

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 23, 1986

The Idaho Transportation Board met in regular session on Thursday, January 23, 1986 at Boise, Idaho in the Transportation Building at 9:00 AM. Present were:

Carl C. Moore, Chairman - District 3  
 Lloyd F. Barron, Vice Chairman - District 2  
 John M. Ohman, Member - District 1  
 Mary F. Brooks, Executive Assistant to the Board  
 E. Dean Tisdale, Director  
 G. Keith Green, State Highway Administrator  
 Jack T. Coe, Division Administrator - Federal Highway Administration

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

February 19-20, 1986  
 March 12-13, 1986  
 April 30, 1986 (Tentative)

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

Director's Report. Director Tisdale briefed the Board on the status of state legislation. Two bills have been introduced raising the legal age for alcoholic consumption to 21. The exemption on gasohol is due to expire in May but there may be an attempt to extend that exemption which could result in up to a \$2 million revenue loss to the department. The staff is currently analyzing the proposed bill eliminating the weight-distance tax and replacing it with a registration fee. The proposal as written now is not revenue neutral as was proposed in an earlier draft. This summer Districts will evaluate the possibility of private industry doing overlays and seal coat work. This analysis results from legislative efforts to "privatize" state operations.

Western states may bear a disproportionate share of budget reduction under the Gramm-Rudman-Hollings Act because of sparse populations and large public land holdings. The estimated reduction caused by the act on Idaho's federal highway funding is \$4 million in FY86 and could be as high as \$28 million in FY87.

Another effort may be proposed this year during congressional deliberations for reauthorization of transportation bills to remove the highway, airways and transit trust funds from the unified federal budget. The department is contacting various Idaho associations and lobbyists enlisting support for this proposal.

January 23, 1986

Department employees total 1,860 as of December 1985. Certified personnel number 1,671 with the remaining 189 being temporary. These figures break out as follows:

Board/Executive Management.....	17
Administration Bureau.....	101
Transportation Services Bureau.....	116
Motor Vehicles Bureau.....	243
Division of Highways.....	25
Highway Operations Bureau.....	188
Highway Districts.....	1,149
Aeronautics/Public Transportation Bureau....	21

The majority of out-of-state travel in December involved training and the audit of commercial carriers.

Legal Report. Chief Legal Counsel Trabert said pending legal cases have increased forty percent since last quarter's report. Almost 100 administrative hearings were held in 1985 with the majority being related to driver's licenses. Current court cases total 66 with almost half being damage claims.

Purchase of Real Property in Headquarters Complex. While the Department has followed Board intent by never aggressively pursuing purchase of property in the vicinity of headquarters, the Chief of Administration has considered acquisition as property becomes available.

An additional piece of State Street property east of the existing Training Annex was recently advertised for sale and the owner approached department personnel with an offer to sell.

The Board concurred with staff recommendation and authorized the Right-of-way Section to negotiate an offer at the appraised price. The Board further gave staff the latitude to offer an additional ten percent, if needed.

Release of Easement, Project No. FAP 100.A, US-95. (Carryover item from December meeting.) The staff determined that a quitclaim deed to Kootenai County was not needed.

State Highway Administrator's Report. An estimated \$79,000 was saved by readvertising the Lewiston Hill weigh station. Relocation of the Burlington-Northern Depot in Wallace will be awarded.

Supplement No. 2, Engineering Agreement No. E-141, Project No. SR-RS-3782(12) & (2), Key No. 694, SH-69. Cost overruns have been negotiated at \$93,978. The Board approved the supplement as recommended by staff.

Roadside Facilities Project Development, Project No. I-IR-15-2(22)96, Key No. 0007, I-15. Architect Jensen presented his concept for the North Blackfoot rest areas. Aesthetics and existing terrain

were incorporated into the design and the Board expressed their favorable impression.

Reinspection of Bridges, Project No. BR-NB15(815), Key No. 2870, District 3. Engineering inspection agreements have been negotiated with county engineering department or consulting engineers to accomplish bridge reinspections on the local federal-aid and off-system highway routes in District 3. The Board approved the agreements as follows:

Ada County Highway District	\$12,099.00
Holliday Engineering Company	12,624.00
Harold J. Cox	11,622.00
Centrax Associates	15,040.00

Safety Rest Areas. Board Policy B-05-14 requires that an updated map showing existing and proposed rest area facilities be presented to the Board each year for approval. The changes proposed reflect the Board's policy of improving the quality of facilities and service at high volume rest areas and removing low volume, improperly located and non-safety related sites from the system.

No changes in classification occurred in 1985. However, the transfer of Slate Creek to the Bureau of Land Management is imminent. The Board concurred with Representative Sessions' request to retain Beeches Corner rather than close it. Construction activities are nearly complete for refurbishing or rebuilding rest areas in District 4. The inspection effort continued vigorously during 1985. The Board acknowledged that effort by recognizing the declining number of critical letters received from the public. General use of resident custodians is now included in planning.

The Board approved the existing program and revised map.

Speed Studies on US-12. Since June 1984 truck speed limits at four high accident locations were reduced from 50 to 40 miles per hour. Studies for trucks show that the reduction is less than one mile per hour and the 85th percentile speed was 53.7 during the summer of 1985. The 85th percentile for cars and pickups was 57.4 during the same period.

The study correlates with those in other states; that drivers travel at a speed they feel is comfortable, using side traffic, volume of traffic, and roadway alignment to make their decision. Experience indicated that accidents will not be reduced with less than a one mile per hour speed reduction and the one year's data verified that.

The Board elected to reinstate the 50 mile per hour speed limit since the reduced limit was not effective and caused continued violation of regulatory signs. The staff will advise Legislators in the affected area and prepare a news release.

Access Alternatives on Franklin Road near I-184, Boise. Design Supervisor Pline outlined the proposed alternatives: retain the existing interchange intersection, relocate the Milwaukee/Franklin intersection further west, or connect Milwaukee Street to the Franklin Road/I-184 interchange west ramp terminal within full control of access limits.

The Board selected the last alternative and authorized staff to pursue approval from FHWA and negotiate an agreement with Ada County Highway District and Westpark developers to finance construction of the appropriate intersection and interchange modifications to satisfy future traffic operational requirements.

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

Key No. 3493  
Project No. F-5115(30)  
Mica Flats to Coeur d'Alene  
Seal coat and pavement markings

Key No. 638  
Project No. IR-15-3(57)112  
Bingham County Line - Idaho Falls  
Plant mix paving and seal coat

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

Project No. IR-15-1(90)57, Key No. 3097 - The work consists of constructing new off-ramps and appurtenances to both northbound and southbound ports of entry near Inkom; revising and adding port buildings, upgrading port weigh facilities, refurbishing rest area facilities, improvements to the Sorrel Creek drainage, and associated improvements in Bannock County; federal and state financed project. The low bid was more than ten percent over the engineer's estimate. The district's estimate of concrete pavement was based on a depth other than specified in the contract. Variable bids on some traffic and irrigation items indicated a difference between state optimism and contractor's skepticism reflected in contingencies. Staff does not see a significant advantage in trying to redefine items for readvertisement and recommended award to the low bidder; the Board agreed. The contract was approved for award to B & C Construction, Inc., Chubbuck, Idaho the low bidder in the amount of \$842,643.15.

Project No. SR-RS-1803(5), Key No. 231 - The work consists of reconstructing 4.3 miles of SH-36 from Liberty to Ovid, complete with drainage and irrigation structures, flattened and widened horizontal and vertical alignment, base and plant mix surfacing in Bear Lake County; federal and state financed project. The low bid was more than ten percent over the engineer's estimate. The district's analysis reflected low estimates in two areas: aggregate for base and flagging. Minimal savings or benefits would result in delay or

readvertising. The district and staff recommended award; the Board concurred. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho the low bidder in the amount of \$1,532,183.40.

Project No. I-IR-15W-4(33)108, Section "B", Key No. 0012 - The work consists of drilling, casing and development of rest area well at Massacre Rocks on the westbound lane of I-86 in Power County; federal and state financed project. One of the bids was inadvertently handled and overlooked at the time bids were opened since it was submitted in a non-standard bid envelope. Two other bids were received after the bid opening date and attributed to contractor inexperience with the bidding process and poor mail service. The district and staff, therefore, recommended rejecting all bids and readvertising the project as soon as possible. The Board agreed.

Total Buyout, Project No. I-90-1(142)18, Key No. 2761, Parcels 50 and 51, I-90. Appraisals have been made, reviewed and approved with a fair market value established. The Board agreed with staff recommendation and approved a total buyout of the subject parcels at the appraised "before" value.

Quitclaim of Excess Right-of-way, Project No. 53-A(5), I-90B. The right-of-way purchased in the early 1940's for the subject project is excess to foreseeable highway needs now that I-90 is in service. Adjacent property owners and State Representative Hilde Kellogg asked for the state to consider releasing its interest in the excess 150-foot width to the adjacent property owners.

The Board concurred with staff recommendation to release the state's easement rights on the outer 25 feet on both sides of the existing 150-foot right-of-way on Seltice Way from Henry Street to Idaho Street in Post Falls, and executed the quitclaim deed in favor of the adjacent property owners.

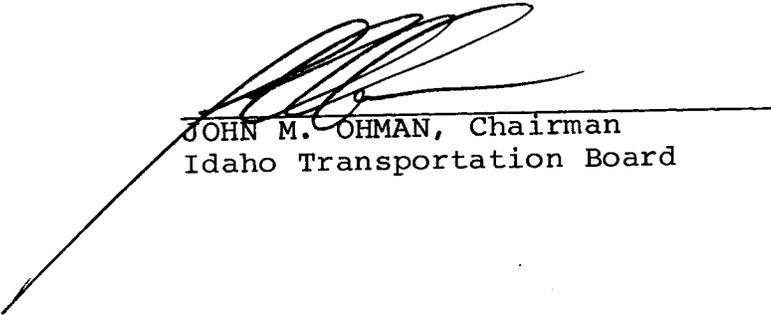
Mountain Bell Easements, Materials Source Bg-80, US-91. Mountain Bell requested a 14-foot permanent easement and an adjacent 16-foot temporary construction easement across the source north of Wapello for installation and maintenance of a fibre optics cable.

The Board approved the staff recommendation and executed an easement in favor of Mountain Bell.

Approval of Deed, Project No. F-FG-3022(17), US-30 & 20-26. During the development of freeway projects at the east connection to Boise, the state purchased right-of-way for and constructed access road 2 to restore access to a portion of West Wright Street that was severed by the freeway. The subject access road has been incorporated in a proposed development, and Ada County Highway District requested the right-of-way for that access be conveyed to them for dedication as a public right-of-way.

The Board concurred with staff recommendation and executed a warranty deed in favor of ACHD.

WHEREUPON, the Board meeting adjourned at 1:30 PM.

  
JOHN M. OHMAN, Chairman  
Idaho Transportation Board

Read and Approved  
February 25, 1986  
Boise, Idaho

ABAG41

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 19, 1986

The Idaho Transportation Board met in regular session on Wednesday, February 19, 1986, at Boise, Idaho in the Transportation building at 9:00 AM. Present were:

John M. Ohman - District 1  
 Lloyd F. Barron - District 2  
 E. Dean Tisdale, Director  
 Mary F. Brooks, Executive Assistant to the Board  
 G. Keith Green, State Highway Administrator  
 Jack T. Coe, Division Administrator - Federal Highway Administration

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

March 11 - 12, 1986 (Changed from March 12 - 13)  
 April 30, 1986 (Tentative)  
 May 21 - 23, 1986 - North Idaho Board Tour  
 June 19 - 20, 1986

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

New Board Member. The Board acknowledged the appointment by Governor Evans of former State Representative Marion Davidson, Bonners Ferry, to a six-year term replacing Carl Moore. Mr. Davidson was unable to make the February meeting, but is expected to be in attendance during March.

Election of Officers. In accordance with Section 40-308, Idaho Code, the Board is required to elect officers at the February meeting. The Board nominated and elected John M. Ohman as Chairman and Lloyd F. Barron as Vice Chairman. The Board decided that election results will be considered at the March meeting when Mr. Davidson is present.

Director's Report. The proposed state legislation to extend the gasohol exemption has passed the House and currently is in the Senate Transportation Committee. Legislation to raise the legal drinking age to 21 is currently on general orders for amendment to remove Sunday sales and extending the time of the sale until 2:00 AM. Senate Bill 1325 to replace the weight distance tax with an annual registration fee is being debated in the Senate Transportation Committee. An option is being considered in that bill to allow intrastate operators the choice between the weight distance tax or a registration fee; interstate operators would pay the registration fee. The Attorney General is currently reviewing the constitutionality of allowing that option.

February 19, 1986

In response to the increased interest in privatization, staff made an in-depth study of all activities to determine the possibility of making more use of the private sector. Many existing activities are being done by both the Department and by contract. So far, no activity has been found which was being done cheaper by contract than with state forces. If a cost savings does not occur when done by Department employees, staff believed the work should be done by the private sector, unless the public safety is compromised. Some activities have not been tried by private contractors and the State Highway Administrator expects to contract a portion of these out to determine the relative cost. Among those items to be contracted include seal coats, asphalt overlay, asphalt plant mix production, and drilling for materials investigation.

Proposed WASHTO Resolutions. Resolution 1-86 urged AASHTO to adopt policies that continue emphasis on Interstate completion and encourage the Congress to continue funding Interstate completion projects at levels that meet the completion target date of 1990 through an appropriate balance and distribution of available revenues together with the continuation of discretionary Interstate construction fund.

Resolution 2-86 requested that Congress exempt and remove the highway and aviation trust funds from the unified budget which uses these trust fund balances to show an artificial and deceptive deficit reduction.

Resolution 3-86 resolved that WASHTO states work with their respective governors to ensure an understanding of the importance of continuing the federal/state partnership, maintaining and extending the national highway trust fund; and request the administration and Congress to develop new federal-aid highway reauthorizing legislation that meets the state and national needs.

Resolution 4-86 urged Congress to enact authorizing legislation for the federal-aid highway program prior to the end of the 1986 fiscal year.

Resolution 5-86 urged Congress to refrain from imposition of added fuel taxes for other than transportation improvement purposes.

Personnel Matters. Director Tisdale advised the Board that Jim Ross was promoted to the position of Assistant District Engineer in Lewiston; Tom Baker was promoted to the position of Assistant District Engineer in Coeur d'Alene.

Delegation - Representative Dean Haagenson. He urged the Board to accelerate the construction of a full interchange at Spokane Street on I-90 in Post Falls and says the community supports that concept.

Representative Haagenson will be advised of the Board's decision after their review of the Interstate 4R program that afternoon.

Delegation - Moscow City, Chamber and Other Interested Citizens. Mayor Gary Scott urged completion of the couplet and improvement to SH-8 from 3rd Street west. State Highway Administrator Green indicated the couplet was only temporary but completion is not included in the development program due to funding constraints. Director Tisdale outlined financial effects of Gramm-Rudman. Excellent relations have been experienced with the District; a situation the city intends to continue.

The city asked that the proposed A Street project be viewed separately from SH-8 improvements. A priority would not be placed on the two projects by delegation members.

Board Chairman Ohman indicated a review of the primary program was scheduled for that afternoon and Moscow's concerns would be noted.

Delegation - Mayor of Payette and City Councilman. Mayor Butcher was concerned about the delay experienced on the 6th Avenue South project on US-95. Director Tisdale expressed regret for the unfortunate slippage and said the District will make every effort to meet the construction schedule of summer 1987, assuming federal-aid funds remain available. The Mayor reiterated the city's decision to use Urban D funding on this state highway system project.

Union Pacific Railroad Grant Lands within Ketchum City Limits. The City of Ketchum asked the Department to nominate the city as successor to the state's prospective interest in 6.75 acres of Union Pacific Railroad grant lands located within the city limits. Pursuant to federal statute, the state or its nominee has authority to negotiate for conveyance of railroad grant lands prior to abandonment. The nomination would allow the city of Ketchum to negotiate for transfer of affected lands on their own behalf.

By official minute, shown in Exhibit C-247 which is made a part hereof with like effect, the Board nominated the city of Ketchum in its stead to acquire the grant lands described and relinquished any and all rights it may have to acquire said lands to the city of Ketchum.

Appeal to Idaho Supreme Court, Ada County Case Number 88309. Section 21-114, Idaho Code, provides for a registration fee for all aircraft "in lieu of all personal property taxes of such aircraft." First Security Bank of Idaho failed to register its corporate aircraft for the years 1981 through 1984. In 1984, after the Department notified the Ada County Assessor that the aircraft was not properly registered, Ada County assessed the aircraft personal property tax in the amount of \$10,604.

Upon protest by First Security, the Ada County Board of Commissioners, as well as the Idaho Board of Tax Appeals, ruled in favor of the Department and the Ada County Assessor. Upon appeal to the District Court, Judge Schwartzman reversed and interpreted the language in Section 21-114 to mean that the registration provisions replace any personal property taxes, and rejected the argument that the language created an exemption as to properly registered aircraft.

The Board authorized Legal Counsel to appeal Judge Schwartzman's decision to the Idaho Supreme Court.

Employee Moving Expenses. The Board of Examiners approved and updated the reimbursement schedule of allowable expenditures for state employees who move to accept jobs in new locations of the state. Also approved was a new relocation allowance schedule which would assume the responsibility for disposal of an employee's residence at fair market value after he tries but is unsuccessful in selling it. The program would be handled by contract with a relocation firm specializing in that kind of service. The Department would not take title of property, but would pay the firm a fee for their service.

The Board recognized that employees have been increasingly reluctant to accept jobs that involve relocation of their families and the sale of their home. The Board, therefore, approved the Department's participation in the new moving allowances and the residence relocation plan.

Road Closure and Maintenance Agreement, Project Numbers I-15W-4(40)19, (41)22 and (42)26, Key Numbers 2773, 2790 and 2394, I-86. In accordance with the road closure maintenance agreement dated January 15, 1986, construction of 12.948 miles of I-86 between Coldwater Hill and the Eagle Rock interchange has been completed including various interchanges, grade separations and frontage roads.

The state of Idaho and Power County Highway District mutually agreed to assume responsibility for respective sections of the aforementioned interchanges, grade separations and frontage roads, to close certain highway district roads and to abandon two segments of existing highway district roads.

The Board approved and signed the official minute reflecting these changes; shown in Exhibit B-242 which is made a part hereof with like effect.

Six-Year Highway Development Programs: Interstate, Interstate 4R, Primary and Federal Lands. Significant project shifts were recommended by Management Services in the Interstate, Interstate 4R and Primary Programs due to the decreased projection of available federal funds, continued emphasis on preserving the present highway system within available funds, increases in project costs, and withheld obligational authority spread over three years.

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ABA641

The Board prioritized the completion of the Interstate as follows:

1. Wallace Section, I-90
2. Chinden Interchange, I-184
3. Coeur d'Alene East, I-90
4. Hamer to Montana Line, I-15

In the Primary Program, \$9 million is set aside annually for major reconstruction projects to be selected from the following list:

<u>DISTRICT</u>	<u>ROUTE</u>	<u>MAJOR PROJECT</u>
1	US-2	Thama - Dover
	US-95	Bellgrove - Mica Flats
	US-95	Sandpoint Bypass
2	US-95	Ferdinand - Craigmont
3	SH-16	Emmett Mesa
	US-20	I-84 East
	SH-21	I-84 - Diversion Dam
	SH-55	McCall Bypass
	SH-55	Smith's Ferry - Round Valley
	SH-55	I-84 - Horseshoe Bend
	US-95	Weiser Bypass
	US-95	Parma - I-84
	US-95	Devil's Elbow
US-95	Council - Evergreen	
4	US-93	Jct. SH-25 - Jct. SH-24
5	US-30	Lava Hot Springs - Alexander
6	US-20	Idaho Falls - Willow Creek
	US-20	Cedar Butte Road - Jct. I-15
	US-20	Blaine County Line - Craters of the Moon

Director Tisdale recommended a feasibility study of a toll facility on SH-21, I-84 to Diversion Dam be conducted. The Board agreed and requested a proposed consultant contract be brought back at the July meeting.

At a tri-agency meeting, FHWA, U.S. Forest Service and ITD personnel reviewed the combined use of Forest Highway and Public Lands funds. Consensus was reached on the use of combined funding through FY90 on the following projects (listed in priority):

1. St. Joe River Route
2. SH-75 from Stanley to Challis
3. Banks to Lowman

After reviewing all four programs, the Board approved the changes as recommended as well as the following:

Interstate 4R - Move Key 3393, Spokane Street Interchange, Post Falls from FY89 to FY88.

Primary - Move Key 313, SH-21, I-84 to Diversion Dam from FY88 to FY86

The approved programs are shown in C-248 which is made a part hereof with like effect.

Immediate Spending Authority for Public Transportation Projects. The cities of Boise and Pocatello agreed to transfer \$550,000 of excess spending authority to the state for expenditure on Section 18 projects.

The Chief of Aeronautics and Public Transportation requested Board authority to initiate the following projects immediately due to pressing time constraints:

Maintenance facilities for the Ketchum/Sun Valley Public Transit authority - \$400,000.

Mobile Radio and Trolley for Oldtown Trolley in Caldwell - \$49,600.

The Board concurred in the recommendation.

Abandoned Union Pacific Railroad Right-of-Way, Project Number F-2392(35), Key Number 3077, SH-75. At a meeting with State Highway Administrator Green, Union Pacific officials agreed to 1) quitclaim all deeded and possession lands once a negotiated settlement could be reached, and 2) issue a donative quit claim for all granted and decree property within the limits of milepost 0.9 and 67.37. In addition, UPRR volunteered to obtain an appraisal for use in reaching a negotiated settlement.

The Board concurred on the State Highway Administrator's recommendation to accept the concept proposed by Union Pacific Railroad and authorized the State Highway Administrator to sign a Memorandum of Understanding which would constitute the Department's acceptance.

Further, the State Highway Administrator was authorized to coordinate negotiations with local entities.

Reinspection of Bridges, District Four, Project BR-NB15(815), Key Number 2870. Engineering inspection agreements have been negotiated with consulting engineers to accomplish the work on the local federal-aid and off-system highway routes, since the Division of Highways, due to budgetary constraints, does not have the manpower to inspect all the bridges.

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Bridge inspection agreements in excess of \$10,000 have been negotiated as follows:

J-U-B Engineers	\$10,180
Edwards, Howard and Martens	\$10,600

Movement of Additional Cypress Mining Company Housing Units.

Cypress requested permission to transport an additional 40 to 60 homes in 1986 and perhaps 20 to 40 more in 1987. In September 1984, the Board permitted 34 stick-built homes that were 28 feet wide or less to be transported under the economic emergency section of Rule 39.02.05.9, Section 12,04.4.

The Board agreed to allow homes not exceeding 24 feet 6 inches wide to be moved beyond the Snake River Valley to Magic Valley, Sun Valley area and as far west as Fairfield. They denied all moves to Pocatello, Boise and Stanley due to excessive routing problems. Homes exceeding 24 feet 6 inches wide up to 28 feet wide would still be limited to the Upper Snake River Valley.

Board Policy B-14-06, Approval of Plans, Specifications and Estimates. The revised Board Policy authorized the Department Director to approve the advertisement and award of contracts for projects listed in the Board-approved Transportation Improvement Programs.

The Board approved and the Chairman signed revised Board Policy B-14-06.

Acquisition of Parcel in Excess of \$80,000.00, Project Number F-5115(15), Key Number 100, Parcel Number 5, US-95. The subject parcel will be bisected by the proposed project from Mica Creek to Mica Flats. Management recommended the total buy-out of the ownership together with declaring the owner's eligible for relocation services and benefits.

The Board concurred in the Chief of Highway Operations' recommendation to acquire the entirety of the ownership which is in excess of \$80,000.00 fair market value. The Board further granted an additional authority to settle the parcel within 10% over fair market value if necessary.

District Sign Status Report, January 1986. Six new illegal signs were inventoried in District Three bringing the total remaining nonconforming and illegal signs to 241.

Consultant Services by Carl C. Moore. The Board indicated a desire to periodically consult with former Board Chairman Carl C. Moore and authorized the Board's Executive Assistant to make any necessary arrangements to accommodate that need.

WHEREUPON, the Board meeting adjourned at 3:45 PM.

  
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JOHN M. OHMAN, Chairman  
Idaho Transportation Board

Read and Approved  
March 11, 1986  
Boise, Idaho

ABA641

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 11, 1986

The Idaho Transportation Board met in regular session on Tuesday, March 11, 1986 at Boise, Idaho in the Transportation Building at 8:30 AM. Present were:

John M. Ohman - District 1  
 Lloyd F. Barron - District 2  
 Marion Davidson - District 3  
 Mary F. Brooks, Executive Assistant to the Board  
 E. Dean Tisdale, Director  
 G. Keith Green, State Highway Administrator  
 Jack T. Coe, Division Administrator - Federal Highway Administration

Election of Officers. Messrs. Ohman and Barron welcomed Mr. Davidson to the Board. He acknowledged the election of officers held at the February meeting and reaffirmed the selections. Officers for 1986 are:

John M. Ohman - Chairman  
 Lloyd F. Barron - Vice Chairman  
 Marion Davidson - Member

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

April 16-17, 1986 (Changed from April 30)  
 May 21-23, 1986 - North Idaho Board Tour  
 June 19-20, 1986  
 July 11, 1986

Minutes. The February minutes were approved with typographical changes corrected.

Meeting with House Speaker Stivers and Rep. John Sessions. At a breakfast meeting with staff that morning, Speaker Stivers discussed what he felt was not the best use of highway funds. He suggested looking to Congress to allow states flexibility in determining funding usage. House Joint Memorial 16 addresses the need for flexibility in allocating funds. Rep. Sessions will carry that legislation and may expand on the subject when the memorial is transmitted to Congress. Staff will review with Rep. Sessions the statewide magnitude of safety enhancement projects.

Director's Report. Proposed legislation to extend the gasohol exemption is expected to be debated this week. Possible amendments may be considered to phase out the exemption after two years. A \$2 million loss will be experienced in FY87 should the legislation pass.

March 11, 1986

Several bills have been unsuccessful in raising the legal drinking age to 21. Federal highway funds of almost \$4.5 million in FY87 and \$9 million in FY88 will be withheld if the Legislature fails to raise the drinking age. The first year's withholding could be restored if the age is raised next year.

SB1325 to replace the weight-distance tax with an annual registration has been amended to provide a higher registration fee, thus making the proposed bill revenue neutral at this time.

The aircraft registration increase was sent out of the originating committee and should be voted on this week. The aviation fuel tax proposal was to be amended to exempt air carriers from the increase despite department objections.

The Motor Carrier Advisory Committee unanimously supported HB568 allowing the Tax Commission to support the base state agreement concept, and HB661 relating to hazardous waste.

State Highway Administrator Green estimated the statewide flood damage to the state highway system at \$1.7 million. The Governor has issued a proclamation for emergency relief funding. The FHWA will make a damage assessment then forward it to the FHWA Administrator for decision.

Member Davidson asked about the closure of SH-21 between Lowman and Stanley and reports of several people going around the barricades and becoming trapped by snow slides. The Board endorsed a more aggressive attitude in keeping the highway open but requested more permanent barricades be erected when the decision to close the road is made.

FY87 budget cutback options were presented to the Joint Finance-Appropriations Committee by the Director. An overall reduction of 3.1% from the FY86 appropriation was made. That reduction reflects an increase in dedicated funds of 3% but a decrease in federal funds of 7.9%.

FY85 Safety Report. The Safety Policy Committee's concentration on backing accidents resulted in a reduction of 25% from FY84. ITD received a premium reduction of \$6,640 on comprehensive insurance coverage based on the number of employees attending the defensive driving course. Overall vehicular and industrial accidents increased from FY84. COA Neumayer evaluated that increase and attributed it to an unusually harsh winter, more untrained employees on equipment and in the field, negative morale based on feelings of legislative neglect, and change in employee health and accident benefit structure. Chairman Ohman expressed concern over the morale issue and asked the Public Information Supervisor and the Board's Executive Assistant to develop a program of employee recognition.

Delegation - Twin Falls Chamber of Commerce. Executive Vice President Michael Dolton expressed concern for highway safety on US-93 from Twin Falls to Jackpot, Nevada. Analyses of statistics from State Police conclude that although the number of citations issued by officers has more than doubled over a three-year period, the number of citations for driving under the influence of alcohol has steadily decreased. Five of the 60 accidents in 1985 led to fatalities. All accidents resulting in fatalities were caused by driver error, ranging from inattention and inadequate equipment to driving under the influence of alcohol. The first 17 miles of US-93 north of the Idaho-Nevada State Line has a higher rate of accidents, injuries and losses than the statewide average.

Mr. Dolton invited the Board to conduct a public hearing in Twin Falls if the Board identified the need for added public input.

Chamber representatives asked that warning signs be installed, "no passing" striping be reviewed, and slopes be flattened where appropriate "so that drivers who do drift off the road can recover more easily." Hospital and County officials cited impacts on their operations from the amount of accidents on US-93.

The Board instructed staff to evaluate signing, pavement marking and slope flattening as a means of improving safety on the subject road. Vice Chairman Barron requested suggested improvements from county highway district officials.

Six-year Highway Development Programs: Secondary and Critical Bridge. In FY86 a 4.3% reduction was included because of the Gramm-Rudman-Hollings deficit reduction legislation. Local projects will receive \$4,530,00 including available match in FY86; state projects will receive \$4,350,000.

In the critical bridge program, state projects have \$5,120,000 including available match while locals receive \$3,310,000 in FY86. Application will again be made in FY87 for discretionary funds for the Oldtown Bridge project.

The Board approved management's recommendations for both the secondary and critical bridge projects for FY86-91. Those updated programs are shown in Exhibit C-249 which is made a part hereof with like effect.

State Institution Road Improvements, Cottonwood Housing Area. Section 40-2215, Idaho Code and Board Policy B-05-15 provide a program expenditure limited to \$30,000 annually for the Department to do certain road work at state institutions as requested by the Division of Public Works.

Last year's allocation included \$10,000 from FY86 funds. The remaining \$20,000 was approved by the Board for allocation at the Cottonwood Housing Area in the following manner:

Repair and overlay 880 lin. ft. x 29 ft. wide roadway.....	\$19,000
Repair and overlay limited amounts of driveways...	1,000

Supplements 5 and 7 to Engineering Agreement E-128, Project No. F-3271(43), Key 3080, SH-55. In order to expedite archeological clearance of the Horseshoe Bend Summit-Horseshoe Bend project, the staff recommended contracting the archeological investigation. In addition, field location of the centerline and right-of-way limits is necessary to expedite completion of the investigation. The Board agreed and approved supplements 5 and 7 with McCarter/Tuller in the amount of \$44,321.58.

Supplement 2 to Engineering Agreement E-142, Project No. IR-84-1(13)33, Key 3214, I-84. After analyzing the proposed alternatives for the Karcher Interchange, staff determined that a combined location and design hearing could not be accommodated. Separate hearings for location and design would be necessary for the three alternatives. In addition to the extra hearing cost, a time extension of 300 days would be required for a completion date of approximately March 1, 1987.

The Board approved supplement 2 with Bell-Walker Engineers, Inc. in the additional amount of \$23,681 and including a time extension of 300 days.

Engineering Agreement E-146, Project No. F-3333(1), Key 3290, SH-16 Extension. Mapping is required on approximately 60 miles of the proposed corridor from Emmett to Mesa (Indian Valley) in order to complete location and environmental studies and prepare for a local public hearing.

The Board approved the agreement with Nelson-Centrac for control surveys and aerial mapping in the amount of \$382,583 which includes a fixed fee of \$36,997.

Supplement 3 to Engineering Agreement E-140, Project No. IR-84-2(24)61, Key 3236, I-84. Concept changes occurred on the East Boise Port of Entry since negotiation of the original contract. Additional work involved lowering the grade line of the westbound lane, increasing building size and designing an overhead structure instead of a tunnel.

The Board approved the supplemental work with Centrac Associates in the amount of \$60,782 with a time extension of 160 calendar days. They also directed staff to analyze a concept for placing the entire facility in the median.

March 11, 1986

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Conveyance of Slate Creek Rest Area to U.S. Bureau of Land Management. The Board executed rest area conveyance documents transferring the facility to BLM in consideration of maintaining the land and improvements as a rest area for the benefit of the public. Maintenance costs on the rest area are high and the highway funds could be better spent elsewhere. BLM had expressed a willingness to accept the facility and maintain it for public use.

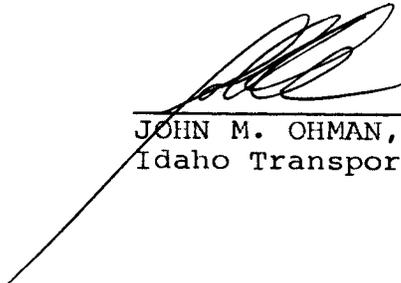
The Board's decision is as shown in Exhibit C-250 which is made a part hereof with like effect.

Initiate Negotiations, Project No. I-90-1(89)16, Key 55, I-90. After reviewing the appraisals, the Board authorized staff to proceed with negotiations on parcel 31 which is in excess of \$80,000 fair market value, and granted additional authority to settle the parcel within 10% over FMV if necessary.

Initiate Condemnation, Project No. HES-F-6423(2), Key 115, US-20. The grantors made a counteroffer, with the property owner retaining the on-premise advertising sign. The Board concurred with the Chief of Highway Operations' recommendation and executed the order of condemnation on parcel 30, Talmadge P. Grimmett, et al.

District Sign Status Report. The February report showed 14 new illegal signs inventoried in District 3. The remaining nonconforming and illegal signs total 252, an increase of 11 from the last report.

WHEREUPON, the Board meeting adjourned at 3:25 PM.

  
 \_\_\_\_\_  
 JOHN M. OHMAN, Chairman  
 Idaho Transportation Board

Read and Approved  
 April 16, 1986  
 Boise, Idaho

March 11, 1986

SUPPLEMENT TO THE MARCH MEETING OF THE  
THE IDAHO TRANSPORTATION BOARD

March 20 & 21, 1986

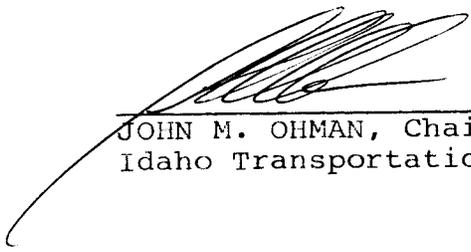
Through telephone contact with Board Chairman John M. Ohman and Vice Chairman Lloyd F. Barron on March 20, 1986, and Member Marion Davidson on March 21, 1986, the Board's Executive Assistant obtained approval for the following personnel actions:

Jerry Dick - Move from District 6 Engineer to District 3 Engineer effective July 1, 1986.

Leroy Meyer - Move from Traffic Supervisor to District 6 Engineer effective July 1, 1986.

Through telephone contact with Board Vice Chairman Lloyd F. Barron on March 20, 1986 and Member Marion Davidson on March 21, 1986 the Board's Executive Assistant obtained approval of the following:

Training consultant from Northwestern University Traffic Institute to conduct a 4 1/2 day course in Boise, Idaho for \$11,000 on Accident Analysis and Evaluation Techniques. Funded from 402 Safety Funds.



JOHN M. OHMAN, Chairman  
Idaho Transportation Board

Read and Approved  
April 16, 1986  
Boise, Idaho

March 20-21, 1986

ABA641

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

April 16, 1986

The Idaho Transportation Board met in regular session on Wednesday, April 16, 1986 at Boise, Idaho in the Transportation Building at 9:00 AM. Present were:

John M. Ohman, Chairman - District 1  
Lloyd F. Barron, Vice Chairman - District 2  
Marion Davidson, Member - District 3  
Mary F. Brooks, Executive Assistant to the Board  
E. Dean Tisdale, Director  
G. Keith Green, State Highway Administrator  
Jack T. Coe, Division Administrator - Federal Highway Administration

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

May 21-23, 1986 - North Idaho Board Tour  
June 19-20, 1986  
July 11, 1986  
August 13-14, 1986

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

Director's Report. William R. Parrish of Moscow was confirmed by the Senate on March 27 as a member of the Aeronautics and Public Transportation Advisory Board for a term ending January 31, 1989. John Collet of Firth was appointed to the same Advisory Board but did not receive Senate confirmation before they adjourned. Collet's term ends January 31, 1988.

The general contractor on the computer center's addition at Headquarters in Boise is back on the job. The building is 84 percent complete with 82 percent of the contract amount expended. Transfer of the computer equipment is scheduled for the second week in May.

Director Tisdale briefed the Board on the final status of legislation sponsored by the Department and also bills affecting ITD operations.

House Bill 557, revising the method of computing private aircraft registration passed the House but was held in Senate Transportation Committee. Senator Budge received a letter in opposition from the Aircraft Owners and Pilots Association. The Board asked for a copy of that letter.

Section 49-902, Idaho Code was amended to reduce the allowable load in pounds per inch width of tire for vehicles in regular operation on Idaho highways from 800 to 600 pounds per

April 16, 1986

inch. Section 49-913, Idaho Code relating to vehicle size was reenacted in tabular form for clarity. In addition, the definitions of dromedary tractor with semitrailer, auto carrier combinations and log or pole trailer combinations were included in law. Senate Bill 1479 simply cleaned up existing statutes and established the allowable single axle load limits for vehicles operating on non-interstate highways.

In other legislation affecting ITD operations, House Bill 501 created a local highway needs assessment council of eight members equally representing cities, counties, highway districts, and ITD. Funding for that council is \$50,000 per year in a capped account from the highway users distribution account for a 1:1 expenditure, or for federal-aid matching purposes. Nominations for membership on the council will be presented to the Board for selection at the June meeting.

House Bill 521 extended gasohol exemptions to April 30, 1992. Impact of that exemption may be lessened if gas prices continue to stay down.

Six bills were introduced in the legislature dealing with increasing the drinking age to 21. None of them passed and the Office of Highway Safety is working on drafting legislation for introduction in the 1987 session.

A local option vehicle registration for county-wide highway districts was passed in the last two days of the session. Those highway districts may collect registration fees and must use them and any interest exclusively for highway purposes. Conditions of the new law include:

1. Separate ballot at general election only held in even numbered years;
2. Simple majority;
3. Ballot must state exact rate of fee at its duration;
4. May not exceed two times the amount of registration fee collected pursuant to Section 49-126, Idaho Code; and
5. Highway district shall contract with its county for collection.

Currently Ada County has the only county-wide highway district. Chief of Transportation Services was asked to obtain an Attorney General's opinion if county-wide highway districts must include cities.

Idaho Motor Transport Association's efforts to substitute a higher registration fee for weight distance tax died in the Senate apparently caused in part by disagreements among the trucking industry over the high registration fee required for revenue neutrality.

The FY87 Department budget was reduced to \$184,228,000 to reflect federal-aid holdbacks and lower state revenue forecasts.

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A supplemental appropriation, House Bill 760 in the amount of \$1,102,500, was passed by the Joint Finance-Appropriations Committee to cover costs of new license plate issues authorized by Senate Bill 1301.

Chief of Transportation Services and Chief of Motor Vehicles were asked to update revenue forecasts and present proposals to increase revenues to the Board at the June meeting.

Legal Report. Chief Legal Counsel Trabert summarized pending legal cases. Over half of the pending court cases involve damage claims. Thirteen of the total 68 cases involve condemnation proceedings. The Board asked to be kept advised of the Merritt versus state decision concerning the inverse condemnation appeal to the Supreme Court by the state.

Rule Number 39.02.14.01, Accommodation of Utilities on Highway Right-of-Way. On April 16, 1985 the Board approved the proposed rule on incorporating by reference the 1970 policy by the same name. When the proposed rule was submitted to Legislative Council for comment, they suggested that the 1970 policy be brought up-to-date with current terms, titles and references.

The Board approved the updated policy and the rule. They authorized the Utilities Engineer to distribute the policy and the Board's Executive Assistant to process the rule through the Administrative Procedure Act.

Readoption of Rules. Section 67-5205, Idaho Code requires that every two years the Board republish existing rules and certify that they are on file for access by the public. It should be noted that House Bill 540, effective July 1, 1986, provides that administrative rules which have not been changed need not be republished every two years. That legislation will reduce the readoption process in 1988.

The Board readopted the rules currently in existence and authorized their Executive Assistant to publish the readoption notice in accordance with the Administrative Procedure Act.

Proposed North Idaho Board Tour. The Board approved the tour outlined by their Executive Assistant and asked that May 22 be adjusted to accommodate an earlier lunch in Sandpoint. Member Davidson was instrumental in arranging for meetings with the Board and local legislators and citizens.

Delegation - Weiser Residents. County Commissioner Lee Peterson led a delegation in requesting a railroad crossing safety project at Sunnyside Road south of Weiser. Several accidents have occurred at the four crossings in the area. Steps were taken to close the most hazardous location. The Department believed the Sunnyside Road crossing to be the best and safest available and have recommended gates and the construction of a left-turn bay on US-95. Washington County acknowledged that they would be

responsible for right-of-way that may be required on the west side of the tracks.

The Board unanimously approved the staff recommendation and authorized the work to continue on improving the railroad crossing at Sunnyside Road.

Status of Audits. Chief of Administration Neumayer presented a status of audits on Department activities performed by the federal government and the Department's Internal Review Section.

Program to Establish Common Geographic Digital Data Base for County Maps. City, county and other maps would be replaced with USGS quadrangle maps which also show towns, roads and other mapping features now shown on our maps. The Department's computerized highway data bases would be tied to the USGS mapping data base. That means we would be able to machine-produce maps that communicate highway information related to the highway computer data bases on a geographic basis.

The request represented the first year of a five-year commitment for a total of \$500,000 to be funded from HPR funds.

The Board approved the Memorandum of Understanding between ITD and USGS for a cost-share/work-share program to establish a common geographic digital data base for multipurpose use by both agencies at an initial cost of \$100,000.

Six-Year Highway Development Programs: Urban, Hazard Elimination and Rail-Highway Crossing. Including the FY85 carry-over of \$320,000 in federal urban funds, there is \$4 million available for FY86. Based on the assumption that the present level of urban funding will be continued, it is projected that \$3.8 million will be available annually for programming purposes.

Hazard elimination projects are selected on a statewide basis with priority given to projects where the benefit exceeds the cost. Eligible activities include projects for the improvement of identified high hazard locations which constitute a danger to vehicles or pedestrians. Approximately \$1.3 million is available annually for the HES program.

Rail-Highway Crossing funds are distributed in two categories: 1/2 is distributed for the installation of protective devices and 1/2 for the elimination of surface hazards. Historically, Idaho has been able to fully use the surface portion of the funds; however, unable to use the signal portion. Presently, upon installation of crossback protection at approximately 200 crossings of the Burlington Northern Railroad, all public at-grade crossings will meet minimum requirements for the Manual on Uniform Traffic Control Devices. The Department will lapse funds in the signal category if not used by FY87. For that reason, in FY86 rail-highway signal funds have been transferred to the hazard elimination program.

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The Board asked that the local Ponderay project involving surfacing, signals and gates at a new crossing at Bonner Mall be accelerated from FY87 to FY86.

After reviewing the three programs, the Board approved each program as shown in Exhibit C-251, which is made a part hereof with like effect.

Passenger Car and Pickup License Reissue. The 1986 Legislature passed legislation requiring the Department to reissue license plates beginning January 1, 1987 and every five years thereafter for pickup and passenger cars. In order to effect a reissue, Section 49-113a, Idaho Code gives the Board authority to cancel a series of license plates which are over five years old. The present series of plates displayed on cars and pickups was issued in 1973.

As recommended by Chief of Motor Vehicles Sheesley, the Board canceled the 1973 series of passenger car and on the pickup plates now in use. Cancellation is effective as 1986 registrations expire during 1987.

State Highway Administrator's Report. Keith Green announced that Assistant District Four Engineer Dale Harding has indicated he will retire on May 30, 1986. Also, Chief of Highway Operations Don Cox will retire April 30. Interviews for that position will be conducted on April 18. In other Department transfers, Max Jensen will move from Right-of-Way Supervisor to assume the Traffic Supervisor's position.

Mr. Green announced that the FHWA regional office in Portland denied the request for emergency relief funding for White Bird Hill and all other requested projects. An appeal is pending.

Secretary of Transportation Elizabeth Dole met in Boise with Senator Symms to discuss the Broadway-Chinden funding.

In the engineer classification study, an oversight committee is reviewing positions before submittal to the Idaho Personnel Commission. Those recommendations will then be reviewed by the 1987 Legislature.

SH-21 between Lowman and Stanley has been cleared of snow and debris and is now open to the traveling public. District Three Engineer Bill Sacht had the snow removal operation recorded on video tape and replayed it for the Board.

Supplement Number 4 to Engineering Agreement Number E-140, Project Number IR-84-2(24)61, Key Number 3236, I-84. The Department has directed the consultant, Centrac Associates, to investigate the feasibility of the East Boise Port of Entry being located in the median. The proposed additional work would consist of locating a site, preparing alternative layouts for the Port, and preparing cost estimates for comparison with other concepts.

April 16, 1986

The Board approved Supplement Number 4 with Centrac Associates in the amount \$23,376.00.

Rule Number 39.02.05.9, Special Permits for Overweight and Oversize Vehicles.

Section 12,04 - changed the name of Transportation Officer to Size and Weight Officer; eliminated requirement for officer direction to an adequate repair facility; and clarified that a secondary movement of a previously disabled vehicle, allowed to be moved under emergency conditions, would be restricted to 75 feet overall vehicle length.

Section 13,06,07 - clarified when travel may be resumed after a holiday or holiday weekend; and revoked a permit for not complying with special requirements on the face of the permit.

Section 14,08 - deleted lighting requirements for mobile homes to comply with the adopted WASHTO guidelines.

Section 31,03,04,07 - allowed cylindrical hay bales to be two wide and two high but not to exceed legal height; allowed overwidth hauling equipment for any load requiring the additional width; and corrected the reference about which copy of the permit should be carried in the vehicle.

Section 33,01 - allowed relocation of house or building in excess of 16 feet, reflecting change in section 32,06 allowing relocation of 16-foot wide modulars.

Section 41,04 - inserted "non-reducible" for clarification; increased overall length for annual permits to 110 feet (a common request for combinations requiring additional axle spacings for heavy loads, and for power poles).

Section 42,01 - updated to current procedure on permit applications.

Section 43,02 - deleted reference to Section 49-127, Idaho Code for establishing use fee for overweight loads.

After reviewing the proposed amendments to the Overweight and Oversize rule, the Board approved the changes for processing through the Administrative Procedure Act.

Rule Number 39.02.05.6, Allowable Vehicle Size. The revised rule added additional appurtenances to length exceptions as required by FHWA rule; and removed dromedary definitions from the rule since that definition will become effective July 1, 1986 as a part of Section 49-913, Idaho Code.

The Board approved the amendments to Rule 39.02.05.6 and approved them for processing through the Administrative Procedure Act.

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Status Report on State Railroad Grade Crossing Protection Fund. In accordance with Board Policy B-19-06, a status report is required to be submitted to the Board in April of each year. That report showed that with the carry-over from FY86 and the transfer from Motor Fuels, the July 1, 1986 account balance is \$199,586.00. With the proposed obligations during FY87, the balance on June 30, 1987 will be \$57,586.00.

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

<u>PROJECT NUMBER</u>	<u>PARCEL NO.</u>	<u>OWNER</u>	<u>ROUTE</u>
HES-M-7386(002)	7	Bruce Stoddard	US-20
HES-M-7386(002)	8	Larry Crnkovich	US-20
HES-M-7386(002)	9	Burt A. and Lueva Wackerli	US-20
HES-M-7386(002)	9.1	Burt A. and Lueva Wackerli	US-20
HES-M-7386(002)	22	Vernon A. and Evelyn Foreman	US-20
HES-M-7386(002)	23	Burt A. and Lueva Wackerli	US-20

Initiate Negotiations on Parcel Number 9, Project Number I-184(5)4, Key Number 2763, I-184. After reviewing the appraisals, the Board concurred in the Chief of Highway Operations recommendation to proceed with negotiations on Parcel Number 9 which is in excess of \$80,000. They further granted additional authority to settle the parcel at the high appraisal, if necessary.

Easement on Materials Source MD-43, Key Number 3789, SH-24. The grantors, Vic and Mae Engkraf, requested a permanent easement along the northern boundary of the source for the purpose of installing and maintaining an irrigation mainline and pump.

The Board concurred on the Bureau Chief's recommendation and executed an easement in favor of Vic and Mae Engkraf.

Exchange of Real Property, Parcel Number 13, Project Number HES-M-7386(002), Key Number 1000, US-20. As partial consideration for the large tenant-owned advertising sign required to be purchased from the Idaho Outdoor Advertising, Inc., an agreement is suggested to exchange the remainder purchased on Parcel 13 (Parcel 13-R) with the owner of the advertising sign.

The Board concurred in the Bureau Chief's recommendation to exchange the real property and executed a Warranty Deed in favor of Idaho Outdoor Advertising, Inc.

District Signs Status Report for March 1986. The total remaining illegal and nonconforming signs amount to 229, a decrease of 23 from the last report.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

April 16, 1986

Project Number I-IR-15W-4(33)108 Section B, Key Number 0012 - The work consists of drilling, casing and development of rest area well at Massacre Rocks on the west bound lane of I-86, in Power County; Federal and State financed project. The contract was approved for award to Jack Cushman Drilling, Inc., Blackfoot, Idaho, the low bidder in the amount of \$9,010.00.

Project Number SR-RS-5705(4), Key Number 1630 - The work consists of reconstructing 3.74 miles of roadway including excavation, grading, drainage and aggregate base work on Benewah Creek Road; Federal and State financed project. The contract was approved for award to Motley-Motley, Pullman, Washington, the low bidder in the amount of \$827,009.25.

Project Number HES-3768(5), Key Number 2855 - The work consists of intersection improvements at US-20 and SH-55 of curb and gutter, plantmix surfacing, seal coating, and installation of traffic signals and illumination; Federal and State financed project. The contract was approved for award to Nelson Sand and Gravel, Inc., Boise, Idaho, the low bidder in the amount of \$188,000.00

Project Numbers IR-90-1(172)58 and IR-90-1(177)67, Key Numbers 3389 and 3676 - The work consists of pavement rehabilitation, resealing joints, repairing spalls, routing and sealing cracks, jacking bridge approaches, modifying concrete guardrail, and installing impact attenuators on 7.82 miles of I-90; Osburn to West Wallace and Mullan to Montana State Line; Federal and State financed project. The contract was approved for award to Eterna-Line Corporation, Boise, Idaho, the low bidder in the amount of \$2,042,888.02.

Project Number IR-15-1(79)40, Key Number 1684 - The work consists of flattening slopes, updating guardrail and signs, lowering roadways at bridges, 20-foot concrete machine pass extension, cleaning and filling pavement cracks, applying a scrub coat, fabric membrane, and plant mix overlay to 8.095 miles of Interstate Highway 15 from Arimo to McCammon; Federal and State financed project. The contract was approved for award to Bannock Paving Company, Inc., Pocatello, Idaho, the low bidder in the amount of \$5,191,531.28.

Project Number IR-84-3(12)164, Key Number 3238 - The work consists of placing a seal coat on 8.85 miles of I-84, West Jerome Interchange to US-93 Interchange; Federal and State financed project. The contract was approved for award to Bannock Paving Company, Inc., Pocatello, Idaho, the low bidder in the amount of \$268,813.40.

Project Number ER-RS-2713(8), Key Number 3577 - The work consists of grading, drainage, base and surfacing on 0.3 miles of FAS 2713, Balanced Rock Road; Federal and State financed project. The contract was approved for award to Winn and Company, Inc., Buhl, Idaho, the low bidder in the amount of \$446,194.20.

April 16, 1986

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Project Numbers STM-5116(613) and STM-5121(563), Key Numbers 3106 and 3105 - The work consists of applying sealcoat on US-95 from MP 493.07 to MP 507.46 and on US-2 from MP 0.00 to MP 25.90; Federal and State financed project. The contract was approved for award to Peak Paving Company, Inc., Sandpoint, Idaho, the low bidder in the amount of \$318,998.71.

Project Number F-5115(30), Key Number 3493 - The work consists of sealcoating 5.13 miles of US-95 from Mica Flats to Coeur d'Alene, MP 423.68 to MP 428.81; Federal and State financed project. The contract was approved for award to Standard Asphalt Paving Company, Inc., Spokane, Washington, the low bidder in the amount of \$87,914.00.

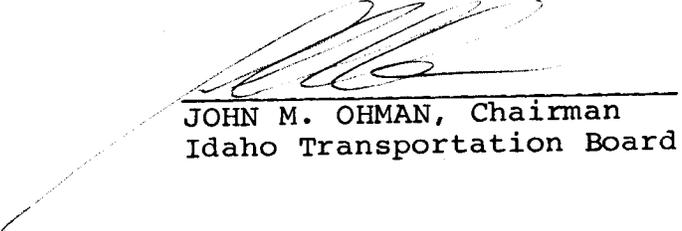
Project Number IR-84-2(25)62, Key Number 3334 - The work consists of refurbishing "to a like new condition" the rest areas, comforts and conveniences, construction islands, improving sanitation system, and overlaying eastbound lane parking area, on I-84, MP 62.3, Blacks Creek Rest Areas; Federal and State financed project. The contract was approved for award to Woodstone Development and Construction, Burley, Idaho, the low bidder in the amount of \$244,586.77.

Archeological Investigation, Project Number F-3271(43), Key Number 3080, SH-55. The Horseshoe Bend Hill relocation will impact a relatively intact natural setting with high potential for cultural resources. No systematic investigation of the corridor has occurred, so little is known of the cultural resources in the vicinity. To expedite the investigation, the Roadway Design Supervisor proposed that the highway archeologist hire hourly to conduct the initial survey. If testing and excavation are found to be necessary, it would be more efficient to hire consultants then.

The Board approved the in-house initial investigation and authorized an outside contract if the initial archeological survey indicates further testing and excavation are necessary.

1986 Project Obligations. Administrative Policy A-14-06 requires a quarterly report on the status of current fiscal year program obligation. That information was provided to the Board for each program category. Also, provided was a diagram indicating the actual obligation amount this year in comparison with the projected amount each month.

WHEREUPON, the Board meeting adjourned at 3:35 PM.



JOHN M. OHMAN, Chairman  
Idaho Transportation Board

Read and Approved  
May 21, 1986  
Boise, Idaho

SUPPLEMENTS TO THE APRIL 1986 MEETING  
OF THE IDAHO TRANSPORTATION BOARD

April 24, 1986

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Lloyd F. Barron, and Member Marion Davidson on April 24, 1986, the Board's Executive Assistant obtained approval for the following personnel changes effective May 4, 1986:

Monte Fiala - Move from District 5 Engineer to Chief of Highway Operations.

Brent Frank - Move from Assistant District 6 Engineer to District 5 Engineer.

April 25, 1986

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Lloyd F. Barron and Member Marion Davidson on April 25, 1986, the Board's Executive Assistant obtained approval for the following:

Initiate condemnation action for the Trexler ownership, Parcel Nos. 5, 5-R-1 and 5-R-2, Project No. F-5115(15).

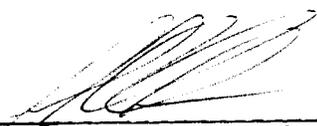
April 24, 25 & May 13, 1986

AAF123

May 13, 1986

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Lloyd F. Barron and Member Marion Davidson on May 13, 1986, the Board's Executive Assistant obtained approval for the following:

Contract with Boise State University for \$12,000 to conduct a statewide seat belt observational survey to evaluate Idaho's mandatory seat belt law enacted by the 1986 Legislature (HB 414). The survey includes developing a complex sampling plan, training observers, computer programming for analysis and data entry. Contract period to end July 31, 1986.



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JOHN M. OHMAN, Chairman  
Idaho Transportation Board

Read & Approved  
May 21, 1986  
Boise, Idaho

April 24, 25 & May 13, 1986

FRONT

REGULAR MEETING AND NORTH IDAHO TOUR OF THE  
IDAHO TRANSPORTATION BOARD

May 21 - 23, 1986

The Idaho Transportation Board met in regular session on Wednesday, May 21, 1986, at Boise, Idaho in the Aeronautics and Public Transportation Building at 7:30 AM. The following items were discussed then and later. Present were:

- John M. Ohman, Chairman - District 1
- Lloyd F. Barron, Vice Chairman - District 2
- Marion Davidson, Member - District 3 (met group in Lewiston)
- E. Dean Tisdale, Director
- Mary F. Brooks, Executive Assistant to the Board
- G. Keith Green, State Highway Administrator

Jack T. Coe, Division Administrator of the Federal Highway Administration joined the tour in Lewiston.

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

- June 19-20, 1986
- July 11, 1986
- August 13-14, 1986
- September 10-12, 1986 - East Idaho Board Tour

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

Director's Report. Director Tisdale attended the Transportation Research Board Geometric Design Committee meeting in April. The efforts of that committee are directed at establishing geometric design standards for "3R" projects.

Mr. Tisdale met with local officials from the City of Sandpoint and Bonner County to discuss the Sand Creek Bypass. Consideration of a bypass of the City of Sandpoint was withdrawn some years back due to local opposition. Renewed interest in a bypass of the city was expressed and the Board authorized staff to pursue a revised bypass concept. Also discussed during that local meeting were improvements to US-2, funding for the replacement of the Old Town Bridge and the railroad relocation within city limits of Sandpoint.

Communication with Duane Hagadone of Coeur d'Alene centered on improvements to a two-block stretch of Sherman Avenue in downtown Coeur d'Alene. The suggestion was made by Hagadone that the cost of the overlay be divided equally among the state, city and himself. The Director expressed concern about the temporary nature of that improvement. The Board authorized the Director and State Highway Administrator to continue negotiations regarding improvement to Sherman Avenue.

May 21, 1986

AAG947

At employee meetings in districts and headquarters, considerable concern was expressed over the legislative failure to fund a salary increase for FY87. The Board suggested that Director approach the Board of Examiners with a request to raise the employee expense allowance. A suggestion was made at a district meeting to institute a mandatory chain up law. Overweight trucks in the St. Maries area were identified as problems.

At a meeting with the Mayor of Garden City, the Director addressed their request for eastbound access to the proposed Broadway/Chinden connector. The Board concurred that the Director should pursue an on-ramp to improve access to US-20-26 and Garden City.

Pursuant to a request at the April meeting, Legal Counsel determined that the term "county-wide highway districts" referred to in House Bill 742 and "single county-wide highway districts" are synonymous.

Joe Patterson, Health and Welfare Education Program Manager, was appointed by Director Tisdale to replace Darrell Brock on the Idaho Traffic Safety Commission for a term expiring January 31, 1989. Jim Pline, Roadway Design Supervisor, was reappointed to another term expiring January 31, 1989.

The Environmental Protection Agency and the Department of Health and Welfare approached the Department requesting permission to use a materials source in the Osburn area to deposit contaminated materials removed from local school grounds. The Board approved the Director entering into a five-year lease with the Department of Health and Welfare with the stipulation that if the material is not removed in that five-year period, the Department of Health and Welfare must purchase that area of the source where the contaminated material is buried at appraised value.

North Idaho Chamber of Commerce Resolutions. At their Spring 1986 meeting in Wallace on May 17, the North Idaho Chamber of Commerce adopted two resolutions dealing with highways. Resolution Number One called upon the State of Idaho through the Department of Transportation to immediately improve the northern stretches of US-95 for the benefit of public safety and the economic welfare of North Idaho. Resolution Number Two encouraged the Department of Transportation, the Idaho Legislature and the Governor of Idaho to identify US-93 as one of the top priority highways for major improvement and, in particular, to bring the Lost Trail Pass up to standards being implemented in the State of Montana.

Propose Scenic Route Designation. The City of Salmon requested an extension of the Sawtooth Scenic Route from the junction of US-93 and SH-75 to the Montana State Line as a means of attracting more tourists to the economically depressed area. The recommendations that terminated the scenic route designation at Challis were based on study work in 1977. Since that time, the

State's goals for attracting tourism have intensified. The staff believed designation would not harm the highway system and could have an economic benefit to the area.

The Board agreed with staff recommendation and authorized the designation of US-93 from the junction of SH-75 to the Montana State Line as Salmon River Scenic Route. They further authorized redesignation of SH-75 from Stanley to Challis as the Salmon River Scenic Route. State Highway 75 from Stanley to Shoshone would be retained as the Sawtooth Scenic Route.

BSU-ITD Internship Program Agreement. The contract with Boise State University Mathematics Department has been productive in providing high quality work in the Management Services Section. The work described on the extension of that agreement would continue the provision of student interns and faculty support needed on data development, model testing and model analysis support work.

The second contract would be administered by the Information Systems and Data Processing Section to cover the support work in microcomputer programming for the pavement management system, traffic statistics and local roads inventory.

The Board approved the two agreement contracts for FY87, not to exceed \$154,957.22, with Boise State University Mathematics Department under renewal of the Internship Program agreement to be funded from HPR funds in the FY87 annual work program.

Technical Support Agreement with BSU Research Center. Technical support from the Research Center is needed to maintain and enhance the Highway Investment Analysis Package and the Highway Needs Model. The contract would begin July 1, 1986 and end June 30, 1987 for a total cost of \$46,805 to be funded out of HPR funds in the FY87 annual work program.

The Board approved extension of the technical support agreement contract for FY87, not to exceed \$46,805, with BSU Research Center.

Sandpoint Railroad Relocation Project No. RRP-RRS-5121(38), Key Number 3192. The Surface Transportation Assistance Act of 1982 provided \$8.5 million for two demonstration projects: Granite Hill truck demonstration project and the Sandpoint Railroad relocation project. The former should be completed this year at approximately \$6.5 million.

An agreement between the Burlington Northern Railroad (BN) and the Spokane International Railroad (SI), a Union Pacific Subsidiary, should be executed within a month or two setting the terms for trackage rental, maintenance cost sharing, construction and other considerations. Approximately 3.5 miles of SI track will be abandoned along with 16 unprotected crossings. The SI will then run their trains over existing BN trackage and new

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connections. The railroad right-of-way for the new SI connection will be a credit toward abandoned railroad right-of-way to be acquired by ITD for transportation purposes. One of the city's primary interest, other than the track removal itself, is the eventual use of the abandoned rail right-of-way.

The Board approved the railroad relocation project as part of the District One construction program. In addition, they authorized staff to initiate a request to Idaho Congressmen for supplemental funding to acquire the rail right-of-way for transportation purposes.

Permanent Rule Promulgation. The Board authorized their Executive Assistant to distribute rules to official state depositories after compliance with the Administrative Procedure Act and receipt of no adverse comments.

Rule Number 39.01.09.02, Major Transportation Routes which are Exempt from Local Plans and Ordinances. Amendments to the rule resulted from Department review and input from the Association of Idaho Cities.

The Board approved the recommended changes and authorized their Executive Assistant to process the rule through the Administrative Procedure Act.

Addition and Relinquishments to the State Highway System. Pursuant to a public hearing held in Preston on May 6 and after reviewing the hearing transcript, the Board approved the addition of a county road known as Deep Creek Road from Malad to Preston to the State Highway System. They further removed a portion of SH-34 from the Utah State Line to Preston and a portion of SH-37 from Holbrook to the Power County Line. Their decision is as shown in Exhibit B-243 which is made a part hereof with like effect.

Rule Number 39.01.32.01, Computation of Mileage Use Fees. The amendment corrects the rule to coincide with Chapter 1, Title 49, reflecting current code references.

The Board approved the amendments and authorized their Executive Assistant to process them through the Administrative Procedure Act.

Rule Number 39.01.32.14, Temporary Vehicle Clearances for Commercial Vehicles in Idaho. The revisions to the rule reflect a change from "temporary operating authority" to "temporary vehicle clearances" to prevent misconceptions about the purpose of the permit and to resolve a conflict in terminology with a permit of the same name in use by the Public Utilities Commission.

The Board approved the amendments and authorized their Executive Assistant to process them through the Administrative Procedure Act.

Personnel Actions. Effective June 1, 1986, Dick Sorensen was promoted to the position of Assistant District Engineer in Four and Clyde Gillespie to the position of Assistant District Engineer in Six.

State Highway Administrator's Report. As recommended by SHA Green and District Engineer Rood, the Board approved the administrative settlement of the Trexler Parcel Numbers 5, 5-R-1 and 5-R-2, Project Number F-5115(15), in the amount of \$176,000.

State Highway Administrator Green advised the Board that the outdoor advertising sign on I-84 at MP 73.70 owned by James Montandon advertising the Boise Stage Stop and located on James Hisel property has been removed as of May 9, 1986.

Participation in Bridge Analysis Rating System (BARS) Project M/E VIII, FY87. The Department has participated in the program since its inception. Presently, 24 states share in its cost and receive the benefits of program maintenance and annual enhancement. The program was approved by AASHTO and FHWA and is the only professionally maintained analysis system at present for determining bridge load capacities. ITD does not have in-house expertise or capability to maintain this system.

The Board approved participation in the project during FY87 in the amount of \$15,000.00.

Reinspection of Bridges in District One, Project Number BR-NB-15(815), Key Number 2870. The 1982 Surface Transportation Assistance Act requires that the state administer a Bridge Safety Inspection Program in accordance with Title 23, U.S. Code. The Act requires that all bridges on public highways be inspected at intervals not to exceed two years. Bridges that are posted due to nonstructural deficiencies must be inspected on an annual basis.

This project is funded by bridge replacement funds at 80 percent with 20 percent from the local bridge inspection account established by legislation. The Board approved a bridge inspection agreement with the following company:

Ruen-Yeager and Associates, Inc., Coeur d'Alene - \$17,367

Intern Contract with Boise State University, Department of Physics, Engineering and Construction Management. The Department has benefited considerably from the intern program through completion of special studies and priority work that otherwise would have been delayed. Interns have been advantageously utilized in the Traffic, Maintenance and Operations Management sections.

The Board concurred with the staff recommendation for an FY87 contract for two interns from BSU Department of Physics, Engineering and Construction Management in the amount of \$28,083.00.

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Statewide Rest Area Information Signs. In accordance with improving the quality of rest area facilities and as authorized by Section 67-4715(e), Idaho Code, a cooperative agreement with the Department of Commerce has been prepared for installation of eleven tourist information signs at the following locations:

Huetter (eastbound only)  
 Sheep Creek  
 Blacks Creek (both westbound and eastbound)  
 Snake River View  
 Midvale Hill  
 Bliss (eastbound only)  
 Junction US-93 and I-84 (eastbound and westbound)  
 Juniper (northbound only)  
 Timmerman

The Board approved the proposed contract for \$11,000.

Access Exchange Deed, Parcel 94-A, Project Number F-2361(14), US-30. The owners of the property divided it into two parcels and wish to relocate the approaches. An existing 20-foot farm and residential approach Sta. 130+50 will be removed, and the right to move and combine with an approach at Sta. 131+44 will be relinquished for a 40-foot unrestricted joint use approach at Sta. 124+74 to serve both parcels.

The Board approved Right-of-Way Permit Number 04-86-070 and signed the exchange deed.

Access Exchange Deed, Parcel 14-A, Project Number F-5115(11) and (12), US-95. The approaches at Sta. 3234+50 and Sta. 3272+00 were relocated during construction to better fit the land owner's needs.

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

Initiate Negotiations, Parcel Numbers 10 and 10R, Project Number I-184-1(5)4, Key Number 2763, I-184. The Chief of Highway Operations proposed that the state acquire the entirety of the subject property since there will be only land residual of approximately 12,784 square feet.

The Board concurred in the Chief of Highway Operations recommendation to proceed with negotiations of Parcel 10 as a total buy-out, which fair market value is in excess of \$80,000. The Board further granted additional authority to settle the parcel within 10 percent over FMV if necessary.

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

<u>PROJECT NUMBER</u>	<u>PARCEL NO.</u>	<u>OWNER</u>	<u>ROUTE NO.</u>
BR-RRS-M-7231(005)	9 & 9-E-1	Guy Anderst, dba Skyline Investments	Quinn Road
BR-RRS-M-7231(005)	9.1 & 9.1-E-1	Oakwood Court Partnership	Quinn Road
BR-RRS-M-7231(005)	11 & 11-1-E	Krazy Korner Auto Sale, Inc.	Quinn Road
I-90-1(89)16	31	Kootenai Investment Company, Inc.	I-90

Quit Claim of Excess Right-of-way, Project Numbers FHP-25-C and FHP-25-M, SH-21. With construction of the present SH-21 through Idaho City in the early 40s, a portion of the former highway right-of-way held by the state was no longer used for highway purposes. The property in question is in the northeast quadrant of SH-21 and Main Street intersection in Idaho City. The Mayor of Idaho City has requested the state quit claim this interest to the city so they can incorporate it into their proposed Rupert-Thorne Park and Visitor's Center.

The Board concurred with the Bureau Chief's and District's recommendation to dispose of the excess right-of-way in the northeast quadrant of SH-21 and Main Street in Idaho City, and executed a quit claim deed in favor of Idaho City.

District Sign Status Report, April 1986. Forty-seven new illegal signs were inventoried in Districts One and Two; four are under appeal in District Six and six illegal signs have been removed in Districts One and Three. Four nonconforming signs are being condemned with 21 currently being purchased, leaving 88 remaining nonconforming signs.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Project Number BR-RRS-MG-7231(005), Key Number 1025 - The work consists of removing an existing 18-foot by 200-foot concrete bridge, constructing a 72-foot 6-inch by 106-foot prestressed concrete bridge, 0.57 miles of urban concrete roadway with base, curb and gutter, sidewalk, and a storm sewer system, a traffic signal, and an illumination system, on US-91 along Quinn Road over the Union Pacific Railroad; federal and state financed project. The contract was approved for award to Harcon Incorporated, Pocatello, Idaho, the low bidder in the amount of \$2,632,509.47.

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Project Number F-FR-4171(7) and Stockpile Number 2517, Key Numbers 2629 and 3665 - The work consists of constructing the roadway, drainage structures, plant mix surfacing, concrete guardrail and seal coat on 2.10 miles of SH-3 at Bear Ridge Grade, furnishing aggregate for 1/2-inch roadmix at the Kendrick Maintenance Yard in Latah County; federal and state financed project. The contract was approved for award to Murphy Brothers, Spokane, Washington, the low bidder in the amount of \$2,435,306.15.

Project Numbers SR-RS-2779(7) and SR-RS-2779(10), Key Numbers 2211 and 1466 - The work consists of grading, drainage, base and surfacing on 6.6 miles of SH-46, South Gooding - Railroad Tracks and Gooding North, in Gooding County; federal and state financed project. The contract was approved for award to Bannock Paving Company, Inc., Pocatello, Idaho, the low bidder in the amount of \$1,644,048.00.

Project Number M-7535(001), Key Number 3201 - The work consists of constructing the cathodic protection system and painting the structure below elevation 2129 for the Spokane Street Bridge in Post Falls Highway District, in Kootenai County; federal and state financed project. The contract was approved for award to Rod's Electric, Inc., Spokane, Washington, the low bidder in the amount of \$132,286.60.

Stockpiles 2509, 2512, and 2508, Key Numbers 3131, 3427, and 3130 - The work consists of furnishing aggregate for Roadmix Material, Cover Coat Material Class 3 and Anti-Skid Material in Stockpiles in Weippe, Powell and Orofino Maintenance Yards; federal and state financed project. The contract was approved for award to Eucon Corporation, Lewiston, Idaho, the low bidder in the amount of \$539,760.00.

Project Number IR-15-3(57)112, Key Number 638 - The work consists of rotomilling, recycling, plant mix paving, seal coating, guardrail adjustment and ramp widening on 7.64 miles of I-15 from Bingham County line to Idaho Falls (MP 111.86 - MP 119.50); federal and state financed project. The contract was approved for award to Robert V. Burggraf Company, Inc., the low bidder in the amount of \$1,992,382.10.

Project Number F-FR-1481(51), Key Number 1599 - The work consists of widening approximately 0.27-mile of US-30 west of Soda Springs, installing twin 72-inch pipe culverts through an existing stiff-leg structure for embankment widening, and applying a full width seal coat; federal and state financed project. The contract was approved for award to Goodwin Contractors, Inc., Blackfoot, Idaho, the low bidder in the amount of \$233,994.45.

Project Numbers F-FR-1382(10), STM-1721(529) and Stockpile Number 5532, Key Numbers 3514, 3456 and 3701 - The work consists of crushing and placing a seal coat on 10.45 miles of US-26, MP 290.25 to People's Canal and on 3.8 miles of SH-39 (Riverside to Collins) and crushing and placing anti-skid material at Blackfoot;

federal and state financed project. The contract was approved for award to Gale Lim Construction, Inc., Blackfoot, Idaho, the low bidder in the amount of \$349,194.50.

North Idaho Board Tour. Barbara Porter, Financial Management Analyst from the Governor's Office, joined the Board and staff departing from Boise to Lewiston via state plane on Wednesday, May 21, 1986.

At Lewiston, District Engineer Jim Clayton and his assistant, Jim Ross, provided transportation for the beginning of the trip.

Delegation - Lewiston. Carl and Dorothy Moore met the Board and tour group for breakfast at the Lewiston Airport. Mr. Moore is currently acting as the Port of Lewiston Manager on a part-time basis.

Traveling US-95 the tour continued to Moscow.

Delegation - Moscow. Local residents and elected officials urged higher priority to improvement of SH-8 and the couplet. Appreciation was expressed for improvements made to US-95. The District 2 staff was complimented on their removal of the slide at the top of Whitebird Hill. Responding to a query, the State Highway Administrator suggested that the city approach developers for alternative funding of improvements necessary because of commercial developments. John Cunningham, City Council, recommended the Board look at higher user fees to fund needed projects.

The tour drove SH-8, SH-9, SH-6 and SH-3 to St. Maries. The last segment of SH-9 is scheduled for paving this summer.

District Engineer Boyd Rood and his assistant, Tom Baker, met the group for lunch at St. Maries.

Delegation - St. Maries. Several citizens and chamber representatives lunched with the tour group. Locals requested that the shoulders on SH-5 through St. Maries need improvement. Passing lanes on SH-5 are striped the wrong way since loaded trucks are predominately westbound. Evaluation should be made on no passing areas since more passing opportunities are needed. Better access to the area is needed to promote tourism and the economy. The District Engineer will evaluate possible improvements on Peedee Hill. He and his staff intend to meet again with local residents to respond to specific items mentioned at the lunch meeting.

From St. Maries the tour continued on SH-5, US-95 and I-90 to Post Falls. DE Clayton and ADE Ross returned to Lewiston.

Delegation - Post Falls. Bob Templin welcomed the Board and staff to his resort and provided an economic justification for a full interchange at Spokane Street. The Board reiterated their decision to accelerate the project. The District will expedite a location hearing for the interchange. Appreciation for the

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District's help and cooperative attitude was gratefully acknowledged by the Board. Rep. Dean Haagenson hesitantly speculated on passage of the 21-year old drinking bill during the 1987 session.

Delegation - Coeur d'Alene. After a tour of the new Coeur d'Alene Resort (formerly the North Shore), a social hour and dinner was scheduled with the city, county, chamber, highway district, and legislative officials. Commissioner Adams strongly urged passage of boat safety regulations. Senator Sverdsten recalled turning problems for long trucks at short-radius interchange ramp locations. Chamber Executive Emerson expressed a desire to use old US-10 east of Coeur d'Alene for a bike path and/or recreational access after I-90 is completed. County and highway district officials are currently working on anti-littering campaigns and asked for more signs. Hayden Mayor Canale urged safety improvements on US-95 between Coeur d'Alene and Hayden. Senator Lannen inquired if the Board was considering any revenue raising legislation for 1987; he believed citizens might accept a gas tax increase albeit reluctantly.

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Tour members left Post Falls and traveled to Wallace on I-90.

Delegation - Wallace. Harry Magnuson requested improvements to the Thompson Pass road (from Murray to the Idaho-Montana State Line). The Burlington-Northern Depot had been moved and was awaiting placement on the foundation. He was concerned about the level of historic renovation of the depot and believed continued communication was essential. Magnuson wanted to mitigate impact of I-90 on the area and suggested the consultants meet weekly with a local liaison committee. To accommodate future development, utilities are needed now in the north two quadrants of the west interchange. DE Rood will meet with Wallace residents to discuss interstate construction, the level of historic renovation, mitigating hillside cuts and visual impacts of I-90 on the environment, and installing utilities.

Delegation - Murray. Representative McCann and local resident Almquist cited traffic volumes and the shortcut from Montana as reasons to improve the Thompson Pass road.

The Board and staff drove the subject road and observed first hand the difference in terrain and road conditions compared to Montana.

The tour proceeded to Sandpoint via Montana and Idaho's state highway 200.

Delegation - Sandpoint. Construction of a storm sewer project on Division Street is necessary now due to the short construction season and to prepare for the paving project scheduled in 1987. DE Rood will discuss the feasibility of

May 22, 1986

accelerating the sewer project with local officials. Area residents expressed renewed interest in relocating traffic out of downtown. Chairman Ohman said the staff had been authorized to reactivate the corridor location study. Director Tisdale suggested a Sandpoint steering committee work with the District. Early improvement to the Colburn overpass and the Pack River bridge is imperative to tourism. The Director explained the funding picture and its critical affect on statewide projects.

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

Delegation - Bonners Ferry. Work is still needed under the Bonners Ferry bridge to correct a steep bank at the north abutment area and railroad bridge. Residents would also like to the have old bridge's bronze plaque that had been fastened to the bridge prior to demolition. DE Rood will discuss their concerns in detail at a future meeting.

At dinner later with locals, support for improving the Colburn railroad overpass, Pack River bridge and US-95 north of Copeland was adamantly expressed.

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WHEREUPON, the tour officially adjourned at 9:00 a.m. in Bonners Ferry.




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JOHN M. OHMAN, Chairman  
Idaho Transportation Board

Read and Approved  
June 19, 1986  
Boise, Idaho

May 23, 1986

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## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

June 19, 1986

The Idaho Transportation Board met in regular session on June 19, 1986 at Boise Idaho in the Transportation Building at 9:00 AM. Present were:

John M. Ohman, Chairman - District One  
 Lloyd F. Barron, Vice Chairman - District Two  
 Marion Davidson, Member - District Three  
 E. Dean Tisdale, Director  
 Mary F. Brooks, Executive Assistant to the Board  
 G. Keith Green, State Highway Administrator  
 Jack T. Coe, Division Administrator - Federal Highway Administration

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

July 11, 1986  
 August 13-14, 1986  
 September 10-12, 1986 - East Idaho Board Tour  
 October 8-9, 1986

Board Minutes. The May minutes of the regular meeting and North Idaho tour were approved as distributed to the Board members.

Aeronautics and Public Transportation Advisory Board. The Board welcomed new advisory Board members John Collet from Firth and Bill Parish from Moscow. At a joint breakfast meeting with staff, aviation concerns were discussed. Collet and Parish were present at the Board meeting to hear the Bureau Chief's report to the Transportation Board.

FY86 Airport Improvement Program. Four new airport projects were described by Bureau Chief Rauscher. The City of Aberdeen requested financial assistance to scarify the existing asphalt surface and incorporate it into the base, reshape and compact the base, apply a two-inch asphalt cold mix surface, fog seal, and mark the runway, taxiways and apron.

Major airport reconstruction projects are underway at Blackfoot and Cascade. To accomplish the installation of new medium intensity lighting systems at both airports, the state would provide materials, trencher and operator, and project layout and supervision. The cities would provide labor, licensed electricians, electrical permit, and special bedding or backfill materials if required.

An FY87 project at St. Maries would correct runway settlement, crack seal, seal coat runway, and construct a partial parallel taxiway and apron. The Bureau proposed to provide the

June 19, 1986

remaining budget (\$3,180), as match to be used immediately to prepare plans and specifications in advance of the FAA grant.

The Board approved the following airport grants as recommended by the Aeronautics and Public Transportation Advisory Board:

Aberdeen	\$21,000	
Blackfoot	\$18,000	
Cascade	\$13,000	
St. Maries	\$ 3,180	or remainder not to exceed total of \$18,700

Commercial Operations at Airports. Salmon Air Taxi and McCall Air Taxi requested permission to provide through-the-fence commercial operations at the Stanley Airport.

The Board authorized the Bureau Chief to offer permits to Salmon Air Taxi and McCall Air Taxi for the requested operation.

Director's Report. Director Tisdale announced that Doug Kraemer, POE Manager, had been chosen the next Chief of Motor Vehicles. He will double-fill the position with Mac Sheesley until December 31, 1986.

Mr. Tisdale met with Idaho Motor Transport Association representatives concerning the weight-distance tax. A joint effort with IMTA and BSU was discussed wherein University staff would process data for ITD and IMTA to evaluate alternatives in the weight-distance versus truck registration issue.

Director Tisdale and Washington Director Berentson will meet with Senator Symms in Spokane on June 23 to discuss addressing the issue of interstate completion in federal legislation.

The first draft of 1987 proposed legislation was presented to the Board. The Department intends to resubmit some bills that were not enacted and propose housekeeping measures for Motor Vehicle operations.

Release of Lien on Property. In 1980 a suit was filed to recover costs of replacing a state-owned sidewalk removed by the Brent Petersons. Before the Department received judgment, the Petersons filed bankruptcy naming ITD as one of their creditors. "Automatic stay" provisions of the Bankruptcy Act prohibited the Department from recording the judgment as a lien against the Petersons' property. The Department, therefore, made no request to record the judgment. Attorney for the Petersons now claim the judgment is considered a lien by the title company against the Petersons' residence. Chief Legal Counsel Trabert indicated that the Department has no interest in the residence but that the home cannot be sold until all liens are released from that property.

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The Board signed the document releasing the lien it acquired against the Petersons' residence property.

Release of Restrictive Covenant to Kootenai Medical Center.  
The Center asked for removal of a certain restrictive covenant in a deed from the State of Idaho which restricted use of the conveyed property. Without removal of that covenant, financing cannot be secured for construction of new facilities.

The Board agreed with the recommendation of the Chief Legal Counsel and signed the release.

Delegation - Gub Mix, Idaho Manufactured Housing Association.  
Mr. Mix appeared before the Board to plead the appeal from Hecla Mining to move a 16' X 76' mobile home from Osburn to Post Falls. He cited a \$3300 difference if the unit was required to move on a conventional semi-trailer or house moving dolly.

The Board would consider the matter on the agenda later in the afternoon.

Nominations for Local Highway Needs Assessment Council.  
Created by House Bill 501 during the 1986 Legislative Session, the Local Highway Needs Assessment Council was established to provide local needs assessment recommendations to the Board.

Nominations received from the respective associations to serve as council members are as follows:

CITIES	- Timothy Ridinger, Shoshone Mayor William A. Smith, Moscow City Supervisor
COUNTIES	- Oscar Baumhoff, Boise County Commissioner Glenn Turner, Caribou County Commissioner
HIGHWAY DISTRICTS	- Tom Lancaster, Filer Highway District Ray Oliver, Worley Highway District Robert Nail, Twin Falls Highway District (Alternate)
ITD	- Keith Longenecker, Management Services Manager John Wanamaker, Assistant Local Roads Supervisor

The Board concurred with the nominations and appointed them to the Council. Terms will be set by the Board upon future recommendations from the Council.

Inventory of Pavement Cracking on the Interstate Highway System. The Department has been working with a consultant, VideoComp of Boise, to develop an automated system for surveying pavement cracking. Additional work is needed to determine the deterioration rate and how often we have to survey the system.

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The extra work would include capturing pavement surface images of the Interstate highway and the primary arterials in District Three at a total estimated cost of \$39,000, funded by the HPR program for FY86.

The Board approved the project to develop an automated procedure to estimate system-wide surface distress and, at the project level, develop cracking plan sheets for concrete pavement rehabilitations.

Removal of Several Sections of Existing US-26, Project Number F-6501(25), Key Number 2467. Construction of 3.81 miles of US-26 (Granite Hill) has made retention of several sections of existing highway no longer necessary. A road closure and maintenance agreement was signed between the Board and Bonneville County in 1984 which established the maintenance responsibilities for those sections removed from the system.

The Board approved and signed the Official Minute which is shown as Exhibit B-244 which is made a part hereof with like effect.

Rule Number 39.01.32.24, Prisoner of War (POW) License Plate. A new category of license plates was approved for Prisoners of War by House Bill 543 passed during the 1986 Legislative Session. The law becomes effective July 1, 1986. Internal administrative procedures are in place and ready for issue on or after July 1, 1986.

The Board approved the rule and authorized their Executive Assistant to process it through the Administrative Procedure Act.

Rule Number 39.01.32.23, Boating Safety Equipment Requirements. In 1985 the Board authorized promulgation of boating safety rules. The rules were subsequently withdrawn at the request of the Chairman of the Senate Transportation Committee. Several proposals covering the same subject were defeated during the 1986 Legislative Session. The Department of Parks and Recreation is concerned that their federal funding might be in jeopardy if state rules do not correspond to those of the U.S. Coast Guard. The Idaho Transportation Department retains boating responsibility until January 1, 1987.

The Board acknowledged the year-round boating activity in Idaho and the on-going number of boating accidents and fatalities. They also recognized the current need for legal, state regulations and declared that imminent peril exists to boater safety without such regulations. They therefore ordered Rule Number 39.01.32.23 to be adopted on an emergency basis. Under authority of Section 67-5203(a), Idaho Code, the rule would be effective June 19, 1986 through October 17, 1986. The Board ordered their Executive Assistant to process it in accordance with emergency stipulations outlined in the Administrative Procedure Act.

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State Highway Administrator's Report. Keith Green announced that Leonard Hill had been chosen to succeed Max Jensen as the new Right-of-Way Supervisor.

A temporary 3.6 mile detour bypasses a slide area on SH-21 while the District Engineer evaluates repair alternatives to a washed-out section near Grandjean. Permanent repairs will not be completed until winter or spring.

A bridge washed out near Mackay due to flooding and has been replaced with a temporary structure.

Possible safety improvements to US-93 south of Twin Falls are still under evaluation and a report should be made to the Board in July.

Acceleration of Project Number BR-SOS-3000(8), Key Number 3368. The Barracks Lane Bridge southeast of Salmon is designed and ready for PS&E approval and contract letting. The current status of obligated federal-aid funds indicates a \$648,000 balance available on the optional local bridge allocation.

As recommended by the State Highway Administrator, the project was accelerated from FY87 to FY86 in the Critical Bridge Program.

Request for Exception to Modular Home Rule 39.02.05.9, Section 32,06. The Board reviewed the staff analysis of the request to move 16-foot wide units. In January 1980 mobile/modular home width was limited to 14 feet wide at the base. A grandfather clause was provided for homes manufactured prior to that. Overwidth units may be moved on a conventional semi-trailer or house moving dolly.

After considerable discussion and a split decision, the majority determined that a financial hardship exists and allowed movement of the specific unit in question on its own wheels. Mr. Don Ells will be advised that his 16' x 76' unit may be moved from Osburn to Post Falls. Other requests of this type will be handled on a case-by-case basis by the Board at their regular meetings.

Appeal for Access to Bridge Street by Ross Reynolds, Project Number DP-F-6471(76), Key Number 442, US-20B. Access to Bridge Street from the property in question was obtained by condemnation from the Phillips Petroleum Company. It was staff's understanding that Mr. Reynolds was renting the property at the time of the purchase.

As recommended by Chief of Highway Operations Fiala, the Board denied the requested approach.

Relocation of Approaches and New Approach on US-95 at the City Limits of Plummer, F-5115(5). The two relocated approaches are being changed to fit the platted streets in Plummer, and to

fit the usages of city property which is leased by a logging firm. A new approach would make a direct connection to the southeast portion of Plummer saving approximately 14 blocks of out-of-direction travel.

The Board approved and signed the exchange deed to relocate the approaches at MP 394.94 and MP 395.26. They further granted Right-of-way Use Permit Number 1-86-110 for a public road approach to extend "N" Street easterly from US-95 right of MP 394.81.

Change of Full Control of Access Across Idaho Street in Post Falls, Project Number I-IG-90-1(91)0, I-90. The Post Falls Fire Protection District requested a modification to the full control of access on the east side of Idaho Street in Post Falls so a new fire station can be built to replace the existing station. Access to the new station would be cut off by the new ramps being added to the proposed Spokane Street interchange.

The Board granted the access change subject to approval by FHWA and contingent on location determination of the Spokane Street interchange.

Right-of-way Use Permit Number 3-86-156, City of Fruitland Public Road Approach for 11th and 13th Street Extension, Project Number F-3111(11), Key Number 87, US-95. The City of Fruitland has been deeded right-of-way east of US-95 for extension of 13th Street to the East. Also, deeded is the north half of the right-of-way for 11th Street to be extended to the east.

The Board determined that the public road accesses are in the public interest and should be allowed with the following stipulations: The approaches must be directly opposite the existing approaches with no offsets allowed; the approach at station 184+30 Rt. must be quit claimed to the state and removed before a permit is approved for construction of 11th Street.

Approval of Fee Contracts, Project Number I-184-1(7)4, Key Number 2881, I-184. The Department solicited bids from qualified fee appraisal firms to appraise the right-of-way needed on the Chinden interchange-Orchard extension project. Some parcels will require dual appraisals.

As recommended by Chief of Highway Operations Fiala, the Board approved the following contracts which are in excess of \$10,000:

Idaho Land and Appraisal Service	8 appraisals	\$10,900
Kelley Real Estate and Appraisal	26 appraisals	\$19,450
Idaho Land and Appraisal Service	14 appraisals	\$14,000

Settlement in Excess of \$80,000, Project Number HES-F-6423(2), Key Number 115, Parcel Numbers 18 and 19, US-20. Additional information and consideration of damages to the remaining ownership brought the value to over \$80,000.

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The Board concurred in the Chief of Highway Operations recommendation and approved the settlement of the subject parcels which is in excess of \$80,000.

Negotiations in Excess of \$80,000, Project Number ST-6353(517), Key Number 3503. Appraisals were reviewed for the approximately 134 acres of abandoned railroad right-of-way lying between Arco and Mackay.

The Board approved the recommendation and authorized initiation of negotiations at the reviewed fair market value which is in excess of \$80,000.

Exchange of Real Property, Project Number I-90-1(47)61, Key Number 41, Parcel Number 65, I-90. The Department has been involved in negotiations for the acquisition of the railroad property needed for the Wallace project for over two years. Part of the acquisition was an uneconomic remnant which the owner of Parcel Number 65 wanted to combine with his existing ownership.

The Board approved the staff's recommendations to trade the subject parcel for surplus property in Mullan (Parcel Numbers 32R, 28R, and 29R). They executed the necessary instruments to effect the exchange.

Exchange of Real Property, Project FAP-151-B, US-95. The continued use of the Sheep Creek stockpile site has been determined unnecessary due to its topography. An arrangement between the adjacent property owners and ITD would exchange an additional 1.42 acres of right-of-way on the northwest side of existing US-95 for approximately 1.95 acres of the stockpile site lying outside of the area reserved as future right-of-way.

The Board approved the recommendation and exchanged certain real property and executed a warranty deed in favor of Judson and Lorentz.

Bids. The Board acknowledged the action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Project Number BR-SOS-2500(5), Key Number 3093 - The work consists of constructing a 102-foot prestressed concrete bridge over the Clearwater River, southwest of Elk City; federal and state financed project. The contract was approved for award to Earth Rock, Inc., Twin Falls, Idaho, the low bidder in the amount of \$183,182.80.

Project Number RRP-RRS-5738(7), Key Number 1617 - The work consists of reconstruction of roadway, drainage structure, base, plantmix pavement, and relocate water meters on 0.17 miles of SH-54 in the city of Athol; federal and state financed project. The contract was approved for award to Glen L. Waddell, Coeur d'Alene, Idaho, the low bidder in the amount of \$104,955.40.

Project Numbers STM-3803(502) and STM-3803(503), Key Numbers 3450 and 3137 - The work consists of laying a scrub coat on SH-67 from MP 0.00 to MP 8.95. A seal coat on SH-51 from MP 90.78 to MP 91.97 and SH-67 from MP 0.00 to MP 8.95; state financed project. The contract was approved for award to Idaho Sand and Gravel Company, Inc., Caldwell, Idaho, the low bidder in the amount of \$344,435.00.

Project Numbers BR-SOS-1300(2), (3), (4), and (5), Key Numbers 3374, 3375, 3376, and 3606 - The work consists of constructing 640 linear feet of 154-inch by 100-inch corrugated multiplate pipe arch; 230 linear feet of 81-inch by 59-inch pipe arch; 270 linear feet of 117-inch by 79-inch pipe arch and 300 linear feet of 184-inch by 111-inch corrugated multiplate pipe arch all to be placed in Camas Creek, located as follows: 0.2-mile south and 4.2 miles east of Hill City at MP 4.97; 3.4 miles south and 2.4 miles east of Fairfield at MP 0.28; MP 0.35 and MP 0.58; federal and state financed project. The contract was approved for award to Gerber Concrete Construction, Sandy, Utah, the low bidder in the amount of \$348,714.10.

Project Numbers STM-6354(547), STM-6354(548), STM-6354(552), and Stockpile Number 6674, Key Numbers 2971, 2972, 3475, and 3481 - The work consists of load, haul, and place seal coat on 4.27 and 17.20 miles of US-93 from Cobalt Road-Salmon and Carmen-North Fork; furnish material and seal coat 4.33 miles on US-93 from Salmon-Carmen; and furnish cover coat material and aggregate for roadmix in Stockpile at Salmon Maintenance Yard and sanding material in Stockpile at the source; state financed project. The contract was approved for award to J. K. Merrill and Sons, Inc., Pocatello, Idaho, the low bidder in the amount of \$286,275.81.

Stockpile Number 1519, Key Number 3660 - The work consists of crushing and stockpiling cover coat material Class 3 at the Spirit Lake Maintenance Yard located right of MP 18.64, SH-41; state financed project. The only bid was more than ten percent over the engineer's estimate. The District and Contract Administration recommend rejecting and readvertising the bid later; the Board agreed.

Building Number 2173, Key Number 525 - The work consists of constructing a 90-foot by 50-foot concrete and metal rigid frame maintenance building at Orofino in Clearwater County; state financed project. Staff determined the issued addendum had misled the low bidder. In addition, conflict between the specifications and addendum procedures was revealed. Contract Administration will revise procedures to better serve the building industry as well as the highway construction industry. The District and staff recommend rejecting all bids and readvertising the project; the Board concurred.

Project Numbers STM-6353(522) and STM-6353(523), Key Numbers 3658 and 3936 - The work consists of producing and placing a plantmix leveling course and seal coat on 10.36 miles of US-93,

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Moore-South Mackay; and a load haul place seal coat on 8.04 miles of US-93 Arco-Moore; state financed project. The contract was approved for award to Robert V. Burggraf Company, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$445,147.00.

Project Number STM-6381(506), Key Number 3656 - The work consists of constructing a load, haul and place seal coat on 19.00 miles of US-20, Butte City-AEC; state financed project. The contract was approved for award to Kloepfer, Inc., Paul, Idaho, the low bidder in the amount of \$164,537.60.

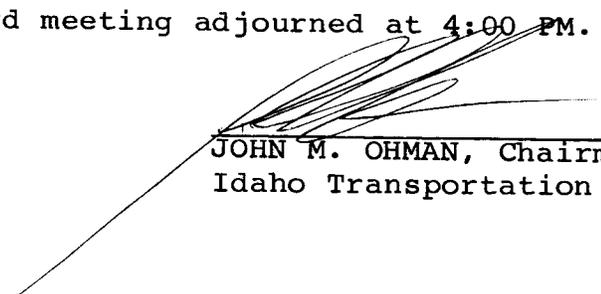
Delegation - Eagle Bypass. Mayor Haley suggested the Board consider widening State Street (SH-44) and bypassing the City of Eagle. Turning at the main intersection is difficult for large vehicles to negotiate because of the radius of the turn and narrow streets. The City favors a southwest bypass of the city beginning near Edgewood Lane but staying close to downtown. Ada County Highway District representative Glenn Rhodes and Ada County Commissioner Ed Riddle endorsed the bypass concept since additional traffic will be generated when the Eagle Interchange on I-84 is opened. Boise City Council official Brent Coles also supported the bypass plan suggested due to the growth experienced in Treasure Valley.

Assistant District Engineer Ted Gwin indicated an environmental assessment was being worked on prior to the project being removed from the program and included in the "set-aside" project listing. The Board will review that listing at the July meeting and the Mayor will be advised of the project schedule.

Computer Center Open House. Board Chairman Ohman cut the ribbon, opening the new 4,500 square foot computer center constructed south of and adjacent to the Headquarters building. Tours through the new facility were conducted by Dee Tanning, Chuck Aitchison and several ISDP employees. Some Motor Vehicle Bureau functions will expand into the vacated data processing areas.

Cash Operating Reserve and Revenue Forecasts. The Department's current and future financial situation was reviewed. Potential revenue trends were explored and the Chief of Transportation Services was authorized to discuss the revenue situation with local officials.

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

  
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 JOHN M. OHMAN, Chairman  
 Idaho Transportation Board

Read and Approved  
 July 11, 1986  
 Boise, Idaho

June 19, 1986

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

July 11, 1986

The Idaho Transportation Board met in regular session on July 11, 1986 at Boise Idaho in the Transportation Building at 9:10 AM. Present were:

John M. Ohman, Chairman - District One  
 Lloyd F. Barron, Vice Chairman - District Two  
 Marion Davidson, Member - District Three  
 E. Dean Tisdale, Director  
 Mary F. Brooks, Executive Assistant to the Board  
 G. Keith Green, State Highway Administrator  
 Bob Clour, Division Administrator - Federal Highway Administration

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

August 13-14, 1986  
 September 10-12, 1986 - East Idaho Board Tour  
 October 8-9, 1986  
 November 13-14, 1986  
 December 3-4, 1986 (tentative)

Board Minutes. The June minutes of the regular meeting were approved as distributed to the Board members.

Director's Report. Director Tisdale and Washington DOT Director Berentson met with Senator Symms in Spokane to urge Interstate completion extended another year or more; language similar to current House legislation. Berentson expressed pleasure with the Senate's minimum 1/2% Interstate and Interstate 4R formula treatment.

At the AASHTO Highway Transport Subcommittee meeting in Chicago, Director Tisdale and Maintenance Supervisor Nielsen discussed uniformity of truck regulations.

Legal Report. Pending legal cases have increased only seven percent in the last quarter.

Condemnations are pending on the Idaho Falls Broadway project. A dispute with the fee appraiser is being negotiated.

Chairman Ohman and Vice Chairman Barron asked that Supreme Court decisions be sent to them.

Historical Sign Brochure. The program was initiated in 1956 with the first brochure published in 1964. The supply of copies from the last printing in 1976 has been exhausted. The increased emphasis on tourism tends to support a reissue of the brochure; possibly a centennial edition.

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The Public Information Supervisor received Board approval to republish the historical sign brochure and assess a cost to cover printing charges.

Delegation - Homedale. Mayor Paul Fink requested an improvement project to include curbs and gutter on US-95 through the City of Homedale. District Engineer Dick recapped the history of Homedale projects. When asked if diagonal parking could be eliminated on US-95 in conjunction with the proposed project, Mayor Fink believed local businessmen would consent to that adjustment. The requested project basically covered only US-95, not SH-19. District Engineer Dick will meet with local officials to discuss the proposed project in depth. Mayor Fink stated the greatest need is to improve US-95 and expressed concern about eliminating diagonal parking on SH-19.

Allocation of Primary and Secondary System Funding to the Districts. Funds are currently allocated to the Districts based on their respective percentages of the total number of lane-miles, vehicle miles of travel, and highway needs on each system. Each factor is given equal weight of one-third.

At the Director's request, staff explored numerous alternatives to the current allocation method. The final recommendation uses a combination of Highway Needs (HWYNEEDS) and the Highway Investment Analysis Package (HIAP) in the following formula:

$$\begin{aligned} & 2/3 \text{ District's \% of Highway Needs (total cost to improve all} \\ & \quad \text{deficient sections)} \\ & + 1/3 \text{ District's \% of HIAP projects (cost to improve priority} \\ & \quad \text{projects ranked according to benefit/cost)} \\ & = \text{District's \% of allocated funds} \end{aligned}$$

After much analysis and discussion, the Board approved the new formula for allocating Primary and Secondary funds to the Districts as outlined above.

Feasibility Study of Toll Facility, Project F-3291(22), I-84 to Diversion Dam, SH-21. A selection committee unanimously chose the firm of Wilbur Smith & Associates for negotiation. Based on previous experience, the Board asked to review the committee's justification of their choice.

Phase V Rehabilitation Project on St. Maries River Railroad (STMA). The Department received a \$235,893 grant from the Federal Railroad Administration to continue the project, consisting of \$50,000 entitlement funds and the remainder in discretionary funds.

The Board reviewed the proposed work plan and approved the additional work utilizing FY85 funding.

Additions and Deletions to the State Highway System, District 5. In accordance with Road Closure and Maintenance Agreements with Franklin County, Oneida County, and the cities of Dayton, Preston and Weston, the Department has agreed to add the Deep Creek Road (Malad to Preston) to the State Highway System in exchange for the removal of the segment of SH-34 from the Utah State Line to Preston, and the segment of SH-37 from Holbrook to the Power County Line.

The Board signed the official minute shown as Exhibit B-245 which is made a part hereof with like effect. Deep Creek Road will be redesignated SH-36. SH-37 from Stone Road to I-15 will be redesignated SH-38.

Set-Aside Primary Projects. Federal Primary funds in the amount of \$9 million, including state match, is set-aside annually for major projects. The primary objective is to insure that major construction or reconstruction projects are funded. The balance of the funds is allocated to the Districts by formula for the purpose of preserving the existing system. Set-aside projects were shown in priority order along with \$231 million worth of holding projects listed in order by route.

The Board asked that both categories be subjected to the HIAP evaluation and brought back in August.

The Director asked that the Sandpoint bypass projected cost be updated based on the revised concept.

Reissue of License Plates Registered under Section 49-126, Idaho Code. The Board previously authorized the reissue of license plates beginning January 1, 1987. That minute entry did not specifically cover the reissue of plates for hearses, ambulances and wreckers which are also included in Section 49-126.

The Board clarified their position that all license plates covered under Section 49-126, Idaho Code are canceled effective January 1, 1987 and new plates issued beginning that date.

Rule No. 39.01.32.25, Commercial Quarterly Use Fee Reports. The proposed new rule clarifies terminology, the correct manner for commercial carriers to report mileage for a given quarter, and the reporting date if quarterly reports are filed by mail or the due date falls on a weekend or legal holiday.

The Board approved the new rule and authorized their Executive Assistant to process it through the Administrative Procedure Act.

Request for Exception to Modular Home Regulation 39.02.05.9, Section 32,06. The First National Bank of North Idaho asked to move a 16' X 70' mobile home on its own axles from Osburn to Kingston. The bank cited an economic hardship if the unit was moved on a conventional semi-trailer as required by rule.

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Based on previous discussion, the Board approved the request.

Relocation of Approach, Project F-6501(2), US-26. Mr. Gallup requested to relocate an existing farm approach to provide a loop drive to accommodate semi-trucks accessing his grain storage bins.

The Board approved the request and signed the exchange deed allowing Mr. Gallup to relocate his approach at MP 366.42 near Swan Valley.

Sign Status Report, June 1986. The report showed an increase of nine illegal and non-conforming signs. SHA Green advised that the new Right-of-Way Supervisor will work on eliminating all the remaining illegal signs.

Bids. The Board acknowledged action of the Contact Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Project Nos. IR-80N-1(56)0, IR-80N-1(55)17 & F-FR-3111(48), Key Nos. 0030, 0029 & 3809 - The work consists of sealcoating 12.53 miles (including the ramps, overcrossings and approaches) of I-84, Oregon State Line to Black Canyon; 8.8 miles of I-84, Sand Hollow to US-20-26 Interchange; also 3.9 miles of US-95 and 0.14 miles of US-30, Fruitland I-84 to Gayway Jct. in Payette and Canyon Counties; federal and state financed project. The contract was approved for award to Summit Construction, Twin Falls, Idaho the low bidder in the amount of \$718,425.60.

Stockpile Nos. 6668, 6669 & 6684, Key Nos. 3183, 3184 & 3812 - The work consists of producing cover coat material-class 3, 1/2" aggregate for roadmix pavement, anti-skid material and sanding material in stockpiles at Ashton Yard, Fall River and South Ashton in Fremont County; state financed project. The contract was approved for award to Twin Falls Construction Company, Inc., Twin Falls, Idaho the low bidder in the amount of \$225,147.00.

Building No. 3315 - The work consists of furnishing and installing a roof mounted gas fired furnace, overhead doors and a built up roof on the paint shop located in the District 3 Yard, 8150 Chinden Blvd. in Ada County; state financed project. The contract was approved for award to Terrel, Inc., Boise, Idaho the low bidder in the amount of \$17,923.00.

Building No. 2713, Key No. 525 - The work consists of constructing a 90' X 50' concrete and metal rigid frame maintenance building at Orofino in Clearwater County; state financed project. The contract was approved for award to Schoo Builders, Grangeville, Idaho the low bidder in the amount of \$182,400.00.

Project Nos. STM-15-1(517), STM-1481(519) & STM-1491(531), Key Nos. 3650, 3651 & 3458 - The work consists of producing CCM and placing seal coat on I-15 (NBL & SBL) McCammon to Portneuf; US-30 from McCammon to Lava; & US-91 from Downey to Virginia in

July 11, 1986

Bannock County; federal and state financed project. The contract was approved for award to Kloepfer, Inc., Paul, Idaho the low bidder in the amount of \$412,005.40

Project Nos. STM-6803(501), Key No. 3811 - The work consists of cleaning and painting steel truss bridge on US-20B at MP 348.1 in Fremont County; state financed project. The contract was approved for award to Terrell Hanson Painting, Boise, Idaho the low bidder in the amount of \$12,595.00.

Stockpile No. 6683, Key No. 3806 - The work consists of crushing or screening cinders for anti-skid material in source Jf69, west of Rexburg, and loading, hauling and stockpiling anti-skid material at Sugar, Rigby & Idaho Falls maintenance yards in Madison, Jefferson & Bonneville counties; state financed project. The contract was approved for award to Hicks-Adams Contractors, Inc., Idaho Falls, Idaho the low bidder in the amount of \$127,465.00.

Project No. I-IR-80N-3(58)221, Key No. 0022 - The work consists of reconstructing approximately 2 miles of the easbound on and off ramps of I-84 interchange 221 (Heyburn I.C.) in Minidoka County; federal and state financed project. The contract was approved for award to Western Construction Company, Inc., Boise, Idaho the low bidder in the amount of \$954,707.28.

Project Nos. STM-4113(607), STM-4113(606), STM-4114(617), STM-4171(507), STM-4211(527) & STM-4113(600), Key Nos. 3887, 3124, 3885, 3886, 3424 & 3425 - The work consists of seal coating US-95, Slate Creek-John Day Creek (5.10 miles); US-95, Skookumchuck-White Bird Bridge (5.60 miles); US-95, Lapwai-Culdesac (8.13 miles); US-95, Potlatch-Benewah County Line (11.3 miles); SH-3, Arrow Jct.-Juliaetta (9.30 miles) & SH-13, Harpster-Kooskia (13.10 miles) in Idaho, Nez Perce & Latah counties; state financed project. The contract was approved for award to Palouse Asphalt Paving Company, Inc., Pullman, Washington the low bidder in the amount of \$143,029.56.

Project Nos. STM-6501(567), STM-6729(512) & STM-6830(525), Key Nos. 3937, 3939 & 3938 - The work consists of loading, hauling & placing a sealcoat on 2.3 miles of US-26, MP 335.80 to 338.10 (St. Leon-Beaches Corner); 7.02 miles on SH-31, MP 14.0 to 21.02 (Pine Creek Summit-Victor); & 9.55 miles on SH-33, MP 131.25 to 140.80 (Jct. SH-32-Driggs) in Bonneville & Teton counties; federal and state financed project. The low bid was more than ten percent over the engineer's estimate. Two exceptions were noticed after comparing the low bidder's price and the estimate. No potential savings would be realized if the project was readvertised because of the completion date and lateness of the season. The District and Contract Administration Section recommend award; the Board agreed. The contract was approved for award to Pavement Planning dba Intermountain Slurry Seal, Salt Lake City, Utah the low bidder in the amount of \$95,476.14.

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Supplement 11 to Engineering Agreement E-122, Project No. I-90-1(146)61, Key 2995, Wallace Depot Relocation, I-90. The City of Wallace requested additional project attention on architectural inspection for structural deficiencies and depot renovation provisions. It is appropriate for the firm who provided the project design to perform a structural analysis of the building and provide increased inspection of the contractor's work. The additional work will increase the agreement \$13,187.40 including a fixed fee of \$124.00.

The Board approved Supplement 11 to Agreement E-122 with Zabala, Giltzow & Albanese in an amount not to exceed \$13,533.63 including the fixed fee.

FY86 Highway Improvement Program Adjustments. \$35 million remain in federal highway funds, including Oldtown Bridge, to obligate prior to September 30, 1986. These funds can be readily obligated with some adjustments to the program making Idaho eligible to receive any additional funds which may become available after August 1, 1986. The following projects were recommended and approved for advancement into the FY86 program to meet obligational authority:

<u>Key No.</u>	<u>Location</u>	<u>Type of Work</u>
291	Register Rock-Rockland*	Concrete paving
3723, 3716 & 3717	Seltice Way, Post Falls	Local roadway rehab.
3365	Lincoln Road, Idaho Falls	Local street improvement
2618	Spokane St., Post Falls	Local street improvement
2984	Gold Fork, Donnelly	Local bridge improvement

\*Back up for obligational purposes

Project No. BR-F-5115(15), Key No. 100, Mica Creek-Mica Flats experienced a 27% increase in project costs. The staff recommended and the Board approved holding the project until FY87.

A transfer of primary funds to the secondary and urban categories is required to fund the above projects. The transferred funds will be restored in FY87.

Status of 1986 Project Obligations. Staff presented information showing projects obligated as of July 1 for each program category. Also reviewed was a diagram indicating the actual obligation amount this year compared to the projected amount each month. Receipt of discretionary funds for Oldtown Bridge raised the obligation target line while that project and 4th of July on I-90 have yet to be included in the year-to-date figures.

July 11, 1986

WHEREUPON, the Board meeting adjourned at 3:45 PM.

  
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 JOHN M. OHMAN, Chairman  
 Idaho Transportation Board

Read and approved  
 August 13, 1986  
 Boise, Idaho

SUPPLEMENT TO THE JULY 1986  
 MEETING OF THE IDAHO TRANSPORTATION BOARD  
 July 29-30, 1986

Through telephone contact with Board Members Ohman, Barron and Davidson on July 29 & 30, 1986, the Executive Assistant to the Board obtained approval for staff to enter into a ten-year lease with the Sandpoint Chamber of Commerce, permitting construction of an expanded tourist information center on US-95 at MP 475.27.

  
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 JOHN M. OHMAN, Chairman  
 Idaho Transportation Board

Read and Approved  
 August 13, 1986  
 Boise, Idaho

SUPPLEMENT TO JULY MINUTES  
 July 30, 1986

Through telephone contact with Board Members Ohman, Barron and Davidson on July 30, 1986, the Executive Assistant to the Board obtained approval of Supplement #4 to Engineering Agreement E-131 on Project I-90-1(47)61, Key 41. The claim settlement with Arvid Grant in the amount of \$104,400.00 represents full compensation for extra work for delays in designing the steel alternative of the Wallace viaduct.

  
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 JOHN M. OHMAN, Chairman  
 Idaho Transportation Board

Read and Approved  
 August 13, 1986  
 Boise, Idaho

July 29 & 30, 1986

AAG947

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

August 13, 1986

The Idaho Transportation Board met in regular session on August 13, 1986, at Boise, Idaho in the Transportation Building at 9:00 AM. Present were:

John M. Ohman, Chairman - District 1  
 Lloyd F. Barron, Vice Chairman - District 2  
 Marion Davidson, Member - District 3  
 E. Dean Tisdale, Director  
 Mary F. Detmar, Executive Assistant to the Board  
 G. Keith Green, State Highway Administrator  
 Jack T. Coe, Division Administrator - Federal Highway Administration

Board Meeting Dates. The following meeting dates were scheduled:

September 10-12, 1986 - East Idaho Board Tour  
 October 8-9, 1986  
 November 13-14, 1986  
 December 3-4, 1986

Board Minutes. The July minutes were approved with a correction referencng diagonal parking in the city of Homedale.

Slide Presentation on Lawyer's Canyon, Project Number F-4113(75), Key Number 2500, US-95. District Engineer Jim Clayton described the project while showing slides presented at the design hearing in Craigmont.

WASHTO 86 in Austin, Texas. The Board congratulated Director Tisdale on conducting a successful annual WASHTO meeting as President.

Director's Report. The only ITD bill in the 1987 Governor's legislative package will be to increase the drinking age to 21. The proposal includes grandfather provisions for current 19-year olds. Recodification efforts by Legislative Council staff have included nearly all of proposed changes to Title 49 recommended by ITD staff.

Governor Evans has requested the staff to prepare a briefing sheet for the new Governor. The Chief of Transportation Services is coordinating that effort which should be ready soon.

On July 29, Idaho Traffic Safety Commission members decided to wait for a year to see the results of the child restraint law and the seatbelt law before considering any changes. Several legislative proposals related to drinking and driving were discussed:

August 13, 1986

- The first proposal would permit blood alcohol content tests of less than .10 percent to be used in DUI prosecution.
- The second proposal would include an additional, separate test for drugs.

East Idaho Board Tour. The Board's Executive Assistant outlined the proposed schedule for the fall tour, September 10-12, 1986. The itinerary was approved as outlined; copies will be distributed to local legislators. She further received approval to develop a proposed tour in October of Districts 3 and 4.

Engineering Managers/Bureau Chiefs Classifications Study. A study has been underway for over a year to update positions for job information and review of salary levels of Engineering Manager and Bureau Chief positions in the Department. The 185 positions included in the study have not been reviewed since 1977. The Board reviewed the cost for implementation of the engineering series over a three-year period and concurred in the Personnel Commission's classifications study.

Annual Report on Professional and General Services Contracts for FY86. Agreements and contracts for outside services during FY86 totaled \$4,397,824.08, a 47 percent increase over FY85. The State Highway Administrator explained most of the increase was due to the federal mandate requiring alternate designs for major structures.

Feasibility Study of Toll Facility, Project F-3291(22), I-84 to Diversion Dam, SH-21. The Board reviewed the Selection Committee's justification for choosing Wilbur Smith and Associates for negotiation of the contract. The Board was satisfied with their reasoning and authorized staff to negotiate the contract with Wilbur Smith and Associates, at a lump sum cost not to exceed \$56,000. It is expected the project study would be completed by January 1, 1987.

Development of Priorities for Set-Aside Program. At the July meeting the Board requested that a HIAP (Highway Investment Analysis Package) analysis be conducted of the set-aside project contained in the last four years of the six-year program and the additional projects in the holding category. Several discrepancies were identified in that analysis and several projects had not yet been subjected to the analysis due to lack of information.

The Board asked the staff to complete evaluation of the set-aside projects and bring the analysis back at the October Board meeting.

Statewide Rural 1995 Functional Classification System. In accordance with Board Policy B-09-02, the Management Services Section conducts the required five-year review and update of the functional classified highway system. The functional classification that a road carries determines its eligibility for various

categories of federal-aid funding. Federal-aid primaries must be arterials while federal-aid secondaries must be major collectors. The system also establishes minimum design standards to be applied to projects to qualify for federal funding.

Considerable discussion ensued about classifying proposed realignments and subsequent changes to the existing routes. The Board asked the staff to evaluate the policy of classifying new alignments and bring the information back at the October meeting.

Local Highway Needs Assessment Council. The Council recommended the following terms of membership and appointment for Board consideration:

- Council members would have four-year terms with half of the Council members appointed every two years.
- Nomination from the appropriate local association would be requested by the Board, not less than two months prior to expiration of each appointment.
- Since some Council members are elected officials, their respective associations may withdraw a member in any year and nominate another individual for Board consideration.
- Council members are eligible for compensation and expenses.
- Each local association shall have two votes at a Council meeting. One attending member representing a local association may cast that association's two votes in the absence of the other member.

The Board approved the terms of membership and length of appointment as outlined. Initial terms of membership are:

Idaho Association of Counties:

Glenn Turner - 7/1/86 to 7/1/88  
Oscar Baumhoff - 7/1/86 to 7/1/90

Idaho Association of Highway Districts:

Ray Oliver - 7/1/86 to 7/1/88  
Tom Lancaster - 7/1/86 to 7/1/90

Association of Idaho Cities:

Tim Ridinger - 7/1/86 to 7/1/88  
Bill Smith - 7/1/86 to 7/1/90

Idaho Transportation Department:

Keith Longenecker - indeterminate term  
John Wanamaker - indeterminate term

Compensation for members of Local Highway Needs Assessment Council was discussed at length. The Board approved Council members being reimbursed at the standard state travel expense allowance. The Board determined that Council members would be

paid \$35.00 per day when they act collectively as a Council. Fully salaried (non-elected) members would receive no compensation but would be reimbursed travel expenses. Additional compensation for days worked on Council projects would require the recommendation in advance by Council and authorization by the Director. At the Council's option, travel days may be compensated at the \$35.00 per day rate.

Bad Checks Received by the Motor Vehicle Bureau. Almost \$400 worth of bad checks has been documented by the Elmore County Assessor. The Board authorized a credit to Elmore County for their share based on existing procedures for a total amount of \$294.90.

Statewide Aviation System Plan, Phase 3, Project No. 3-16-0000-S3. It is time to enter into the agreement to accept the FAA planning grant for year three of a system plan. Since the original estimate, major increases resulted in the pavement condition survey and the agricultural spraying facilities policy. The increase in the former covers the continuation of the additional work as discussed in 1985. Increases in the agricultural spraying policy cover continued activity in Health and Welfare's Division of Environment Task Force to develop regulations and publish a brochure for sprayers and airport operators.

The Board approved continuation of the project at an increase of \$79,780. The Board further authorized the Bureau Chief to accept the FAA grant in the amount of \$190,384.00.

State Highway Administrator's Report. In March Twin Falls Chamber of Commerce Director requested safety improvements on US-93 from Twin Falls to the Nevada state line. The District has evaluated the entire route and the Chamber has been notified that the Department will 1) extend some no passing barrier lines beyond the standard minimum requirements; 2) install no passing zone signs in conjunction with all barrier lines; 3) install shoulder rumble strips on approximately 10 miles; and 4) flatten slopes in selected areas as resources permit.

The district will evaluate the effectiveness of the actions and propose additional safety projects accordingly. The proposed improvements have been favorably received by the Chamber and local residents.

FHWA Division Administrator Coe, with concurrence of the Regional office, did not consider the proposed median concept for the East Boise Port of Entry to be an acceptable design. Mr. Coe believed the estimated cost savings of \$1,000,000 did not offset the many safety and operational problems related to left-hand entrances and exits. According to the Division, both the overhead and standard (tunnel) concepts are acceptable alternatives. The Board authorized staff to appeal the decision.

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Notification that Idaho is a buckle-up state will be made by means of small signs placed on the "Too Great To Litter" signs at state entrances.

An effort to accelerate the Seltice Way project in Post Falls is being coordinated by Roy Bodine, Post Falls Highway District Commissioner. He has attempted to persuade the city to use funding dedicated to improvement of Spokane Street on the Seltice Way project. In addition, he intends to contact Senator Symms to secure special funding. The Board supported his effort to obtain special congressional funding.

Sign Status Report for July 1986. A slight decrease was evident in the illegal and nonconforming signs. Right-of-Way Supervisor Hill has initiated an increased effort in sign identification and removal.

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

<u>PARCEL NUMBER</u>	<u>PROJECT NUMBER</u>	<u>OWNER</u>	<u>ROUTE NUMBER</u>
32 & 32-E-1	HES-F-6423(2)	Thurman Peterson et al	US-20
9	I-184-1(5)4	Warehouse 223, A Partnership	I-184

Strawberry Glen Stockpile Site No. 3310. Ada County Highway District requested a permanent easement of five feet across the south end of the stockpile site in order to reconstruct and widen Marigold Street.

The Board concurred in the Highway District's request and the staff recommendation. They executed a permanent easement in favor of Ada County Highway District.

Release of Easement on Materials Source Kt-142, Key Number A0979, I-90. The access purchased in 1959 on the southerly and westerly boundaries of the materials source near Wolf Lodge interchange has not been utilized. The owner from whom the source and easement was purchased has asked that we release the easement back to him.

The Board concurred in the Chief of Highway Operations' recommendation to release the easement and executed the appropriate document in favor of the Riders.

Exchange of Real Property, Project Number FU-103(5), Key Number A0211, US-12. District 2 recommended the exchange of a 2.85-acre tract of excess right-of-way as partial payment for a 1.89-acre ownership to be used for an extension to the Lewiston office complex.

The Board concurred in the staff recommendation, approved the purchase and exchanged the properties by executing the appropriate warranty deed in favor of ADCOPE, a partnership.

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Highway Improvement Program Adjustments, Project Number F-FR-6411(1), Key Number 2217, SH-33. The deferral of the Mica Creek project and transfer of funds to the Urban and Secondary programs leaves some funds in the Primary program. The staff requested that the Henry's Fork West project be advanced from the FY87 to the FY86 Primary program. The Board approved the recommendation.

Milwaukee Street Connection near the Franklin Road Interchange, I-184. To meet the schedule for the West Park Mall development, the following adjustments to the highway improvement program are recommended:

<u>KEY NUMBER</u>	<u>PROJECT NUMBER</u>	<u>FROM</u>	<u>TO</u>
2520	I-IR-184-1(8)0	FY90	FY88
2521	IR-84-2(1)50	FY88	FY89
3213	IR-84-2(15)49	FY89	FY90

The Board approved the above changes and authorized the staff to proceed with an agreement with John Price for the intersection improvements. The developer will be responsible for all design and construction. The state would approve plans and specifications, and inspect construction for compliance with federal and state requirements.

Supplement Number 2 to Engineering Agreement Number E-80, Project Number I-184-1(7)4, Key Numbers 2881, 2763, 2762, 3808, and 3807. The design of the Chinden interchange to 23rd Street in Boise has been modified during preliminary design process by the consultant, with ITD and FHWA concurrence. Several major design revisions were outlined to the Board:

- Delete one 2,200-foot structure for the interchange and river crossings.
- Add 27th Street extension from Fairview to Americana as mitigation for the 23rd Street closure.
- Add Chinden eastbound US-20 ramp to the interchange with additional lane on the river structure.
- Request rehabilitation design for existing Chinden interchange structure.
- Modify Orchard extension - Settler's Canal from a culvert design to a three-span structure.

The Board approved the revisions and authorized the staff to negotiate the supplement with CH2M Hill in the amount of \$240,000.

Meeting with Trucking Industry Concerning Overhang to the Rear. On July 18 in Coeur d'Alene, several staff members met with representatives from the log and pole industry as well as representatives from the power utility companies. Major concerns

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included restriction of pole length and pilot car requirements for rear overhang in excess of 25 feet.

The Department agreed to lower the annual permit fee from \$100 to \$25 based on administrative and enforcement factors. In addition, they required a pilot car to the rear when the overall length exceeded 100 feet and permits will also be issued for tree-length logs.

Director Tisdale indicated that at the Motor Carrier Advisory Committee on August 12, the issue of self-loaders hauling poles as well as logs was discussed. The staff is evaluating existing pilot car requirements.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Stockpile Number 5521, Key Number 3467 - The work consists of crushing, hauling and placing anti-skid material in stockpile at Montpelier Maintenance yard in Caribou and Bear Lake Counties; state financed project. The low bid was more than ten percent over the engineer's estimate. Staff adjusted their estimate to reflect the 49-mile haul from the source. No potential savings seems to exist if the contract was readvertised. The District and Contract Administration Section recommend award; the Board agreed. The contract was approved for award to Gale Lim Construction, Inc., Blackfoot, Idaho 83221, the low bidder in the amount of \$133,621.00.

Project Numbers STM-1803(514), STM-1804(501), and STM-1804(502), Key Numbers 3928, 3925, and 3926 - The work consists of placing a seal coat on SH-36 Junction SH-34--Mink Creek; SH-34 River Hill--Cleveland; and SH-34 Thatcher--Niter in Franklin and Caribou Counties; state financed project. The contract was approved for award to Intermountain Slurry Seal, Salt Lake City, Utah, the low bidder in the amount of \$125,545.14.

Stockpile Number 5517, Key Number 3463 - The work consists of crushing, hauling, and stockpiling aggregate for road mix pavement and cover coat material Class 2 in stockpiles east 4.3 miles from Holbrook in Oneida County; state financed project. The only bid was considerably more than the engineer's estimate. Staff believed the bid was not responsive from the industry, reflected the flood of work generated by "privatization" sealcoats, and did not reflect the ability to pay minimum wage on a state-funded project. The staff recommended rejection and readvertisement; the Board concurred.

Project Numbers STM-1531(527), STM-1531(528), and STM-1803(515), Key Numbers 3930, 3931, and 3929 - The work consists of crushing, hauling and placing seal coat 34 feet wide on 7.7 miles of US-89; a seal coat 34 feet wide on 5.1 miles and 60 feet on 0.7 mile of US-89; a seal coat 26 feet wide on 12.7 miles of SH-36 in Franklin and Bear Lake Counties; state financed

project. The contract was approved for award to H K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$352,799.50.

Project Numbers STM-84-3(505), STM-2854(504), STM-2848(505), and Stockpiles 4524 and 4533, Key Numbers 3644, 3850, 3851, 3434, and 3684 - The work consists of furnishing and seal coating 8.2 miles of I-84, Burley Interchange--Twin Bridges; 7.7 miles of SH-77, South Declo to Declo Interchange; and 7.8 miles of SH-81, Declo to Burley; and producing hauling and stockpiling cover coat material at West Minidoka and South Albion Stockpiles in Cassia and Minidoka Counties; state financed project. The contract was approved for award to Kloepfer, Inc., Paul, Idaho, the only bidder in the amount of \$336,543.25.

Stockpile Numbers 4518 and 4527, Key Numbers 3159 and 3437 - The work consists of producing and stockpiling cover coat material and secondary screenings in Russian John and West Picabo stockpiles in Blaine County; state financed project. The contract was approved for award to Valley Paving, Bellevue, Idaho, the low bidder in the amount of \$87,869.60.

Project Numbers STM-6501(568) and ST-6501(569), Key Numbers 3940 and 3992 - The work consists of loading, hauling, and placing a seal coat on 9.50 miles of US-26, Palisades--Wyoming line; and furnish aggregate from an existing stockpile for a plant mix leveling course and placing on designated areas throughout the project in Bonneville County; state financed project. The contract was approved for award to H K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$117,805.50.

Project Number F-2391(48), Key Number 3026 - The work consists of grading, drainage, guard rail, base and surfacing on 7.28 miles of roadway on US-93, Junction SH-25 - Newman's Corner #3 in Jerome County; federal and state financed project. The contract was approved for award to Western Construction, Inc., Boise, Idaho, the low bidder in the amount of \$2,952,800.08.

Project Numbers STM-5116(619), STM-5116(623), and STM-5121(565), Key Numbers 3415, 3878, and 3620 - The work consists of applying seal coat on US-95 Blackwell to Remington Road, Remington Road to Sandpoint, and Sandpoint to Hope in Kootenai and Bonner Counties; state financed project. The contract was approved for award to Standard Asphalt Paving Company, Inc., Spokane, Washington, the low bidder in the amount of \$497,051.00.

Stockpile Number 4523, Key Number 3433 - The work consists of loading, hauling, and stockpiling sanding materials at Twin Falls, Jerome and Bliss stockpiles in Twin Falls, Jerome and Gooding Counties; state financed project. The contract was approved for award to Circle A Construction, Inc., Twin Falls, Idaho, the low bidder in the amount of \$94,440.00.

Project Numbers STM-6292(503) and STM-6393(513), Key Numbers 3643 and 3855 - The work consists of seal coating 11 miles of

SH-21 and the Salmon River Bridges with approaches on SH-75 and the adjacent parking areas near the bridges in Custer County; state financed project. The low bid was more than ten percent over the engineer's estimate. Major cost differences were identified and analyzed. It appeared the estimate did not adequately account for increased costs due to the remote location of the project. The estimate was adjusted and staff recommended award; the Board agreed. The contract was approved for award to Gordon Paving Company, Inc., Burley, Idaho, the low bidder in the amount of \$116,455.00.

Project Numbers STM-1481(590), STM-1786(537), and Stockpile Numbers 5526 and 5527, Key Numbers 3459, 3927, 3695, and 3696 - The work consists of crushing and placing a seal coat on 5.1 miles of US-30 Alexander railroad crossing--west city limits Soda Springs and 4.7 miles of SH-34 Lane Grave Road--Bear Creek and crushing and stockpiling aggregate for road mix pavement and cover coat material Class 2 at Henry and cover coat material Class 2 at Wayan in Caribou County; state financed project. The low bid was more than ten percent over the engineer's estimate. Some confusion in bidding resulted from several addendums and possible price inflation due to a glut of projects. The staff recommended rejecting and readvertising; the Board concurred.

Project Numbers STM-2391(575) and STM-2740(511), Key Numbers 3645 and 3916 - The work consists of seal coating US-93 Hollister-Junction SH-74 (7.40 miles) and US-30 Bliss--Malad River Bridge (4.90 miles) in Twin Falls and Gooding Counties; state financed project. The contract was approved for award to Gordon Paving Company, Inc., Burley, Idaho, the low bidder in the amount of \$61,510.00.

Project Numbers STM-3291(560), STM-3291(561), STM-3341(506), and STM-3707(505), Key Numbers 3894, 3895, 3890, and 3891 - The work consists of placing a seal coat on SH-21 Robie Creek--North (7.5 miles), and Grandjean--South (9.0 miles); on SH-51 Junction SH-67--South (20.9 miles); and on SH-78 Grandview--East (7.2 miles) in Boise, Owyhee, and Elmore Counties; state financed project. The contract was approved for award to Rock Contractors, Inc., Meridian, Idaho, the low bidder in the amount of \$186,456.60.

Project Numbers IR-84-4(4)221 and STM-84-4(501), Key Numbers 3237 and 2658 - The work consists of furnishing and placing material for a seal coat on 6.98 miles westbound lane and 2.02 miles eastbound lane of I-84, Salt Lake Interchange--Cotterell plus both Cotterell rest areas and 12.9 miles eastbound lane, Salt Lake City Interchange--Idahome in Cassia County; federal and state financed project. The contract was approved for award to Kloepfer, Inc., Paul, Idaho, the low bidder in the amount of \$328,451.75.

Project Numbers STM-3271(578), STM-3271(577), STM-3271(576), STM-3271(575), STM-3271(574), STM-3112(573), STM-3112(572), STM-3261(520), STM-3261(519), STM-3261(518), and STM-3311(503),

Key Numbers 1743, 3905, 3904, 3903, 3902, 3901, 3900, 3899, 3898, 3879, and 3896 - The work consists of placing seal coat on SH-55 Lake Fork (0.5 mile), Brundage--Meadows (4.6 miles), Smith Ferry--Round Valley (4.0 miles), Valley County Line--North (1.0 mile), and North Fork Payette River--North (1.4 miles); on US-95 Boulder Creek--North (4.5 miles), and Alpine Road--North (4.6 miles); on SH-52 Black Canyon (1 mile), Junction SH-16--North (1.1 miles), and Emmett West (4.4 miles); and on SH-16 Freezeout Hill (2.7 miles); state financed project. The contract was approved for award to Johanson Construction Company, Spokane, Washington, the low bidder in the amount of \$135,914.60.

Project Numbers STM-2790(529), STM-2790(528), and Stockpile Number 4525, Key Numbers 3997, 3852, and 3455 - The work consists of furnishing and placing materials for a 0.2-foot plantmix overlay and seal coat on SH-24, Dietrich to Shoshone (6.3 miles) and produce covercoat material and secondary screening in stockpile in Jerome and Lincoln Counties; state financed project. The contract was approved for award to Idaho Sand and Gravel Company, Inc., Caldwell, Idaho, the low bidder in the amount of \$441,563.60.

Project Numbers STM-2342(507) and STM-2352(536), Key Numbers 3914 and 391. - The work consists of seal coat US-20, East Junction SH-46 to SH-75 Junction (21.0 miles) and US-93, Richfield to Tikura (13.4 miles) in Camas, Blaine, and Lincoln Counties; state financed project. The contract was approved for award to Kloepfer, Inc., Paul, Idaho, the low bidder in the amount of \$127,905.50.

Project Number SR-RS-5732(7), Key Number 156 - The work consists of grading plantmix pavement, drainage, pedestrian walkways, signing, illumination on 1.05 miles of SH-41 and 0.44 mile of SH-53 at Rathdrum in Kootenai County; federal and state financed project. The contract was approved for award to Glen L. Waddell, Coeur d'Alene, Idaho, the low bidder in the amount of \$784,837.39.

WHEREUPON, the Board meeting adjourned at 3:45 PM.

  
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 JOHN M. OHMAN, Board Chairman  
 Idaho Transportation Board

Read and Approved  
 September 9, 1986  
 Boise, Idaho

August 13, 1986

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REGULAR MEETING AND EAST IDAHO TOUR OF THE  
IDAHO TRANSPORTATION BOARD

September 9-12, 1986

The Idaho Transportation Board met on September 9, 1986, at Boise, Idaho in the Aeronautics and Public Transportation Office at 3:30 PM. Vice Chairman Barron and Member Davidson officially called the meeting to order. The following matters were discussed then and later.

Board Meeting Dates. The following meeting dates were scheduled:

October 8-9, 1986  
November 6-7, 1986 (changed from November 13-14)  
December 4-5, 1986 (changed from December 3-4)  
January 22-23, 1987 (tentative)  
February 12-13, 1987

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

Director's Report. The interim legislative audit review focused on financial control activities and the federal-aid reimbursement process. The audit goals were to maximize the cash fund balance to provide more interest to the General Fund. The interim report showed the department to be behind in billing locals for their share of project costs. Databases supporting financial control are out of balance, and FHWA agreements need modifying because of cost overruns.

The FHWA management review of ITD's civil rights programs was conducted by Willie Harris, Director of FHWA's Region 10 Office of Civil Rights. ITD was commended on progress made over the last two years in all civil rights programs. The addition of Don Morse resulted in improved management of the external program. The reinstated on-the-job (OJT) training program was credited with placing 36 minorities/females into training positions with contractors.

No deficiencies were noted but several suggestions were made: Districts should receive guidance on monitoring local consulting agreements and following up on contract compliance reviews relative to civil rights requirements; a comprehensive analysis of job trends and list of trainees, by craft, should be developed to ensure appropriate use of OJT funds; a complete record of D/WBE firms that successfully competed on ITD contracts should be established; and an effort should be made to follow up on prime contractors' commitment to employ, train and subcontract to minority/female firms. Additional details are covered in the Chief of Administration's annual report.

September 9, 1986

COA Neumayer reported to the Director that the out-of-state travel budget during FY86 was underrun by 20-30%. Bureau Chiefs and the State Highway Administrator control their own travel budgets -- a deviation from the previous management philosophy.

Congratulations to George Neumayer, Chief of Administration, on 25 years with the Department.

FY86 Report on Employee Education and Training. Chief of Administration Neumayer reported that the 21% decrease from FY85 was traced to a more definitive system of identifying actual training costs rather than any significant decrease in employee training. The Board asked for clarification on who comprises Districts 7 and 9.

FY86 Report of Civil Rights Activities. COA Neumayer summarized civil rights activities since June 30, 1986 in accordance with Board Policy B-18-07. The six contractor compliance reviews performed showed marked improvement in the utilization of minorities and women in each of the construction trades. A comprehensive record system was developed during 1986 to track and analyze workforce data. Staff requested the Idaho Personnel Commission waive employment rules which make it difficult to hire minorities/females into employment categories with known racial deficiencies.

The Board requested additional explanation of the new complaint procedure available for employees (paragraph E on page 5 under the internal EEO/AA program).

The annual report has been furnished to the Governor and the Federal Highway Administration.

Agreements with Boise State University to Study Possible Revision of Registration and Weight-distance Fees. Idaho Motor Transport Association (IMTA) has agreed to a study which would produce a fixed registration fee for commercial vehicles. The proposed fixed fee would compensate for revenue reduction resulting from replacing the commercial vehicle weight-distance fee schedule with a flat rate of 22.45 mills per mile. Total cost of this phase of the agreement is \$15,697.50.

A second phase of the agreement would assess the impacts on operators and analyze possible changes in motor carrier operations in Idaho. Total cost of the second phase is \$3,992.80.

The Board approved the first agreement. They approved the addendum (second phase) to be initiated subject to the Director's discretion. If the second phase is not begun, the Board asked to be consulted.

UMTA Section 8 Planning & Technical Assistance Grant for FY87. The grant provides \$30,000 in funds to the Ada Planning Association to support short-range transit planning and data

September 9, 1986

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collection activities. In addition, the grant provides \$20,000 to support functions of the ITD Public Transportation Section.

The Board authorized the Bureau Chief to accept the total federal grant of \$50,000 which is matched with \$12,500 in local and state funds.

UMTA Section 16(b)(2) Elderly and Handicapped Transportation FY87 Grant Application. The Review Selection Committee recommended that the following applicants receive estimated program costs of \$283,990. Applications would be funded in order of priority up to the limit of available funds. Recommended projects that remain unfunded after expending the FY87 grant, would remain prioritized for funding under the next grant cycle.

Stepping Stones, Moscow	\$ 31,815
Elmore County Seniors, Glenns Ferry	17,850
Elmore County Seniors, Mountain Home	17,850
C.A.R.T., Idaho Falls	39,900
Boundary County Seniors, Bonners Ferry	31,658
Community Action for Idaho County, Grangeville	17,929
DAWN, Blackfoot	38,798
WIRCCOA, Cambridge	17,798
Panhandle Special Needs, Sandpoint	17,168
CCOA/CET, Caldwell	20,580
A.A.R.C., Boise	3,817
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+ 1.5% purchasing surcharge	3,827
State administration	25,000
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TOTAL	\$283,990

The Board approved the above-named applicants as recommended by the Review Committee.

UMTA Section 18 Rural and Small Urban Public Transportation FY87 Grant Application. The Review Committee established funding levels for FY87. However, in the absence of an appropriation, the committee used the FY86 appropriated amount. Actual grants will be adjusted depending on the final appropriation.

Panhandle Area Transit, Coeur d'Alene	\$ 90,587
Banana Belt Senior Citizens, Inc., Lewiston	52,000
Old Town Trolley, Inc., Caldwell	30,000
Ketchum/Sun Valley Public Transit Authority	101,000
TRANS IV, Twin Falls	105,000
Community & Rural Transportation, Inc., Idaho Falls	110,000
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+ State Administration	43,000
	<hr/>
TOTAL	\$488,587

The Board asked if Banana Belt Senior Citizens, Inc. is the previously named Seaport Citizens Area Transport (SCAT). The Chief of Aeronautics and Public Transportation will answer at the October Board meeting.

The Board approved the above funding levels as recommended by the Review Committee. Those levels may be adjusted proportionally depending on final appropriation of FY87 funds.

State Highway Administrator's Report. Mr. Green reported on the road closure on SH-62 at milepost 7, seven miles from Kamiah. Heavy rainfall caused a slide over the road; reopening is expected in a week.

Status Report on Statewide Anti-littering Sign Program. House Bill 459, passed by the 1986 state legislature, directs ITD to post notices of the law along state highways at convenient and appropriate locations. Signs have been fabricated and placed in Traffic Supply. To avoid a proliferation of new signs, directions were given Districts to install signs only on highway sections where major littering problems occur.

State Funding for Project Nos. ST-6742(525) and ST-6742(526), Key Nos. 3797 and 3798, SH-48. The District was authorized to develop both projects to improve SH-48 in Rigby from 3rd West to State Street. The projects install curb and gutter, correct a drainage problem, and widen SH-48 in the vicinity of the new high school to accommodate pedestrians and left-turning vehicles.

Since the projects are ready for construction but there are no federal funds available, the Board approved them for state funding from money obligated for construction.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Project No. RS-5721(4), Key No. 3979 - The work consists of applying seal coat on the Worley-Cave Bay road (2.80 miles) in Kootenai County; federal and state financed project. The only bid was more than ten percent over the engineer's estimate. The District believed the higher price reflected a very short work time, small quantities, remote location, and a lack of competition. Staff recommended rejecting and re-advertising; the Board concurred.

Project No. BR-SOS-0100(9), Key No. 3528 - The work consists of removal of an existing bridge and a concrete box culvert, construction of a new bridge and pipe culvert, including excavation, backfill, pile driving, concrete substructures, prestressed precast concrete superstructure, constructing pipe culvert and repairing gravel road in Ada County, federal and state financed project. The contract was approved was award to Mid Western Contractors, Inc., Boise, Idaho the low bidder in the amount of \$116,979.65.

Project No. F-3111(47), Key No. 3754 - The work consists of constructing a scale pit, approaches to and from the pit, a parking area and reconstructing existing approaches at Nyssa Satellite POE US-20-26 in Payette County; federal and state financed project. The contract was approved for award to Idaho Sand & Gravel Co., Inc., Caldwell, Idaho the low bidder in the amount of \$97,459.50.

Project No. IR-84-4(1)239, Key No. 2778 - The work consists of planing, recycled plantmix inlaying and overlaying, plantmix overlaying, guard rail installation and slope flattening on 14.80 miles of I-84 between Idahome Interchange and Sweetzer Interchange in Cassia County; federal and state financed project. The contract was approved for award to Idaho Sand & Gravel, Caldwell, Idaho the low bidder in the amount of \$1,219,414.54.

Project No. M-MG-7363(002), Key No. 2849 - The work consists of constructing 0.31 miles of roadway, signing, traffic signal, drainage, curb & gutter, sidewalk and plantmix surfacing on the 15th/16th street couplet in the area of Americana Boulevard and Front Street in Ada County; federal and state financed project. The contract was approved for award to Nelson Sand & Gravel Co. Inc, Boise, Idaho the low bidder in the amount of \$381,781.05.

Stockpiles 3611 and 3626, Keys 3139 and 3674 - The work consists of furnishing and placing cover coat material and anti-skid material in stockpiles at Meridian stie and Boise Maintenance Yard in Ada County; state financed project. The contract was approved for award to Bryan C. Rambo Crushing Co., Inc., Nampa, Idaho the low bidder in the amount of \$149,624.61.

Project Nos. RRP-RRS-7602(001), RRP-RRS-7632(002), RRP-RRS-9162((002) and RRP-RRS-9162(003), Keys 2533, 2532, 2530 and 2631 - The work consists of railroad crossing improvements to include curb-gutter and pavement widening on Occidental, Highland, Oakley and Normal Avenues located in Burley in Cassia County; federal and state financed project. The only bid was more than ten percent over the engineer's estimate. After analyzing the estimate, staff believed proper consideration was not given to the relatively small quantities involved and the non-typical site conditions. Because readvertisement might not produce lower prices because contractors are at their peak of construction season, the staff recommended award of the project; the Board agreed. The contract was approved for award to Gordon Paving Co., Burley, Idaho the only bidder in the amount of \$57,199.54.

Project No. Sr-RS-6774(13), Key 2079 - The work consists of grading, drainage, curb and gutter, storm sewer system, plantmix pavement and a 34 foot prestressed concrete bridge on 2.580 miles of the St. Anthony Highway in Fremont 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 \$703,904.85.

The following people were flown to West Yellowstone by state plane from Boise and Idaho Falls.

John M. Ohman, Chairman - District 1  
 Lloyd F. Barron, Vice Chairman - District 2  
 Marion Davidson, Member - District 3  
 E. Dean Tisdale, Director  
 G. Keith Green, State Highway Administrator  
 Jack T. Coe, Division Administrator - Federal Highway  
 Administration  
 Barbara Porter - Division of Financial Management

Mary F. Detmar, Executive Assistant to the Board, District 6  
 Engineer Leroy Meyer and Assistant District 6 Engineer Clyde  
 Gillespie met the tour participants in West Yellowstone with  
 ground transportation.

September 10, 1986

From West Yellowstone the Board officially began the tour of  
 east Idaho by traveling US-20 and arrived in Ashton via a county  
 road and SH-47 where the federal bridge projects at Warm River and  
 Robinson Creek were viewed.

Delegation - Ashton. Mayor Ross Wynn and Parks & Recreation  
 representative Ruell Smith described a project north of Ashton on  
 US-20 where a recreational vehicle dump station is proposed. The  
 city was interested in expanding that facility to include rest  
 area type accommodations. The city requested planning and  
 financial assistance from the department. District 6 Engineer  
 Meyer indicated access to the 3.1-acre site was available and  
 approaches can be accommodated. When the next project is underway  
 on US-20, left-turn bays will be added. The district can also  
 provide luminaires and salvaged parts for the dump facility. The  
 city agreed to maintain the facility. Fremont County favors the  
 proposed facility.

A site inspection followed the meeting. The district will  
 continue to work with local officials. A letter will be sent them  
 indicating the amount of participation they can expect from ITD.

From Ashton the tour group drove SH-32 and SH-33 to Driggs.

Delegation - Driggs. Representative John O. Sessions and  
 Dennis Sessions, representative on the Idaho Travel Council,  
 lunched with the Board. Dennis was interested in tourist  
 information signing. Staff will send him a copy of the sign  
 installation schedule. Ryan Kearsley asked if the Wyoming DOT  
 could be contacted regarding the inadequate signing out of Jackson  
 Hole to Idaho. The district will try to solve the signing problem  
 with Wyoming.

From Driggs the tour continued on SH-22 (WY), US-26 and US-89  
 to Alpine where a joint Port-of-Entry is in operation.

September 10, 1986

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September 11, 1986

The tour continued on US-26 to Idaho Falls.

Delegation - Idaho Falls. Local residents queried Board and staff members on the Broadway project schedule. Eleven parcels remain to be purchased and the project should begin early in 1987 with completion before winter. When asked if work could be accomplished at night to alleviate traffic interruption, SHA Green indicated staff would consider calling for bids with alternate completion dates. The district will schedule meetings with property owners prior to construction to receive additional input. Weekly meetings with property owners, contractors and state staff will be held during construction to answer further questions.

From Idaho Falls the group continued on US-20 for a tour of INEL's Advance Test Reactor. In addition, a Department of Energy official presented a request to build four-lanes on US-20 from Idaho Falls to the INEL site as well as three interchanges at site entrances.

District 5 Engineer Brent Frank and Maintenance Engineer Dee Greene joined the tour at the site. DE Meyer and ADE Gillespie returned to Rigby.

The tour continued to Pocatello via US-26 and I-86.

September 12, 1986

The tour started in Pocatello with DE Frank and ADE Brown and proceeded to the Massacre Rocks Rest Area on I-86. At Raft River Interchange, District 4 Engineer Howard Johnson and Assistant District 4 Engineer Dick Sorenson met the tour participants while DE Frank and ADE Brown returned to Pocatello.

The next stop was Burley via I-86, I-84, a county road and SH-27. After lunch the group drove to Jerome on I-84, US-93 and SH-79.

WHEREUPON, the tour officially ended at 3:45 PM.

  
LLOYD F. BARRON, Vice Chairman  
Idaho Transportation Board

Read and Approved  
October 9, 1986  
Boise, Idaho

September 12, 1986

REGULAR MEETING AND DISTRICT 3 TOUR OF THE  
IDAHO TRANSPORTATION BOARD

October 9 - 10, 1986

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building at 7:30 AM. The following people were present:

Lloyd F. Barron, Vice Chairman - District 2  
Marion Davidson, Member - District 3  
E. Dean Tisdale, Director  
Mary F. Detmar, Executive Assistant to the Board  
G. Keith Green, State Highway Administrator  
Jack T. Coe, Division Administrator - Federal Highway Administration  
Barbara Porter, Financial Management Analyst - Division of Financial Management

The Board and staff began its tour of District Three by driving SH-44, SH-16, SH-52 and US-95.

Delegation - Parma. Senators Smyser and Fairchild along with local residents met with the Board and staff. Several concerns were expressed about the satellite port of entry being constructed on US-20-26 near the Oregon border at Nyssa. Director Tisdale agreed that the timing of construction was unfortunate since it interfered with beet harvest. He assured farmers that it was not intended to discriminate against beet haulers but that its primary purpose was to control overloads. Senator Fairchild urged better communication on any project affecting their area.

Both Senators urged improvements to US-95 before any new highway was built through Indian Valley. Director Tisdale remarked that a special appropriation would be necessary for any new construction and that projects on US-95 would continue as planned.

Senator Smyser believed additional funding for the department was necessary, possibly from the General Fund.

The tour continued on US-95, SH-55 and US-20-26.

Meeting - Nampa. Senator Thorne joined the Board and staff for lunch and discussed general highway matters. He was apprised of the conflict at the Nyssa satellite port of entry and told of the Department's financial picture.

The group returned to Boise via I-84 and conducted the following business in the Transportation Board Room.

October 9, 1986

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Board Meeting Dates. The following meeting dates were scheduled:

November 6-7, 1986  
 December 4-5, 1986  
 January 22-23, 1987 (tentative to coincide with budget hearing)  
 February 12-13, 1987

Board Minutes. The September minutes were approved as distributed to Board members.

Director's Report. Mr. Tisdale said he told the Idaho Centennial Commission that the 1989 edition of the state highway map would feature a Centennial cover and accent Idaho history on the reverse side. The historical sign brochure would be republished in 1989 also with a Centennial cover. Commission members requested that existing historical signs be refurbished and new signs, recommended by the Idaho Tourism Council, be added. The Oregon trail guide will be updated and distributed. Commission members supported a Lewis and Clark trail guide, published in cooperation with the Historical Society. Another suggestion from the Commission was to revise the welcome signs at state entrances.

One of the Aeronautics and Public Transportation Advisory Board members attended the dedication ceremonies at the Cascade airport and the McCall airport.

Idaho Traffic Safety Commission minutes will be distributed to Board members.

FY86 program obligations have been expended. An additional authorization of \$20 million remains and SHA Green will provide a list of projects to obligate those funds. Program Control reports that the balance of FY86 federal-aid highway funds, authorized without obligation funds, as of September 30, 1986 is \$39,473,000.

In reviewing the Department's cash fund balance, the Director and State Highway Administrator elected to incur a one-month hold back on letting state maintenance contracts. Director Tisdale informed the Board that the Department will underrun budget projections for FY87 by about \$5-6 million. Receipts for highway user revenue in FY86 were \$1.4 million less than anticipated and \$1.7 million below the FY85 actual receipts. The Board agreed to include a decision unit in the FY88 budget to establish a statewide construction program of \$12 million. That puts the FY88 deficit at \$16.8 million. An impact of 5 percent in employee compensation could bring that deficit to \$19 million.

The Board further authorized the Director to request an FY87 supplemental budget appropriation to cover the cost of issuing hazardous materials permits and providing one additional position in the special license plate unit. The supplemental appropriation totals \$122,200.

Anti-litter Campaign. The Director asked his Administrative Assistant and the Public Information Officer to launch a statewide anti-litter campaign beginning in the spring of 1987. Plans include an awareness program and a "Clean Up Idaho Week" in May of 1987. A part-time student intern from Boise State University has been hired to assist in organizing the effort. Mrs. Swearingen and Mr. Stratten recommended that Wilford Brimley be hired as a spokesman for the campaign. As a movie and television celebrity with Idaho roots, they believe public service announcements by him would give credibility to the program.

The Board approved the contract with Mr. Brimley at a cost of \$20,000 for a series of radio and television spots and posters during a two-year period.

FY86 Report on Employee Education and Training. Pursuant to a request at the September meeting, Chief of Administration Neumayer explained District 7 includes the following Bureaus in Headquarters: Administration, Transportation Services and Motor Vehicles. District 9 reflects Division of Highways personnel in headquarters.

FY86 Report of Civil Rights Activities. COA Neumayer said the new complaint procedure available for employees is patterned after the grievance procedure but allows more latitude in sensitive areas. For instance, if the immediate supervisor is the source of perceived discrimination, the complainant may discuss the problem with any supervisor in his/her chain of command. In addition, the procedure is available to temporary and permanent employees. However, temporary employees are not necessarily retained on the payroll throughout the procedure. Also, after the initial step the complaint process moves forward at a speed agreeable to all participants.

Distribution Policy for 1984-85 Official State Highway Maps. For the last three years the Department of Commerce and Development has annually purchased 100,000 official state highway maps. Last year, because of budget constraints and changes in leadership, their purchase of maps was reduced to less than half of the agreed-on amount. Reprinting of the highway map has been delayed until March of 1987 to further reduce inventories and include a picture of the new Governor. Even with the year's postponement, the Department still has nearly 90,000 maps in the warehouse. The Public Information Officer requested the current distribution policy be amended to liquidate the surplus.

The Board agreed to temporarily amend the policy to allow free distribution of up to 100 maps to non-profit groups representing Idaho and schools. They further approved selling maps to the Department of Commerce and Development at a reduced rate. A charge of 15 cents each would still be in effect for maps sold commercially.

Distribution of the new state highway maps was discussed and the Public Information Officer will bring back a revised policy at the next meeting.

Letter of Certification of Funds to the State Auditor. Section 49-137, Idaho Code, requires the Department to annually notify the State Auditor and make public the receipting, budgeting, and expending of funds from taxes or fees on motor fuels, vehicle operation and registration in the State of Idaho.

The Board approved and signed the certification of revenue and disbursements which is as shown in Exhibit C-252 and made a part hereof with like effect.

1986 Annual Report. The 1985 Annual Report will be updated with current information. The program analysis which was prepared as the transition document for the new Governor will be used as the lead-in for the 1986 Annual Report. Chief of Transportation Services Lydston indicated that a draft of the new report will be available at the November Board meeting for review.

Rule 39.03.27.4, Firing or Projecting of Rockets or Missiles. Chief of Aeronautics and Public Transportation Rauscher requested that the rule be rescinded since the information is adequately covered by Federal Aviation Regulations Part 101, Subparts C and D. The Board concurred and rescinded the rule.

Winter Maintenance Standards for Winter Season 1986-87. In accordance with Board Policy B-05-06, changes in winter maintenance standards were proposed to the Board. The recommended changes were based on the most recent evaluation of economic loss due to winter accidents, average daily traffic volumes, maintenance costs, and special conditions.

Board Member Davidson questioned the level of maintenance standards on US-2 from Bonners Ferry to the Montana state line, on US-12 from Spalding to Orofino and on US-95 from Spalding to Grangeville. He intended to talk to District 2 Engineer Clayton about those in his district and asked the staff to evaluate the level on US-2. The information should be resubmitted at the November Board meeting.

Consultant Services for Structure Concept Study, Project BR-F-4113(54), Key 588, US-95, Lawyers Canyon Creek. The above project is scheduled for FY89 and the Federal Highway Administration recommended appropriate structure types be evaluated prior to beginning the design phase. So the project would not be delayed, staff recommended that a consultant be hired to do only the concept study

The Board approved the recommendation for consultant services at approximately \$60,000 with a time period of about four months.

Supplement 3 to Engineering Agreement E-80, Project I-184-1(7)4, Key 2881, I-184, Chinden-Broadway Connector. Incorrect information furnished to the consultant produced errors in project coordinates. To solve the problem, work done to date must be revised to reflect the adjusted coordinates.

The Board approved the third supplement to E-80 with McCarter and Tuller, Inc. in the amount of \$12,994.23.

Consultant to Design Projects IR-84-2(1)50 and IR-84-2(15)49, Keys 2521 and 3213, I-84, Cole-Overland Interchange. Present personnel constraints limit the capability to complete the project design as scheduled. Roadway Design Supervisor Pline requested permission to hire a consultant to redesign the Cole-Overland Interchange scheduled in two phases for FY89 and FY90.

The Board approved the request to hire a consultant at a cost between \$500,000 and \$750,000.

Contract for Hazardous Materials and Hazardous Waste Management. Phase 1 of the proposed contract would identify appropriate disposal methods of all EPA defined hazardous wastes now on hand. The second phase of the contract would provide recommendations for use of nonhazardous or a less hazardous material to replace presently used materials. The consultant would also prepare a department compliance program manual to provide for legal and proper internal management of hazardous materials and hazardous waste. Also a product of the second phase would be a training program to expedite implementation of a compliance program. An optional third phase would inventory an additional 24 department sites for hazardous materials/wastes. Early completion of the first phase could save the Department considerable disposal fees due to more restrictive rules becoming effective November 6, 1986.

The Board approved phases 1 and 2 at an estimated cost of \$25,000. Phase 3 was approved at an estimated cost of \$15,000.

Supplement 3 to Engineering Agreement E-111, Project RRP-RRS-7963(014) and (015), Keys 3322 and 3323, I-84B, 11th Avenue Underpass in Nampa. The original agreement did not anticipate the need for right-of-way. Traffic studies and intersection designs require small parcels of right-of-way at corners to accommodate turning movements and traffic volumes. In addition, staff determined that design of a signal at First Street North is necessary. The consultant expended extra effort and obtained railroad approvals as well.

The Board approved the staff recommendation for the third supplement to E-111 in the amount of \$13,521.52.

Fee Appraisal Services, Projects IR-84-1(12)45 and F-3271(44), Keys 2989 and 3250, I-84 and SH-55, Eagle Interchange and Eagle Road to Fairview Avenue. Approximately 35 parcels are involved under the two captioned projects. Chief of Highway

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Operations Fiala recommended that the Department solicit fee appraisal services for both projects.

The Board concurred with his recommendation and authorized staff to solicit fee appraisal services for the two projects at an estimated cost of \$35,000 to \$45,000.

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

<u>PROJECT</u>	<u>PARCEL</u>	<u>OWNER</u>	<u>ROUTE</u>
HES-F-6423(2)	13	Verdean Bodily	US-20

District Sign Status Report for September 1986. No change was shown in remaining illegal and nonconforming signs. An outdoor advertising workshop for district personnel was held in Boise to implement changes needed to complete the state billboard removal program. Changes will be used during the fall inventory and should be reflected in the October sign status report.

Supportive Services Contract for Idaho Citizens for Minority Affairs (ICMA). The Department has a supportive service contract with ICMA for involving disadvantaged and women business enterprises (D/WBE) in federally assisted highway construction projects. The purpose of the program is to provide technical assistance to D/WBE businesses to increase their participation in the highway construction industry.

To provide continuity to the program, Chief of Highway Operations Fiala recommended extending the current contract with ICMA through calendar year 1987.

The Board concurred with that recommendation and extended the contract for 12 months at an estimated cost of \$120,000. For the next contract, in calendar year 1988, the Board requested staff to go out with request for proposals (RFPs) .

Supportive Services Contract for On-the-Job Training (OJT). The Department is committed to the Federal Highway Administration to provide on-the-job training for various crafts involved in heavy construction. Actual training is provided by contractors. FHWA has a 100 percent federally-funded program available for the state's use in recruiting trainees.

Chief of Highway Operations Fiala recommended sending requests for proposals to fourteen firms to continue the OJT supportive services.

The Board concurred in that recommendation through calendar year 1987 at an approximate cost of \$120,000.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Project No. HES-7231(12), Key No. 897 - The work on this project consists of widening approximately 0.28 miles of roadway and intersection improvement at US-91 and Siphon Road, installing a 36" and 18" siphon and applying a full width seal coat in Bannock County; federal & state financed project. The contract was approved for award to Hunziker Construction Co., Pocatello, Idaho, the low bidder in the amount of \$99,517.25.

Building No. 3051 - The work on this project consists of furnishing and installing overhead doors, doorway, windows, heating system, liquid gas containers, exterior painting and insulation in the Council Maintenance Shed in Adams County; state financed project. The contract was approved for award to Western Idaho Builders, Marsing, Idaho, the low bidder in the amount of \$33,399.00.

Project No. IR-IRG-184-1(9)2, Key No. 3212 - The work on this project consists of widening roadway, ramp modification, and signalization at the Curtis Interchange of I-184 (MP 2.54), in Ada County; federal & state financed project. The contract was approved for award to Nelson Sand and Gravel Co. Inc., Boise, Idaho, the low bidder in the amount of \$192,529.70.

Yard 3310 - The work on this project consists of painting the exterior of all designated buildings and sheds located in District Three Yard, located at 8150 Chinden Blvd. in Boise in Ada County; state financed project. The contract was approved for award to Terrell Hanson Painting, Boise, Idaho the low bidder in the amount of \$39,590.00.

Project No. F-2352(14), Phase I, Key No. 2101 - The work on this project consists of constructing 71 ft., 65 ft. & 41 ft. prestressed concrete bridges over the Little Wood River, grading and drainage on approximately 2.95 miles of roadway on US-93 curves South of Carey; federal & state financed project. The contract was approved for award to H K Contractors, Inc., Idaho Falls, Idaho the low bidder in the amount of \$917,666.80.

Project No. ER-RS-2739(7), Key No. 3578 - The work on this project consists of grading, base and surfacing on 4.9 miles of roadway FAS-2739, Rock Creek Road, South of Hansen, in Twin Falls County; federal & state financed project. The contract was approved for award to P M F Inc., Twin Falls, Idaho the low bidder in the amount of \$371,467.00.

Project Nos. STM-1481(590), STM-1786(537) & Stockpiles 5526 & 5527, Key Nos. 3459, 3927, 3695 & 3696 - The work on this project consists of crushing and placing a seal coat on 5.1 miles of US-30 Alexander railroad crossing - west city limits Soda Springs, 4.7 miles of SH-34 Lane Grave Road - Bear Creek and crushing

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stockpiling aggregate for road mix pavement and cover coat material Class 2 at Henry and cover coat material Class 2 at Wayan; state financed project. The contract was approved for award to Western Construction, Inc., Boise, Idaho the low bidder in the amount of \$414,324.00.

Stockpile Nos. 1526 & 1513, Key Nos. 3970 & 3416 - The work on this project consists of crushing and stockpiling cover coat material Class 3 and anti-skid material at the Plummer maintenance, yard, US-95 (MP396.32) and cover coat material Class 3, 1/2" aggregate for road mix and anti-skid material at the Harrison Jct. stockpile site, SH-3 (MP95.12); state financed project. The contract was approved for award to Seubert Excavators, Inc., Cottonwood, Idaho the low bidder in the amount of \$287,150.00.

Project Nos. ST-7323(509) & ST-7963(509), Key Nos. 3996 & 3995 - The work on this project consists of cold-milling of existing plantmix and overlaying with Class B plantmix surfacing (Fairview Ave. MP 47.90-MP 48.19) and (Caldwell Blvd/Karcher MP 52.0-MP 55.3) in Ada & Canyon Counties; state financed project. The contract was approved for award to Nampa Paving and Asphalt, Nampa, Idaho the low bidder in the amount of \$392,624.76.

Stockpile No. 1516, Key No. 3419 - The work on this project consists of crushing and stockpiling cover coat material Class 3, anti-skid material and 1/2" aggregate for road mix pavement at Bonners Ferry in Boundary County; state financed project. The contract was approved for award to Peak Paving Co. Inc., Sandpoint, Idaho the only bidder in the amount of \$183,672.00.

WHEREUPON, the Board recessed at 5:00 PM.

OCTOBER 10, 1986

The Board reconvened at 9:30 AM on Friday, October 10 at the Transportation Building in Boise, Idaho.

Legal Report. Chief Legal Counsel Trabert summarized pending legal cases. A seven percent increase in cases was experienced since July 1986. Appraisals on the Idaho Falls Broadway project are still delayed and could hold up the project.

State Highway Administrator's Report. Negotiations with Union Pacific on railroad abandonment near Hailey are continuing. Options will be identified then reviewed with the cities of Hailey and Bellevue before property acquisition.

The District 3 tour continued at the Aeronautics and Public Transportation office at 12:00 noon. The following people departed by state plane to Owyhee, Nevada: Lloyd F. Barron, Marion Davidson, Dean Tisdale, Mary Detmar, Keith Green, Jack Coe and Barbara Porter.

October 10, 1986

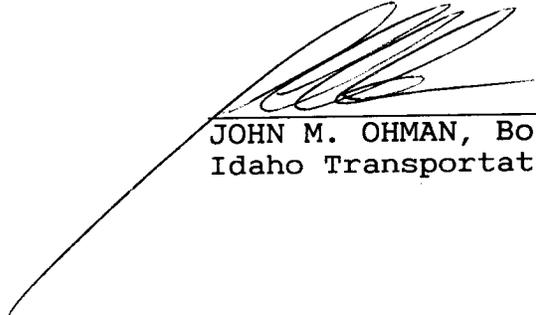
District 3 Engineer Jerry Dick and Assistant District Engineer Ted Gwin met the group with ground transportation.

The tour started north on SH-51 over the almost completed Public Lands project through the Duck Valley Indian Reservation. The tour continued on SH-78 to Grand View.

Meeting - Grand View. Senator Walt Yarbrough and Representative Frances Field were briefed on ITD's financial outlook and the 21 drinking age legislation. Rep. Field urged improvement to the underpass in Mountain Home.

From Grand View the group returned to Boise via SH-78, SH-45 and I-84.

WHEREUPON, the Board meeting adjourned at 6:30 PM.

  
\_\_\_\_\_  
JOHN M. OHMAN, Board Chairman  
Idaho Transportation Board

Read and Approved  
November 6, 1986  
Boise, Idaho

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## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 6 - 7 , 1986

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building on November 6, 1986 at 1:00 PM. The following people were present:

John M. Ohman, Chairman - District 1  
 Lloyd F. Barron, Vice Chairman - District 2  
 Marion Davidson, Member - District 3  
 E. Dean Tisdale, Director  
 Mary F. Detmar, Executive Assistant to the Board  
 G. Keith Green, State Highway Administrator  
 Bob Clour, Assistant Division Administrator - Federal Highway Administration  
 Barbara Porter, Financial Management Analyst - Division of Financial Management

Board Minutes. The October minutes were corrected to show an estimated cost of \$25,000 for Phase 3 of the contract for hazardous materials and hazardous waste management (page 49, book 21).

Board Meeting Dates. The following meeting dates were scheduled:

December 4 - 5, 1986  
 January 22 - 23, 1987  
 February 12 - 13, 1987  
 March 12 - 13, 1987  
 April 9 - 10, 1987

Director's Report. Director Tisdale met with House Speaker Tom Stivers and various local officials on safety improvement projects on I-84. Stivers expressed his concern that the Department needs to do more to keep legislators informed about upcoming projects. State Highway Administrator Green is pursuing with District Engineers a better communication network with legislators.

Director Tisdale discussed the Congressional failure to pass the Surface Transportation Act of 1986. Highway planning activities can be funded through March 1987 as a result of deobligating FY86 unspent funds. The state is forced to bankroll local projects until a new Act is passed. Uncompleted contract work amounts to \$66.4 million.

At a joint AASHTO/American Truck Association task force meeting in St. Louis, strong disagreement was expressed among truckers on longer units, i.e. triples. Also discussed at the meeting was the need for uniform state enforcement procedures in roadside inspection, truck safety activities of the industry, and implementation plans of the National Governors' Association working group on truck tax uniformity.

November 6, 1986

Board Policy B-18-10, Sexual Harassment. A unanimous Supreme Court decision stated that in-place, nondiscrimination guidelines were inadequate because they did not address sexual harassment in particular. The need for a specific policy concerning harassment is required not only for the Department's protection but to reinforce management's position that sexual harassment will not be tolerated within the Idaho Transportation Department.

The Board approved and the Chairman signed the new policy B-18-10.

Highway Information Meetings with Legislators. Meetings have been set for January 14, 15, and 20, 1987 in Boise and will emphasize highway problems rather than solutions.

Delegation - Mr. & Mrs. Gary Rose, Idaho Falls. Mr. & Mrs. Rose requested installation of guardrail on the inside lane of I-15 from mileposts 100.5 to 105 in the lava beds between Idaho Falls and Blackfoot. Their son was killed in an accident in that vicinity last summer. Petitions with several thousand signatures confirmed their request.

Since guardrail would constitute a major project in that particular area, the Board directed District 5 to install rumble strips in the location identified as soon as manpower and equipment is available. The District staff will evaluate additional safety improvements and submit their recommendations for review with the Interstate 4R program.

Delegation - Idaho Manufactured Housing Association. Gub Mix, Executive Director, requested an amendment to Rule 39.02.05.9 to allow transportation of 14-foot wide mobile/manufactured housing units with up to a 12-inch fixed eave. He explained they were not competitive in the housing market without the eave and economically it was not feasible to move the units on a semitrailer.

Mr. Mix represents manufacturers in Idaho, Utah and Nevada as well as major movers. He agreed to coordinate with other western state associations to arrive at an industry consensus on what eave configuration is acceptable. Height restrictions would also be addressed. ITD staff will assist in the effort to present the proposal to the current uniformity study group.

Development of Priorities for Set-aside Program. At the July Board meeting, staff was requested to do a HIAP analysis on the set-aside projects contained in the last four years of the six-year programs and additional projects in the holding category. Director Tisdale asked that economic loss per mile be included in the analysis of set-aside projects.

Staff will conduct a further analysis and submit the list of set-aside projects at the January Board meeting.

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Relinquishment of a Section of Frontage Road to Shoshone County and the City of Kellogg, Project Numbers I-90-1(11)47 and I-90-1(29)50, I-90. Road closure and maintenance agreements were signed by the City of Kellogg in 1965 and Shoshone County in 1966 under which they agreed to accept maintenance responsibility for a frontage road constructed under the above-named projects. The subsequent Official Minute, however, relinquished the portions of former US-10 but did not include the frontage road. This action corrects that oversight.

The Board approved the action and signed the Official Minute which is shown in Exhibit B-246 which is made a part hereof with like effect.

Abandonment of a Section of Former SH-55, Project Number F-FR-3271(36), Key Number 2791, SH-55. Construction of the subject project from Spring Valley to the Horseshoe Bend Hill summit has made unnecessary the retention of a piece of former SH-55.

The Board approved with the recommendation and signed the official minute shown in Exhibit B-247 which is made a part hereof with like effect.

Scenic Designation of SH-97 from the Harrison Junction to I-90. The City of Harrison, the Harrison Chamber of Commerce, the Coeur d'Alene Chamber of Commerce, and the Greater Coeur d'Alene Convention and Visitors Bureau support the proposed scenic designation of SH-97.

The Board agreed the route met the criteria for scenic designation and approved the Lake Coeur d'Alene Scenic Route. The official minute is shown in Exhibit C-253 which is made a part hereof with like effect.

Board Policy B-09-02, Urban Limits and Functionally Classified Highway Systems, and Proposed 1995 Rural Functional Classification Map. Since the August 1986 meeting, staff reviewed the criteria used in classifying approved new locations and submitted a revision to B-09-02 addressing that criteria. The revised policy ties functional classification to the six-year programs rather than the hearing process.

The Board approved and the Chairman signed the revised Board Policy B-09-02. In addition, the Board approved the 1995 Functional Classification Map of the State Highway System which was developed in accordance with the revised criteria. Staff will submit approved system changes to the FHWA for concurrence.

Pocatello Municipal Airport Master Plan Update, Project Number 3-16-0028-03. The current update will address standard work elements including inventory of existing conditions, socio-economic data, demand forecasts, capacity analysis,

facilities needs, noise impact analysis, land use plan, environmental impact assessment, and financial feasibility.

Contingent on approval by the Aeronautics and Public Transportation Advisory Board, the Transportation Board approved a state grant in the amount of \$2,500 toward a total grant of \$65,000 to update the airport master plan.

Transfer of UMTA Section 9 Funds to UMTA Section 18 and City of Boise. After consulting with and receiving approval from local elected officials in Pocatello, the Bureau recommends transfer of \$175,000 in excess UMTA Section 9 operating funds from the City of Pocatello to the UMTA Section 18 program and the City of Boise. The funds will be distributed as follows:

City of Boise	\$20,000
Ketchum/Sun Valley PTA	\$60,900
TRANS IV	\$39,150
Community and Rural Transportation, Inc. (CART)	\$10,000
Panhandle Area Transit, Inc.	\$11,600
Banana Belt Senior Citizens	\$21,750
Old Town Trolley, Inc.	\$11,600

WHEREUPON, the Board meeting recessed at 4:50 PM

November 7, 1986

The Board meeting reconvened on November 7, 1986 in the Transportation Building in Boise, Idaho at 9:10 AM.

Hearing Officer on Eterna-Line Corporation Claim, Project Number IR-84-2(20)49, I-84. The Eterna-Line Corporation has filed a formal claim against the Department alleging that the contract provisions concerning the rotomilling of highway shoulders are unclear and ambiguous, entitling it to an equitable adjustment in the contract. The claim has been denied by the District Engineer and the State Highway Administrator. The contractor requests a hearing before the Board.

The Board approved the Chief Legal Counsel's recommendation and hired M. Karl Shurtliff, Attorney at Law, Boise, to hear the claim and make recommendations to the Board.

Vehicle Dealer Bonds. Board Chairman Ohman asked Chief Legal Counsel Trabert to evaluate the extent of liability of surety companies on dealer bonds and report at the December meeting with recommendations.

Use of Median Crossovers on Interstate Highways by Port of Entry Personnel. Section 49-633, Idaho Code, provides that the Board, by resolution, may authorize use of

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Interstate median crossovers by persons, and vehicles other than emergency vehicles. To avoid circuitry of travel and payment of mileage on private vehicles, the Port of Entry/ Dealer Operations Manager requested that Port of Entry personnel be allowed to use crossovers at or near the following Ports of Entry: Huetter, Cataldo, Bliss, I-84/Rupert, I-15 South of Pocatello, and I-15 North of Roberts.

The Board authorized Port of Entry personnel to use crossovers near the above designated facilities so long as the safety of the traveling public is not jeopardized and that use is work related.

Supreme Court Decision, Merritt v. Idaho Transportation Board. On a three to two decision, the Supreme Court reversed the District Court's determination that the State's restriction of Merritt's access to his land was a taking of property rather than a mere regulation of access to the property in furtherance of public safety.

In the landmark decision, the Supreme Court determined that:

- Government power over public ways is exclusive and unlimited.
- The power to regulate the streets and sidewalks by controlling and limiting access to the Merritt property was within the authority of the Idaho Transportation Board.
- The closing of an entrance to the alley was, as a matter of law, a government regulation and not a taking of property.

Rule No. 39.01.32.01, Computation of Mileage Use Fees. The rule is revised to eliminate an incorrect reference about a fixed mileage use fee of 22.45 mills per mile on vehicles registered in excess of 80,000 pounds gross weight. Actually, the use fee per mile increases by 2.1 mills for each 2,000 pound increment in excess of 80,000 pounds. Other revisions are housekeeping in nature for clarification purposes.

The Board approved the revised rule and requested its Executive Assistant to process it through the Administrative Procedure Act.

Rule No. 39.01.32.02, Procedures and Limitations for Issuing Certificates of Title and "Bonded Certificates of Title". The revised rule allows Idaho auto dealers to apply for a bonded title under controlled circumstances where the usual means of proving adequate ownership is not available. Another revision imposes a fee of \$25.00 on bonded title applicants for the extraordinary volume of document

preparation, inquiries, appraisal and inspection done by the Motor Vehicle Investigator.

The revisions are to protect an owner or lienholder who is in possession of a vehicle without adequate documentation of proof of ownership to obtain an Idaho title.

The Board approved the revised rule and requested its Executive Assistant to process it through the Administrative Procedure Act.

Rule No. 39.01.32.05, Manufacturer's Certificate of Origin (MCO). The rule is revised to reduce administrative requirements by allowing use of an MCO issued by an out-of-state dealer when a vehicle is purchased by an Idaho resident, identifying specific information required on the MCO, and removing outdated information.

Rule No. 39.01.32.11, Titling & Registration of Owner-Operator Vehicles, Transient Farm Labor Vehicles, Nonresident Full Fee Commercial Vehicles, and Personal/Company Vehicles Used by Nonresidents in the State of Idaho. The revised rule identifies licensing procedures for out-of-state residents temporarily employed in Idaho, and nonresident commercial vehicles where an agreement on reciprocity or apportioned registration does not exist. For example, an employee of a company working in Idaho on a contract must purchase Idaho vehicle registration if he establishes Idaho residence. If the work assignment is for the duration of the contract, Idaho titling of the vehicle is not necessary.

The Board approved the revised rule and requested its Executive Assistant to process it through the Administrative Procedure Act.

Rule No. 39.01.32.26, Special Provisions Applicable to License Plates. The new rule combines provisions of five existing rules about personalized license plates, special number plates for Idaho legislators, transporter plates and permits, vehicle dealer plates, and vehicle dealer loaner plates. Substantive additions to the rule include a list of county designators, the design criteria for farm vehicle plates and recreational trailer plates, approval by the Senate and House Transportation Committees of changes to license plates, and a breakdown of license plate classification.

The Board approved the new rule and requested its Executive Assistant to process it through the Administrative Procedure Act. In addition the Board repealed Rule Nos. 39.01.31.06, 39.01.31.08, 39.01.31.09, 39.01.32.08 and 39.01.32.18.

Rule No. 39.01.32.27, Centennial License Plates. The new rule provides guidelines for the issuance of statehood

centennial license plates, and establishes a procedure to issue a "sample" plate.

The Board approved the new rule and requested its Executive Assistant to process it through the Administrative Procedure Act.

Rule No. 39.01.32.28, Odometer Readings on Title Records of the Department and on the Certificate of Title Issued to the Current Owner. The new rule outlines procedures for recording odometer readings on motor vehicle title documents to prevent unauthorized or fraudulent alteration of the reading prior to purchase by an unsuspecting buyer. The rule also provides assistance for enforcement of Section 49-2430, Idaho Code which prohibits alteration of an odometer reading.

The Board approved the new rule and requested its Executive Assistant to process it through the Administrative Procedure Act.

Rule No. 39.01.32.29, Issuance of Temporary Registration and Temporary Vehicle Clearance. The new rule establishes criteria for issuing temporary Idaho registration or clearance in lieu of permanent yearly registration. This allows Idaho motor carriers to continue operation while in the process of obtaining an Idaho title, a certified copy of an out-of-state title, or while title paperwork is being transferred from a port of entry to headquarters.

The Board approved the new rule and requested its Executive Assistant to process it through the Administrative Procedure Act.

Rule No. 39.01.32.30, Special Provisions Applicable to Fees for Services. The new rule identifies the fees charged for services performed by the Motor Vehicle Bureau pertaining to driver's license records, vehicle title and registration. It documents the appropriate fees which are combined to provide a total for a given service. It also makes uniform the fees assessed for a portion of time spent on a service.

The Board approved the new rule and requested its Executive Assistant to process it through the Administrative Procedure Act.

Rule No. 39.01.33.02, Eligibility Standards for Violation Point Count System. The revised rule raises the value of points assessed for an inattentive driving violation from three to four. This is a more equitable value when compared to the existing schedule. Another change allows for a reduction of three points for those drivers who complete an approved driver improvement course.

The Board approved the revised rule and requested its Executive Assistant to process it through the Administrative Procedure Act.

State Highway Administrator's Report. Bonner County Commissioners will be encouraged to continue with planning and design of the Pend Oreille River Bridge at Priest River; the Board will consider the project when the critical bridge program is submitted early in 1987.

The Wallace viaduct project will proceed as scheduled despite rumored railroad abandonment that could constitute some design changes.

Delegation - Fred Omodt Representing Idaho Utility Pole Industry. Mr. Omodt explained the industry's position on overlength loads and pilot car requirements. It was their understanding, after a July 1986 meeting in Coeur d'Alene, that pilot cars would not be required on loads less than 110 feet overall. When permits were issued, however, pilot cars were required on loads exceeding 100 feet in length. Industry figures show that "while only 2.3% of the total number of harvested poles were long enough to require a pilot car, over 38% of the loads hauling those poles would require a pilot car." Mr. Omodt believed that the cost of a pole would increase 64% if pilot cars were required on loads over 100 feet long.

The Board directed staff to evaluate the industry figures presented and make a recommendation at the December meeting.

Board Policy B-03-01, Acquisition and Disposal of Real Properties and Their Improvements. Revisions reflect the Department's current practice and changes in FHWA requirements. FHWA raised the dollar value of real estate that the Department Director or his designee may purchase, sell or exchange from \$80,000 to \$100,000. Other revisions reflect changes in wording only as dictated by the FHWA or updates to current ITD practice, as in the process of buying in fee on behalf of the local entity instead of relinquishment at a later date.

The Board approved and the Chairman signed the revised Policy B-03-01.

Sign Status Report, October 1986. Remaining illegal and nonconforming signs total 236; down 36 from the previous report. The statewide fall inventory is nearing completion and the November sign status report should reflect additional changes.

Utilization by ITD of State Inmate Labor. ITD and the Idaho Department of Corrections (IDOC) have cooperatively developed an agreement providing for use of volunteer felony

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offenders from the state penal system to perform work related to ITD's roadside maintenance program. Inmate labor will be provided to ITD under this agreement at no direct cost.

Board Chairman Ohman cited several minor discrepancies in the the agreement and requested Legal Counsel to correct. He also asked Legal Counsel to evaluate liability, and to identify IDOC as an independent contractor in the agreement.

Kingpin to Last Axle Dimension Restriction on US-95, Junction SH-1 to Canadian Line. A study was undertaken in 1985 to reevaluate the geometrics of the section in question due to a number of requests from the trucking industry to allow vehicles with kingpin to last axle dimensions greater than 39 feet to operate on this section of US-95. Subsequently, the route was designated for overlength operations for 85-foot combinations having an off-track of 5.5 feet or less. The Alberta Trucking Association indicated the remedy was satisfactory and appreciated.

After reviewing the information, the Board decided to retain the kingpin to the last axle restriction on US-95 north of the SH-1 junction.

Rule No. 39.02.05.7, Routes Restricted for Long Trailers. The revised rule reverses the previous concept of designating routes for long trailers to listing those routes that are restricted to semitrailers with a kingpin to last axle dimension exceeding 39 feet. Last axle is defined as the last nonsteerable axle.

The Board approved the revised rule and requested its Executive Assistant to process it through the Administrative Procedure Act.

Rule No. 39.02.05.8, Legal Weight Limits. The amended rule corrects an Idaho Code reference, and the manufacturer's rating on retractable or variable load suspension axles from 10,000 to 9,000 pounds. That correction is based on actual ratings. The rule requires that lift axles be self-steered by 1990 and allows the up/down switch in ready-mixed concrete trucks to be in the driver's compartment.

The Board approved the revised rule and requested its Executive Assistant to process it through the Administrative Procedure Act.

Rule No. 39.02.05.9, Special Permits for Overweight and Oversize Vehicles. The revised rule removes modular units from the wind velocity violation since they are hauled on conventional trailers and should be more stable in the wind than mobile homes on their axles (Section 13,07). Another revision clarifies that overall length requirements are inclusive of front and rear overhangs (Section 62,01).

The Board approved the revised rule and requested its Executive Assistant to process it through the Administrative Procedure Act.

Winter Maintenance Standards for Winter Season 1986-1987. Proposed changes were recommended based on the most recent evaluation of economic losses due to winter accidents, average daily traffic volumes, maintenance costs, and special conditions. The following changes were approved by the Board:

District One

US-2 Bonners Ferry to Montana Line, raise from green to red  
 US-95 Plummer to Coeur d'Alene, raise from red to yellow  
 US-95 Bonners Ferry to Eastport, raise from green to red

District Two

US-12 Spalding to Orofino, raise from red to yellow

District Three

SH-19 Oregon Line to Homedale, raise from orange to green  
 SH-19 Wilder to Caldwell, raise from green to red  
 US-20-26 Parma to Caldwell, raise from green to red  
 SH-78 Hammett to Junction I-84, lower from green to orange  
 US-95 Palisades Junction to Payette, raise from red to yellow  
 SH-21 Lowman to Stanley, raise from blue to orange

District Four

SH-25 West Jerome Interchange to Junction US-93, raise from red to yellow

District Five

SH-34 Preston to Junction US-30, lower from red to green  
 SH-34 Soda Springs to Conda Junction, lower from red to green  
 SH-36 Malad City to Preston, new section established at green  
 SH-37 Roy to Rockland, lower from green to orange

District Six

SH-33 Junction US-20-26 to Junction SH-22-33, lower from green to orange  
 SH-87 Junction US-20 to Montana Line, lower from green to orange

All District Engineers were instructed to use the winter maintenance levels as guidelines, but provide higher levels of service as weather permits.

The Maintenance Supervisor was asked to look at the methodology used in determining winter maintenance standards to give proper emphasis on average daily traffic volumes.

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Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Building 3312 - The work on this project consists of re-roofing the District Three Office and correcting the roof drains, located at 8150 Chinden Blvd. in Boise, Idaho in Ada County; state financed project. The low bid was more than ten percent over the engineer's estimate. The cost difference was attributable to weather conditions, possibly leading to overtime. The District and Contract Administration Section do not see a potential savings in readvertising the project and, therefore, recommend award; the Board agreed. The contract was approved for award to Mountain States Roofing, Boise, Idaho, the low bidder in the amount of \$19,240.00.

Stockpile No. 5517, Key No. 3463 - The work on this project consists of crushing, hauling and stockpiling aggregate for road mix pavement and cover coat material Class 2 in stockpiles East 4.3 miles from Holbrook in Oneida 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 \$134,816.00

Project No. RS-6778(1), Key No. 752 - The work on this project consists of grading, drainage, construction of four concrete box culverts, crushed aggregate base, plant mix pavement and seal coat on 2.2 miles on the Moody-Newdale Road in Madison County; federal and state financed project. The contract was approved for award to H K Contractors, Inc., Idaho Falls, Idaho the low bidder in the amount of \$755,070.00.

Project No. BR-F-3291(31), Key No. 3990 - The work consists of constructing an aggregate base, bituminous treated detour at Chapman Creek, MP 90.831, on SH-21 near Lowman in Boise County; federal and state financed project. The contract was approved for award to Rock Contractors, Inc., Meridian, Idaho the low bidder in the amount of \$98,452.99.

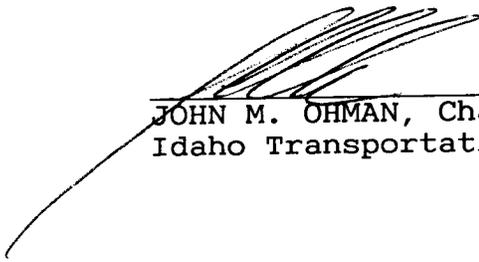
Project Nos. MG-7664(003), M-7664(004 and PW-285(2), Key Nos. 3545 and 3973 - The work consists of constructing roadway, curbs, traffic signal, sanitary sewerlines, base and surfacing on 6th Street; constructing a bike trail, bicycle bridge, retaining wall and sanitary sewerlines; and repaving the Employment Agency parking lot in Moscow in Latah 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 \$426,102.42.

Project No. BR-SOS-4300(3), Key No. 2984 - The work consists of constructing a 70 foot prestressed concrete bridge and approaches over the Gold Fork River Bridge on

Hansen Lane in Valley 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 \$125,524.87.

Project No. F-FR-6411(1), Key No. 2217 - The work consists of rebuilding the shoulders, widening the roadway and placing plant mix surfacing on 7.39 miles of SH-33 from MP 66.044 to MP 73.436 in Jefferson and Madison Counties; 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 \$1,556,194.80.

WHEREUPON, the meeting adjourned at 3:00 p.m.

  
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JOHN M. OHMAN, Chairman  
Idaho Transportation Board

Read and Approved  
December 4, 1986  
Boise, Idaho

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## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 4 - 5 , 1986

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building on December 4, 1986 at 9:00 AM. The following people were present:

John M. Ohman, Chairman - District 1  
 Lloyd F. Barron, Vice Chairman - District 2  
 Marion Davidson, Member - District 3  
 E. Dean Tisdale, Director  
 Mary F. Detmar, Executive Assistant to the Board  
 G. Keith Green, State Highway Administrator  
 Jack T. Coe, Division Administrator - Federal Highway Administration  
 Barbara Porter, Sr. Financial Management Analyst - Division of Financial Management

Board Minutes. The November minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled:

January 22 - 23, 1987  
 February 12 - 13, 1987  
 March 19 - 20, 1987 (changed from March 12 - 13)  
 April 9 - 10, 1987  
 May 19 - 22, 1987 - North Idaho Board Tour  
 June 25 - 26, 1987 (tentative)

Director's Report. Dean Tisdale reported on personnel changes:

- Mark Young, Training Specialist, was chosen to succeed Doug Kraemer as Port of Entry/Dealer Operations Manager.
- Rick Gardner, Training Manager, resigned to accept other employment.
- Dick Hedges, Assistant District 3 Engineer, was chosen to succeed retiring Laurence Browning as Contract Administration Supervisor.
- Clayton Sullivan, Assistant Maintenance Engineer, was chosen to succeed Dick Hedges as Assistant District 3 Engineer responsible for operations.

Veterans Memorial Parkway in Boise was opened to traffic October 30 providing a connection between Chinden Boulevard and State Street. Between 10,000 and 12,000 vehicles per day are using the new road.

December 4, 1986

Those who attended the annual AASHTO meeting in Baltimore in November were impressed with the technical and policy sessions. A unanimity of concern was expressed by states for early passage of a Surface Transportation Assistance Act. A comprehensive report of the annual meeting is included in the AASHTO Journal.

Director Tisdale attended the Multistate Highway Transportation Agreement (MHTA) meeting in San Diego. MHTA is a committee of legislators, state officials and trucking industry representatives from ten western states created to bring uniformity to trucking regulations. Senator Bangerter of Utah replaced Senator Budge of Idaho as chair of the committee.

A summary of FY88 budget information was presented. The \$12 million state funded construction program is included as a decision unit in the \$101.3 million request. Federal-aid losses totaling \$10.5 million represent the 21-year old drinking age sanction and the delay in having a federal-aid act. Additional charts showed the declining percent of total personal income in Idaho spent on highways. Several highway user revenue options were discussed to meet the FY88 ITD budget request. Fuel consumption in Idaho forecasted for FY88 indicates only a slight increase. A comparison of ten western states shows Idaho next to lowest in the tax and fee costs of registering and operating an automobile for 10,000 miles.

Board Policy B-06-07, Official State Highway Map. Chief of Administration Neumayer recommended entering into an agreement with the Idaho Department of Commerce for their purchase of 200,000 highway maps at 35% of production costs. The Board agreed and stipulated that additional maps be purchased at the same rate.

The Board approved a revision to B-06-07 to allow distribution to individuals, schools and non-profit groups in reasonable quantities at no charge.

1986 Annual Report. Board members asked that a draft of the report, including exhibits, be submitted for their review.

Registering and Titling of Canadian Vehicles. Chief of Motor Vehicles Kraemer satisfied Member Davidson's query about processing of Canadian vehicles.

Lunch with Governor John V. Evans. Board members and Director Tisdale expressed appreciation for the Governor's support of the department's activities.

Delegation - Concerned Citizens from Rexburg. State Representative Dick Davis, Randall Porter, Stanford Brown and Nyle Fullmer oppose the proposed project to reconstruct 2nd

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East in Rexburg. Rep. Davis preferred to use the funds for a similar project on 2nd West. Brown represented citizens concerned for child safety and believed no accommodations were made in the project to consider safety. Fullmer cited an adverse economic impact since traffic would be channeled away from downtown, and suggested the same funds be spent on other projects. Porter said no compromise meeting with local officials had been held. He indicated residents were willing to use their own money to construct curb and gutter if the project was not completed.

The Board asked staff to delay project approval until the residents had an opportunity to discuss their concerns with local officials.

WHEREUPON, the meeting recessed at 3:00 p.m.

Reception for State Treasurer Marjorie Ruth Moon. Board members Davidson and Barron along with Executive Assistant Detmar attended a reception at 5:00 p.m. in the Statehouse for outgoing State Treasurer Moon.

December 5, 1986

The Board meeting reconvened at 9:00 a.m. on December 5, 1986 in the Transportation Building in Boise.

State Highway Administrator's Report. SHA Green told delegates at the North Idaho Chamber of Commerce meeting that US-95 remains at the top of the project priority list.

Assuming ITD will continue to receive obligational authority after the first quarter of FY87, the entire \$22.2 million balance of funds in the Interstate program will be obligated. Because of that zero balance, discretionary Interstate funds amounting to \$46 million have been requested for the Wallace viaduct and Bennett Bay bridge and approaches.

Mayor Alfrey of Pierce asked for Board consideration of immediate improvement to SH-11 from Timberline High School to Pierce. The Board took the matter under advisement.

Forsgren-Perkins, consulting engineers, are disturbed about ITD's selection process on consulting contracts. SHA Green stated that a meeting would be arranged to explain the process and determine if consultants have suggestions for improving it.

Exception to Pilot Car Requirements Requested by Pole Industry Representative. A survey of states involved in the uniformity effort indicates their current regulations require

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a pilot car for loads over 100 feet and, in some states, a pilot car is required for loads with an overall length of 90 feet.

The Board elected to retain the same pilot car requirements for poles as for other overlength loads, but allowed an exception on the first move from the woods.

Rule No. 39.02.12.05, Signs Giving Specific Information in the Interest of the Traveling Public Along the Interstate Highways and Other Fully Controlled Access Facilities. The proposed new rule concerning logo signs incorporates by reference the policy of the same name. The new policy is a complete rewrite of Rule No. 39.02.03.5 and renumbered to reflect a change in functional authority. It is intended that the old rule be rescinded upon adoption of the new rule.

The Board approved the new rule and authorized its Executive Assistant to process it through the Administrative Procedure Act. They further authorized rescission of Rule No. 39.02.03.5 upon final adoption of Rule No. 39.02.12.05.

Rule No. 39.02.12.1, Manual on Uniform Traffic Control Devices. The revised rule would incorporate by reference Revision No. 4 dated March 1986 with one exception. Section 2G-5.2 would read "Logos should have a blue background with a white legend and border." Revision No. 4 indicates the blue background and white border are a "shall" condition.

With the one exception, the Board approved the revised rule and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Proposed Ashton Recreational Vehicle Dump and Roadside Park Within a Controlled Access Facility, Project No. F-6471(2), US-20. An adjacent landowner consented to relocating an existing approach and making it a joint use approach. The City of Ashton requested a new approach to access the RV dump and information center. A covenant in the deed limits the approach to public use only. If the property changes to private enterprise, the approach would no longer be authorized and would be removed at city expense.

The Board approved relocating an approach from Sta. 55+50 Rt. to Sta. 54.74 Rt. and constructing a new public use approach at St. 51+50 Rt.

Idaho Geodetic Advisory Service. Design Supervisor Pline recommended establishing an advisory office for geodetic survey services in Idaho. The service would support the photogrammetric mapping used by ITD in project location and design. ITD would provide office space and secretarial services.

The Board approved an agreement with the National Ocean Service in an amount not to exceed \$20,000 annually.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Project HES-8313(001), Key 2491 - The work consists of roadway improvements and signalization at the intersection of Greenhurst Road and SH-45 (MP 25.259), Nampa in Canyon 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 \$144,490.12.

Project I-IR-15W-4(33)108 Sec. "C", Key 0012 - The work consists of constructing rest area improvements necessary to complete the rest area facilities located at Massacre Rocks and Coldwater Hill on I-86 in Power County, federal and state financed project. The contract was approved for award to Barton Construction, Inc., Boise, Idaho the low bidder in the amount of \$1,177,964.99.

Building 4251, Key 3618 - The work consists of constructing a concrete and masonry reinforced building addition and major remodeling of the existing building at the District 4 office in Shoshone in Lincoln County; state financed project. The contract was approved for award to Ormond Builders, Inc., Idaho Falls, Idaho the low bidder in the amount of \$424,785.00.

Sign Status Report, November 1986. A total of 16 illegal and non-conforming signs were eliminated from the district inventory during the month. Chief of Highway Operations Fiala said continued progress would occur until the program could be classified as a maintenance function.

Condemnations. The Board signed the Orders of Condemnation on the following parcels:

<u>Parcel No.</u>	<u>Project No.</u>	<u>Owner</u>	<u>Route No.</u>
19	I-90-1(138)14	Forest P. Watson	I-90
10	I-184-1(5)4	Associated Distributing	I-184
3	BR-F-3291(24)	Albert Maselli	SH-21

Deed Property to City of Mountain Home, Project M-8103(001), Key 898, SH-51. Recent reconstruction of SH-51 required ITD to purchase a 1.6 acre parcel of land adjacent to the project for an evaporation pond for drainage collected from the project. Upon completion of the project, the City agreed to accept and maintain the fence-enclosed pond areas.

The Board conveyed the subject property by executing the warranty deed in favor of the City of Mountain Home.

December 5, 1986

Quitclaim Portion of Abandoned Right-of-way, Project I-15-1(27)8, Key 2195, I-15. A section of former US-191 was abandoned after the project was completed. Previous Board action removed a segment of former US-191 from the state highway system. However, no records document release of ITD interest. Present property owners request that ITD issue a quitclaim to the abandoned right-of-way to clear the title.

The Board conveyed the previously abandoned area by executing a quitclaim deed in favor of the Tovey's.

Quitclaim Former Right-of-way, Project F-5115(12), Key 99, US-95. Worley Highway District requested selected portions of the former US-95 right-of-way, together with rights-of-way purchased in conjunction with the captioned project, for their use and benefit.

The Board transferred title of former US-95 right-of-way by signing the appropriate documents in favor of the Worley Highway District.

Sale of Property, Stockpile Site S-3832(1), Key 1034, SH-52. As a part of the Emmett Airport expansion project, Gem County must obtain title to ITD's 1.84 acre stockpile. Conditions of the purchase agreement provide for occupancy of the property until such time as it is required for airport purposes. If any materials remain at that time, Gem County would be responsible for moving those materials to another ITD site.

The Board authorized sale of the stockpile site and executed the warranty deed in favor of Gem County.

Legal Report. In February 1986 suit was filed against defendant Nelson for damages to guardrail in an accident on I-90. Chief Legal Counsel Trabert recommended proposed settlement at 50% of damages sought. The Board concurred and signed the release and indemnifying agreement.

Appraisals on the Broadway project in Idaho Falls are delayed and the Board directed staff to resolve the difficulties as soon as possible. To alleviate similar problems in the future, staff was asked to review appraisal contracts and evaluate inclusion of a penalty clause for lack of performance.

Lunch with Idaho Highway Users Conference. Board members and staff met with the executive committee of the IHUC. Director Tisdale and CTS Lydston outlined ITD's financial outlook and the FY88 budget request. Also explained was the effect of Congressional failure to pass a 1986 Surface Transportation Assistance Act. IHUC members also favor state flexibility in funding and were interested to learn the new bill may contain a feature to transfer 20% of Interstate 4R funds to primary projects.

December 5, 1986

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WHEREUPON, the meeting adjourned at 2:00 p.m.



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JOHN M. OHMAN, Chairman  
Idaho Transportation Board

Read and Approved  
January 23, 1987  
Boise, Idaho