:

Consultant Agreement No. E-135 with Northern Engineering and Testing Inc. for soils and foundation engineering for a six-month period in the amount of \$20,000.00. The staff position remains unfilled while the Idaho Personnel Commission reevaluates the classification. Manpower and expertise is not available from existing staff.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
July 31, 1984
Boise, Idaho

July 10 & 11, 1984

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

JULY 31 - AUGUST 1, 1984

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building at 9:00 AM on Tuesday, July 31, 1984. Present were:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 John M. Ohman, 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 June Board minutes were approved as distributed to the Board members.

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

September 17-20, 1984 - East Idaho Board Tour
 October 17-18, 1984
 November 14-15, 1984
 December 5-6, 1984

Joint Meeting with Oregon Transportation Commission. The Board confirmed the date of April 16, 1985 for a joint meeting with the Oregon Transportation Commission in Boise.

Director's Report. Director Manning represents Idaho and interests of other small rural states on the AASHTO task force on future direction of the highway program. At the first meeting the task force identified issues critical to the future of transportation in the United States: funding levels for existing categories through 1990, increased flexibility and simplified programs, completion of the interstate, viability of the highway trust fund, role of the federal government in highway programs, and equity in financing transportation.

Negotiations are underway to lease the Stanley Airport from the Stanharrah Corporation. The agreement will ensure that air access to central Idaho wilderness and recreational areas will continue to be available. The Aeronautics Division will assume responsibility for maintenance and insurance once the agreement is completed.

Under UMTA grant programs, 16 new vans will be strategically located throughout Idaho to provide transportation for the elderly and handicapped.

July 31, 1984

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The Board supported the Director's concept of an open house for legislators and the public sometime during the month of January, 1985.

The Director communicated with Idaho Transit Association members and identified minimum allocations for the next two years assuming no change in federal funding. The Department will concentrate on improving the stability of existing programs and continue to accept new applications. No attempt will be made to generate new applicants until the existing programs have a chance to become stronger.

Most of the out-of-state travel in June involved training activities.

June 1984 Department employees totaled 1625 certified and 285 temporary.

Big Canyon Creek Bridge, Project No. BR-F-4201(31), US12. The project consisted of realigning approximately 1/2 mile of US12 and constructing a prestressed concrete bridge over Big Canyon Creek at Peck. Owners of a local business were concerned over access and the District has made some changes in the project to enhance access.

Area residents and legislators requested that the old bridge remain to allow an upriver approach to the business and Peck Junction.

The Board gave first consideration to the safety of all highway users. They considered the accident history of the Peck junction that has had 15 intersection-related accidents in recent years. Allowing the old structure to remain would greatly reduce any safety benefits gained with the new project. Legal Counsel advised that the old bridge and substandard approach placed the State in a position of jeopardy should an accident occur.

The Board ordered the removal of the old bridge over Big Canyon Creek at Peck. (ACTION: DISTRICT 2 ENGINEER)

Permanent Promulgation of Rules. Since no adverse comments were received on the following rules the Board adopted the rules and authorized the Board Secretary to distribute them.

- 39.02.05.7 Routes Designated for Long Trailers
- 39.01.31.04 Issuance of 96-Hour Trip Permits
- 39.01.32.11 Titling of Non-Resident Owner-Operator Vehicles and/or Motor Vehicles and Transient Farm Labor Vehicles
- 39.01.32.12 Sale of Abandoned Vehicles (This was originally adopted on an emergency basis May 3, 1984.)
- 39.01.32.13 Special License Plates and Cards for the Handicapped
- 39.01.32.14 Temporary Operating Authority (Permits, Cost, Billing, Bond) for Commercial Vehicles
- 39.01.32.15 Clarifying the Requirements for the Cancellation of Motor Carrier Registrations

- 39.01.32.16 Eligibility Standards for the Waiver of Penalty Assessed for Late Filing of Quarterly Reports by Motor Carrier Vehicle Owners, and Late Payment of Fees for Same
- 39.01.32.17 Remittance of Moneys Collected from Motor Vehicle Licensing Fees
- 39.03.27.9 Commercial and Thru-the-Fence Operations and Hangar Construction at State Airports
- 39.02.12.1 Manual on Uniform Traffic Control Devices for Streets and Highways (See Exhibit C-223 which is made a part hereof with like effect.)
- 39.01.01.15 Procedure for Hearing before Idaho Transportation Department pursuant to Administrative Procedures Act

FY84 Professional and General Services Contracts. In accordance with Board Policy B-06-08, Chief of Administration Neumayer outlined the FY84 expenditures for professional and general services contracts amounting to \$1,851,799.26.

FY84 Civil Rights Activities. The summary of civil rights activities during FY84 was submitted by Chief of Administration Neumayer in accordance with Board Policy B-18-07.

Search and Rescue Account. The 1983 Legislature deleted the search and rescue account when House Bill 181 was passed to transfer the snowmobile and cross-country skiing responsibility from ITD to the Parks and Recreation Department. As a result, there was no statutory or administrative responsibility for the search and rescue account. Revenues to the account come from a percentage of fish and game fines and a percentage of snowmobile permit sales. The account was established to help county sheriffs offset their costs of search and rescue missions.

The fund continues to accumulate with the State Auditor with no agency having authority to make the expenditures. The Board of Examiners indicates that restoration of the account would be a legislative responsibility.

Relinquishment of Tenth Avenue in Caldwell. The City of Caldwell has been reluctant to accept the Tenth Avenue railroad overpass due to the deck's condition. Deck rehabilitation may be required within the next 5-6 years. To offset future costs to the City for complete deck rehabilitation Chief of Engineering Services Tisdale recommended the State participate in the local match requirement in the amount of \$40,000.

The Board authorized a lump sum payment to the City of Caldwell of \$40,000 to assist in deck rehabilitation. They requested the agreement include a stipulation that the money be used solely for that project. (ACTION: CHIEF OF ENGINEERING SERVICES)

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Eagle Road Interchange, Project No. IR-84-1(12)45, Key No. 2989, I-84. A detailed review and economic analysis was made of the various alternatives and the Board discussed utilizing the existing structure vs. replacement.

Based on increased safety and flexibility for future options on I-84 lane additions, the Board authorized a new structure be constructed for the Eagle Road Interchange. (ACTION: CHIEF OF HIGHWAY OPERATIONS AND DISTRICT 3 ENGINEER)

Automated Slow-Speed Truck Weighing System. Mr. Tisdale outlined a proposal to develop an automated slow-speed truck weighing system using a bridge weigh-in-motion system and P.A.T. weigh-in-motion pads for collecting truck weight data.

To use the same computer for both systems and to standardize the formats, the Board approved a contractual arrangement with Bridge Weighing Systems, Inc. to perform the necessary work at a cost of \$13,450.00.

Rural Statewide Functional Classification Map for the State Highway System. The staff recommended the following changes be made to the system:

- SH-33 - Those portions from US-20-26 to SH-28, and SH-31 to the Wyoming border should be revised from minor arterials to major collectors and placed on the secondary system.
- SH-31 - The entire route, from US-26 to SH-33, should be revised from a minor arterial to a major collector and placed on the secondary system.

The Board approved the revised state rural 1990 functional classification system.

Instant-Issue Drivers' Licenses. Chief of Motor Vehicles Sheesley informed the Board that Polaroid was selected as the low bidder of camera and laminating equipment for installation in each county sheriff's office to issue drivers' licenses. The equipment should be installed by September 1, 1984 when the license fees increase by \$2.00.

Rule No. 39.01.31.05, Violations of Chapters 4 and 11 of Title 49 Idaho Code as they Apply to Motor Vehicle Dealers are Grounds for Suspension of License. The proposed new rule identifies the Idaho Code sections that, when violated, would constitute a violation of the law respecting commerce in motor vehicles and subsequent suspension of a dealer's license for a period of 30 days to six months.

The Board approved the new rule and authorized the Board Secretary to process same through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Rule No. 39.01.31.06, Improper Uses of Motor Vehicle Dealer Plates by Licensed Motor Vehicle Dealers. The proposed new rule identifies the restricted use of manufacturer or dealer license plates. Violators may have their dealer license suspended for 15 to 30 days. The rule also describes the classes, numbering and format of manufacturer and dealer plates.

The Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Rule No. 39.01.32.04, Motor Vehicle Registration Fees for Years When a Motor Vehicle has not been Registered. The rule prohibits the collection of registration fees by county assessors for a time when the applicant allowed the motor vehicle registration to lapse. Some county assessors had been retroactively assessing registration fees for those years when the vehicle was not registered. This rule clarifies the procedure in accordance with existing law.

The Board approved the proposed rule and authorized the Board Secretary to process same through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Computers in the Ports of Entry. POE employees were surveyed concerning their opinion of recently installed computers. General consensus is they are a very effective tool for ready access to commercial vehicle files and providing title information for dealer investigators and driver's license information for inspectors. Computer downtime and the difficulty in interacting with Tax Commission computers were cited as difficulties.

Public Transportation in Caldwell. The City of Caldwell and the Chamber of Commerce formed a private nonprofit corporation to operate a gasoline-powered trolley on fixed routes in Caldwell. The Aeronautics Division Administrator recommended an obligation of \$16,279.00 in UMTA Section 18 funds to support the project from September to January.

The Board approved the obligation in the recommended amount to Olde Towne Trolley, Inc. in Caldwell.

Statewide Public Transportation Projects. The Board reviewed the summary of expenditures, projections and funding sources for existing rural transportation projects in Idaho.

State Highway Administrator's Report. Keith Green reported that the reduction of posted speed limits on US-12 in Lewiston has not, in actuality, produced lower speeds.

Chairman Moore requested rehabilitation of a rough railroad crossing south of Moscow within the city limits. Mr. Green indicated the railroad intends to abandon that section of line.

ABAS641

Rule No. 39.02.05.9, Oversize and Overweight Special Permits.

Comments on the rule centered on transportation of implements of husbandry and changes in the insurance limits. Proposed amendments to the rule were revised to provide for transferable annual permits that can "float" on any load of 14'6" wide or less. Comments concerning information about required format, content and effective date of increased insurance limits were satisfactorily answered by telephone.

The Board approved the revisions to the rule and authorized the Board Secretary to distribute the rule in accordance with the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

1984-85 Winter Maintenance Standards. In accordance with Board Policy B-05-06 the Board approved the following change in winter maintenance standards as recommended by staff:

SH-77, Conners Corner to Albion. Change from green to red.

Status Report on Rest Areas in South Idaho. The rest areas that have been determined to be adequate for another five years or more were identified for refurbishment. Handicap provisions will be made and lighting will be improved both inside and outside the buildings. Landscaping, parking, information board and arbors will be improved to provide as much comfort and convenience for users as possible. Provisions will be made to accommodate vending machines by the Blind Commission. The Board appreciated the efforts outlined.

Fee Appraisal Contracts. The Board authorized the staff to contract for fee appraisal services for abandoned railroad rights-of-way in Boise and Shoshone to Ketchum on

Project Nos. Q-I-184-1(1)4, Key No. 2598,
ST-2342(505), Key No. 3383 and
Q-F-2392(35), Key No. 3077

The Board also approved a contract for appraisal of 33 parcels on Idaho Falls Broadway Avenue, Project No. HES-6423(2), Key No. 1000.

Services will be performed by Hoagland and Associates and Newell's Appraisal Services.

The Board also authorized the staff to contract with Dale F. Burkhalter for fee appraisal services of 11 rest areas.

Exchange of Real Property, Project No. ST-2391(567), Key No. 3527, Parcel No. 7, US-93 and SH-24. In exchange for upgrading of title for right-of-way on SH-24 and obtaining additional right-of-way, together with access control at the intersection with US-93, the staff recommends a quitclaim of our interest in a portion of existing right-of-way associated with the former "Wye" connection.

The Board concurred in the recommendation and executed the quitclaim deed for the excess property.

Trade of Real Property, Project No. F-5115(12), Key No. 99, US-95. The Board approved the staff recommendation to trade Parcel No. 6-R-1 for Parcel No. 5-R in an even exchange.

On the same project the Board approved trading Parcels No. 5-R and 6-R-2 to Robert R. and Cheryl M. Hollingsworth as partial payment for the land being acquired from them.

Grant of Permanent Easement, Project No. 234-B(1), US-93. The City of Carey proposed a sewer project that involves a piece of State property that was purchased in 1940 in conjunction with the right-of-way for highway improvement through Carey. The District recommends granting a 10' permanent easement to the City for the installation of the 8" sewer line. The Board concurred and signed the easement in favor of the City of Carey.

Exchange of Easement Right, Project No. I-15-3(3)117, I-15. The City of Idaho Falls released their interest in the permanent easement provided we grant them another easement through our excess property. The Board concurred in the Bureau Chief's recommendation to exchange easement rights and executed a permanent easement in favor of the city of Idaho Falls.

Exchange of Access, Project No. F-3111(11), Key No. 87, Parcel No. 63, US-95 and US-30. The Board approved moving the Limbaugh Ranches, Inc. approach from Station 170+22, Lt. to Station 168+00, Lt.

Exchange of Access, Project No. F-3111(11), Key No. 87, Parcel Nos. 31, 32 and 33, US-95 and US-30. A planned improvement east of the Fruitland project changes the access requirements of the property. The Board approved the addition of access points at Stations 110+70, Rt. and 119+71, Rt. in exchange for deleting four access points:

108+70, Rt.
113+00, Rt.
119+00, Rt. and
121+00, Rt.

Settlement in excess of \$80,000.00, Project No. RRS-RRP-4114(65), Key No. 2858, Parcel No. 1, US-12. The grantor has agreed to assume all removal costs and/or rehabilitation costs, including removal of that portion of the warehouse building within the required right-of-way. In addition he has posted a damage deposit of \$16,500.00 for removal and cleanup of that portion of the building within the required right-of-way.

The Board concurred in the Bureau Chief's recommendation to settle the project with J. J. Streibick, et ux in the amount of \$130,000.00.

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

Key No. 1988
Project No. IR-15-3(60)143
I-15
Project Length 7 Miles

Sage Jct. - Hamer (N.B.L.)
Plant mix & seal coat

Key No. 3385
Project No. IR-90-1(168)0
I-90
Project Length 10.92 Miles

Washington State Line - Spokane
International Railroad
Pavement rehabilitation

Key No. 3073
Project No. IR-15-1(88)22
I-15
Project Length 0.17 Mile

Peck Slide
Construct plant mix, pavement,
repair roadway slide & drainage

Key No. 3406
Project No. IR-15-1(101)0
I-15
Project Length 16.300

Utah Line to Deep Creek
Sawing & sealing, construct
joints, routing & sealing of
random concrete pavement crack-
ing & sawing & repairing spall
areas

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. F-FR-3112(45) and Stockpile No. 3605, Key Nos. 1347 and 2926 - The work consists of constructing the roadway, drainage structures, plant mix surfacing, adding slow moving vehicle lane, furnishing and placing road mix aggregate, cover coat material and sanding material in stockpiles on 5.23 miles of US-95 (M.P. 166.20 - 171.43), in Adams and Idaho Counties - federal & state financed project. The contract was approved for award to Western Construction Inc., Boise, Idaho, the low bidder in the amount of \$2,154,142.00.

Building No. 1214, Key No. 2544 - The work consists of constructing a 70'0"x90'8" concrete and metal rigid frame maintenance building at Mullan, in Shoshone County - state financed project. The low bid was more than 10% over the engineer's estimate. The estimate was based on an erroneous construction price per square foot. It is essential the building be constructed in the FY84 program; the Board concurred. The contract was approved for award to Turn-key, Inc., Spokane, WA, the low bidder in the amount of \$238,615.00.

Project No. STM-90-1(513)45, Key No. 2172 - The work consists of cleaning and repainting the structural steel bridge over the Union Pacific Railroad at M.P. 45.48 of I-90, in Shoshone County - state financed project. The low bid was considerably in excess of

the engineer's estimate and the District and Contract Administration Section recommend rejection; the Board concurred. The project will be rescheduled for FY86.

Stockpile Nos. 1625, 5504 & 5511, Key Nos. 1734, 2977 and 3172 - The work consists of crushing and stockpiling anti-skid material at the above stockpiles, in Bannock, Franklin and Oneida Counties - state financed project. The contract was approved for award to Kloepfer, Inc., Paul, Idaho, the low bidder in the amount of \$195,808.00.

Project Nos. STM-6742(527), STM-6742(523) & STM-6750(501), Key Nos. 3470, 2969 and 3471 - The work consists of producing material and placing plant mix leveling course on 12.58 miles of SH-48, MP 0.00 to 24.41; and seal coating 1.68 miles of US-20 Business Loop, MP 320.86 to 322.54 - state financed project. The contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, ID, 83403, the low bidder in the amount of \$673,098.20.

Project No. STM-3857(502), Key No. 2693 - The work consists of seal coating 12.10 miles of SH-52 (M.P. 2.33 to 14.43), Payette - East, in Payette County - state financed project. The contract was approved for award to Nelson-Deppe, Inc., Nampa, ID 83651, the low bidder in the amount of \$88,873.80.

Building No. 9903 - The work consists of remodeling the second level of the existing print shop building at the Boise Headquarters, in Ada County - state financed project. The contract was approved for award to Bechtold Construction, Eagle, Idaho, the low bidder in the amount of \$55,366.00.

Project Nos. STM-6471(652), STM-6561(505) & Stockpile 6667, Key No. 3468, 3469 and 3182 - The work consists of furnishing material and seal coating 6.2 miles of US-20 and 9.14 miles of SH-87, and furnishing 1/2" road mix material, cover coat material, and anti-skid material in stockpile at Island Park Yard, in Fremont County - state financed project. The low bid was more than 10% over the engineer's estimate because the estimate did not account for haul distance. The District and Contract Administration recommend award; the Board concurred. The contract was approved for award to Aslett Industries, Twin Falls, Idaho, the low bidder in the amount of \$299,684.00.

Stockpile No. 1504, Key No. 2910 - The work consists of crushing and stockpiling 1/2" aggregate for road mix, anti-skid material (salt treated) and cover coat material Class 3 from Source Bw-84s in the Plummer Maintenance Yard, left of M.P. 396.3, US-95, and at Sheep Creek, right of M.P. 378.75, US-95, in Benewah County - state financed project. The contract was approved for award to Eucon Corporation, Lewiston, Idaho, the low bidder in the amount of \$170,090.00.

Project No. STM-1481(589), Key No. 3391 - The work consists of crushing and placing a 32' wide seal coat on 6.7 miles US-30, M.P. 417.9 - 424.6, near and proceeding through Georgetown, in Bear Lake

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County - state financed project. The low bid was considerably in excess of the engineer's estimate. The bid appeared to be based on haul from Pocatello. The District would prefer prices more in line with locally produced or stockpiled material. It is the District's recommendation to reject and readvertise; the Board concurred.

Project Nos. F-FR-5121(34) & (35) & Stockpile No. 5628, Key Nos. 3017, 420 and 1872 - The work consists of placing a plant mix overlay on 10.56 miles of SH-200 near Hope, and crushing aggregate for road mix and cover coat material Class 2, in Bonner County - federal & state financed project. The contract was approved for award to Peak Paving Co., Inc., Sandpoint, Idaho, the low bidder in the amount of \$1,388,050.90.

Project No. BR-RS-5778(3), Key No. 2718 - The work consists of constructing approach roadway, bridge deck repair, sheet pile wall on 0.10 mile of SH-57, High Bridge over the Upper West Branch of Priest River, in Bonner County - federal & state financed project. The contract was approved for award to Tri-State Crane & Rigging, Inc., Newport, Washington, the low bidder in the amount of \$348,303.97.

Project Nos. SR-RS-2727(5), F-FR-2391(50) & STM-7282(502), Key Nos. 1644, 3254 and 2655 - The work consists of shoulder widening and placing a plant mix overlay on SH-74; placing a full width seal coat on US-30 and US-93; placing a full width seal coat on US-30, in Twin Falls County - federal & state financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder in the amount of \$1,808,138.70.

Project Nos. STM-4114(611) & (612), Key No. 2912 and 2916 - The work consists of seal coating 13.8 miles of US-95 from Genesee to Moscow and 9.34 miles US-95 from Lewiston to Spalding, in Nez Perce and Latah Counties - state financed project. The contract was approved for award to Johanson Construction Co., Spokane, Washington, the low bidder in the amount of \$183,495.00.

Right-of-Way Use Permit. The Board approved and signed the access exchange deed on the following right-of-way use permit:

<u>Permit No.</u>	<u>Project No.</u>	<u>Owner</u>	<u>Route No.</u>
1-84-108	F-FG-5115(5)	Dayton L. West	US-95

Delegation - Bert Holmes, Rock Lodge Motel, Hagerman. Mr. Holmes asked the Board to restrict overnight parking in rest areas to one day since longer stays by campers take business away from his facility. The State Highway Administrator will determine the legality of placing advertising signs in rest areas describing camping facilities in the area. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Illegal Sign, Aspen Village Inc., McCall, M.P. 142.8, SH-55. Hearing Officer Shurtliff found the subject sign was illegally erected since it was on land where there was no commercial activity. On July 31, 1984, the sign owner advised the Board Secretary that

arrangements had been made with the City of McCall to relocate the sign in question.

The Board adopted the decision of the hearing officer.

Mileage Allowance for State Travel. In accordance with SB1261 passed by the 1984 Legislature, the Board of Examiners increased the mileage allowance for state employees in private vehicles to 22 cents per mile effective July 1, 1984. The Board concurred with that increase for Transportation Department employees.

WHEREUPON, the Board meeting recessed at 4:00 PM.

August 1, 1984

The Board reconvened at 9:30 AM on Wednesday, August 1, 1984 in the Transportation Building in Boise, Idaho. Present were:

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

Demonstration of Computerized Issue of Driver's Licenses. John Lee of the Driver's License Section explained the operation counties will use in issuing licenses with computerized equipment that has direct access to the main computer in Headquarters. Within 18 months all counties will have the equipment on line. Cameras for instant-issue will be installed September 1, 1984.

Delegation - Willie Harris, FHWA Regional Civil Rights Administrator. Mr. Harris outlined the Department's achievements in civil rights programs for disadvantaged and women. He expressed appreciation for the efforts and cooperation of the staff.

WHEREUPON, the Board adjourned at 11:00 AM.



CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 September 17, 1984
 Boise, Idaho

August 1, 1984

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REGULAR MEETING AND NORTH/EAST TOUR
OF THE IDAHO TRANSPORTATION BOARD

September 17-20, 1984

The Idaho Transportation Board met in regular session in Boise, Idaho at the Aeronautics Building at 1 p.m. on Monday, September 17, 1984. The meeting was called to order by Vice Chairman Lloyd F. Barron. The following items were discussed then and later.

Board Minutes. The July-August Board minutes were approved as distributed to the Board members.

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

October 17-18, 1984
November 14-15, 1984
December 5-6, 1984

Director's Report. Director Manning reported on the status of various studies being coordinated by the Subcommittee on Policy Review of the Transportation Research Board. Results of the 55 mile per hour national speed limit study have been delayed for 90 days to avoid potential influence on election activities. Chief of Engineering Services Tisdale is a member of the committee studying 3R standards. That extensive study is approximately 25 percent complete. The strategic transportation research program encompassing many national problems such as pavements, bridge decks, etc. has been implemented. It will be funded by taking one quarter of one percent off the top of highway revenues for the program. The double bottom truck study is progressing well with results to be published in 6 to 8 months. Reviews are scheduled in November on the results of the professional needs study. The final report on citizens band radios indicates that their existence and use has no positive or negative impact on inter-bus safety.

The Director is a member of the AASHTO Committee on Future Directions of the Highway Program. Draft recommendations should be available for review by the end of September.

The Directors and technical staff from Oregon, Washington and Idaho along with the Chairmen of the Idaho House and Senate Transportation Committees met to standardize some of the truck size and weight regulations. Uniformity in 14 truck regulation areas appeared to be feasible.

The Director commented briefly on 1985 proposed legislation. Of the 13 proposals, 11 deal with Title 49 of the Idaho Code involving the Motor Vehicle Bureau. One bill increases the aviation fuel to 4 cents per gallon, while another proposal changes the general aviation aircraft registration from useful load to gross weight.

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Director Manning spoke to the Pacific Regional Conference of the National Association of Tax Administrators on the AASHTO proposal to establish a National Motor Carrier Service Bureau. The proposal would provide a measure of uniformity in the regulations imposed on truckers by the various states. A national bureau would act as the clearinghouse and service organization for subscriber states, but in no way preempt states' authority.

Director Manning and State Highway Administrator Green attended the WASHTO meeting in Rapid City, South Dakota in mid-August. WASHTO members and representatives of federal agencies were concerned about the delay in approving the Interstate Cost Estimate (ICE), proposed revisions to apportionment formulas, increase in highway user tax exemptions which reduce the trust fund, and the viability of the trust fund over time.

An open house for legislators and elected officials has been scheduled for January 31, 1985 in the Headquarter's complex. Demonstrations will include materials testing, the computer assisted drafting and design (CADD) system and the automated instant-issue driver's license operation.

During Senator Steve Symms recent trip to Idaho, he and the Director reviewed current federal transportation issues and inspected Idaho state airfields. The Senator's legislative assistant, Rusty Jesser, toured portions of the state highway system with Chief of Engineering Services Tisdale. In east Idaho he announced the possibility of transferring interstate monies from I-15.

The Department received \$7.7 million redistributed federal aid highway funds that other states were not able to obligate by the September 30 deadline.

Permanent Promulgation of Rules. No requests for public hearing were received on Rules Nos. 39.01.31.05, 39.01.31.06, 39.01.32.04 and 39.03.27.8.

The Board adopted the rules on a permanent basis and authorized the Board Secretary to distribute the rules in accordance with provisions of the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

FY84 Annual Report of Employee Education and Training: In accordance with Board Policy B-18-06, Chief of Administration Neumayer submitted a summary of employee education and training during FY84. Expenditures were 40 percent more than the previous year because of more training and a more accurate job of reporting through the payroll and activity reporting system. Training expenditures were 2.3 percent of total salaries.

Current Statewide Railroad Abandonments. The Board reviewed the report of current statewide railroad negotiations and abandonments.

Update of State Rail Plan. The plan requires a major update and consultant services will again be required due to staffing limitations. Estimated cost of the update is \$75,000 which will be funded 80 percent by the Federal Railroad Administration and 20 percent by state general funds appropriated for rail planning. The Board approved the release of a request for proposals.

Extension of Technical Support Agreement with Boise State University Research Center. The agreement with BSU has supported work in the operation and maintenance of the highway needs model (HWYNEEDS) and the highway investment analysis package (HIAP). Total cost to extend the contract is \$23,660 and will complete the manual that documents the operation of HIAP.

The Board approved the extension of the contract agreement with Boise State University.

Updated Access Control Map. The recommended update reflects changes in Board policy and recommendations of staff. The Board approved revising the following routes from standard approach to partial control type 1:

SH-45 from US-30 in Nampa to SH-78
SH-50 from US-30 to I-84

Update of Recommended Roadway Widths for Rural Highway Map. Changes proposed by the Districts were analyzed on the basis of existing conditions, updated traffic projections, and detailed accident history. An additional classification was developed to address roads which did not justify 4-lane design under projected volumes, but justified acquisition of needed right-of-way for potential upgrading to 4-lane status.

The Board approved the revised recommended roadway widths for rural highways map and directed the staff to forward same to FHWA for their concurrence. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

Lucky Peak Bikeway Adjacent to SH-21. Boise City, Ada County Commissioners and Ada County Highway District support an improved bicycle path to Lucky Peak Dam. Ada County acquired land and water conservation funds to improve a portion of that facility, but a gap exists from Barber Park along Eckert Lane and SH-21.

The Board approved an urban-funded project for the Lucky Peak bikeway extending from Barber Park along Eckert Lane and SH-21 for a total cost of \$100,000 programmed for FY85.

FY85 Airport Inspections. The Division of Aeronautics accepted the contract with the Federal Aviation Administration to inspect 97 airports throughout the state at a cost of \$200 each.

State Highway Administrator's Report. SHA Green reported that the Department is first on the list in FHWA Region 10 for public lands funds for the Duck Valley project on SH-51.

Pursuant to Mr. Holme's request at the July-August meeting, signs have been erected at the Hagerman rest area giving direction to campgrounds in the vicinity.

The Maintenance Supervisor and Port of Entry Supervisor evaluated using time slips to monitor truck speeds, a subject that was suggested by the Board at the April meeting. They determined that there was no practical way to monitor those speeds by using time slips.

Approval to Settle, Project No. I-90-1(47)61, Key No. 41. SHA Green discussed the chronology of negotiations with the Union Pacific Railroad for right-of-way at Wallace. On September 13, 1984 UPRR accepted the Department's offer of \$350,000.00 and the Board authorized the staff to settle.

Maintenance Work at Department of Employment Offices. Department of Employment requested patching, seal coating and some overlay of parking lots at the Moscow, Burley and Pocatello offices. The proposed work is estimated at \$15,000.00 and Employment is willing to pay the Department before the end of the federal fiscal year even though work cannot be completed until spring of 1985.

The Board approved work by Districts 2, 4 and 5 for the requested services.

Transportation of Pre-1980 Mobile/Modular Housing Units That Exceed Maximum Dimensions Established for New Centrally Manufactured Housing Units on January 1, 1980. Regulation 39.02.05.9 was revised in January 1978 to limit permits for new centrally manufactured housing units to 14 feet maximum width below the eaves and provided that preexisting wider housing units would be issued permits subject to housemoving regulations. The revisions were unclear as to whether such grandfathered wider housing units would be required to be moved only on trailers or housemoving dollies, or if movement on factory-installed axles would be allowed.

Two requests have been received to move units from Osburn to Wallace. One is 16 feet wide with 1 foot eaves on either side, and the other is 16 feet wide inclusive of eaves; both equipped with factory-mounted axles. Allowing permits for these units would alleviate the economic hardship, but would continue to discourage new manufactured units.

The Board approved permits for pre-1980 mobile/modular housing units moved on factory-installed axles, otherwise subject to existing house moving limitations and regulations and subject to approval of the Transportation Officer.

Surplus Housing Units at the Cyprus Mine in Challis. Because of reduced mining activity in the Challis area there is a large surplus of housing, part of which was transported into the area as 12-foot wide modular housing units. Housemovers and prospective purchasers are requesting that the doublewides be transported as one

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combined unit to various locations in eastern and southern Idaho. Separating the units for transportation purposes increases the cost and destroys the garage which was built on after the units were put in place.

In addition to the modular housing units, stick-built homes are being sold and purchasers wish to relocate them away from the Challis area.

Amoco Metals Company, parent company of Cyprus, requested that a blanket waiver of Section 33, Rule 39.02.05.9 be granted to allow transportation of approximately 30 stick-built homes.

After many questions and considerable discussion, the Board deferred action on the requests until the company could meet with technical staff to fully explain the entire situation. (ACTION: MAINTENANCE SUPERVISOR)

Engineering Agreement No. E-133, Project No. I-90-1(101)16, Key No. 62, I-90, Bennett Bay Bridge. A consultant selection committee evaluated six proposals for final design, plans and specifications for the concrete alternate structure.

The Board approved the engineering agreement with Howard, Needles, Tammen, and Bergendoff for lump sum amount of \$433,720.00.

Right-of-Way Use Permit No. 3-85-029, Project No. F-3111(13), US-30. The City of Fruitland petitioned the Board to allow them to remove a 20-foot curb cut at station 20+65 and place a 50-foot dedicated city street at station 20+87 Rt.

The Board determined that public road access was in the public interest and should be allowed.

Negotiations on Parcel No. 33, Project I-90-1(101)16, Key No. 62, I-90. The Board reviewed the appraisals and concurred with Chief of Highway Operations recommendation to proceed with acquisition of the Potts parcel which is in excess of \$80,000.00 fair market value, and granted additional authority to settle the parcel within 10 percent over FMV if necessary.

Approval of Deed, Project No. F-FG-3022(17), US-30-20-26. Ada County Highway District requested that the Department convey to them Orville Avenue so they may proceed with the right-of-way exchange in accordance with provisions of Idaho Code.

The Board concurred with that request and executed a warranty deed in favor of Ada County Highway District.

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

Key No. 2858
 Project No. RRP-RRS-4114(65)
 US-12
 Project length 0.095 Mile

Lewiston Interstate Bridge
 Removal of railroad tracks,
 building demolition, and
 construct curb, gutter, side-
 walk, and plantmix pavement.

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-6353(519), Stockpile Nos. 6662, 6675 and 6676, Key No. 3179, 2961, 3486 and 3487. The work consists of furnishing cover coat material and seal coating 12.08 miles US-93, M.P. 148.3 to 160.32, and furnishing cover coat material, road mix aggregate, and anti-skid material in stockpiles, in Custer County - state financed project. The low bid was more than ten percent over the engineer's estimate, an estimate which was considered reasonable for a normal late fall and early spring project. The District and Contract Administration recommended rejecting all bids and readvertising at a later date; the Board concurred.

Project No. F-FR-3341(7), Stockpile No. 3608, Key No. 2302 and 2929. The work consists of placing a surface treatment on 10.1 miles of SH-51 (M.P. 28.8 - 38.9) and furnishing and placing road mix aggregate, cover coat material and sanding material in stockpiles - federal and state financed project. The low bid was more than ten percent over the engineer's estimate, an estimate which was considered reasonable by the District. The District and Contract Administration recommended rejecting all bids and readvertising at a later date for completion in August 1985; the Board concurred.

Stockpile Nos. 1506 and 1507, Key Nos. 3116 and 3117. The work consists of crushing and stockpiling cover coat material Class 3 from Source Kt-172s at the source site right of M.P. 10, SH-53, and cover coat material Class 3 from Source Kt-110s at the source site left of M.P. 447.8, US-95, in Kootenai County - state financed project. The low bid was more than ten percent over the engineer's estimate, an estimate which was considered reasonable for a normal fall and early winter project. The District and Contract Administration recommended rejecting the only bid, combining with stockpile projects 1508 and 1512, and readvertising at a later date; the Board concurred. Combining the projects should provide more responsive bidding and decrease the state's administrative costs.

Stockpile Nos. 1508 and 1512, Key Nos. 3411 and 3118. The work consists of crushing and stockpiling 1/2" aggregate for road mix and cover coat material Class 3 from Source Br-126s at the Sandpoint Maintenance Yard, right of M.P. 30.90, SH-200, and crushing and stockpiling cover coat material Class 3 from Source Br-88s in the Priest River Maintenance Yard, right of M.P. 0.73, SH-57, in Bonner County - state financed project. The low bid was more than ten percent over the engineer's estimate, an estimate which was considered reasonable for a normal fall and early winter project. The

District and Contract Administration recommended rejecting both bids, combining with stockpile projects 1506 and 1507, and re-advertising at a later date; the Board concurred. Combining the projects should provide more responsive bidding and decrease the state's administrative costs.

Project No. HES-7581(001), Key No. 1404. The work consists of partial plant mix paving, radii widening, two-way left turn lane construction and seal coat on 0.35 miles I-15 Business, and for the modification of the traffic signal system at the intersection of Bridge and Meridian St., Blackfoot, in Bingham County - federal and state financed project. The low bid was more than ten percent over the engineer's estimate, an estimate which was considered reasonable by the District. The District and Contract Administration recommended rejecting the only regular bid and re-advertising as soon as possible; the Board concurred. The project will be revised to include state-furnished aggregates which should generate more interest for additional contractors to submit competitive bids.

Project Nos. STM-5121(564), STM-5732(519), STM-5116(614) (615) (616) (618), Key Nos. 3107, 3108, 3109, 3110, 3111, and 3412. The work consists of cleaning and repainting all structural steel, handrails, endposts, beams, cross frames, piling and bracing at various sites in District 1, in various counties - state financed project. The low bid was more than ten percent over the engineer's estimate. The District considered the estimate too low on structures. They recommended rejecting the bid, revising the estimate and re-advertising at a more favorable time; the Board concurred.

Project Nos. F-3111(45) and F-FR-3111(43), Key No. 3252 and 3020. The work consists of furnishing and applying cover coat material on 8.083 miles of US-95, M.P. 13.4 - 20.67 and M.P. 27.82 - 28.63, Elephant Butte South and 4.0 miles west of Marsing, in Owyhee county - federal and state financed project. The contract was approved for award to Nelson-Deppe, Inc., Nampa, ID 83651, the low bidder in the amount of \$159,192.00.

Project Nos. FR-4201(46) and F-FR-4201(48), Key Nos. 2630 and 259. The work consists of widening for left turn bay on 0.31 miles of US-12, concrete guardrail, widening, pipe culvert extensions and plant mix overlay and seal coat on 4.83 miles of US-12, Arrow to Cherrylane Bridge; constructing the roadway, aggregate base, plant mix pavement, seal coat, pipe culvert installation, concrete guardrail, widening for passing lane, on 1.22 miles of US-12; also, concrete guardrail widening, pipe culvert extensions and plant mix overlay on 4.41 miles of US-12, Cherrylane Bridge to Lenore, in Nez Perce 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 of \$2,294,246.05.

Project No. I-15W-4(42)26, Key No. 271. The work consists of constructing a divided roadway, one 261' steel underpass, two 8' concrete overpasses, drainage facilities, frontage and access roads,

base gravel, plant mix base and signing on 5.28 miles of I-86, Register Rock - Eagle Rock in Power County - federal and state financed project. The contract was approved for award to J. J. Welcome Const. Co., Inc., Redmond, Washington the low bidder in the amount of \$7,437,634.00.

Project No. BR-F-5115(12), Key No. 99. The work consists of constructing the roadway, bridge, drainage structures, detours, and plantmix base on 2.752 miles of US-95 from Mica Flats to Cougar Creek; and constructing plantmix surfacing on 0.37 miles of existing US-95 between M.P. 426.52 and M.P. 426.89, in Kootenai County - federal and state financed project. The low bid was more than ten percent over the engineer's estimate. Contract Administration did not believe a potential savings exists if the project was readvertised. Urgency of the project and current market conditions/workload necessitates immediate award. Several errors in the estimate were revised making the low bid within one percent of the estimate. The District and Contract Administration recommended award and the Board agreed. The contract was approved for award to Kiewit Pacific Company, Vancouver, Washington, the low bidder in the amount of \$6,151,207.19.

Project No. HES-7581(001), Key No. 1404. The work consists of partial plant mix paving, radii widening, two-way left turn lane construction and seal coat on 0.35 miles I-15 Business, and for the modification of the traffic signal system at the intersection of Bridge and Meridian St., Blackfoot, in Bingham County - federal and state financed project. The contract was approved for award to Beco Corporation, Idaho Falls, Idaho, the low bidder in the amount of \$167,087.00.

Project No. IR-84-2(2)90, Key No. 2523. The work consists of replacing, full or partial, concrete slabs, subsealing, repairing pavement spalls, cracks, resealing joints, grinding concrete pavement and milling the asphaltic shoulder then replacing the plant mix surfacing on 24.465 miles of I-84 (M.P. 90.020-144.485), Sebree I.C. to E. Hammett I.C., in Elmore County - federal and state financed project. The contract was approved for award to Hunt Contracting Company, South El Monte, California, the low bidder in the amount of \$6,556,000.00.

Project No. IR-84-2(26)120, Key No. 3372. The work consists of sawing and sealing all transverse and longitudinal joints and replacing approximately 350 S.Y. of existing concrete pavement on 13.61 miles of I-84, East Hammett to Snake River Bridges in Elmore County - federal and state financed project. The contract was approved for award to GTG, Inc., Boise, Idaho 83714, the low bidder in the amount of \$556,930.60.

Project No. IR-84-3(26)133, Key No. 3337. The work consists of removing material, making required improvements, and applying a new built-up roof to the rest areas on each side of I-84, M.P. 133, Bliss Rest Area, and to the rest areas on the side of I-84, M.P. 171 and 174, Jerome Rest Areas, in Gooding and Jerome Counties - federal

and state financed project. The low bid was more than ten percent over the engineer's estimate. Contract Administration believed the April estimate had not been updated and recommended award in order to complete the project before cold weather and to avoid possible conflict with other contractors working on future phases which are already advertised. The Board concurred and the contract was approved for award to Quality Tile Roofing, Inc., Boise, Idaho, the low bidder in the amount of \$22,500.00.

Project No. IR-84-4(8)269 and IR-86-1(7)4, Key No. 3338 and 3485. The work consists refurbishing to like new condition the rest areas, comforts and conveniences, and landscaping each side of I-84, Juniper Rest Area, and I-86, Raft River Rest Area in Oneida and Cassia Counties - federal and state financed project. The low bid was more than ten percent over the engineer's estimate. Major differences were found in the estimate and the District's analysis. It is imperative the rest area rehabilitation be started as soon as possible. Therefore, Contract Administration and the District recommended award; the Board agreed. The contract was approved for award to U.S. Metro Contractors, Pocatello, Idaho, the low bidder in the amount of \$175,750.00.

September 18, 1984

After flying to Lewiston by state plane on September 17, 1984, the following people departed on the north/east tour driving east on US-12.

Carl C. Moore, Chairman - District 3
 John M. Ohman, 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
 M. Eldon Green, Regional Administrator - Federal Highway Administration

Delegation - Senator Marguerite McLaughlin and Representative Claud Judd, Orofino. The Senator asked if appearance of the rock wall at Peck could be enhanced by some beautification project. DE Clayton will analyze possibilities and respond to the Senator.
 (ACTION: DISTRICT 2 ENGINEER)

Director Manning explained effects on the department of not passing the 21-year-old drinking age bill: potential loss of \$14.7 million in two years.

DE Clayton indicated the District would let Greer Grade alone for one year to allow for settling of the grade.

September 18, 1984

Senator McLaughlin asked for a higher priority on replacement of the Orofino bridge. The Board will review the critical bridge program in March 1985 and the legislators were invited to attend.

The public hearing on the US-12 environmental assessment is expected in October or November. The study, to be published in late September, identifies approximately \$6 million in safety projects.

Responding to the Senator's concerns about lack of truck safety, the Director suggested she contact the industry in an effort to increase safety of the traveling public on US-12.

Continuing northeast on US-12, through Montana, the group met District 6 Engineer Jerry Dick at Lost Trail Pass on US-93. They drove south to Salmon where they were met by Vice Chairman Lloyd F. Barron.

September 19, 1984

The tour group continued south on SH-28 to Terreton.

Delegation - Senator Vearl Crystal and Clark County Commissioner George Whittaker. Director Manning explained the remarks made by Senator Symms' aide concerning transfer of Interstate monies from I-15. The Senator and Commissioner were assured that the I-15 designation and service level would remain but that the additional lanes would not be built if the transfer of funds was made.

Chairman Moore clarified the Board's position to study the matter of transportation of modular/stick-built housing units from the Challis area. The Senator will be kept informed of staff and Board action. (ACTION: BOARD SECRETARY)

From Terreton the tour continued on US-33, then north on US-20, southeast on SH-32 and west on SH-33. The Board expressed serious concern about the contactor's lack of progress on the SH-33 project. The Director will contact the President of Bannock Paving Company. (ACTION: DIRECTOR)

The group traveled south on US-20 and remained overnight at Idaho Falls.

Delegation - Doug Ward, Manager of AMCOR, Inc. Mr. Ward and Darrell Nelson urged Board and staff consideration of concrete pipe in highway projects. They believed the department could specify concrete products in plans and specifications. SHA Green disagreed saying federal regulations require competitive bidding of any product.

Nelson stated that while concrete is initially more costly than metal, its life is greater thus delaying the need for replacement. In specific projects where the corridor has been established he believed the regulations allowed specifying a particular type of

September 19, 1984

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product. FHWA Regional Administrator Green disagreed with the interpretation of federal regulation.

September 20, 1984

District 5 Engineer Monte Fiala accompanied the group as they drove east on US-26 to Swan Valley.

Delegation - Driggs Chamber of Commerce Representative.

Director Manning described local projects and answered questions about the Granite Hill project on US-26 and the project on SH-33.

From Swan Valley, the tour continued south on US-26, through Wyoming and southwest on US-89 to Logan, Utah.

Delegation - Senator Reed Budge and Representative E. B.

Stucki. The legislators asked that the junction of US-89 and SH-61 be improved for easier traffic flow. District Engineer Fiala explained that plans are already underway to do just as requested. They also asked that directional signing be changed from Ogden to Logan. (ACTION: DISTRICT 5 ENGINEER)

Meeting with Utah Transportation Commission.

Four of the five Utah Commission members and UDOT staff lunched with the Board in Logan, Utah. Utah Chairman LaVaun Cox spoke of similarities between the two Boards. Environmental concerns, traffic control and the continuation of federal funding were cited by Board and Commission members as they talked of problems faced by each state.

Director Manning spoke of Idaho's attempt with Oregon and Washington in establishing uniformity of truck regulations. Contact will be made with Utah when that study is complete.

Utah Director Bill Hurley asked FHWA opinion of increased staffing of federal auditors. Administrator Green suggested contact with Secretary of Transportation Dole's office since those auditors are responsible to her as a part of the Inspector General's office.

From Logan the tour continued north on US-91 and I-15 to Pocatello where the tour officially ended.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
October 17, 1984
Boise, Idaho

September 20, 1984

SUPPLEMENT TO THE SEPTEMBER 1984 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

October 9, 1984

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member John M. Ohman on October 9, 1984, the Board Secretary presented the following information for Board consideration:

Cyprus Mining Company in Challis utilized modular doublewide and stickbuilt housing units for its labor force. Mining activity has been reduced and requests have been received to move some of the housing to other areas. Fourteen doublewide modular units have been sold and remain to be moved (seven units have already been moved as single wides); 40 of the stickbuilt homes have been purchased. The modular units were transported to Challis as single wide units. Of the 40 stickbuilts, 34 are 28 feet wide or less; six are 32 feet wide and more.

The Board members recognized that some of the modular units were purchased with the erroneous expectation that they could be moved as a single doublewide unit. However, the Board determined for the safety of the traveling public the remaining fourteen modular doublewide housing units must be broken down to 12-foot wide loads for transportation under existing Rule No. 39.02.05.9, Section 32,01.

Amoco Metals Company (parent company of Cyprus) requested at the September meeting Board waiver to transport the stickbuilt housing units. The Board permitted the 34 stickbuilts that were 28 feet wide or less to be transported under the economic emergency section of Rule No. 39.02.05.9, Section 12,04,4. The approved units can only be transported to the Custer County vicinity or to Upper Snake River Valley communities utilizing the lowest volume roads available, preferably local systems if possible. The Board further determined that the remaining six units that were more than 28 feet wide would not be allowed to move because of interference with roadside hardware.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
October 17, 1984
Boise, Idaho

October 9, 1984

ABA641

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD
OCTOBER 17-18, 1984

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building at 10:00 AM on Wednesday, October 17, 1984. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
John M. Ohman, Member - District 1
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
Bob Clour, Assistant Division Administrator - Federal Highway Administration

Board Minutes. The September Board Minutes were approved as distributed to the Board Members.

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

November 14-15, 1984
December 5-6, 1984
January 16-17, 1985

Director's Report. Director Manning was attending the AASHTO Task Force on Future Directions of the Highway Program. In his absence a written report to the Board included the following information.

Work on the FY86 Department budget is nearing completion. Special emphasis will continue to be placed on operations of the Motor Vehicle Bureau in order to make that unit capable of providing an acceptable level of service to the public. Proposed increases in aviation fuel taxes and aircraft registration fees are reflected in the budget.

Total federal aid obligated by the Department during FY84 exceeded \$100 million. The federal funds were earmarked for the following categories.

Primary	19,834,978.44
Secondary	8,320,255.69
Urban	3,479,304.64
Interstate	47,651,022.03
Bridge	5,054,376.53
Safety	5,083,702.59
E.R.	625,728.57
Demonstration	5,307,019.00
Public Lands	1,901,973.84
Other	1,255,973.75
Forest Highways	2,945,000.00
	101,459,335.08

A letter from the Regional Administrator of the Federal Highway Administration commended the Department on its work in obligating all funds made available by Congress.

The tri-state uniformity effort has proposed legislative and rule changes to achieve the desired uniform regulations and requirements for interstate truckers. Transportation department staffs from Idaho, Oregon and Washington and state legislators examined 17 regulatory differences relating to truck size and weight which impede the efficient movement of freight between the three states. The technical staff will continue to work on bridge formula modifications which will protect all three state highway facilities yet be responsive to interstate trucking needs.

To clarify elements of the EEO Assurance Update, a meeting was held with members of the regional FHWA Civil Rights office. A tentative resolution of the problems was reached. Internal goals to employ minorities are thwarted by the state merit system which currently gives preferential treatment to veterans. The addition of veterans' points to test scores works at cross purposes to programs intended to assist the culturally disadvantaged.

At a speech to the Intermountain Oil Marketers Association, the Director described the symbiotic relationship between Association members and the Department. He called on members to recognize that relationship and to work with government for the benefit of all who use the highway system.

ITD Open House, January 31, 1985. Chief of Administration Neumayer outlined planned events. A dry run of the open house will be held during the November Board meeting.

Management Study of the Highway Program. The Board endorsed the concept of having the Highway Users Federation evaluate the performance and fiscal operation of the highway program.

Outdoor Advertising Displays Owned by Mr. Reid Richey, North of Ashton on US-20. The three signs were posted by District 6 personnel. The owner filed an appeal and requested a hearing. A hearing was scheduled and notice was served on Mr. Richey but he did not appear at the October 3 hearing. The Hearing Officer took the matter under advisement and issued an order finding the signs illegal.

The Board reviewed the record and reaffirmed the findings of the Hearing Officer declaring the signs to be illegal.

District Sign Status Report. The remaining illegal and nonconforming signs total 285. The fall inventory of signs is in progress and the next report should be a more accurate reflection of the status of signs.

Board Policy B-19-05, LOCAL FEDERAL-AID FUNDS. Due to increased development and construction cost of projects, local entities are having difficulty in funding their share of federal-aid projects. In addition, some projects do not meet the construction schedule. The Local Roads Supervisor proposed the following revisions to B-19-05:

* Remove the 6-year limitation on obligating future allocations to counties and urban areas. This would allow local entities to finance more expensive projects even though they have a zero or negative balance in their account.

* After June 1 of each federal fiscal year, projects that were programmed for construction that year but not ready for PS&E would be delayed. Those funds released by the delay would be available for programming on other projects that were ready.

The Board authorized Mr. White to contact the local entities for input on the proposed revisions. (ACTION: LOCAL ROADS SUPERVISOR)

Updated Six-year Highway Improvement Program, Primary System. Chief of Engineering Services Tisdale distributed copies of the updated primary program with FY85 projects totaling \$22.7 million.

The Board asked for similar updates on all other programs. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

Publication of Handbook on Laws Relating to Cities, Counties and State Roads and Highways. At the March Board meeting, Ray Oliver, Executive Secretary-Treasurer of the Idaho Association of Highway Districts requested that the Department update and republish the Idaho Highway Laws handbook last published in 1968. At the following meeting the Board and staff determined that they did not want to assume the responsibility and expense of updating and republishing.

Contact with Commercial Clearing House, Inc. created interest in providing such a service nationwide. The Local Roads Supervisor will provide that information to Mr. Oliver. (ACTION: LOCAL ROADS SUPERVISOR)

Proposed Consultant Agreements in Districts 3 and 5. The following projects require specialized design and exceed existing resources. In order to meet program schedules, the Roadway Design Supervisor recommended consultant agreements on the following as the projects develop.

Key No.	Project	Description	FY	Programmed Construction Costs
3335	IR-84-1(16)1	Snake River View Rest Area	85	600,000
3236	IR-84-2(24)61	East Boise Port of Entry	86	1,500,000
2989	IR-84-1(12)45	Eagle Road Interchange	86	4,000,000
3250	F-FR-3271(44)	Eagle Road - Fairview	86	3,340,000
3214	IR-84-1(13)33	Karcher Interchange	88	5,300,000
2599	IR-184-1(2)0	Wye & Fairview Deck Repair	85	870,000
2598	Q-I-184-1(1)4	Chinden I.C., Chinden-Broadway	89	11,000,000
12	I-IR-15W-4(33)108	Coldwater Hill Rest Area/Massacre Rocks Rest Area	88	520,000

Bad Check Report From Motor Vehicle Bureau. Chief of Motor Vehicles Sheesley indicated Legal and the Bureau are making progress in the collection of bad checks. A reduction of almost \$5,000 in outstanding bad checks verified that statement.

Rule No. 39.01.31.07, Self-Issued and Vendor-Issued Caravan Permits. The proposed new rule establishes regulations governing the availability and issuance of Idaho Caravan Permits. A 1984 Idaho Code revision required the permit be purchased at the first location where the permit is available which would be a vendor in most instances. Idaho-based caravan permit users expressed a need for a self-issuing permit which would enable them to dispatch their vehicles with the permit in a driver's possession. The rule could reduce administrative workload at the Ports of Entry, satisfy the needs of the Idaho-based caravan permit users and possibly generate additional revenue to the Department.

The Board approved the proposed rule and instructed the Board Secretary to process it through the Administrative Procedures Act.

Rule No. 39.01.33.03, Restricted Operators' Licenses for Motor Vehicle Operators 14 and 15 Years of Age. Sheriffs have been issuing nighttime driving permits to driver's under 16 years of age without proper authorization. This proposed new rule lends a measure of consistency and control to the operation.

The Board approved the proposed new rule and authorized the Board Secretary to process it through the Administrative Procedures Act.

State Application for Capital Assistance Under the 16(b)2 Program to UMTA. A total of 17 applications were received from private, non-profit organizations providing elderly and handicapped transportation throughout Idaho. The 16(b)2 Review Committee made program recommendations which the Board reviewed.

The Board approved the total estimated program cost of \$287,377.00 for the recommended applications. The applications and priorities are as shown in Exhibit C-224 which is made a part hereof with like effect.

October 17, 1984

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Consulting Services for Type Selection, Final Design, Plans and Specifications for River Street Bridge and Retaining Wall, Project No. I-90-1(47)61, Key No. 41, I-90. Current workload and staffing levels preclude in-house accomplishment of the required design work. The Bridge Engineer for the Wallace Project recommended a consultant be retained to prepare complete plans and specifications for the bridge and retaining wall. He estimates the work to be completed in nine months at a cost of \$180,000.

The Board approved proceeding with evaluation of consulting services for the proposed project.

Exchange of Real Property, Source No. El-94, South of I-84. At the April 1984 meeting, the Board approved purchase of Materials source El-73 and 74 and the exchange of a portion of Source El-94 as partial payment for the sources being acquired.

The Board executed the warranty deed in favor of John C. and Juanita P. Parke for a portion of Material Source El-94.

Exchange of Real Property, Kamiah Maintenance Yard Site No. 2290, SH-62. Negotiations with the Department of Lands have been concluded and arrangements made for obtaining the Turkey Island site in exchange for the former Kamiah Maintenance Yard Site and improvements.

The Board executed the quitclaim deed in favor of the State of Idaho, Department of Lands for the Kamiah Shed Site.

Right-of-Way Permit No. 6-85-076, Project No. F-2353(2), US-93. Butte County public schools is relinquishing an approach at Station 18+90 Lt. to be reconstructed at Station 293+12 Lt.

The Board approved and signed the right-of-way permit.

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

Key No. 873	Salmon River Bridges near Alturas
Project No. BR-F-2392(34)	Constructing bridges
SH-75	

Key No. 1895	Ucon-Rigby, #3
Project No. F-FR-FG-6471(95)	Grade, drain and plant mix
Project length 4.60 miles	pavement

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. F-FR-1491(11), Key No. 2281 - The work consists of removing existing plant mix pavement on 0.38 mile of US-91 and State St., placing 0.4' plant mix pavement on 1.41 miles of US-91 and State St., and the installation of new signalization at the intersection of Oneida and State Streets, Preston, Idaho, in

Franklin County - Federal & State Financed Project. The contract was approved for award to Ranstrom Construction, Inc., Meridian, Idaho 83642, the low bidder in the amount of \$449,208.97.

Stockpile Nos. 2503 and 2504, Key Nos. 2917 & 2918 - The work consists of furnishing aggregates for road mix pavement and cover coat material for the Moscow and Potlatch Maintenance Yard Stockpiles in Latah County - State Financed Project. The contract was approved for award to Carl Carbon, Inc., Spokane, Washington 99207, the low bidder in the amount of \$212,360.00.

Project No. IR-15-1(88)22, Key No. 3073 - The work consists of repairing a roadway slide area, reconstructing the roadway prism, and temporary repair of northbound Interstate lanes, constructing an interceptor trench, a toe trench and other drainage systems on 0.27 mile I-15, near M.P. 22.58 in Oneida County - Federal & State Financed Project. The contract was approved for award to Ranstrom Construction, Inc., Meridian, Idaho 83642, the low bidder in the amount of \$667,609.80.

Project Nos. IR-84-3(26)133 and F-2392(38), Key Nos. 3337 and 3340 - The work consists of planting trees, shrubs and other groundcover; removing and replacing concrete sidewalk; installing new sprinkler systems and all other work as required in the plans and specifications; to the rest areas on each side of I-84, M.P. 133.0, Bliss Rest Areas; to the rest area on each side of I-84, M.P. 171.0 and 174.0, Jerome Rest Areas; and to the rest area at the junction of US-20 and SH-75, (M.P. 102.1), Timmerman Rest Area, in Gooding, Jerome and Blaine counties - Federal & State Financed Project. The contract was approved for award to Winn and Company, Inc., Buhl, Idaho 83316, the low bidder in the amount of \$152,913.75.

Project Nos. STM-0003(521) and STM-7773(501), Key Nos. 3441 & 3444 - The work consists of painting handrail on structures located at various locations on I-84, US-20-26, US-30, US-95 and SH-55; and repairing and painting the handrail at Caldwell 10th St. R.R.O.P., in Payette, Canyon, Ada and Elmore Counties - State Financed Project. The contract was approved for award to Dodson Painting, Boise, Idaho 83706, the low bidder in the amount of \$67,447.58.

Project No. IR-90-1(151)51, Key No. 3002 - The work consists of pavement rehabilitation, i.e. grinding, subsealing, resealing joints, milling pavement, repairing pavement cracks, sealing shoulder joints, repairing spalls, 0.8 mile overlay, raising structures and installing median guardrail at 5 structures on 7.3 miles of I-90 (Kellogg thru Osburn) in Shoshone County - Federal & State Financed Project. The contract was approved for award to Acme Concrete Company, Spokane, Washington 99220, the low bidder in the amount of \$2,710,153.50.

Project No. IR-90-1(168)0, Key No. 3385 - The work consists of sawing and sealing all joints, routing and sealing all cracks (minor); and repairing a small number of spalls from M.P. 0.0 to M.P. 5.51. Also sawing and sealing all joints; routing and sealing

all cracks, repairing spalls at joints, centerline intersections and corners; rotomilling 10' x 0.15' on travel lane shoulders, 4' x 0.15 on passing lane shoulders and inlay both with 0.15 plant mix, seal joints between plant mix shoulders and concrete pavement; grind travelway; and replace two concrete slabs full depth from M.P. 5.551 to M.P. 10.925 on I-90 Washington State Line to Spokane International Railroad in Kootenai County - Federal & State Financed Project. The contract was approved for award to Eterna-Line Corporation, Boise, Idaho 83704, the low bidder in the amount of \$1,679,127.80.

Stockpile No. 2505, Key No. 2919 - The work consists of furnishing aggregate for road mix pavement, cover coat material and anti-skid material in stockpile at the Browns Creek stockpile site for the Reed's Bar area stockpile, in Idaho County - State Financed Project. The contract was approved for award to Seubert Excavators, Inc., Cottonwood, Idaho 83522, the low bidder in the amount of \$165,350.00.

October 18, 1984

At 9:00 a.m. the following toured District 3 traveling SH-55 through Horseshoe Bend Hill and the recently completed Silver Bridge project north of Banks.

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
John M. Ohman, Member
Darrell V Manning, Director

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


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
November 14, 1984
Boise, Idaho

October 18, 1984

SUPPLEMENT TO THE OCTOBER 1984 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

October 29, 1984

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member John M. Ohman on October 29, 1984, the Roadway Design Supervisor obtained approval for the following:

Consulting agreement with CH₂M-Hill, Boise to perform engineering services for the design of the River Street Bridge and retaining wall in Wallace, Project No. I-90-1(47)61, Key No. 41. The agreed amount was \$78,186.00 with design work to be completed by March 1, 1985.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
November 14, 1984
Boise, Idaho

October 29, 1984

ABA641

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

NOVEMBER 14, 1984

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building at 9:00 AM on Wednesday, November 14, 1984. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
John M. Ohman, 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

Board Minutes. The October Board Minutes were approved as distributed to the Board members.

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

December 5-6, 1984
January 16-17, 1985

Director's Report. ITD staff and representatives of the Highway Users Federation established preliminary guidelines for the highway program review authorized at the October meeting. Chairman Moore is on the Advisory Committee which will meet December 5.

Director Manning attended the Multistate Transportation Agreement Committee meeting on November 8. He reported progress toward uniformity of truck regulations among Idaho, Oregon and Washington. The Committee also discussed results of the long truck study mandated by Congress and conducted by the Western Highway Institute in cooperation with the Idaho, Utah, Oregon and Nevada Transportation Departments.

Internal issues were discussed at the Principal Management Group meeting on October 30. Members discussed performance planning and evaluation, implementation of the Transportation Technician Series and progress on EEO objectives.

Board Member Ohman joined Director Manning in dedicating the controlled access bypass of St. Anthony on November 1.

By modifying the process and specifications used in early asphalt recycling efforts, the Department is able to produce a hot plant mix that exceeds specifications but reduces plant mix costs by

approximately \$3.50 per ton. The Department anticipates using recycled material whenever standards can be maintained and costs reduced.

The FY86 Department budget request has been submitted to Governor Evans. The summary of expenditures by major programs, account sources and standard class was reviewed by the Board. The agency narrative satisfies the annual report requirement of Section 40-120(8), Idaho Code.

Permanent Promulgation of Rules. The following rules are being processed through the Administrative Procedures Act with comments allowed until November 23, 1984:

Rule No. 39.01.31.07 - Self-issued and Vendor-issued Caravan Permits

Rule No. 39.01.33.03 - Restricted Operator's Licenses for Motor Vehicle Operators 14 and 15 Years of Age

The Board approved the rules subject to no adverse comments by November 23. The Board Secretary will distribute the approved rules after that date in accordance with Administrative Procedures Act.

Status of Pending Legal Matters. A total of 38 cases are in court, four of which are condemnation hearings. Sixty-three administrative hearings have been held since January 1, 1984 with 19 currently scheduled. The majority of court cases involve damage to state property. Over \$92,000 in damage claims have been paid in full since the beginning of 1984.

Increased Funding of Contract Programmers Agreement. The Department has an agreement with Curdy Co., Inc., to provide programmers/analysts on an as-needed basis. The term of the contract is three years at an approximate cost of \$50,000 per year. Chief of Engineering Services Tisdale requested approval to increase the funding allotment for this year only to \$150,000 to provide additional assistance in the Motor Vehicle Bureau. The additional \$100,000 will be shared by Data Processing and the Bureau equally out of their 1985 budget allotment.

The Board approved the request to increase the amount of the contract programmers agreement to \$150,000 for 1985 only.

Relinquishment of a Segment of US-95-30 Due to Completion of Project F-3111(11), Key No. 87. Because the Fruitland bypass is finished the Management Services Supervisor recommended relinquishment of a segment of US-95-30 to local jurisdictions.

The Board approved and signed the official minute as shown in Exhibit B-238 which is made a part hereof with like effect.

Relinquishment of a Section of US-30 Due to Completion of Project No. I-IR-IG-80N-1(77)27, Key No. 501. As a result of completion of the Northwest Connector in Caldwell, Management Services Supervisor recommended relinquishment of a section of US-30 to local jurisdictions.

The Board approved and signed the official minute as shown in Exhibit B-239 which is made a part hereof with like effect.

Joint Idaho/Montana Port of Entry on I-90. Montana agreed to construct a joint Port of Entry at the Saltese Rest Areas at Milepost 5 on I-90. Montana will present the project to the their legislature for approval during the 1985 session.

The Board concurred in the location decision and authorized the staff to enter into a letter of understanding detailing each state's responsibilities. (ACTION: CHIEF OF MOTOR VEHICLES)

UMTA Section 18 Contingency Fund. At the beginning of FY84 \$25,000 was retained as a contingency fund to meet unexpected shortfalls experienced by Section 18 projects. In addition to the \$25,000 there was an \$18,000 carryover from the SICOG project which ceased operation November 30, 1983.

The Department received requests from the following to help meet anticipated shortfalls:

- Ketchum/Sun Valley Public Transit Authority - \$15,000
- TRANS IV - \$10,000
- CART - \$3,500

In addition, the Division of Aeronautics and Public Transportation requested \$13,500 in additional administrative expenses.

The Board approved up to \$42,000 for capital adjustments experienced in the Section 18 projects and program administration.

Public Transportation Within the Shoshone-Bannock Tribe at the Fort Hall Indian Reservation. A planning study to determine the extent of public transportation needs on the reservation identified the need for a handicapped-accessible van which they purchased early in 1984. The Board was advised that the tribe has since purchased three vans for senior citizen transportation services using tribal funds.

The Director asked legal to research the appropriate terms needed in acting as the federal agent when dealing with an Indian nation. (ACTION: LEGAL COUNSEL & AERONAUTICS & PUBLIC TRANSPORTATION ADMINISTRATOR)

Supplemental Agreement No. 5 to Engineering Agreement No. E-128, Project No. F-3271(43), Key No. 3080, SH-55. The requirement for additional geotechnical drilling on the north side of Horseshoe Bend Hill is required to fully investigate the subsurface conditions

in the east alignment. Project Development Engineer Hugh Lydston briefed the Board on the status to date of the proposed realignment of SH-55 in the vicinity of Horseshoe Bend.

The Board approved Supplemental Agreement No. 5 for additional geotechnical drilling with HNTB & McCarter/Tuller and Northern Testing in the amount of \$141,060.69.

Exchange of Real Property, Project Nos. F-FG-1481(20) and BR-RS-1752(1), Key No. 2849, US-30. The owners of 4-D Truck Stop Inc. expressed a desire to obtain an additional unrestricted approach to their property on the south side of US-30 between the Interchange and the present connector to McCammon.

The Board concurred in the Bureau Chief's recommendation and approved the exchange of certain real property interests and executed a quit claim deed in favor of the 4-D Truck Stop Inc. for an unrestricted approach at Station 35+20 Rt. The quit claim deed will be delivered upon receipt of the necessary documents for the right-of-way on proposed project BR-RS-1752(1).

Fee Appraisal Contracts, Project No. HES-7386(002), Key No. 1000, Junction I-15 to River Parkway, Idaho Falls. Bids were solicited from qualified firms to appraise 30 individual, commercially developed parcels fronting on Broadway Avenue in Idaho Falls. Eleven of the 30 parcels require dual reports due to the effects of the project on the parcels and the anticipated value and complexity of the parcels.

The Board concurred with Chief of Highway Operations' recommendation and approved the appraisal contract with Hoagland and Associates for appraisal of all 30 parcels and a contract with Kelley R.E. and Appraisal for appraisal of the 11 parcels requiring dual reports.

Sign Status Report, October 1984. Twenty-five hearings have been scheduled during November in District 6. Four illegal signs were removed while two new ones were identified for a total of 179 illegal signs. The 104 nonconforming signs brings the total remaining to 283.

Reduced Truck Speed Zones at High Accident Locations on US-12. Responding to the Board's instructions at the April 1984 meeting, truck speed limits at four high accident locations from Lowell to the Montana State Line on US-12 were reduced from 50 to 40 miles per hour. Speed studies for trucks show that the reduction is less than one mile per hour and that 93 percent of the truckers drove faster than the 40 mile per hour posted limit.

Chairman Moore asked for a complete detailed report before the November 29 public hearing in Kooskia on the environmental impact assessment.

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Engineering Agreement No. E-134, Project No. I-90-1(101)16, Key No. 62, I-90. The Board approved the engineering agreement with Sverdrup and Parcel to design the steel alternative structure for Bennett Bay Bridge in the lump sum amount of \$616,800.

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

Key No. 3326

Project No. HES-3251(4)

Farmway-Middleton Road - Near Nampa

For the work of improving five intersections by widening, providing left turn bay and providing rumble strips on approaching roads, in Canyon County

Key No. 2788

Project No. IR-84-3(10)132

Gooding Co. Line - West Bliss I.C.

For the work of rotomilling, inlaying of travel lane & minor widening on 3.78 miles of I-84 in Gooding County

Companion Project to Key No. 2787, IR-84-2(10)121, Snake Riv.- Gooding Co. Line

Key No. 2787

Project No. IR-84-2(10)121

Snake River - Gooding County Line

For the work of rotomilling, inlaying of travel lane, minor widening 10.50 Miles of I-84 in Elmore County

Companion Project to Key No. 2788, IR-84-3(10)132, Gooding Co. L. - W. Bliss I.C.

Key No. 2791

Project No. F-FR-3271(36)

Spring Valley - Horseshoe Bend Summit

For the work of grading, drainage and plant mix pavement for realigning roadway, providing two lanes & climbing lane in Boise County, on 5.10 Miles of SH-55

Key No. 1596

Project No. F-FR-6353(6)

Trail Creek Road North & South near Chilly

For the work of resurfacing & minor widening on 7.23 miles of US-93, M.P. 122.0 - 129.23 in Custer County. Since Public Lands funding was not approved, the Board authorized federal-aid primary funding for this project.

Key No. 3349

Project No. FR-4114(71)

Lewiston Hill Weigh Station

For the work of constructing the Lewiston Hill Weigh Station on US-95, in Nez Perce County

Key No. 2609

Project No. IR-84-2(6)70

Isaac's Canyon - Cleft

For the work of cold planing of the travelway, routing & sealing of all cracks and overlaying entire roadway & replacing guard rail on structures on 22.20 miles of I-84 in Ada & Elmore Counties
This project has been combined with Key No. 3211, Isaac's Canyon - Blacks Creek; Key No. 3211 has been deleted.

Key No. 1169

Project No. F-4114(45)

Harpster Bridge South Fork Clearwater River

For the work of constructing a 199' concrete bridge and approaches on SH-13, in Idaho County
Companion to Key No. 1171, BR-RS-4704(4), South Fork Clearwater River Bridge Near Harpster

Key No. 1171

Project No. BR-RS-4704(4)

South Fork Clearwater River Bridge Near Harpster

For the work of constructing a 136' steel bridge and approaches on SH-14, Idaho County
Companion to Key No. 1169, F-4114(45), Harpster Bridge South Fork Clearwater River

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. BR-F-3271(31), Key No. 1743 - The work consists of constructing a 95-foot prestressed concrete bridge and approaches on 0.478 mile of SH-55, Lake Fork Bridge, in Valley County - federal & state financed project. The contract was approved for award to Boise Paving & Asphalt Co., Boise, Idaho, the low bidder in the amount of \$604,698.59.

Project No. STM-6353(519), Stockpile Nos. 6662, 6675, 6676, Key Nos. 3179, 2961, 3486 and 3487 - The work consists of furnishing cover coat material and seal coating 12.08 miles of US-93, M.P. 148.3 to 160.32, and for furnishing cover coat material in stockpile, road mix aggregate in stockpile, and anti-skid material in stockpile, in Custer County - state financed project. The contract was approved for award to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder in the amount of \$252,852.00.

Project No. RRP-RRS-4114(65), Key No. 2858 - The work consists of constructing the curbs, curb and gutter, sidewalk, plantmix pavement, removal of existing railroad tracks, repair of track removal area and building demolition on 0.095 mile of US-12 for the Lewiston Interstate Bridge Intersection - Railroad Crossing, in Nez Perce County - federal & state financed project. The contract was approved for award to Poe Asphalt Paving, Inc., Clarkston, Washington, the low bidder in the amount of \$71,983.50.

Stockpile Nos. 4505, 4506 and 4513, Key Nos. 2941, 2942 and 3154 - The work consists of producing cover coat material Cl. 3 in stockpile at MP 1.2 (SH-77), MP 18.3 (SH-81), Sublett Maintenance Yard 1/2 mile west of Exit 245 (I-84). Also produce 1/2" aggregate for roadmix pavement in stockpile at MP 1.2 (SH-77), in Cassia County - state financed project. The contract was approved for award to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder in the amount of \$203,034.00.

Stockpile Nos. 2638, 2657, 4511 and 4529, Key Nos. 2434, 2677, 3152 and 4529 - The work consists of producing hauling and stockpiling cover coat material Class 3, 1/2" aggregate for roadmix pavement, secondary screenings, and 3/8" aggregate in stockpile, in Twin Falls and Jerome Counties - state financed project. The contract was approved for award to Western Construction, Inc., Boise, Idaho, the low bidder in the amount of \$289,200.00.

Project Nos. I-IR-90-1(92)12 and M-7195(002), Key Nos. 56 and 2575 - The work consists of constructing a 205' steel underpass, roadway, curb and gutter plantmix pavement, sidewalk, waterline, signs, signals, and illuminating in the city of Coeur d'Alene, 4th Street IC and 4th Street, Best, Appleyway, in Kootenai County - federal and state financed project. The contract was approved for award to Lydig Construction, Inc., Spokane, Washington, the low bidder in the amount of \$2,244,314.99.

Project No. STM-90-1(521), Key No. 3115 - The work consists of seal coating I-90 between M.P. 33.00 and M.P. 51.2, (Rose Lake Jct. to E. Kellogg), in Kootenai and Shoshone Counties - state financed project. The contract was approved for award to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder in the amount of \$277,777.00.

Project No. STM-2740(509), Key No. 2936 - The work consists of removing and installing guard rail on 2.5 miles of US-30 between M.P. 175.00 and M.P. 177.50. Project located in the vicinity of the City of Bliss, approximately 2.5 miles South on US-30, in Gooding County - state financed project. The contract was approved for award to Alexander Construction Company, Nampa, Idaho, the low bidder in the amount of \$123,301.95.

Proposed New Rule No. 39.02.05.6 - Motor Vehicle Length. The proposal results from the tri-state uniformity effort between DOT's and state legislators in Idaho, Washington and Oregon.

The proposed new rule defines a dromedary tractor as a self-propelled vehicle for drawing a semitrailer and carrying manifested cargo. The new rule regulates the combined length of said tractor and trailer to 65 feet. When the coupling device is 5 feet or more behind the single drive axle or centroid of a tandem drive axle, the allowable combined length is 75 feet.

The Board reviewed and approved the above rule and authorized the Board Secretary to process it through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Amendments to Rule No. 39.02.05.8 - Legal Weight Limits. The amended rule establishes controls and insures credibility of retractable and/or variable load suspension auxiliary axles. Those axles shall be equipped with adequate tires, be self-steering and not accessible from the driver's compartment.

The Board reviewed and approved the above rule and authorized the Board Secretary to process it through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Amendments to Rule No. 39.02.05.9 - General Conditions and Requirements for Special Permits for Overweight and Oversize Vehicles.

Section 13,06 - Extends Friday PM travel time restrictions for overwidth loads and reduces the allowable wind velocity during movement of mobile homes.

Section 27 - Allows additional or renewed Interstate excess weight permits to be obtained by a telephone call to the Boise Permit Office.

Section 32 - Adopts modified mobile home special permit regulations consistent with other western states. Limits mobile homes to overall width of 14 feet including eaves; provides for modular housing units 16 feet wide to be transported by special permit on conventional trailers.

Section 33 - Allows movement by grandfather right of pre-1980 housing units exceeding 14 feet mounted on factory-installed mobile home axles. Allows relocation of buildings or houses in urban areas and on routes with low volume traffic.

Various other minor revisions are included to improve clarity to rule 5.9.

The Board reviewed and approved the above rule and authorized the Board Secretary to process it through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Board Policy B-19-05 - Local Federal-aid Funds. Responding to the Board's request at the October meeting, the Department consulted local entities for input to the proposed changes. The majority of those present at the Idaho Association of Highway Districts Annual Convention and the majority of county commissioners and mayors supported the changes to the policy.

The Board approved and the Chairman signed the revised Board Policy B-19-05, removing the six-year limitation on obligating future allocations to local entities and allowing them to obligate

projects even though they have a zero or negative balance. The approved policy also set a June 1 deadline for submission of projects that are ready for contract. If that June 1 deadline was not met, the project would be subject to delay until the next fiscal year. The revised policy also allowed preliminary engineering as a participating cost for federal aid.

Tour of Completed Port of Entry Office. The Board and staff toured the new POE offices located immediately south of the Headquarters building.

Lunch with Highway Users Federation. Chairman Moore described the highway program and Director Manning warned of special interest projects in the United States that could jeopardize funding of all highway categories. The HUF concurred with that concern and intended to actively counter efforts at the national level to fund those large, special interest projects. Further discussion involved rest areas, Horseshoe Bend Hill, interstate reconstruction of bridges, local option taxes, and a possible mandatory seat belt law.

WHEREUPON, the Board adjourned at 2:00 PM.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
December 5, 1984
Boise, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD
DECEMBER 5, 1984

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building at 9:00 AM on Wednesday, December 5, 1984. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
John M. Ohman, 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

Board Minutes. The November Board Minutes were approved as distributed to the Board members.

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

January 22-23, 1985 (CHANGED FROM JANUARY 16-17)
February 20-21, 1985
March 13-14, 1985
April 16-17, 1985
May 13-17, 1985 - North Idaho Board Tour
June 19-20, 1985
July 31-August 1, 1985

Director's Report. Director Manning and another committee member held a news conference in Washington, DC outlining results of the 55 MPH maximum national speed limit study mandated by Congress and conducted by the Transportation Research Board under the guidance of an Advisory Committee. His remarks focused on the costs vis a vis benefits of retaining the 55 MPH limit, the state penalties, driver penalties and driver attitudes associated with enforcement.

Chairman Moore and Director Manning attended a public hearing in Kooskia on proposed improvements to US-12. The Department's environmental assessment recommended several safety improvements including widening, realignment of hazardous curves and the addition of one left-turn bay. Transcripts of testimony will be presented at the January meeting.

Service awards were presented to 32 Headquarters employees in November. Together, these employees compiled 570 years of service to the Department.

At their quarterly staff meeting Ports-of-Entry personnel reviewed laws relating to the transport of cattle, discussed POE/Highway District relations and personnel activities.

December 5, 1984

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The majority of employee out-of-state travel in November involved training and planning.

Permanent Promulgation of Rules. The following rules are being processed through the Administrative Procedures Act with public comments being accepted until December 14, 1984.

- Rule No. 39.02.05.6 - Motor Vehicle Length (new rule)
- Rule No. 39.02.05.8 - Legal Weight Limits (amended)
- Rule No. 39.02.05.9 - Special Permits for Overweight and Oversize Vehicles (amended)

Subject to no adverse comments being received by December 14, 1984, the Board authorized the Board Secretary to distribute the rules.

Taxable Personal Automobile Mileage. Approved at the last legislative session, mileage in personal automobiles is reimbursed at the rate of 22 cents per mile. The Internal Revenue Service ruled that employees must report any mileage reimbursement exceeding 20.5 cents per mile on individual tax returns. Additionally the Department must report each employee's reimbursement to the IRS.

Since the new requirements involve excessive work for both the employee and the Department, the Board reduced the mileage reimbursement for employees using personal automobiles to 20.5 cents per mile effective January 1, 1985.

Consulting Services, Project No. SR-RS-3782(2) & (12), Key Nos. 694 & 3296, SH-69. Consulting services to design Eagle Road Interchange and from the interchange to Fairview were already approved by the Board. The District prefers to design that project in-house and requested that the consulting service be used to design the SH-69 improvement beginning at I-84, south of Meridian to Kuna.

The Board approved the request.

UMTA Section 8 Technical Studies Grant. APT Administrator Rauscher requested approval to accept \$64,800 for the following:

Ada Planning Association	\$35,800
North Bannock Metropolitan Planning Organization	16,000
ITD (administration & newsletter)	13,000

The Board approved the project as outlined.

Sign Status Report. The November report showed six illegal signs removed in District 2 with a total remaining of 277.

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

December 5, 1984

Project No. RS-2854(1), Key No. 1463 - The work consists of constructing two concrete bridges, one 25' long and one 34' long, and approaches on SH-77 in Cassia County; federal and state financed project. The contract was approved for award to Idaho Construction Company, Twin Falls, Idaho the low bidder in the amount of \$257,586.50.

Project No. BR-SOS-0700(6), Key No. 3355 - The work consists of constructing a 103' prestressed concrete bridge over the Big Wood River and constructing 382' of roadway to subgrade on Broadford Road near Star Gulch south of Hailey in Blaine County; federal and state financed project. The contract was approved for award to Idaho Construction Company, Twin Falls, Idaho the low bidder in the amount of \$187,345.20.

Building Nos. 3292 and 3121, Key No. 0002 - The work consists of installing additional heating units in Building No. 3292 at Idaho City and installing a complete heating system in Building No. 3121 at Lowman in Boise County; state financed project. The contract was approved for award to McLaughlins Owyhee Shops, Inc., Nampa, Idaho the low bidder in the amount of \$14,388.00.

Open House. The Board walked through demonstrations proposed for the open house with legislators in January. Several suggestions were offered to improve each presentation.

Lunch with Highway Committee of Idaho Motor Transport Association. Chairman Moore and staff answered questions concerning US-12 improvements and the environmental assessment; proposed new and amended rules relating to maximum weight on tires, dromedary tractors, maximum overweight allowance in the Northwest, and obtaining permits from Boise office; uncompleted sections of the Interstate; I-15 transfer of funds; and joint meetings with Governor Evans on a scheduled basis. Bob Kafka was concerned about prohibiting access to the controls of retractable and/or variable suspension axles from the driver's compartment. Chairman Moore suggested he put his concerns in writing. Director Manning agreed to work the Association on the concept of an advisory committee.

WHEREUPON, the Board meeting adjourned at 2:00 PM.


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 January 17, 1985
 Boise, Idaho

December 5, 1984

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SUPPLEMENT TO THE DECEMBER 1984 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

December 13, 1984

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member John M. Ohman on December 13, 1984, the Board Secretary obtained approval to change the January 1985 Board meeting dates from January 22-23 to January 17-18, 1985 to coincide with the FY86 budget presentation on January 18 at 9:45 a.m.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
January 17, 1985
Boise, Idaho

SUPPLEMENT TO THE DECEMBER 1984 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

December 13, 1984

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member John M. Ohman on December 13, 1984, the Right-of-Way Supervisor obtained authority to initiate condemnation action for the following:

Project No. I-90-1(138)14
Key No. 2601
Parcel Nos. 23 & 23-R (Lt.)
Kenneth W. Carlsted, et al



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
January 17, 1985
Boise, Idaho

December 13, 1984

SUPPLEMENT TO THE DECEMBER 1984 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

December 19, 1984

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member John M. Ohman on December 19, 1984, the Board Secretary explained the following revisions to proposed rules pursuant to public comment and obtained approval to distribute the revised rules in accordance with the Administration Procedures Act effective December 31, 1984.

39.02.05.6 - Allowable Vehicle Length. The only comment received on this proposed new rule was answered satisfactorily.

39.02.05.8 - Legal Weight Limits. In answer to several comments Section 3,3 was rewritten so that retractable or variable suspension axles would not be included in the computation of allowable weight. The self-steering requirement was deleted from the rule. Non-conforming axles will not be required to be removed but will be ignored in any computation of allowable weight.

39.02.05.9 - Special Permits for Overweight and Oversize Vehicles. Section 13,06 was rewritten for clarity; allows overlegal loads to operate until 4 PM on Fridays throughout the year and preceding a holiday weekend. Idaho Manufactured Housing Association requested the wind velocity restriction of 25 MPH be retained rather than reduced to 20 MPH. The staff believes that the uniformity effort between Idaho, Washington and Oregon is in the public interest and recommend the restriction remain at 25 MPH.

Section 32,04 was revised to permit grandfather rights to mobile homes with a basic width of 14 feet and overall width not exceeding 17 feet at the eave with extension to the left not more than 6 inches, if manufactured prior to March 1, 1985.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
January 17, 1985
Boise, Idaho

December 19, 1984

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SUPPLEMENT TO THE DECEMBER 1984 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

December 21, 1984

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member John M. Ohman on December 21, 1984, the Right-of-Way Supervisor obtained approval to commence negotiations with Kevin Loder for the following parcel which is in excess of \$80,000 fair market value (FMV) and received additional authority, if necessary, to settle the parcel with 10% over FMV for the right-of-way required:

Project No. IR-84-1(12)45
Key No. 2989
Parcel No. 1



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
January 17, 1985
Boise, Idaho

December 21, 1984